

## Notice of Meeting:

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

**Date:** Tuesday 7 May 2019  
**Time:** 9.30am  
**Meeting Room:** Council Chamber  
**Venue:** Municipal Building, Garden Place, Hamilton

Richard Briggs  
Chief Executive

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## Growth and Infrastructure Committee OPEN AGENDA

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### Membership

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

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

**Meeting Frequency:** Six weekly

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Lee-Ann Jordan  
Governance Manager

**30 April 2019**

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## **Purpose**

The Growth and Infrastructure Committee is responsible for:

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

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

### **Terms of Reference:**

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

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

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

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

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

**Oversight of Policies**

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

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**1 Apologies**

**2 Confirmation of Agenda**

The Committee to confirm the agenda.

**3 Declaration of Interest**

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

**4 Public Forum**

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

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

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

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

# Council Report

Item 5

**Committee:** Growth and Infrastructure Committee  
**Date:** 07 May 2019  
**Author:** Amy Viggers  
**Authoriser:** Becca Brooke  
**Position:** Committee Advisor  
**Position:** Governance Team Leader  
**Report Name:** Confirmation of the Growth and Infrastructure Open Minutes - 29 March 2019

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

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

## Attachments

Attachment 1 - Growth and Infrastructure Committee Open Unconfirmed Minutes - 29 March 2019

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## Growth and Infrastructure Committee

### OPEN MINUTES

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Minutes of a meeting of the Growth and Infrastructure Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton on Friday 29 March 2019 at 12.03pm.

#### 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 R Hamilton
	Maangai Norm Hill

In Attendance:	Eeva-Liisa Wright - General Manager Infrastructure Operations
	Kelvin Powell – Acting General Manager City Growth
	Chris Allen – General Manager Development
	Sean Hickey – General Manager Strategy and Communications
	Lance Vervoort – General Manager Community
	David Bryant – General Manager Corporate
	Blair Bowcott – Executive Director Special Projects
	Jason Harrison – Special Projects Manager
	Robyn Denton – Operations Team Leader
	Katherine Johns - Strategic Transport and Engagement Leader
	Karen Saunders – Peacocke Programme Manager
	Julie Clausen – Programme Manager
	Tracey Lowndes – Project Manager, strategy and Planning
	Natalie Palmer – Unit Manager Communications and Marketing
	Lauradanna Radesic – Team Leader Great River City

Governance Staff:	Becca Brooke – Governance Team Leader
	Amy Viggers and Rebecca Watson – Committee Advisors

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*Due to the extraordinary circumstances of the 14 March 2019 Christchurch mosque attack, at 11.45am the meeting start time was delayed to 12.00pm under section 10.6 of Standing Orders to enable Committee Member, staff and members of the public to attend the Memorial Service.*

**1. Apologies**

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

That the apologies for absence from Cr Tooman, for early departure from Cr Hamilton and Cr Bunting, for partial attendance from Mayor King (for Council business) and Cr Mallett, and for lateness from Mayor King are accepted.

**2. Public Forum**

**Roger Stratford** – Mr Stratford spoke to item 8 (Waikato Regional Council - Passenger Transport Update) specifically concerning the new Comet bus service. Mr Stratford raised concerns regarding the ticketing system and costs.

*Mayor King joined the meeting (12.04pm) during the discussion of the above item.*

**3. Confirmation of Agenda**

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

That the agenda is confirmed noting the following:

- a) that public forum time limits for individual is to be 3 minutes and 6 minutes for groups;
- b) that item 11 (CBD 2 Hour Free Parking Trial Update) is to be taken after item 6 (Chair's Report) to accommodate members of the public;
- c) that item 8 (Waikato Regional Council - Passenger Transport Update) is to be taken at 2.15pm to accommodate external presenters;
- d) that order that the agenda is to be taken is to be flexible to accommodate staff availability.

**4. Public Forum**

**Peter H Bos** – Mr Bos spoke to item 12 (Draft Hamilton Speed Management Plan) concerning speed management in Hamilton. Mr Bos suggested that there are traffic calming options that could be introduced that would increase road safety.

**Vanessa Williams and Mike Neale (HCBA), Bronwyn Robinson (Magazine), Courtney Harper (Harper Inc) and Colin Hancock (Trek n Travel)** – Ms Williams spoke on behalf of the group to item 11 (CBD 2 Hour Free Parking Trial) noting their support of an extension of the 2 hour free parking trial. They noted that they had received less complaints concerning parking since the introduction of the trial, and that customers appeared more relaxed when shopping. They felt the CBD 2 Hour Free Parking Trial was an important component of revitalising the CBD.

**5. Declarations of Interest**

No members of the Council declared a Conflict of Interest.

**6. Confirmation of the Growth and Infrastructure Open Minutes - 12 February 2019**

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

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.

*Cr Mallet left the meeting (12.22pm) at the conclusion of the above item. He was present when the matter was voted on.*

**7. Chair's Report**

The Chair took the report as read.

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

That the Growth and Infrastructure Committee receives the report.

**8. CBD 2 Hour Free Parking Trial Update (Recommendation to Council)**

The report was taken as read. Staff responded to questions from Committee Members concerning the potential cost increases to CBD businesses as a result of any increase to the current CBD targeted rate.

**Motion:** (Cr Taylor/Bunting)

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 2019, will provide the framework for the next phase of developing specific parking precinct action plans.

**Amendment:** (Cr Pascoe/Cr Casson)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) notes the Access Hamilton Taskforce recommendation to continue the Central Business District 2 Hour Free on-street parking trial until 30 June 2020;
- c) recommends to the Council the extension of the central business district 2 hour free on street parking trial until 30 June 2020 on the basis that the present targeted rate payable by CBD businesses be increased from \$140,000 pa to \$500,000 pa from 1 July 2019;
- 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 2019, will provide the framework for the next phase of developing specific parking precinct action plans.

**The Amendment was put.**

**Those for the Amendment:** Councillors Casson, Pascoe and Hamilton.

**Those against the Amendment:** Mayor King, Deputy Mayor Gallagher, Councillors Macpherson, Bunting, Henry, O'Leary, Southgate, Taylor and Maangi Hill.

**The Amendment was declared lost.  
The Motion was then put and declared carried.**

- Resolved:** (Cr Taylor/Bunting)  
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 2019, will provide the framework for the next phase of developing specific parking precinct action plans.

**Cr Pascoe Dissenting.**

**9. Te Waka Six-Monthly Update**

The Executive Director of Special Projects took the report as read and responded to questions from Committee Members concerning successful Provincial Growth Fund applications and the governance structure of Te Waka.

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

*Item 10 (Hamilton to Auckland Corridor Plan Update) was taken after Item 7 (Te Waka Six-Monthly Update) to accommodate staff availability.*

**10. Hamilton to Auckland Corridor Plan Update**

The Executive Director of Special Projects took the report as read and responded to questions from Committee Members concerning the 20 key initiatives outlined in the Hamilton to Auckland Corridor Statement of Spatial Intent, the cost to the Council, and the level of support from Central Government for the plan.

- Resolved:** (Mayor King/Cr Macpherson)  
That the 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.

*Item 9 (Hamilton to Auckland Start-up Passenger Rail Service) was taken after Item 10 (Hamilton to Auckland Corridor Plan Update) to accommodate staff availability.*

**11. Hamilton to Auckland Start-up Passenger Rail Service**

The General Manager Development took the report as read. He responded to questions from Committee Members concerning cultural considerations/iwi involvement in the Start-up Passenger Rail Service, future operating costs for the platform, and potential parking revenue options at the park and ride. He noted that NZTA had confirmed the 75.5% Financial Assistance Rate for rolling stock maintenance and for the above ground station work.

**Resolved:** (Cr Macpherson/Deputy Mayor Gallagher)

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.

**Cr Casson Dissenting.**

*Item 12 (Draft Hamilton Speed Management Plan), Item 13 (Peacocke Programme Update) and Item 14 (General Managers' Report) were taken after Item 9 (Hamilton to Auckland Start-up Passenger Rail Service) to accommodate external presenters.*

**12. Draft Hamilton Speed Management Plan**

The report was taken as read.

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

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.

**13. Peacocke Programme Update**

The Peacocke Programme Manager tabled an updated attachment 4 (Peacocke Programme Capital report) that would be attached to the minutes as **appendix 1**. Staff responded to questions from Committee Members concerning timing of reports on the Peacocke Programme.

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

That the Growth and Infrastructure Committee:

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

**14. General Managers' Report**

The report was taken as read. Staff advised that the action from the previous meeting regarding the KPIs within the Central Business District Activation Plan was yet to be completed and that there would be a future update concerning the audit of vacant space in the CBD.

**The meeting adjourned 1.44pm to 2.18pm.**

*Mayor King and Cr Hamilton retired from the meeting during the above adjournment.*

*Following the above adjournment item 8 (Waikato Regional Council - Passenger Transport Update) was taken before continuing with item 14 (General Managers' Report) to accommodate external presenter's.*

**15. Waikato Regional Council - Passenger Transport Update**

Andrew Wilson (Waikato Regional Council Public Transport Manager) provided Committee Members with an update on passenger transport, noting that there were a number of initiatives including a new ticketing system, the Comet route, and CBD fare zone that were to begin in the near future. He responded to questions from Committee Members concerning the Comet service, how future initiatives would link in to the mass transit plan for Hamilton, and the effect on public transport since Waikato University changed to paid parking.

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

That the Growth and Infrastructure Committee receives the report.

**16. General Managers' Report**

The report was taken as read. Staff responded to questions from Committee Members concerning the change to NZTAs Targeted Enhanced Financial Assistance Rate and the unknown effect it could have on Council projects.

**Staff Action** – *Staff undertook to request the Chair of Project Watershed, and key staff, present to Committee Members through an Elected Member Briefing prior to August 2019 concerning their purpose.*

**Staff Action** - *Staff undertook to action the recommendation of the Waste Taskforce in that Hamilton City Council becomes a corporate member of the Keep New Zealand Beautiful (KNZB) Society.*

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

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;
- 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; and
- d) requests staff work with the Mayor to draft and send a letter to the NZTA Chair outlining our concerns regarding funding of Hamilton transport projects going forward.

**15. Resolution to Exclude the Public**

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

**Section 48, Local Government Official Information and Meetings Act 1987**

The following motion is submitted for consideration:

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

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

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Growth and Infrastructure Public Excluded Minutes - 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	Section 7 (2) (g)
	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h)
	to enable Council to carry out negotiations	Section 7 (2) (i)

**The meeting went into a Public Excluded session at 3.10pm.**

**The meeting was declared closed at 3.21pm.**





# Peacocke Programme Capital Report

Attachment 1

Item 5

**Programme Outcome:**  
*Ko te aahinga 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 macroscope 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

**Capital Expenditure:**  
Total capital deferrals of \$23.9M have been signalled for this programme consisting of;

- A rephasing deferral of \$10.3M from 2018/19 to 2020/21 to align with the revised programme of works.
- A rephasing deferral of \$13.7M for the Land Acquisition Programme to align with the expected programme.

The capital spending for the Peacocke Programme is gaining momentum as the professional services contracts are in place and work is progressing.

**Revenue:**

- The revenue received to date for this programme is NZTA subsidy received for design and investigation works and land acquisition.
- A revenue deferral of \$8.2M has been signalled and is directly related to the capital expenditure deferrals for projects with NZTA funding.



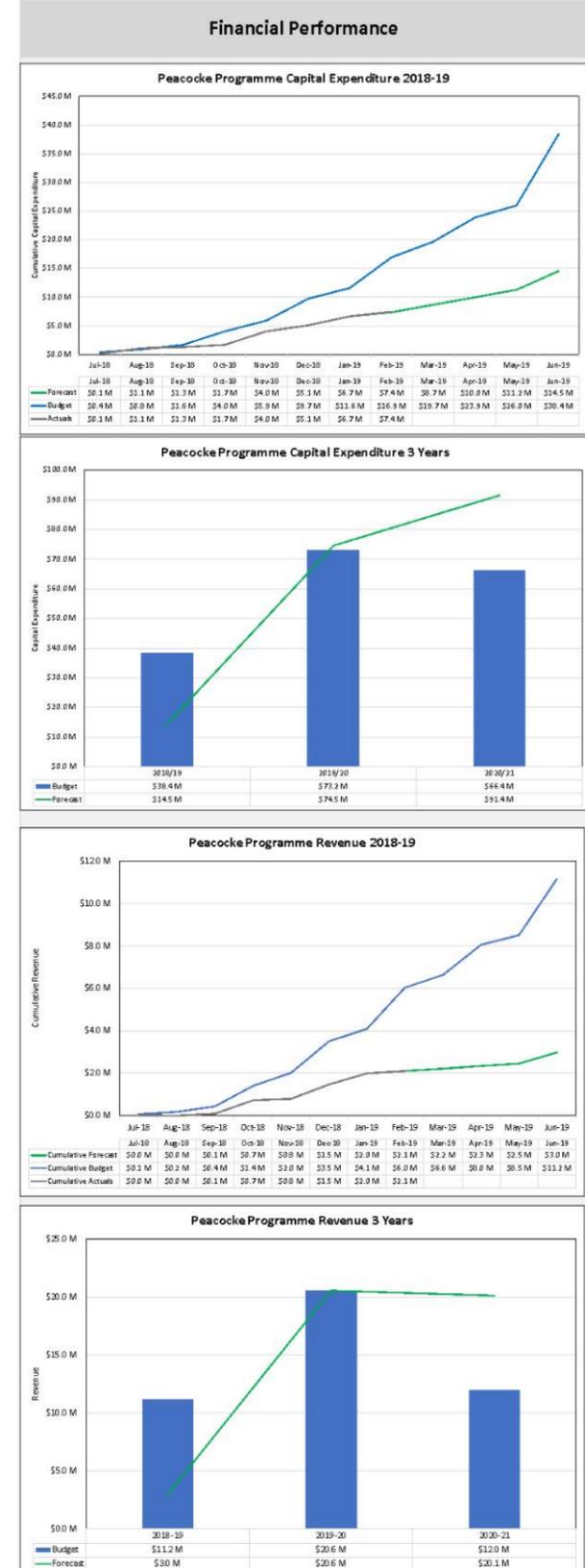
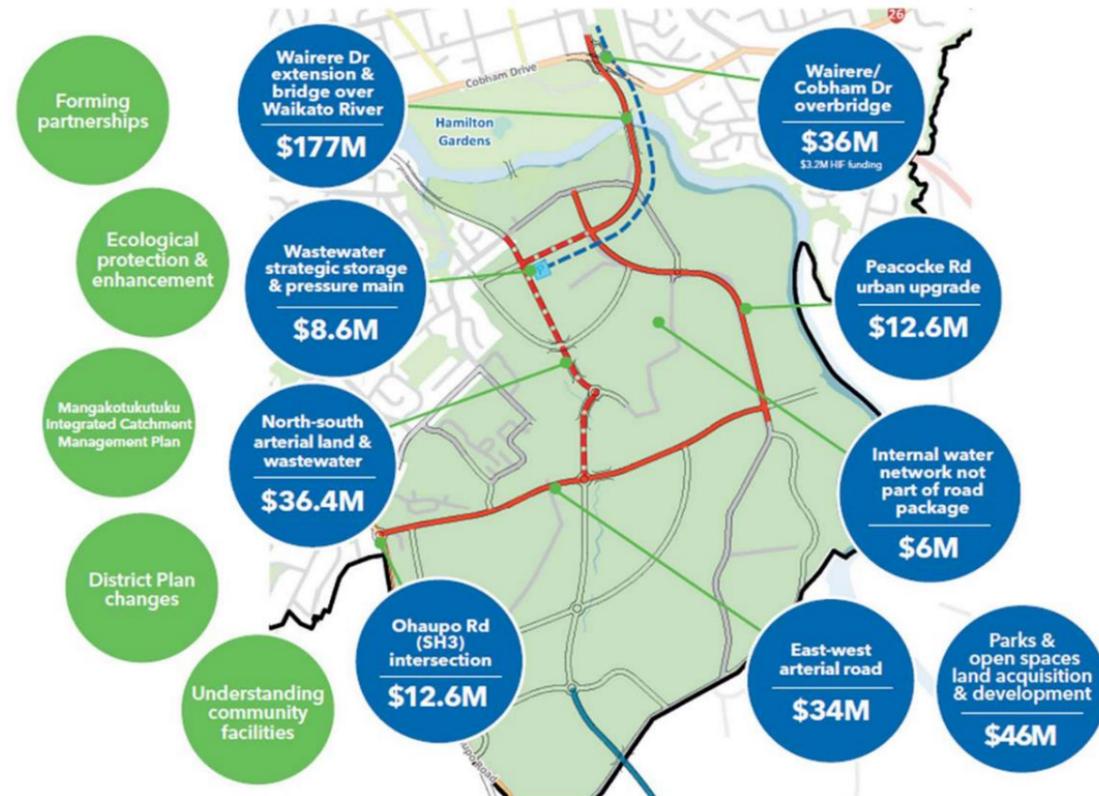
View from Peacockes back towards Hamilton



Peacocke land.



Peacocke provides a habitat for long tailed bats which means special consideration for infrastructure delivery and urbanisation of the area.



# Council Report

Item 6

**Committee:** Growth and Infrastructure Committee  
**Date:** 07 May 2019

**Author:** Sean Murray  
**Authoriser:** Sean Murray

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

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

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

1. To inform the Growth and Infrastructure Committee regarding the Hamilton and Waikato Tourism (HWT) six-monthly report July to December 2018.

## Staff Recommendation

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

## Background

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

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

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

## Attachments

Attachment 1 - HWT six-monthly report July - December 2018

# Hamilton & Waikato

## TOURISM

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### Six Monthly Report to Hamilton City Council 1 July – 31 December 2018

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#### Executive Summary

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

Recent data released by the Ministry for Business, Innovation and Employment (MBIE) show the region's visitor expenditure has climbed to \$1.560 billion for the 12 months ended December 2018, a 5% increase on the previous year. Hamilton and Waikato are the fifth largest region by expenditure behind Auckland, Christchurch, Queenstown and Wellington.

Currently international visitors contributed an estimated \$362 million to the region, while domestic spend delivered \$1.198 billion. Commercial guest nights are also growing with an estimated 1.4 million commercial guest nights in the region, which is the same as the previous year (0% change) (Commercial Accommodation Monitor: year ending December 2018).

Hamilton and Waikato is now the fourth largest region behind Auckland, Wellington and Christchurch for conventions, meetings and business events for the year ending September 2018. Our region has now secured an 10.4% market share of total events of this lucrative market.

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

Two game-changer projects from the Tourism Opportunities Plan have been delivered during this reporting period.

The region's first Major Events Strategy was adopted in July 2018 with a focus to grow our current events to increase length of stay and expenditure, as well as attract new events to our region during our shoulder season.

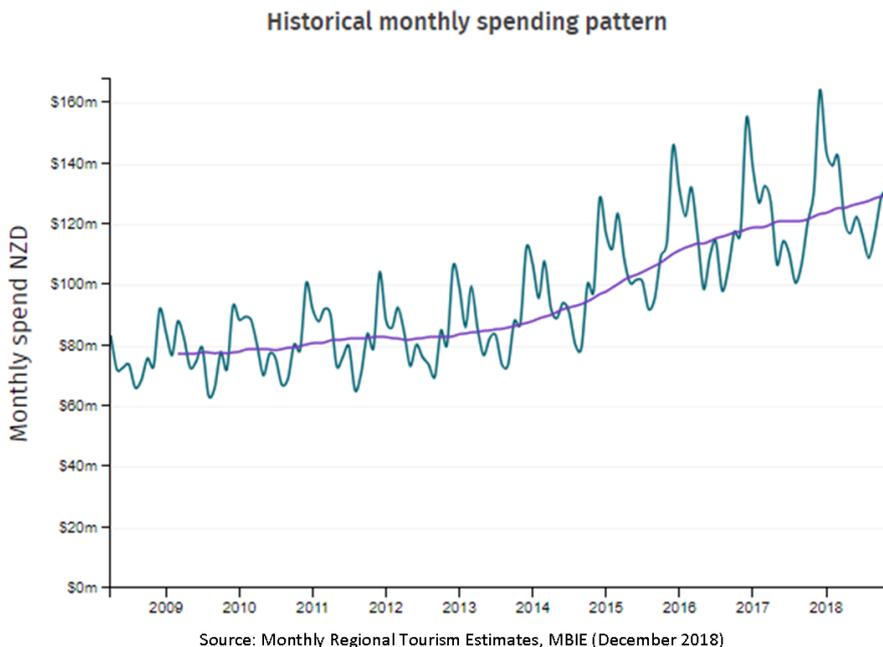
Our regional visitor brand – 'The Mighty Waikato – where magic runs deep' was launched in December 2018 following two years of research, stakeholder consultation and development.

## Performance targets

Hamilton & Waikato Tourism (HWT) have seven performance targets which are set in the 'Schedule of Services for Local Government 2018-2019'. Results from 1 July to 31 December 2018 are reported below.

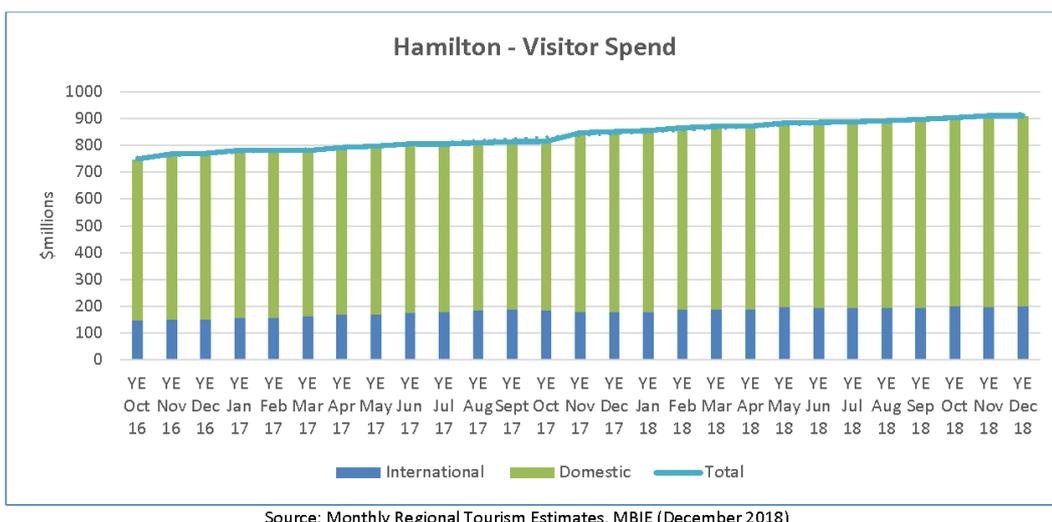
Measure	Result
 <b>Visitor nights</b> 5% increase of total visitor nights' vs national	 <b>0%</b> for Hamilton & Waikato 2.3% national growth rate (Year ending December 2018)
 <b>Visitor spend</b> 5% increase in visitor spend across the region	 <b>5%</b> increase on previous year \$1.560 billion annual expenditure (Year ending December 2018)
 <b>Conventions &amp; business events</b> Grow market share of business events from 9% to 10%	 <b>10.4%</b> market share Fourth largest region behind Auckland, Wellington and Christchurch (Year ending September 2018)
 <b>Visitor awareness &amp; perceptions</b> Improve by 3 points, including Waikato residents	 <b>To be completed</b> This research is conducted in June 2019
 <b>Website &amp; social media: hamiltonwaikato.com</b> 5% digital engagement on previous year	 <b>11.60%</b> 1 July – 31 December 2018
 <b>Industry investment</b> \$450,000 of industry contributions towards marketing activities	 <b>\$291,392</b> international & domestic partnerships, trade show investment, famil in-kind contributions and visitor guide sales (Year ending December 2018)
 <b>Return on investment</b> Total visitor spend per dollar of HWT spend	 <b>\$1,270</b> Visitor spend per dollar of council funding  <b>1.16</b> Commercial guest nights per dollar of council funding (Year ending October 2018)

## Visitor statistics and expenditure

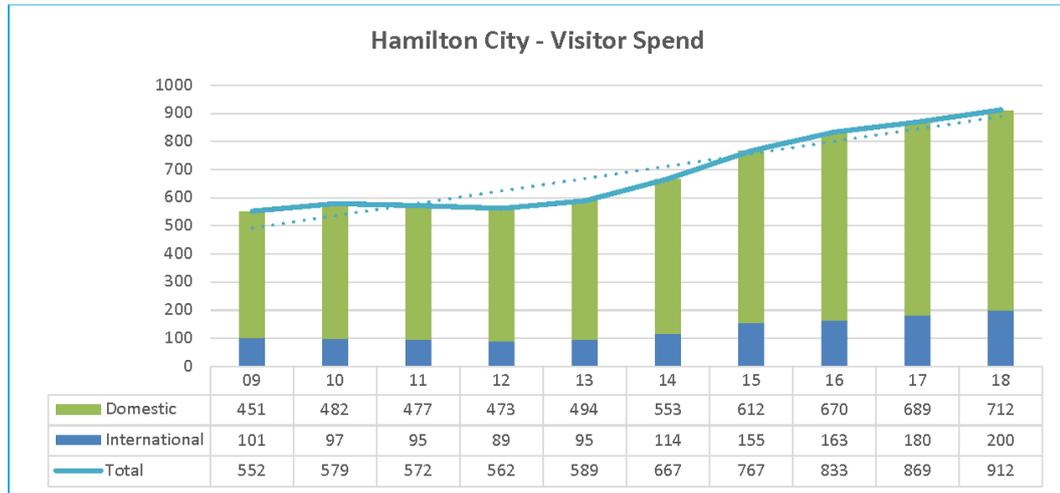


### Visitor expenditure in Hamilton

Visitor expenditure data is measured by the Ministry of Business, Innovation and Employment (MBIE) in the Monthly Regional Tourism Estimates (MRTE). Data was originally captured at a regional level only. However, from September 2016 we can now provide data at a territorial local authority level.

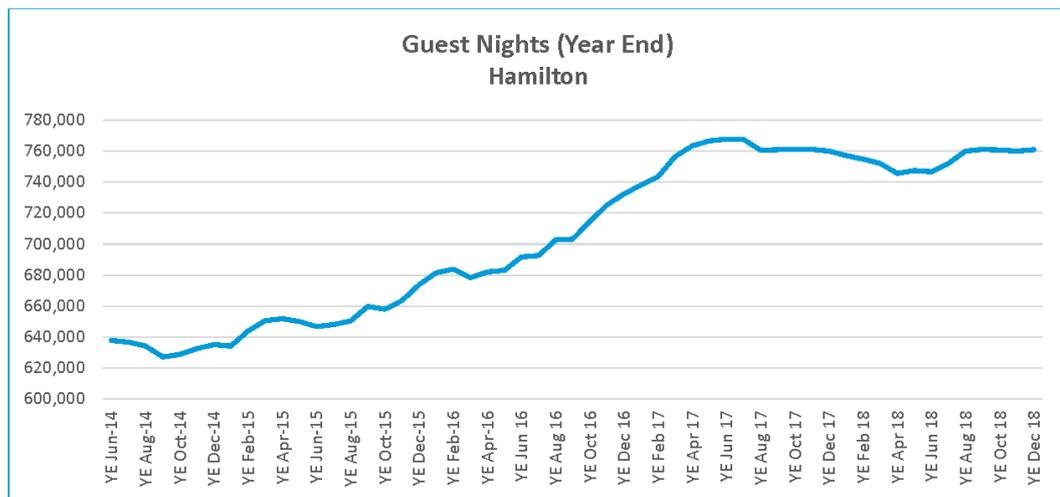


Overall annual visitor expenditure for Hamilton continues to rise, with an 4.7% total annual increase between December 2017 and December 2018.



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

Commercial guest nights (hotels, motels, backpackers & holiday parks) for Hamilton has remained steady over the past 12 months. The latest statistics confirm 760,963 commercial guest nights for the year ending December 2018. While the overall figure has reached a plateau, the overall trend continues to improve.



Source: Commercial Accommodation Monitor, Stats NZ (December 2018)

Hamilton also have 535 properties listed on AirBnB as alternative accommodation to the traditional commercial offerings. This has grown from 425 in May 2018 to 535 listed in December 2018. These properties experienced 65% occupancy during December 2018.

## Trade & leisure marketing

Hamilton & Waikato Tourism partnered in 2018 again with Tourism NZ and our neighbouring upper and central North Island regions on a \$1.4m+ (NZD) consumer campaign targeting Australia's eastern seaboard. Taking place in July – August the campaign focussed on touring itineraries including the Waikato-featured Thermal Explorer and Volcanic Loop, along with must-do experiences and holiday deals from Air New Zealand and Flight Centre.

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

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

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

HWT continues to be an active partner in the central North Island international marketing alliance with Rotorua, Taupō, Coromandel, Bay of Plenty, Ruapehu and Hawke's Bay regional tourism organisations. Working together under the 'Explore Central North Island' (ECNI) umbrella the collective has undertaken several activities in the July-Dec period including securing an in-market representative in the UK and a joint-trade training mission in the USA and Canada.

### Regional Visitor Brand Strategy

The new 'Mighty Waikato' regional consumer brand was launched in December. The Regional Visitor Brand Strategy project was one of five game-changers identified in the Hamilton & Waikato Tourism Opportunities Plan which was adopted in 2016. The need for a definitive brand and story for the region was required to inform how the area is perceived in the market and with locals; provide consistent messaging and set the region apart from other destinations.

Taking the key themes from the local and domestic perception research and the Waikato Story, the co-curated Mighty Waikato visitor brand has been developed by the tourism sector, local government, iwi, business and community representatives. Research was also undertaken in other parts of New Zealand to help address our domestic perceptions as an emerging visitor destination. The two-year project cost \$60,000 including research, stakeholder consultation and development.

Bringing together our key attributes around a sense of people and place, our brand story reflects who we are as a region and showcases the Waikato's unique visitor proposition. All consumer facing campaigns, channels and collateral features this new brand including our website. As part of this process we have also recently changed our website URL to be [www.waikatonz.com](http://www.waikatonz.com) to aligns with our Mighty Waikato brand. It also gives us the longevity we need from a destination web address, while also aligning us with other cities and regions in the country. Social media names and handles will follow suit shortly.

### Marketing activity for Hamilton

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

Target market	Campaign or activity	Hamilton experiences profiled
<b>International consumer and travel trade - Australia</b>	Jul-Aug 2018: Annual Tour the North Island Campaign (in partnership with Tourism NZ and upper and central North Island)	Hamilton Gardens, Novotel Tainui Hamilton, Ibis Tainui Hamilton, Sudima Hamilton, Distinction Hamilton, VR Hamilton, Boundary Court, Nature & Nosh
<b>Media – domestic &amp; international</b>	Media hosting and famils profiling Hamilton: <ul style="list-style-type: none"> <li>• KiaOra Magazine – Destination Piece</li> <li>• AA Traveller / Directions</li> <li>• Anis lbriahim - Malaysian Freelancer</li> <li>• Hijab Travelling - Indonesian Broadcast</li> </ul>	Waikato Museum, ArtsPost, Good George Dining Hall + Brewery Tour, Sudima Hamilton, River Riders, Hamilton Gardens, Chim Choo Ree, SKYCITY Hamilton, Picnic baskets at Hamilton Gardens
<b>Travel Trade - famils</b>	Hamilton profiled in following trade famils: <ul style="list-style-type: none"> <li>• Pacific Travel Ltd (Scenic Pacific NZ Tour) famil – August 18</li> <li>• Damir Tomasevic- UK Roadshow winner- Sept 18</li> <li>• Kerry Prendergast TNZ Chair- Mansfield Garden Opening - Nov 18</li> </ul>	Novotel Tainui Hamilton, Hamilton Gardens, Waikato River Explorer, Gothenburg, Distinction Hamilton.

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

Target market	Campaign or activity	Hamilton experiences profiled
<b>Domestic – consumer</b>	Hamilton was profiled as part of regional promotions in the following publications: <ul style="list-style-type: none"> <li>• NZ/AU Golf Digest</li> <li>• All About Waikato</li> <li>• Go Travel Magazine - Summer</li> <li>• Outdoor Kid Magazine</li> <li>• Waikato Times</li> <li>• KiaOra Magazine</li> <li>• WhatsUp Hotel Magazine</li> </ul>	Waikato Museum, Hamilton Zoo, Hamilton Gardens, SKYCITY Hamilton, Hamilton Lake Domain, St Andrews Golf Course, Dough Bros, Gather Food House, Duck Island Icecream, Bahn Mi Caphe, Mamas Donuts, Volare, Wonderhorse, Good George, Mr Pickles, Whole Heart, River Bank Lane, Te Awa River Ride, River Riders, Waikato River Explorer, Madam Woo, Palate, Hamilton Gardens Arts Festival
<b>Domestic consumer – Auckland, Bay of Plenty &amp; Taranaki, Wellington, Rotorua, Christchurch</b>	‘Short Escapes’ campaign – October- November 18	Hamilton Gardens, Hamilton Zoo, SKYCITY Hamilton, Distinction Hamilton Hotel, Novotel Tainui, Ventura Inn & Suites, Ibis Tainui, HSBC NZ Sevens, Cricket at Seddon Park, Gourmet in the Gardens, Waikato Museum, Good George Brewery, Hamilton Lake Domain
<b>Domestic consumer -Local, Hamilton &amp; Waikato</b>	‘Explore Your Own Backyard’ campaign, Dec 2018 -Jan 2019	Hamilton Farmers Market, Gourmet in the Gardens, Te Awa – The Great NZ River Ride, Fatboy Slim, HSBC NZ Sevens, Waikato Museum, Hamilton Zoo, Hamilton Gardens, SKYCITY Hamilton, Distinction Hamilton Hotel, Restaurant on Alma, I-Bistro, Cricket at Seddon Park, Nitro Circus Live, Hamilton Gardens Arts Festival, Good George Brewery, Novotel Tainui, Ibis Tainui, Ventura Inn & Suites, Hamilton Lake Domain
<b>Domestic consumer – Chinese New Zealanders</b>	Ongoing campaign activity has continued through our Weibo social media channel, blogs, forums etc	Jubilee Park, Waikato River Trails, Lake Rotorua, Distinction Hamilton Hotel & Conference Centre, Good George Brewery Tour, Hamilton Gardens, Hamilton Zoo, Ibis Tainui, Ventura Inn & Suites, Waikato Museum

Target market	Campaign or activity	Hamilton experiences profiled
Domestic & International consumer and trade	2019 Waikato Regional Visitor Guide	Hamilton city profiled in 'Regional highlights' section and 'Hamilton city' section. A large number of Hamilton-based operators have advertised, as well as restaurants and cafes in the new 'Local Foodie Finds' Hamilton section of the guide.
Domestic & international consumer, travel trade and media	Quarterly e-newsletters are distributed to our consumer, trade and media databases	Hamilton Gardens, Ambassador Hotel, HSBC NZ Sevens, Hamilton Zoo, Distinction Hamilton Hotel, Novotel Tainui, Ventura Inn & Suites, Ibis Tainui, Cricket at Seddon Park, Gourmet in the Gardens, Good George, Hamilton CBD Awards, River Riders, Mansfield Garden opening, Hamilton Fringe Festival, Fatboy Slim, Nitro Circus Live, FMG Stadium Waikato, Hamilton Farmers Market, Te Awa The Great NZ Ride, Waikato Museum, SKYCITY Hamilton, Bowl & Social, Restaurant on Alma, I-Bistro, Brew Bus, Spark Festival, Bootleg Beach Boys
Domestic & International consumer	Hamilton profiled through HWT's various social profiles including Facebook, Instagram, Twitter & YouTube.	Hamilton Gardens, Waikato River Explorer, Hamilton East, Hamilton Half Marathon, Hamilton Farmers Market, Claudelands, Silver Ferns v Australian Diamonds, Waikato A&P Show, Waikato Home & Garden Show, Waikato 100, NZ Sevens, Fatboy Slim, Legacy Park, Fringe Festival, 7 Days Live, The ABBA Show, SKYCITY NZ Breakers v Illawarra Hawks, Cricket at Seddon Park, Hamilton Christmas Tree switch on, Victoria On The River, Hamilton Street Art, Tongue of the Dog statue, Riff Raff statue, Chiefs, FMG Stadium Waikato, The Lost Boys Café, Iguana, Spark Festival, The Bootleg Beach Boys, Clarence Street Theatre, Kids for Kids, Celtic Illusion, Hamilton Pride week, Mr Pickles Bar & Eatery, Chim Choo Ree, Bat Fun Day, Dr Seuss's The Cat in the Hat, The Hamilton Distinguished Gentlemen's Ride, The Meteor Theatre, Palate, Hayes Common, Michael Jackson The Legacy Tour, Waterworld, Hamilton Gardens Scarecrow Festival, Round the Bridges, Riverlea Theatre's Christmas Show, Waka sculpture, Distinction Hamilton Hotel & Conference Centre, Good George Dining Hall, Good George Brewery Tour, Mansfield Garden opening, Hamilton Zoo, Ibis Tainui, SKYCITY Hamilton, Bowl & Social, Bowl and Party New Year's Eve, Waikato Museum, Waikato Bright Sparks exhibition, For Us They Fell exhibition, Waikato Museum school holiday programme, Topp Twins exhibition, Duck Island Ice Cream, Volare Bakery

## Conferences & Business Events

The Hamilton & Waikato region is now the fourth largest region behind Auckland, Wellington and Christchurch for conferences, meetings and business events for the period ending December 2018. Our region has secured 10.1% market share of total business events and 7% market share of delegate days.

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

A delegate attending a business event is worth twice as much of a leisure traveller to the region, with an average delegate per night value of \$299 per night for international delegates and \$461 per night for domestic delegates.

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

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

### Convention bureau activity for Hamilton

A summary of specific trade and conference marketing activity between 1 July to 31 December 2018 is detailed below.

Activity	Detail
Enquiries	93 total enquiries received and managed. <b>Hamilton:</b> <ul style="list-style-type: none"> <li>• Leads: 35</li> <li>• Recommendations: 18</li> <li>• Basic assists: 22</li> </ul>
Buyers Hosted	91 buyers hosted to the region.
Famils	<b>19-22 November 2018:</b> Annual multiday mega famil, attended by 20 buyers from Wellington, Auckland and Christchurch for three nights. Attendees included conference & event organisers, in-house & corporate meeting planners, association conference organisers.  26 BEW (Business Event Waikato) Partners involved including 14 Hamilton Partners.

Activity	Detail
<b>TNZ Famils</b>	Five TNZ famils were delivered, hosting 51 International business event buyers. Famils to Hobbiton and Waitomo.
<b>Bespoke Famils</b>	Six bespoke famils organised. Hosting 20 buyers and visiting 45 venues across Waikato, including 14 Hamilton BEW Partners.
<b>Trade Shows</b>	<ul style="list-style-type: none"> <li>July 2018: Get Global, Sydney</li> <li>August 2018: Third Hamilton &amp; Waikato Business Events Showcase – 58 exhibiting BEW Partner companies, including 23 from Hamilton. 133 buyers through the door. The Business Events Waikato Showcase is owned and organised by HWT</li> <li>September 2018: Regional stand Australian Society of Association Executives (AuSAE) Link Conference, Auckland</li> <li>December 2018: Exhibited with Tourism NZ at PCO Conference in Melbourne.</li> </ul>
<b>Hosted Events</b>	October 2018: Wellington function, attended by 42 guests. Co-hosted with seven BEW Partners including three Hamilton Partners.
<b>Sales Activity</b>	<ul style="list-style-type: none"> <li>October: Sales blitzes with Platinum &amp; Gold BEW Partners – Wellington and Auckland</li> <li>December: Sales blitz with Claudelands Platinum Partner - Christchurch.</li> </ul>
<b>Tourism NZ Activity</b>	<ul style="list-style-type: none"> <li>September 2018 - co-hosted table with Tourism NZ at The Kudos Awards.</li> </ul>
<b>Partner Communication &amp; Development</b>	<ul style="list-style-type: none"> <li>Tuesday 2 August: Sustainability breakfast for BEW Partners</li> <li>Tue 28 August: Incentive Workshop</li> <li>Partner EDM newsletters/updates x 4</li> <li>Monthly lead reporting to Platinum &amp; Gold Partners</li> <li>76 BEW Partners. <b>Hamilton: 39 partners.</b></li> <li>38 Face-to-face BEW Partner meetings - includes mentoring &amp; support. <b>Hamilton: 13 Partners.</b></li> </ul>
<b>Communications &amp; Media</b>	<ul style="list-style-type: none"> <li>Client newsletters x 2 (database over 2,500)</li> <li>Editorial x 24</li> <li>Business Events Directory</li> <li>Website.</li> </ul>

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

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

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

Status	Name	Date of Conference
Won	International Conference on Asian Digital Libraries -ICADL- 2018	19/11/2018
Won	Association of Australasian Engineering Educators - AEEE 2019	2018
Won	Native American Indigenous Studies Association Annual Conference	1/06/2019
Won	IEEE International Conference on Trust, Security and Privacy in Com	1/08/2019
Won	International Conference on Polar and Alpine Microbiology -PAM	23/09/2019
Pending	Congress of the International Society of Limnology - SIL	2022
Pending	Int Conference on Tertiary Education Governance	2020
Bid submit	World Indigenous Peoples Conference on Education - WIPSE	2020
Pending	ICAIL International Conf on AI & Law	2022
Pending	IEEE International Conf on Industrial Technology	2022
Pending	Asia Pacific Tourism Conference	2020

## Product development

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

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

We will shortly be undertaking a three-year review of the Plan to report on progress towards achieving our development goals and targets set for the region in 2016.

### Activating tourism opportunities in Hamilton

New opportunities, product development and events supported in Waitomo over the last six months by Hamilton & Waikato Tourism include:

- Cultural tourism package for applying to Provision Growth Fund (with Te Waka)
- Hamilton Gardens development
- Hamilton Zoo and Waiwhakareke development
- Hotel accommodation
- Chiefs Rugby
- Waikato Rugby Union
- Northern Districts Cricket
- St Andrews Golf Course
- Confinement
- Waikato Leisure & Sports Studies

To find download a copy of the Tourism Opportunities Plan:

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

### **Regional Major Events Strategy**

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

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

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

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

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

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

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

- New Zealand's World Series of Darts – Claudelands (23-24 August 2019)
- International rugby – All Blacks v Tonga, FMG Waikato Stadium (7 September 2019)

We are continuing to seek external funding to fully activate the strategy, including a dedicated event bidding and development resource and a regional major event fund for seed funding, bids and feasibility studies.

## **Industry development**

### **Regional visitor levies**

2019 is shaping up to be the year where regional visitor levies becomes a hot topic of discussion, one where regional tourism agencies will be a prominent voice in support. All regional tourism organisations have formed a position advocating for a discussion on regional levies to alleviate the cost burden of provision for tourism on local councils and communities.

At its recent board meeting, our national advocacy body Tourism Industry Aotearoa (TIA), agreed to play a more active role by endeavouring to identify a new regional funding model that would be fair and equitable.

This is aligned with Local Government New Zealand's (LGNZ) view to undertake a significant piece of work to determine the issues around tourism provision, gaps, and causes and effects. This will help to inform the Productivity Commission report into local government funding.

As a sector, we remain united with LGNZ to ensure we will work together for the common goal with the potential to hold a national visitor levy symposium, in Wellington during 2019.

### **The Tiaki Promise**

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

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

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

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

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

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

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

### **Provincial Growth Fund**

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

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

We are working closely with Te Waka to assess any future tourism opportunities for the Provincial Growth Fund, including the Momentum Waikato application for the Waikato Regional Theatre, Hamilton Zoo, Hamilton Gardens & Waikato Museum.

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

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

- Matamata-Piako District Council (\$221,000 for Wairere Falls carpark);
- Waikato District Council (\$868,000 for new toilet and rubbish facilities at Raglan);
- Waipā District Council (\$250,000 for toilet facilities in Pirongia); and
- Hamilton City Council (\$220,00 for toilet facilities at Hamilton Gardens).

Round three of the Tourism Infrastructure Fund opened on 1 March 2019. We continue to work with our seven local councils to actively support and pursue any tourism infrastructure funding to help develop your local communities.

### **Conclusion**

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

**Jason Dawson**  
**Chief Executive**  
Hamilton & Waikato Tourism  
February 2018

# Council Report

Item 7

**Committee:** Growth and Infrastructure Committee

**Date:** 07 May 2019

**Author:** Amy Viggers

**Authoriser:** Becca Brooke

**Position:** Committee Advisor

**Position:** Governance Team Leader

**Report Name:** Chair's Report

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

That the Growth and Infrastructure Committee receives the report.

## Attachments

Attachment 1 – Chair's Report



## Chair's Report

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### This meeting's process

As with the meeting last month that you all liked so much, this meeting we will focus on the issues where decisions need to be made, or new information clarified.

### NZTA Delegation

This meeting welcomes our new (interim) replacement for the regional NZTA boss replacing Parekawhia McLean - Ross l'Anson. Ross has attended several discussions we've had recently on Transport, the H2A Growth Corridor and the Hamilton to Auckland rail service.

This is our opportunity to ask about projects in and around the city that NZTA is fronting, or partnering us in, such as; Riverlea Gully link to new Expressway, the Hillcrest roundabouts, the Greenwood/Kahikatea intersection, the Horsham Downs Expressway connection ramps, the Living Wage and Meal Breaks issues for bus drivers, and the ability of NZTA to fund the safety and other improvements needed in our transport system.

Councillors are encouraged to prepare any questions in advance, thank you!

### Hamilton-Auckland rail service

Below is one of the potential names and designs for the train and the refurbished carriages (the one that is receiving the most favour at the moment):

We are interested in your thoughts....one of the comments Cr Geoff and I have about this one is that, at first sight, it might seem a bit 'naff', but on reflection, many people are warming to it, with a common comment: 'love it or hate it' you certainly won't forget it! Personally, I think this name will stand out nationally, and help us say that 'The Tron' is not a nickname that we hide from!



### NZ Police update

Waikato road policing manager, Inspector Marcus Lynam, is attending the meeting also. With the horrific road carnage, we've seen in the region recently, there is clearly a discussion to be had about how we realistically work towards Vision Zero in and around the city. Dropping speed limits on country roads that are currently stupidly set at 100kph and having decent safety features on all state highways are obviously things that will help, but more needs to be done within the city boundary as well.

Dave Macpherson  
 Chair, Growth & Infrastructure Committee  
 Hamilton City Council  
[dave.macpherson@xtra.co.nz](mailto:dave.macpherson@xtra.co.nz)

# Council Report

Item 8

**Committee:** Growth and Infrastructure Committee  
**Date:** 07 May 2019

**Author:** Robyn Denton  
**Authoriser:** Eeva-Liisa Wright

**Position:** Network Operations and Use Manager  
**Position:** General Manager Infrastructure Operations

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

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

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

## Staff Recommendation

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

## Attachments

There are no attachments for this report.

# Council Report

**Committee:** Growth and Infrastructure Committee  
**Date:** 07 May 2019

**Author:** Robyn Denton  
**Authoriser:** Eeva-Liisa Wright

**Position:** Network Operations and Use Manager  
**Position:** General Manager Infrastructure Operations

**Report Name:** New Zealand Police - Road Policing Update

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

1. To provide an update to the Growth and Infrastructure Committee on the activities of the New Zealand Police Road Policing team in Hamilton City.
2. Inspector Marcus Lynam, Road Police Manager, Waikato District for NZ Police, will present to the Committee at this meeting.

## Staff Recommendation

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

## Attachments

There are no attachments for this report.

# Council Report

Item 10

**Committee:** Growth and Infrastructure Committee  
**Date:** 07 May 2019

**Author:** Robyn Denton  
**Authoriser:** Eeva-Liisa Wright

**Position:** Network Operations and Use Manager  
**Position:** General Manager Infrastructure Operations

**Report Name:** Hamilton City Council's Draft 1 Submission to the NZ Transport Agency's Draft Land Transport (Driver Licensing) Amendment Rule [2019]

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

1. To seek approval of Hamilton City Council's (HCC) **Draft 1** submission to the NZ Transport Agency's Draft Land Transport (Driver Licensing) Amendment Rule [2019].
2. The **Draft 1** submission is attached to this report.

## Staff Recommendation

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

## Executive Summary

4. The NZ Transport Agency (NZTA) has recently consulted on its [Draft Land Transport \(Driver Licensing\) Amendment Rule \[2019\]](#).
5. Although submissions to the Draft Amendment Rule officially closed on 3 May 2019, NZTA has provided HCC with an extension to the submission closing date through to 8 May 2019.
6. A draft submission on behalf of HCC has been prepared (**Draft 1** - refer Attachment 1).
7. While HCC agrees that under the present system too many eye tests are required (up to three times for the graduated driver system process over a nine-month period), we do have concerns about other changes that replace the need for an eyesight test with a declaration that a person's eyesight needs to be of a sufficient standard for safe driving.
8. Staff consider the matters in this report have a low level of significance and that the recommendations comply with the Council's legal requirements.

## Background

9. The NZTA recently consulted on its Draft Land Transport (Driver Licensing) Amendment Rule [2019].
10. The aim of the Draft Amendment Rule is to:
  - Move to a digital licensing environment by removing the requirements for repeated eyesight testing.
  - Streamline and simplify licenses for the commercial driving sector, while strengthening testing.
  - Standardise regulatory requirements for 'special vehicles'.
  - Improve oversight of approved course providers.
11. The NZTA says the proposed reduction in the frequency of eyesight testing would allow the Agency to establish an online system that will provide people with a quick and simple way to renew their licences.
12. While the Agency acknowledges that good vision is important for safe driving, it says international and domestic research suggests that eyesight testing at every stage of the licensing process (as currently required in New Zealand) does not improve road safety outcomes and adds extra time, complexity and cost to the process for drivers.
13. The NZTA says that the new approach being proposed (requiring an eyesight check when a licence is first obtained, when drivers renew for the first time after age 45, and each time they renew after age 75), would more closely align the frequency of vision testing in New Zealand with countries with good road safety performance such as Sweden, Australia, Finland, and Canada.
14. The proposed changes to heavy vehicle licensing include simplifying the progression from Class 2 to Class 5 licences, while at the same time strengthening testing and supervision requirements to improve road safety.
15. Other changes proposed in the Draft Rule include removing the need for licence endorsements for specialist vehicles like forklifts and improving the NZTA's oversight of approved driver licensing course providers.
16. HCC's **Draft 1** submission focuses primarily on the proposals around eyesight testing.
17. Although submissions to the proposed Amendment Rule officially closed on 3 May 2019, HCC has been provided with an extension to the submission closing date by NZTA i.e. through to 8 May 2019.
18. **Draft 1** was sent to NZTA on 3 May 2019, noting that it is an initial draft and is yet to be discussed and approved by the Growth and Infrastructure Committee on 7 May 2019.
19. HCC's final submission will be sent to the NZTA on 8 May 2019 following consideration and approval at the 7 May 2019 Growth and Infrastructure Committee meeting.

## Financial Considerations

20. The total staff cost to develop the submission was approximately \$1,000 and was met through existing budget.

## Legal and Policy Considerations

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

**Cultural Considerations**

22. There are no known cultural considerations identified by staff or Committee Members.

**Sustainability Considerations**

23. There is no known impact on the Sustainability Principles.

**Risks**

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

**Significance & Engagement Policy**

25. 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.

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

**Attachments**

Attachment 1 - HCCs Draft 1 Submission to the NZ Transport Agency's Draft Land Transport (Driver Licensing) Amendment Rule [2019] (7 May 2019)

**DRAFT 1**
 Private Bag 3010  
 Hamilton 3240  
 New Zealand

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**Submission by****Hamilton City Council****Draft Land Transport (Driver Licensing) Amendment Rule [2019]****7 May 2019****1.0 INTRODUCTION**

- 1.1 Hamilton City Council (HCC) welcomes the opportunity to make a submission to the NZ Transport Agency's Draft Land Transport (Driver Licensing) Amendment Rule [2019].
- 1.2 HCC notes that the aim of the Draft Amendment Rule is to:
- Move to a digital licensing environment by removing the requirements for repeated eyesight testing.
  - Streamline and simplify licenses for the commercial driving sector, while strengthening testing.
  - Standardise regulatory requirements for 'special vehicles'.
  - Improve oversight of approved course providers.
- 1.3 HCC has a number of concerns about the Draft Amendment Rule, particularly around the proposed provisions relating to eyesight testing.
- 1.4 HCC also supports the submission by the New Zealand Traffic Institute (TRAFINZ) to the Draft Land Transport (Driver Licensing) Amendment Rule [2019].

**2.0 SUBMISSION STRUCTURE**

- 2.1 This submission is structured under the following section headings:
- 1.0 - Introduction
  - 2.0 - Submission Structure
  - 3.0 - Reduce Requirements for Eyesight Testing
  - 4.0 - Simplify the Progression from Class 2 to Class 5 Licenses
  - 5.0 - Remove the Accelerated Licensing Process
  - 6.0 - Remove the Requirements for Special-Type Vehicle Endorsements
  - 7.0 - Standardise Speed Thresholds for Tractors and Special-Type Vehicles
  - 8.0 - Simplify the Rules for Tractors that can be Driven on a Class 1 License
  - 9.0 - Consolidate Schedule 3 in Light of Proposals 5 and 6

10.0 - Allow Automatic Renewal of General Licenses for some Endorsement Holders

11.0 - Improve Oversight of Approved Course Providers

12.0 - Further Information

### 3.0 REDUCE REQUIREMENTS FOR EYESIGHT TESTING

- 3.1 While the NZ Transport Agency acknowledges that good vision is important for safe driving, it says international and domestic research suggests that eyesight testing at every stage of the licensing process (as currently required in New Zealand) doesn't improve road safety outcomes and adds extra time, complexity and cost to the process for drivers.
- 3.2 The Agency says that the new approach being proposed (requiring an eyesight check when a license is first obtained, when drivers renew for the first time after age 45, and each time they renew after age 75), would more closely align the frequency of vision testing in New Zealand with countries with good road safety performance like Sweden, Australia, Finland, and Canada.
- 3.3 HCC agrees that under the present system too many eye tests are required (up to three times for the graduated driver system process over a nine-month period).
- 3.4 However, we are concerned about other changes, particularly the proposal that replaces the need for an eyesight test with an online declaration that a person's eyesight needs to be of a sufficient standard for safe driving. **HCC does not support this proposal.**
- 3.5 As noted in the TRAFINZ submission:
- *“Our eyesight changes over the years and this is generally a gradual process. Part of having a Safe System for Safer Journeys is that we all need to be Safe Drivers and a regular check of the fitness of our eyesight is a logical part of that. Once every 10 years may not be often enough for some, particularly for those in their middle years where eyesight changes can be significant but unnoticed.*
  - *Making a declaration that one's eyesight is satisfactory to drive without having had an expert test is not at all plausible. It will just be another box to tick and move on, like the way we tick that we accept the conditions for an online purchase.*
  - *A positive cost-benefit for making this change is given as a reason for making the change. Individuals will save money if they are not required to be tested and the Agency will save staff costs through extra use of an online system, but it seems to us that road safety is being traded off against these potential savings. With Safety having been elevated as a Key Priority in the 2018 GPS, and Value for Money a Supporting Priority, this reason for change is not acceptable.*
  - *The results of analysis of the road accident records of a sample of 7,400 license holders before and after having to wear glasses while driving are, we are told, not conclusive. This is not surprising as the sample was small - about 0.2 % of the number of registered drivers. There is no clear argument there, for or against, any change to the frequency of testing before age 75.*
  - *Obviously, the later someone sees and identifies a risk, the later they are in a position to react. That means less time and distance before the hazard is reached, so less chance of avoiding impact at higher impact speeds. It is considered that more serious crash outcomes will be the result.*
  - *It is hard to determine how much road crash trauma is caused by drivers with poor eyesight. “Looked but did not see” is a significant catch-all in crash reports, but no one admits to bad eyesight after a crash and the deceased do not get tested.*
  - *Overseas jurisdictions have various different eyesight testing regulations, but it seems that there is no strong research-led basis for the timing of tests during a driver's life, other than a strong alignment supporting more regular testing in the driver's old age.*
  - *TRAFINZ supports the proposed reduction in the number of eyesight tests as learner drivers progress through the graduated licensing system. The present requirements are excessive, and a single test should suffice so long as the process is not overly extended, say to over 18 months. We also support no change to other existing requirements for testing.*
  - *TRAFINZ also support no change to the existing requirements for sight testing such as at age 75”.*

- 3.6 HCC's firm view is that a formal eyesight test is the only way of determining the actual effectiveness of a person's eyesight.
- 3.7 It is relatively straightforward to include eyesight details on a driver's license compared to the likes of medical conditions e.g. hearing deficiency, epilepsy.
- 3.8 It does appear that these changes are being proposed to primarily facilitate the introduction of online systems for driver licensing and to save costs.
- 3.9 It is also stated by the NZ Transport Agency that New Zealand and overseas studies show *"There is little discernible safety benefit from repeated eyesight testing as part of the driver licensing process"*.
- 3.10 HCC has reservations around this position. Do drivers with poor eyesight compensate for this by driving more carefully, or were the samples in the studies referred to too small for the results to be accurate?

#### **4.0 SIMPLIFY THE PROGRESSION FROM CLASS 2 TO CLASS 5 LICENSES**

- 4.1 For Heavy Vehicle licenses it is stated that *"The present process contains unnecessary steps and is overly time-consuming for drivers. In addition, the tests and courses used to assess drivers of heavy vehicles have not been updated in many years and might no longer be fit for purpose"*.
- 4.2 HCC agrees that the process does seem to be overly complicated at present.

#### **5.0 REMOVE THE ACCELERATED LICENSING PROCESS**

- 5.1 The accelerated licensing process has had little use in recent years.
- 5.2 HCC agrees with the removal of this process.

#### **6.0 REMOVE THE REQUIREMENTS FOR SPECIAL-TYPE VEHICLE ENDORSEMENTS**

- 6.1 It is stated that Special-type vehicles are rarely used on roads. They are typically used in occupational settings and workplace safety regulations exist to manage the use of these vehicles.
- 6.2 HCC agrees with the proposal to remove this requirement.

#### **7.0 STANDARDISE SPEED THRESHOLDS FOR TRACTORS AND SPECIAL-TYPE VEHICLES**

- 7.1 Earlier amendments moved agricultural vehicles to a 40 km/h limit, leaving similar tractors on 30 km/h.
- 7.2 A limit of 40 km/h is suggested for all and seems sensible as it is the speed differential with other traffic that can be the issue in road safety terms.
- 7.3 HCC therefore supports this proposal.

#### **8.0 SIMPLIFY THE RULES FOR TRACTORS THAT CAN BE DRIVEN ON A CLASS 1 LICENSE**

- 8.1 HCC supports this proposal.

#### **9.0 CONSOLIDATE SCHEDULE 3 IN LIGHT OF PROPOSALS 5 AND 6**

- 9.1 HCC supports this proposal.

#### **10.0 ALLOW AUTOMATIC RENEWAL OF GENERAL LICENCES FOR SOME ENDORSEMENT HOLDERS**

- 10.1 HCC supports this proposal.

#### **11.0 IMPROVE OVERSIGHT OF APPROVED COURSE PROVIDERS**

- 11.1 In light of recent issues with the quality of some providers, HCC supports this proposal.
- 11.2 While it is not a proposal in the Draft Amendment Rule, we would like to see investigation into the benefits of greater levels of driver license training included in the development of the 2020 Road

Safety Strategy.

## **12.0 FURTHER INFORMATION**

- 12.1 Should the NZ Transport Agency require clarification of the above points, or additional information, please contact Robyn Denton (City Transportation Unit Manager) on 07 838 6910, email [robyn.denton@hcc.govt.nz](mailto:robyn.denton@hcc.govt.nz) in the first instance.

Yours faithfully

**Richard Briggs**  
**CHIEF EXECUTIVE**

# Council Report

**Committee:** Growth and Infrastructure Committee  
**Date:** 07 May 2019

**Author:** Trent Fowles  
**Authoriser:** Eeva-Liisa Wright

**Position:** Compliance Manager  
**Position:** General Manager  
 Infrastructure Operations

**Report Name:** Solid Waste Bylaw Review - Determination and Consultation

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

- To seek the Growth and Infrastructure Committee's approval for the consultation on the Solid Waste Bylaw and the attached Statement of Proposal in compliance with the Local Government Act 2002.

## Staff Recommendation *(Recommendation to Council)*

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

## Executive Summary

- The existing Solid Waste Bylaw 2012 has been reviewed to include new and amended controls needed to support the new service levels being implemented in Hamilton City from 1 July 2020.
- The review has also been an opportunity to align the Solid Waste Bylaw with the Waste Management and Minimisation Plan adopted by Council in 2018.
- The purpose of the Bylaw is to set controls and regulate solid waste in the district.
- The Bylaw refers to "Solid Waste", in order to clearly differentiate it from "Tradewaste" or liquid waste managed through stormwater or wastewater systems. Solid Waste means anything disposed of or discarded; and includes a type of waste that is defined by its composition or sources (for example, organic waste, electronic waste, or construction and demolition waste); and to avoid doubt, includes any component or element of diverted material, if the component or element is disposed of or discarded.

7. The Local Government Act 2002 (LGA) requires the Council to consult the public on whether to continue the existing Bylaw without amendment (s160(3)(b), of the LGA) or amend, revoke or replace the Bylaw (ss160(3)(a) and 156(1), of the LGA).
8. Prior to publicly consulting, staff have sought feedback from key stakeholders and undertaken a legal review to understand the Bylaw's current status and provide direction as to what to consult the public on.
9. Committee Members were briefed at the 28 March 2019 Elected Member Briefing on the initial review including any issues raised by stakeholders and the legal review. Guidance from the Elected Members on what to consult the public on and further information required for this report was sought at the briefing.
10. When reviewing this Bylaw, the Council is required to determine whether it is appropriate to have a Bylaw or not; therefore, the Council must determine as required under sections 160(1) and 155 of the LGA:
  - **Option 1** – that a Bylaw is the most appropriate way of addressing the perceived problems in relation to controlling waste issues in Hamilton.
  - **Option 2** – that a Bylaw is not the most appropriate way of addressing the perceived problems in relation to controlling waste issues in Hamilton.
11. Both options require consultation with the public as required by legislation. The Statement of Proposal (the SOP) attached to this report considers stakeholder views, the legal review and any input from elected members leading up to this report.
12. Stakeholders will be invited to provide formal feedback on the positions outlined for consideration in the SOP so that their views on the positions can be considered by the Council in conjunction with the wider community's views.
13. Following consultation, staff will report to the Regulatory and Hearings Committee in August 2019 on all the feedback received and provide any further information gathered in response to any feedback received.
14. Staff recommendations comply with the Council's legal requirements.

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

## Background

### Determination

16. Under legislation the Council is empowered to make Bylaws relating to Solid Waste.
17. The LGA, under s145, empowers the Council to make a Bylaw for one or more of the following purposes:
  - protecting the public from nuisance (s145(a), the LGA) or;
  - protecting, promoting, and maintaining public health and safety (s145(b), the LGA) or;
  - minimising the potential for offensive behaviour in public places (s145(c), the LGA).
18. Section 160 of the LGA states that the Council must review a Bylaw by making the following determinations under s155 of the LGA:
  - determine if a Bylaw is the most appropriate way of addressing the perceived problems and;
  - determine the most appropriate form for the Bylaw and;

- consider if the Bylaw gives rise to any implications under the Bill of Rights Act (BORA) as a Bylaw cannot be made inconsistent to the BORA under the LGA.

19. The Council must determine whether it is appropriate to have a Bylaw or not.
20. **Option 1: Determine that a Bylaw is appropriate (continue the Bylaw unamended or amend Bylaw)**
21. **Background**
22. This option entails determining that a Bylaw is still the most appropriate way of addressing the perceived problems in relation to the control and management of solid waste in Hamilton.
23. A Bylaw is required if the Council wishes to establish legally enforceable rules to manage the community's concerns in relation to solid waste.
24. The existing and amended Bylaws in the SOP are considered consistent and a reasonable response to control and manage waste in Hamilton.
25. The staff have undertaken pre-consultation with 15 stakeholders, with all stakeholders supporting the Council's continuation of its Bylaw. Pre-consultation with internal stakeholders has also been undertaken and staff have sought legal opinion throughout the process.
26. **Amendments**
27. The amended Bylaw introduces new and amended controls to support the new service levels for Council provided waste services to be implemented in Hamilton City from 1 July 2020.
28. The amended Bylaw has also been aligned with the goals of the Hamilton City Council Waste Management and Minimisation Plan adopted in 2018.
29. Licensing provisions have been amended to allow for future regional or sub-regional licensing if Council chooses to do so.
30. Additional controls have been included to improve the Council's ability to manage litter and illegal dumping issues.
31. An amendment to the existing Bylaw introduces a requirement for multi-unit developments, events and building sites to develop waste plans setting out how they will ensure waste related to their activities does not cause a nuisance.
32. **Option 2: Do not determine a Bylaw is appropriate (revoke existing Bylaw)**
33. The Council has the option to revoke the Bylaw completely. Removing the Bylaw means that the Council may no longer have an appropriate way of addressing the problems in relation waste, including litter and illegal dumping.
34. Revoking the Bylaw is likely to result in the Council failing to meet its obligations regarding waste management under the Local Government Act 2002, the Litter Act 1974 and the Waste Minimisation Act 2008.

#### **Consultation**

35. Both options necessitate the Council consulting with the public as required under legislation (s156, the LGA).
36. As well as meeting legislative requirements, consultation will enable the Council to capture the community's views since last captured in 2012.

37. The SOP will enable the Council to engage the community on the following two positions following the legal review and direction from stakeholders:
38. **Amended Bylaw** (Option A in the SOP) - the effect of Option A would mean:
- The new solid waste service levels being introduced to Hamilton City will be supported by appropriate enforcement action.
  - The Waste Management and Minimisation Plan adopted in 2018 will be supported by controls in the amended Bylaw.
39. **No Bylaw** (Option B in the SOP) – The effect of no Bylaw would mean:
- Council would have no enforcement of litter, illegal dumping or private waste operators
  - Council may fail to meet its obligations under legislation.
40. Following consultation, staff will report to the Regulatory and Hearings Committee in August 2019 on all the feedback received and provide any further information gathered in response to any feedback received.

### **Financial Considerations**

41. The total cost to complete the review on the Bylaw including adopting a Bylaw or revocation and any anticipated consultation will be approximately \$20,000-\$25,000. This has been budgeted for through the 2018-28 10-Year Plan.

### **Legal and Policy Considerations**

42. There have been multiple legal reviews undertaken throughout the existing Bylaw review process.
43. Staff confirm that the staff recommendations comply with the Council's legal and policy requirements.

### **Cultural Considerations**

44. Te Runanga o Kirikiriroa and Te Haa o te Whenua o Kirikiriroa were informed of the Council's review of the Bylaw and invited to provide feedback. Both organisations will also be invited to provide further feedback on any cultural considerations during the public consultation.
45. The Hamilton City Council Waste Management and Minimisation Plan, and the supporting controls in the amended Solid Waste Bylaw, are in alignment with Tai Tumu, Tai Pari, Tai Ao: Waikato-Tainui Environmental Plan.
46. The public consultation period will provide an opportunity for any further cultural considerations to be captured by staff.

### **Sustainability Considerations**

47. The amended Bylaw is anticipated to improve sustainability outcomes by providing additional controls to avoid and manage waste and to provide increased incentive to divert waste from landfill.

### **Risks**

48. Given the robust legal review and pre-consultation with key stakeholders, there are no known risks associated with the staff recommendations.

49. If it is determined that a Solid Waste Bylaw is not required, there is risk that Council would have no enforcement of litter, illegal dumping or private waste operators and may fail to meet its obligations under legislation.

## **Significance & Engagement Policy**

### **Significance**

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

### **Engagement**

51. Feedback was sought from 15 stakeholders including waste collectors, waste facility operators, property developers, environmental groups and Iwi. Internal stakeholder feedback was also sought.
52. A majority of the stakeholders believed the proposed amendments were reasonable or necessary.
53. Staff will invite stakeholders to provide formal feedback through the public consultation so that their views can be captured, on the options presented for consideration by the Council, in conjunction with the wider community's views.
54. Section 156 of the LGA sets out that the Council is required the use the Special Consultative Procedure (the SCP) if:
- the Bylaw concerns a matter identified under the Council's Significance and Engagement Policy as being of significant interest to the public; or
  - there will be a significant impact on the public due to the changes to or revocation of the Bylaw.
55. Given the potential impact on the public, should the Council determine to revise the existing Bylaw in-line with legal advice and stakeholder views, or to revoke the existing Bylaw, the Council will comply with s156 by ensuring:
- a SOP (as attached) is made available to the public including options for consideration.
  - a public consultation period of one month between 7 May and 6 June 2019 on the attached SOP.
  - Submitters have an opportunity to present their views in a spoken form at the Regulatory and Hearings Committee in August 2019 (date to be confirmed).

## **Attachments**

Attachment 1 - Draft - Solid Waste Bylaw 2019

Attachment 2 - Solid Waste Bylaw 2019- Statement of Proposal \_ 2019-04-11

<b>Approved By:</b>	<b>Date Adopted :</b>
<b>Date In Force:</b>	<b>Review Date:</b>

## **HAMILTON CITY SOLID WASTE BYLAW 2019**

This Bylaw is made by the Hamilton City Council under the powers given to it by the Waste Minimisation Act 2008, Local Government Act 2002, Heath Act 1956, and the Litter Act 1979.

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## 1. PURPOSE

- 1.1. The purpose of this Bylaw is to support the management and minimisation of waste by:
- promoting and delivering effective and efficient waste management and minimisation in Hamilton City as required under the Waste Minimisation Act 2008;
  - supporting the implementation of the Council's Waste Management and Minimisation Plan;
  - upholding the purpose of the Waste Minimisation Act and the goals in the New Zealand Waste Strategy;
  - regulating the deposit, removal, collection, transport, and processing of waste;
  - enabling fees and charges for use of waste management and minimisation services and facilities provided, owned, or operated by the territorial authority;
  - protecting the health and safety of waste collectors, waste operators and the public; and
  - enabling the management of litter and nuisance in public places.

## 2. APPLICATION

- 2.1. This Bylaw applies to the District of the Hamilton Council.

## 3. DEFINITIONS

- 3.1. The following definitions apply to this Bylaw, except where inconsistent with the context:

<b>Term -</b>	<b>means:</b>			
Approved	Written authorisation from the Council			
Approved container	Any container (including bags) that has been approved by the Council for the collection of any type of waste, with approval based on the following criteria: the prevention of nuisance, the protection of the health and safety of waste collectors and the public, and the achievement of effective waste management and minimisation.			
Authorised Council officer	A person appointed by Hamilton City Council for the purposes of ensuring compliance with the Bylaw, as defined as an Enforcement Officer in the Waste Minimisation Act 2008 section 76, Local Government Act 2002 section 177 and as defined as Litter control officers under the Litter Act 1979 section 5.			
Building work	means work— (a) for, or in connection with, the construction, alteration, demolition, or removal of a building; and (b) on an allotment that is likely to affect the extent to which an existing building on that allotment complies with the building code; and (c) includes sitework.			
Bylaw	This Solid Waste Bylaw			
Class 1-5 landfills	<b>Class</b>	<b>Common Name</b>	<b>Accepted Waste Material</b>	<b>Material Source</b>
	1	Municipal Solid Waste Landfill	Non-hazardous waste. Typically, mixed waste from multiple sources and containing a high content of organic material; may include waste cited for classes 2, 3, 4 and 5. May be developed for specific industrial wastes (for example, monofills or residual waste sites)	Households, industry, institutions, construction sites, contaminated sites

	2	C&D Landfill	Unsorted/uncontrolled construction and demolition material. May be developed for specific industrial wastes (for example, monofills or residual waste sites)	Construction sites, demolition material, soil from areas with significantly different chemical properties
	3	Managed Fill	Inert material (e.g. selected inert construction or demolition material) or soils with specified maximum contaminant concentrations greater than applicable local background concentrations.	Selected materials from construction and demolition sites, earthworks and site remediation
	4	Controlled Fill	Inert material (e.g. selected inert construction or demolition material) or soils with trace element concentrations greater than applicable regional background concentrations	Selected materials from construction sites and demolition sites and earthworks
	5	Clean Fill	Virgin excavated natural materials (VENM) such as clay, soil and rock that are free of: <ul style="list-style-type: none"> <li>combustible, putrescible, degradable or leachable components;</li> <li>hazardous substances or materials (such as municipal solid waste) likely to create leachate by means of biological breakdown;</li> <li>products or materials derived from hazardous waste treatment, stabilisation or disposal practices;</li> <li>materials such as medical and veterinary waste, asbestos, or radioactive substances that may present a risk to human health if excavated;</li> <li>contaminated soil and other contaminated materials; and</li> <li>liquid waste.</li> </ul> <p>When discharged to the environment, clean fill material will not have a detectable effect relative to the background.</p>	Slips/road clearance, construction site clearance, earthworks surplus
Council	The Hamilton City Council or any person delegated or authorised to act on its behalf			
Council collection points	Places or containers approved by Council where approved containers may be left for collection or waste may be deposited if collection from a public place is unfeasible or impractical			
Cover material	Means material specified by the Council under clause 4.1.f as suitable for use as cover material at a class 1-4 landfill site			
Deposit	To cast, place, throw, drop or allow to escape any waste or diverted material  <i>depositing</i> , in relation to litter, includes—  (a) casting, placing, throwing, or dropping litter; and (b) allowing litter to be cast, thrown, dropped, or to escape, from any motor vehicle or trailer			
Disposal	As defined in the Waste Minimisation Act 2008			
Donation collection point	A place approved by Council where reusable or recyclable types of waste may be deposited for the purposes of raising funds from the waste items			
Event	An activity that is irregular or infrequent and does not require the construction of a permanent building, the installation of permanent infrastructure or services, or works such as vegetation clearing or other operational work. Events involve large groups of people either as participants or spectators and include carnivals, parades, concerts,			

	markets, craft or trade fairs, field days, open days, displays and the like. This definition applies only where the activity is not covered by another definition/activity in the District Plan
Home composting	The activity of creating decaying organic matter from domestic green waste and/or food waste into compost
Illegal Dumping	Means the same as Litter
Licence	A licence, consent, permit or approval to do something under this Bylaw and includes any conditions to which the licence is subject
Litter	Any refuse, rubbish, animal remains, glass, metal, garbage, debris, dirt, filth, rubble, ballast, stones, earth or waste matter or any other thing of a like nature deposited in a public place
Litter receptacle	A receptacle provided for the collection of litter
Manager	A person who controls or manages any premises, activity, or event, regardless of whether that person has a proprietary interest in those premises or that activity or event. Includes a Body Corporate
Multi - Unit Development	A property comprising three or more separately occupied residential units or business units, whether in the same building or in separate buildings, and held either in common ownership or in separate ownership
MuD	Multi - unit Development
Nuisance	A nuisance in terms of the Health Act 1956
Occupier	The inhabitant occupier of any property; and in relation to any land (including any premises and any coastal marine area), includes any agent, employee, or other person acting or apparently acting in the general management or control of the land, or any plant or machinery on that land
Packaging	Materials used to wrap or protect goods
Person	An individual, a corporation sole, a body corporate, and an unincorporated body
Premises	A building or buildings and the land belonging to it or them
Public place	As defined in the Litter Act 1979  Includes— (a) every motorway, road, street, private street, footpath, access way, service lane, court, mall, and thoroughfare: (b) any public reserve within the meaning of section 2 of the Reserves Act 1977 to which the public generally has access, whether with or without payment of any fee, and any reserve under that Act classified as a nature reserve or a scientific reserve: (c) any park, garden, or other place of public recreation to which the public has access, whether with or without payment of any fee: (d) any beach or foreshore, or the bank of any river or stream, or the margin of any lake, to which the public traditionally has access, whether with or without payment of any fee: (e) any waters to which the public traditionally has access, whether with or without payment of any fee, for bathing or other recreational purposes: (f) every wharf, pier, or jetty (whether under the control of a harbour board or not) to which the public has access: (g) any conservation area within the meaning of the Conservation Act 1987: (h) any airport within the meaning of section 2 of the Airport Authorities Act 1966: (i) any cemetery within the meaning of section 2 of the Burial and Cremation Act 1964:

	<p>(j) any land vested in or controlled by any local authority (within the meaning of section 5(1) of the Local Government Act 2002) or the Crown, being land that is not occupied pursuant to any lease, licence, or other authority by any private person;</p> <p>(k) any national park constituted under the National Parks Act 1980;</p> <p>(l) any other place whether public or private in the open air, including any walkway within the meaning of section 4 of the Walking Access Act 2008, to which the public has access, whether with or without payment of any fee,— but does not include any site for the disposal of litter, or any receptacle installed in any such public place pursuant to this Act or any other Act</p>														
Public Notice	<p>To:</p> <p>(a) publish on an Internet site to which the public has free access a notice that—</p> <p>(i) includes all the information that is required to be publicly notified; and</p> <p>(ii) is in the prescribed form (if any); and</p> <p>(b) publish a short summary of the notice, along with details of the Internet site where the notice can be accessed, in 1 or more newspapers circulating in the entire area likely to be affected by the matter to which the notice relates. The notice and the short summary of the notice must be worded in a way that is clear and concise</p>														
Recovery	The extraction of materials or energy from waste or diverted material for further use or processing; and includes making waste or diverted material into compost														
Retail	The use of land or buildings where goods and services are offered or exposed to the general public for sale, hire or use, but excludes restaurants, licenced premises, offices or drive-through services														
Solid Waste Storage Area	An on-site storage area for refuse, recyclable material and organic matter that is accessible for waste collection services														
Treatment	Means subjecting waste to any physical, biological, or chemical process to change its volume or character so that it may be disposed of with no or reduced adverse effect on the environment; but does not include dilution of waste														
Waste	<p>(a) means any thing disposed of or discarded; and</p> <p>(b) includes a type of waste that is defined by its composition or source (for example, organic waste, electronic waste, or construction and demolition waste); and</p> <p>(c) to avoid doubt, includes any component or element of diverted material, if the component or element is disposed of or discarded</p> <p><u>Waste categories:</u></p> <table border="1"> <thead> <tr> <th>Related to the source of the waste</th> <th>Related to the composition of waste</th> <th>Related to restrictions applied to waste</th> </tr> </thead> <tbody> <tr> <td>Domestic Waste Commercial Waste Construction and Demolition Waste</td> <td>Food Waste Green Waste Hazardous Waste Inorganic Material Recyclable Material Refuse Reusable Material Special Waste</td> <td>Diverted Material Prohibited Waste</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th>Category</th> <th>Definition</th> </tr> </thead> <tbody> <tr> <td>Commercial waste</td> <td>Waste that results from a commercial enterprise and includes waste generated by the carrying on of any business, manufacture, process, trade, market, or other undertaking</td> </tr> <tr> <td>Construction and demolition waste</td> <td>Waste generated from any building construction or demolition works; and includes any concrete, plasterboard, wood, steel, brick, cardboard, metals, plastic or glass</td> </tr> <tr> <td>Diverted material</td> <td>Any thing that is no longer required for its original purpose and, but for commercial or other waste minimisation activities, would be disposed of or discarded</td> </tr> </tbody> </table>	Related to the source of the waste	Related to the composition of waste	Related to restrictions applied to waste	Domestic Waste Commercial Waste Construction and Demolition Waste	Food Waste Green Waste Hazardous Waste Inorganic Material Recyclable Material Refuse Reusable Material Special Waste	Diverted Material Prohibited Waste	Category	Definition	Commercial waste	Waste that results from a commercial enterprise and includes waste generated by the carrying on of any business, manufacture, process, trade, market, or other undertaking	Construction and demolition waste	Waste generated from any building construction or demolition works; and includes any concrete, plasterboard, wood, steel, brick, cardboard, metals, plastic or glass	Diverted material	Any thing that is no longer required for its original purpose and, but for commercial or other waste minimisation activities, would be disposed of or discarded
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Domestic waste	Waste consisting of refuse, recyclable material or organic matter (food waste and/or green waste) originating from any household or from the cafeteria, lunchroom or canteen of any commercial enterprise, but does not include commercial waste nor prohibited waste.
Food waste	Waste that is derived from any item of food and is organic in origin and includes fruit and vegetable scraps, meat, fish and bone discards, and any other similar food waste
Green waste	Compostable plant material
Hazardous waste	Waste that is reasonably likely to be or contain a substance that meets 1 or more of the classification criteria for substances with explosive, flammable, oxidising, toxic, corrosive or ecotoxic properties under the Hazardous Substances (Classification) Notice 2017
Inorganic material	Waste consisting of household equipment, furniture, appliances and material of a similar type that due to its nature or size cannot be collected as domestic waste in an approved container, and that is specified by the Council as suitable for: <ul style="list-style-type: none"> <li>a) collection from a public place by the Council;</li> <li>b) collection from any premises by the Council; or</li> <li>c) delivery to a resource recovery facility</li> </ul>
Litter	Any refuse, rubbish, animal remains, glass, metal, garbage, debris, dirt, filth, rubble, ballast, stones, earth or waste matter or any other thing of a like nature deposited in a public place. For clarity, litter includes illegal dumping.
Organic matter	Food waste and/or green waste that is specified by the Council under clause 5.15a4.1.a as organic matter
Prohibited waste	Waste containing- <ul style="list-style-type: none"> <li>• any material capable of causing injury to any person or animal unless the material is sufficiently contained to prevent injury;</li> <li>• any material capable of causing damage to the approved container or likely to shatter in the course of collection material unless the material is sufficiently contained to prevent damage to the approved container or to prevent injury;</li> <li>• any material that may endanger any person, animal or vehicle which may come in to contact with it prior to, during or following collection, transportation or disposal;</li> <li>• any radioactive wastes, but excluding domestic smoke detectors;</li> <li>• any used oil and lead-acid batteries;</li> <li>• any hazardous waste;</li> <li>• medical waste;</li> <li>• any other material publicly notified as prohibited by the Council under clause 5.15h</li> </ul>
Recyclable material	Waste specified by the Council under clause 5.15a as suitable for recycling
Recycling	The reprocessing of waste or diverted material to produce new materials
Refuse	Waste which <p>(a) subject to (b), is not organic matter, recyclable material, prohibited waste, construction and demolition waste or inorganic material;</p> <p>(b) may include organic matter and/or recyclable material that does not exceed the maximum allowable limits specified by the Council under clause 5.15 of this Bylaw</p>
Reusable material	Waste or diverted material that is further used in its existing form for the original purpose of the materials or products that constitute the waste or diverted material, or for a similar purpose

		<i>reuse</i> means the further use of waste or diverted material in its existing form for the original purpose of the materials or products that constitute the waste or diverted material, or for a similar purpose
	Special Waste	Any waste whether from a commercial premise or any other source which is hazardous, toxic or by its nature requires special disposal because of environmental considerations or landfill operational requirements. Examples of such are: asbestos, inflammable, explosive or corrosive substances and radioactive substances
Waste collector	A person who collects or transports waste and includes commercial and non-commercial collectors and transporters of waste (for example, community groups and not-for-profit organisations); but does not include individuals who collect and transport waste for personal reasons (for example, a person taking household garden waste to a landfill)	
Waste management facility	A facility which primarily provides waste management and disposal services or waste remediation and materials recovery services, in relation to solid waste	
Waste management facility operator	A person who owns or manages a waste management facility	
Waste management and minimisation plan	A waste management and minimisation plan adopted by a territorial authority under section 43 of the Waste Minimisation Act 2008	
Waste Plan	A plan, required by the Council under this Bylaw, that sets out how waste is managed at a Multi – unit Development, Event or Site where building works are carried out	
Waste operator	A person who is a waste collector or operates a waste management facility	
Waste remediation and materials recovery services	The remediation and clean-up of contaminated buildings and mine sites, mine reclamation activities, removal of hazardous material and abatement of asbestos, lead paint and other toxic material. This also includes recovery, sorting, and/or storage services in relation to waste	
Waste treatment and disposal services	The treatment or disposal of waste (including hazardous waste), including the operation of landfills, combustors, incinerators, compost dumps and other treatment facilities (except sewage treatment facilities), and waste transfer stations	

#### 4. CONTROLS

4.1. Any control specified by the Council under s 151(2) of the Local Government Act 2002 to support the implementation of this Bylaw:

- a. must, after consultation pursuant to the Local Government Act 2002, be made by a resolution and public notice; and
- b. may:
  - I. prohibit, restrict, or control any matter or thing generally, for any specific category or case, or in a particular case;
  - II. apply to all waste or to any specified category of waste; and
  - III. apply to the District or to a specified part of the District; and
  - IV. apply at all times or at any specified time or period of time

## 5. COLLECTION, TRANSPORTATION, PROCESSING, AND DISPOSAL OF WASTE

### GENERAL RESPONSIBILITIES

- 5.1. The occupier and the manager of a premises must ensure that the domestic waste from the premises is separated into waste types as determined by the Council, and deposited for collection in the correct approved container.
- 5.2. No person may deposit in a container material that is not approved for that type of container.
- 5.3. The owner and/or the manager of any premises must ensure that approved containers are provided to tenants.
- 5.4. The owner, occupier and the manager of any premises must ensure that:
  - a. reasonable steps are taken to prevent the waste escaping from any waste container;
  - b. waste from the premises has no more than a minimal adverse effect on neighbouring occupiers;
  - c. any waste container is regularly emptied when it is full;
  - d. the contents of any waste container, excluding containers for green waste, are protected from rain or ingress or egress of flies and animals;
  - e. all dwellings contain a practical means and route of safe access and egress to any solid waste storage area for both residents and waste operators (where applicable); and
  - f. steps are taken to ensure that no waste is deposited in or about any residential building or its precincts (including kerbside) except in accordance with this Bylaw;
- 5.5. The occupier and the manager of any premises who is in control of an approved container must ensure that:
  - a. the container is kept in a safe location, hygienic, in good repair, and without any modifications or alterations to its appearance;
  - b. if required, waste is deposited in the container in a manner that allows the whole of the contents to fall out easily and cleanly when the container is emptied;
  - c. unless the container is placed at a Council collection point, the container is placed for collection in an upright position off the carriageway, in front of the premises from which the waste originated and as close to the kerbside as possible;
  - d. reasonable steps are taken to prevent the container disrupting or obstructing pedestrian and vehicular traffic and to preserve access to the premises.
- 5.6. No person may:
  - a. put waste into an approved container which has been provided to any other person, without that other person's consent;
  - b. remove waste from, or interfere with any waste deposited in an approved container, except the Council, a licenced waste collector or the person who deposited the waste;
  - c. remove or interfere with any mode of identification of any approved container, including electronic devices attached to the container;
  - d. remove a container provided by the Council from the premises to which it has been allocated, except with the prior written approval of the Council.
- 5.7. The occupier and the manager of any premises is responsible for any waste generated on the premises until it has been collected.

**LICENSING OF WASTE COLLECTION AND WASTE MANAGEMENT FACILITY OPERATORS**

- 5.8. The following waste operators must have a waste operator licence issued by the Council and must not collect waste if they do not hold such a licence:
- a. Any waste collector who collects and/or transports waste from land in the District:
    - I. in a quantity of at least 40 tonnes of waste in any twelve-month period; and / or
    - II. at least 40 times in any twelve-month period
  - b. Waste management facility operators with a facility in the District which handles more than 40 tonnes of waste in any twelve-month period.
- 5.9. An application for a waste operator licence must be made on the application form which is available from the Council, and must be accompanied by any application fee and the information required by the Council to process the application.
- 5.10. The holder of an existing licence may apply to the Council for a renewal of that licence.
- 5.11. A licence is personal to the holder and is not transferable.
- 5.12. A licence may be granted or refused at the discretion of the Council, and if granted may be on such terms and conditions as the Council thinks fit.
- 5.13. When considering a licence application, the Council may take into account the following non-exhaustive list of factors:
- a. The extent to which the licenced activities will promote public health and safety;
  - b. The extent to which the licenced activities support achievement of the Council's waste management and minimisation plan, including goals and initiatives within that plan;
  - c. The quantity and type of waste to be handled;
  - d. The methods employed for the handling of the waste;
  - e. The frequency and location of the waste collection, removal and transportation services;
  - f. The specifications of the vehicles, equipment, and containers to be used for the handling of waste;
  - g. The applicant's experience, reputation, and track record in the waste and diverted material industry; and
  - h. The terms and conditions under which any disposal of waste is permitted and the existence of, or need for, any statutory approvals, authorisations, or consents required to be held or complied with in respect of such disposal.
- 5.14. A licenced waste operator must comply with all terms and conditions of the licence. These conditions may include, but are not limited to, the following matters:
- a. Term – a licence may be granted for a term of up to 5 years;
  - b. Licence fee – the licensee must pay an annual licence fee in an amount determined by the Council from time to time;
  - c. Bond – the Council may, from time to time and on a case by case basis, require a licence holder to post a bank-guaranteed bond;
  - d. Compliance with standards – the licence holder must comply with any standards or policies the Council has set for waste handling such as:
    - I. Provision of waste collection services within reasonable times specified by the Council;

- II. The collection of any litter within a specified distance of an approved container awaiting collection and any litter spillage from the licence holder's vehicle during the collection, transportation or disposal process; and
- e. Kerbside collections – restrictions on the timing and/or location of collections; and
- f. Provision of information – the licence holder must provide data relating to waste they have handled to the Council during the term of their licence, in the form and at the times determined by the Council from time, which may include:
  - I. the quantities of various waste categories that have been handled by the waste operator during a period of time;
  - II. waste log books for each vehicle operated in accordance with the licence recording the quantity, composition and destination of each waste type and the point in time when such data was recorded during the waste collection, transportation or disposal process;
  - III. weighbridge receipts;
  - IV. gate records of waste tonnage.

#### **GENERAL CONTROLS ON THE COLLECTION, TRANSPORTATION AND DISPOSAL OF WASTE**

- 5.15. The Council may specify controls for the following matters in relation to the collection, transportation or disposal of waste from any property:
  - a. types of domestic waste that may be treated for all purposes (including deposit, collection, transportation, and disposal) as recyclable material, organic matter or refuse;
  - b. maximum allowable limits of a specified waste type that may be collected or transported from a public place in an approved container for refuse and that subsequently may be disposed of;
  - c. maximum allowable limits of a waste type that may be placed in a container approved for another waste type;
  - d. the maximum number of hours prior to or following the collection period that a container may be placed in a public place; and
  - e. the maximum weight of waste put in individual containers; and
  - f. types of waste that may be handled at any class 1 – 4 landfill and material that may be used as cover material at any such site;
  - g. materials that may be used as natural or other hardfill material at a Class 5 landfill;
  - h. types of waste that are prohibited; and
  - i. the locations where collections from a public place may occur;
  - j. the types of waste that may be collected from a public place.
- 5.16. General controls on the collection, transportation and disposal of waste must be accordance with clause 4.
- 5.17. Any waste operator who collects or transports waste must:
  - a. make available to the owner, occupier or manager of a premises one or more approved containers to enable separate collection of each of the waste types required to be separately collected from the premises; and
  - b. not collect for disposal any domestic waste which has not been separated into refuse, recyclable material and organic matter and exceeds the maximum allowable limits specified by the Council under clause 5.15c; and
  - c. not dispose to a class 1 – 4 landfills any waste type that could be reused or recycled.

#### **COLLECTIONS FROM A PUBLIC PLACE**

- 5.18. Any person providing or using a waste collection service in or from a public place must comply with this Bylaw.

- 5.19. Waste may not be placed on a public place for collection unless it is:
- a. domestic waste;
  - b. green waste;
  - c. any other type of waste determined by the Council in clause 5.15 as able to be placed on a public place for collection.
- 5.20. Prohibited waste, diverted material, construction and demolition waste or commercial waste may not be placed in a public place for collection unless authorised by the Council under this Bylaw.
- 5.21. Any waste operator who collects or transports waste from a public place must ensure waste containers provided clearly differentiate the waste operators' containers from the containers of other operators.
- 5.22. The Council may specify controls for the following matters in relation to the collection or transportation of waste from a public place:
- a. the area to which the control applies;
  - b. the type, size, colour, and construction of containers that may be used for the storage and collection of waste;
  - c. the types of waste that may be collected in various types of container;
  - d. the categories of waste that may be deposited at or collected from a public place;
  - e. the conditions applicable to any collection service from a public place;
  - f. the placement and retrieval of approved containers for collection, collection days and times, and restrictions on the number and weight of approved containers;
  - g. requirements to ensure the correct separation of categories of wastes into approved containers;
  - h. the locations, access times and conditions of use of Council collection points;
  - i. any other operational matter required for the safe and efficient operation of a collection service from a public place.
- 5.23. No person may deposit waste at a Council or donation collection point other than in accordance with clauses 5.25 to 5.27.
- 5.24. Controls in relation to the collection or transportation of waste from a public place must be accordance with clause 4.

#### COUNCIL COLLECTION POINTS

- 5.25. The Council may specify:
- a. any place, or receptacle in a public place or on a barge in a freshwater area, as a Council collection point for the collection of domestic waste; and
  - b. controls relating to the deposit of waste at the Council collection point.
- 5.26. Controls in relation to Council collection points must be accordance with clause 4.

#### DONATION COLLECTION POINTS

- 5.27. Anyone intending to provide a donation collection point must obtain Council approval in advance and must operate the donation collection point in compliance with any requirements the Council specifies including, but not limited to:
- a. the location;
  - b. vehicle access;
  - c. the type of waste which may be deposited;
  - d. the use of approved containers;
  - e. the removal of deposited waste from the collection point; and
  - f. a requirement to clean up or remove any litter or graffiti.

**INORGANIC MATERIAL**

- 5.28. The Council may specify controls for the following matters in relation to the collection of inorganic material from a public place:
- a. the weight, size and nature of inorganic material that may be deposited for collection;
  - b. the categories of inorganic material that may be deposited for collection;
  - c. the times, locations and conditions applicable to the collection of inorganic material;
  - d. the methods by which the inorganic material may be collected;
  - e. any other operational matters required for the safe and efficient collection of inorganic material from a public place.
- 5.29. Any person who deposits inorganic material for collection on, or collects or transport inorganic material from, a public place must comply with the controls made by the Council.
- 5.30. Controls in relation to the collection of inorganic material from a public place must be accordance with clause 4.

**NUISANCE AND LITTER**

- 5.31. No person may:
- a. allow any accumulation of waste or diverted material on or around any premises they own, occupy or manage to become offensive, a nuisance or likely to be injurious to health;
  - b. use an approved container in a manner that creates a nuisance, is offensive or is likely to be injurious to health.
- 5.32. Except as provided for under any Council Bylaw, no person may:
- a. burn or allow to be burnt on any property they own, occupy or manage any waste except organic matter;
  - b. bury or allow to be buried on any property they own, occupy or manage any waste except:
    - I. organic material;
    - II. dead companion animals and nuisance pests; or
    - III. for the purposes of home composting.
  - c. dispose of any waste on any premises except at:
    - I. a class 1-4 landfill, or
    - II. any premises they own, occupy or manage, for the purposes of home composting.
- 5.33. No person may:
- a. deposit any waste arising from that person's household or that person's business activities in any litter receptacle provided by the Council in any public place;
  - b. remove any waste from any litter receptacle provided by the Council in any public place, where this results in any waste being deposited outside the receptacle, unless authorised by the Council to do so;
  - c. deposit or attempt to deposit any waste in any receptacle provided by the Council in any public place if:
    - I. the receptacle is full; or
    - II. the waste is likely to escape.
  - d. affix any item to any litter receptacle provided by the Council in any public place; or
  - e. damage any litter receptacle provided by the Council in any public place.
- 5.34. The owner, occupier or manager of any premises on which any item is affixed or displayed that is likely to become litter, must take all steps to the satisfaction of the Council to prevent it becoming litter, and to promptly remove it in the event that it does become litter.
- 5.35. The occupier of a retail premises must provide appropriate facilities so that customers can choose to remove packaging associated with products that they have purchased and leave that packaging at the retail premises at the point of purchase. For the purposes of this Bylaw, such packaging is the responsibility of the occupier of the retail premises unless and until it is removed from the premises by a purchaser.

## PROVISION OF WASTE PLANS

### MULTI-UNIT DEVELOPMENT (MuD) WASTE PLANS

- 5.36. Any person who owns, occupies or manages a MuD must comply with any approved MuD Waste Plan required under this Bylaw.
- 5.37. From the date of adoption of this Bylaw, any person intending to construct a MuD must submit a MuD Waste Plan at the same time as the resource consent application for that MuD.
- 5.38. Any MuD Waste Plan must comply with 5.39 and 5.40 of this Bylaw and be approved by the Council.
- 5.39. A MuD Waste Plan must include, but is not limited to, the following:
- a. identification of an adequate area on the premises for the storage of containers that is readily accessible to the occupiers of units and to a licenced waste operator (where applicable) to enable separate collection and transportation of refuse, recyclable material and/or organic matter;
  - b. the methods to be used to minimise noise and odour and to keep the area hygienic, free from vermin or other infestations and protected from theft and vandalism;
  - c. identification of the practical means and route of safe access and egress to the solid waste storage area for both residents and waste operators (where applicable);
  - d. an estimate of the volumes of refuse, recyclable material and organic matter that will be generated;
  - e. how waste generated by the MuD is to be minimised;
  - f. how the collection and use of recyclables and reusable material will be maximised;
  - g. a statement that:
    - I. the MuD is able to be serviced via the notified standard Council-provided waste service; or
    - II. the MuD requires a waste service which cannot be serviced via the notified standard Council-provided waste service. This statement must also include detail of the non-standard service requirements and whether the occupier will be expected to pay any servicing costs.
  - h. the steps which will be taken to ensure that no waste is deposited in or about the MuD or its precincts (including kerbside) in breach of this Bylaw; and
  - i. any other matter required by the Council to ensure MuD waste is managed in accordance with the Council Waste Management and Minimisation Plan.
- 5.40. The Council may specify controls for the following matters in relation to the collection or transportation of waste from MuD:
- a. the categories of recyclable material, organic matter and refuse that may be deposited at or collected from a Multi-unit Development;
  - b. the times, locations and conditions applicable to any collection service from a MuD, including the placement and retrieval of containers for collection, collection times and restrictions on the number and weight of approved containers;
  - c. requirements to ensure the correct separation of refuse, organic matter and recyclable materials into approved containers;
  - d. any other operational matter required for the safe and efficient operation of a collection service from a MuD.
- 5.41. Any person who manages a MuD or owns or occupies a unit in a MuD must comply with any controls for the deposit, collection, transportation and management of waste in the MuD made by the Council.
- 5.42. Controls on the collection or transportation of waste from MuD's must be accordance with clause 4.

- 5.43. The Council may, on application, grant a written exemption from compliance with all or any the requirements of this clause if:
- a. in the opinion of the Council, the costs of full compliance would be disproportionate to any resulting waste management and minimisation benefits; or
  - b. the manager or owner demonstrates to the satisfaction of the Council that refuse, recyclable material and organic matter are collected separately; and regularly.

#### EVENTS WASTE PLANS

- 5.44. Any organiser of any event must obtain prior approval from the Council for an Event Waste Plan for the event.
- 5.45. The Council may require an Event Waste Plan to meet requirements set out by the Council Event guidelines which may include:
- a. an estimate of the types and volumes of waste to be generated by the event;
  - b. how waste generated by the event is to be minimised;
  - c. the steps to be taken to maximise the collection and re-use of recyclable material and reusable material;
  - d. the equipment to be provided for the storage, collection and transportation of waste and diverted material;
  - e. the method of and person responsible for the collection and disposal of waste generated by the event;
  - f. the provision of litter minimisation, collection, and removal from within the event site and its immediate surrounds; and
  - g. any other matters relating to event waste management and minimisation that may be specified by the Council.
- 5.46. The organiser of an event must comply with the approved Event Waste Plan.
- 5.47. On completion of the event, the organiser must provide the Council with a report on the implementation of the Event Waste Plan, including:
- a. a waste analysis which sets out the predicted and actual types and amounts of waste generated by the event; and
  - b. the waste management facilities used to recover, recycle, treat or dispose of waste generated by the event.

#### SITE WASTE PLANS FOR BUILDING WORK

- 5.48. Any person applying for a building consent must also submit a Site Waste Plan to the Council for approval.
- 5.49. A Site Waste Plan must comply with the Council guidelines which may include:
- a. the name of the client, principal contractor, and person who prepared the Site Waste Plan; and
  - b. the location of the site;
  - c. the estimated total cost of the building work;
  - d. a description of each type of waste expected to be produced;
  - e. an estimate of the quantity of each type of waste; and
  - f. the proposed method of waste management for each type of waste (e.g. recovery, recycling, disposal).
- 5.50. While the building work is being carried out, the principal contractor must:
- a. ensure that
    - I. reasonable steps are taken to prevent waste escaping from any waste container;
    - II. waste from the site has no more than a minimal adverse effect on neighbouring occupiers;
    - III. any waste container is regularly emptied when it is full;

- b. review the Site Waste Plan as necessary;
  - c. record quantities and types of waste produced; and
  - d. record the types and quantities of waste that have been:
    - I. reused (on or off site)
    - II. recycled (on or off site)
    - III. sent to other forms of recovery (on or off site)
    - IV. sent to landfill
    - V. otherwise disposed of.
- 5.51. Within 90 days of completion of the building work the principal contractor must provide an updated Site Waste Plan to the Council that includes:
- a. confirmation that the plan has been monitored and updated;
  - b. a comparison of estimated quantities of each type of waste generated against the actual quantities of each waste type; and
  - c. an explanation of any deviation from the plan
- 5.52. The principal contractor must ensure that a copy of the plan is kept on site, and that every contractor knows where it can be found. It must be available to any contractor carrying out any work described in the plan.

## **6. GENERAL PENALTIES AND POWERS**

- 6.1. Any person who acts in breach of this Bylaw commits an offence and is liable upon summary conviction to a fine, as provided for under the Local Government Act 2002 (which specifies a fine not exceeding \$20,000), and may also be liable to penalties under other legislation.

## **7. OTHER ENFORCEMENT POWERS**

### **GENERAL RESPONSIBILITIES**

- 7.1. Where an owner, occupier or manager of a premises does not comply with any of clauses 5.1 to 5.7, the Council may:
- a. Notify the occupier, owner or manager that they have failed to comply with the Bylaw; and
  - b. Provide details of the failure to comply and information on how to comply; and
  - c. Inform the occupier, owner or manager:
    - I. that the breach shall be recorded against their property; and
    - II. if the property receives three recorded breaches within a three-month period their waste service may be withdrawn; and
    - III. specify the steps which the owner or manager will need to follow in order to appeal the decision or reinstate the service.
- 7.2. Any final notice of withdrawal of service shall also be sent to the postal address of the ratepayer for the property and shall specify:
- a. the date of service withdrawal; and
  - b. the steps which the owner or manager will need to follow in order to appeal the decision or reinstate the service.

### **LICENCED WASTE OPERATORS**

- 7.3. Where a licence holder does not comply with the terms and conditions of a waste operator licence, the Council may:
- a. issue a written warning to the licence holder, which may be treated as evidence of a prior breach of a licence condition during any subsequent review of the licence;
  - b. review the licence, which may result in:
    - I. amendment of the licence; or
    - II. suspension of the licence; or
    - III. withdrawal of the licence.

- c. have recourse to any bond where the Council has incurred any cost as a result of the breach of the licence condition. This includes where the Council has itself performed or arranged for the performance of any licenced activity on the default of the licence holder;
- d. review the amount and nature of the bond, which may result in an increase of the amount of the bond;
- e. enforce any offence that may have been committed under the Litter Act 1979; and
- f. enforce any breach of this Bylaw, as provided for in the Local Government Act 2002 or other legislation.

#### **COLLECTIONS FROM A PUBLIC PLACE OR COLLECTION POINT**

7.4. The Council may:

- a. remove the contents of any approved container left out for collection from a public place, where the contents or placement of the container do not comply with any aspect of clause 5.18 to 5.24;
- b. suspend the use of any Council collection point service, where any aspect of clauses 5.25 or 5.265.27 have not been complied with;
- c. withdraw approval for provision of a donation collection point, where any aspect of clause 5.27 has not been complied with;
- d. enforce any offence that may have been committed under the Litter Act 1979;
- e. enforce breach of this Bylaw, as provided for in the Local Government Act 2002 or other legislation.

#### **INORGANIC MATERIAL**

7.5. Where a person does not comply with a control made by the Council under clauses 5.28 and 5.29, the Council (or a licenced waste operator where applicable) may:

- a. reject (i.e. not collect) the inorganic material, if the inorganic material or placement if any aspect of clauses 5.28 and 5.29, have not been complied with;
- b. remove the inorganic material, where the inorganic material or placement if any aspect of clauses 5.28 and 5.29, have not been complied with;
- c. enforce any offence that may have been committed under the Litter Act 1979; and
- d. enforce breach of this Bylaw, as provided for in the Local Government Act 2002 or other legislation.

#### **NUISANCE AND LITTER**

7.1. Where a person does not comply with a control made by the Council under clause 5.31 to 5.35, the Council may:

- a. issue a notice requiring corrective action within a specified time period;
- b. recover costs as set out in 9.3;
- c. enforce any offence that may have been committed under the Litter Act 1979; and
- d. enforce breach of this Bylaw, as provided for in the Local Government Act 2002 or other legislation

#### **WASTE MANAGEMENT AND MINIMISATION PLANS**

7.2. Where a person does not comply with any Waste Plan required under this Bylaw for a Multi-unit Development, Event or Building Work, the Council may:

- a. revoke the applicable Waste Plan and require a new Waste Plan to be submitted for approval, which may require a new application fee to be paid; and
- b. impose a higher fee for Waste Plan applications following revocation, in accordance with the Local Government Act 2002; and
- c. enforce any offence that may have been committed under the Litter Act 1979; and
- d. enforce breach of this Bylaw, as provided for in the Local Government Act 2002 or other legislation.

#### WASTE PLANS FOR MULTI-UNIT DEVELOPMENTS (MuD)

- 7.3. Where a person does not comply with any of clauses 5.36 to 5.41, the Council may:
- a. issue a notice requiring corrective action within a specified time period; and
  - b. recover costs as set out in 9.3.
- 7.4. Where an owner, occupier or manager of a MuD does not comply with any of clauses 5.36 to 5.41, the Council may:
- a. notify the occupier, owner or manager that they have failed to comply with the Bylaw;
  - b. provide details of the failure to comply and information on how to comply; and
  - c. inform the occupier, owner or manager
    - I. that the breach shall be recorded against their property; and
    - II. if the property receives three recorded breaches within a three-month period their waste service may be withdrawn; and
    - III. specify the steps which the owner or manager will need to follow in order to appeal the decision or reinstate the service.
- 7.5. Any final notice of withdrawal of service shall also be sent to the postal address of the ratepayer for the address and shall specify:
- a. the date of service withdrawal; and
  - b. the steps which the owner or manager will need to follow in order to appeal the decision or reinstate the service.

#### WASTE PLANS FOR EVENTS

- 7.6. Where an applicant does not comply with any of clauses 5.44 to 5.47, the Council may:
- a. withhold or revoke consent for any event;
  - b. issue a notice requiring corrective action within a specified time period; and
  - c. recover costs as set out in 9.3.

#### WASTE PLANS FOR BUILDING WORK

- 7.7. Where a person does not comply with any of clauses 5.48 to 5.52, the Council may:
- a. issue a notice requiring corrective action within a specified time period; and
  - b. recover costs as set out in 9.3.

### **8. EXCEPTIONS AND SAVING PROVISIONS**

- 8.1. A person is not in breach of this Bylaw if that person proves that the act or omission was in compliance with the directions of an authorised Council officer.

### **9. FEES AND CHARGES**

- 9.1. The Council may charge fees for licences or Waste Plans, including fees to process an application or carry out inspections as part of any waste collection or facility operator licence; or Waste Plan.
- 9.2. The Council may require waste collection and facility operators to provide a bond pursuant to s56(3) of the Local Government Act 2002.
- 9.3. The Council may recover costs associated with enforcement of this Bylaw in accordance with the Local Government Act 2002 or other legislation.

The COMMON SEAL of the HAMILTON CITY COUNCIL  
was hereunto affixed in the presence of:

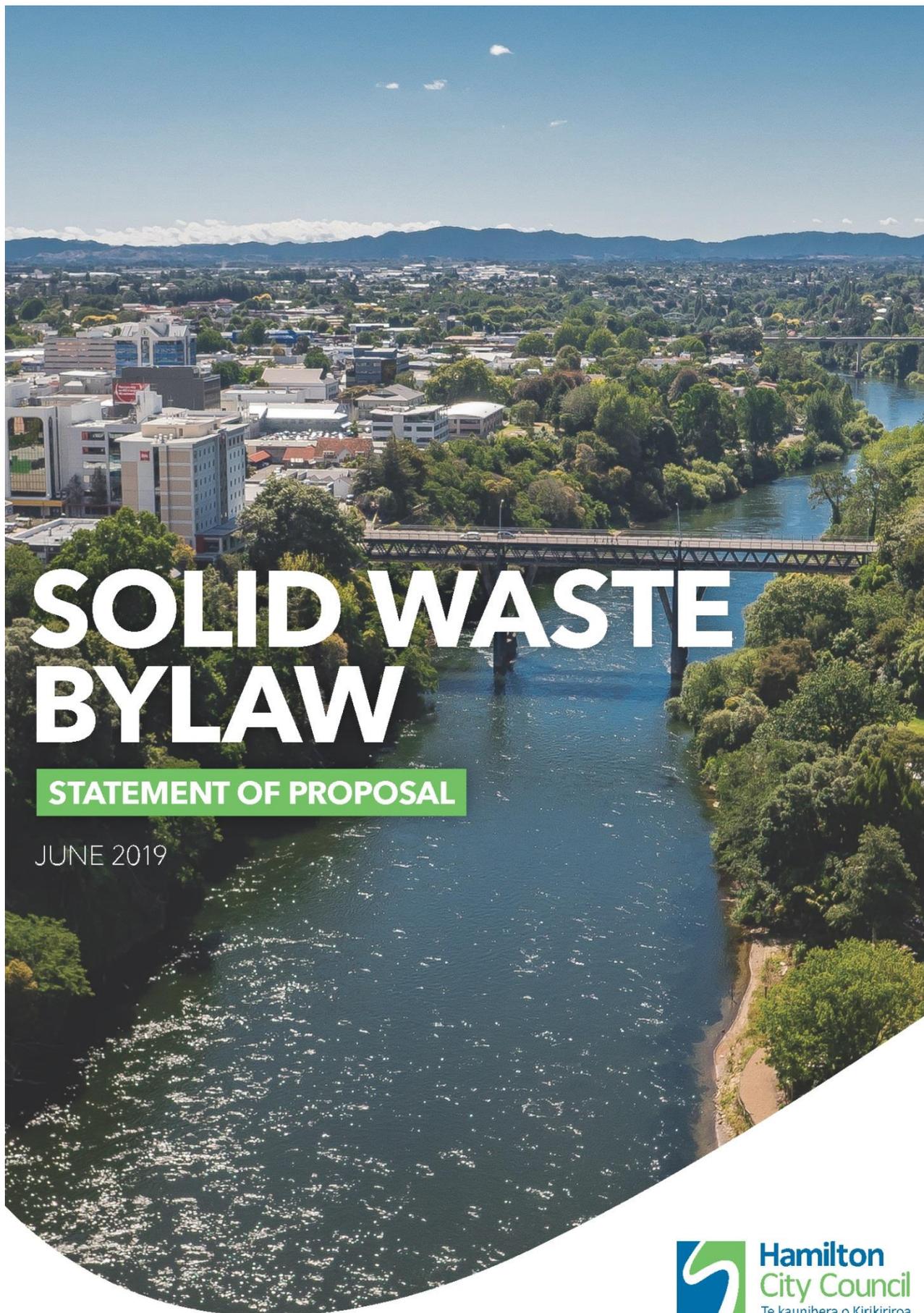
Councillor: .....

Councillor: .....

Chief Executive: .....

**EXPLANATORY NOTE**

This note is for information purposes and does not form part of this Bylaw [Insert if required].



# SOLID WASTE BYLAW

STATEMENT OF PROPOSAL

JUNE 2019



**FURTHER INFORMATION**

Hamilton City Council  
Garden Place, Private Bag 3010, Hamilton

 [haveyoursay@hcc.govt.nz](mailto:haveyoursay@hcc.govt.nz)

 07 838 6699 (24-7)

 [hamilton.govt.nz/haveyoursay](http://hamilton.govt.nz/haveyoursay)

 [/hamiltoncitycouncil](https://www.facebook.com/hamiltoncitycouncil)

Hamilton City Council (the Council) is seeking feedback on the Hamilton City Solid Waste Bylaw.

## **WHY ARE WE DOING THIS?**

The Bylaw was last reviewed in 2012 as per the Local Government Act 2002 (the LGA) requirements. However, the roll out of the Council's new residential rubbish and recycling service requires the inclusion of new and amended terms and conditions to support the level of service. It also provides an opportunity to align the Solid Waste Bylaw with the Council's new Waste Management and Minimisation Plan (WMMP) which was adopted in 2018.

On 30 May 2019, the Council determined that the proposed amendments to the existing Hamilton City Council Solid Waste Bylaw are the most appropriate means of managing and minimising waste in Hamilton.

## **OPTIONS**

In compliance with the LGA, the Council provides two options. The Council wants to consult on the amended Solid Waste Bylaw. However, if you think that the Bylaw should be revoked, then the Council would like to know why. The Council would like to know your views via the feedback form attached.

### **AMEND THE EXISTING BYLAW (PREFERRED OPTION)**

This will mean the Council amends the existing Bylaw to:

- Clarify how individuals should manage their rubbish and recyclables, in order to reduce how much waste goes to landfill.
- Strengthen Council's ability to manage litter, illegal dumping and other nuisance waste problems - particularly in public places.
- Ensure multi-unit developments, events and building sites have a plan for how they will manage the waste created by their activities.
- Enable the Council to licence waste operators and ensure they meet required minimum standards.
- Any breach of the Bylaw is an offence and an offender is liable upon summary conviction to be fined up to \$20,000.

### **REVOKE THE BYLAW**

This will mean the Council revokes the existing Bylaw which would mean there would be no provision to adequately manage or minimise waste in Hamilton.

# TELL US YOUR THOUGHTS ON THE BYLAW

Before making any final decisions, we'd like to have your input.

You can give us feedback until 4 July 2019.

## HOW TO GIVE FEEDBACK:

- Fill out a feedback form online at [hamilton.govt.nz/haveyoursay](http://hamilton.govt.nz/haveyoursay)
- Fill out the feedback form included in this Statement of Proposal and send to:  
**Freepost 172189, c/- Strategy and Planning, Private Bag 3010, Hamilton 3240.**
- Fill out the feedback form and deliver it to the Municipal Building Reception, Garden Place or any branch of Hamilton City Libraries.

Feedback forms and the proposed Bylaw amendments are available from all Hamilton City Libraries, and can also be collected from the Ground Floor reception of the Council's Municipal Building in Civic Square.

For any queries please ring Customer Services 07 838 6699 or email [haveyoursay@hcc.govt.nz](mailto:haveyoursay@hcc.govt.nz)

## NEXT STEPS

Staff will collect and analyse all feedback at the close of the submission period.

The analysis of this feedback will be presented to the 20 August 2019 meeting of the Regulatory and Hearings Committee. At this meeting, submitters who want to speak to their written submission will be able to do so.

The Council will then consider all the views and make a decision on the Bylaw in September 2019.

# FEEDBACK FORM

## SOLID WASTE BYLAW

### HAMILTON CITY COUNCIL HAS REVIEWED THE SOLID WASTE BYLAW

**Please note:**

Please be aware when providing a submission that all responses are part of the consultation process. This means your name (but not your contact details) may be reproduced and included in the Council's public documents such as the Council's meeting agendas and minutes. These documents are available on the Council's website at [hamilton.govt.nz](http://hamilton.govt.nz)

**1. SHOULD HAMILTON APPROVE THE AMENDED SOLID WASTE BYLAW?**

Yes  No

**Reasons (Please print clearly):** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**2. DO YOU WANT TO VERBALLY PRESENT TO THE COUNCIL IN SUPPORT OF YOUR FEEDBACK?**  
*(Required to answer)*

Yes (\*Please ensure you give us your contact details below)  No

**ABOUT YOU:** *(Please print your details clearly)*

This section lets us know a bit more about you and helps us with our analysis of the overall feedback we receive.

**3. ARE YOU RESPONDING AS:**

An individual/householder  A representative of an organisation

**As a representative of an organisation:**

What is the name of your organisation? \_\_\_\_\_

What is your role within it? \_\_\_\_\_

What is the key focus of the organisation? \_\_\_\_\_

Do you have an office/a base in Hamilton?  Yes  No

**As an Individual:****4. CAN YOU TELL US YOUR AGE GROUP?**

- 16-24       25-35  
 36-50       51-64  
 65-80       80+

**5. WHICH BEST DESCRIBES YOUR HOUSEHOLD?**

- Living alone       Living with others that are not family  
 Family or couple with dependants (children or other family)       Family or couple with no dependants

**6. WHERE DO YOU LIVE?**

I am a Hamilton city resident, my suburb is: \_\_\_\_\_

I live outside Hamilton city:

- Waipa       Waikato  
 Elsewhere in New Zealand       Overseas

*The Regulatory and Hearings Committee will hear any verbal submissions that the community and organisations wish to make in support of their written feedback on Tuesday 20 August 2019.*

**7. CONTACT DETAILS: (PLEASE PRINT YOUR DETAILS CLEARLY)**

Name: \_\_\_\_\_

Postal Address (incl. City and postcode) \_\_\_\_\_

Phone: (day) \_\_\_\_\_ (evening) \_\_\_\_\_

Email: \_\_\_\_\_

**PLEASE GET YOUR FEEDBACK TO US BY 4 JULY 2019.**

Feedback after this date may not be included in the feedback summary.

**FEEDBACK CAN BE:**

- Completed online at [hamilton.govt.nz/haveyoursay](http://hamilton.govt.nz/haveyoursay)
- Posted to: Freepost 172189, C/- Strategy and Planning, Hamilton City Council, Private Bag 3010, Hamilton 3240
- Dropped off to a Council library or the main reception, ground floor of Council (Municipal) Building, Garden Place.

# Council Report

Item 12

**Committee:** Growth and Infrastructure Committee

**Date:** 07 May 2019

**Author:** Jason Harrison

**Authoriser:** Eeva-Liisa Wright

**Position:** City Transportation Unit Manager

**Position:** General Manager  
Infrastructure Operations

**Report Name:** Electric Bike Initiative

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

1. To inform the Growth and Infrastructure Committee on sustainable transport initiatives for staff and the proposal for a staff electric bike purchasing scheme.
2. To recommend to the Growth and Infrastructure Committee that the Chief Executive, under Delegated Authority will promote and implement sustainable transport initiatives, including an electric bike purchasing scheme, for staff.

## Staff Recommendation

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

## Executive Summary

4. The purpose of the Access Hamilton Strategy is to meet the changing travel demands of the city by providing an affordable, safe, responsive and sustainable transport system that contributes to Hamilton's strategic vision and achieves community outcomes in a way that is consistent with national and regional objectives.
5. Staff are continuously looking for opportunities and initiatives to implement this purpose and to deliver an integrated and coordinated combination of transport choices.
6. The dominant mode of transport in Hamilton is private vehicles with around 85% of journeys to work being by car. Government Policy is signalling a move to more active modes of transport which aligns with Hamilton City Councils transport purpose and strategy. By supporting sustainable transport initiatives, Hamilton City Council staff would be seen to be leading the way in this transformational change.

7. Sustainable transport initiatives, in the form of electric bike purchasing options for staff, have been successfully implemented by Tauranga City Council and Waipa District Council. It is proposed that a similar initiative be made available to Hamilton City Council staff through an interest-free advance of salary over 12 months to those staff interested in purchasing an electric bike.
8. Staff are proposing that a maximum of 100 interest-free advance of salary offers be made available to staff interested in purchasing an electric bike. The maximum amount of the advance would be \$2,000 payable over 12 months. The cost to Council would be around \$4,985 in interest payments, met from existing budgets. If fewer people take up the offer, the cost will drop.
9. While the cost of the initiative is within the Chief Executive's delegation, staff are seeking approval from the Growth and Infrastructure Committee to implement this initiative to ensure there is a high level of visibility and understanding of the initiative.
10. There is opportunity for future collaboration on sustainable transport initiatives with other large employers across Hamilton city.
11. Staff consider the matters in this report has low significance and that the recommendations comply with the Council's legal requirements.

## Background

12. The dominant mode of transport in Hamilton is private vehicles with around 85% of journeys to work being by car (2013 Census). Government Policy is signalling a move to more active modes of transport which aligns with Hamilton City Councils transport vision (i.e. Access Hamilton). The Hamilton Biking Plan also includes a goal of "More people biking, more often".
13. In 2018, Tauranga City Council (TCC) facilitated an initiative to make it easier for staff to get to work without bringing single-occupant cars into the city each day. The initiative involved TCC purchasing electric bikes at considerable discount arranged by Council. As part of the programme, TCC also offered staff the opportunity of an interest-free financing advance of up to \$2,000 per staff member for the purchase of an electric bike. This advance was repayable by deduction from salary over a 12 or 24 month period. A total of 52 staff (around 6.5% of their workforce) took up the offer of this scheme.
14. Waipa District Council have also recently implemented a similar staff purchasing scheme for staff and anticipated around 20 people taking up the offer of interest-free advances of salary over two years for people purchasing a bike. Bay of Plenty Regional Council and Palmerston North City Council also have similar schemes available.
15. Staff have investigated an electric bike purchasing scheme based on the Tauranga City Council and Waipa District Council purchasing models. The key objective of the electric bike initiative is to have fewer cars on the road and more people using alternative modes of transport.
16. To ensure that Hamilton City Council's procurement principles are met, a contestable market process with bike providers would need to be initiated.

## Discussion

17. The electric bike initiative is to make it easier for staff to get work without bringing single-occupant cars into the city each day.
18. As a large organisation and employer in the city, Hamilton City Council should be leaders in promoting alternative modes of commuter transport. Staff see a similar incentive being offered having considerable benefits including staff health and well-being and environmental benefits of lesser carbon emissions.

19. If an electric bike purchasing scheme were to be introduced, there would be some financial cost to Council and the model used by TCC would be applied. The TCC purchasing model offered staff the opportunity of an interest-free financing salary advance using Council funds, of up to \$2,000 per staff member for the purchase of an electric bike, with staff repaying this by salary deduction.
20. To manage the uptake of the offer, a maximum of 100 bikes would be made available. These would be ordered on an on-demand basis and if interest were strong, the number would be revisited.
21. Based on 100 bikes, the total upfront cost to Council would be \$200,000. Over a 12 month period, the cost to Council would be \$4,985 in interest payments. These costs would be met from existing budgets.
22. Any staff member who wishes to participate in the scheme, would have a salary advance agreement that provides for the salary deductions and other appropriate protections for Council in regard to repayment of the advanced monies. A draft individual salary deduction agreement has been prepared and reviewed by Tompkins Wake.
23. Council's procurement policy has been considered and it has been identified that staff should consider a procurement strategy that tests the market and identify a pre-approved vendor for the supply of the electric bikes.
24. Council's procurement policy requires staff to take account of Five Principles for Government Procurement issued by the Ministry of Business, Innovation, and Employment. The table below outlines these principles and our response to them.

Table One – Five Principles of Government Procurement

Principle	Consideration
Plan and Manage For Great Results	We are looking to follow the TCC model, to appoint a specialist company and negotiate a bulk purchasing discount rate.
Be Fair To All Suppliers	We are planning to test the market by acquiring pricing from 3 companies.
Get The Right Supplier	We are looking to secure a vendor(s) who can provide on-going support of their product.
Get The Best Deal For Everyone	The benefits of biking (i.e. health, economic and environmental) are known. The introduction of e-bike makes those benefits accessible to other who may not necessary take up biking. Through the pre-approved vendor(s) we will be seeking to obtain a discount not readily available through an individual purchase.
Play By The Rules	We will comply with our Procurement Policy

25. The procurement process would take approximately 4-6 weeks and it is anticipated that the scheme would be made available from the 1 July 2019.
26. Staff see an opportunity to market this type of initiative with other employers across the city, and to work in partnership to identify alternative modes of commuter transportation.
27. The staff electric bike purchasing scheme supports the objectives of the Access Hamilton Strategy.

### Options

28. Staff recommend that the Chief Executive, through Delegated Authority, implements the electric bike initiative outlined in this report and further investigates other sustainable transport options for staff.

### Financial Considerations

29. If 100 electric bikes were to be purchased, the maximum would be \$2,000 per bike or a total maximum of \$200,000 payable in the 2019/20 financial year. Staff members would repay this amount through salary sacrifice. A further amount of \$4,985 in interest payments would be met by existing budgets.
30. Staff would be required to pay a deposit for securing their electric bike order. The cost of the salary advance per bike would not be greater than \$2,000 to ensure that Fringe Benefit Tax does not apply.
31. Staff would repay the advance of salary either as a lump sum or through salary deduction over a 12-month period starting from 1 July 2019.

### Legal and Policy Considerations

32. Staff confirm that the electric bike salary advance scheme complies with the Council's legal and policy requirements and that Tompkins Wake has reviewed the draft salary sacrifice deduction agreement .

### Cultural Considerations

33. There are no cultural considerations for this report.

### Sustainability Considerations

34. The proposed initiative aligns well with Council's sustainability principles, specifically principle 5 that Council promotes walking, cycling, public transport and other low carbon transport options.
35. This initiative also supports the strategic direction for parking in the Central City that the Parking Control Taskforce (now superseded and merged into the Access Hamilton Taskforce) want considered:
- "Travel demand management strategies that encourage biking, public transport and ride sharing for both visitors and workers should be deployed alongside the parking strategy."

### Risks

36. There is a risk of not doing an initiative such as this which promotes cycling and getting more people on bikes more often, giving effect to the Hamilton Biking Plan and Transport Strategy (Access Hamilton). Council has an opportunity to take a leading role as an employer and develop collateral through this process which it can use to share with other employers and encourage their uptake of similar initiative for their employees.
37. There may be negative public perception with regards to Council funds being used to service the initial advance amount for a staff only initiative. We believe this can be addressed through communications that focus on how Council is giving effect to delivering on its transport strategy and taking a leadership role in this area.
38. Depending on the vendor(s) engaged there may be delays in sourcing the number of electric bikes required. Staff would expect this to be addressed as part of the procurement evaluation process.

39. There is a risk of staff who opt into the purchasing scheme leaving within the 12 months. Those staff who do opt in will be required to sign the salary sacrifice agreement form. The agreement outlines the process that will be followed in the event of an employee leaving Council before the advance amount is paid in full.

## **Significance & Engagement Policy**

### **Significance**

40. 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**

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

### **Attachments**

There are no attachments for this report.

# Council Report

**Committee:** Growth and Infrastructure Committee      **Date:** 07 May 2019

**Author:** Stafford Hodgson      **Authoriser:** Jen Baird

**Position:** Senior Strategic Policy Analyst      **Position:** General Manager City Growth

**Report Name:** Development Contributions Remissions Quarter 3 2019

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

- To inform the Growth and Infrastructure Committee on Development Contribution (“DC”) remissions during the period 1 January 2019 to 31 March 2019 (Q3 2019).

## Staff Recommendation

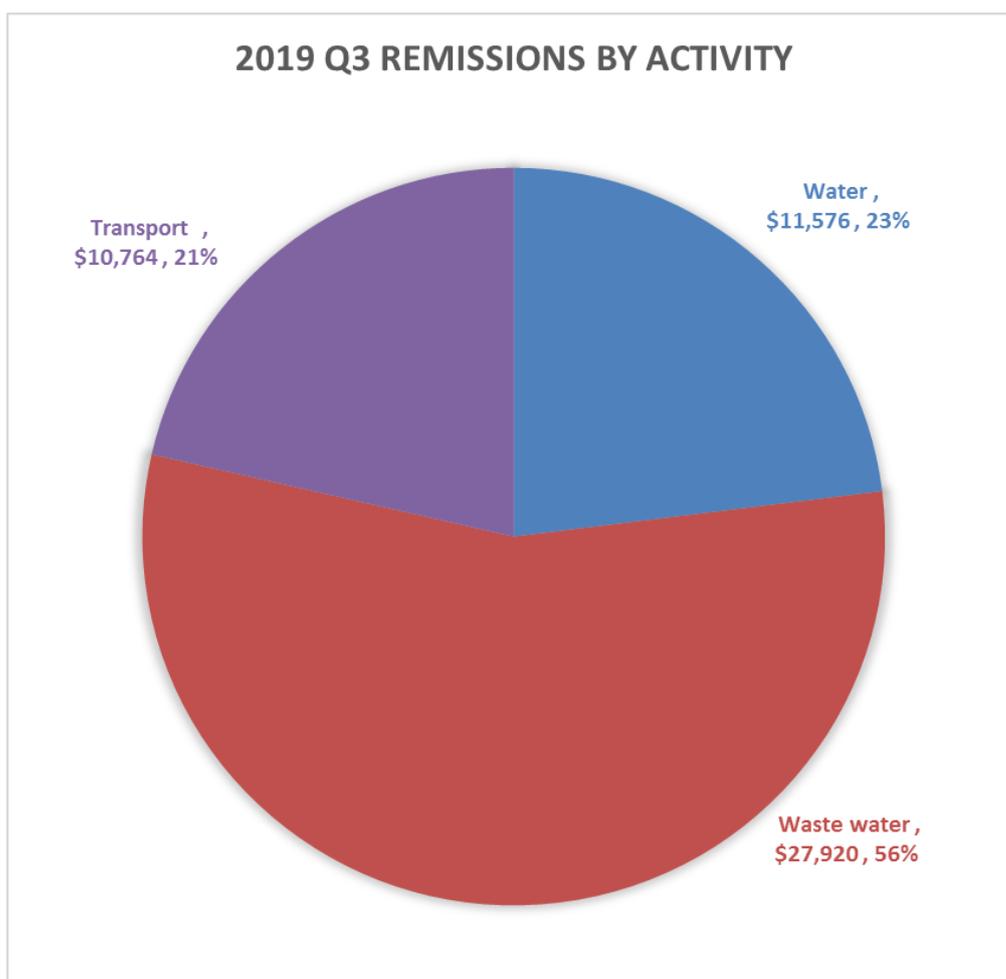
- That the Growth and Infrastructure Committee receives the report.

## Background

- The Council’s DC Policy allows for three types of remissions:
  - Actual demand remissions
  - Private Developer Agreement remissions (PDAs)
  - CBD remissions
- Actual demand remissions and PDAs rely on the developer supplying appropriate evidence of a reduction in actual demand from modelled demand. A CBD remission will be approved for a development located in the CBD where it is deemed to improve the vitality and functionality of the CBD.
- The Council resolved at the 31 May 2018 meeting to phase out the CBD remission, with a 66% automatic CBD remission to apply until 1 July 2019, 33% until 1 July 2020 with no automatic remission thereafter. The Council is currently consulting on a proposed Development Contributions Policy which proposes to extend the 66% remission until 1 July 2021.

## Summary of approved remissions

- Council approved three DC remissions with a total value of \$50,261 in Q3 2019.
- Three CBD remissions totalling \$50,261 were approved.
- DC remissions are calculated by individual activity components. The graph below shows the percentage of the total remissions (\$50,261) granted attributed to each DC activity.



### Financial Considerations

9. The financial implications of Council's DC Policy on remissions was considered during the last DC policy review. Remissions granted in that satisfy the requirements set out in Council's DC Policy do not impact Council's ability to collect DC revenue.

### Legal and Policy Considerations

10. All approved remissions presented in this report satisfy the requirements for a reduction in DCs payable as set out in the DC Policy.
11. Council's DC policies comply with applicable legislation. Specifically, section 201 'Contents of development contributions policy' of the Local Government Act 2002.

### Cultural Considerations

12. This report is to inform the Committee on DC remissions and is purely for information purposes.

### Sustainability Considerations

13. This report is to inform the Committee on DC remissions and is purely for information purposes.

### Risks

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

**Significance & Engagement Policy**

**Significance**

- 15. 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 high level of significance.

**Engagement**

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

**Attachments**

Attachment 1 - 2019 Q3 Remissions Report

## Attachment 1: 2019 Q3 Remissions Report

Attachment 1: 2019 Q3 Remissions Report													
Actual demand remission													
Address	Developer	Development description & Development Contributions Officer details/comments	Consent number	Applicable policy	Amount remitted (\$ excl. GST)								
					Original DC assessment	Water	Waste water	Storm water	Transport	Reserves	Final DC assessment	Remission granted	
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CBD Remission													
Address	Developer	Development description	Consent number	Applicable policy	Amount remitted (\$ excl. GST)								
					Original DC assessment	Water	Waste water	Storm water	Transport	Reserves	Final DC assessment	Remission granted	
173 Anglesea Street	Thackery Medical Limited	Proposal to convert a car yard to health care and associated commercial enterprises	010.2018.00010109.001	2018/19	\$ 73,856	\$ 11,366	\$ 27,347	\$ -	\$ 10,032	\$ -	\$ 25,111	\$ 48,745	
24 Harwood Street	Abux Group Limited	Commercial extension and fitout.	007.2018.00038472.001	2018/19	\$ 1,298	\$ 123	\$ 384	\$ -	\$ 349	\$ -	\$ 441	\$ 857	
65 Bryce Street	Kiwi Property Group Ltd	Office and service retail fitout	007.2019.00035117.001	2016/17	\$ 659	\$ 87	\$ 189	\$ -	\$ 383	\$ -	\$ -	\$ 659	
					\$ 75,813	\$ 11,576	\$ 27,920	\$ -	\$ 10,764	\$ -	\$ 25,552	\$ 50,261	
<b>Grand Total</b>					\$ 75,813	\$ 11,576	\$ 27,920	\$ -	\$ 10,764	\$ -	\$ 25,552	\$ 50,261	



# Council Report

Item 14

**Committee:** Growth and Infrastructure Committee

**Date:** 07 May 2019

**Author:** Karen Saunders

**Authoriser:** Jen Baird

**Position:** Peacocke Programme Manager

**Position:** General Manager City Growth

**Report Name:** Peacocke Programme Update

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

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

## Staff Recommendation

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

## Executive Summary

4. This is the third Peacocke Programme progress report to the Growth and Infrastructure Committee, covering the period April 2019 – May 2019.
5. Activity and achievements since the previous report on 29 March 2019 include:
  - The bridge process is progressing in consultation with key stakeholders, Iwi and technical experts

- The first Your Neighbourhood Open Day event was held on 3 April 2019 for Peacocke and southwest Hamilton
  - The Environmental Monitoring and Management Plan (EMMP) and Concept Landscape Management Plan (CLMP) have been lodged for certification.
  - Staff reported to the Te Haa o te Whenua O Kirikiriroa in late March 2019.
6. 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 enabling works contract has been awarded with work beginning in May 2019.
  - Land acquisition is underway.
  - Resource consents are currently being processed for over 900 sections (including the Amberfield subdivision), with commercial and pre-application discussions indicating subdivision consents in the future for approximately 800-1000 homes.
  - Consenting data and pre-application discussions indicate that the overall yield of 3750 dwellings in 10 years is on track.
  - Environmental activities are progressing, the Ecological Monitoring and Management Plan and Concept Landscape Management Plans have been lodged and a Biodiversity Management Framework is in progress.
  - 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, NZTA and several developers.
  - A very successful public open day for Peacocke was held on 3 April 2019, with over 1000 people attending. Information and videos can be accessed at [www.hamilton.govt.nz/peacocke](http://www.hamilton.govt.nz/peacocke)
7. Having considered the Significance and Engagement Policy, staff have assessed that the matters in this report have low significance.

## Background

8. The previous Peacocke Programme update was presented to the Growth and Infrastructure Committee on 29 March 2019 for the period from February – March 2019.
9. The Peacocke Programme financial report will also be reported as part of the Capital Portfolio report to the Finance Committee meeting on 23 May 2019.

## Peacocke Programme Vision and Objectives

10. 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.
11. Over the next 10 years, the Peacocke Programme is projected to deliver a third of Hamilton's medium-term housing needs.
12. 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.

13. 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.
14. As per the HIF Detailed Business Case, the investment objectives of the Peacocke programme are to:
- Support Hamilton to be the third City Economy in New Zealand
  - Increase the amount of developer ready land to meet the National Policy Statement-Urban Development Capacity
  - Support the provision of affordable housing
  - Build a vibrant community that integrates with Hamilton
  - Enable coordinated land use and strategic infrastructure
  - Ensure financial sustainability for Hamilton City Council and the Community.

## Discussion

### Programme resourcing and governance

15. The Programme board has been established, which includes Council general managers and representatives from Waikato-Tainui and NZ Transport Agency.

### Commercial, planning and consenting activities

#### Pre-application Discussions

16. Commercial negotiations and pre-application discussions are underway with three major developers in the area which could deliver a yield of up to 800-1000 homes within the first 10 years.

#### Development activity

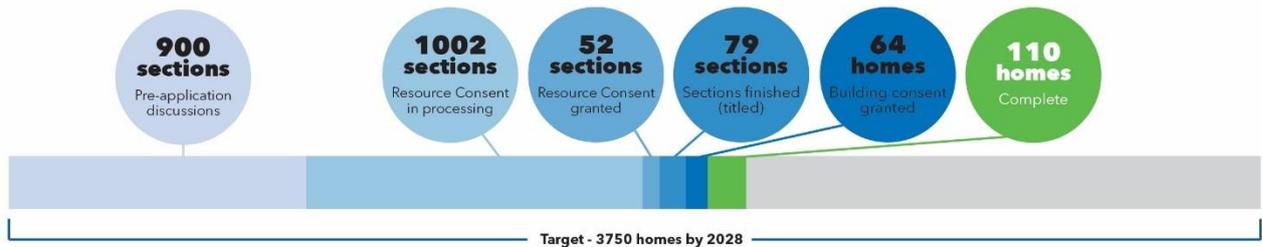
17. Residential construction in the context of Hamilton continues to be strong, with 203 residential new dwellings consented in March 2019, the highest in per month in Hamilton's history. Councils latest quarterly economic and housing indicator reports to Dec 2018 can be accessed on the Hamilton Invest website here [www.hamiltoninvest.co.nz/resources](http://www.hamiltoninvest.co.nz/resources).
18. In Peacocke, several resource consents are currently being processed for subdivisions 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 862 sections).
19. The subdivision consent application for Amberfield has a hearing date set for 2 May 2019. The s42a Report has been completed by Council staff and external expert and the applicant's evidence is available for viewing on the Council website [here](#).

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

20. As per the detailed business case, the Housing Infrastructure Fund investment is to implement strategic infrastructure to enable the development of 3,750 homes over 10 years from 1 July

2018. Current levels of pre-application and consenting activity indicates that overall yield of 3,750 homes is on track (Figure 1).

21. Development will accelerate once the bridge and the wastewater infrastructure solutions are in place from 2023.
22. **Figure 1. Pipeline showing development activity since 1 January 2018 in the Peacocke Housing Infrastructure Fund area (Peacocke Stage 2 and remaining capacity in Peacock Stage 1), as at 1 April 2019.**



### Council activities to enable development

23. The two District Plan Change projects are underway. Plan Change 1 is focussed on the removal of the master plan provisions. Plan Change 2 is focussed on the structure plan.

### Environmental Activities

#### Peacocke wide 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 29 March 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 Integrated Catchment Management Plan (ICMP) is underway and is on track for completion mid-2020. Studies are underway into hydrogeological, geotechnical, flooding and water quality issues within the catchment. Meetings with stakeholders who have a strong interest in water and environmental issues are planned within the next two months. Engagement with iwi is ongoing.

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

27. 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 has been lodged for certification 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.
28. 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.

29. 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.
30. To ensure consistency, a Concept Landscape Management Plan (CLMP) is being prepared for the Peacocke part of Southern Links. The CLMP was lodged for certification in 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.

### 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 under way 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 properties have been purchased to date.

#### Waikato River Bridge – Form and Aesthetics Process and Options

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 regular Council oversight through Elected Member briefings.
34. In line with the approved process, focused workshops have now been held with key stakeholders and the bridge prominently featured in the recent Peacocke and Southwest Hamilton My Neighbourhood Open Day, which close to 1000 members of the community attended.
35. While some specific inputs have been sought in relation to design objectives targeting suicide prevention, kaitiaki (guardianship) and safety during operation and maintenance, the wider feedback broadly falls under the following themes:
  - The bridge is an opportunity for designing great connection and accessibility.
  - The need for flexibility to respond to changing travel demand.
  - Ecological and environmental impacts, particularly long-tailed bats.
  - Recognising and integrating with the surrounding areas including the Waikato River.
36. Feedback received from the open day included:
  - little interest or emphasis on major statement landmark bridge form
  - community feedback focused on providing great connections, accessibility and safe and generous space allocation for range of unique users
  - success seen as creating a great non-car-based experience.

37. Feedback has been collated and considered during initial technical assessments, which have focused on suitability of different underlying structural bridge form options.
38. The costs of structural bridge forms capable of achieving the fundamental engineering requirements vary significantly. All structural forms assessed are capable of being refined to achieve successful (yet different) aesthetic outcomes.
39. Of the four structural options considered, **Option A** (structural steel deck with a central “Y”-shaped pier) presents the best overall balance against stakeholder inputs, technical constraints and whole-of-life costs within the fixed HIF budgets (refer **Attachment 3** – bridge structural form option assessment).
40. Based on feedback at the Elected Member briefing on 30 April 2019, staff will progress structural form **Option A**, working closely with key stakeholders, Iwi and technical experts to refine the aesthetic response, develop robust project cost and risk profiles and take the concept macroscope to the next Growth and Infrastructure meeting (18 June 2019) for approval.

#### **SH3/Ohaupo Road Roundabout**

41. The SH3/Ohaupo Road roundabout enabling works construction is set to commence in May 2019, with the roundabout construction due to commence in late 2019.
42. The agreed macroscope for the SH3/Ohaupo Road Roundabout was presented to the Growth and Infrastructure Committee meeting on 29 March 2019.

#### **Wastewater**

43. The background investigation for the Peacocke strategic wastewater connection to the Far Eastern Interceptor has confirmed the HIF Detailed Business Case concept as appropriate. Preliminary design is under way for the main transfer pump station and the transfer main running north to Crosby Road. The pipeline alignment is likely to follow a combination of Wairere Drive, the town belt and Tramway Road.

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

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

#### **Regional and other related projects**

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

#### **Southern Links**

46. 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.
47. 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

48. 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. 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. This project is currently being assessed against national priorities under the Safe Networks Programme due to the constrained State Highway budget for the current NLTP.
49. NZTA is working with Council on Speed Management on State Highways within the City and immediate approaches. This will be considered by the NZTA Board at its meeting in May 2019. In the context of SH3 (Ohaupo Road), the Speed Management proposals (which will be publicly consulted) extend south of the City boundary at Raynes Road to at least Rukuhia (within Waipa District Council).
50. 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.
51. 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. The Planning Assessment is currently being extended to capture the proposed Master Plan for the Mystery Creek Events Centre and will take account the improvement of accessibility via increased Park & Ride facilities and more bus transport to major events such as National Fieldays.

### Te Awa River Ride

52. 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.
53. 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.
54. 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

55. 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

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

### Engagement

#### Peacocke Open Day

57. The first major community engagement on the Peacocke Programme was at the Peacocke and South-west Hamilton Your Neighbourhood event on 3 April 2019.
58. Around 1000 people turned up to understand what the Council and our project partners are doing in and around their neighbourhood.
59. The majority of feedback received was positive, with attendees appreciating the opportunity to talk to a range of staff all in one location.
60. The event stalls about roads were by far the most popular areas with attendees wanting to know more about the new roads in the area, the new bridge over the Waikato River, Southern Links and how more homes in the area will affect the traffic in the existing south-west suburbs.
61. It was the first time the Council had used virtual reality to help give the community a unique experience of the size and scale of the Peacocke development, and it was very well received.
62. A new email newsletter will be launched in May/June 2019 to continue to keep interested Hamiltonians up to date on progress with the Peacocke programme.
63. Information from the Open Day and videos including a 3D visualisation of the Peacocke infrastructure can be accessed at [www.hamilton.govt.nz/peacocke](http://www.hamilton.govt.nz/peacocke)

#### Ongoing engagement

64. Working relationships have been formed with the Ministry of Education as they determine their schooling needs in the Peacocke area. The Programme team has met with the existing local schools in the area and will continue to maintain regular contact throughout the programme.
65. 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

66. 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.
67. 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.
68. Staff place a high level of importance on the vision and strategy of the Waikato River when planning projects that impact the river and tributaries within the Peacockes catchment
69. Staff recognise and consider relevant sections of the Waikato Tainui Environmental Plan when planning projects within the Peacocke catchment

70. In March 2019, staff presented a Peacockes quarterly update report to Te Haa o te whenua o Kirikiriroa (Thawk) who are the mandated mana whenua body representing the interests of hapuu
71. Maangai Maaori provide a political voice for Maaori within the decision-making of select council committees.
72. Waikato Tainui interests are represented on the Peacocke Governance board through Waikato Tainui General Manager Rights and Interests Taipu Paki.
73. Council continues to meet its legislative responsibilities under the RMA by providing opportunities for Iwi and hapuu to contribute to local government decision-making processes and exercise of kaitiakitanga over the natural and physical aspects within Peacockes.
74. 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.
75. 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.
76. A map has been prepared showing the pa sites in Peacocke and surrounds (**Attachment 4**).

### Financial Considerations

77. The Peacocke Programme financials (**Attachment 5**) are in the form of the Peacocke Programme Capital Report (as at 31 March 2019). Note that this report will also be presented to the Finance Committee on 23 May 2019.
78. 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.
79. Three Housing Infrastructure Fund Facility Drawdowns have been claimed and one is in progress. Costs to date have been largely for consultancy fees for design and investigation and land acquisition and property.

Drawdown	Period	HIF Facility	NZ Transport Agency Subsidy	Total
#01	Quarter 4, 2017/18	\$176,000	\$91,000	\$267,000
#02	Quarter 1, 2018/19	\$560,000	\$564,000	\$1,124,000
#03	Quarter 2, 2018/19	\$488,000	\$356,000	\$844,000
#04	Quarter 3, 2018/19	\$2,638,000	\$1,338,000	\$3,976,000
<b>TOTAL</b>		<b>\$3,862,000</b>	<b>\$2,349,000</b>	<b>\$6,211,000</b>

\*amounts should be considered draft until the Quarter 3 claim has been approved and submitted to the Ministry of Housing and Urban Development for payment.

### Risks

80. 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.
81. The Peacocke Programme has identified seven 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 April 2019 – programme risks (refer **Attachments 6 and 7**).

82. 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 8**).
83. As part of the assurance framework implemented into the Peacocke Programme, Council's Risk Manager provides quarterly support to the Peacocke Programme Manager.
84. A financial risk is emerging in relation to the way contractors approach construction risk and the way that contractors price that risk in construction tenders. Staff are taking action through the pre-implementation stage to obtain external advice and peer reviews to better understand the risk.
85. 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: May – September 2019**

86. The next six months will be largely focused on:
- Investigation, research and design of the key infrastructure
  - Bridge preliminary design
  - Wastewater preliminary design
  - Land acquisition
  - Enabling works – SH3/Ohaupo Roundabout
  - 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.
87. 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 Development Activity - Public - April 2019
- Attachment 2 - Peacocke - Network Infrastructure Milestones - April 2019
- Attachment 3 - Peacocke Strategic Infrastructure - Bridge Structural Form Option Assessment
- Attachment 4 - Peacocke - Cultural map
- Attachment 5 - Peacocke - Capital Report as at 31 March 2019
- Attachment 6 - Peacocke Material Risk Report - April 2019
- Attachment 7 - Peacocke Programme Risks - April 2019
- Attachment 8 - Peacocke Operational Risks - April 2019



# Peacocke

## New section applications



**A vibrant new community**



### KEY

- Subdivision complete
- Subdivision consent approved
- Subdivision lodged, in processing
- Hamilton boundary
- Existing road
- Funded new road
- Non-funded new/upgraded road
- Bridges over Waikato River
- Parks and gullies
- River and streams
- Property boundaries



April 2019 | map is conceptual only

# Peacocke Programme Milestones

As at April 2019

## Network Infrastructure High level milestones

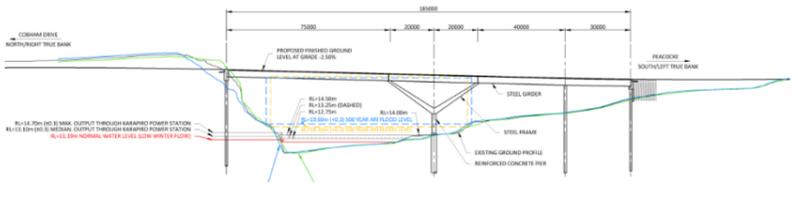
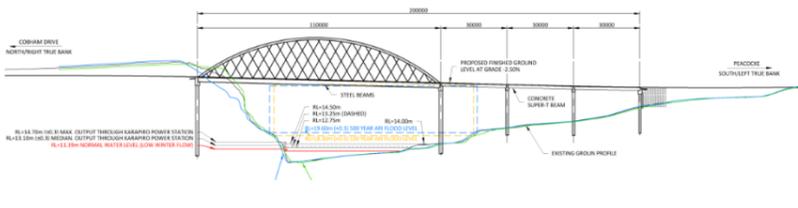
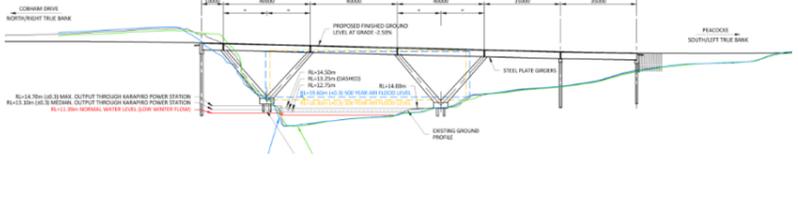
PROJECT	Tranche 1 - Enabling, Planning & Designing												Tranche 2 - Build the Bridge, Enable a Community												Tranche 3 - Support the new Community								Tranche 4	
	2018			2019			2020			2021			2022			2023			2024		2025		2026		2026/27	2027/28	2028/29							
	2018/19 Y1	2019/20 Y2		2020/21 Y3		2021/22 Y4		2022/23 Y5		2023/24 Y6		2024/25 Y7		2025/26		2026/27	2027/28	2028/29																
Q1 Jul	Q2 Oct	Q3 Jan	Q4 Apr	Q1 Jul	Q2 Oct	Q3 Jan	Q4 Apr	Q1 Jul	Q2 Oct	Q3 Jan	Q4 Apr	Q1 Jul	Q2 Oct	Q3 Jan	Q4 Apr	Q1 Jul	Q2 Oct	Q3 Jan	Q4 Apr	Q1 Jul	Q2 Oct	Q3 Jan	Q4 Apr	Q1 Jul	Q2 Oct	Q3 Jan	Q4 Apr	2026/27	2027/28	2028/29				
A	Wairere Drive/Cobham Drive Overbridge (funding Contribution only)	Design	Construction																															
B	SH3/Ohaupo Rd intersection and East-West Arterial Road Stage 1	Design				Construction																												
E	East-West Arterial Road Stage 2				Design											Construction																		
C	Extension of Wairere Drive and Waikato River Bridge			Planning																														
C1	Main Transfer Pump Station, North-South Wastewater				Design		Construction																											
C2	Strategic Wastewater Stage 2				Design																													
D	Urban Upgrade of Peacocke Road (developer dependent)							Design									Construction																	
F	North South Arterial Land (Subject to Public Works Act processes)		Land purchase																															

Key: Planning (orange), Design (yellow), Construction (green), HIF Loan Completion Dates (light orange)

### Table of Milestones

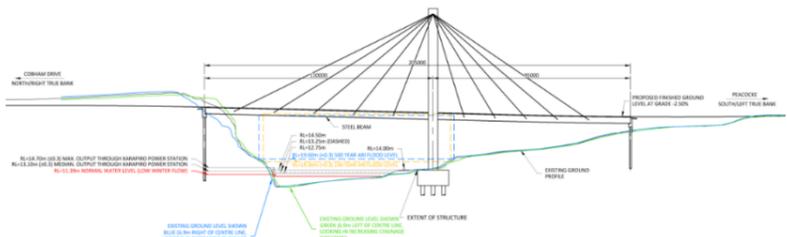
Ref	Project	Phase	Forecast Construction Start (Baseline)	Forecast Construction end (Baseline)	HIF Facility Agreement Construction Start Date	HIF Facility Agreement Construction End Date	Commentary
A	Wairere Drive/Cobham Drive Overbridge (funding contribution only)	Construction	Underway	June 2021	n/a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

**Peacocke Waikato River Bridge – Structural Form Option Assessment**

Structural bridge form option	Description	Aesthetic Opportunity ✓ = low ✓✓✓✓ = high (All structures have acceptable aesthetic potential)	Respond to stakeholder inputs ✓ = poorly ✓✓✓✓ = very well	Whole of life costs \$ = low \$\$\$\$ = high
<p><b>Option A – Structural steel deck with central “Y” pier</b></p> 	<ul style="list-style-type: none"> <li>Concrete columns/piers with structural steel used for Y-arrangement and steel deck to span between piers</li> <li>Strategic services can be concealed within boxed deck arrangement, in addition to providing internal access maintenance (within the deck) without scaffolding etc</li> <li>Approximate deck depth = 3m</li> <li>Assumes 30m deck cross-section</li> <li>Opportunity to vary span arrangements on southern bank (land spans) to optimise outcome to provide visual balance and recreational connectivity</li> </ul>	<ul style="list-style-type: none"> <li>Yes ✓✓</li> <li>Slim simple structure with one central steel pier</li> <li>Balanced visual profile</li> <li>Limited landmark opportunity with no vertical feature above deck</li> <li>Unique and uncommon form</li> <li>Scope to aesthetically develop pier and underside of bridge</li> <li>Scope for varying balustrade treatments linking back to pier and underside</li> </ul>	<ul style="list-style-type: none"> <li>Yes ✓✓✓✓</li> <li>Clear flat deck protects opportunity for space reallocation in future</li> <li>Caters for services within deck with easy safe access</li> <li>Lowest environmental and ecological (bats) impact during construction and future O&amp;M</li> <li>Relatively standard construction methodology (although very large scale)</li> </ul>	<p><b>\$</b></p> <p>Fits within HIF Business Case Budgets</p> <p>Reasonable O&amp;M costs</p>
<p><b>Option B – Network arch across river with piers across land span</b></p> 	<ul style="list-style-type: none"> <li>Compared to other conventional bridges the system is structurally very efficient so result in relatively light structures.</li> <li>The large arches are typically constructed of structural steel (some with concrete infill), and the cross-over hangers typically made of wound steel cable.</li> <li>Strategic services would be visually suspended underneath the deck structure.</li> <li>Two local examples of this bridge (although this project is significantly larger in scale) include the Waikato River bridge along Eastern Taupo Arterial, and the recently constructed pedestrian/cycle bridge over Waikato River near Horotiu.</li> </ul>	<ul style="list-style-type: none"> <li>Yes ✓✓✓</li> <li>Strong bridge form generally</li> <li>Visual balance challenge due to height difference of river banks</li> <li>Variations of this form are possible</li> <li>Symmetry and balance of land span may be an issue visually as arch only spans river</li> <li>Side profile perhaps implies a simpler structure, where there would likely be up to 4 arch spans.</li> </ul>	<ul style="list-style-type: none"> <li>Yes ✓✓</li> <li>Structural form above deck could limit deck space reallocation</li> <li>Slim deck - services would be suspended under deck which makes access difficult</li> <li>Complex vertical elements negatively impact bats</li> <li>Height risks (climbing, O&amp;M, suicide)</li> </ul>	<p><b>\$\$</b></p> <p>Low initial construction</p> <p>Very high ongoing O&amp;M costs (associated with H&amp;S compliance)</p>
<p><b>Option C – Structural steel deck with “V” shaped piers</b></p> 	<ul style="list-style-type: none"> <li>Concrete (or steel) V-shaped piers formed from the ground level up to bridge deck level. Steel girders used to form the structural spans between each of the V-piers.</li> <li>Strategic services can be concealed within boxed deck arrangement, in addition to providing internal access maintenance (within the deck) without scaffolding etc Approximate girder depth = 2m</li> <li>Opportunity to vary span arrangements on southern bank (land spans) to optimise outcome to provide visual balance and recreational connectivity</li> <li>Similar form to that used on the Waikato River crossing on Waikato Expressway Ngaruawahia Section, although scale of the V-</li> </ul>	<ul style="list-style-type: none"> <li>Yes ✓</li> <li>Limited landmark opportunity with no vertical feature above deck</li> <li>Relationship with northern bank where significant works required is cluttered</li> <li>V piers provide plenty of space for aesthetic refinement and treatments</li> <li>Visually unbalanced between north and south banks.</li> <li>Similar form to existing bridge at Horotiu (SH1) – not new (although this project would be 4</li> </ul>	<ul style="list-style-type: none"> <li>Yes ✓✓✓</li> <li>Caters for services within deck with easy safe access</li> <li>Extensive vegetation removal on the north bank for access</li> <li>Erosion and scour likely at base of northern pier</li> <li>Clear flat deck protects opportunity for space reallocation</li> <li>Difficult a complex construction due to north bank access.</li> </ul>	<p><b>\$\$\$</b></p> <p>Higher construction and O&amp;M costs than option A.</p> <p>Piles on north bank req's ongoing scour mgmt.</p>

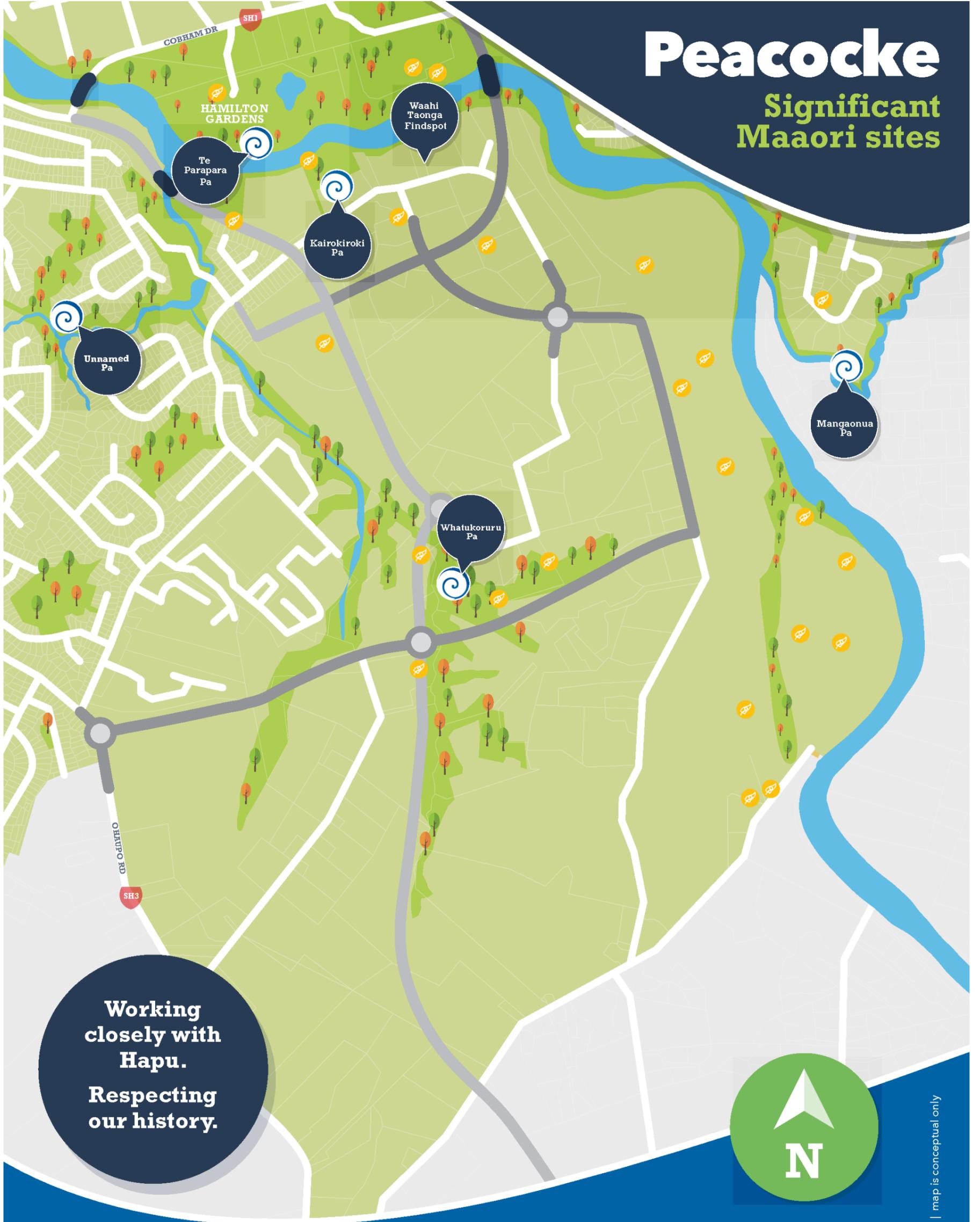
Attachment 3

Item 14

	<p>shapes are significantly larger on this project (approximately 4-times scale).</p>	<p>times larger)</p>		
<p><b>Option D – Cable stayed</b></p> 	<ul style="list-style-type: none"> <li>• Large number of variations of this form of bridge are possible (single central column, portal column structure, vertical or tilted columns etc)</li> <li>• Relies on having very tall column structure (up to 100m tall) to enable cable strands to develop sufficient tension to support bridge deck</li> <li>• Column is centrally positioned (along bridge length) so weight is evenly distributed either side of column. Column size usually very large (in order of 10m to 20m diameter) because it bears weight of entire bridge.</li> <li>• Strands are typically steel wound cables (or similar).</li> <li>• Depth of deck can be more slender (approx. 2m or less) as the cable positions will set intermediate span length which can minimise structural demands on deck</li> </ul>	<ul style="list-style-type: none"> <li>• Yes ✓✓✓✓</li> <li>• Significant scale and size presents WOW opportunities from visual presence perspective</li> <li>• A landmark structure</li> <li>• Scale/size of structure does mean larger costs are involved with any aesthetic refinement</li> </ul>	<ul style="list-style-type: none"> <li>• Yes ✓✓</li> <li>• Structural form above deck could limit deck space reallocation</li> <li>• Caters for services within deck with easy safe access</li> <li>• Very complex/risky construction, new methodology to NZ which introduces significant time and cost risks</li> <li>• Complex vertical elements negatively impact bats</li> </ul>	<p>\$\$\$\$</p> <p>Significantly higher than HIF Business Case Budgets</p> <p>High O&amp;M costs</p>
<p>Green shaded cells indicate preferred option following assessment against technical and stakeholder inputs</p>				

# Peacocke

## Significant Maaori sites



**Working closely with Hapu. Respecting our history.**



### KEY

- Pa site  
*A historic Maaori village or settlement*
- Borrow pit  
*An area with rich underlying gravel historically used to help grow food including kumara*

- Hamilton boundary
- Existing road
- Funded new road
- Non-funded new/upgraded road

- Parks and gullies
- River and streams
- Property boundaries
- Bridges over Waikato River



March 2019 | map is conceptual only

# Peacocke Programme Capital Report

**Programme Outcome:**

*Ko te aaheinga o te hanga he waahi ataahua, he waahi toiora ki Peacocke*  
Enabling the development of an attractive and sustainable community in the Peacocke growth area.

- Land acquisition is tracking well in accordance with the business case, however remains a risk to the programme with several difficult conversations with landowners
- Investigation and design for the lead network infrastructure is underway and on track
- The bridge investigation and design is on track with stakeholder and Council engagement underway for bridge form and aesthetic
- SH3/Ohaupo Intersection and East-West Arterial is due to commence construction this summer with enabling works commencing in May 2019
- Land has been purchased for Stage 1 Neighbourhood Park, as per the 10 Year Plan (refer point A on map)
- A Notice of Requirement for approximately 14ha northern sports part is being prepared (refer point B on map)
- A successful open day was held on 3 April 2019 for Peacocke and Southwest Hamilton with over 1000 people attending and providing feedback for various projects



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



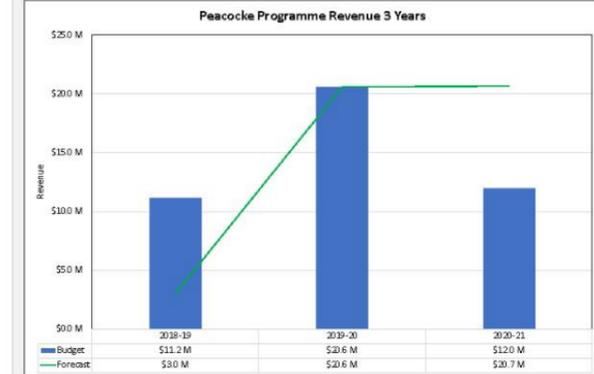
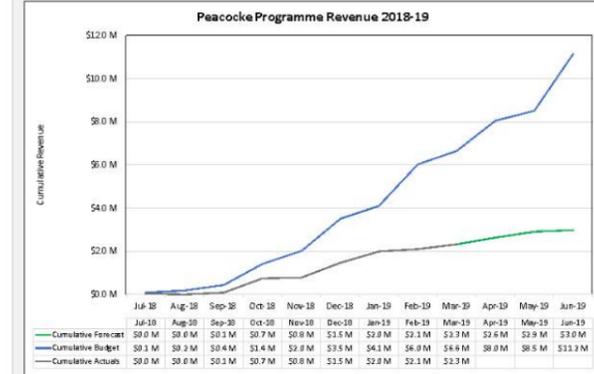
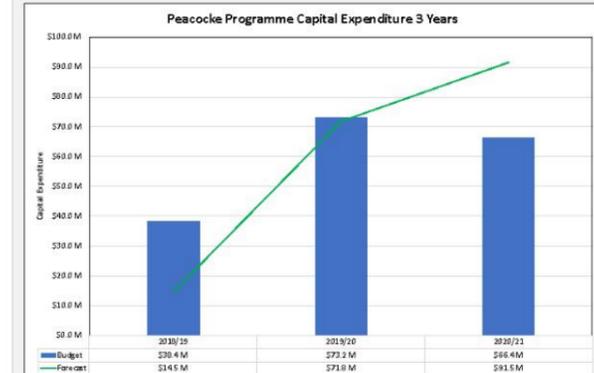
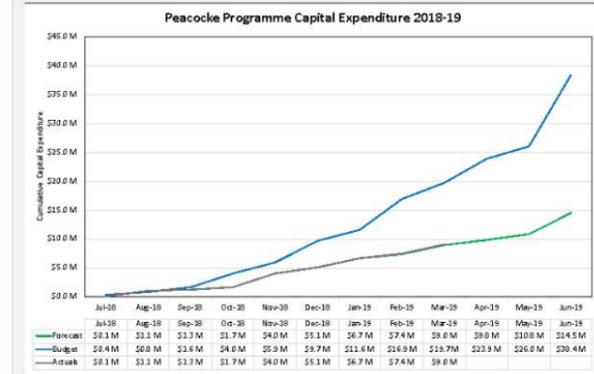
Geotechnical testing of the bridge site



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



**Financial Performance**



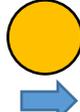
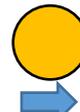
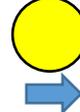
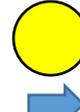
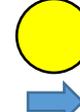
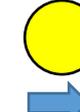




## Peacock Programme Strategic Risks Summary – March 2019

Attachment 6

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Rank	Risk Description:	Inherent Risk Rating <small>Rated before controls are implemented</small>	Residual Risk Rating <small>Rated after controls are implemented</small>
1	<b>Poor Stakeholder Relationship and Communications Management</b> Council fails to manage all stakeholders to achieve programme objectives and outcomes through inadequate or inappropriate communication strategies.	Extreme 	Very High 
2	<b>Land Availability</b> 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	<b>Project &amp; Programme Management Failures or Impacts</b> Project leadership and resource capacity and / or capability being insufficient or ineffective for Peacocks programme and projects objectives with inadequate quality measures for deliverables.	Very High 	High 
4	<b>Programme Financial Failures</b> Implementation of Peacocks 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	<b>Conflict of Interest activities</b> Perceived and actual incidents of corruption are identified and reported to government agencies for investigation.	Very High 	High 
6	<b>Poor H&amp;S Management or Governance Oversight</b> Failing to maintain or monitor a safe working environment throughout Peacocks programme and projects leading to death or serious injury to workers, contractors and / or public.	Very High 	High 

\* 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

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.

		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:

Attachment 6

Item 14

	ACTION REQUIRED FOR RISK	RISK REPORTING	
		Organisational Risks	Project Risks
<b>E</b>	<p><b>Extreme Risk</b> – Immediate action required: Risk escalated as appropriate to the Audit &amp; 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>
<b>VH</b>	<p><b>Very High Risk</b> – 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>
<b>H</b>	<p><b>High Risk</b> – 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>
<b>M</b>	<p><b>Medium Risk</b> – 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>
<b>L</b>	<p><b>Low Risk</b> – 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 16 April 2019

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

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Attachment 7

## Peacocke Programme Operational Risks

As at 16 April 2019

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

# Council Report

Item 15

**Committee:** Growth and Infrastructure Committee

**Date:** 07 May 2019

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

**Authorisers:** Jen Baird and Chris Allen

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

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

**Report Name:** General Managers' Report

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

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

## Staff Recommendation

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

## 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

## Metro Spatial Plan (GM City Growth)

### Overview

4. 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. 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.

5. The terms of reference for the Hamilton-Waikato Metro Spatial Plan have been supported by the Hamilton to Auckland Corridor Governance Group and Steering Group, and were adopted by the Future Proof Implementation Committee in March 2019. The terms of reference were also reported to and approved by the Growth and Infrastructure Committee on 29 March 2019.
6. 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.
7. 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
  - The Rapid rail business case
  - The Mass Transit Plan for the wider Hamilton area
8. 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
  - Identify priority development areas, where (if required) new planning, funding and financing tools could be piloted
  - Identify required leading and enabling social and network infrastructure requirements
  - Assist with investment decision making across central and local government and meet the needs of different organisations decision-making processes.
9. The Plan is being developed collaboratively, with a cross-agency project team and with HCC contributing significant resourcing and “thought leadership.”.

#### **Progress to date and next key actions**

10. Some of the work that has been progressed in phase one of the project since it was last reported includes:
  1. Successful investment objectives workshop held with all interagency stakeholders to meet the business case requirements of NZTA
  2. Undertaking mapping tasks to identify key no go areas and identifying suitable areas for future urban development
  3. Formulation of early project documents and structure for phase one 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.
11. The first phase is anticipated to be completed in June / July 2019, in order to provide high-level recommendations to Ministry of Housing and Urban Development (MHUD) on potential Urban Development Authority (UDA) candidate sites and future development areas. Four spatial areas for future growth and development opportunities have been identified to be looked at as part of the Plan’s development, including:
  - East of the Waikato Expressway and Ruakura, Horsham Downs
  - South including Peacocke, the Airport, Hautapu and Cambridge North
  - North West including Horotiu, Te Kowhai, Te Rapa North
  - Hamilton CBD

### Engagement with Elected Members going forward

12. Staff will provide a comprehensive briefing for Committee Members in June/July 2019 on draft outputs for phase 1 and the other stages of the programme.
13. The Metro Plan will also be regularly reported through the Future Proof Implementation Committee given it is being developed collaboratively with the Future Proof partners.

### Strategic Regional Collaboration Update (Executive Director Special Projects)

14. The following is to update Committee Members on the Council's involvement in regional and sub-regional strategic partnerships.

#### Waikato Mayoral Forum

15. A summary of the Waikato Mayoral Forum meeting on 25 February 2019 was circulated to Elected Members via Executive Update on 2 April 2019. The summary can be viewed [here](#). The next Mayoral Forum meeting is scheduled for 29 April 2019.

#### Waikato Plan

16. The Waikato Plan Leadership Group met on the 25 March 2019 and a copy of the latest minutes of that meeting can be [viewed here](#).

#### Hamilton to Auckland Corridor Plan (H2A)

17. The Futureproof Implementation Committee met on 25 March 2019 and agreed to a series of changes that would expand the membership and focus to incorporate the Hamilton to Auckland Corridor Plan. The minutes of the meeting can be [viewed here](#). It is anticipated that the Government, Auckland Council and additional iwi members will formally join the Futureproof meetings by July 2019.
18. The Metro Spatial Plan is the key initiative of the Hamilton to Auckland Corridor Plan and this is reported separately. Aligned with the Metro Spatial Plan, the 3 Waters Regional Study has been approved by Futureproof to commence, while the Mass Transit Plan is in progress. The Ministry of Transport has also commenced work on the business case for a high speed passenger rail service between Hamilton and Auckland and to ensure alignment of the various projects, the project lead has joined the steering group for the Hamilton to Auckland Corridor Plan.

#### Cross Boundary Council Discussion – Growth Matters

19. The first meeting between HCC and Waikato District Council was held on 18 February 2019 to discuss a range of growth topics of interest to both councils and an update for Elected Members was provided in Executive Update. The action from this meeting was that the CEOs of each Council were requested to jointly investigate a number of matters. A further meeting is scheduled for 6 May 2019 to receive an update on progress. HCC is represented by the Mayor and Councillor Macpherson with the CE and Blair Bowcott attending in support of the discussions.

#### Infrastructure Funding and Financing

20. An Elected Member briefing (public excluded) was held on 11 April 2019 to discuss the Government infrastructure funding and financing workstream, and opportunities for Council to work with Crown Infrastructure Partners to explore these opportunities further. A project team is being established to lead this work and a request for a budget to support this will be presented to the Council meeting on 21 May 2019.

#### Waters Reform

21. The Three Waters Review is a cross-government initiative led by Department of Internal Affairs (DIA), working with Ministries of Health and Environment.
22. The review has two key workstreams

- Determining the Regulatory arrangements required for three waters services: drinking water, wastewater and stormwater (current area of focus)
  - Options for the delivery of three water services (to be considered late 2019)
23. During March and April 2019, DIA ran targeted workshops around the country to test some of the emerging proposals in relation to reform of regulatory arrangements. A workshop was held in Hamilton on 28 March that was attended by HCC staff. The output of these workshops are still being collated however are intended to help DIA refine the policy proposals to improve the regulatory arrangements for all three waters that are expected to be reported to cabinet in June 2019.
24. It is expected that if any policy proposals are taken forward, further work will be required to develop legislation before it is considered by Parliament and the usual select committee submissions process would be undertaken.

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

25. 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"> <li>• Due for review in June 2019.</li> <li>• An Elected Member drop-in session has been scheduled for the morning (prior to the Growth and Infrastructure Committee meeting) on 7 May.</li> <li>• The draft revised policy will be considered by the Committee at the 18 June meeting.</li> </ul>
Development Contributions Policy 2018/19	<ul style="list-style-type: none"> <li>• To be reviewed through the Annual Plan process.</li> <li>• Scheduled for Council meeting on 21 May 2019.</li> </ul>
Growth Funding Policy 2016	<ul style="list-style-type: none"> <li>• Due for review in September 2019.</li> <li>• Draft revised policy will be considered by the Committee at the 27 August meeting.</li> </ul>
Sale and Disposal of Council Land Policy 2016	<ul style="list-style-type: none"> <li>• For review in August 2019 to align with Social Housing Fund and Land Trust Model.</li> </ul>
Prostitution Bylaw 2009	<ul style="list-style-type: none"> <li>• Public consultation underway following Council meeting 14 March 2019.</li> <li>• Submissions will be heard by the Regulatory and Hearings Committee on 4 June 2019.</li> <li>• The Bylaw will be considered at the Council meeting on 27 June 2019.</li> </ul>

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

26. 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 Speed Management Plan will be presented to the June 2019 Growth and Infrastructure committee following consultation. Once the Speed Management Plan is adopted the Policy will be deleted.
Hamilton Gateways Policy	Cultural considerations for this policy are currently being worked through. 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	Cultural considerations for this policy are currently being worked through. 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	<p>The Solid Waste Bylaw review will be aligned with the changes to rubbish and recycling which will be implemented in July 2020.</p> <p>The review process was discussed with Elected Members at a briefing held in March 2019.</p> <p>A report is being presented to this Growth and Infrastructure Committee for determination and approval for consultation.</p>
Connections (3 Waters) and Charging Policy	<p>This policy is now overdue for review. Initial intentions were for a proposed draft policy to be presented for approval by the committee at this meeting. This policy is influenced by outcomes of several other related three water matters and discussions currently underway, in particular, the development of a policy position for the assessment of Large Wet Industry water and wastewater connection requests and discussions in relation to cross boundary water and wastewater supply.</p> <p>Staff have undertaken initial consultation with internal and subregional key stakeholders and are currently drafting policy ready for further internal and external feedback.</p> <p>Elected member input will be sought prior to the updated document being presented to this committee for adoption before September 2019.</p>

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## Access Hamilton Taskforce Update (GM Infrastructure Operations)

27. At the time of writing, the most recent Access Hamilton Taskforce meeting was held on 8 April 2019.
28. Key topics covered included:
- Access Hamilton Programme update
  - Gordonton Road Business Case
  - Cambridge Road WEX to Hillcrest NZTA Update
  - Parking Management Plan update
  - Gordonton Road Parallel Bike Route
29. Future Access Hamilton Taskforce Meetings are scheduled for 1 May 2019 and 27 May 2019, which will be reported on at 18 June 2019 Growth and Infrastructure Committee. If any urgent matters arise at the 1 May 2019 Access Hamilton Taskforce meeting, a verbal update will be provided to the Growth and infrastructure Committee at this meeting.

### Parking Management Plan

30. At the 29 March 2018 Growth and Infrastructure Committee meeting the resolution for the CBD 2 Hour Free Parking Trial Update included the following point (i.e. point e):
- 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 2019, will provide the framework for the next phase of developing specific parking precinct action plans*
31. Following the resolution at the 8 April 2019 Access Hamilton Taskforce meeting staff provided the Taskforce with an update on the timeline for developing the Parking Management Plan.
32. The 1 May 2019 Access Hamilton Taskforce meeting will be used to hold a 2 hour workshop on the plan. The purpose of this workshop will be to discuss the overarching objectives and guiding principles that will guide both the management and supply of public parking throughout the city and form the basis for the development of the area specific parking management action plans.
33. Given the short timeframe between the 1 May Access Hamilton Taskforce meeting and the 7 May 2019 Growth and Infrastructure meeting, the objectives and guiding principles of the Parking Management Plan will be brought to the 18 June 2019 Growth and Infrastructure Committee meeting.

## Vision Zero Update (GM Infrastructure Operations)

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

Date	Location	Description	Age	Ethnicity
30.1.19	Peachgrove Rd	Motorcyclist lost control near Enderley Avenue, motorbike drifted to the left side of road, crossing the intersection and mounting the footpath. The rider hit a street sign pole and then a fence. Rider died at the scene.	41	Not known

36. Staff continue to work closely with the NZ Police to better understand the opportunities for changes to the road environment or education campaigns because of this and other serious crashes.
37. The total number of fatalities in the city for the 2018 calendar year is nine.

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

38. The Regional Transport Committee (RTC) met on 1 April 2019, with Councillor Macpherson representing Hamilton City Council.
39. The key topic's covered in the meeting were:
  - New Zealand Transport Agency (NZTA) update on funding including the business case for the start-up rail rolling stock and the recent letter from NZTA regarding Targeted Enhanced Funding Assistance Rates (TEFAR). An update on the funding priorities will be presented to the next RTC meeting.
  - NZTA – Long Term View – update on the development of a document to inform the Agency and local government about the key opportunities for the land transport system that need to be realised to contribute positively to outcomes for New Zealand over the next 30 years.
  - Transport Emissions – provision of information on transport emissions that has been collected by the Science and Strategy Directorate of Waikato Regional Council
  - Regional Resilience Strategy – provision of current information on regional resilience issues
  - Variations to the 2018 update of the Waikato Regional Land Transport Plan 2015-2045 – approval of funding for NZTA to undertake Waikato State Highway Speed Management Guide implementation
  - Regional Transport Issues Forum – discussion and update on regionally significant transport issues
40. A copy of the full agenda can be found via the following link:  
<https://www.waikatoregion.govt.nz/assets/Agenda-RTC-1-April-2019.pdf>
41. The Ministry of Transport will be attending the 6 May 2019 RTC meeting to present on the preparation of the Government Policy Statement on Land Transport (GPS) for 2021.  
**Speed Management Approach for the Waikato Region - workshop**
42. At the conclusion of the RTC meeting Waikato Regional Council and NZTA staff lead a workshop to discuss progress on speed management in the Waikato Region.
43. The workshop covered the following topics:
  - Development of the regional speed management plan and discussion on draft high-level principals and policies.
  - Update on the Ministry of Transport's proposed new speed management approach.
  - Update on the regional speed management institutional arrangement options project.
  - State highway network maps informing the Safe Network Programme.
44. A copy of the workshop pack information is included in this report as Attachment 1.
45. The draft Policy 9 and Policy 10 are currently being reworked as a result of RTC feedback.

## Waste Taskforce Update (GM Infrastructure Operations)

46. The Waste Taskforce met on Monday 16 April 2019. The following items were discussed at the Taskforce meeting:

### Rubbish and Recycling Change of Service

47. Implementation of the Rubbish and Recycling change of service is on track. Project Implementation plan nearing finalisation.

### Waste Management and Minimisation Plan

48. A report on actions and progress of the Council's Waste Management and Minimisation Plan was tabled, to the Waste Taskforce. This included actions on event waste minimisation projects and updates on partnerships with community groups and organisations.

### Waste Minimisation Fund Report

49. The Taskforce was provided with a summary report on the Silver Service Project. The Silver Service is a caravan equipped as a dishwashing hire station that allows vendors at Gourmet in the Gardens to provide customers with reusable plates for a fee of \$1.00. The Silver Service was funded through Hamilton City Council's Waste Minimisation Fund.
50. Comparisons of average volumes of rubbish generated for the Gourmet in the Garden seasons showed a reduction in 4440 Litres (18.5 Wheelie bins) between 2017/18 season and 2018/19 season when the Silver Service was introduced. Feedback from customers and vendors using the service was very favourable.
51. The next phase of the project is to hire out the caravan to charity events with a specific intent to reduce waste to landfill and whilst doing so, educate the community.

### Waste Management Contract

52. An update was provided to the Waste Taskforce on the current status and performance under the current contract. Staff also advised the Taskforce that they had meet with Waste Management on 9 April 2019 to inform Waste Management that council had declined their proposal for a price increase to deliver the current service.

### Solid Waste Bylaw (2012) Review

53. The Waste Taskforce was provided an update on the status of the Solid Waste Bylaw (2012) review process. A report is being presented to this Growth and Infrastructure Committee for Determination and approval for consultation.

## Gordonton Road Corridor (GM Development)

54. The Gordonton/Thomas Road intersection was fully opened to traffic in the week beginning 15 April 2019. Graduated traffic management was in place until after the Easter/Anzac holiday period to allow motorists a time to get used to the new intersection layout and form.
55. Monitoring of the intersection including speeds is underway and Committee will be verbally updated.
56. An official opening of the intersection is being organised for late May 2019.
57. A business case is underway for the Gordonton Road corridor between Wairere Drive and New Borman Road and the work was presented to the Access Hamilton Taskforce on 8 April 2019.
58. Staff were asked to further consider the timing of the proposed R2 north/south arterial and its interaction with the development of the Gordonton Road corridor, noting that R2 is outside the Hamilton City jurisdiction and unlikely to be developed in the immediate short term.
59. Staff were also asked to look at further options for walking and cycling and to advance the Borman Road (east) extension from Kimbrae Drive to Horsham Downs Road.

60. In the meantime, pending further information from Staff on the timing of R2 development, the Gordonton Road corridor is to be closely monitored given the posted speed reductions and the physical changes at Thomas/Gordonton Road.
61. Further information will be provided to the Task Force at its 27 May 2019 meeting.

### **Passenger Rail Update (GM Development)**

62. A full report on the Hamilton to Auckland Start-up Passenger Rail Service was provided to the 29 March 2019 meeting of Growth and Infrastructure Committee. Committee approved the Governance Structure for the project along with the macro-scope of the Rotokauri Public Transport Facility.
63. Since the March 2019 Committee meeting NZ Transport Agency have confirmed additional funding (from \$3.5m to \$8.0m at 100% subsidy rate) to allow the rolling stock refurbishment to keep progressing through the pre-implementation phase as this is a critical path activity. Of particular concern is the long lead time material orders for the refurbishment.
64. The overall programme is currently being assessed against the target start date of March 2020 and this will be reported to the next Governance Working Group meeting which is on 13 May 2019. Also at this meeting any recommendations from the NZ Transport Agency independently commissioned open book price audit and technical review work will be tabled. The work to date has not identified any significant issues.
65. The following photograph shows one of the train carriages currently undergoing refurbishment at the kiwiRail workshop in Upper Hutt. The carriage has been stripped down, the roofing has been removed, the base livery colour painted and metallic silver wrapping has been applied.



66. The HCC lead components of the work include the development of the Rotokauri Public Transport Facility and possibly upgrades to the Frankton Rail Station.
67. Work is proceeding with the pre-implementation phase of the project and at the time of writing this report there was nothing of significance to report.
68. There is a separate report in the public excluded section of this meeting to allow progress to be made on one of the supporting roads for the Rotokauri Public Transport Facility.
69. A full progress report will be provided to the next Growth and Infrastructure Committee on 18 June 2019.

### **Financial Considerations**

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

## **Legal and Policy Considerations**

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

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## **Cultural Considerations**

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

## **Sustainability Considerations**

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

## **Risks**

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

## **Significance & Engagement Policy**

### **Significance**

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

### **Engagement**

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

## **Attachments**

Attachment 1 - Speed Management approach for Waikato Region - workshop pack

# RTC Workshop Pack

## 1 April 2019

### “Speed management approach for the Waikato region”



# 1 Purpose of workshop

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## 1.1 Introduction and purpose

A workshop will be held immediately following the Regional Transport Committee (RTC) meeting on the 1 April to discuss progress with speed management in the Waikato region.

Since the RTC last met in March 2019, staff from Waikato Regional Council (WRC) and the NZ Transport Agency (NZTA) have been advancing work on the development of a regional speed management plan, while the NZTA has been progressing the technical data necessary to advise the Safe Network Programme for the Waikato region. Work is also underway to identify potential institutional arrangements that could improve the efficiency and consistency of speed management implementation and decision-making in the region.

At the national level, the Ministry of Transport has recently held a series of workshops around the country to advise and seek feedback on their latest thinking around a new speed management approach for the country.

The purpose of this workshop is to update the RTC on progress with speed management and enable the way forward.

## 1.2 Workshop format

The workshop will be run in four parts, covering the four areas of work currently being undertaken as described in section 1.1 above. This will include presentations and discussions on:

Speed management topic	Led by
Development of the regional speed management plan – discussion on draft high-level principles and policies	WRC
Update on the Ministry of Transport’s proposed new speed management approach	WRC
Update on the regional speed management institutional arrangement options project	WRC
State highway network maps informing the Safe Network Programme	NZTA

## 2 Development of regional plan

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### 2.1 Progress with developing the regional speed management plan

A draft regional speed management plan is starting to take shape with the current focus on developing high level principles and policies that will guide decision-making and implementation of safe and appropriate speeds and that will ensure a consistent approach across the region.

Staff from the Waikato Regional Council (WRC) and NZ Transport Agency (NZTA) have been working collaboratively to develop the draft principles and policies, obtaining technical advice from speed management experts in NZTA, and testing early drafts with the wider Regional Safe Network Programme Working Group.

The principles and policies have been built off both national policy direction in the NZ Speed Management Guide and the work that some local councils have already done in developing local speed management principles. Once agreed to, collectively the principles and policies will provide the regional policy framework for speed management in the Waikato region.

### 2.2 Draft speed management principles

The draft regional speed management principles are outlined in the table below. In a nutshell, the principles describe:

- how we will work together as a region;
- what we will focus on to accelerate implementation; and
- how we will manage speeds that are safe and appropriate for different urban and rural environments and for all users of the roading network.

1.	We will work with stakeholders in partnership to engage with our communities to implement positive speed management outcomes across the region and influence positive behaviour change.
2.	We will use the Safe System approach, focusing on the three pillars of safe speeds, safe road use, and safe roads and roadsides, working towards zero deaths and serious injuries on the region's roads.
3.	We will work together to ensure consistent and accelerated implementation of safe and appropriate speeds across the region, prioritising the highest risk parts of our roading network that deliver the highest benefits in death and serious injuries savings.

4.	We will address wider parts of the roading network where appropriate, taking a logical area wide approach to speed management which is self-explaining to road users.
5.	We will manage speeds that are safe and appropriate to rural and urban environments and safe and appropriate for all users of the roading network.
6.	We will implement speed management in accordance with legislative requirements and in line with best practice guidance.

### 2.3 Draft speed management policies

The draft regional speed management policies are outlined in the table below. In summary, the policies cover the following key areas:

- speed management coordination in partnership across the region;
- the important role of the plan in implementing the speed management component of the Safe Network Programme in the Waikato region;
- taking an holistic and area or catchment based approach to implementation;
- employing a consistent communications and engagement approach; and
- ensuring our plan is flexible and responsive to incorporate changes to national policy on speed management.

Draft policies P9 and P10 look to set recommended speed limits across the region, the goal of which is to ensure consistency of speed limits across the region. It is important to note that these policies have been tested with NZTA technical staff and with the Regional Safe Network Programme Working Group. It is important in setting regional policies on speed limits that these are consistent with both the NZ Setting of Speed Limits Rule and the NZ Speed Management Guide.

It is anticipated that these policies will continue to be fine-tuned. The purpose of this workshop is to both inform and seek political feedback. Following the Regional Transport Committee meeting, the principles and policies will be put before the Regional Safe Network Programme Working Group to finalise before incorporating into the draft regional speed management plan.

P1	Speed management across the Waikato region will be coordinated by Waikato Regional Council and the NZ Transport Agency, in partnership with territorial authorities and the NZ Police, via the Waikato Regional Speed Management Plan.
P2	The speed management component of the NZ Transport Agency's Safe Network Programme will be implemented in the Waikato region through the Waikato Regional Speed Management Plan.

P3	An holistic approach to speed management will be applied, supplementing speed limit changes with other speed management tools including engineering interventions where appropriate.
P4	An area or catchment based approach incorporating both state highways and local roads will be used when addressing the top 10 percent benefit sites to ensure we get the highest benefit from speed management interventions.
P5	Speed management will be coordinated via a [to be determined] approach that improves decision making and saves both costs and time. [Note: holding policy for outcome of institutional arrangement review]
P6	The region will use a consistent communications and engagement approach, as outlined in the Waikato Regional Speed Management Plan.
P7	The approach to speed management in the Waikato region, as outlined in the Waikato Regional Speed Management Plan, is flexible and responsive to incorporate changes to national policy on speed management.
P8	A consistent speed management regime will be applied across the region that is self-explaining to road users.
P9	<p>In accordance with the NZ Speed Management Guide, the following safe and appropriate speeds are recommended:</p> <ul style="list-style-type: none"> <li>• A 30km/h speed limit for CBD/town centres with high concentrations of pedestrians and/or cyclists.</li> <li>• A 40km/h speed limit for urban residential areas.</li> <li>• A 50km/h, 60km/h or 80km/h speed limit for urban arterials depending on their form and function<sup>1</sup>.</li> <li>• A 50km/h, 60km/h or 80km/h speed limit on arterial roads in rural towns depending on their form and function.</li> <li>• A 100km/h or 80km/ or 60km/h<sup>2</sup> speed limit on open roads<sup>3</sup> in rural areas depending on their form and function.</li> <li>• An interim 90km/h speed limit on open roads in certain situations, in accordance with specific conditions in the Guide<sup>4</sup>.</li> <li>• A 110km/h speed limit on state highways that have been designed to support this speed<sup>5</sup>.</li> <li>• Over time, 70km/h and 90km/h speed limits across the region will be phased out to ensure consistency with national policy.</li> </ul>

<sup>1</sup> As specified in NZ Speed Management Guide

<sup>2</sup> A 60km/h speed limit only applies on winding open roads in rural areas or on low volume access roads (in accordance with the Guide)

<sup>3</sup> Open roads refer to both state highways and local roads

<sup>4</sup> 90 km/h speed limits are interim interventions where the crash risk is sufficiently high to justify a temporary change in speed limit until safety improvements can be made. The 90km/h can also be used as an interim intervention where investment cannot be justified and if existing speeds are sufficiently high that a drop to 80km/h cannot be practically achieved. A 90km/h interim speed limit requires specific approval by NZTA.

<sup>5</sup> 110 km/h speed limits can only be used for roads designed for that speed and are median divided, at least 2 lanes in each direction with no direct property access and with grade separated intersections. 110km/h speed limits require approval from NZTA.

P10	<p>In accordance with the NZ Speed Management Guide and Traffic Note 37, the following safe and appropriate speeds around schools are recommended:</p> <ul style="list-style-type: none"> <li>• Where a permanent 40km/h speed limit is set for urban residential areas the 40km/h speed limit also applies to schools in these areas.</li> <li>• A variable 40 km/h speed limit for schools in urban residential areas at times of greatest risk (before and after school) where the existing speed limit is set at 50km/h.<sup>6</sup></li> <li>• Where a permanent 60 km/h speed limit is set for rural areas the 60km/h speed limit also applies to schools in these areas.</li> <li>• A variable speed limit of 60 km/h for schools in rural areas at times of greatest risk (before and after school) where the speed limit is set at 100 km/h or 80km/h<sup>7</sup>.</li> </ul>
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## 2.4 Benefits of regional speed management policy framework

The benefits of setting a regional speed management policy framework include:

- ensuring regional consistency of implementation;
- providing a clear and logical speed limit regime across the region for road users;
- giving the regional speed management plan more 'clout'; and
- the draft regional policy framework is consistent with early Ministry of Transport thinking on this (refer to section 3.1 for information).

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<sup>6</sup> 30km/h speed zones around schools are currently under discussion at national and regional level.

<sup>7</sup> Note the 60 km/h variable speed limit only applies where there is turning traffic risk and where road controlling authorities can show mean speeds of no more than 66 km/h will be achieved while the variable speed limit is operating. 60 km/h variable speed limits require specific approval by NZTA.

## 3 Ministry of Transport thinking

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### 3.1 Proposed new speed management approach

The Ministry of Transport (MoT) recently presented their early thinking around a new speed management approach for the country to a group of Waikato stakeholders, including some members of the Waikato Safe Network Programme.

The MoT is focussing on three key areas, including:

- proposing a new regulatory framework, including the development of a national speed management plan and regional speed management plans;
- transitioning to lower speed limits in areas with high numbers of active mode users interacting with motorised traffic; and
- a new approach to safety cameras (adopting the Swedish model to reduce death and serious injuries).

It is clear that there is a lot of detail to work through, including important questions put to the MoT by Waikato regional stakeholders.

### 3.2 Feedback from Waikato stakeholders

Key feedback points from Waikato regional stakeholders include:

- length of time to enact change
  - the likely two year timeframe advised is not a fast enough response
- question the value-add in developing another policy layer (the national speed management plan)
  - further work is needed to understand the relationships between a national speed management plan and regional speed management plans, regional land transport plans and the upcoming national road safety strategy
- the issue around bylaw consultation requirements has not yet been addressed
  - the focus should be on 'engagement' as speed limit setting is a technical issue, not a political one
- the wider issue around decision-making needs more attention
  - removing the 'politics' out of decision-making
- need to ensure a whole of network approach
  - both state highways and local roads
- question whether the proposal will reduce the workload for Road Controlling Authorities
- support for permanent and variable speeds (both tools) for urban schools (40km/h)
- support a flexible policy and the variable speed limit tool for rural schools
- support for 30km/h in CBD and town centres

- speed limit policy needs to be mandated otherwise will not get positive behaviour change
- support for mix of safety camera tools and shift in 'ownership' from NZ Police to NZ Transport Agency.

### 3.3 Key implications for our regional speed management work

Key implications arising from the early heads up on MoT thinking around a new speed management approach include:

- the Waikato region is well ahead of the timeframes the MoT is looking at;
- the development of a regional speed management plan for the Waikato region is consistent with what the MoT is proposing (in terms of requiring the development of regional speed management plans); so
- we should keep tracking on, albeit in the context of pending change to the national policy framework.

Furthermore:

- the MoT early thinking around transitioning to lower speed limits in areas with high numbers of active mode users interacting with motorised traffic is consistent with the Waikato region's draft proposed policies (P9 and P10):
  - considering mandating 30km/h or 40km/h speed limits (permanent or variable) on roads around urban schools
  - considering mandating 60km/h or 80km/h speed limits on roads around rural schools (depending on the speed limit on the road leading up to the school)
  - 30km/h or 40km/h speed limits in CBDs and town centres.

## 4 Institutional arrangements project

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### 4.1 Update on the project

Waikato Regional Council (WRC), as a result of Regional Transport Committee (RTC) direction, has commissioned a piece of work to investigate potential speed management institutional arrangement options that could improve consultation and decision-making on speed limit setting for state highways and local roads in the Waikato region. This includes looking at options that range from the status quo (existing Road Controlling Authority functions) through to a new regional entity. Recommended options must be costed (high-level estimates) and be able to be implemented under the current legislative and policy framework for speed management in New Zealand. Given that the national road safety and speed management framework is currently under review, this will also be kept in mind in developing alternative options.

As part of the brief, Morrison Low (who are undertaking the project) have been conducting interviews with key stakeholders including a representation of Road Controlling Authorities in the Waikato region (local councils and the NZTA), the WRC, NZTA Wellington staff and the Ministry of Transport. The purpose of the interviews is for the consultants to gain a greater understanding of the current approach and decision-making arrangements, and the issues and opportunities for improvement through alternative arrangements.

A 'challenge workshop' is to be held on Friday the 29 March 2019 with key stakeholders to come together to assess the identified options against agreed objectives and criteria. WRC staff will provide a verbal update to the RTC on the outcomes of this workshop on Monday 1 April 2019.

### 4.2 Timeframes

WRC is expecting a draft report on alternative institutional arrangements for speed management by the 12 April 2019.

The final report is due on the 18 April 2019.

It is intended to then present the final report findings to the RTC at the next meeting on the 6 May 2019 for discussion and RTC decision-making on recommended preferred option(s).

## 5 Safe Network Programme: SH maps

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### 5.1 Safe Network Programme update

This update on the Safe Network Programme for the Waikato region will be presented by the NZ Transport Agency (NZTA) Safe Network Team.

### 5.2 Regional state highway maps

NZTA intend to present three maps: firstly the safe and appropriate speeds (SAAS) map from MegaMaps – the purpose of this map is to show the SAAS on the state highway network as per the MegaMaps outputs and after the technical assessments has been completed it will be possible to demonstrate what has changed and why.

The second map is the top 10% high benefit speed management sections at their SAAS. The purpose of this map is to show where NZTA are prioritising speed changes on the state highway network.

The third map is the long term view of the SAAS and is the one that will be used for early engagement with councils and local stakeholders. Please note that any speed changes proposed will be subject to further technical assessment, prioritisation and funding approval as well as a formal consultation process.

### 5.3 Consultation on speed limit changes

NZTA see advantages through savings in resources, i.e. time and costs, by consulting together where both NZTA and local authorities are making speed changes over significant corridors and geographic areas. NZTA expect to verify this through the early work that Morrison Low are completing and by trialling the first round of projects such as the SH39, SH23, and SH31 catchment.

### 5.4 Timeframes

NZTA is expecting that the technical information will be completed within the next 6 months. The initial focus will be on finalising the top 10% DSI (deaths and serious injuries) saving network sections, followed by the rest of the state highway network in the region prioritised by any sub-regional speed management catchment areas to progress with first.

# 6 Next steps

## 6.1 Incoming work

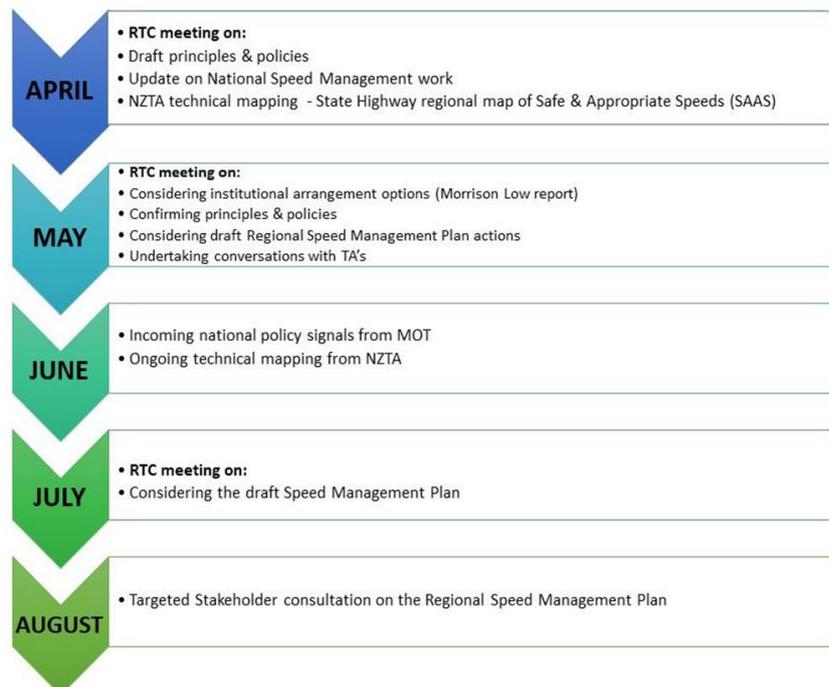
It is a very busy time with a number of work-streams concurrently being undertaken in the area of speed management (nationally, regionally and locally). Some of this work is critical input in enabling a robust regional speed management plan to be developed. At this stage, the timing of some of these outputs is unclear.

Key information feeding into the development of the regional speed management plan includes:

- finalisation of technical work by the NZ Transport Agency and accompanying conversations with local councils;
- finalisation of the Morrison Low report on potential institutional arrangement options to improve consultation and decision-making on speed limit setting;
- next steps from the Ministry of Transport national work on proposed changes for speed management;
- outcome of the review of the 2017 Setting of Speed Limits Rule;
- development of the draft National Road Safety Strategy; and
- progression of local speed management work.

## 6.2 Timelines

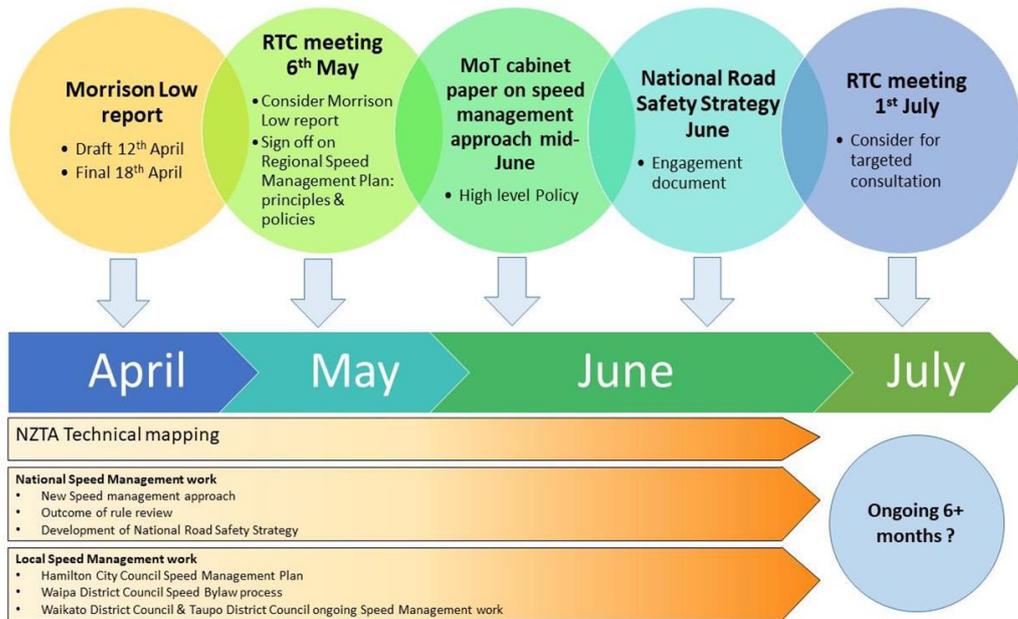
Figure 1 below outlines the likely timing anticipated on delivery of the above work.



### 6.3 What this means for reporting to the RTC

Figure 2 below focuses on speed management activities over the next four+ months and the likely aspects that will be reported back to the RTC at the next couple of Committee meetings.

The regional speed management plan will continue to be progressed over this period, dependent on key inputs from the Safe Network Programme technical work.



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

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

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