

Time	Topic and Purpose	Presenter(s)	Format	Time allocated
9.30am	Central City Transformation Plan 1. Central City Transformation Programme: The purpose of this session is to provide Members with the “full picture” of the various projects and other developments under way or planned in the central city that cross over committees (as requested at 26/08 SGDP). 2. Central City Development Response Plan: The purpose of the session to seek Members input into the ‘Central City Development Response Plan’.	Karen Saunders	Open Briefing	60 Minutes
10:30am	Transport Projects The purpose of this briefing is to update Members on the Low cost low risk – unsubsidised programme proposals.	Robyn Denton Gordon Naidoo Tania Hermann	Open Briefing	60 Minutes
Break				
2.45pm	Elections 2025 Annual Plan Proposal The purpose of this briefing is to respond to the below resolution from the 29 August 2024 Extraordinary Council meeting: <i>‘requests staff prepare a proposal for consideration in the 2025 Annual Plan, that seeks to increase voter engagement via a campaign leading up to and including the 2025 election noting that the proposal would include a full communications plan with timeline, costs, options for a wider programme of ‘walk up voting sites’ around the city, the details of the poll and other direction provided by Elected Members at a future briefing on the proposal.’</i>	Amy Viggers Michelle Hawthorne Janet Carson	Open Briefing	60 Minutes
3.45pm	Tree Policy The purpose of this briefing is to seek direction from Members on the draft policy at a high level before bringing a report to Committee.	Joanna van Walraven	Open Briefing	45 minutes
SESSION ENDS				

DISCUSSION TOPIC SUMMARY

Topic:	Central City Update and Development Response Plan
Related Committee:	Strategic Growth & District Plan Committee (plus others!)
Business Unit/Group:	Sustainable Communities, Central City Transformation
Key Staff Contact/s:	Karen Saunders, Matt Mills, Emily Coffey
Status:	Open

PURPOSE OF TOPIC/INFORMATION

As requested by the Strategic Growth & District Plan Committee:

- To provide Members with an overview of different projects and activities happening in the central city and across various committees
- To seek Member input into the Central City Development Response Plan and approach

WHAT KEY THINGS SHOULD MEMBERS THINK ABOUT/ CONSIDER IN UNDERSTANDING THIS INFORMATION?

- Funding for major transformational projects and business as usual activity in the central city is currently limited to what is funded in the Long-Term Plan. Members should think about how we can improve the central city look and feel by making the most of what we already have with no additional cost.
- Members should think about the impact construction phases of projects can have on the business community and how we can respond to ensure we minimise those impacts.
- Members should take into account the central city community's feedback that has been obtained in the survey that was sent to HCBA businesses.

KEY SUMMARY POINTS

Key projects happening in the central city

- The presentation includes:
 - a summary of how the \$150k per annum is being spent on cleaning up our streets, starting with Garden Place and Hood Street.
 - an 'A-E summary' of key funded projects and operational activities including which key committees oversee them.

Central City Development Response Plan

- We expect construction activity in the central city to become more intense around 2026 – so we're preparing a development response plan and putting in place practices now to ensure that we can minimise impacts to businesses while it's happening.
- The Development Response Plan will be for our project teams and staff to use as they plan and deliver their projects.
- The presentation includes:
 - A summary of key insights from a survey of HCBA Businesses (undertaken late Sep, early Oct)
 - A set of proposed principles and approaches to inform our Development Response Plan

WHERE CAN MEMBERS FIND MORE INFORMATION?

Include:

- [Central City Transformation Plan 2021 - 51](#)
- [Key Strategies page on Council's website](#)
- [Our Vision for Hamilton Kirikiriroa](#)
- [Hamilton Urban Growth Strategy](#)
- Attached Insights Report from the Central City Business Survey Sep/Oct 2024

WHAT DIRECTION/FEEDBACK/INPUT DO YOU NEED FROM ELECTED MEMBERS

- Staff need direction on the principles and approach for the Development Response Plan so that staff can prepare it and implement.



Central City Business Insights: INSIGHTS REPORT

Report prepared by:
Tegan Andrews, Research and Insights Lead
October 2024

Report reviewed by:
Dan Silverton, Communication and Engagement Manager
Partnerships, Communication and Māori
October 2024

OVERVIEW

Council was interested in understanding business owners' perceptions and sentiments related to Council carrying out work within the central city, in the hope that Council can improve its' processes around communicating with businesses before, during after projects and aid in mitigating any negative effects faced by businesses during this time.

Our main objectives of collecting the information were to:

- Understand current perception of how businesses are doing within the central city
- Understand the impacts on businesses within the central city from Council business and activity (e.g. undertaking programmes of work and projects within the central city).
- Understand that, if there are impacts, what these are, and how businesses think they could be mitigated.
- Understand that when undertaking work within the central city, how council can better partner with businesses to support them to thrive.

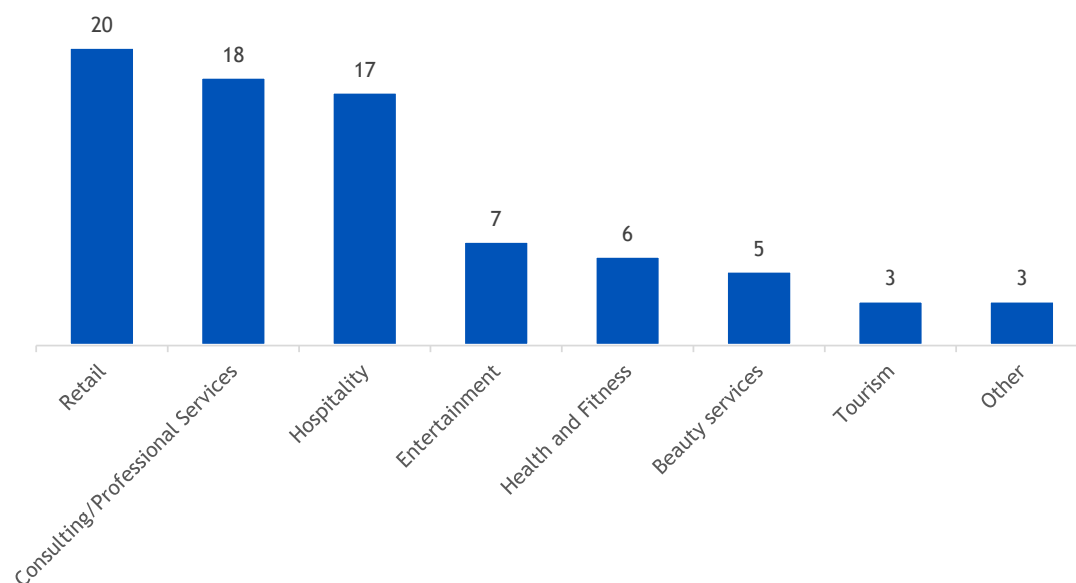
We sent out a survey hosted on Social PinPoint to business owners and managers via the Hamilton Central Business Association and received a total of 69 responses.

SURVEY INSIGHTS

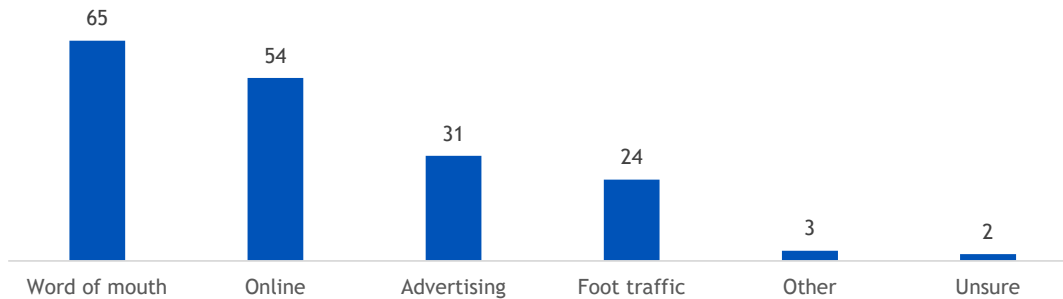
Who we heard from:

The most common type of business we heard from was those in the retail sector (29% of respondents), followed by consulting/professional services (28%) and hospitality (25%). Note that businesses could choose more than one sector or industry, e.g. if they provided entertainment and retail. Most businesses thought their customers came from word of mouth or online advertising.

What industry or sector is your business in?

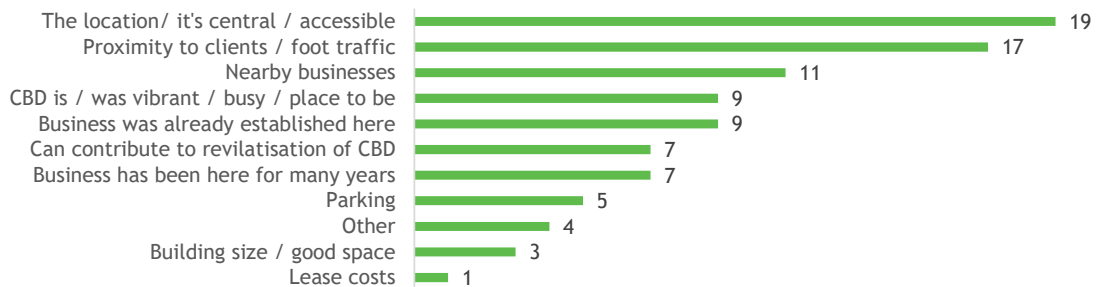


How do customers usually hear about your business?



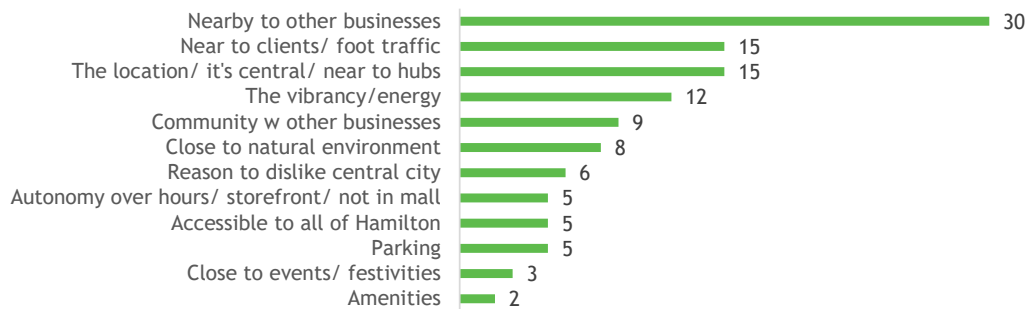
Businesses typically choose to be in the central city because of its location, and how it's central and accessible for customers (28% of respondents). They also reported choosing the central location due to its proximity to clients / customers (28%), having foot traffic (25%), and their proximity to other businesses (16%).

What made you choose to be in the central city?

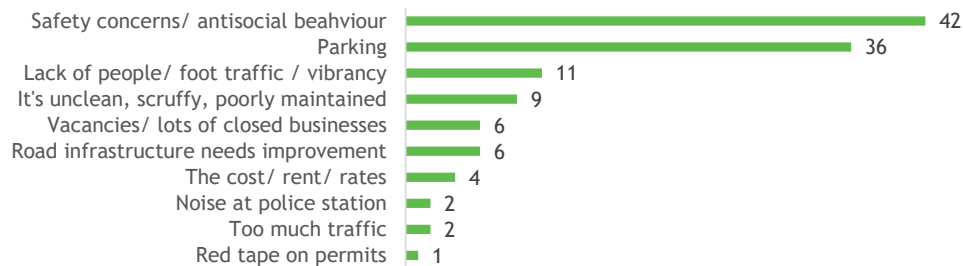


The most common things businesses indicated they liked about being in the central city were much the same, being nearby to other businesses (43% of respondents), having access to foot traffic (22% of respondents) and being central (22% of respondents). The biggest dislikes or concerns about the central city are around safety / antisocial behaviour (61% of respondents mentioned this) and lack of adequate parking (52% of respondents).

What do you like about being in the central city?



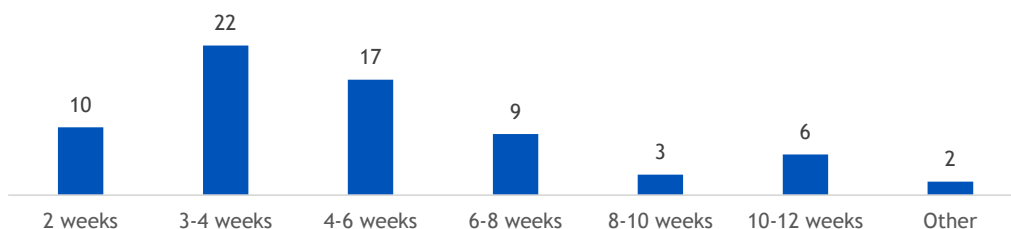
What do you dislike about being in the central city?



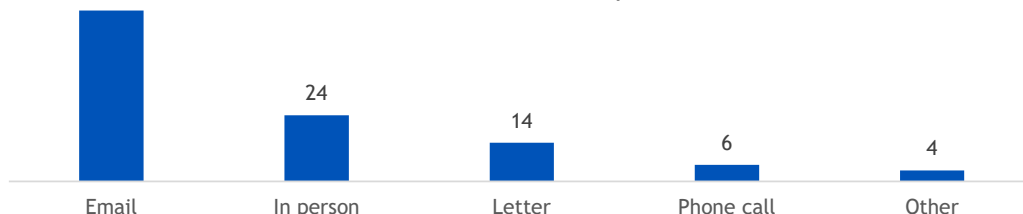
What works and what doesn't when Council is doing work in the central city

We asked businesses if work is planned outside or near their business, how much notice they would like to receive and how they would like to be communicated with. The answer with the highest number of responses was 3-4 weeks (32% of respondents), followed by 4-6 weeks (25% of respondents). Majority of the businesses would like to be communicated via email (90%), but the next common answer was in person (35% of respondents).

If work is planned outside or near your business, how much notice would you like Hamilton City Council to give you?

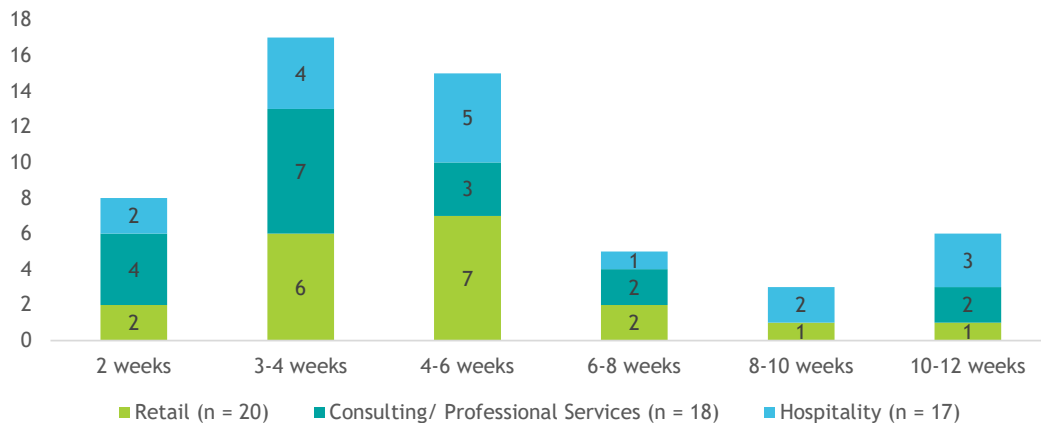


If Council was doing work in the central city, how would you like to be informed of these plans?



In terms of timeframes by industry, hospitality businesses and retail stores would typically like longer timeframes (4-6 weeks) whereas consulting and professional services within the central city are happy with 3-4 weeks notice before work begins.

Insights from the top three sectors around communication timeframes

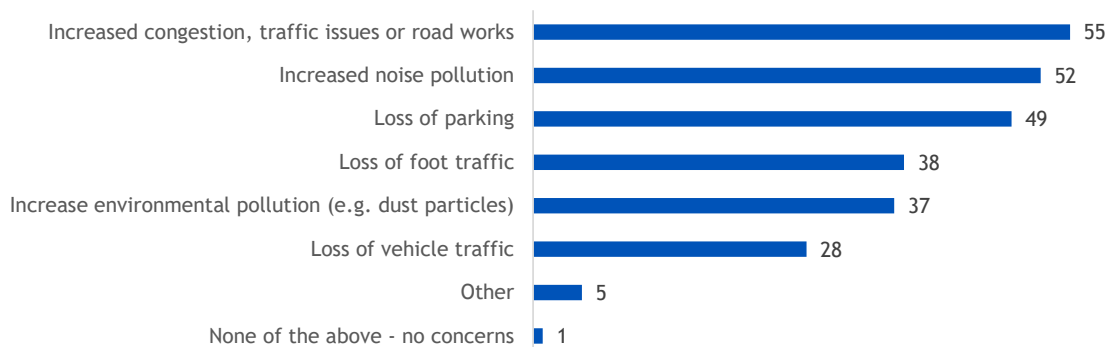


When asked if there is anything else you would like to tell us about how or when you'd like to be informed, responses included:

- Face to face meetings.
- Public meetings to inform city users
- Explain they why behind projects
- Giving the opportunity for businesses to advocate for the work not happening.
- Giving as much notice as possible.
- Ensuring businesses are told, not just the landlord or property owner.
- Having a regular newsletter for updates
- Combine meetings that are held in the CBD for other purposes such as crime prevention.
- Regular website updates.

We also asked businesses what their concerns were when Council was doing work near their business, and majority of businesses said they were concerned with increased congestion, traffic or road works (80% of respondents), increased noise pollution (75% of respondents) and loss of parking (71% of respondents). Only one business said they had no concerns.

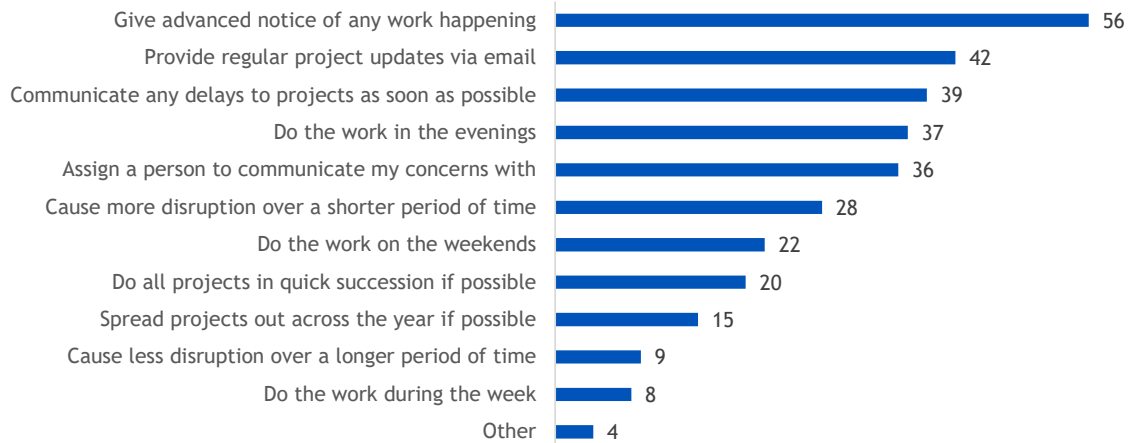
If work is planned outside or near your business, what impacts are you concerned about for your business?



To mitigate these concerns, businesses would like to see project managers give advanced notice of any work happening within the central city near their businesses (81% of respondents), provide regular updates (61% of respondents), and directly inform any delays on projects (57% of respondents). Therefore, delivering better stakeholder management via the project team could assist businesses to plan for any disruptions caused by work carried out within the central city and minimise frustration and friction between central city businesses and Council. Clear communication was the most common response when we asked businesses what support they would like while work is happening near their business (mentioned by 18 of 69 respondents, 26% of respondents).

As for timing of projects, businesses would prefer work was done in the evenings (54%), and the more popular option was to cause more disruption of a short period of time (41%) rather than less disruption over a longer period of time (13%).

What strategies would you like to see Council implement to minimise the impacts on your business?



What support from Council would help your business to succeed while work is happening near you?



When asked if there is anything else to add, responses that were about when council was doing work within the central city included:

- Consult businesses on major works happening where it would impact them
- Ask businesses what they need prior to carrying out work, to help identify solutions or a better time to carry out the work to minimise its impact
- Provide support with directional signage if road access is impacted
- Council to consider reducing rates for businesses when impacted by work.

Responses around improving the central city included:

- Work together with businesses more to bring more vibrancy back to the central city
- Promote small businesses more, including the areas they're in
- Consider putting more bollards in place to ensure businesses are protected from ramraids
- Return Victoria Street to its previous layout of two lanes in both directions and angled carparking for the entire length of the street
- Consider the effects of cyclelanes on businesses
- Create more parking within the CBD
- Help get homeless off the streets

WHAT'S NEXT

The central city transformation unit and communications and engagement advisors assist project managers to communicate more effectively with businesses and provide support which is tailored to businesses during central city work.



Central City Update - Development Response Plan

Elected Member session – 6 November 2024

Purpose of today

Central City

1. Central City update (action from SGDP committee)
2. Development Response Plan
 1. Share survey insights from central city businesses
 2. Seek EM direction on principles and approach

Part 1

What's happening in our Central City?



Making the most of what we have

Outcomes:

- Low cost, high impact
- Fresh, clean, feels good
- More people



Making the most of what we have

Clean up on Aisle 3 (Garden Place & Victoria St to Theatre)

- ✓ Broken chairs removed
- ✓ Broken bollards removed
- ✓ Broken Ash trays removed
- ✓ Broken Lighting fixed
- ✓ Directional signage skins being replaced (design stage)
- ✓ Steam clean booked first 2 weeks Nov
- ✓ Fountain being fixed
 - Gravel pit to Garden
 - Reading room play area - quote & EM play working group
 - Dead phone booth removal (pending Oh Media contract negotiations)
 - More tables and chairs
 - Get music back on
 - New bins
 - Move Matariki sculpture
 - Lighting quote (safety & vibe)
 - Arts & activation ideas (lighting/activation)
 - Planter boxes for businesses to care for

Clean up on Aisle 4 (around Hood St)

- ✓ Turn the overhead lights back on over Hood
 - Fix broken tree cases
 - Replace dead/sad trees
 - Assess rain gardens/gardens
 - Steam clean
 - Clean light poles - quote

\$150k per year

**Plus \$150k year 1 & \$150k year 2
(projects being identified)**

A-E of Central City Funded Project & Activities

Shaping a central city where people love to be

30 October 2024

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Access

Easy to get into and around the city

Parking

Transport Centre
Refresh (done)

Anzac
Parade/River Rd
Footpath
Widening (done)

Renewals

(Resurfacing roads,
footpaths, intersections -
noting impacted by NZTA
funding)

North South Corridor
investigation &
concept (IAF)

Pedestrian
counts & other
insights

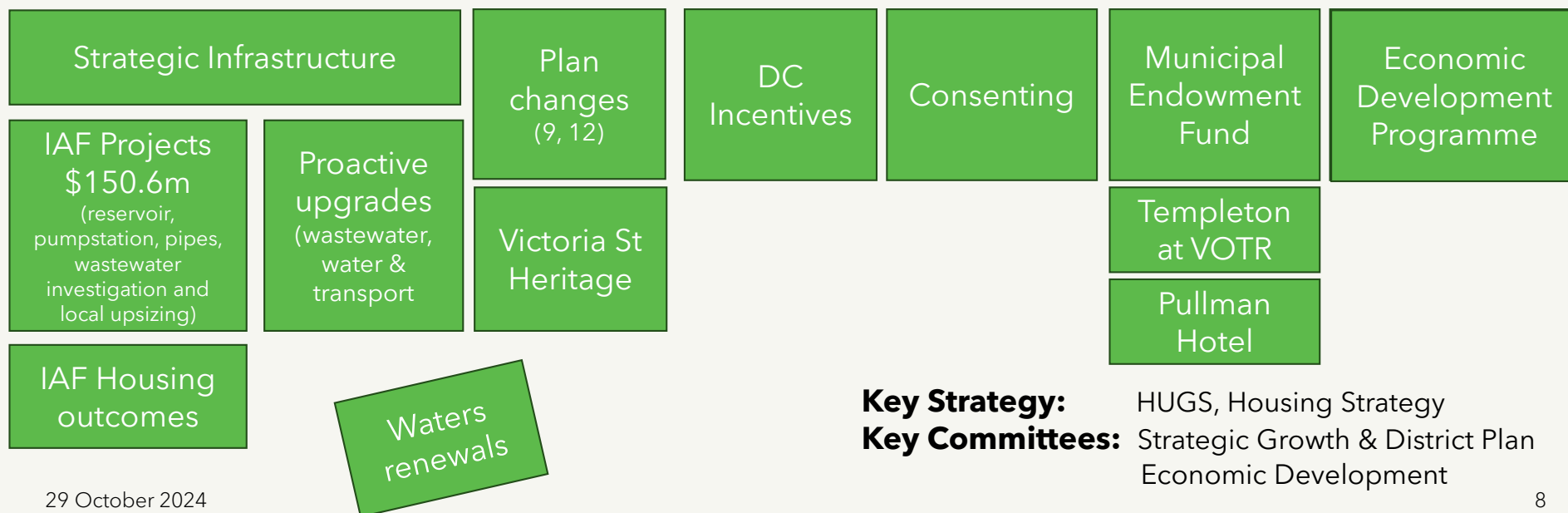
Key Strategy: Access Hamilton
Key Committee: Infrastructure & Transport

29 October 2024

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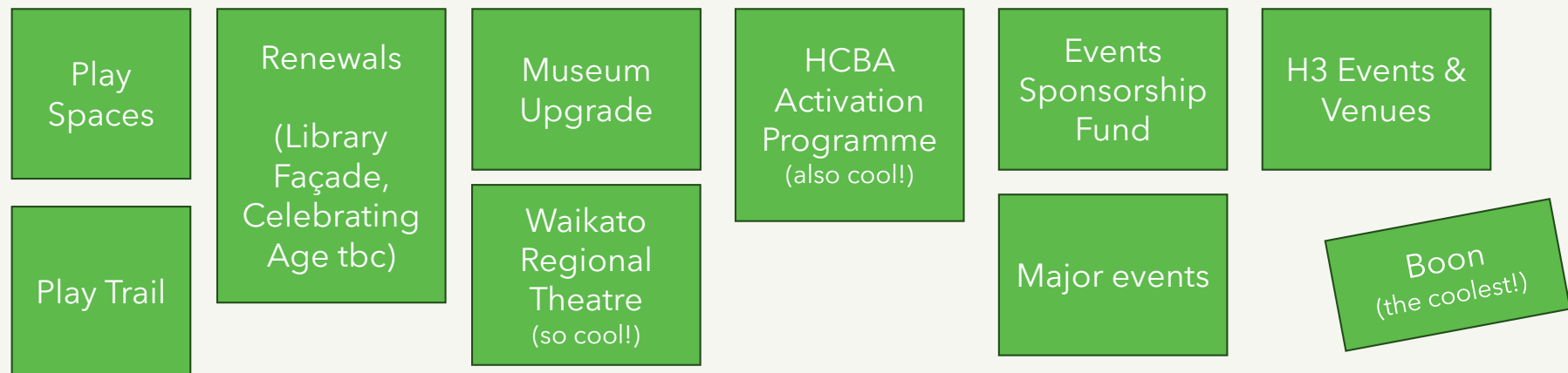
Big buildings

Encouraging people to live (and work) in central city



Cool stuff

Supporting arts and culture initiatives



Key Strategies:

Libraries Strategy, Play Strategy
Community & Social Development Strategy

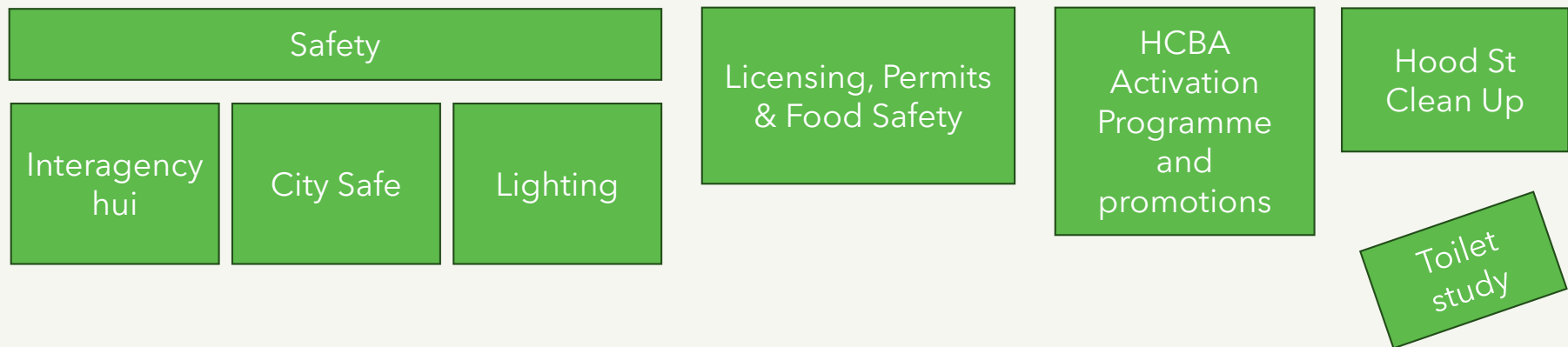
Key Committees:

Community & Environment
Economic Development

29 October 2024

After Dark

Promoting daytime and evening activity



Key Strategy:

HUGS

Key Committees:

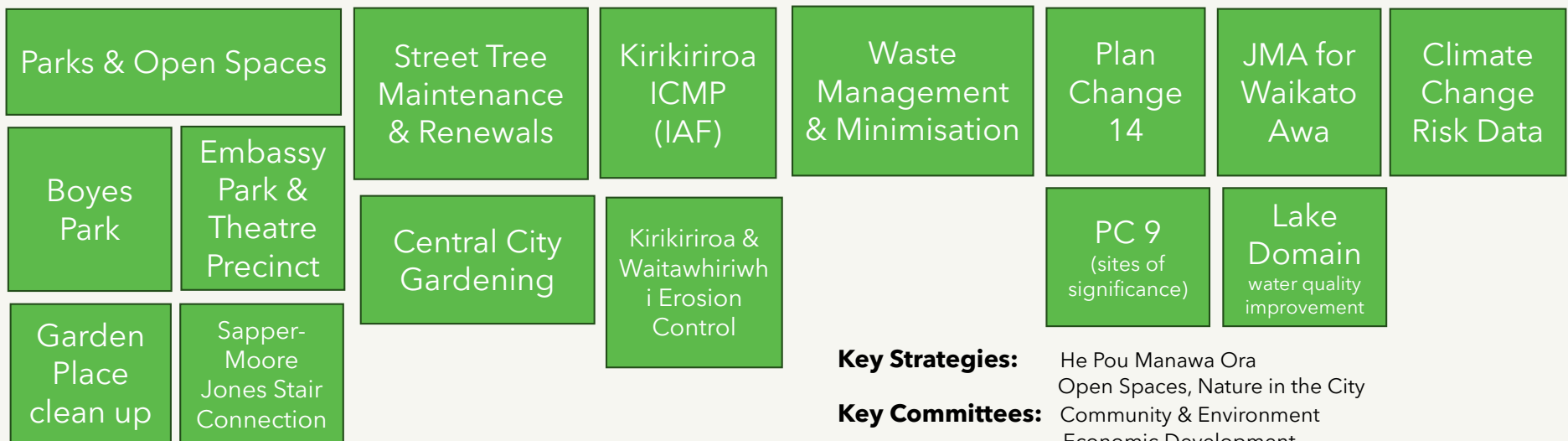
Community & Environment
Economic Development
Hamilton District Licensing

29 October 2024

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Environment

**Strengthen connection and access between city and river
(and ensure we're ready for Hamilton's future climate)**



Key Strategies:

He Pou Manawa Ora
Open Spaces, Nature in the City

Key Committees:

Community & Environment
Economic Development
Strategic Growth & District Plan
Waikato Tainui HCC Co-Governance Forum

29 October 2024

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Part 2

Development Response Plan

What are we doing?

We're making a Central City Development Response Plan

What is it?

A framework to guide how we will roll to ensure we minimise the impacts to the central city community while our projects and other developments are happening.

What will it include?

- Risks & Opportunities
- Principles
- Approach
- Key Messages

Why?

Enabling an attractive and sustainable Central City where people love to be

- 4000 homes for up to 10,000 more people by 2035 (currently 12,000 residents in central city & surrounds)
- Significant capital works – reservoir, new pipes plus the ‘little stuff’
- More big buildings – developers building stuff
- ...while also looking after and making the most of what we’ve got



29 Oct 2024

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Also why:

Late night construction disrupts Auckland business, causes safety concerns

6:25 am on 31 May 2024

Share this

Maia Ingoe, Journalist
@MaiaIngoe maia.ingoie@rnz.co.nz



Work to spruce up stadium streets to take 18 months

Yiro Law and Taziana Gibbs | THE PRESS

August 22, 2024

Comment (2) Share



Businesses, motorists and pedestrians using streets surrounding Christchurch's Te Kaha stadium are being warned to expect 18 months of disruption. PETER MEECHAN / THE PRESS

Uncertainty surrounds part of a plan to upgrade streets around Te Kaha stadium as motorists, businesses and pedestrians are warned to expect 18 months of disruption.

Contractors are working against the clock to replace century-old water

The once-bustling central Wellington street facing 'a death knell'

Daam

255 Comments Share



The 'death knell' of a central Wellington Street

VIDEO CREDIT: STUFF

FACTS

-strengthening construction work along Wakefield Street has been seen as the "death knell" of retail and hospitality there.

ret was once a "thriving little community" within the capital, clinging to Retail New Zealand.

Tauranga CBD 'dead,' Downtown Tauranga tells city council

By Alisha Evans

Bay of Plenty Times • 27 Mar, 2023 06:43 PM • 5 mins to read

Save Share



NOW PLAYING • Watch: Tauranga CBD 'dead' according to businesses

Business in the Tauranga CBD is off to a slow start for some. Video / Bay of Plenty Times ...



Tauranga's CBD "is in crisis" with empty businesses and construction giving the perception it's a "place to stay away from".

That is the view of Downtown Tauranga board chairman Brian Berry who spoke at Tauranga City Council's Finance, Strategy and Risk Committee meeting today.

29 Oct 2024

Central City Business Survey

30 October 2024

Presentation title

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Insights

Likes & dislikes

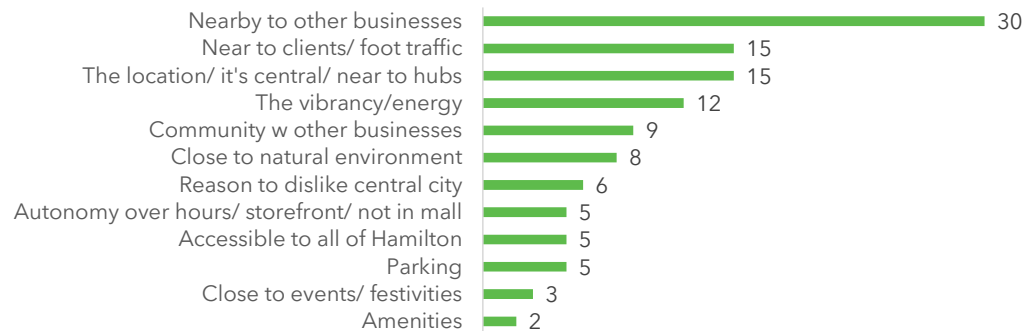


Liked being nearby to other businesses, access to foot traffic and central location

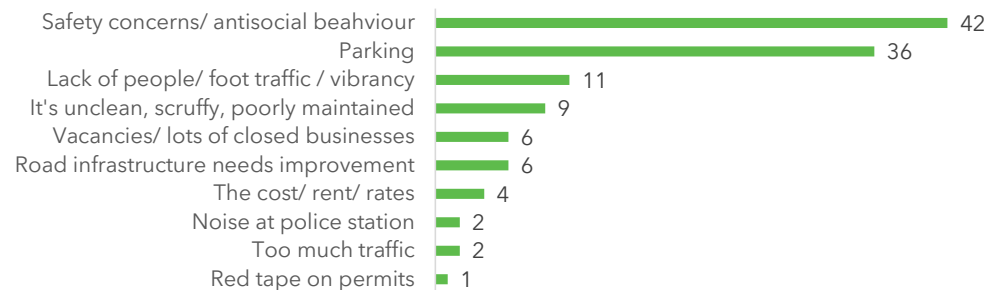


Disliked safety/antisocial behaviour and lack of adequate parking

What do you like about being in the central city?



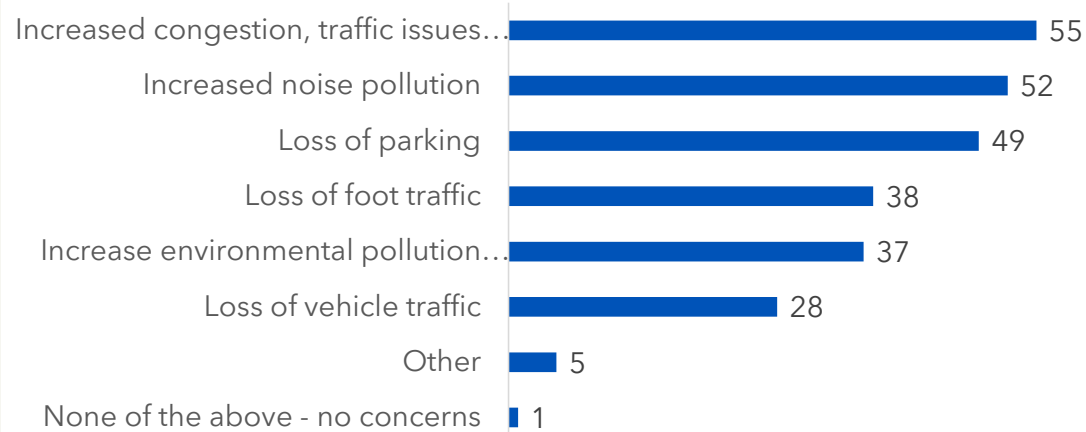
What do you dislike about being in the central city?



Insights

Biggest impacts on business?

If work is planned outside or near your business, what impacts are you concerned about for your business?



Congestion, traffic or roadworks (80%)

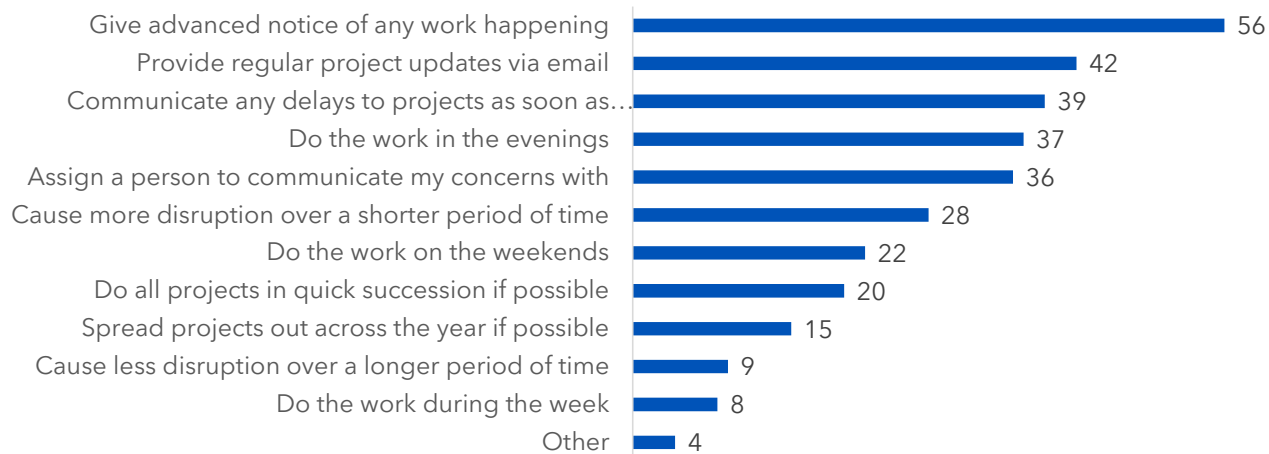
Noise (75%)

Loss of parking (71%)

Insights

How we can minimise impacts

What strategies would you like to see Council implement to minimise the impacts on your business?



Advance notice (81%)

Regular updates (61%)

Directly inform delays (57%)

Do work in evenings

More disruption over shorter time period (versus less over longer)

Insights

What support?

What support from Council would help your business to succeed while work is happening near you?



Clear communication
Parking

Development Response Plan Principles

1. People first
2. Align, align, align
3. Communicate, communicate, communicate
4. Be realistic about what we can achieve

30 October 2024

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Principles of Development Response

1. People first

- Development impacts our people now
- Put them at the heart of response
- Listen first, then plan
- Hear their experiences and concerns before work starts

Principles of Development Response

2. Align, align, align

- Weave internal workstreams together for coordinated planning
- Be strategic for planned projects
- Build relationships with utilities, developers, to align
- Dig once (where possible)

Principles of Development Response

3. Communicate, communicate, communicate

- Show the bigger picture
- Demonstrate strategic planning
- Insight-led communications
- Consistent approach across projects
- No surprises

Principles of Development Response

4. Be realistic about what we can achieve

- Plan for delays and buffer project timelines
- Get the balance right - communicate realistic timeframes that provide room to breathe
- Avoid sharing concept plans (they can be taken literally)
- Explain clearly if something has changed.

Feedback on Principles and approach?

Bonus content

Central City Development Activity Update

IAF Housing Outcomes

How are we tracking?

- IAF Agreement - 4,140 homes by 2035
- Currently 2000 people live in CBD and 10,000 live in the surrounds – IAF homes add another 10,000 people
- 7 developers contributing around 2000 homes
- Quarterly reporting to Kāinga Ora – on track
- **253 Homes Built since signed in 2022 > ramps up to 500 per year**

CENTRAL CITY

Development Activity

Larger-scale developments planned and underway

August 2024

Excludes confidential

- | | |
|----------------------------------------------------------|-----------------------------------------------------------------|
| 1 River Road Residential 30 apartments | 18 Puutikitiki Street Residential 23 apartments |
| 2 Victoria Street Mixed use residential / commercial | 19 Wellington Street Residential 21 homes |
| 3 Opoia Road Residential 23 apartments | 20 Nixon Street Residential 16 homes |
| 4 Clarence Street Residential 9 apartments | 21 Te Hiringa Residential 10 homes |
| 5 Northern Green Mixed use 27 apartments / 1659 GFA | 22 Lake Road Residential 13 homes |
| 6 Tuapapa Mixed use residential / commercial | 23 Beale Street Residential / 6 apartments |
| 7 High Street Mixed use 98 apartments | 24 Pembroke Motel 50 Unit motel |
| 8 Project Pooka Mixed use offices / retail | 25 Hammond Street Residential / 11 homes |
| 9 Hinemoa Apartments Residential / 42 homes | 26 NZ Blood Development Commercial / retail |
| 10 Clarence Street Mixed use 70 apartment | 27 K'aute Pasifika Pan Pacific Community Hub Community Facility |
| 11 Rawhiti Village Stage 2 Mixed use 34 apartments | 28 Made of Hamilton East Mixed use retail / commercial |
| 12 One Cook Street Mixed use 9 apartments | 29 Collingwood Street Commercial / retail 1000 GFA |
| 13 Union Square Commercial / retail 24,000 GFA | 30 Amohia Ake Commercial 8,500 GFA |
| 14 Waikato Regional Theatre Community facility | 31 Rawhiti Village Stage 1 Mixed use 10 apartments |
| 15 Waikato Regional Theatre Commercial / retail 2200 GFA | 32 Tisdall Street Residential 7 homes |
| 16 Hills Village Mixed use 42 apartments | 33 Firth Street Residential / 14 homes |
| 17 Ward Street Hotel 191-key hotel | ● Commercial refurbishments |

Central city area Area within 800m from the central city Consenting process In construction Complete Commercial refurbishments



18 London Street - Stark



Under construction
opening soon
Office Refurb
(concept image only, final
results may differ)

30 October 2024

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Corner Tristram & Liverpool St

Affordable homes plan for CBD set for go ahead



Stephen Ward | WAIKATO TIMES

October 22, 2024

Comment (0) Share




A concept plan for the apartment complex on the corner of Tristram and Liverpool streets. It will be made up of one to two bedroom units.

BRIDGE HOUSING TRUST

Bridge Housing Trust
42 Units
Consented and construction soon
(concept plan only, final result may be different)

Corner Anzac Parade and River Rd

Hamilton East apartments to transform historic site

 Sarah Morcom | WAIKATO TIMES

January 26, 2024

[Share](#)



Eastbank will have four levels of apartments and a basement car park, the developer says. Pictured is an architect's impression.
EDWARDS WHITE ARCHITECTS / SUPPLIED

Under construction

1 Cook Street - Black and Orange



Under construction
Listed for \$2.5m
2 sold
(image from onecookstreet.nz)

Victoria Street

Victoria Street's Housing Corp building gets a \$3.5m glow up

 Ke-Xin Li | WAIKATO TIMES

October 11, 2024

 Comment (0)  Share



A makeover has begun on the old AGC building.

Under construction



Render image c/o Waikato Times

Ward Street

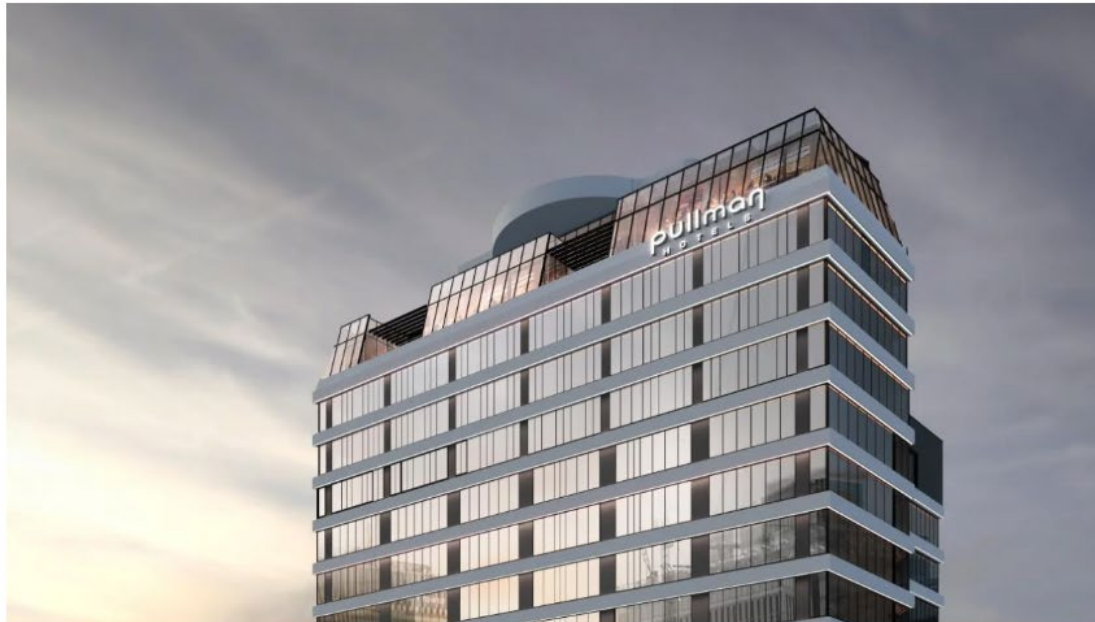
New \$100m Hamilton CBD Pullman hotel on the way



Stephen Ward | WAIKATO TIMES

June 18, 2024

Share



The planned Pullman Hamilton hotel is scheduled to open in 2026. Pictured is an artist's impression of what the tower will be turned into.
SUPPLIED

Frankton



Rawhiti Village, Frankton Under construction

(render image rawhitivillage.com, visit Frankton to check it out in real life)

Plus High Street, IAF site for
93 homes in consenting
phase

DISCUSSION TOPIC SUMMARY

Topic: Transport Project Updates

Related Committee: Infrastructure and Transport

Business Unit/Group: Infrastructure and Assets

Key Staff Contact/s: Robyn Denton & Dharmen Singh & Martin Parkes

Direction Discussion recommended?

Status: Open

PURPOSE OF TOPIC/INFORMATION

To provide a presentation on the list of possible Transport Improvement projects for using the local share funding for 2024-25 period ahead of seeking approval from the 28 November 2024 Infrastructure and Transport Committee

WHAT KEY THINGS SHOULD MEMBERS THINK ABOUT/ CONSIDER IN UNDERSTANDING THIS INFORMATION?

The Hamilton City Long Term Plan 2024-27 had included assumptions regarding co-investment (subsidy) funding that would be received from the NZ Transport Agency for the Minor Improvements Programme (formerly known as the Low Cost Low Risk Programme).

The EM briefing on [16 September 2024](#) was provided with an update on the NZTA approved \$4.125M over three years for the Minor Improvements Programme and have specified that the funding be directed to the completion of the following three projects:

- Advanced Traffic Management
- Avalon Drive / Forest Lake intersection improvements
- Wairere Drive / River Road intersection improvements

The EM briefing also considered the potential use of the local share funding for the following programmes that did not receive matching NZTA co-investment:

- Eastern Pathways School Link
- Biking and micromobility programme
- LCLR - walking
- PT Infrastructure
- PT Strategic Routes
- LCLR – local
- LCLR – safety
- Ruakura Eastern Transport Corridor (ETC)
- Multi-modal Master Plans MSP programme

It is assumed that the local share funding for Ruakura ETC and the MSP programme will remain assigned to those programmes as presented at the 16 October 2024 briefing.

The focus for this briefing is the first seven programmes and the development of a list of projects that could be delivered with the local road funding.

KEY SUMMARY POINTS

We have received confirmation from NZTA on the funding for the Minor Improvements Programme for the 2024-27 period.

The EM briefing on 16 September 2024 agreed to consider funding an unsubsidized Minor Transport Improvements programme. A list of potential sites has been developed by staff based on crash data, community and elected member requests and studies completed with partner organisations including NZ Transport Agency (Safety) and Waikato Regional Council (public transport).

WHERE CAN MEMBERS FIND MORE INFORMATION?

A copy of the presentation is attached.

A copy of a draft list of potential sites for Minor Transport Improvements for safety, walking and public transport is attached alongside a list of potential projects for Biking and Micromobility and an Eastern Pathways Schools Link programme.

WHAT DIRECTION/FEEDBACK/INPUT DO YOU NEED FROM ELECTED MEMBERS

Staff will be seeking direction from EMs on any additional information that will be required for inclusion in the report requesting approval of these two projects at the 28 November 2024 Infrastructure and Transport Committee meeting.

HCC 2024/27 Minor Transport Improvement Programme - UNSUBSIDISED 31 OCTOBER 2024 - Draft for Council

Site	Project Location	Problem Description	Proposed Treatment	Year 1 - 24/25 -	Year 2 - 25/26	Year 3 - 26/27	Status for Council Approval
General Minor Improvements - Programme of ongoing simple improvements to the network							
1	New Guardrail installation	Protection from hazards eg trees, steep slopes & drop offs on the network	prioritised list based on network assessment completed 23/24. Aim is for hazard removal or clear zone improvements where possible but there are locations where guardrails are required eg Cobham Drive past trees and archery course.	\$ 250,000	\$ 250,000	\$ 250,000	
2	Associated improvements related to Kerb and Channel renewal works.	Make minor changes to kerb line through K&C works.	Build back better in line with Kerb and channel renewal works. Kerbline tidy up as part of renewals to provide space around trees, tighten up kerblines at intersections.	\$ 100,000	\$ 100,000	\$ 100,000	
3	Pedestrian fencing at underpasses	approximately 10 underpasses have no pedestrian fencing around the top of the headwall resulting in a fall risk for workers maintaining vegetation. Increasing problems with people climbing to these locations and dropping objects	install pedestrian fencing	\$ 15,000	\$ 15,000	\$ 15,000	
4	Traffic Island Infill Works	TTM and safety in maintaining traffic islands planting on busy roads.	Concrete infill high risk traffic islands, sites as follows: 124, 168A, 209, 228 Killarney, Norton/Mill, Victoria Boundary, Hillcrest/Silverdale, Hyde/Lindsay, Normandy/Lorne, Ohaupo/Collins, Arthur Porter/Ruffle, 308 Cobham, 90 Ohaupo Rd, Pukete/Te Rapa, Saxby's/Tomin, 777 Te Rapa,	\$ 100,000	\$ 100,000	\$ 100,000	
5	New road signs and markings	need for new signs and markings on the network to address request for service and safety issues identified by staff, community and emergency services	Assessment of sites as these come up and installation of compliant signs such as Give Way, Stop, curve advisory, chevron boards etc.	\$ 100,000	\$ 100,000	\$ 100,000	
6	Advanced Transport Management -	Local share for NZTA Low Cost Low Risk approved programme	SMART technology solutions and data for improved management of the transport network - including provision of 'green wave's' for FENZ etc	\$ 98,000	\$ 98,000	\$ 98,000	
7	Speed Limit Rule - changes (Provision Item)	New Speed Limit Rule 2024 requires changes to speed limits	implementation of changes to speed limit signage and roadmarking. Extent to be determined and changes only made if required.	\$ 660,000			
Pedestrian Improvements - Simple improvements for walking including new footpaths, footpath widening, accessibility and mobility improvements throughout the city							
8	Footpaths missing links. Sites to be confirmed	Footpath Missing links. Gaps on the footpath network resulting in reduced accessibility.	Install new footpath for improved accessibility to respond to requests for service from community. Target locations with higher pedestrian demand eg retirement villages, schools, kindy's, sports parks	\$ 200,000	\$ 200,000	\$ 200,000	
9	Accessibility improvement works city wide	Reduced accessibility resulting in barriers to essential trips for those with mobility issues	kerb cutdown slop/alignment, footpath trip hazard and slope improvements to provide accessibility for all. Work through suburbs prioritised by census data and requests	\$ 50,000	\$ 50,000	\$ 50,000	
10	City Wide Mobility parking improvements	mobility carparks not fit for purpose, wrong locations, or gaps in network	Accessibility improvements Works. Existing and new.	\$ 50,000	\$ 50,000	\$ 50,000	
11	Footpath widening - City Wide.	Narrow footpath widths. E.g., by schools, shops, retirement village etc.	Footpath widening to desired 1.8m wide. Works to be carried in conjunction with Connect Hamilton footpath renewal works.	\$ 100,000	\$ 100,000	\$ 100,000	
12	Heaphy Terrace (Provisional Item - required if solution for CERF project is not approved by NZTA)	lack of safe crossing facilities outside Mosque	improved pedestrian facilities on Heaphy Terrace	\$ 650,000			
13	Rutherford St/ Fleming Pl Intersection - Hukanui Primary School	Traffic U-turning at the intersection. High young user crossing demand during school peaks.	Refuge island on Fleming Place with kerb realignment and accessibility improvement works.	\$ 150,000			
14	Pohutukawa Dr At Pukete Rd Intersection - Pukete Primary School	Driver behaviour issues. Young user crossing demand during school peaks. .	Refuge island on Pohutukawa Drive with kerb realignment and accessibility improvement works.	\$ 50,000	\$ 150,000		
15	Strowan/Dalethorpe Intersection - St Josephs School	Wide intersection with high active users. Busy school pick up area. Unsafe for students to cross the road.	Refuge island on Strowan Ave with kerb realignment and accessibility improvement works.	\$ 50,000	\$ 100,000		
16	Pine Avenue - St Plus School	No safe crossing location provided outside school. Busy during school pick up and drop off times. Speed issues.	to support 30k safer school speeds work. Investigate safe crossing location and type of facility.			\$ 100,000	
17	Bellmont Avenue (Between Lamont to Freemont) - Bankwood School Rear entrance	Vehicle speed issues. Unsafe for students to cross in this area. There is also a early childhood centre nearby	To support safer school speeds work. Investigate safe crossing location and type of facility.			\$ 100,000	
Public Transport Improvements - Simple improvements including accessible kerbs, concrete pads for waiting passengers, bus shelters and seats, relocation of existing infrastructure eg signage and shelters							
18	Bus Stop Infrastructure Works - City Wide - new	Lack of Public Transport facilities in some areas, increase in user demands.	New bus stop infrastructure works e.g. accessible kerbs, hardstand areas paths leading to stops etc.	\$ 250,000	\$ 250,000	\$ 250,000	
19	Bus Shelters - City Wide - new	Need for bus shelters at various sites across Hamilton City.	New bus shelters in high demand areas across the city	\$ 120,000	\$ 120,000	\$ 120,000	
20	Waikato Regional Council PT Network Review - upgrades and changes to existing	To align infrastructure with bus route changes by Waikato Regional Council	Bus stop upgrades, relocations, removals to support the Waikato Regional Council PT services efficiency reviews to streamline services, increase patronage & farebox recovery. Sites to be confirmed via the Future Proof PT subcommittee	\$ 220,000	\$ 1,000,000	\$ 400,000	
Biking and Micromobility Improvements - simple improvements for cycling and scooting including linkages across parks and through quiet local road networks							
21	Lake Domain to Western Rail Trail	Need to improve connections from WRT to Lake Domain communities, and recreational areas by way of upgrading existing facilities and safety (including personal safety)	New pedestrian/cycle crossing facilities on Lake Domain Drive, Upgrade existing shared path connecting to Lake Domain Drive from WRT (Innes Common) new shared path connecting to Lake Domain Drive from WRT (Gallagher Hockey Centre) Minor upgrades and CPTED improvements to the Gallagher Hockey Centre carpark	\$ 100,000	\$ 1,400,000		
22	End of Trip Facilities – Bike and Scooter Parking	lack of end of trip facilities including bike and scooter parks(including shared mobility services eg Lime) thereby removing obstructions on the footpath for pedestrians	To install new biking and micromobility infrastructure and access to local amenities and key destinations eg shops, parks, schools	\$ 100,000	\$ 100,000	\$ 100,000	

Information Session - 6 November 2024 - Transport Projects

23	Nawton quiet route	Connects three schools, community centre, parks, access to Meteor and Orbiter bus routes. Area is currently underserved for cycling infrastructure.	Rotokauri Road to Dominion Park, Nawton Mall, Elliott Park, Ellicott Road. Widening and lighting improvements on existing cut throughs New and/or improved 3m wide shared paths through parks Wayfinding on quiet streets Some midblock crossing improvements (refuge islands)	\$	200,000	\$	1,800,000	
Minor Intersection Improvements								
24	Pembroke Street/Hague Road intersection (Comet route)	To support service reliability and growth of bus services in the area.	Change priorities at the intersection and improve pedestrian connections.	\$	350,000			
Multi-modal master plans								
25	Multi-modal master plans	ongoing need to have future looking planning completed with key partners to ensure all activities being delivered in the short term are contributing to long term	Forward looking investigations and planning related to the implementation of the Metro Spatial Plan Transport Programme working closely with Waikato Regional Council and NZTA	\$	235,000	\$	305,000	\$ 355,000
Total Green - Just do it Projects and programmes of work				\$	3,998,000	\$	4,688,000	\$ 4,288,000 \$ 12,974,000
Major Intersection Improvements								
1	Avalon Drive / Forest Lake Intersection	Local Share for NZTA Approved Low Cost Low Risk Programme	Signalised Intersection improvements, phasing changes and review of movements to improve pedestrian and cycle safety. HRIM - Ranked #1.	\$784,000				
2	Wairere Drive/ River Road	Local Share for NZTA Approved Low Cost Low Risk Programme	Ongoing crash problems and ranked 22 nd in the Hamilton City High risk intersection assessment Limited options for improvement that don't include Raised Safety Platforms	\$943,250				
3	Tristram/Norton and Tristram/Rostrevor	Intersection alignment and active user risk concerns. Identified for treatment under the Major Intersection	Signalised Intersection improvements, phasing changes and review of movements to improve pedestrian and cycle safety. HRIM - Ranked 30.	\$ 200,000	\$ 300,000	\$ 5,000,000		
4	Ulster/Maeroa	Crossing turning conflicts on a four lane give way intersection. Identified for treatment under the Major Intersection	Urban Roundabout to replace existing give way controlled cross roads intersection. HRIM - Ranked 14.		\$ 200,000	\$ 2,300,000		
5	Naylor/Galloway	Speed and high crash rates. Identified for treatment under the Major Intersection Improvements Programme.	Urban Roundabout. To replace existing traffic signals which are due for renewal. HRIM - Ranked 17.		\$ 300,000	\$ 3,500,000		
6	Old Farm Road/Wairere includes midblock signals to the south.	Intersection safety - turning crashes. Existing pedestrian signals - issues with red light runners	Signalised intersection with safe systems treatment- sports park development. Remove existing mid-block pedestrian signals. Requests from sports park. HRIM - Not ranked	\$ 100,000	\$ 2,500,000			
7	Wellington Street / Grey St intersection	Intersection safety - turning crashes. Difficult for pedestrians and cyclists to negotiate the intersection.	Urban roundabout to replace existing give way controlled cross roads and improve ability for traffic to get out of side roads - reducing the turning crashes. HRIM - Not Ranked	\$ 150,000	\$ 2,500,000			
8	Ulster St / Abbotsford St intersection and pedestrian facilities improvement	To address crashes occurring at intersection involving turnign traffic. Improve safety for pedestrians crossing to access bus stops, diary, schools, parks etc	Install solid island in central median and ban right turns in and out of intersection. Provide a safe refuge for pedestrians. Consider signalised mid-block crossing.	\$ 1,500,000				
Pedestrian Improvements - at locations of higher pedestrian demand such shops and schools, linkages between bus stops on high traffic volume routes								
9	Melville High - Collins Road. Mid Block Signals	Speed, behaviour and safety concerns outside school.	New at grade signal crossing. Supports 30k schools work. Consultation and design complete.	\$ 500,000				
10	River Road outside Diocesan School	Speed, behaviour and safety concerns outside school.	New midblock signal crossing. Supports 30k schools work. Consultation and design progressed.	\$ 600,000				
11	Maeroa Road - Maeroa Intermediate	Speed, driver behaviour, and safety concerns outside school.	Upgrading signal midblock crossing . Supports 30k school's work. Includes shared path works connecting to Maeroa Intermediate School.	\$ 100,000	\$ 500,000			
12	Ruakiwi Road at Collingwood Street	Lack of safe pedestrian facility to get across Ruakiwi Road . Inappropriate vehicle behaviour and speeds along Ruakiwi Road.	Midblock signalised pedestrian crossing at grade.	\$ 100,000	\$ 600,000			
13	Grandview/Hyde Ave Shops and Hyde Ave Area (Grandview Road to Ellicott Road)	Unsafe speeds and inappropriate driver behaviour outside shopping and residential areas.	Midblock signalised crossing on Grandview Road outside shops with gated threshold signage and marking. 40k Safer residential speeds area treatment along Hyde Ave area.	\$ 100,000	\$ 900,000			
14	Cambridge Rd - shops outside # 134 by Masters Ave	Existing at grade zebra crossing, failure to give way to pedestrians at priority crossing point. Speed concerns.	Midblock signalised pedestrian crossing to replace existing zebra crossing at shops (near Masters). Gated threshold signage/treatment and pavement marking.	\$ 100,000	\$ 600,000			
15	Cambridge Rd - outside Hillcrest Park - west of Flynn Road	Unsafe speeds and inappropriate driver behaviour outside shopping areas. Existing informal crossing.	Midblock signalised pedestrian crossing to replace existing pedestrian refuge at shops (near Flynn). Gated threshold signage/treatment and pavement marking.	\$ 100,000	\$ 600,000			
16	Te Rapa Rd / Garnett Ave intersection (Comet route)	To improve customer user experience and accessibility /connectivity to bus stops	Upgrades to existing signalised intersection via provision of additional pedestrian facilities and relocation of bus stop		\$ 1,500,000			
17	Te Rapa Rd south of Sunshine Ave (Comet route)	To improve customer user experience and accessibility /connectivity to bus stops	Provide a signalised mid-block crossing and relocate the stops to suit the new crossing. Crossing to be ~30m south of Sunshine Avenue		\$ 80,000	\$ 1,200,000		
18	Brooklyn Road pedestrian crossing	lack of pedestrian and cycle crossing facilities in Brooklyn Road	Provide raised zebra crossing on Brooklyn Road to provide connection from the eastern communities to Claudelands Park, event centre and Kauri Tree reserve near Gate3 / East St. There has been request from residents to provide crossing facilities as well. Gate 3, East Street	\$ 400,000				
Biking and Micromobility Improvements - improvements for biking and scooting on key routes								
19	Gallagher Drive and Kahikatea Drive	lack of good connection between the Western Rail Rail and the local road/off road path south of Kahikatea Dr is a gap in the cycling network	Improve connections from Western Rail Trail to Gallagher Drive and the Melville community by way of new pedestrian/cycle crossing at Kahikatea Drive (SH1C), Upgrade existing shared path on Gallagher Drive and preventative measures for obstructive parking	\$ 2,000,000				
20	Te Rapa Parallel Route	lack of clear safe cycle facilities on route parallel to Te Rapa Road for cyclists	Wairere Drive to Mahana Road via parks 3m wide shared path system through parks 3m wide Shared path connections at local streets Some midblock crossings upgraded with refuge islands. Connection to Wairere Drive shared path at Puketete Road	\$ 1,750,000	\$ 1,750,000			

Information Session - 6 November 2024 - Transport Projects

21	Minogue Park	Connects three schools, suburban centre, parks, netball centre and BMX track, access to future Comet bus route. Common request/suggestion from advocacy groups and the public .	Te Rapa Road to Forest Lake Road 3m wide shared path system through parks skirting around new native planting areas Shared path connections at local streets Upgraded/lengthened shared path on north side of Vardon Road. Connection to signalised crossing over Forest Lake Road		\$ 350,000	\$ 3,150,000	
22	Western Rail Trail (WRT) to Frankton Station		Improve connection to the Frankton Station from WRT in the pedestrian desire line and upgrade carpark for accessibility from shared paths			\$ 1,500,000	
Eastern Pathways							
23	Safety improvements outside Hamilton Boys High School and Peachgrove Intermediate, Eastern Pathways School Link	There is a lack of safe and accessible infrastructure for walking, cycling and PT to access these areas for all ages and abilities. Requests for improvement have been ongoing from adjacent schools who were highly engaged with the FULL project proposal	Improvements to pedestrian, cycling and public transport facilities on Peachgrove Road between Wilson Street and Frances Street	\$ 100,000	\$ 1,300,000		
24	development of cycle facilities in Ruakura Road between Wairere Drive and Peachgrove, Eastern Pathways School Link	There is a lack of safe and accessible infrastructure for walking, cycling and PT to access these areas for all ages and abilities. Requests for improvement have been ongoing from Hamilton Boys High School who were highly engaged with the FULL project proposal	Safety improvements outside HBHS and Peachgrove, incl. PT upgrades, cycle connections and crossings \$1.2M Te Aroha/Peachgrove/Ruakura intersection \$3M Safety improvements on Te Aroha Street \$1.2M Cycle facilities on Ruakura Road between Wairere Drive and Peachgrove/Te Aroha intersection. \$6M		\$ 2,000,000	\$ 4,000,000	
25	Safety improvements At Te Aroha Street / Ruakura Road intersection Eastern Pathways School Link	There is a lack of safe and accessible infrastructure for walking, cycling and PT at intersection to link improvements on each of approaching streets.	Safety improvements at intersection including widening of paths for walking and cycling	\$ 50,000	\$ 3,000,000		
26	Safety improvements along Te Aroha Street between Peachgrove Road and Grey Street Eastern Pathways School Link	There is a lack of safe and accessible infrastructure for walking, cycling and PT to access these areas for all ages and abilities. Requests for improvement have been ongoing from Hamilton Boys High School who were highly engaged with the FULL project proposal	Safety improvements on Te Aroha Street \$1.2M	\$ 200,000	\$ 1,200,000		
27	Hukanui Road /Crosby Road intersection Eastern Pathways Schools link	To improve customer user experience and ensure bus stop spacing is appropriate. FENZ have difficulty getting out of this intersection	Install roundabout at Crosby Road intersection and provide safe pedestrian crossing facilities on each leg. Install new bus stops and infrastructure		\$ 150,000	\$ 2,000,000	
Yellow Project total programme				\$ 2,400,000	\$ 24,230,000	\$ 24,400,000	\$ 51,030,000

Decision Making Framework Outcomes From Today's Session

- Feedback from Members that 'Green' Operational Projects for Year 1 – are approved and can be delivered **by 30 June 2025**
- What are Members priorities – there are possible 'Yellow' Projects that can be considered and can be further developed by 30 June 2025 – there is time to plan for and deliver in years 2 and 3
- Determine priority of school link components

Purpose of Briefing

To provide an update to Members on options of Minor Transport Improvements projects for implementation via the local funding approved at the 31 October 2024 Council meeting

To get agreement for report to 28 November I&T Committee to seek approval to:

- Get on and do the green projects
- Bring together elected members to discuss in detail potential yellow projects, additional projects and school links
- The allocation of total pool of money for green and yellow projects

Background

68. Staff received direction at the 16 October 2024 briefing to:

- a. reduce the minor transport improvement projects for the three-year period 2024-27 covering the NZTA approvals to the local share funding together with any subsidy that was approved;
- b. aggregate all of the previous transport improvement projects into one allocation for minor transport improvements, allowing Council to make subsequent decisions on how it wanted to allocate this funding across all of the previous programmes; and
- c. assume, for the purposes of the LTP Amendment, a baseline position for Years 4-10 (2027/28 - 2033/34) of local share only for the same transport improvement programmes and assuming no NLTP subsidy.

Background

The [31 October 2024](#) Council meeting considered a 2024-34 Long Term Plan Amendment Update which included information on the impact of decreased NZTA co-investment into a number of transport capital programmes and resolved the following:

- i) approves a reduced aggregated transport minor improvement programme of \$45,166,212 over three years from 2024/25 to 2026/27 consisting of the allocated net local share funding only plus approved National Land Transport Policy (NLTP) subsidy of \$1,797,800 and \$306,000 as set out in Table 3 of this report;
- j) notes that the Infrastructure and Transport Committee will prioritise projects for 2024-27 within the aggregated transport minor improvement programme;

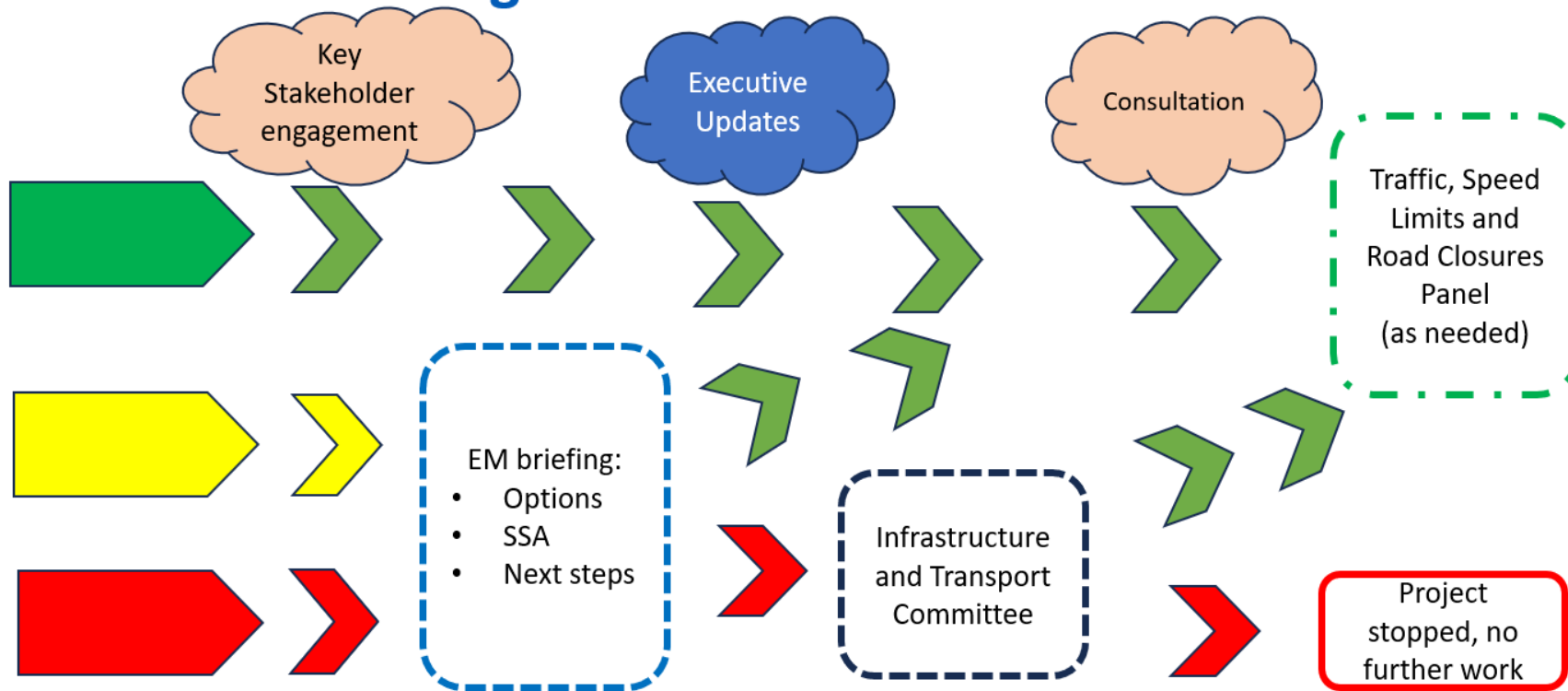
Minor Transport Improvements - Budget

Total programme \$45,166,212 over three years

Need to ensure we retain local share to match the NLTP subsidy for those projects that have received approval from NZTA

Year	2024/25	2025/26	2026/27	3 year total
Total Budget	\$15,685,694	\$18,108,216	\$11,372,302	\$45,166,212
LCLR NZTA Revenue	\$918,000	\$1,083,800	\$102,000	\$2,103,800
Local Share NZTA Approved Projects	\$882,000	\$1,041,298	\$98,000	\$2,021,298
Available Local Share	\$13,885,694	\$15,983,118	\$11,172,302	\$41,041,114

Decision Making Framework



Minor Transport Operational Improvements – Unsubsidised Green projects

2024/25	2025/26	2026/27	3 year total
3,998,000	4,688,000	4,288,000	12,974,000

Includes:

- \$98K per year local share funding for NZTA Approved – Advanced Traffic Management
- *2 provisional items in Year 1:
 - Heaphy Terrace Pedestrian facility \$650K - Provisional Item IF required if the solution for CERF project IS NOT approved by NZTA
Note that Heaphy Terrace Pedestrian facility will require \$250k IF the CERF project funding is approved
 - Changes for Speed Limit Rule 2024 \$660K

Minor Transport Operational Improvements - Unsubsidised

Please refer to the attachment in your briefing pack for detail on the projects that follow.

Site	Proposed Treatment
#	Heading

Minor Transport Operational Improvements – Unsubsidised

General Minor Operational Improvements - Programme of ongoing simple improvements to the network

Site	Proposed Project Location
1	New Guardrail installation
2	Associated improvements related to Kerb and Channel renewal works.
3	Pedestrian fencing at underpasses
4	Traffic Island Infill Works
5	New road signs and markings
6	Advanced Transport Management
7	Speed Limit Rule - changes (Provision Item)

Minor Transport Operational Improvements – Unsubsidised

Pedestrian Improvements - Simple improvements for walking including new footpaths, footpath widening, accessibility and mobility improvements throughout the city

Site	Proposed Project Location
8	Footpaths missing links. Sites to be confirmed
9	Accessibility improvement works city wide
10	City Wide Mobility parking improvements
11	Footpath widening - City Wide.

Minor Transport Operational Improvements – Unsubsidised

Pedestrian Improvements - improvements for areas of higher pedestrian activity eg outside Schools, retirement villages, kindergartens, places of worship

Site	Proposed Project Location
12	Heaphy Terrace (Provisional Item - required if solution for CERF project is not approved by NZTA)
13	Rutherford St/ Fleming Pl Intersection - Hukanui Primary School
14	Pohutukawa Dr At Pukete Rd Intersection - Pukete Primary School
15	Strowan/Dalethorpe Intersection - St Joesphs School
16	Pine Avenue - St Pius School
17	Bellmont Avenue (Between Lamont to Freemont) - Bankwood School Rear entrance

Minor Transport Operational Improvements – Unsubsidised

Public Transport Improvements - Simple improvements including accessible kerbs, concrete pads for waiting passengers, bus shelters and seats, relocation of existing infrastructure eg signage and shelters

Site	Proposed Project Location
18	Bus Stop Infrastructure Works - City Wide - new
19	Bus Shelters - City Wide - new
20	Waikato Regional Council PT Network Review - upgrades and changes to existing

Minor Transport Improvements – Unsubsidised

- **Biking and Micromobility Improvements** - simple improvements for cycling and scooting including linkages across parks and through quiet local road networks
- **Minor Intersection Improvements**

Site	Proposed Project Location
21	Lake Domain to Western Rail Trail
22	End of Trip Facilities – Bike and Scooter Parking
23	Nawton quiet route
24	Pembroke Street/Hague Road intersection (Comet route)

Minor Transport Improvements – Unsubsidised

25 Multi-modal master plans

Funding to continue work on forward looking investigations and planning related to the implementation of the MSP Transport Programme working closely with WRC to align funding equally for MSP, as has been the case for the last 2 years”

Year	2024/25	2025/26	2026/27	3 year total
Total Budget	\$231,069	\$302,989	\$356,436	\$890,494

- BRT Network Planning
- Supporting Early Phases of PT Pathways recommendations
- Integrate Freight Study recommendations with BRT
- Continue to focus integrating Infrastructure Acceleration Programme outcomes on Anglesea Street

The Green Projects.....Can we Do It?



The Yellow Projects – A Starting Point

Proposed Minor Transport Improvements – Unsubsidised

Year	2024/25	2025/26	2026/27	3 year total
Available Local Share After Green Projects	\$9,887,694	\$11,295,118	\$6,884,302	\$28,067,114

Yellow projects

Includes:

- Eastern Pathways – School Link
- Local Share funding for two NZTA approved projects
- The long-list of projects that have been identified that support outcomes of the Access Hamilton Strategy; Safety; and Community Feedback

Support of Member's to:

- to work through programme and consider projects
- consider additional projects identified by Member's

2024/25	2025/26	2026/27	3 year total
\$ 2,400,000	\$ 24,230,000	\$ 24,400,000	* \$ 51,030,000

* The proposed list of projects exceeds the budget amount

Proposed Minor Transport Improvements – Unsubsidised

Eastern Pathways – Schools Link

Year	2024/25	2025/26	2026/27	3 year total
Total Budget	\$350,000	\$7,650,000	\$6,000,000	\$14,000,000

WIP reclassification implications if project doesn't proceed:

\$2,235,131.56 - Business Case will likely even if the project goes ahead.

\$3,591,824.78 - If School Link is cancelled pre imp phase

\$5,826,956.34 - total potential WIP reclassification from Capital to OPEX

Proposed Minor Transport Improvements – Unsubsidised

Eastern Pathways – Schools Link

Site	Proposed Project Location
23	Safety improvements outside Hamilton Boys High School and Peachgrove Intermediate
24	Cycle facilities in Ruakura Road between Wairere Drive and Peachgrove
25	Safety improvements At Te Aroha Street / Ruakura Road intersection
26	Safety improvements along Te Aroha Street between Peachgrove Road and Grey Street
27	Hukanui Road /Crosby Road intersection

Proposed Minor Transport Improvements – Unsubsidised

Major Intersection Improvements

Site	Proposed Project Location
1	Avalon Drive / Forest Lake Intersection (NZTA)
2	Wairere Drive/ River Road (NZTA)
3	Tristram/Norton and Tristram/Rostrevor
4	Ulster/Maeroa
5	Naylor/Galloway
6	Old Farm Road/Wairere includes midblock signals to the south.
7	Wellington Street / Grey St intersection
8	Ulster St / Abbotsford St intersection and pedestrian facilities improvement

Proposed Minor Transport Improvements – Unsubsidised

Pedestrian Improvements - at locations of higher pedestrian demand such shops and schools, linkages between bus stops on high traffic volume routes

Site	Proposed Project Location
9	Melville High - Collins Road. Mid Block Signals
10	River Road outside Diocesan School
11	Maeroa Road - Maeroa Intermediate
12	Ruakiwi Road at Collingwood Street
13	Grandview/Hyde Ave Shops and Hyde Ave Area (Grandview Road to Ellicott Road)
14	Cambridge Rd - shops outside # 134 by Master's Ave
15	Cambridge Rd - outside Hillcrest Park - west of Flynn Road
16	Te Rapa Rd / Garnett Ave intersection (Comet route)
17	Te Rapa Rd south of Sunshine Ave (Comet route)
18	Brooklyn Road pedestrian crossing

Proposed Minor Transport Improvements – Unsubsidised

- **Biking and Micromobility Improvements - improvements for biking and scooting on key routes**

Site	Proposed Project Location
19	Gallagher Drive and Kahikatea Drive
20	Te Rapa Parallel Route
21	Minogue Park
22	Western Rail Trail (WRT) to Frankton Station

What direction/feedback is needed from Members?

For the Macroscopic Approval report for 28 November 2024 I&T Committee:

Minor Transport Improvements – Unsubsidised Programmes

Staff would like to know:

- if the list of proposed Green Operational Projects can proceed to 28 November I&T Committee?
- Can staff proceed with next steps for Eastern Pathways – School Link
- Workshop with Members to provide staff feedback on Yellow Projects and any additional projects identified by Member's – **for seeking approval at the March 2025 I&T Committee** for Year 2 and Year 3 programme.

DISCUSSION TOPIC SUMMARY

Topic: Election 2025 Proposal

Related Committee: Council

Business Unit/Group: Partnerships, Communication & Maaori Group

Key Staff Contact/s: Mish Hawthorne

Status: Open

PURPOSE OF TOPIC/INFORMATION

1. At the 29 August 2024 Extraordinary Council meeting the following was resolved:

'requests staff prepare a proposal for consideration in the 2025 Annual Plan, that seeks to increase voter engagement via a campaign leading up to and including the 2025 election noting that the proposal would include a full communications plan with timeline, costs, options for a wider programme of 'walk up voting sites' around the city, the details of the poll and other direction provided by Elected Members at a future briefing on the proposal.'

2. Staff across the Partnerships, Communication & Maaori Group have developed the following proposals based on this direction.

WHAT KEY THINGS SHOULD MEMBERS THINK ABOUT/ CONSIDER IN UNDERSTANDING THIS INFORMATION?

KEY SUMMARY POINTS

3. Hamilton had one of the lowest overall voter turnouts of any metro city in New Zealand in the last local government election (2022) (29% compared to a national average of 42%).
4. Our opportunity is to increase voter turnout, aiming to have one of the highest returns of any metro city in New Zealand in the 2025 local government election. To do this we need to do things differently by improving awareness, accessibility, and diversity of participation, and encourage our partners, community groups and organisations to use our campaign collateral and messaging to support and promote voter participation across our diverse community.
5. The Election 2022 communication budget was \$50,000. The 2022 campaign was a 'business as usual approach' with polling boxes at various Council facilities, including libraries and the Municipal Building. The following tactics were also used:
 - Website and social media content
 - Four media releases during the duration of the campaign
 - A selection of printed collateral, signage, billboards, VMS boards, billstickers, and digital screens
 - Newspaper, radio, bus shelter, and digital advertising
 - Flyer in rates bills
 - Meet the candidates' event
 - One 'Your Neighbourhood' event
 - Key stakeholder relationships
 - Pre-election report and candidate booklet

- Drive-through voting at three locations
- Designed collateral with a selection translated into our top five languages
- Ballot boxes at Council and Community houses.

Election 2025 campaign proposals

6. Three separate campaign proposal options are outlined below for Election 2025. The proposals outline the various levels of communication, events and community engagement which could be achieved through the different budget considerations.
7. Option 3 would be equivalent to what was produced in 2022, with polling boxes at Council facilities, and some community houses. The campaign would also have a reduced campaign duration.
8. Options 1 and 2 would use similar tactics and include additional mobile and walk-up voting opportunities. However, Option 1 would offer extended hours and locations compared to option 2, as this option would be supported by additional casual staff.

Under each option, the Communication and Engagement Unit will also implement pre-campaign communication and engagement tactics from February 2025, utilising additional opportunities such as the Long-Term Plan Amendment consultation campaign.

9. In summary, the options for consideration are:
 - a) **Option 1 - Extensive reach: \$250,000 +**
 - A campaign reaching a diverse and substantial number of community members through an extensive campaign with varied and multiple tactics. This option would be very community-centric (numerous face-to-face opportunities, including mobile, drive-through and walk-up voting) and would require additional staff support.
 - Resourced by **Council staff plus additional casual staff**.
 - b) **Option 2 - Medium reach: \$160,000**
 - A campaign with a wide range of tactics.
 - Tactics would be similar to option 1 but scaled down according to resource.
 - The levels of service at Council facilities would likely decrease when Council staff are helping with election work.
 - Resourced by **Council staff and some casual staff**.
 - c) **Option 3 - Low reach: \$50,000**
 - This campaign would be like what was produced in 2022.
 - A campaign with a scaled-down reach and tactics, engaging a much less diverse range of Hamiltonians.
 - Limited events and face-to-face opportunity for the community.
 - Resourced by **Council staff only**.
10. Staff consider **Option 2** strikes the best balance between outcomes and cost.
11. The attached **Appendix A** sets out the possible communication tactics for the three options.

Referendum (Poll)/Representation Review proposals

12. The option chosen and the scope of questions included will determine the level of education/engagement campaign required to achieve the desired outcome.
13. The summary of options is:
 - a) **Option A - Referendum (Poll): \$110,000**
 - A referendum question(s) is included on the ballot paper.
 - Managed by our Electoral Provider.
 - Data entry, analysis and reporting resourced by Electoral Provider.
 - Dependent on the question(s) – these will determine the level of education/engagement campaign.
 - b) **Option B - Flyer in the voting pack: \$70,000**
 - Council includes a flyer in the voting pack, separate to the ballot paper, directing voters to complete a survey on the website through our Have Your Say platform.
 - Design and printing costs for the survey flyer outsourced.
 - Analysis and reporting resourced by Council staff.
 - c) **Option C - Representation questions added to our Pulse survey: \$10,000**
 - Council includes a section in the December 2024 and December 2025 Pulse survey
 - Dependent on the question(s) – these will determine the level of education/engagement campaign.
14. The attached **Appendix B** sets out the possible communication tactics for the three options.

WHERE CAN MEMBERS FIND MORE INFORMATION?

15. Members can find additional information in the appendixes and the below links:
 - [Local Electoral Act 2001.](#)
 - [Report into the 2023 General Election Prepared for the Electoral Commission by Verian \(May 2024\)](#) which has statistics on the last General Election
 - <https://hamilton.govt.nz/your-city/data-and-statistics/understanding-our-community/quality-of-life-survey/> for Quality of Life Pulse check survey
 - <https://hamilton.govt.nz/your-council/elections-and-representation/elections/> which shows past elections results.
 - <https://storage.googleapis.com/hccproduction-web-assets/public/Uploads/Documents/Agendas-and-minutes/Agendas/Open-Topic-List-and-Presentations-22-March-2023.pdf> 2022 Elections Close out Information Session page 34

WHAT DIRECTION/FEEDBACK/INPUT DO YOU NEED FROM ELECTED MEMBERS

16. What action would you like staff to take ahead of reporting the 12 December Council meeting? Is there a preferred option?

Appendix A

Elections Campaign: Options 1, 2 and 3

Tactic	Details	Factors that will vary according to budget	Option 1 Extensive	Option 2 Medium	Option 3 Low
Design and collateral	<ul style="list-style-type: none"> Designed look, feel and imagery for the campaign. 	<ul style="list-style-type: none"> The look and feel; the extent of new imagery required. 	Yes	Yes, at a lower scale	Yes, but at a very minimal scale
Advertising	<ul style="list-style-type: none"> A mixture of print, radio, digital and outdoor advertising. 	<ul style="list-style-type: none"> The number of channels and locations; the duration of the campaign. 	Yes	Yes, at a lower scale	Yes, but at a very minimal scale
Website	<ul style="list-style-type: none"> Website updates to inform, educate and engage the community. 	<ul style="list-style-type: none"> The look, feel and functionality of the website required to make it more engaging. Could include an interactive tool sourced by our external web developer. 	Yes, including developing a tool to align voters to candidates	Yes, but no tool	Yes, but updates only
Events	<ul style="list-style-type: none"> A mixture of ‘Meet the candidates’ events in the community. A polling day event and provide family-friendly entertainment to encourage turnout. Farmers Markets, expos, community-run events. 	<ul style="list-style-type: none"> The hours, locations, props, collateral, extent of promotion, audiovisual technology and photography, entertainment provided. 	Yes	Yes, at a lower scale	No
Walk up voting	<ul style="list-style-type: none"> Convenient locations for voting across the city at Council facilities (Municipal building, Hamilton Gardens, Libraries, Zoo, pools; malls (Centre Place, Te Awa, Chartwell, Made); University, Wananga and Wintec; community houses. Maximise presence at family-friendly locations during school holidays. 	<ul style="list-style-type: none"> The number of locations and hours that the locations are manned will vary according to budget. Extended locations and hours e.g. weekends and late-night shopping resourced by casual staff. 	Yes. Voting at all possible locations with extended hours resourced by casual staff.	Yes. Voting at most locations with reduced hours.	No. Voting at Council facilities only.

Tactic	Details	Factors that will vary according to budget	Option 1 Extensive	Option 2 Medium	Option 3 Low
	<ul style="list-style-type: none"> Utilise casual staff to support more locations and extended hours. 				
Mobile voting	<ul style="list-style-type: none"> Skin an RV vehicle with orange branding, use it as mobile promotion and a voting location in the community. All set up so voters can go inside the vehicle and vote. Travel to schools for pick-up and drop-off times. Travel to key locations such as the Lake, tertiary education providers, aged care homes, large organisations/businesses/government departments, Waikato Hospital, supermarkets, key stakeholders like Aged Concern, Police, Fire and Emergency, Hamilton Central City, Chamber of Commerce etc. Ask Hamiltonians where else they would like to see us in their communities. The vehicle would also be bookable by businesses where we could turn up and their staff could vote. Utilise casual staff to support more locations and extended hours. 	<ul style="list-style-type: none"> The timeframe of the campaign and the number of locations the vehicle travels to. 	Yes. Voting for six weeks at all possible locations with extended hours resourced by casual staff.	Yes, at a lower scale. Voting for four weeks at most locations with reduced hours.	No
Drive-through voting	<ul style="list-style-type: none"> Drive-through voting, with a movie or other entertainment to encourage people to turn out. 	<ul style="list-style-type: none"> The number of locations, the hours and the scale of the event. 	Yes. Voting at all possible locations with extended	Yes, at a lower scale. Drive-through	No

Tactic	Details	Factors that will vary according to budget	Option 1 Extensive	Option 2 Medium	Option 3 Low
	<ul style="list-style-type: none"> Utilise casual staff to support more locations and extended hours. 		hours resourced by casual staff.	voting at most locations with reduced hours.	
Casual staff	<ul style="list-style-type: none"> Extra resource to ensure levels of service are not reduced. Casual staff could proactively encourage people to vote such as in shopping centres e.g. 'Hey, have you voted in the elections? It's important you vote to shape Hamilton' whereas staff at Council facilities would only reactively respond to people asking them if they can vote. 	<ul style="list-style-type: none"> The number of hours, locations and scale of promotional and voting events. The level of engagement with the public. 	Yes, extensive	Yes, some	No
Key stakeholder relationships	<ul style="list-style-type: none"> Engage with key stakeholders and diverse members of the community, including historically hard to reach groups. 	<ul style="list-style-type: none"> The scale will vary according to budget e.g. number of events attended. 	Yes	Yes, at a lower scale	No

Appendix B

Referendum (Poll)/Representation Review

Tactic	Details	Factors that will vary according to budget	Option A Referendum	Option B Flyer in the voting pack	Option C Representation question added to Pulse survey
Participatory process	Gather input from the community on the proposal.	<ul style="list-style-type: none"> Whether casual staff are required. Printing and web development costs. 	A referendum question is included on the ballot papers. Managed by our Electoral Provider. Data entry resourced by casual staff.	Council includes a url and QR code in the voting pack, to be scanned and completed on the website.	Question is added to the Pulse Survey (or similar).
Design and collateral	Designed look, feel and imagery for the campaign.	<ul style="list-style-type: none"> The look and feel; the extent of new imagery required. 	Yes	Yes	No
Advertising	A mixture of print, radio, digital and outdoor advertising.	<ul style="list-style-type: none"> The number of channels and locations; the duration of the campaign. 	Yes	Yes	No. Respondents contacted directly by research provider.
Website	Website updates to inform, educate and engage the community.	<ul style="list-style-type: none"> The look, feel and functionality of the website required to make it more engaging. 	Yes. Website provides information to educate the public but survey is completed in hard copy on the ballot paper and managed by Electoral Provider.	Yes. A flyer links to the website with information to educate the public and an online survey through our Have Your Say platform.	No. Information and question is added to the existing Pulse Survey.

Appendix C

Enrolled to vote in the New Zealand 2023 General Election Statistics:

Table 1: Enrolled to vote in the New Zealand 2023 General Election

	Total			18 to 29 years			Māori			Pacific peoples		
	2017	2020	2023	2017	2020	2023	2017	2020	2023	2017	2020	2023
Yes	92%	94%	90%↓	77%↓	86%↑	85%	91%	93%	86%↓	78%	88%	75%↓
No	6%	4%	8%↑	17%↑	10%↓	11%	7%	5%	10%	15%	8%	18%↑
Not sure (but I know what enrolment is)	1%	1%	2%	4%	3%	2%	1%	3%	2%	5%	3%	5%
Not sure what enrolment is	1%	0%	0%	2%	1%	2%	1%	0%	2%	2%	2%	1%
<i>n</i> =	1,164	1,038	1,165	284	155	199	196	158	203	179	153	174
	Total			Asian peoples			People with a disability			Non-voters		
	2017	2020	2023	2017	2020	2023	2017	2020	2023	2017	2020	2023
Yes	92%	94%	90%↓	91%	92%	78%↓	95%	96%	93%	64%	69%	56%↓
No	6%	4%	8%↑	8%	6%	18%↑	4%	3%	7%	29%	24%	35%↑
Not sure (but I know what enrolment is)	1%	1%	2%	1%	2%	4%	0%	1%	0%	4%	5%	7%
Not sure what enrolment is	1%	0%	0%	0%	0%	1%	2%	0%	0%	3%	2%	2%
<i>n</i> =	1,164	1,038	1,165	186	155	155	184	241	160	163	162	160

Demographic analysis

Younger people:

- Are less likely than average to report being enrolled (85%).

Māori:

- Have seen a downturn in enrolment (down to 86% in 2023, from 93% in 2020).

Pacific peoples:

- Are less likely than average to report being enrolled (75%).
- Have seen a downturn in enrolment (down to 75% in 2023, from 88% in 2020).

Asian peoples:

- Are less likely than average to report being enrolled (78%).
- Have seen a downturn in enrolment (down to 78% in 2023, from 92% in 2020).

Non-voters:

- Are less likely than average to report being enrolled (56%).
- Have seen a downturn in enrolment (down to 56% in 2023, from 69% in 2020).

Election 2025 Proposal



Purpose of the session

This session has been organised to respond to the following resolution from the 29 August 2024 Extraordinary Council meeting:

‘requests staff prepare a proposal for consideration in the 2025 Annual Plan, that seeks to increase voter engagement via a campaign leading up to and including the 2025 election noting that the proposal would include a full communications plan with timeline, costs, options for a wider programme of ‘walk up voting sites’ around the city, the details of the poll and other direction provided by Elected Members at a future briefing on the proposal.’



For consideration

Preferred option/s for:

- the Election 2025 campaign
- the Referendum (Poll)/Representation Review.

Reimagining Election 2025: Breaking down barriers

The success of the campaign will be about *kanohi ki te kanohi* – removing voting barriers and going out into the community.



Mobile voting

A branded 'voting van' travelling to **schools, key community locations, and workplaces.**

We will **engage with the community to identify additional locations.**

Ensure a strong presence at **family-friendly locations during school holidays** to make voting **more accessible** to hard-to-reach audiences.



Drive-through voting

Drive-through voting stations with **entertainment options to attract and engage voters.**



Walk-up voting

Numerous **voting sites across the city**, including popular spots like **malls, educational institutions, and community centres.**



Casual staff

Hire **extra staff** to be present and **proactively encourage voting** in public spaces like shopping centres.

These staff would **support extended hours** and the ability to cover **multiple locations**, enhancing the overall voting experience.



Events

Host **'Meet the candidates' events** and **polling day events** with **family-friendly entertainment.**

Go to Farmers Markets, expos, and a wide range of **community-run events** to increase visibility and engagement. Host a **city-wide Your Neighbourhood event** for residents and ratepayers.



Key stakeholders

Build, enhance and maintain **relationships with key stakeholders and community groups** to gather support and increase voter turnout, including hard-to-reach and underrepresented groups. Attend and participate in numerous **community events** to engage with a **bigger and more diverse audience.**

Maaori wards poll

- Partnership is key. We will collaborate, build trust and enhance relationships with our key partners – not work in isolation.
- Kanohi ki te kanohi – face to face, meaningful engagement.
- We will go to the people.
- A joint, targeted approach to collateral.
- Relevant tactics, simplified messaging and channels suitable to the audience – it's not a one-size fits all approach.
- Work alongside communities to empower their own voices and champions.

Three options for Election 2025 campaign

Option 1 - Extensive reach: \$250,000 +	Option 2 - Medium reach: \$160,000	Option 3 - Low reach: \$50,000
9-month campaign Enrol/Consider standing (Feb-May) Stand (June-July) Vote/Results (Aug-Oct)	9-month campaign Enrol/Consider standing (Feb-May) Stand (June-July) Vote/Results (Aug-Oct)	6-month campaign Enrol/Consider standing (May) Stand (June-July) Vote/Results (Aug-Oct)
Reaching a diverse and substantial number of community members.	Reaching a diverse and substantial number of community members.	Similar approach to 2022. Scaled-down reach , engaging much less diverse range of community members.
Extensive campaign with varied and multiple tactics. Very community-centric (numerous face-to-face opportunities, including mobile, drive-through and walk-up voting).	Tactics like option 1 but scaled down according to resource.	Range of tactics would be minimal (no events, walk-up locations or mobile drive-through voting, and no outdoor promotion).
No change to levels of service.	Levels of service at Council facilities would likely decrease when Council staff are taken up with election work.	Levels of service at Council facilities would likely decrease when Council staff are taken up with election work.
Resourced by Council staff plus additional casual staff .	Resourced by Council staff and some casual staff .	Resourced by Council staff only .

Potential tactics – will vary according to budget

Variables	Option 1 - Extensive reach: \$250,000 +	Option 2 - Medium reach: \$160,000	Option 3 - Low reach: \$50,000
Design and collateral	Full-scale design and imagery.	Full-scale design and imagery.	Medium-scale design and imagery.
Advertising	Comprehensive use of print, radio, digital, and outdoor channels.	As Option 1 but slightly reduced scale.	Minimal scale.
Website	Bespoke web page including an interactive tool.	Bespoke web page, no interactive tool.	Basic updates only.
Events	Multiple community events and polling day activities.	Fewer events, some polling day activities.	No events.
Walk-up voting	Extensive locations with extended hours.	Most locations but reduced hours.	Only at Council facilities.
Mobile voting	Six weeks at all possible locations.	Four weeks at most locations.	Not available.
Drive-through voting	Available at all possible locations.	Reduced scale.	Not available.
Casual staff	Extensive use for proactive engagement.	Some use for additional engagement activities.	Not used.
Key stakeholder relationships	Full engagement.	Full engagement.	Moderate engagement.



Referendum options

- The option chosen and the scope of questions included will determine the level of education/engagement campaign that would be required to achieve the desired outcome.

Three options for referendum

Option A - Referendum (Poll) \$110,000	Option B - Flyer in the voting pack \$70,000	Option C - Pulse survey \$10,000
A referendum question(s) is included on the ballot paper .	Council includes a flyer in the voting pack , separate to the ballot paper, directing voters to complete a survey on the website through our Have Your Say platform.	Council includes a representation section in the Pulse survey .
Managed by our Electoral Provider .	Managed by staff .	Managed by staff .
Data entry, analysis and reporting resourced by Electoral Provider .	Design and printing costs for the survey flyer outsourced . Analysis and reporting resourced by staff .	Research outsourced . Analysis and reporting resourced by staff .
Extent of education/engagement campaign required dependent on the question(s) .	Extent of education/engagement campaign required dependent on the question(s) .	Survey targets a random sample of the community. No campaign required .
A non-binding poll; representation review still required next year	Representation review will still be required next year	Decoupled from election; reduced risk of confusion on messaging and timing



Paatai?

DISCUSSION TOPIC SUMMARY

Topic: Tree Policy

Related Committee: Community and Natural Environment Committee

Business Unit/Group: Customer and Community

Key Staff Contact/s: Joanna van Walraven

PURPOSE OF TOPIC/INFORMATION

1. The purpose of this briefing is to share the Draft Tree Policy principles and seek direction on issues and opportunities in relation to management of tree assets in Hamilton.
2. Staff require direction/feedback from Members on this topic for an upcoming report.

WHAT KEY THINGS SHOULD MEMBERS THINK ABOUT/ CONSIDER IN UNDERSTANDING THIS INFORMATION?

3. There is currently no formal strategy to give high level direction around the provision and maintenance of trees in Hamilton.
4. A Policy does not replace a strategy but will provide principles and guidance about how council intends to manage its tree assets.
5. The policy has been drafted in conjunction with other parts of Council including Transport, Planning and Guidance, and Waters
6. Consultation will be undertaken alongside the Draft Streetscape and Gateways Policy
7. The policy will cover all trees on Council open space and road reserve, however, would not apply to notable trees, trees in SNAs, invasive/weed trees or specialist trees for the zoo or Hamilton Gardens (e.g. trees grown for fodder)

Note: Notable Trees and trees in Significant Natural Areas are covered by District Plan rules

KEY SUMMARY POINTS:

8. Trees provide many well recognised benefits to the city in terms of shade, amenity and environmental benefits. Big issues facing tree management include:
 - Competing priorities for space in the road corridor.
 - Reduction in citywide canopy from infill housing, increase in level crossings (driveways).
 - Need for climate change/environmental response.
 - Need for efficient and financially sound processes.

Purpose of policy:

9. Provide guidance around the planning, planting, maintenance, and retention or removal of trees in public spaces.
10. Provides guidance for working around Council trees
11. Provide the public with consistency, clarity and transparency around decision making
12. To protect trees with high amenity and ecological value and to encourage, whenever possible, development practices that avoid damage to trees.
13. Ensure tree planting and management is appropriate, financially sustainable, and contributes to positive community outcomes.

High level Principles

14. Trees are essential part of community wellbeing.
15. Whenever practical, healthy, mature trees should be protected.
16. When it is not practical to retain the tree, loss of canopy should be mitigated through replanting.
17. Public awareness about the benefits of trees should be encouraged.
18. Council will create opportunities to plant appropriate species of trees in appropriate places.

DRAFT POLICY KEY PROPOSALS

Protection for good quality, mature trees

19. Good quality, mature trees are of significant value to the city and removal will only be considered when all other options are exhausted.
20. If a tree must be removed, suitable numbers of replacement trees will be calculated on its canopy and planted in an appropriate place chosen by Council.

Housing Developments:

21. Changes to processes involving the removal of street trees for housing developments represent the greatest opportunity for improvement.
22. Currently the onus is on developers to replace and/or plant trees on berms in new developments. This creates an inconvenience for the developer, resourcing cost for council (compliance and monitoring), inconsistent quality of tree assets, and ad hoc tree planting,
23. Costs to Council include resource costs (advice, bonding, compliance and monitoring) and long- term costs from inconsistent quality of tree assets.
24. The draft policy seeks to replace a bond system by giving developers option to pay a fee for Council to source, plant and maintain trees in accordance with their consent condition.
25. Fee would cover costs and remove risk and hassle for developer.
26. Efficient solution for planning, planting and formative maintenance (maintenance done in first 2 years).

Planning our tree network:

27. Tree planting will be planned for priority areas (e.g. areas requiring shade, pedestrian areas without trees)
28. Council takes a “right tree in the right place” approach when selecting and planting trees
29. Trees are chosen carefully to ensure species diversity

Other points covered in Draft Policy

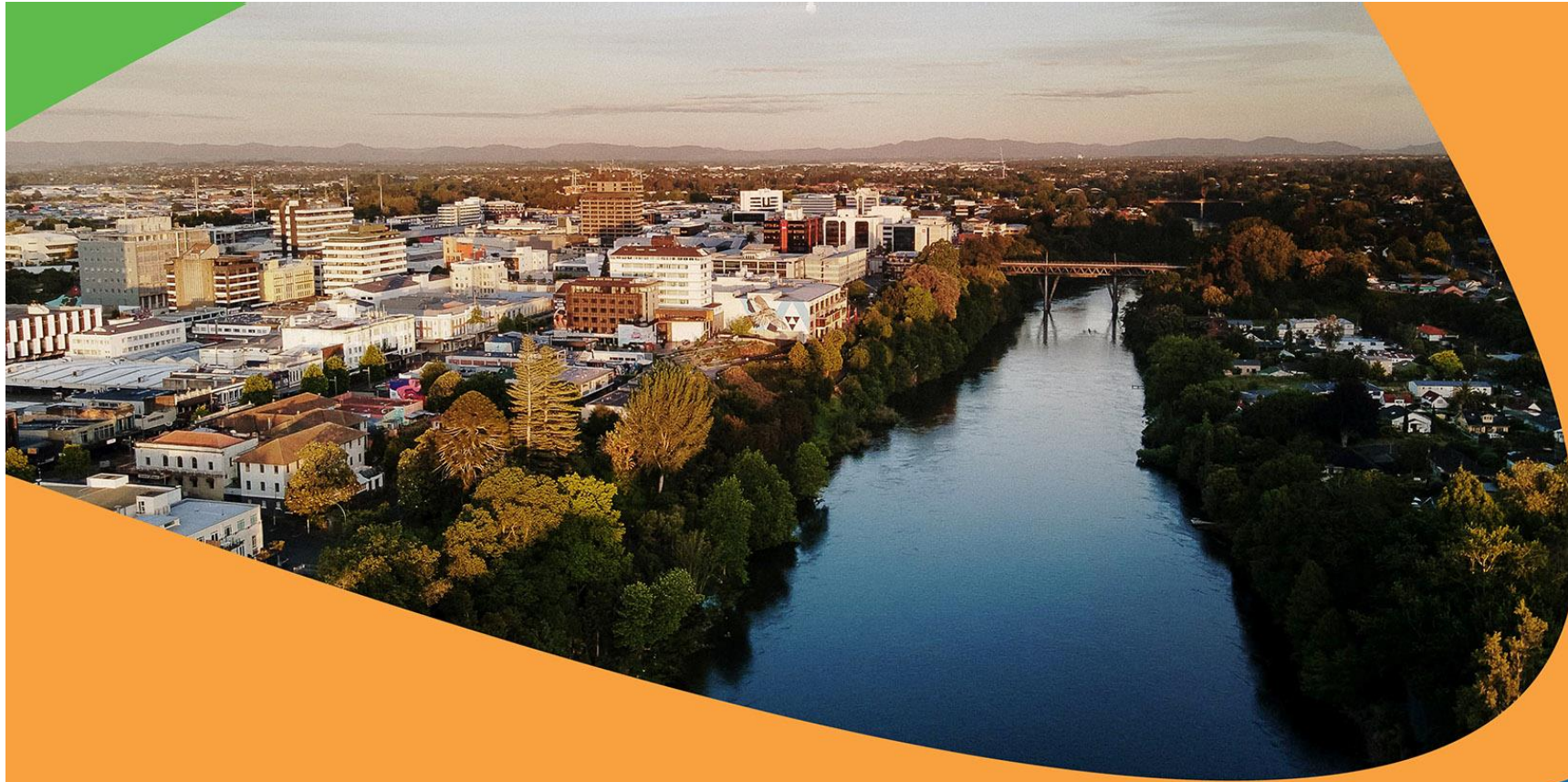
30. Pruning and Maintenance
31. Requests for removal of trees (outside of developments)
32. Working around trees

NEXT STEPS

- More information will be included in report (seeking to consult Draft Policy) at the February Community and Natural Environment Meeting
- Community Consultation
- Hearing
- Deliberations

FEEDBACK FROM ELECTED MEMBERS

- Feedback on purpose and principles
- Feedback on policy proposals
- Feedback on any additional issues to be addressed.
- Do Members have preference/views around how community engagement is managed?



Tree Policy

Elected Member Briefing November 2024

Purpose of Briefing

- Raise awareness of major issues and opportunities
- Seek direction on policy issues/opportunities

Scope

- Council trees on public land – focus on 4 major policy levers
- Trees that are not notable or part of an SNA

Contents

- Problem definition
- Purpose of policy
- High level principles
- Proposed Policy Options
- Next Steps
- Feedback

Problem Definition

- Reduction in citywide canopy from infill housing
- Increase in number of level crossings (driveways)
- Need to balance development requirements with growing need for trees
- Need for efficient and effective processes
- Need for clarity around management of Council trees that are not notable trees

Purpose of Policy

- Guidance around the planning, planting, maintenance, and retention or removal of trees in public spaces.
- Provide the public with consistency, clarity and transparency around decision making
- To protect trees with high amenity and ecological value and to encourage, whenever possible, development practices that avoid damage to trees
- Ensure tree planting and management is appropriate, financially sustainable, and contributes to positive community outcomes

High Level Principles

- Trees are an essential part of community wellbeing
- Whenever practical, healthy, mature trees should be protected
- When it is not possible to retain a tree, loss of biomass should be mitigated through replanting
- Public awareness about the benefits of trees should be encouraged
- Council will create opportunities to plant appropriate species of trees in appropriate places

Improving the tree network

Proposal 1 : Tree planting will be planned for priority areas
e.g. gaps in the network, areas requiring shade, pedestrian areas without trees

Reducing Canopy Loss

Proposal 2: Removal of good quality, mature Council trees would only be considered when all other options are exhausted

- If a tree must be removed, it should be replaced with 1 or more trees (according to the size of the tree), in an appropriate place chosen by Council
- Additional trees to be planted in priority areas
- Unhealthy or poor specimens may be replaced by appropriate tree species

Improving Processes for Developers

Proposal 3: Replace bond system for developers with fee for Council to source, plant and maintain trees

- Currently onus on developers to replace and/or plant trees on berms in new developments
- Creates resource cost for Council, inconvenience for the developer, and results in ad hoc tree planting
- Resource costs include advice, admin, compliance, monitoring and potentially long-term costs from inconsistent quality of trees
- Fee would help recover costs and remove risk and hassle for developer

Other issues covered in Draft Policy

- Requests for maintenance, requests for removal of trees by public (outside of developments)
- Guidance for working around trees
- Public awareness of benefits of trees
- A “right tree, right place” approach when selecting and planting trees
- Species diversity promoted for biodiversity and resilience

Are there any other issues we should be addressing?

Next Steps

- Community Committee February- request to consult
- Public Consultation
- Hearing
- Decision for Council/Community Committee

Any further Feedback?