Time	Topic and Purpose	Presenter(s)	Format	Time allocated
9.30am	**Transport Projects** The focus of this Session will be reviewing the proposed Advanced Transport Management Programme for 24-27 while also providing a general update on the other approvals received for the minor improvements programme and the wider implications of the National Land Transport Programme as was requested at the 26 September.	Robyn Denton John Kinghorn Gordon Naidoo Tania Hermann David Speirs (NZTA)	Open Briefing	**90 Minutes**
	Break			
2.00pm	**Long term Plan Amendment and 2025/26 Annual Plan** The Purpose of the session is to update Members on the following: - The proposed timeline for the Long term Plan Amendment and 2025/26 Annual Plan - Local Water Done well (inc business case and work with WDC - Response to NZTA subsidy outcome	**James Clarke**	**Open Session**	**180 minutes**
	SESSION ENDS 5.00pm			

Governance Note: The Long Term Plan Amendment and 2025/26 Annual Plan session was adorned Wednesday 16 October 2024 until Thursday 17 October 2024.

DISCUSSION TOPIC SUMMARY

Topic: Update on NZTA Funding for 2024-27 Minor Improvements Programme
Related Committee: Infrastructure and Transport
Business Unit/Group: Infrastructure and Assets
Key Staff Contact/s: Robyn Denton & John Kinghorn
Direction Discussion/Drop in Session recommended? Status: Open

PURPOSE OF TOPIC/INFORMATION

To provide a presentation on the NZTA funding approvals for the Minor Improvements Programme for 2024-27 period and to seek feedback on the proposed Advance Transport Management Programme 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 has 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 26 September 2024 Infrastructure and Transport Committee considered a report outlining the overall results of the NZTA funding decisions and resolved the following:

f) requests the Chief Executive to report to the 28 November 2024 Infrastructure and Transport Committee meeting with:

i. the macroscope in accordance with the Transport Project Decision Making Framework for the projects that have been approved to be subsidised out of the National Land Transport Plan 2024-27 Local Roads Improvement Programme for approval;

h) notes that staff will be continuing with all of the transport committed carry over projects identified in **paragraph 52** of this report and which are supported by carryover subsidy funding, including progressing applications for support funding for the projects advised as Probable for funding.

NZTA have 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 focus for this briefing is the Advanced Traffic Management and Avalon Drive / Forest Lake Intersection. The other Wairere Drive/River Road project will be covered in future Elected Member briefing.

KEY SUMMARY POINTS

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

The funding levels are significantly lower than expected and NZTA have specified the projects that they wish to see delivered with the funding.

Local Roads Programme	2024/25 $	2025/26 $	2026/27 $	2024-27 Total $ Gross
LCLR Safety Improvements				
Avalon Drive / Forest Lake Road intersection	1,600,000			1,600,000
Wairere Drive / River Road intersection		1,925,000		1,925,000
LCLR Local Road improvements				
Advanced Transport Management	200,000	200,000	200,000	600,00
Total (Gross)	**1,800,000**	**2,125,000**	**200,000**	**4,125,000**

The Advanced Traffic Management programme primarily includes IT type solutions/improvements on the transport network and includes activities such as:

- Data purchase for inclusion in monitoring of use of the network with a focus on pedestrian and cyclists
- Working with FENZ to assist with movement around the transport network including green waves for traffic signals
- Installation of hit sensors on traffic lights that are prone to being knocked out of alignment by large loads
- Purchase and installation of UPS (uninterrupted power supply) units at key/critical signal controlled intersections to deal with power cut risks.

The Avalon Drive/ Forest Lake intersection has an high incidence of crashes and has been identified by NZTA as a project that would result in a reduction in deaths and serious injuries. A project report has been completed with looks into the options for improvement at the site and two options have been determined for consideration by elected members:

- Safest Option – tightening up the intersection by moving kerblines and raising the whole intersection
- Safe Option – tightening up the intersection by moving kerblines.

WHERE CAN MEMBERS FIND MORE INFORMATION?

A copy of the presentation is attached.
A copy of the Avalon Drive / Forest Lane Project report will be provided prior to the briefing

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.

Project Report

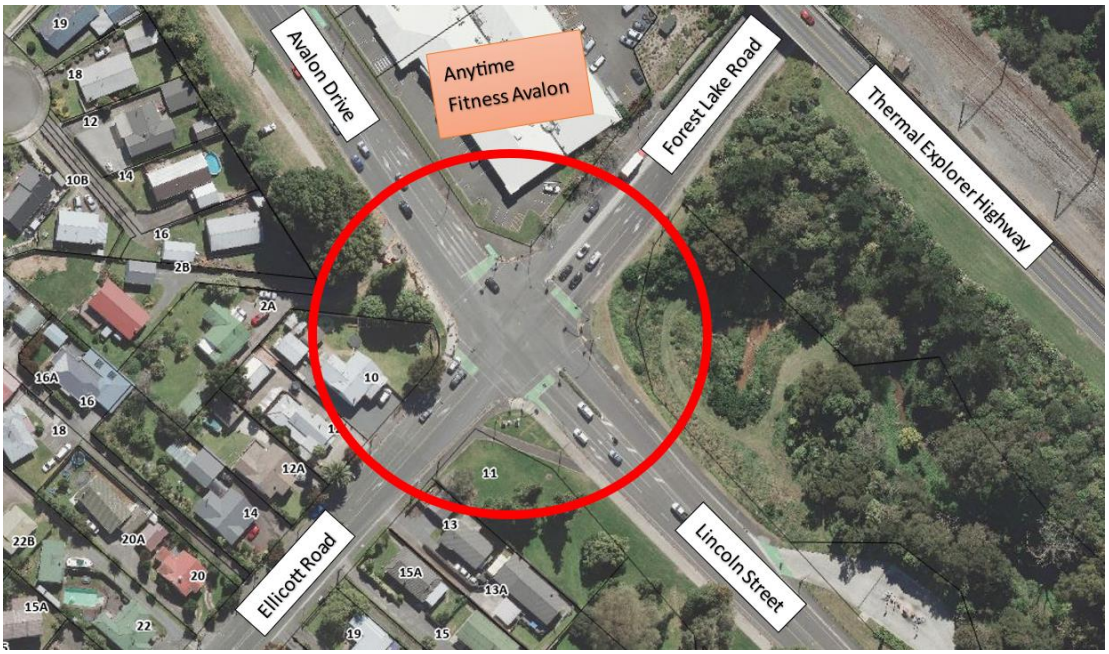
Avalon Drive and Forest Lake Road Intersection Safety Improvement Project

2024/2025

Hamilton City Council
Te kaunihera o Kirikiriroa

Avalon Drive and Forest Lake Road Intersection Safety Improvement Project

WHERE?



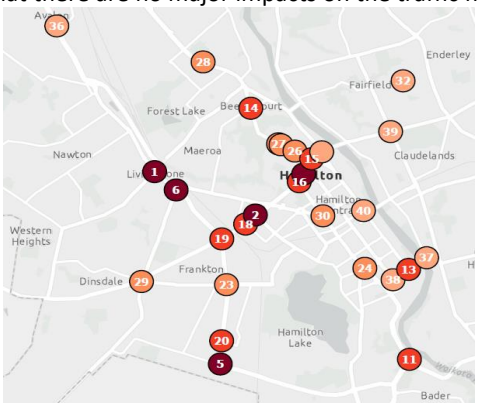
Site Location

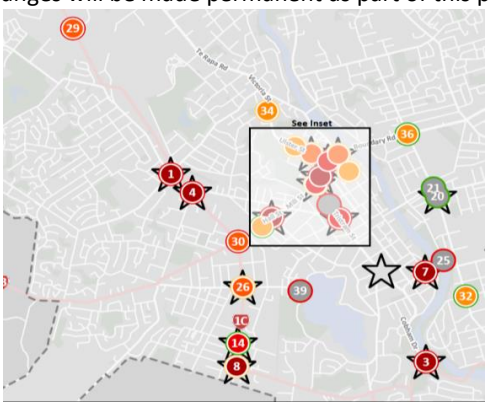
WHATS THE PROBLEM?

The site is located on Avalon Drive/ Forest Lake Road intersection and is a popular through route for vehicular traffic, while also located in a mixed-use residential area with industrial and open spaces along Avalon Drive. It is located approximately 3km northwest of Hamilton Central, and adjacent to the Thermal Explorer Highway. There are recreational areas nearby including Waitawhiriwhiri Reserve and Nawton Domain. This is a detour route, which is often used when SH1 is closed due to crashes/ maintenance.

The project aims to reduce death and serious harm crashes, while also creating improved cyclist and pedestrian connectivity. Avalon Drive/ Forest Lake Road intersection is ranked 1st of highest number of crashes in Hamilton (Map shown below). Since 2019 the social cost of crashes has been $9.90M.

Due to high number of crashes at this location traffic signal phasing changes were trialled and monitoring has found that there are no major impacts on the traffic flow. These changes will be made permanent as part of this project.





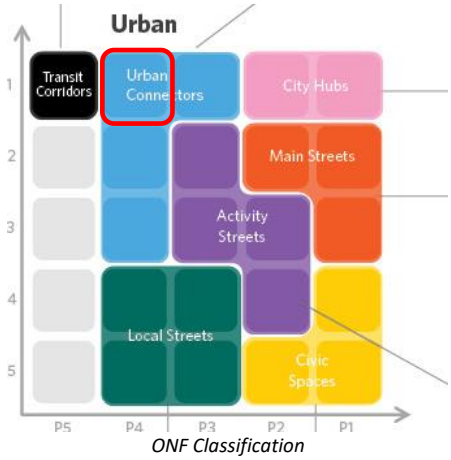
WHY IT IS IMPORTANT TO ADDRESS THE PROBLEM?

The location is a very busy intersection and has high numbers of school children and there are ongoing serious crash concerns. This location has a posted speed limit of 50km/hr. It has signalised crossing across all four intersection approaches and existing advance cycle boxes in all through and left turning lanes. It has a commercial centre (including medical centre & gym) at the northern corner, with access via Avalon Drive upstream of intersection. A high frequency bus service (Orbiter) operates along Avalon Drive and Ellicott Road, regional routes 9 and 23 serve Ellicott Road.

The One Network Framework (ONF) classification for all intersecting roads is Urban Connector with a movement ranking of M1 and place ranking of P4 which is summarised as a road which has a mix of higher volumes of vehicles and people. Avalon Drive is identified as a high-priority route in the HCC Biking and Micro-mobility plan. There are currently no micro-mobility projects programmed at this location.

Road Name	ONF	Estimated AADT (veh/day)	Bus Route and Freqency
Ellicott Road	Urban Connectors	16,700 (est.2023)	Orbiter (every 10min) and No.9 (hourly)
Lincoln Street		15,200 (est.2023)	No Bus Service
Forest Lake Road		7,200 (est.2023)	No.18 service (Hourly)
Avalon Drive		21,300 (est.2023)	Orbiter (every 10min)

Traffic Data

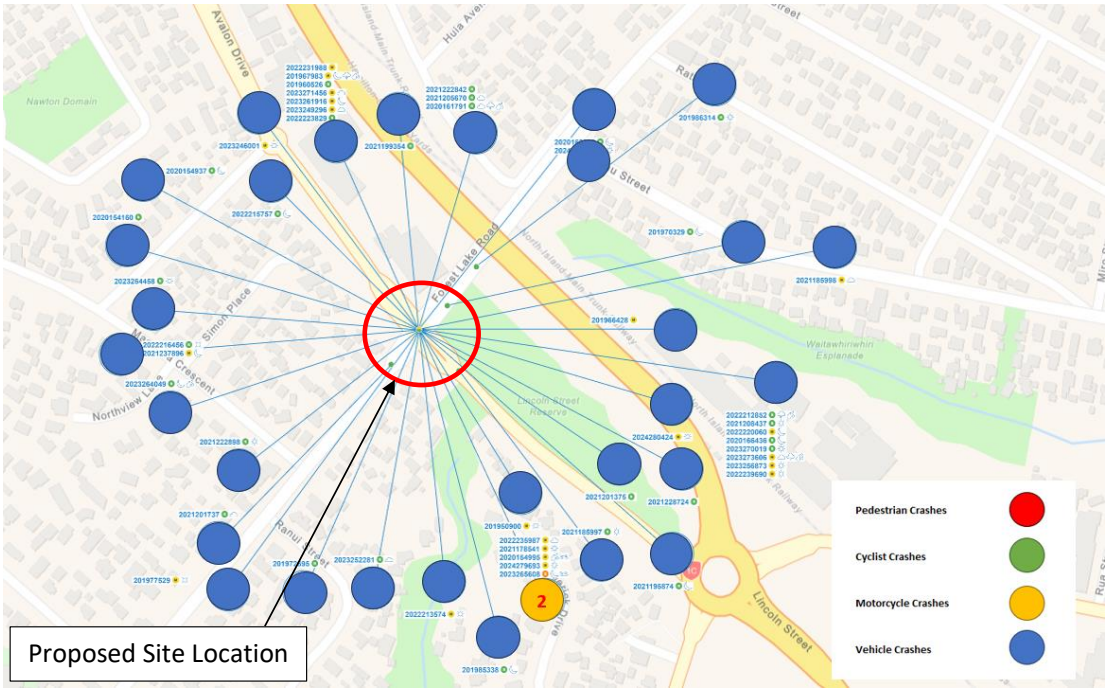


ONF Classification

CRASH HISTORY

Since 2019 there have been fifty-one recorded crashes in the vicinity with fifty occurring within the proposed project area, including two Motorcyclist crashes. Twenty-Three of these crashes were injury crashes (Two Serious injury, with one involving Motorcyclist) and twenty-eight non-injury crashes. Given the high volumes of traffic (15,000 AADT highest) and turning movements, the crash history clearly shows there is a very high risk of death/serious injury. (ranked highest safety risk intersection in the city)

The crash types include 62.75% of crashes were crossing/ turning crashes, 21.5% overtaking crashes and 13% rear end/ obstruction crashes. The severity outcome is likely to be high. Similar improvements have been undertaken at comparable locations (with respect to traffic and pedestrian movements) in the city such as at Anglesea / Bryce Street Intersection although traffic volumes at these locations are slightly lower.



CAS Data – Showing Crashes (since 2019)

This project has been allocated funding from NZTA based on the need for improvements to reduce the occurrence of Death and serious injury (DSI) crashes. The project objective to reduce crash severity by controlling vehicle approach speeds without affecting the efficiency of the intersection, improve connectivity and decrease delay by allowing a smoother flow of traffic.

Historic crash data indicates a trend of crossing / turning crashes at the intersection. The approach speeds are high with drivers trying to beat signal changes. There are opportunities to improve speed management at this intersection as there are currently no speed calming features present.

The intersection is in a mixed-use residential area that features some commercial activity, there are limited and disconnected cyclist facilities at the intersection. There are high numbers of school children accessing Fraser High and Maeroa Intermediate schools and pedestrians and cyclists are exposed to high heavy vehicle volumes which increases vulnerable road user (VRU) risks.

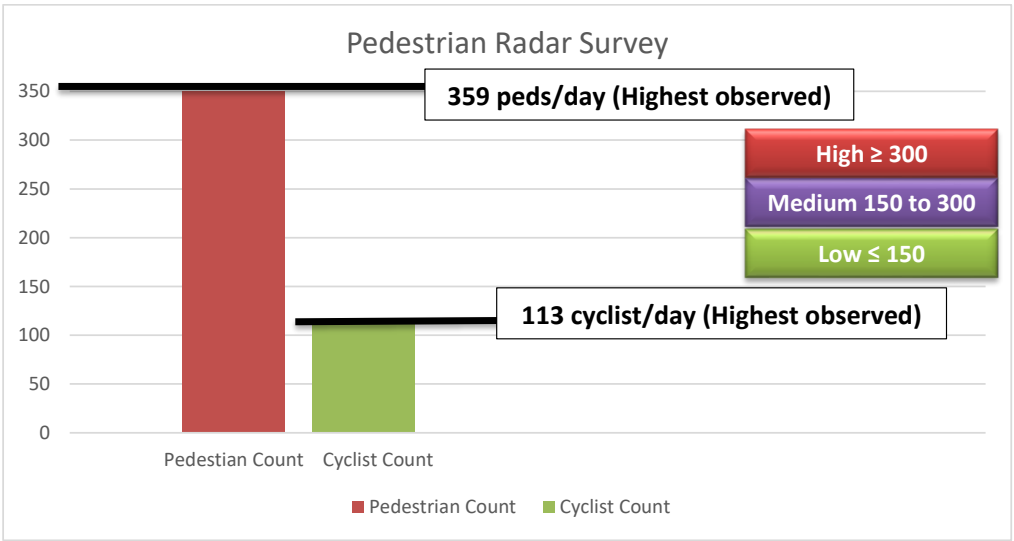
Avalon Drive is recognised as a high priority route in the HCC Biking and Micro-mobility plan. Opportunities to improve walking and cycling facilities and VRU safety should be considered.

PEDESTRIAN DATA

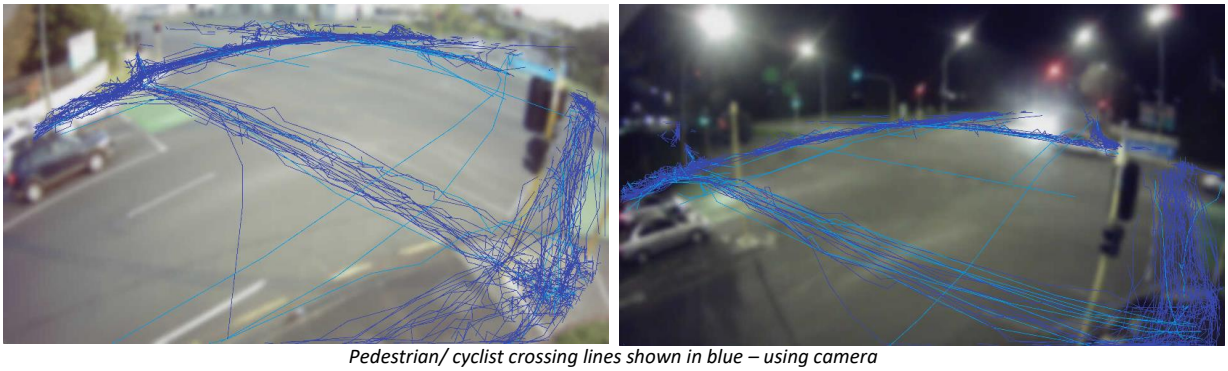
An onsite fixed camera was used to monitor and gather vehicle and pedestrian movement/ behaviour data. Pedestrian crossing of 359 (in 12-hour period, highest recorded number over one week) (**High Volume).** Cyclist crossing of 113 (in 12-hour period, highest recorded number over one week) (**low Volume).** Counts of the number of pedestrians and cyclist crossing the road are summarised below:

Existing signalised crossing location marked in Red

Date and Time	Pedestrians	Cyclist	Total
Monday 09 September 2024 (7am to 7pm)	359	112	**471**
Tuesday 10 September 2024 (7am to 7pm)	343	100	**443**
Wednesday 11 September 2024 (7am to 7pm)	357	113	**470**
Thursday 12 September 2024 (7am to 7pm)	335	102	**437**
Friday 13 September 2024 (7am to 7pm)	302	89	**391**
Saturday 14 September 2024 (7am to 7pm)	66	33	**99**
Sunday 15 September 2024 (7am to 7pm)	74	56	**130**
Total	**1836**	**605**	**2441**



Pedestrian / Cyclist Data survey



Pedestrian/ cyclist crossing lines shown in blue – using camera

Vehicle movements at the intersection

The following observations are made from the pedestrian/ cyclist camera data:

- The data shows high number of pedestrian activities at this intersection at the peak traffic times.
- Observed students using the intersection to access schools (Maeroa Intermediate, Fraser High School and Nawton school) in this vicinity.
- Children and elderly people using this intersection to access medical centre (Avalon Medical).
- Pedestrian and cyclist access the gym (Anytime Fitness) at this location.

OBSERVATIONS

A site inspection was completed on 26th September 2024 between 2:00pm and 4:00pm, 07th October 2024 between 8:00am to 11am and 3:00pm to 5:00pm during which the following observations were made:

- Observed vehicles approaching the intersection at high speeds and completing dangerous turning movements.
- Observed intersection with substandard surface condition.
- Observed cars rushing through the intersection to get through amber light and doing a hard stop because driver behind didn't expect the driver in front to stop for an amber light.
- A high frequency of bus service moving through the intersection.
- Well-used existing shared paths or cycle lanes on all approaches during peak hours.
- Medical centre and gym at the northern corner, with access via Avalon Drive upstream of intersection.
- Vehicles approaching intersection from Forest Lake at high speeds travelling through without slowing down at intersection to Ellicott Road.

COMMUNITY AND PUBLIC FEEDBACK

Customer Request Management (CRM) System has shown the following customer requests were received in:

- January 2022: Concerns over cars and heavy vehicles speeding on Forest Lake Road and mentioned kids using this road to access the school. Requested for speed reduction at this location.
- October 2022: Request for speed humps to reduce the vehicle speeds on Ellicott Road.

EARLY ENGAGEMENT WITH STAKEHOLDERS

Staff have completed early engagement with Fraser High School and Maeroa Intermediate School to gather insights about the existing intersection. These schools were selected as they are within walking distance of the intersection, they have previously engaged with Council staff about road safety, and students from these schools have a noticeable presence at the intersection based on data collection and site observations.

Fraser High School advised that during drop-off and pick-up times long queues form at the intersection – "especially along Ellicott Road" – which leads to dangerous actions from drivers, such as "u-turns and driving on the wrong side of the road". It was suggested that improvements were needed to "manage the speed of traffic through the intersection", improve traffic flow and provide more space for people walking and biking when waiting to cross the street.

Maeroa Intermediate School described the intersection as "very dangerous" due to "the sheer volume of traffic", "drivers going through orange and red lights" and "the shortness of the pedestrian crossing cycle". The school advised that potentially up to half of their students use this intersection regularly and advised that anyone who observed what happens during school drop-off and pick-up times would understand why they are concerned.

Avalon Drive and Lincoln Street is a key route for Fire and Emergency NZ (FENZ). Staff will engage with FENZ at the appropriate time depending on the direction provided by Elected Members.

Aerial showing schools (Red circle) at the close proximity of the project location (Blue circle)

STAKEHOLDER IMPACT AND MITIGATION

Each site has different types of immediate neighbour stakeholders, from businesses, schools through to residential housing. Clear and accurate engagement will be undertaken with the key stakeholders, in this area especially businesses. This will create opportunity for face-to-face discussion regarding construction methodologies and timing. Traffic diversions and flexible working hours will be discussed and confirmed by the contractor. Information provided

will be project scope, purpose of the project, project sketch plan with estimated time of construction with feedback being sought on how we can minimise the impact on their operations.

Communication methods includes, postal communications, face-to-face discussions with impacted parties, project signage, variable message boards (VMS), posters in shops and clear indications that businesses are open will be provided and two weeks in advance dedicated for gathering public feedback. This gives all parties an opportunity to discuss processes and timeframes, and to try to mitigate any issues prior to the physical works commencing.

RECOMMENDATIONS

Six options for improving the level of safety and efficiency for road users at Avalon Drive/ Forest Lake Road intersection were considered suitable based on treatment analysis. Based on the outcome of this analysis, staff recommend the following improvement options for this site:

Safest Option: Raised Signalised intersection with kerb realignment - Treatment C
Estimated Cost: $2.4M (P95 including 30% contingency)

This option fully addresses the project objectives, provides the safest option, provides improved signal phasing, reduces pedestrian crossing distances & improving intersection efficiency, kerb buildouts support speed management. Safe systems assessment score of 56 and an estimated crash reduction of 44% resulting in social cost reduction of $4.4M over a 5-year period.

Alternative Option: At-Grade Signalised intersection with kerb realignment - Treatment E (Treatment C without RSP)
Estimated Cost: $1.9M (P95 including 30% contingency)

Should the raised intersection not be favoured - this option has most of the benefits of option C, however this option does not fully meet speed reductions to <30km/hr, it mostly addresses the project objectives, provides improved signal phasing, kerb buildouts support speed management, reduces pedestrian crossing distances & improving intersection efficiency.
Safe systems assessment score of 68 and an estimated crash reduction of 42% resulting in social cost reduction of $4.1M over a 5-year period.

TREATMENT CONSIDERATIONS

Six long-list options were developed with a spectrum of Vehicle Safety, Intersection connectivity improvement and pedestrian/ cyclist accessibility levels.
The following two tables detail treatment options and a scoring table for the options that have been considered.

Treatment	Type	Discussion	Cost[1]
A.	Approach Raised Safety Platforms on all legs	• Installation of median traffic islands on Ellicott Rd and Avalon Dr • Extension of southbound cycle lane on Ellicott Rd to align with the southbound Forest Lake Rd cycle lane. • Raised Safety Platforms will need to be located close to the signals to be effective, however may impact turning HCVs, may result in other risk taking within the intersection. • **Safe Systems Assessment Score - 159**	$800K
B.	Approach Raised Safety Platforms on all legs with cycle lanes and	• Installation of median traffic islands on Ellicott Rd and Avalon Dr. • Installation of cycle lanes on either side of Ellicott Rd and realignment of lane lines.	$900K

[1] These are concept level estimates (P95) include 30% contingencies.

	road marking realignment	• Raised Safety Platforms will need to be located close to the signals to be effective, however may impact turning HCVs, may result in other risk taking within the intersection, Islands may lead to misalignment of through direction (lanes not aligning up/facing turning traffic). • **Safe Systems Assessment Score - 150**	
C.	Raised Signalised Intersection with kerb realignment	• Raised intersection with Swedish style ramp (Shallow ramp grades) grades. • Installation of cycle on and off ramps on either side of Forest Lake Road realignment of traffic lane lines. • Installation of shared signalised crossings across all intersection legs. • Installation of shared path on all legs of intersection. • Proposed cycle ramp pairs onto existing shared paths on Lincoln St and Ellicott Rd and a single cyclist on-ramp on Avalon Drive. • Proposed Kerb build out and realignment of lane lines on all legs. • Meets all project objectives. • **Safe Systems Assessment Score - 56**	$2.4M
D.	Raised Signalised intersection with Shared paths and cycle lanes (without kerb buildout)	• Installation of median traffic islands on Ellicott Rd and Avalon Drive. • Raised intersection with Swedish style ramp grades. • Installation of paired signalised crossings across all intersection legs. • Installation of cycle lanes on either side of Ellicott Rd and realignment of lane lines. • Removal of cycle boxes on through and right turn approach lanes • Proposed cycle ramp pairs onto existing shared paths on Lincoln St and Ellicott Rd and a single cyclist on-ramp on Forrest Lake Rd. • Traffic Islands may lead to misalignment of through direction (lanes not aligning up/facing turning traffic), increased crossing distances resulting in extended signal phasing/effects on traffic flows. • **Safe Systems Assessment Score - 63**	$2.3M
E.	At-Grade Signalised Intersection with kerb realignment (without RSP's)	• Installation of cycle on and off ramps on either side of Forest Lake Road realignment of traffic lane lines. • Installation of shared signalised crossings across all intersection legs. • Kerb build outs to narrow traffic lanes to support speed management • Installation of shared path on all legs of intersection. • Proposed cycle ramp pairs onto existing shared paths on Lincoln St and Ellicott Rd and a single cyclist on-ramp on Avalon Drive. • Proposed Kerb build out and realignment of lane lines on all legs. • speed management on approaches through perceived road narrowing will be effective, but not as complete as the RSP option. • **Safe Systems Assessment Score - 68**	$1.9M
F.	Roundabout intersection	• Intersection control change from signalised to roundabout • Installation of new median traffic islands on all approaches • Addition of speed tables across all lanes on all legs • Proposed kerb-build out and realignment of lane lines • Proposed roundabout central island with multilane arrangement • Removal of on-road cycle lanes at the roundabout approaches • Very high Funding risk/ will require signal /zebra pedestrian crossings on all legs.	$3.5M+

		• Likely to impact on traffic flows due to pedestrian bunching during school times. • Requires pedestrian controlled crossings on all legs. • **Safe Systems Assessment Score - 65**	
G.	30km/hr Speed limit + Thresholds	A 30km/h posted speed limit would align with the safe and appropriate speed limit, as proposed in the Hamilton City Council Speed Management Plan (Version 2, July 2022). **Benefits:** Reduced energy transferred in the event of a collision, resulting in a reduced likelihood of death or serious injury. This is particularly beneficial for vulnerable road users including pedestrians and cyclists, as the likelihood of death or serious injury increases significantly at impact speeds above 30km/h. Unlikely to meet new speed limits rule. **Safe Systems Assessment Score - 70**	30k

TREATMENT ANALYSIS MATRIX

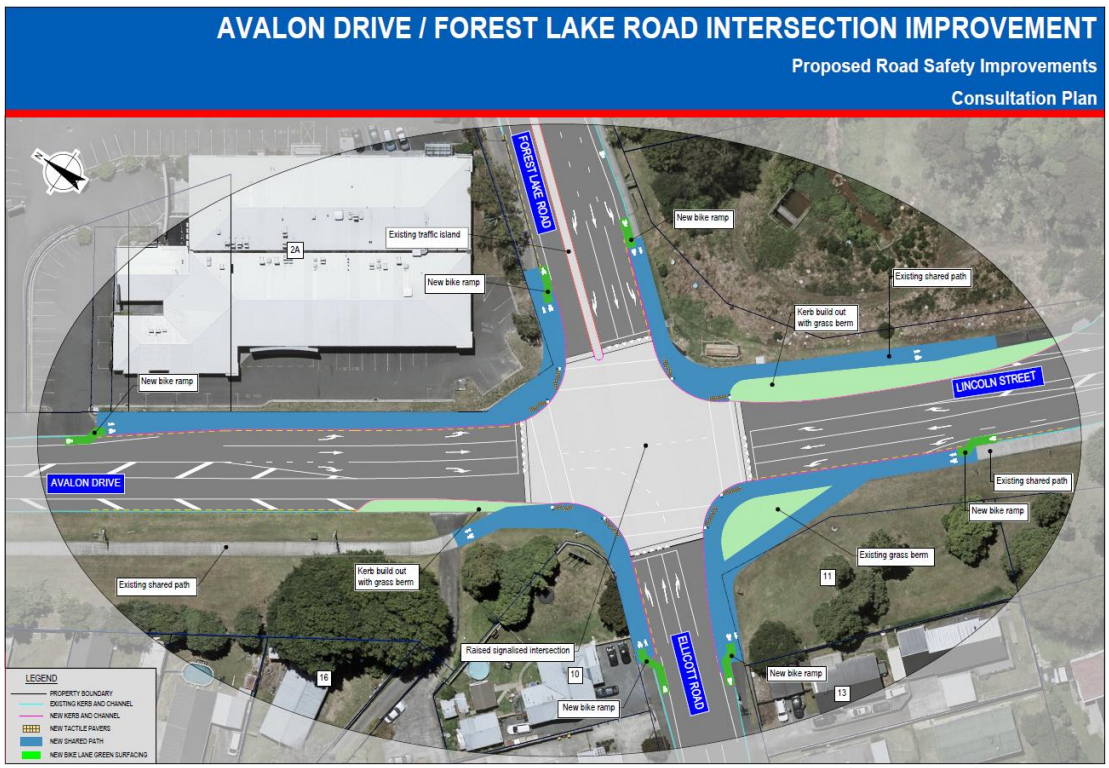
Treatments	Cost Estimate Range	Safe Sytems Score	Crash Reductions Estimate	Traffic Delays / Travel Costs	Driver Discomfort	5-10 year Maintenance Costs	Active Mode Impact	Recommendations and Estimated Cost
Treatment A - Approach Raised Safety Platforms on all legs	$500k-$1M	>125	<30%	Medium	Medium/Higher	Medium	Small Adverse Impact	
Treatment B - Approach Raised Safety Platforms on all legs with cycle lanes and road marking realignment	$500k-$1M	>125	<30%	Medium	Medium/Higher	Medium	Small Adverse Impact	
Treatment C - Raised Signalised Intersection with kerb realignment	$2.0M-2.5M	<60	40-50%	Medium	Medium	Medium	High Benefit	**Prefered safest option- Cost Estimate $2.4M**
Treatment D - Raised Signalised intersection with Shared paths and cycle lanes (without kerb buildout)	$2.0M-2.5M	60-69	30-40%	Medium/Higher	Medium	Medium/Higher	High Benefit	
Treatment E - At-Grade Signalised Intersection with kerb realignment (without RSP's)	$1.5M-$2.0M	60-69	40-50%	Light	Zero	Medium	Medium Benefit	**Alternative option to Option C should RSPs not be supported - Cost Estimate $1.9M**
Treatment F - Roundabout intersection	$3.5M+	60-69	30-40%	Medium/Higher	Light	Medium/Higher	Medium Benefit	**Requires pedestrian controlled crossings on all legs - Cost Estimate > $3.5M**
Treatment G - 30km/hr Speed limit + Thresholds	<$500k	70-99	>70%	Medium/Higher	Zero	Low/Zero/Cleaning	No impact	

Table 1 - Treatment Comparison Table

OPTIONS FOR FURTHER CONSIDERATION

Based on the treatment analysis matrix, the following options were considered as the best potential solutions for further consideration at this site and are listed in order of effectiveness:

Preferred & Safest Option: Raised Signalised Intersection with kerb realignment (Treatment C).
Estimated Cost: $2.4M (P95 including 30% contingency)



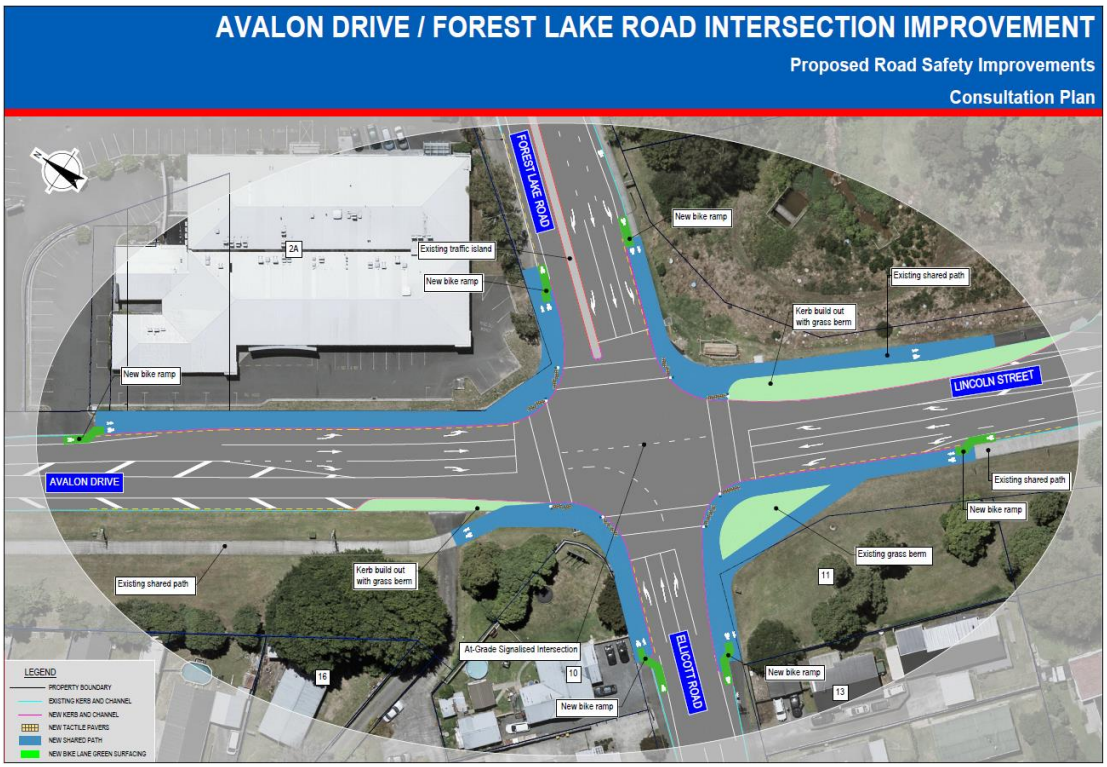
Raised Signalised Intersection (Treatment C)

A raised intersection with improved phased signals, physical road narrowing. This has the highest safe systems score option addressed through speed by vertical deflection and reinforced by the visual narrowing from the kerb build outs but still meet district plan and route classification lane widths. The raised section will increase the conspicuity of the intersection thus improves drivers' awareness of presence of pedestrian and cyclist crossings. Change in lane configuration and face changes to the signals will increase the efficiency of traffic flow and allows smooth and safe travel for vehicles. Taking cyclists away from traffic lanes and potential conflict/pinch points and localised widening of footpaths to allow for the high number of school children that often walk in groups.

Co-ordination of the works with pavement & traffic signal renewals will enable traffic management efficiencies and to minimise the impact of all users of this intersection.

NZTA have indicated that the raised intersection component of this work would not qualify for co-investment and would have to be 100% locally funded.

Alternative Option: At-Grade Signalised Intersection with kerb realignment (Treatment E).
Estimated Cost: $1.9M (P95 including 30% contingency)



At-Grade Signalised Intersection (Treatment E)

Improved phased signals, reduced crossing distances and physical road narrowing. This option addresses through speed by the physical narrowing from the kerb build outs but still meeting district plan and route classification lane widths. Whilst not as effective as the raised intersection option with regard surety over <30km/h impact speeds pedestrian vs vehicles, additional signage to raise awareness of the presence of crossing pedestrians will go someways to reinforce driver awareness. Change in lane configuration and face changes to the signals will increase the efficiency of traffic flow and allows smooth and safe travel for vehicles. Taking cyclists away from traffic lanes and potential conflict/pinch points and localised widening of footpaths to allow for the high number of school children that often walk in groups.

Co-ordination of the works with pavement & traffic signal renewals will enable traffic management efficiencies and to minimise the impact of all users of this intersection.

NZTA have indicated that they would co-invest in all works proposed with this solution.

Guest: David Speirs - Director Regional Relationships - Waikato / Bay of Plenty

Speaking today on funding allocations through the National Land Transport Plan

Purpose of Briefing

To provide an update to Members on the funding that has been made available from NZTA for the Low Cost Low Risk Programme and the projects that they have approved for delivery.

To provide an overview of two of the projects ahead of the 28 November I&T Committee – in accordance with the Transport Project Decision Making Framework.

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Projects approved for 24-27 LCLR Programme

The following projects have been approved by NZTA:

- Advanced Traffic Management (LCLR – Local Roads programme)
- Wairere Drive / River Road Intersection improvements (LCLR – Safety improvements)
- Avalon Drive / Forest Lake Road intersection improvements (LCLR – Safety improvements)

Project	2024/25	2025/26	2026/27	Total
Advanced Traffic Management	200,000	200,000	200,000	600,000
Wairere Dr / River Rd intersection		1,925,000		1,925,000
Avalon Dr / Forest Lake Rd intersection	1,600,000			1,600,000

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Advanced Transport Management

Funding of $200,000 per annum for the three years

Work delivered with this funding includes:

- working with FENZ to provide improved travel times around the network – include tracking of trucks and ‘green waves’
- installation of hit sensors to assist in early detection of vehicle strikes on traffic signals
- resilience improvements including purchase of generators to ensure operation of key sites during power cuts & back up communications channels to the sites
- development of a mode share model to capture information on all road users
- ensuring ongoing privacy and security requirements are being met
- increase network coverage of traffic cameras for better incident management
- increase network coverage of pedestrian and cycle counters
- purchase of in-house traffic counters to reduce on-going costs for traffic surveys

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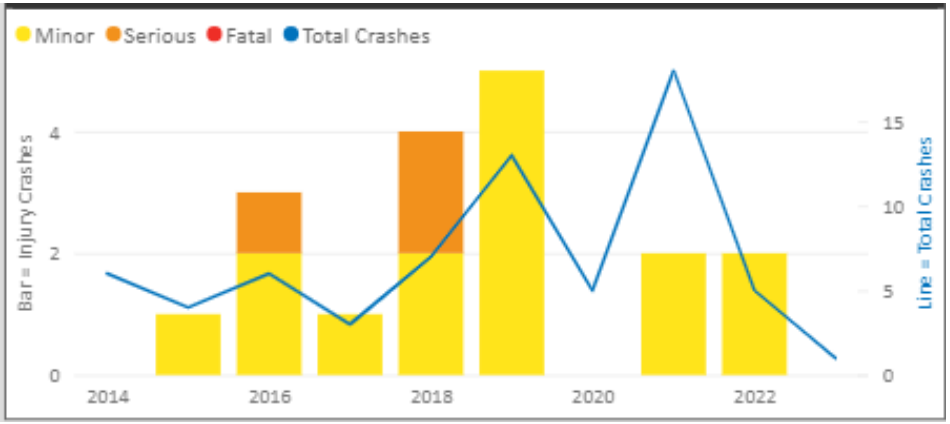
Advanced Traffic Management

Based on the Transport Project Decision Making Framework (2 May I&T Committee) this has been assessed as GREEN – Just do it.

Wairere Drive / River Road Intersection

- Ongoing crash problems and ranked 22nd in the Hamilton City High risk intersection assessment
- Limited options for improvement that don't include Raised Safety Platforms
- Will see if Red Light/Speed camera can be considered



Wairere Drive / River Road Intersection

Seeking approval from NZTA to promote an alternative location(s)

Based on the Transport Project Decision Making Framework (2 May I&T Committee) this has been assessed as RED

Staff will not progress any further investigations but will provide updates and options to EM's as we get guidance from NZTA.

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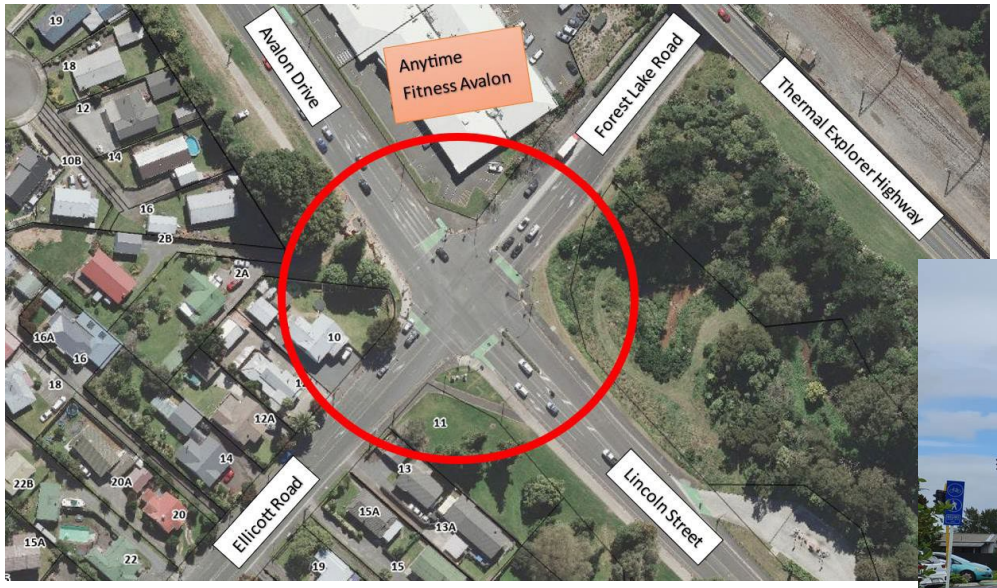
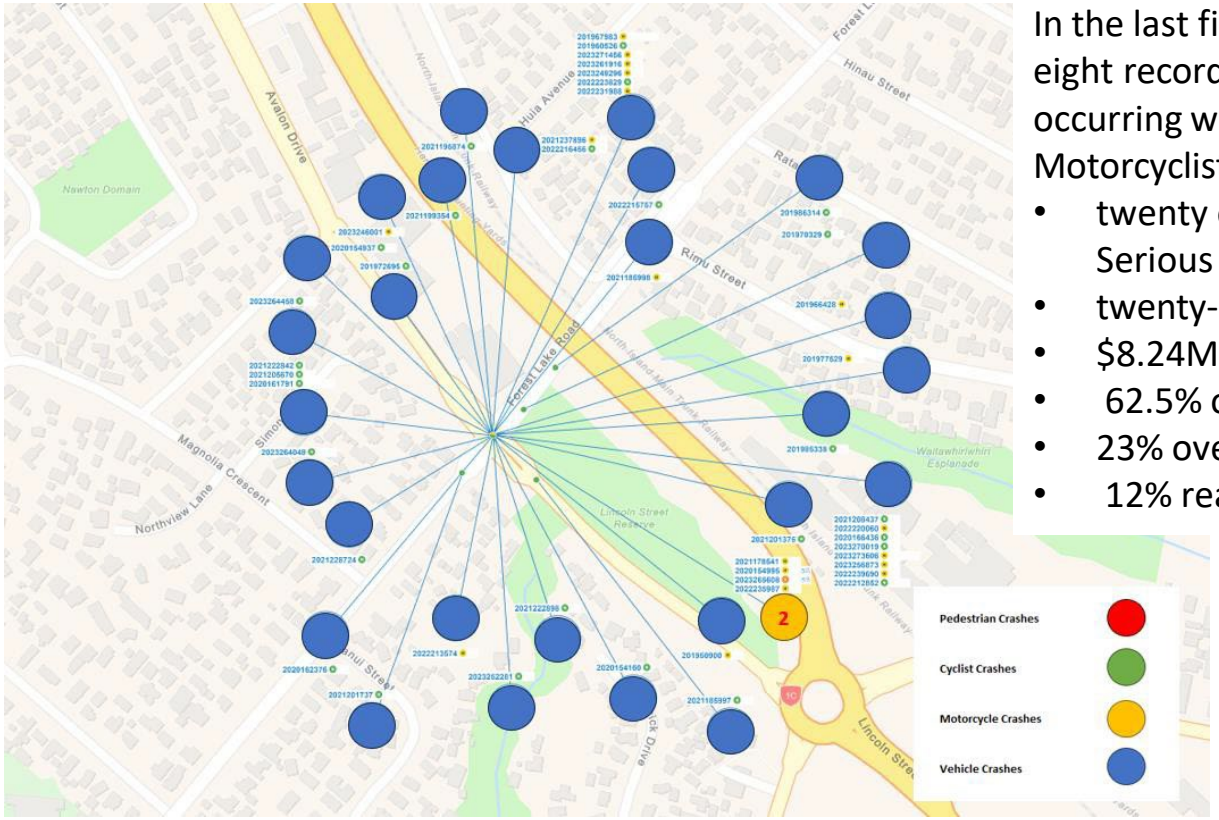
Te kaunihera o Kirikiriroa

Avalon Drive / Forest Lake Road Intersection



Avalon Drive / Forest Lake Road Intersection



In the last five years (2019 - 2023) there have been forty-eight recorded crashes in the vicinity with forty-four occurring within the proposed project area, including two Motorcyclist crashes.

- twenty of these crashes were injury crashes (One Serious injury involving Motorist) and
- twenty-eight non-injury crashes
- $8.24M of social costs.
- 62.5% of crashes were crossing/ turning crashes,
- 23% overtaking crashes and
- 12% rear end/ obstruction crashes.

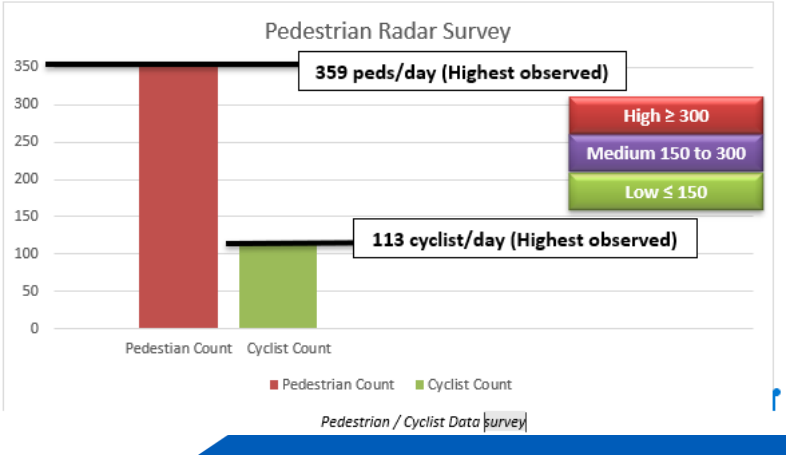
Hamilton City Council
Te kaunihera o Kirikiriroa

Avalon Drive / Forest Lake Road Intersection

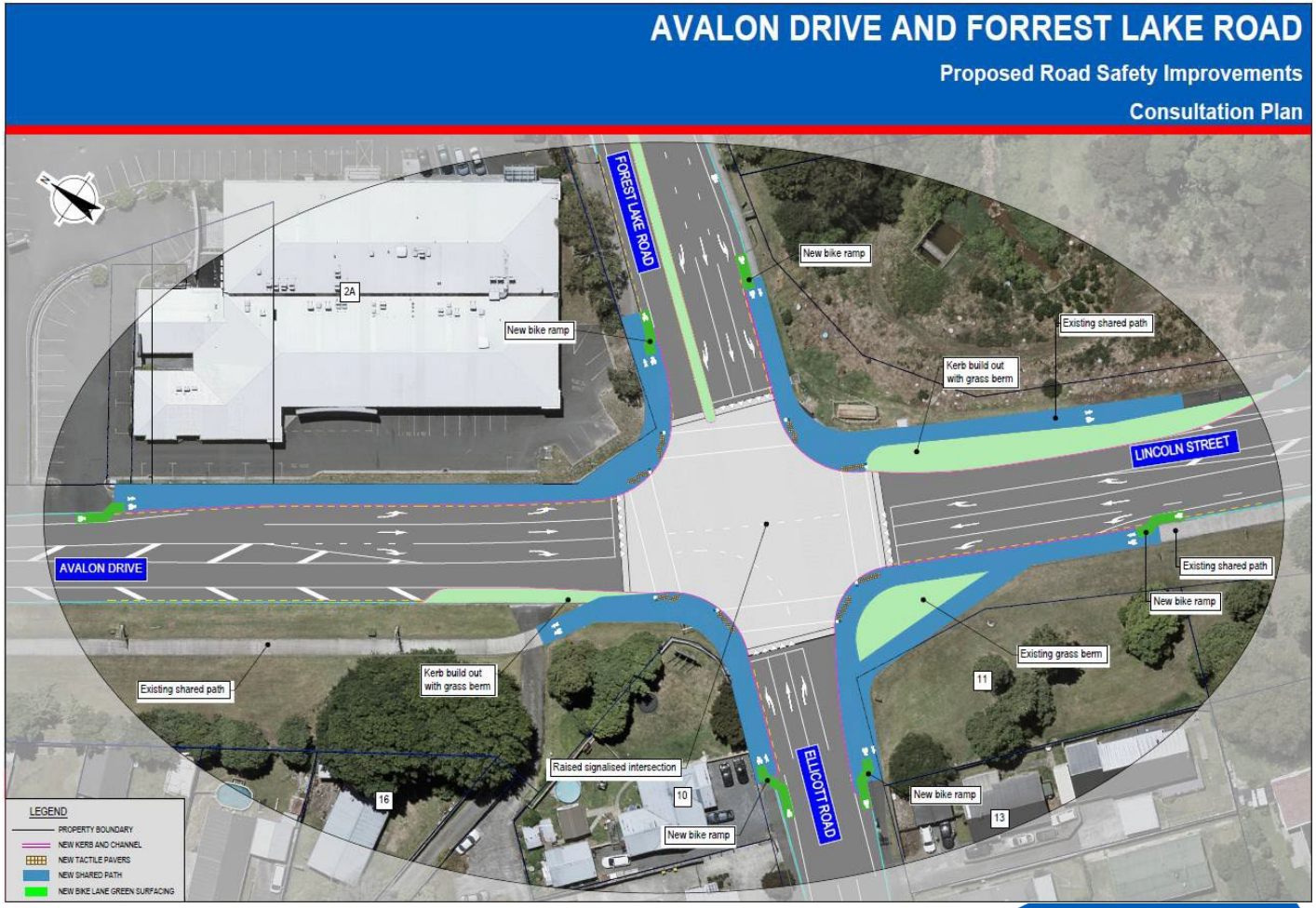
Date and Time	Pedestrians	Cyclist	Total
Monday 09 September 2024 (7am to 7pm)	359	112	471
Tuesday 10 September 2024 (7am to 7pm)	343	100	443
Wednesday 11 September 2024 (7am to 7pm)	357	113	470
Thursday 12 September 2024 (7am to 7pm)	335	102	437
Friday 13 September 2024 (7am to 7pm)	302	89	391
Saturday 14 September 2024 (7am to 7pm)	66	33	99
Sunday 15 September 2024 (7am to 7pm)	74	56	130
Total	1836	605	2441

Pedestrian and Cyclist Observations

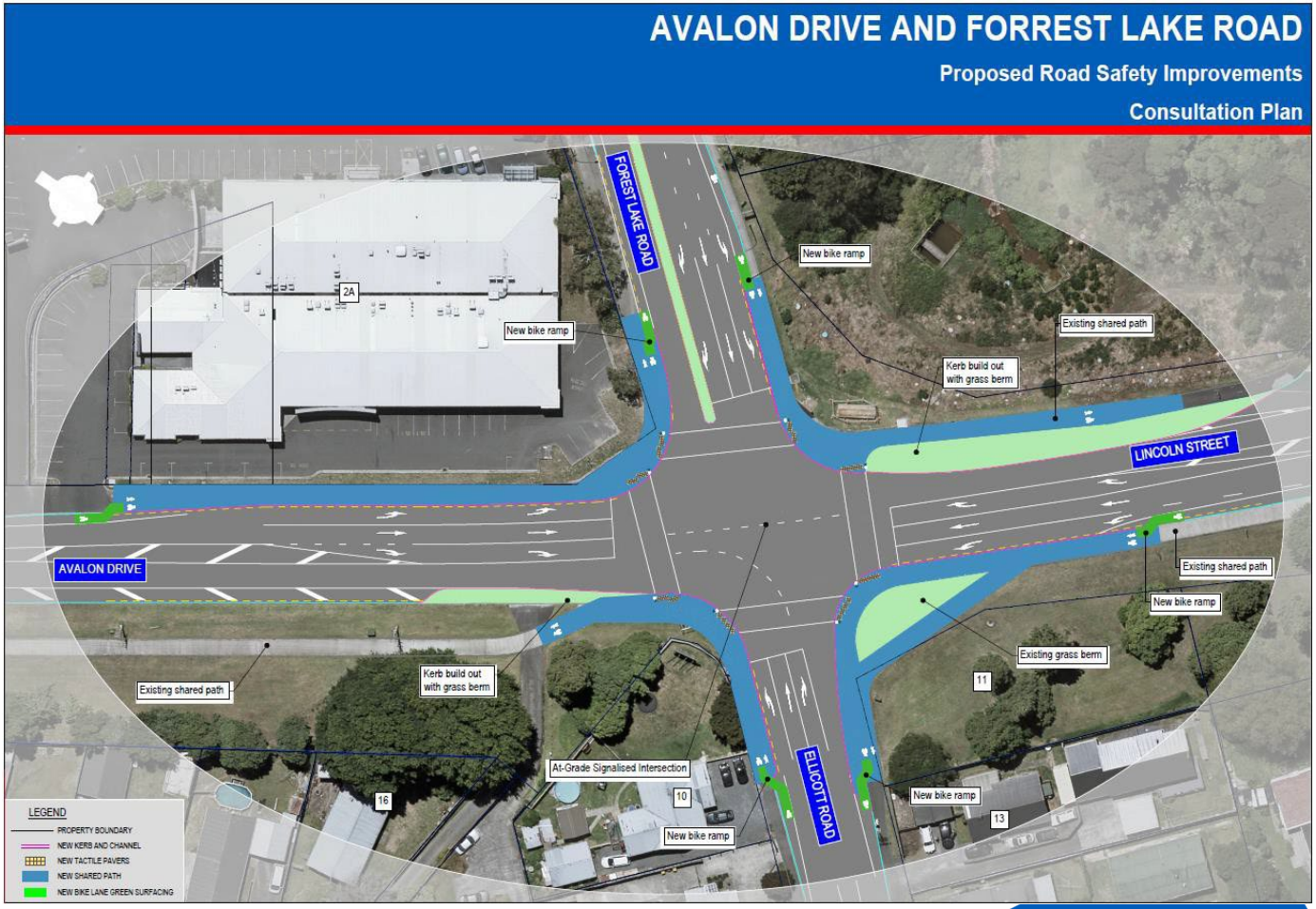
•high number of pedestrian activities at peak traffic times hours.
•students using the intersection to access schools (Maeroa Intermediate, Frazer High School and Nawton school) in this vicinity.
•Children and elderly people accessing medical centre (Avalon Medical).
•Pedestrian and cyclist accessing the gym (Anytime Fitness)



- **Safest Option: upgrade the existing signalised intersection by raising the intersection and adjusting kerblines (Treatment C) Estimated Cost: $2.4M (P95)**



- **Alternative Option: At-Grade Signalised intersection (Treatment E) Estimated Cost: $1.9M (P95 estimate)**



Avalon Drive / Forest Lake Road Intersection

Based on the Transport Project Decision Making Framework (2 May I&T Committee) this has been assessed as YELLOW.

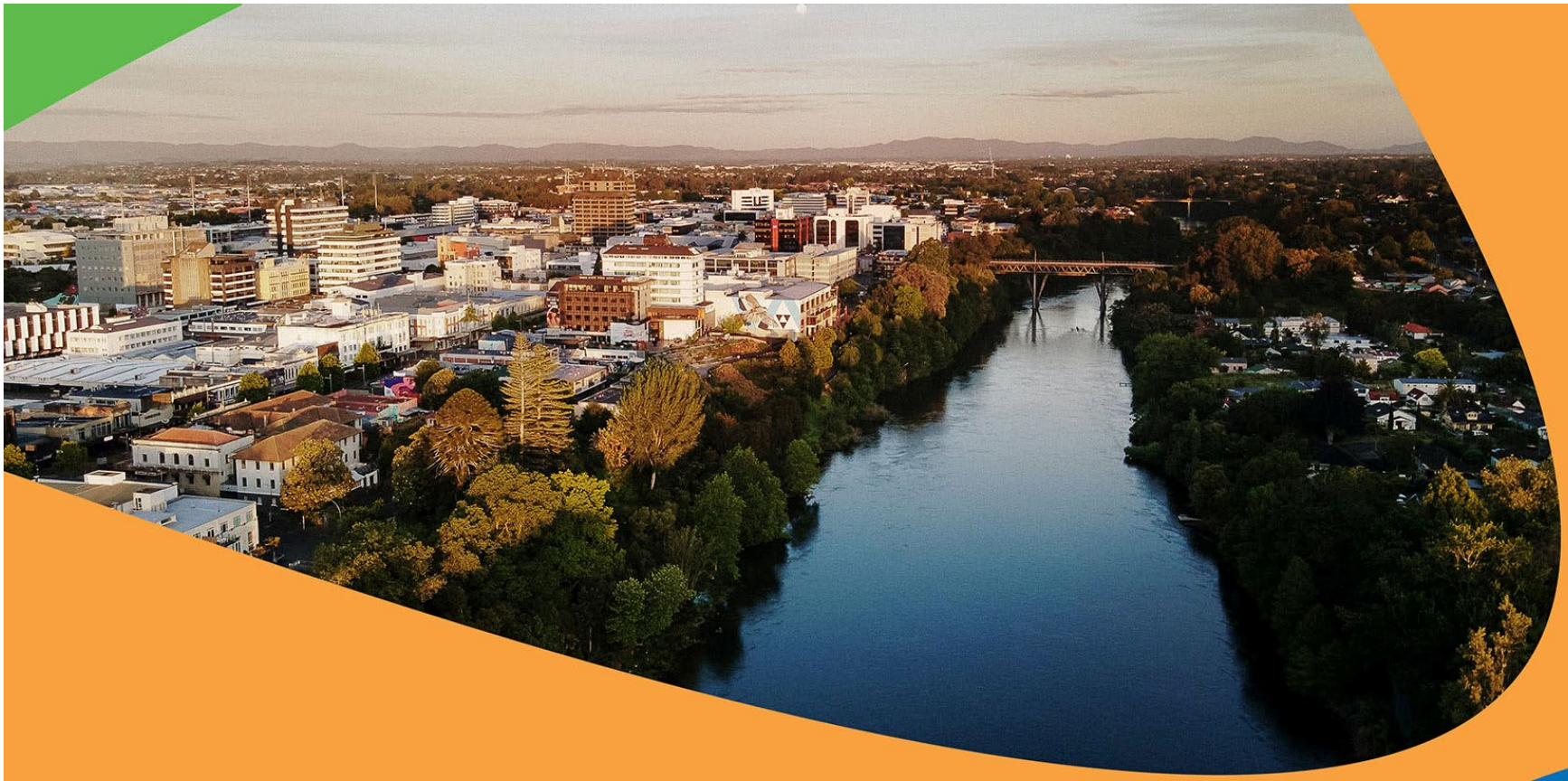
Two viable and safe options have been identified and these will be presented to the 28 November 2024 Infrastructure and Transport Committee for a final decision.

What direction/feedback is needed from Members?

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

- Advance Transport Management
  - Confirm that you are happy that that this is Green staff will just do it
- Wairere Drive / River Road intersection improvements
  - Confirm that you are happy for staff to continue working with NZTA on this and the potential for an alternative site instead?
- Avalon Drive / Forest Lake Road intersection improvements
  - Staff would like to know if there is anything further that Members would like covered in the staff report?
  - Are there any other options Members would like to see covered in the report?

Hamilton City Council
Te kaunihera o Kirikiriroa



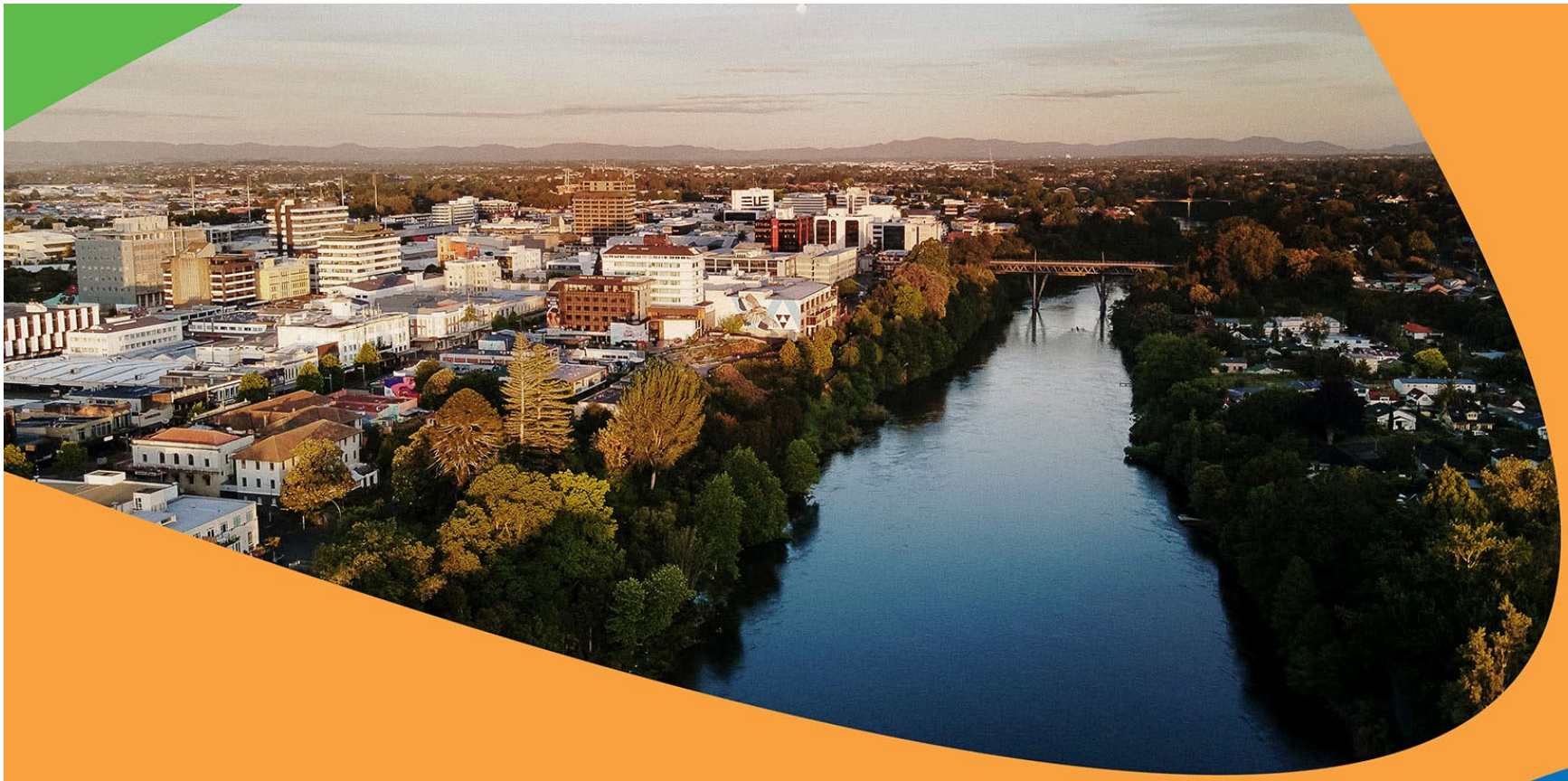
Long-Term Plan amendment

Elected Member Briefing 16-17 October 2024

Hamilton City Council
Te kaunihera o Kirikiriroa

Contents

Day	Item	Lead	Time
Wednesday 16 October	Long-Term Plan amendment overview	James Clarke and Niall Baker	2.00-2.45
	NZTA subsidy options	Chris Allen & Lyle Barker	2.45-3.30
	Break		3.30-3.45
	Targeted rates for waters	Matthew Bell & Andrew Judson	3.45-4.45
Thursday 17 October	Closed Session		9.30-10.45
	Break		10.45-11.00
	Long-Term Plan amendment assumptions	James Clarke and Niall Baker	11.00-12.30



Long-Term Plan amendment overview

James Clarke and Niall Baker

Hamilton City Council
Te kaunihera o Kirikiriroa

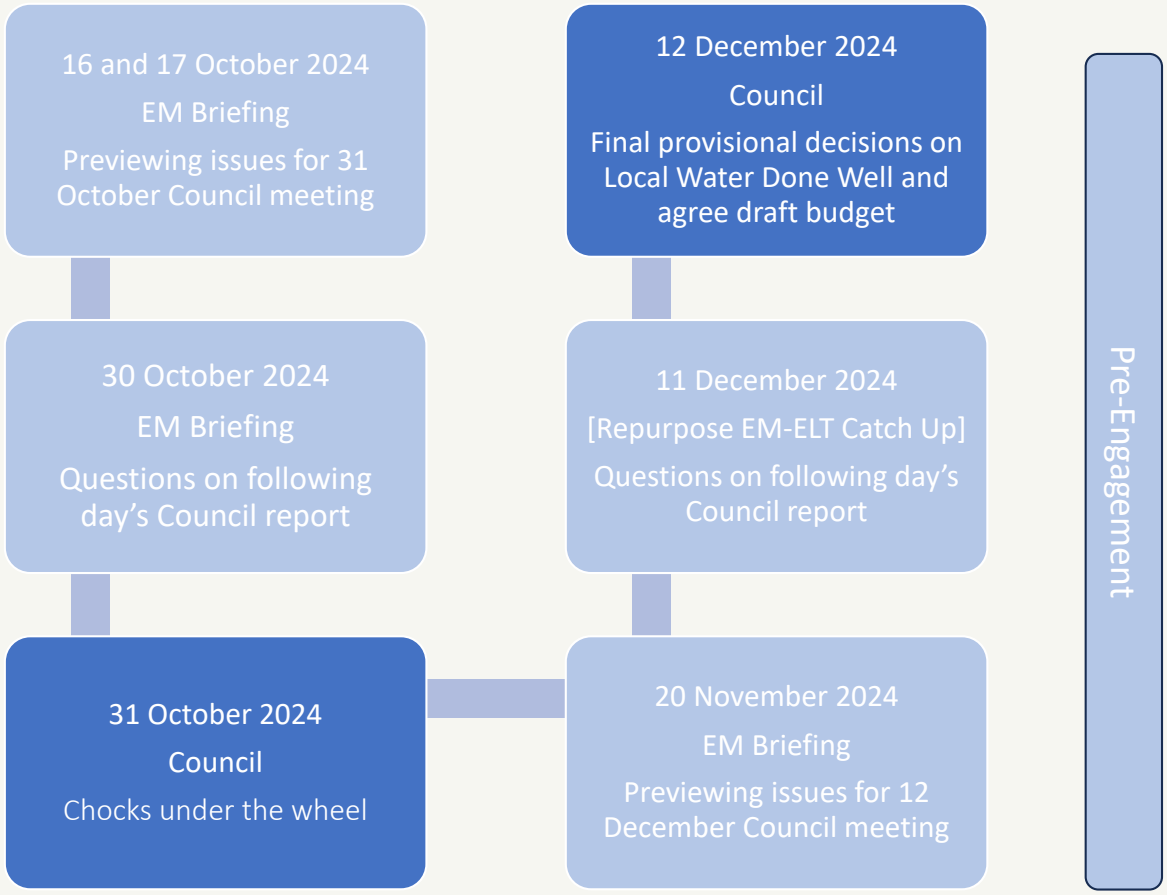
Our approach

- A Long-Term Plan amendment is required because of the changes we're making through the Local Water Done Well programme.
- An Annual Plan is required every year, even when we introduce a Long-Term Plan amendment, to set out our plans for the year and any changes compared to the Long-Term Plan.
- We're wary of running two processes in parallel, so are instead seeking to **make all changes through the Long-Term Plan amendment**.
- The Annual Plan will be produced at the end of the process as a minimalist document, reproducing the required financial statements and pointing the reader to Year 2 of the Long-Term Plan amendment.

The scale of the challenge

- This is a huge piece of work – the biggest change Council has gone through since at least 1989.
- The Local Water Done Well and Long-Term Plan amendment programmes are two sides of the same coin.
- We're joined up in a single programme approach.
- There's lots of uncertainty we're navigating… but it's also a very prescriptive process we're following…

High Level Timeline (2024)



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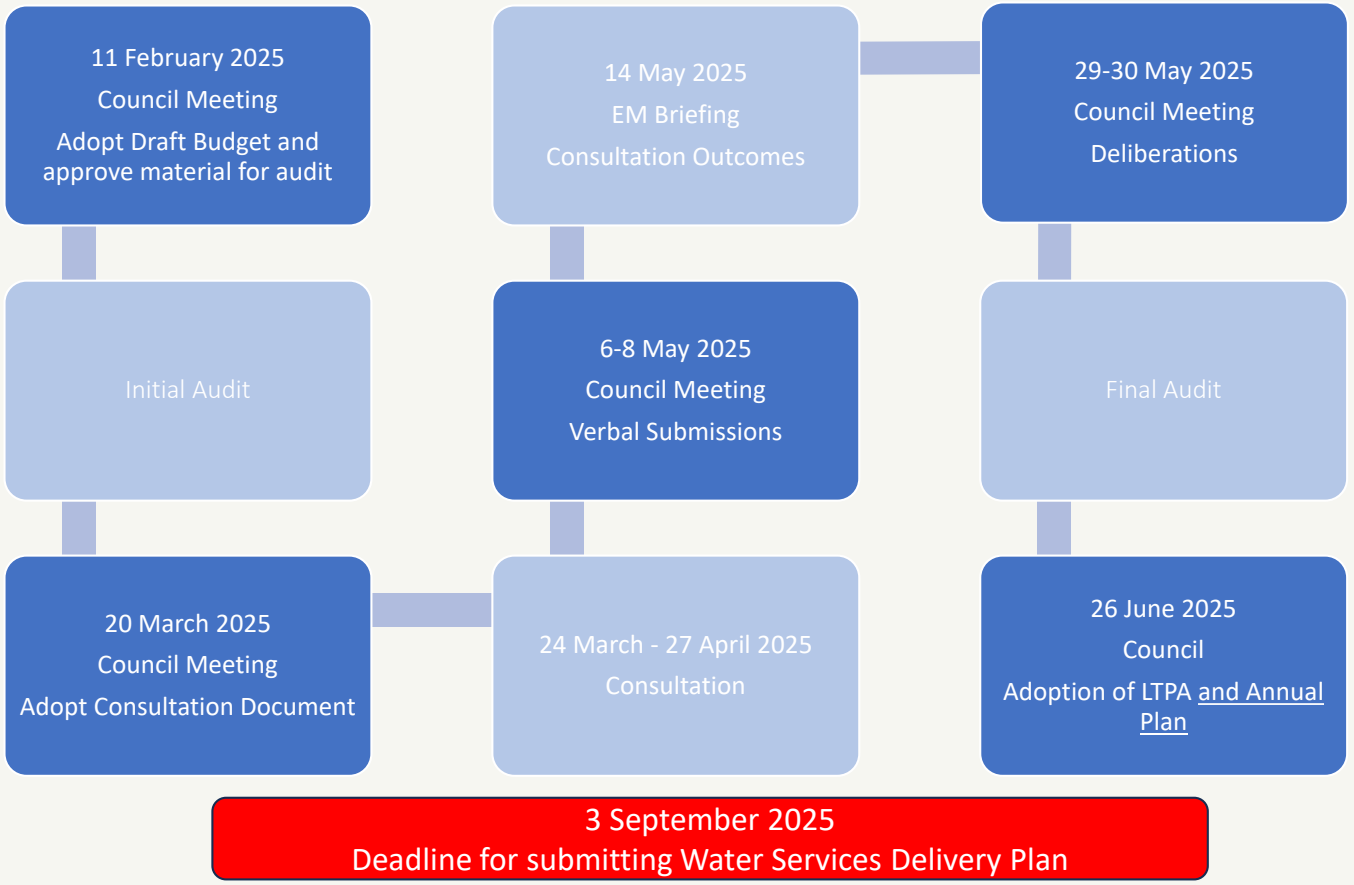
High Level Timeline (2025)



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The next four Council meetings

31 October 2024
Chocks under the wheels

- Long-Term Plan amendment overview
- Local Water Done Well update
- Decisions on structure of targeted rates for water services
- Decision on response to NZTA subsidy outcome
- Agreeing assumptions

12 December 2024
Decisions

- Final provisional decisions on preferred option (and consultation options) for:
  - water model (and consequences for residual Council)
  - rates structure/Revenue & Financing Policy
- Decisions on other budget adjustments
- Decision on rates increase and other financial parameters
- Decision on LGFA debt limit
- Set direction for Consultation Document

11 February 2025
Approve for audit

- Adopt draft budget
- Approve Consultation Document for audit
- Approve draft LTP document for audit
- Approve draft Financial & Infrastructure Strategies for audit
- Approve DC Policy and schedule for audit

20 March 2025
Approve for consultation

- Approve the following for consultation, noting that any changes beyond minor/typos would require re-audit and missed deadlines:
  - Consultation Document
  - Draft LTP document
  - Draft Financial & Infrastructure Strategies
  - DC Policy and schedule
- Audit opinion issued on Consultation Document

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Preparing for 31 October Council

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NZTA Subsidy Options

Chris Allen and Lyle Barker

Hamilton City Council
Te kaunihera o Kirikiriroa

NZ Transport Agency Subsidy- Recap

- ✓ **NZTA have released NLTP funding decisions for 2024-27 (Years 1-3 of the LTP).**
- ✓ **Report to Infrastructure and Transport Committee 26 September 2024.**

Programme	Subsidy assumed in LTP	Subsidy approved	Subsidy Shortfall
Maintenance, Operations and Renewals	$76,358,409	$63,680,130	$12,678,279
Walking and Cycling improvements	$25,077,581	$0	$25,077,581
Public transport improvements	$7,934,889	$0	$7,934,889
Investment Management	$1,979,000	$0	$1,979,000
Local Roads improvements	$10,858,269	$2,103,800	$8,754,469
Total	**$122,208,148**	**$65,783,930**	**$56,424,218**

- ✓ **Significant issue for maintenance, operations and renewals is footpath renewal.**
- ✓ **Funding options presented for Years 1-3 for consideration.**
- ✓ **No decisions for years 4-10.**
- ✓ **Do we shift to new model that doesn't assume NZTA subsidy in years 4-10?**

Committee Resolutions

approves the following modelling scenarios to be reported to the 31 October 2024 Council meeting to inform reprioritisation of programmes to ensure compliance with Councils current financial strategy in 2024/25 and for the proposed 2025/26 Annual Plan and/or the proposed Long Term Plan Amendment;

i. **OPTION A no reduction in the transport capital projects and programmes notwithstanding the subsidy decisions**

ii. **OPTION B reduction of the transport capital projects and programmes equivalent to the assumed subsidy not approved (effectively local share only)**

iii. **OPTION C removal of the transport capital projects and programmes where no subsidy is approved.**

iv. **an increase in the Renewals and Compliance programme from 2025/26 onwards to manage the organisational impacts of the reduced subsidy for footpath renewals.**

Recommendation

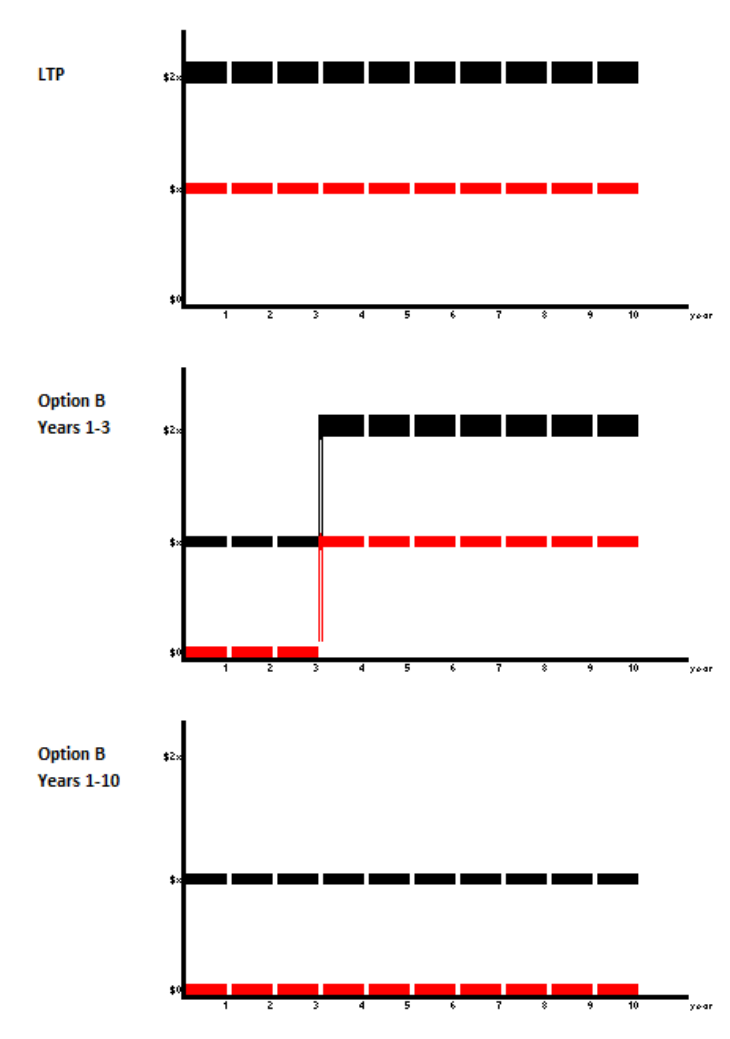
Option B - Local share only:

- Biking and Micromobility
- LCLR Walking
- PT Infrastructure
- PT Strategic
- LCLR Local
- LCLR Safety

Bespoke approach:

- School Link
- Footpath Renewal
- Ruakura ETC
- BRT Business Case

Need to consider Years 1-3 and Years 4-10.



Activity Class- Walking and Cycling

- ✓ **School Link**
- ✓ **Biking and Micromobility**
- ✓ **LCLR Walking**
- ✓ **Footpath Renewal**

School Link

Current LTP	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	11,000	14,000	2,400	27,400	0	0	0	0	0	0	0	0
	Revenue	5,610	7,140	1,224	13,974	0	0	0	0	0	0	0	0
	Net	**5,390**	**6,860**	**1,176**	**13,426**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Option A- No Change	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	11,000	14,000	2,400	27,400	0	0	0	0	0	0	0	0
	Revenue	0	0	0	0	0	0	0	0	0	0	0	0
	Local	**11,000**	**14,000**	**2,400**	**27,400**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Option B-Local Share only	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	5,390	6,860	1,176	13,426	0	0	0	0	0	0	0	0
	Revenue	0	0	0	0	0	0	0	0	0	0	0	0
	Local	**5,390**	**6,860**	**1,176**	**13,426**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Option C- Remove	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	0	0	0	0	0	0	0	0	0	0	0	0
	Revenue	0	0	0	0	0	0	0	0	0	0	0	0
	Local	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Recommended	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	0	0	0	0	0	0	0	0	0	0	0	0
	Revenue	0	0	0	0	0	0	0	0	0	0	0	0
	Local	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Activity Class- Walking and Cycling

Costs in un-escalated LTP $

- ✓ **School Link**
- ✓ **Biking and Micromobility**
- ✓ **LCLR Walking**
- ✓ **Footpath Renewal**

Types of projects - linked to strategy and business case

- Park connections
- Lake Domain to the WRT
- Bike Parklets at St Andrews Shops and Grey Street
- WRT to Frankton Station
- Riverlea Connections

Biking and Micromobility

Current LTP	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	4,000	4,000	4,000	12,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	28,000
	Revenue	2040	2040	2040	6,120	2040	2040	2040	2040	2040	2040	2040	14,280
	Net	**1,960**	**1,960**	**1,960**	**5,880**	**1,960**	**1,960**	**1,960**	**1,960**	**1,960**	**1,960**	**1,960**	**13,720**

Option A- No Change	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	4,000	4,000	4,000	12,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	28,000
	Revenue	0	0	0	0	2040	2040	2040	2040	2040	2040	2040	14,280
	Local	**4,000**	**4,000**	**4,000**	**12,000**	**1,960**	**1,960**	**1,960**	**1,960**	**1,960**	**1,960**	**1,960**	**13,720**

Option B-Local Share only	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	1,960	1,960	1,960	5,880	4,000	4,000	4,000	4,000	4,000	4,000	4,000	28,000
	Revenue	0	0	0	0	2040	2040	2040	2040	2040	2040	2040	14,280
	Local	**1,960**	**1,960**	**1,960**	**5,880**	**1,960**	**1,960**	**1,960**	**1,960**	**1,960**	**1,960**	**1,960**	**13,720**

Option C- Remove	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	0	0	0	0	4,000	4,000	4,000	4,000	4,000	4,000	4,000	28,000
	Revenue	0	0	0	0	2040	2040	2040	2040	2040	2040	2040	14,280
	Local	**0**	**0**	**0**	**0**	**1,960**	**1,960**	**1,960**	**1,960**	**1,960**	**1,960**	**1,960**	**13,720**

Recommended	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	1,960	1,960	1,960	5,880	1,960	1,960	1,960	1,960	1,960	1,960	1,960	13,720
	Revenue	0	0	0	0	0	0	0	0	0	0	0	0
	Local	**1,960**	**1,960**	**1,960**	**5,880**	**1,960**	**1,960**	**1,960**	**1,960**	**1,960**	**1,960**	**1,960**	**13,720**

Activity Class- Walking and Cycling

Costs in un-escalated LTP $

- ✓ **School Link**
- ✓ **Biking and Micromobility**
- ✓ **LCLR Walking**
- ✓ **Footpath Renewal**

Types of projects - linked to customer requests and/or safety:

- new footpaths
- accessibility improvements
- pedestrian facility upgrades

LCLR _ Walking

Current LTP	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	2,000	2,000	2,000	6,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	14,000
	Revenue	1020	1020	1020	3,060	1020	1020	1020	1020	1020	1020	1020	7,140
	Net	**980**	**980**	**980**	**2,940**	**980**	**980**	**980**	**980**	**980**	**980**	**980**	**6,860**

Option A- No Change	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	2,000	2,000	2,000	6,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	14,000
	Revenue	0	0	0	0	1020	1020	1020	1020	1020	1020	1020	7,140
	Local	**2,000**	**2,000**	**2,000**	**6,000**	**980**	**980**	**980**	**980**	**980**	**980**	**980**	**6,860**

Option B-Local Share only	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	980	980	980	2,940	2,000	2,000	2,000	2,000	2,000	2,000	2,000	14,000
	Revenue	0	0	0	0	1020	1020	1020	1020	1020	1020	1020	7,140
	Local	**980**	**980**	**980**	**2,940**	**980**	**980**	**980**	**980**	**980**	**980**	**980**	**6,860**

Option C- Remove	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	0	0	0	0	2,000	2,000	2,000	2,000	2,000	2,000	2,000	14,000
	Revenue	0	0	0	0	1020	1020	1020	1020	1020	1020	1020	7,140
	Local	**0**	**0**	**0**	**0**	**980**	**980**	**980**	**980**	**980**	**980**	**980**	**6,860**

Recommended	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	980	980	980	2,940	980	980	980	980	980	980	980	6,860
	Revenue	0	0	0	0	0	0	0	0	0	0	0	0
	Local	**980**	**980**	**980**	**2,940**	**980**	**980**	**980**	**980**	**980**	**980**	**980**	**6,860**

Activity Class- Footpath Renewals

Costs in un-escalated LTP $

- ✓ **School Link**
- ✓ **Biking and Micromobility**
- ✓ **LCLR Walking**
- ✓ **Footpath Renewal**

- **recommendations**

- for all council activities

Footpath Renewals

Current LTP	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	7,248	6,433	7,669	21,350	8,785	6,803	7,939	5,498	5,645	6,547	5,467	46,684
	Revenue	3,337	3,326	3,341	10,004	3,357	3,310	3,336	2,328	2,343	2,359	2,313	19,346
	Net	**3,911**	**3,107**	**4,328**	**11,346**	**5,428**	**3,493**	**4,603**	**3,170**	**3,302**	**4,188**	**3,154**	**27,338**

Option A- No Change	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	7,248	6,433	7,669	21,350	8,785	6,803	7,939	5,498	5,645	6,547	5,467	46,684
	Revenue	0	0	0	0	3,357	3,310	3,336	2,328	2,343	2,359	2,313	19,346
	Net	**7,248**	**6,433**	**7,669**	**21,350**	**5,428**	**3,493**	**4,603**	**3,170**	**3,302**	**4,188**	**3,154**	**27,338**

Recommended All activities	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Current	107,301	111,127	141443	359,871	147,022	141,796	147,574	148,535	147,341	152,103	146,801	1,031,172
	Extra	-	3,326	3,341	6,667	3,357	3,310	3,336	2,328	2,343	2,359	2,313	19,346
	%	-	3.0	2.4	1.9	2.3	2.3	2.3	1.6	1.6	1.6	1.6	1.9

Activity Class- Public Transport

Costs in un-escalated LTP $

- ✓ **PT - infrastructure**
- ✓ **PT – strategic**

Types of projects - linked to customer and or WRC service requests:

- bus shelters
- accessible kerbs
- concrete pads and seats
- relocation of bus stops in alignment with WRC

LCLR PT Improvments -Amenity

Current LTP	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	750	750	750	2,250	750	750	750	750	750	750	750	5,250
	Revenue	382.5	382.5	382.5	1,148	382.5	382.5	382.5	382.5	382.5	382.5	382.5	2,678
	Net	**368**	**368**	**368**	**1,103**	**368**	**368**	**368**	**368**	**368**	**368**	**368**	**2,573**

Option A- No Change	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	750	750	750	2,250	750	750	750	750	750	750	750	5,250
	Revenue	0	0	0	0	382.5	382.5	382.5	382.5	382.5	382.5	382.5	2,678
	Local	**750**	**750**	**750**	**2,250**	**368**	**368**	**368**	**368**	**368**	**368**	**368**	**2,573**

Option B-Local Share only	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	368	368	368	1,104	750	750	750	750	750	750	750	5,250
	Revenue	0	0	0	0	382.5	382.5	382.5	382.5	382.5	382.5	382.5	2,678
	Local	**368**	**368**	**368**	**1,104**	**368**	**368**	**368**	**368**	**368**	**368**	**368**	**2,573**

Option C- Remove	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	0	0	0	0	750	750	750	750	750	750	750	5,250
	Revenue	0	0	0	0	382.5	382.5	382.5	382.5	382.5	382.5	382.5	2,678
	Local	**0**	**0**	**0**	**0**	**368**	**368**	**368**	**368**	**368**	**368**	**368**	**2,573**

Recommended	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	368	368	368	1,104	368	368	368	368	368	368	368	2,576
	Revenue	0	0	0	0	0	0	0	0	0	0	0	0
	Local	368	368	368	1,104	368	368	368	368	368	368	368	2,576

Activity Class- Public Transport

Costs in un-escalated LTP $
Revenue in escalated $

- ✓ **PT - infrastructure**
- ✓ **PT - strategic**

Types of projects - linked to PT services:

- focus on high frequency routes
- upgrades to PT infrastructure
- crossing facilities (using transport framework)

LCLR PT Improvments -Strategic

Current LTP	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	4,000	4,000	4,000	12,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	28,000
	Revenue	2040	2040	2040	6,120	2040	2040	2040	2040	2040	2040	2040	14,280
	Net	**1,960**	**1,960**	**1,960**	**5,880**	**1,960**	**1,960**	**1,960**	**1,960**	**1,960**	**1,960**	**1,960**	**13,720**

Option A- No Change	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	4,000	4,000	4,000	12,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	28,000
	Revenue	0	0	0	0	2040	2040	2040	2040	2040	2040	2040	14,280
	Local	**4,000**	**4,000**	**4,000**	**12,000**	**1,960**	**1,960**	**1,960**	**1,960**	**1,960**	**1,960**	**1,960**	**13,720**

Option B-Local Share only	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	1,960	1,960	1,960	5,880	4,000	4,000	4,000	4,000	4,000	4,000	4,000	28,000
	Revenue	0	0	0	0	2040	2040	2040	2040	2040	2040	2040	14,280
	Local	**1,960**	**1,960**	**1,960**	**5,880**	**1,960**	**1,960**	**1,960**	**1,960**	**1,960**	**1,960**	**1,960**	**13,720**

Option C- Remove	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	0	0	0	0	4,000	4,000	4,000	4,000	4,000	4,000	4,000	28,000
	Revenue	0	0	0	0	2040	2040	2040	2040	2040	2040	2040	14,280
	Local	**0**	**0**	**0**	**0**	**1,960**	**1,960**	**1,960**	**1,960**	**1,960**	**1,960**	**1,960**	**13,720**

Recommended	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	1,960	1,960	1,960	5,880	1,960	1,960	1,960	1,960	1,960	1,960	1,960	13,720
	Revenue	0	0	0	0	0	0	0	0	0	0	0	0
	Local	**1,960**	**1,960**	**1,960**	**5,880**	**1,960**	**1,960**	**1,960**	**1,960**	**1,960**	**1,960**	**1,960**	**13,720**

Activity Class- Local Road

Costs in un-escalated LTP $
Revenue in escalated $

- ✓ **LCLR- local (subsidy for advanced traffic management- optimize network)**
- ✓ **LCLR- safety**

Types of projects - linked to asset management and/or safety:

- guardrails
- improvements with kerb and channel renewals
- pedestrian fencing at underpasses
- traffic island concrete infill
- safety signage and markings
- upgrade road markings

LCLR Local Roads

Current LTP	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	1,500	1,500	1,500	4,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	10,500
	Revenue	765	765	765	2,295	765	765	765	765	765	765	765	5,355
	Net	**735**	**735**	**735**	**2,205**	**735**	**735**	**735**	**735**	**735**	**735**	**735**	**5,145**

Option A- No Change	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	1,500	1,500	1,500	4,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	10,500
	Revenue	102	102	102	306	765	765	765	765	765	765	765	5,355
	Local	**1,398**	**1,398**	**1,398**	**4,194**	**735**	**735**	**735**	**735**	**735**	**735**	**735**	**5,145**

Option B-Local Share only	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	735	735	735	2,205	1,500	1,500	1,500	1,500	1,500	1,500	1,500	10,500
	Revenue	102	102	102	306	765	765	765	765	765	765	765	5,355
	Local	**735**	**735**	**735**	**1,899**	**735**	**735**	**735**	**735**	**735**	**735**	**735**	**5,145**

Option C- Remove	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	200	200	200	600	1,500	1,500	1,500	1,500	1,500	1,500	1,500	10,500
	Revenue	102	102	102	306	765	765	765	765	765	765	765	5,355
	Local	**98**	**98**	**98**	**0**	**735**	**735**	**735**	**735**	**735**	**735**	**735**	**5,145**

Recommended	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	735	735	735	2,205	735	735	735	735	735	735	735	5,145
	Revenue	102	102	102	306	0	0	0	0	0	0	0	0
	Local	**735**	**735**	**735**	**1,899**	**735**	**735**	**735**	**735**	**735**	**735**	**735**	**5,145**

Activity Class- Local Road

Costs in un-escalated LTP $

- ✓ **LCLR- local**
- ✓ **LCLR- safety**

(subsidy for 2 intersection improvements- Avalon/Forest Lake; Wairere /River Road)

Types of projects - linked to safety and/or customer requests:

- intersection improvements
- safer speeds areas
- safer schools- pedestrian facilities
- safer shopping areas

LCLR - Safety

Current LTP	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	5,000	5,000	5,000	15,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	35,000
	Revenue	2550	2550	2550	7,650	2550	2550	2550	2550	2550	2550	2550	17,850
	Net	**2,450**	**2,450**	**2,450**	**7,350**	**2,450**	**2,450**	**2,450**	**2,450**	**2,450**	**2,450**	**2,450**	**17,150**

Option A- No Change	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	5,000	5,000	5,000	15,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	35,000
	Revenue	816	982	0	1,798	2550	2550	2550	2550	2550	2550	2550	17,850
	Local	**4,184**	**4,018**	**5,000**	**13,202**	**2,450**	**2,450**	**2,450**	**2,450**	**2,450**	**2,450**	**2,450**	**17,150**

Option B-Local Share only	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	2,450	2,450	2,450	7,350	5,000	5,000	5,000	5,000	5,000	5,000	5,000	35,000
	Revenue	816	982	0	1,798	2550	2550	2550	2550	2550	2550	2550	17,850
	Local	**2,450**	**2,450**	**2,450**	**7,350**	**2,450**	**2,450**	**2,450**	**2,450**	**2,450**	**2,450**	**2,450**	**17,150**

Option C- Remove	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	1,600	1,925	0	3,525	5,000	5,000	5,000	5,000	5,000	5,000	5,000	35,000
	Revenue	816	982	0	1,798	2550	2550	2550	2550	2550	2550	2550	17,850
	Local	**784**	**943**	**0**	**1,727**	**2,450**	**2,450**	**2,450**	**2,450**	**2,450**	**2,450**	**2,450**	**17,150**

Recommended	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	2,450	2,450	2,450	7,350	2,450	2,450	2,450	2,450	2,450	2,450	2,450	17,150
	Revenue	816	982	0	1,798	0	0	0	0	0	0	0	0
	Local	**2,450**	**2,450**	**2,450**	**7,350**	**2,450**	**2,450**	**2,450**	**2,450**	**2,450**	**2,450**	**2,450**	**17,150**

Activity Class- local Road

Costs in un-escalated LTP $

✓ **Ruakura ETC**
(proposed NZTA/HCC share- excludes developer share)

Ruakura ETC Construction

Current LTP	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	0	0	234	234	1,346	24,373	2,524	22,454	22,454	66	0	73,217
	Revenue	-	-	-	-	686	12,430	1,287	11,452	11,452	34	-	37,341
	Net	**0**	**0**	**234**	**234**	**660**	**11,943**	**1,237**	**11,002**	**11,002**	**32**	**0**	**35,876**

Recommended	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	0	0	234	234	1,346	24,373	2,524	22,454	22,454	66	0	73,217
	Revenue	0	0	0	0	0	0	0	0	0	0	0	0
	Local	**0**	**0**	**234**	**234**	**1,346**	**24,373**	**2,524**	**22,454**	**22,454**	**66**	**0**	**73,217**

Activity Class- Investment

Costs in un-escalated LTP $

✓ **MSP Programme**
(multi modal master plans)
(3-way partnership HCC/NZTA/WRC)

- HCC Share 20-25%
- NZTA no funding year 1-3
- shift Programme + 3 years
- retain Local HCC share years 1-3
- priority areas to align with Fast Track growth areas

➢ Dinsdale- SL1
➢ Te Rapa- Te Awa Lakes, Fonterra
➢ Ruakura- R2,Tuumata

MSP Programme

Current LTP	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	1,133	1,133	1,284	3,549	1,510	529	529	1,200	1,200	0	0	4,967
	Revenue	910.5	855	969	2,735	1,140	399	399	906	906	0	0	3,750
	Net	**222**	**278**	**315**	**814**	**370**	**130**	**130**	**294**	**294**	**0**	**0**	**1,217**

Option A- No Change	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	1,133	1,133	1,284	3,549	1,510	529	529	1,200	1,200	0	0	4,967
	Revenue	0	0	0	0	1,140	399	399	906	906	0	0	3,750
	Local	**1,133**	**1,133**	**1,284**	**3,549**	**370**	**130**	**130**	**294**	**294**	**0**	**0**	**1,217**

Option B-Local Share only	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	1,133	1,133	1,284	3,549	1,510	529	529	1,200	1,200	0	0	4,967
	Revenue	0	0	0	0	1,140	399	399	906	906	0	0	3,750
	Local	**222**	**278**	**315**	**814**	**370**	**130**	**130**	**294**	**294**	**0**	**0**	**1,218**

Option C- Delay 3 years	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	0	0	0	0	1,133	1,133	1,284	1,510	529	529	1,200	7,316
	Revenue	0	0	0	0	910.5	855	969	1,140	399	399	906	5,579
	Local	**0**	**0**	**0**	**0**	**222**	**278**	**315**	**370**	**130**	**130**	**294**	**1,737**

Recommended	Year	1	2	3	year 1-3 Total	4	5	6	7	8	9	10	year 4-10 total
	Cost	0	0	0	0	1,133	1,133	1,284	1,510	529	529	1,200	7,316
	Revenue	0	0	0	0	910.5	855	969	1,140	399	399	906	5,579
	Local	222	278	315	815	222	278	315	370	130	130	294	1,737

Key considerations

- ✓ **Reclassification of capital to opex for stopped projects (School Link)**
- ✓ **KPI impacts - safety**

Targeted rates for waters

Matthew Bell and Andrew Judson

Hamilton City Council
Te kaunihera o Kirikiriroa

How do we rate for waters now?

	RESIDENTIAL	COMMERCIAL	OTHER (RURAL)
WATER	General rate (CV) *and* Govt. Compliance rate (CV) if available	By meter *or* fixed rate per rating unit if connected	
WASTEWATER	General rate (CV) *and* Govt. Compliance rate (CV) if available		N/A
STORMWATER	General rate (CV) *and* Govt. Compliance rate (CV) all rateable property		

How will we rate for waters next year?

Targeted rates for each of water, wastewater, and stormwater:

- to be set from 1 July 2025 and continue until CCO

- may be set based on
  - consumption (by meter)
  - property value (capital value)
  - fixed amount per property (rating unit)
  - fixed amount per Separately Used or Inhabited Part (SUIP)

How will we rate for waters next year?

Targeted rates for each of water, wastewater, and stormwater:

- may be differentiated (e.g. commercial pays more)

- may be applied to
  - all property
  - connected property
  - property where the network is available

What have we modelled?

Three scenarios for water & wastewater
- fixed amount per rating unit
- fixed amount per SUIP
- capital value

Current LTP Y2 budgets (15.5% rates increase)

Rates revenue maintained by sector (residential / commercial)

Stormwater based on capital value in all scenarios

What have we modelled?

Assumptions:

- Government Compliance rate to be discontinued
- UAGC to be discontinued if there are new fixed rates
- all differentiated CV rates are set to the same differential factor in each scenario (actual differentials to be determined later)

Fixed amount per rating unit

Water	$534 per rating unit – undifferentiated – where connected and not metered
Wastewater	$1,040 per rating unit – undifferentiated – where connected
Stormwater	capital value – differentiated – all property

Every property pays the same amount for water & wastewater (if connected & not metered).

Properties with multiple dwellings, shops, etc. don’t pay more for these.

Lower value properties will increase. Higher value properties will decrease.

Fixed amount per SUIP

Water	$480 per SUIP – undifferentiated – where connected and not metered
Wastewater	$914 per SUIP – undifferentiated – where connected
Stormwater	capital value – differentiated – all property

Every SUIP pays the same amount for water & wastewater (if connected & not metered).

Properties with multiple dwellings, shops, etc. pay more for these.

Lower value properties will increase. Higher value properties will decrease.

Capital value

Water	capital value – residential only – where the water network is available
Wastewater	capital value – differentiated – where the wastewater network is available
Stormwater	capital value – differentiated – all property

Very close to status quo.

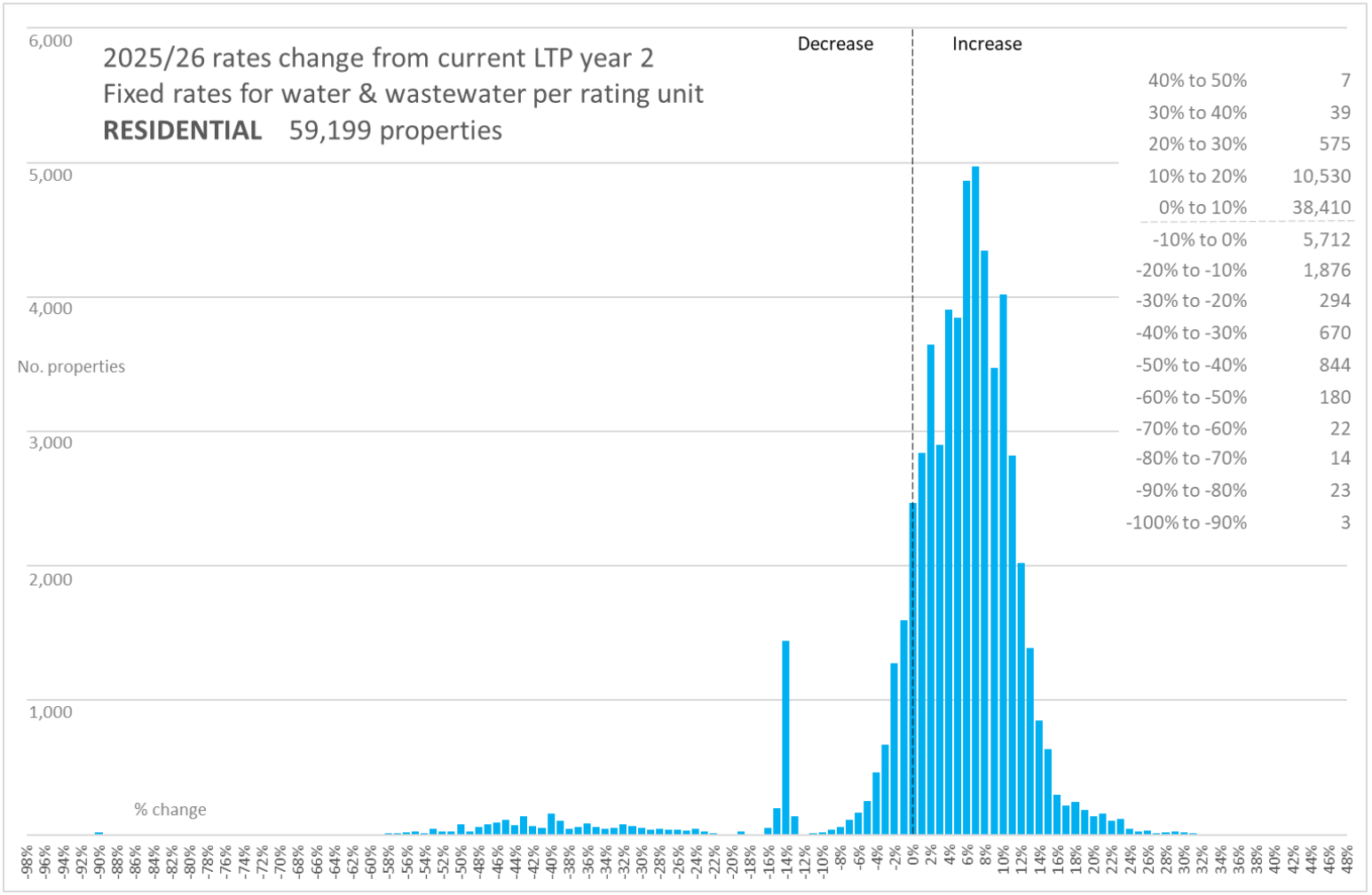
Preferred option of the Waters and Rates Working Group

Why capital value?

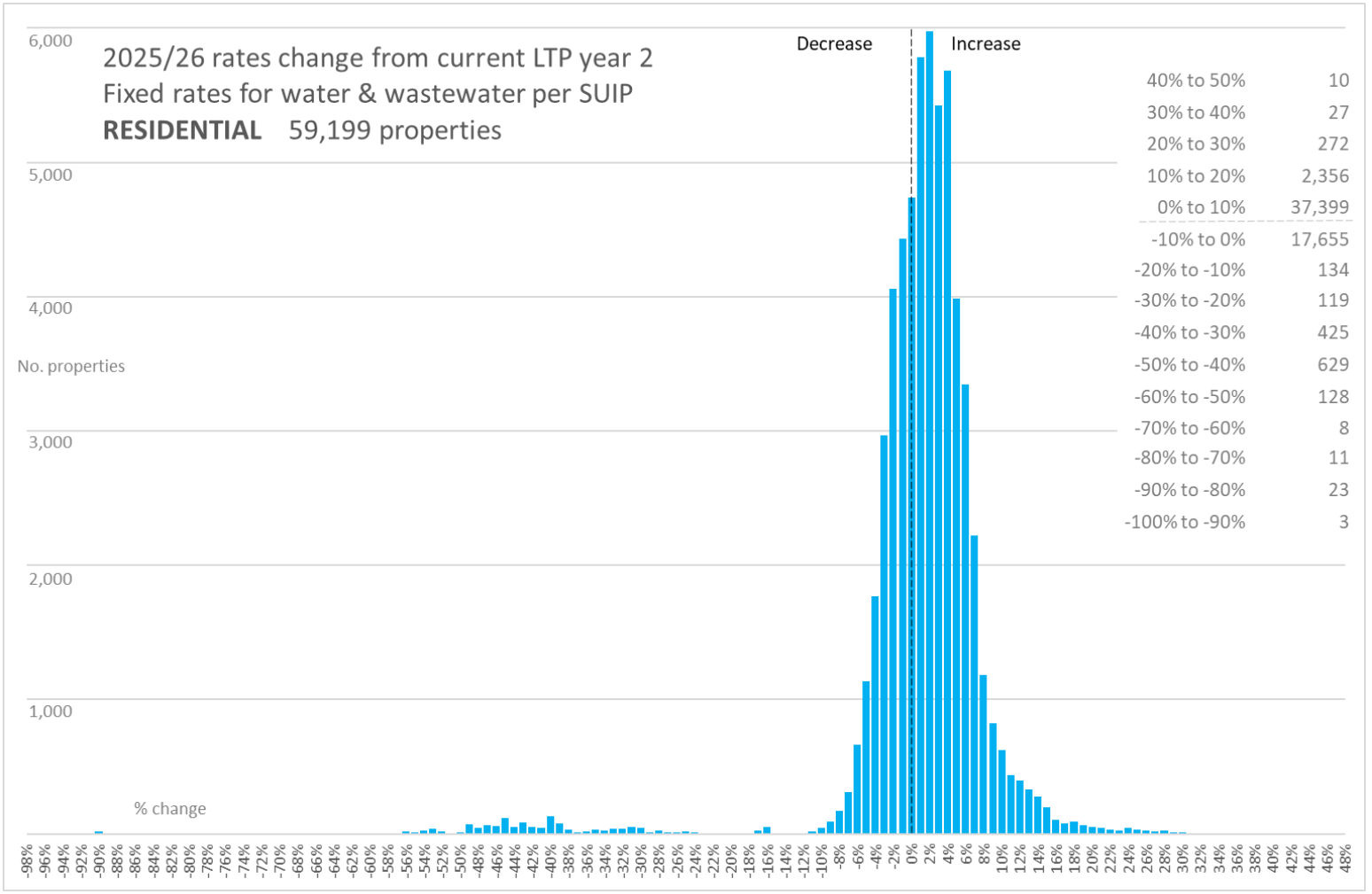
- minimal change to ratepayers
- more time to investigate options
- more time to communicate changes to ratepayers

- CCO may be able to charge on CV
    - *possibly* fixed period (5 years) to allow transition to meters
    - *probably* based on connection (not availability)

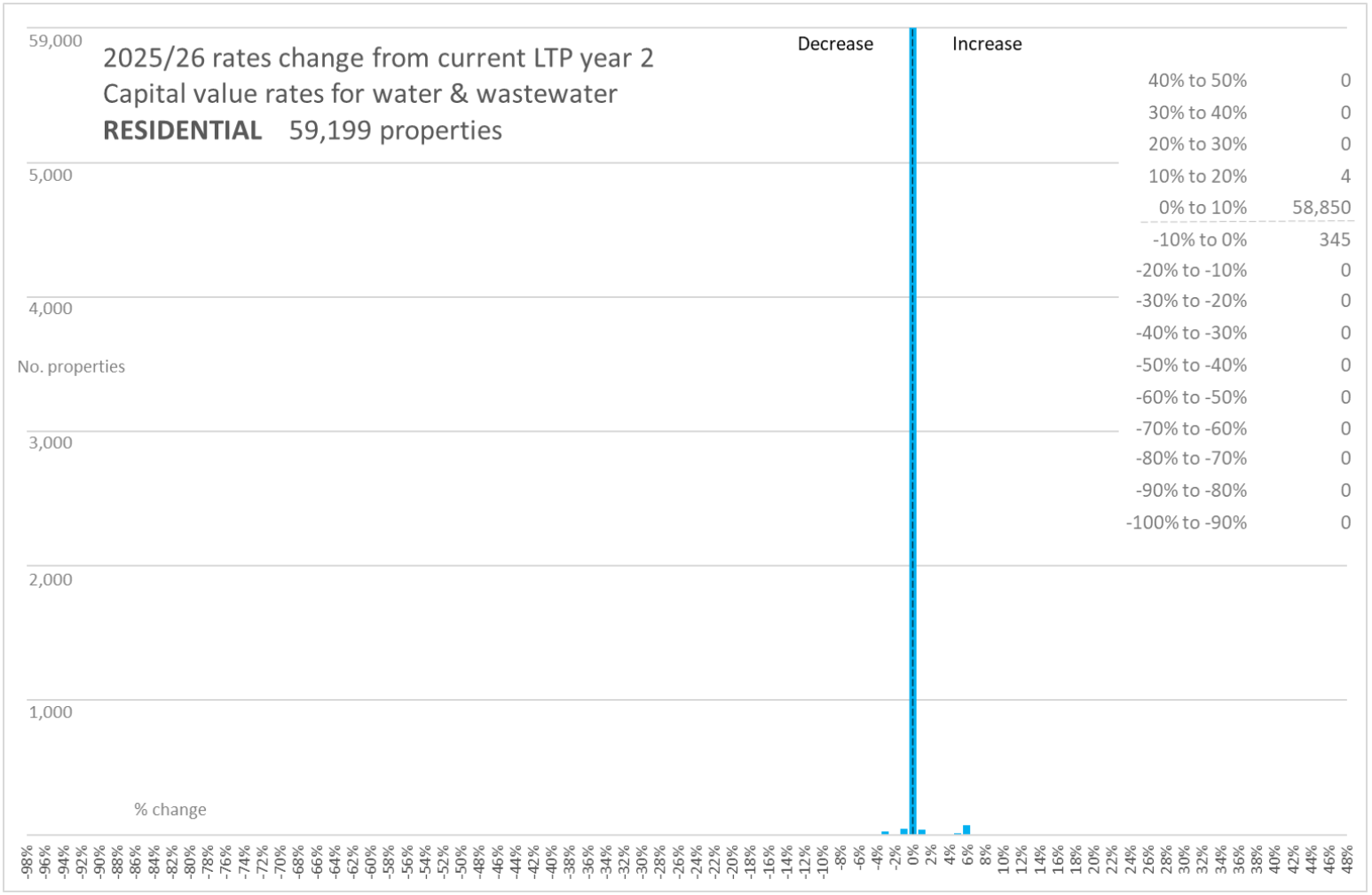
Fixed amount per rating unit



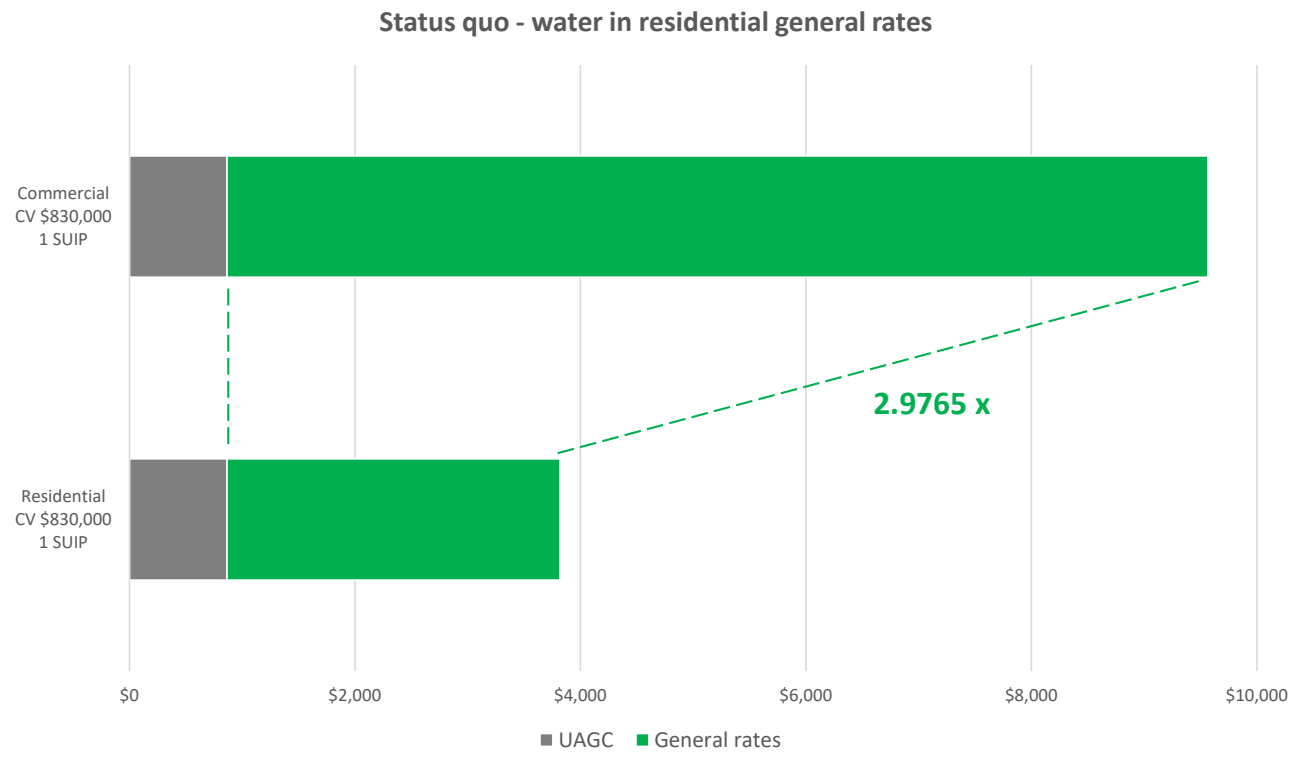
Fixed amount per SUIP



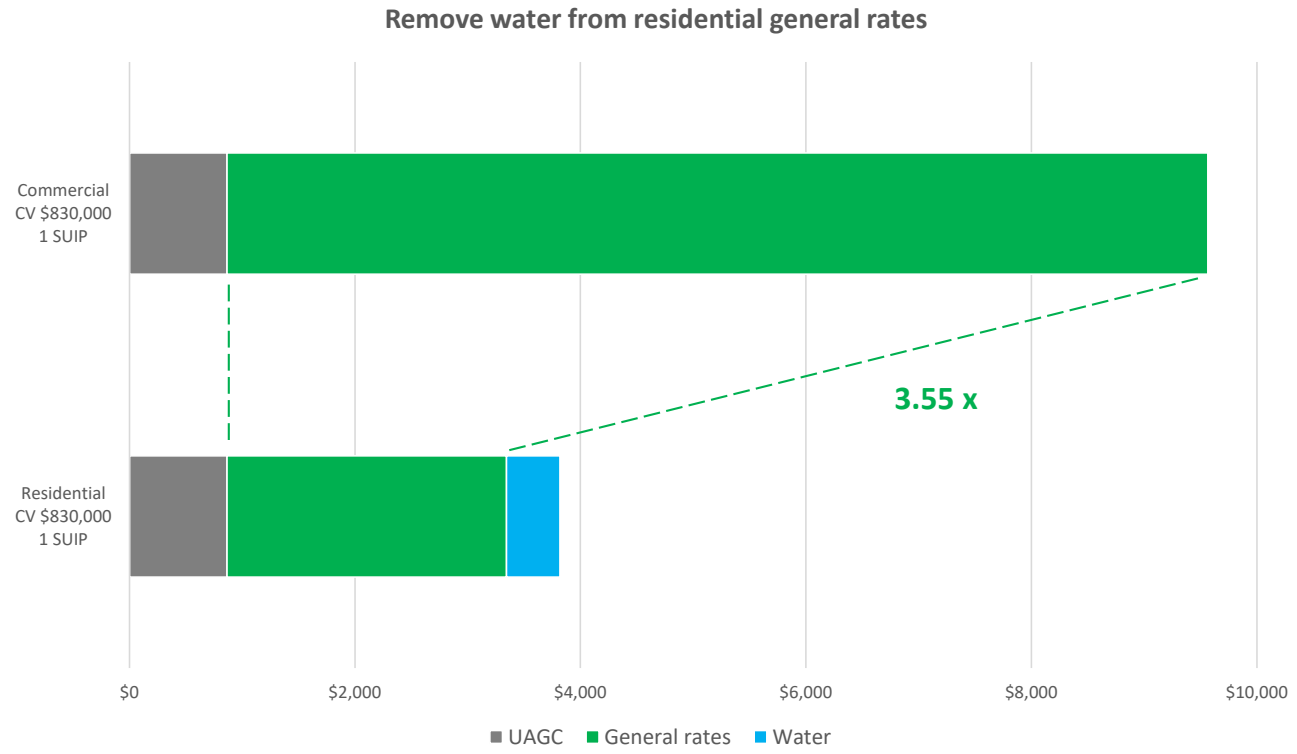
Capital value



Commercial differential



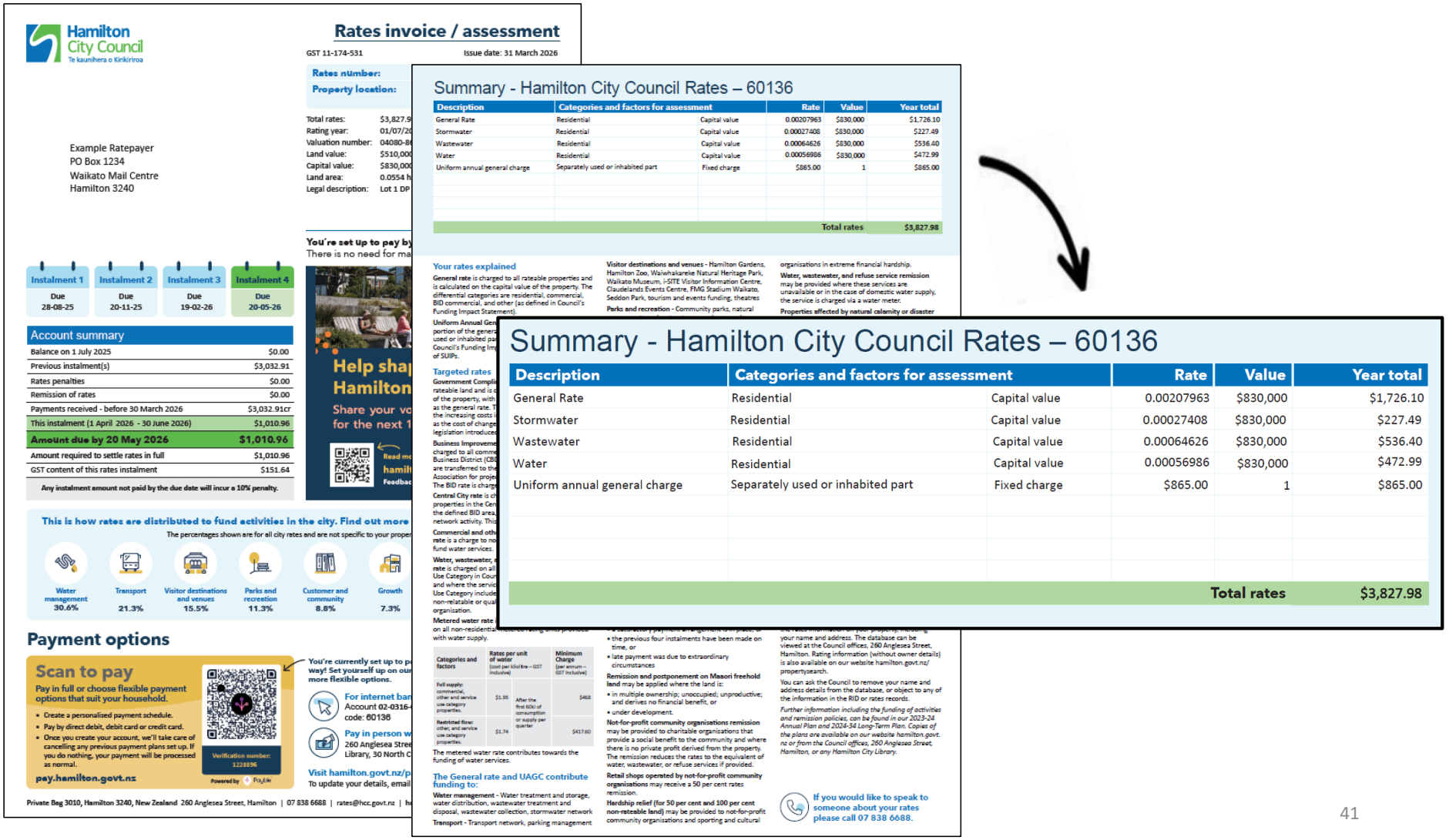
Commercial differential



Still to do

- define new targeted rates (water, wastewater, stormwater)
- LGA 101(3) funding needs analysis
  - appropriate differentials (general rates, wastewater, stormwater)
  - consider connected vs available

- citywide revaluation
- budgets, rates increases, policies (LTP amendment & Annual Plan)
- CCO or Business Unit?



Hamilton City Council
Te kaunihera o Kirikiriroa

Rates invoice / assessment

GST 11-174-531 Issue date: 31 March 2026

Rates number:
Property location:

Total rates: $3,827.9
Rating year: 01/07/2
Valuation number: 04080-8
Land value: $510,00
Capital value: $830,00
Land area: 0.0554 h
Legal description: Lot 1 DP

Example Ratepayer
PO Box 1234
Waikato Mail Centre
Hamilton 3240

You're set up to pay by
There is no need for ma

Instalment 1	Instalment 2	Instalment 3	Instalment 4
Due 28-08-25	Due 20-11-25	Due 19-02-26	Due 20-05-26

Account summary	
Balance on 1 July 2025	$0.00
Previous instalment(s)	$3,032.91
Rates penalties	$0.00
Remission of rates	$0.00
Payments received - before 30 March 2026	$3,032.91cr
This instalment (1 April 2026 - 30 June 2026)	$1,010.96
Amount due by 20 May 2026	**$1,010.96**
Amount required to settle rates in full	$1,010.96
GST content of this rates instalment	$151.64

Any instalment amount not paid by the due date will incur a 10% penalty.

Help sha
Hamilton
Share your vo
for the next 1

This is how rates are distributed to fund activities in the city. Find out more
The percentages shown are for all city rates and are not specific to your proper

Water management	Transport	Visitor destinations and venues	Parks and recreation	Customer and community	Growth
30.6%	21.3%	15.5%	11.3%	8.8%	7.3%

Payment options

Scan to pay
Pay in full or choose flexible payment options that suit your household.
- Create a personalised payment schedule.
- Pay by direct debit, debit card or credit card.
- Once you create your account, we'll take care of cancelling any previous payment plans set up. If you do nothing, your payment will be processed as normal.

Verification number: 1228896
Powered by Payble
pay.hamilton.govt.nz

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way! Set yourself up on ou
more flexible options.

For internet ban
Account 02-0316-
code: 60136

Pay in person w
260 Anglesea Stree
Library, 30 North C

Visit hamilton.govt.nz/p
To update your details, email

Private Bag 3010, Hamilton 3240, New Zealand 260 Anglesea Street, Hamilton | 07 838 6688 | rates@hcc.govt.nz |

Summary - Hamilton City Council Rates – 60136

Description	Categories and factors for assessment		Rate	Value	Year total
General Rate	Residential	Capital value	0.00207963	$830,000	$1,726.10
Stormwater	Residential	Capital value	0.00027408	$830,000	$227.49
Wastewater	Residential	Capital value	0.00064626	$830,000	$536.40
Water	Residential	Capital value	0.00056986	$830,000	$472.99
Uniform annual general charge	Separately used or inhabited part	Fixed charge	$865.00	1	$865.00
				Total rates	$3,827.98

Your rates explained

General rate is charged to all rateable properties and is calculated on the capital value of the property. The differential categories are residential, commercial, BID commercial, and other (as defined in Council's Funding Impact Statement).

Uniform Annual Gen
portion of the genera
used or inhabited pa
Council's Funding Im
of SUIPs.

Targeted rates

Government Compli
rateable land and is c
of the property, with
as the general rate. T
the increasing costs i
as the cost of change
legislation introduces

Business Improveme
charged to all comme
Business District (CBI
are transferred to the
Association for proje
The BID rate is charg

Central City rate is ch
properties in the Cen
the defined BID area,
network activity. This

Commercial and oth
rate is a charge to no
fund water services.

Water, wastewater, a
rate is charged on all
Use Category in Cour
and where the servic
Use Category include
non-relatable or qua
organisation.

Metered water rate
on all non-residenti
with water supply.

Categories and factors	Rates per unit of water (cost per kilolitre – GST inclusive)		Minimum Charge (per annum – GST inclusive)
Full supply: commercial, other and service use category properties.	$1.95	After the first 60kl of consumption or supply per quarter	$468
Restricted flow: other, and service use category properties.	$1.74		$417.60

The metered water rate contributes towards the funding of water services.

The General rate and UAGC contribute funding to:

Water management - Water treatment and storage, water distribution, wastewater treatment and disposal, wastewater collection, stormwater network

Transport - Transport network, parking management

Visitor destinations and venues - Hamilton Gardens, Hamilton Zoo, Waiwhakareke Natural Heritage Park, Waikato Museum, i-SITE Visitor Information Centre, Claudelands Events Centre, FMG Stadium Waikato, Seddon Park, tourism and events funding, theatres

Parks and recreation - Community parks, natural

- the previous four instalments have been made on time, or
- late payment was due to extraordinary circumstances

Remission and postponement on Maori freehold land may be applied where the land is:
- in multiple ownership; unoccupied; unproductive; and derives no financial benefit, or
- under development.

Not-for-profit community organisations remission may be provided to charitable organisations that provide a social benefit to the community and where there is no private profit derived from the property. The remission reduces the rates to the equivalent of water, wastewater, or refuse services if provided.

Retail shops operated by not-for-profit community organisations may receive a 50 per cent rates remission.

Hardship relief (for 50 per cent and 100 per cent non-rateable land) may be provided to not-for-profit community organisations and sporting and cultural organisations in extreme financial hardship.

Water, wastewater, and refuse service remission may be provided where these services are unavailable or in the case of domestic water supply, the service is charged via a water meter.

Properties affected by natural calamity or disaster

your name and address. The database can be viewed at the Council offices, 260 Anglesea Street, Hamilton. Rating information (without owner details) is also available on our website hamilton.govt.nz/propertysearch.

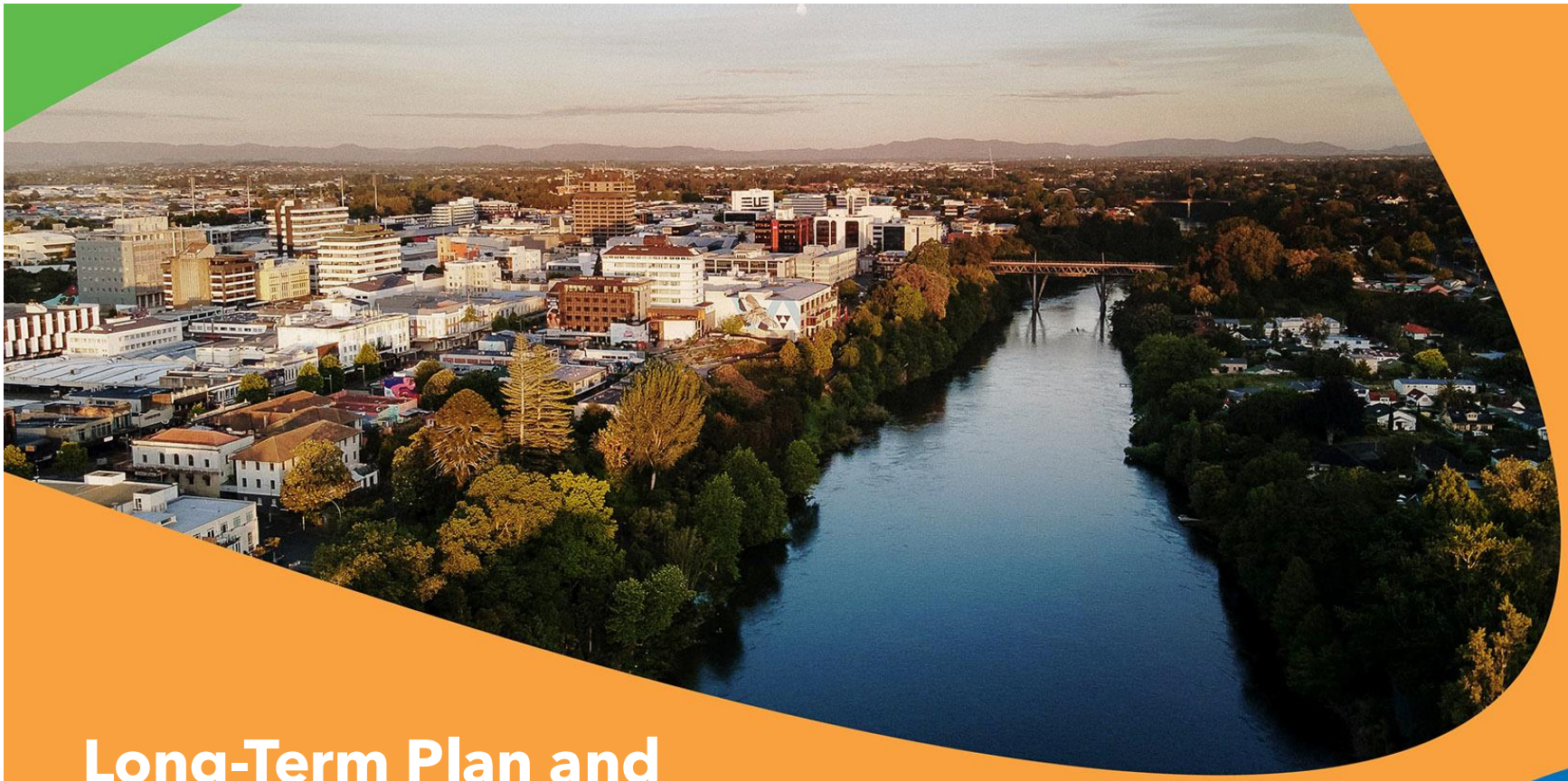
You can ask the Council to remove your name and address details from the database, or object to any of the information in the RID or rates records.

Further information including the funding of activities and remission policies, can be found in our 2023-24 Annual Plan and 2024-34 Long-Term Plan. Copies of the plans are available on our website hamilton.govt.nz or from the Council offices, 260 Anglesea Street, Hamilton, or any Hamilton City Library.

If you would like to speak to someone about your rates please call 07 838 6688.

Summary - Hamilton City Council Rates – 60136

Description	Categories and factors for assessment		Rate	Value	Year total
General Rate	Residential	Capital value	0.00207963	$830,000	$1,726.10
Stormwater	Residential	Capital value	0.00027408	$830,000	$227.49
Wastewater	Residential	Capital value	0.00064626	$830,000	$536.40
Water	Residential	Capital value	0.00056986	$830,000	$472.99
Uniform annual general charge	Separately used or inhabited part	Fixed charge	$865.00	1	$865.00
				Total rates	$3,827.98



Long-Term Plan and Financial Strategy amendment assumptions

James Clarke and Niall Baker

Hamilton City Council
Te kaunihera o Kirikiriroa

Our approach

- We’re working in a dynamic environment.
- To make progress, we’ve made a series of assumptions and want to run you through the key ones.
- We’ll look to formalise these assumptions in the report and recommendations for the 31 October Council meeting.
- They’ll then form the basis of budget decisions at the 12 December Council meeting.
- If you disagree with our approach to any of these, the sooner you tell us, the better!

Process assumptions

1. Everything remains as per the 2024-34 Long-Term Plan apart from:
   a) changes driven by Local Water Done Well;
   b) changes as a result of the NZTA subsidy decisions; or
   c) other critical changes identified by staff or Elected Members.
2. All changes made will be included in the Long-Term Plan amendment. The 2025/26 Annual Plan will be a legal compliance document (with no public consultation), referencing Year 2 in the amended Long-Term Plan.
3. This is a long-term plan amendment, not a new long-term plan, but will lead to a "new" long-term plan document, and an updated Infrastructure Strategy.
4. There are likely to be further substantial changes we need to make in the Year 3 Annual Plan (or possibly a further long-term plan amendment alongside it), or in the 2027-37 Long-Term Plan or beyond. Unless these changes need to be introduced in 2025/26, they will not be included in the 2025 Long-term Plan amendment.

DCs assumptions

- The Long-Term Plan development contributions revenue projection (last slide) be provisionally kept at the same level as the 2024/34 LTP at $495M and $347M for 3 waters, due to substantial uncertainty in inputs.
- This projection is conservative and interim and will be updated once information firms up.
- The uncertainty relates to:
  - A shifting capital programme (including the viability of collecting DCs against the $90M SWTP)
  - Uncertainty about Elected Members appetite to increase DCs or further subsidise them to keep the current DC charge levels, and to what extent the new legislation limits this
  - Work yet to be done to determine the allocation of costs between developers and ratepayers for new projects.
  - Uncertain economic conditions and the extent to which higher DCs will generate more revenue, or alternatively suppress development.
- Some of these uncertainties act in competing directions, increasing the overall uncertainty.

Environmental assumptions

1. Growth projections will be as per the 2024-34 Long-Term Plan.
2. Any boundary changes required (or triggered through other processes e.g. fast track) will not be completed in time to inform the long-term plan amendment and will be addressed in the following year(s).

Legislative assumptions

1. The Local Government (Water Services) Bill ('Bill 3') will be introduced in December 2024 and enacted by mid-2025. We'll need to (dynamically) ensure our plans as set out in the Long-Term Plan amendment and Water Services Delivery Plan meet any requirements set out in that Bill.
2. Local government reform that the government has signaled will not be enacted in time to drive changes in the long-term plan amendment.
3. No other legislative changes will impact the long-term plan amendment.

Financial assumptions

1. Council will have access to a debt-to-revenue limit through LGFA of up to 350% from 2025/26 onwards. This will be subject to certain criteria around growth.
2. Any significant rates decrease or opex increase in 2025/26 will mean that we don't meet our commitment to balance the books in Year 3.
3. S&P has assessed Council's credit rating and, following a credit rating downgrade, left Council on negative watch. This means there is a risk of a further credit rating downgrade in the future. This would depend on Council's financial situation following shifting Waters to a CCO. Council's borrowing rate would reflect any credit rating downgrade.
4. Our assumption on inflation is likely to be in line with the BERL projections, which are due to be released shortly. (We are expecting that forecast inflation rates will now have greater stability.)
5. We will update our interest rate assumptions to reflect current interest rate forecasts.

Reminder: 2024-34 Long-Term Plan financial assumptions

Separate inflation rates were used for the operational and capital budgets due to the different cost drivers that impact these costs.

Operating expenditure (excluding personnel) and revenue inflation in financial modelling is:

	Operating inflation
2024-25	0.0%
2025-26	3.5%
2026-27	3.5%
2027-28	3.6%
2028-29	3.7%
2029-30	3.7%
2030-31	3.7%
2031-32	3.2%
2032-33	3.2%
2033-34	3.2%

Capital expenditure and revenue (capital subsidies, capital contributions) inflation used in financial modelling is:

	Capital inflation
2024-25	0.0%
2025-26	4.0%
2026-27	3.8%
2027-28	4.0%
2028-29	4.0%
2029-30	4.0%
2030-31	3.8%
2031-32	3.4%
2032-33	3.4%
2033-34	3.4%

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Reminder: 2024-34 Long-Term Plan financial assumptions

	Interest rate
2024-25	4.67%
2025-26	4.41%
2026-27	4.41%
2027-28	4.42%
2028-29	4.57%
2029-30	4.71%
2030-31	4.89%
2031-32	5.03%
2032-33	5.18%
2033-34	5.37%

Reminder: 2024-34 Long-Term Plan financial assumptions

- **“Council has not allocated funding to investigate a CCO or similar partnership involving Hamilton.** Establishment costs for any new entity would be significant and likely require a minimum three-year lead time before it could be operational.”
- “There continues to be high level of uncertainty around the Government's proposed changes to legislation, regulation and policy drivers which impact the way in which three water services and infrastructure are provided. This uncertainty means that there are likely to be future **implications which are unfunded** in this LTP, such as:
  - any change required to meet new legislation and regulation, such as the **economic regulation** signalled by the Government;
  - any **change in levels of services that may be required** in response to new performance measures;
  - any investment required to **explore alternative three waters delivery models**; and
  - the former water service reform included centrally funded procurement for nationally-consistent digital architecture **for asset management, service maintenance and customer relationships**. Halting the reform programme means these costs will now fall on councils. **Council has made no provision to fund these upgrades** and faces the future dilemma of establishing bespoke local upgrades or awaiting a potential regional entity to ensure local investment isn’t wasted”
- "It is assumed that Council's credit rating AA-/Negative/A-1+ remains unchanged.“ (Note, our credit rating has since been downgraded to A+ on a negative watch.)

Reminder: our current Financial Strategy

Paying for the city's everyday costs

- Everyday costs should be paid from everyday revenues
- Using debt to fund everyday costs is neither prudent nor sustainable
- We must operate with surpluses if we are to repay debt and continue to invest in the city's future
- "Balancing the books": Financial Strategy enables a balanced or surplus budget from year three onwards

Rates

- Average residential rate increases will not exceed 16.5% in 2025, 15.5% in 2026 and 14.6% in 2027.
- New targeted rate for pool safety inspections established
- Average rates increases set at the lowest level possible to still achieve capital investment programme

Debt to revenue

- The initial Debt-to Revenue Ratio limit of 285% in the first year, and subsequent reductions, is in line with the limits set by the LGFA
- Projections show Net Debt increasing to a peak of $2.5 billion in 2034. Rates increases from 2027 onwards will create surpluses to contribute to repaying debt.
- By 2034 Council will have $148 million in debt capacity within the 280% Debt-to-Revenue Ratio limit.

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Reminder: 2024-34 Long-Term Plan Financial Strategy measures

Table 1: Debt-to-Revenue

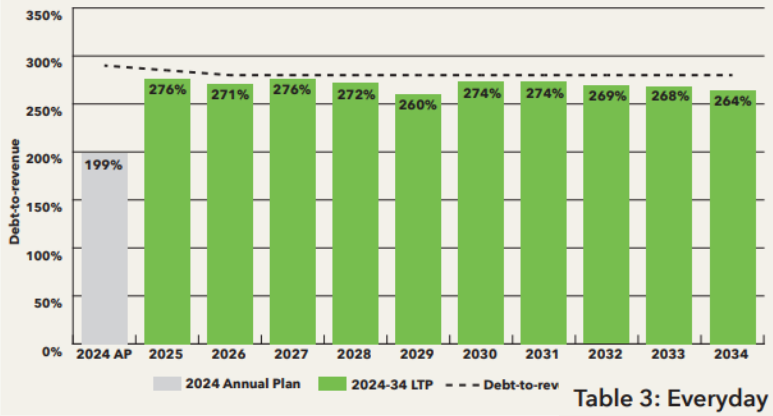


Table 2: Net Debt

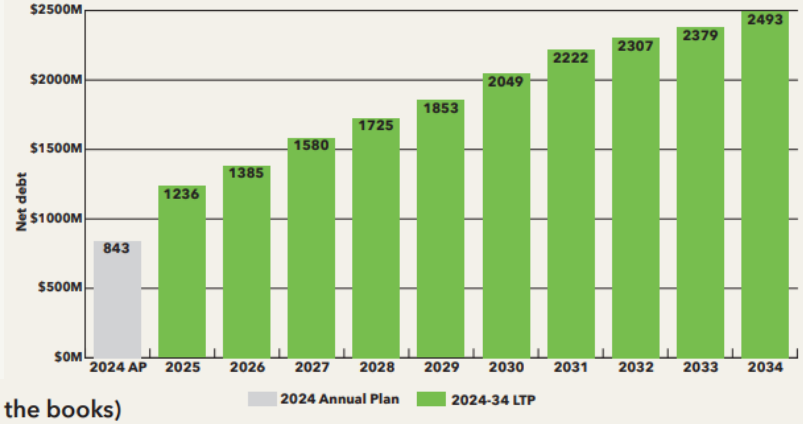
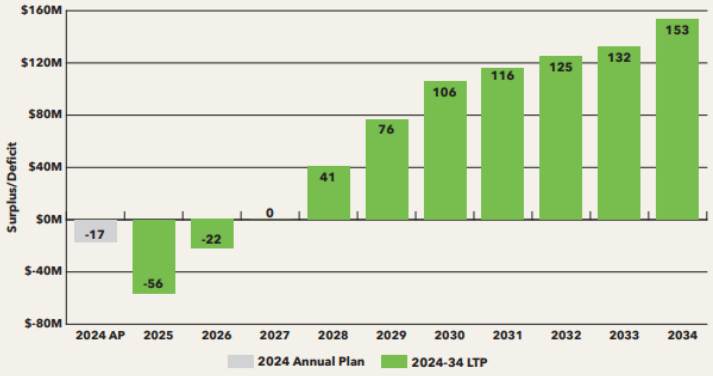


Table 3: Everyday costs and revenues (Balancing the books)



Rates assumption

1. Rates for 2025/26 will be based on the 15.5% increase included in Year 2 of the 2024-34 Long-Term Plan.

Note

- New 2024 rating valuations from our citywide revaluation will take effect for rates from 1 July 2025.
- Some redistribution of rates between properties will occur due to the revaluation.
- The new values will likely be available, and ratepayers notified, some time between February and May 2025 (this is outside of Council's control).
- Proposed rates figures for public consultation may be based on current (2021) rating valuations.

Local Water Done Well assumptions

1. CCOs will be able to charge on a capital value basis as a transitional measure (i.e. until water meters are in place).
2. Significant increased (or at least optimised, logically sequenced) investment in our waters capital programme included in the long-term plan amendment will meet the 'financial sustainability' test in the Water Services Delivery Plan (WSDP).
3. A CCO would have 500% debt-to-revenue limit from day 1 of operating.
4. Council will own stormwater assets (and consents) and charge through the stormwater targeted rate. The CCO would manage services.
5. Specific engagement with iwi is required due to the impacts on existing partnership structures and iwi interest in the awa. This is also a requirement under Te Mana o te Wai and Water Services Entities Act.
6. Economic regulation will be a requirement of water services. This is likely to be introduced in the form of information disclosure in around 2026. The specifics of regulation are not yet known, however there are a number of other utility providers that are subjected to economic regulation. We assume that economic regulation will require additional and enhanced business functions.

Consultation assumptions

1. We'll run a single community consultation in March/April 2025 to inform final decisions on water service delivery and the Long-Term Plan amendment.
2. Hamilton City Council and Waikato District Council will run separate consultations using joint material as appropriate.

Consultation questions assumptions

2025-26

- Design of targeted rates for each of the three waters (TBC).
- Development Contributions - phasing and capping of charges.

2026-27 and ongoing

- HCC Business Unit, HCC CCO or HCC and WDC CCO.

2025-26 and ongoing

- Changes to transport programme.
- Further budget changes (TBC).
- Fees and charges.

Miscellaneous

- Any other comments.

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‘Residual Council’ assumptions

1. Hamilton City Council will provide some support to the CCO or business unit on a shared services basis. The practical and financial implications of this are being worked through, and will feed into the Business Case.

Efficiency/service level assumptions

1. Due to the scale of the changes we're introducing, we do not have the capacity to develop or implement further level of service options during the development of the Long-Term Plan amendment.
2. We'll review stranded overheads and any efficiencies that might exist once we've established a CCO (if that is Council's ultimate decision). This is a matter for the Year 3 Annual Plan (or possible further long-term plan amendment) or more likely the 2027-37 Long-Term Plan.

NZTA assumptions

1. For transportation operational and renewals programmes, NZTA co-funding continues at levels similar to historic approvals aligned with the Government Policy Statement on Transport, except in the footpath and cycleway programmes where no co-funding has been assumed.
2. For the remainder of the transport capital programme we have assumed no NZTA co-funding unless there is an existing approval.

DCs assumptions

LTPa DC Revenue projection 09-10-2024

DC revenue by activity ($'000)	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Reserves	531	715	1,010	1,398	1,459	1,437	1,482	1,596	1,832	1,835	**13,296**
Community infrastructure	123	161	204	267	289	300	313	316	327	320	**2,619**
Transport	5,865	8,243	10,906	14,556	15,993	15,432	16,037	15,204	15,806	14,768	**132,810**
Stormwater	2,001	2,278	3,294	4,564	4,805	4,186	4,063	5,892	7,585	8,226	**46,894**
Wastewater	8,526	11,284	15,271	20,939	23,421	22,991	24,406	23,492	24,612	23,407	**198,349**
Water	4,128	5,804	7,733	10,901	11,546	11,607	12,355	12,361	13,086	12,257	**101,779**
Provisional LTPa = LTP DC revenue	**21,174**	**28,485**	**38,417**	**52,625**	**57,514**	**55,954**	**58,657**	**58,861**	**63,249**	**60,813**	**495,749**
% of revenue that is 3 waters	69.2%	68.0%	68.5%	69.2%	69.2%	69.3%	69.6%	70.9%	71.6%	72.2%	70.0%