

Notice of Meeting:

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

Date: Thursday 8 October 2020
Time: 9.30am
Meeting Room: Council Chamber and Audio-visual Link
Venue: Municipal Building, Garden Place, Hamilton

Richard Briggs
Chief Executive

Infrastructure Operations Committee

Komiti Hanganga

OPEN AGENDA

Membership

Chairperson Cr A O'Leary
Heamana

Deputy Chairperson Cr M Gallagher
Heamana Tuarua

Members Mayor P Southgate
Deputy Mayor G Taylor
Cr M Bunting
Cr M Forsyth
Cr R Hamilton
Cr D Macpherson
Cr K Naidoo-Rauf
Cr R Pascoe
Cr S Thomson
Cr M van Oosten
Cr E Wilson
Maangai N Hill

Quorum: A majority of members (including vacancies)

Meeting Frequency: Six weekly

Becca Brooke
Governance Manager
Menetia Mana Whakahaere

30 September 2020
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Purpose

The Infrastructure Operations Committee is responsible for:

1. The execution of Council's infrastructure and operational plans and strategies across all asset classes.
2. To monitor and approve contracts relating to core infrastructure and provision of services.
3. To monitor and approve deferred capital relating to core infrastructure and provision of services.
4. Guiding and monitoring the provision of core infrastructure and services in particular relating to transport (including but not limited to public transport and cycleways), 3 waters and waste management, to meet the current and future needs of the city and to enhance the wellbeing of its communities.
5. Facilitating community and stakeholder involvement and discussion on core infrastructure provision and services.
6. Guiding discussion and implementation of innovative core infrastructure and service provision solutions.
7. To ensure that all infrastructure networks and service provisions are legally compliant and operate within resource consent limits.

In addition to the common delegations, the Infrastructure Operations Committee is delegated the following Terms of Reference and powers:

Terms of Reference:

1. To provide direction on strategic priorities and resourcing for core infrastructure aligned to city development and oversight of operational projects and services associated with those activities.
2. To develop policy, approve core-infrastructure related operational strategies and plans and monitor their implementation.
3. To receive and consider presentations and reports from stakeholders, government departments, organizations and interest groups on core infrastructure and associated services and wellbeing issues and opportunities.
4. To provide direction regarding Council's involvement in regional alliances, plans, initiatives and forums for joint infrastructure and shared services (for example Regional Transport Committee).
5. To monitor and oversee the delivery of Councils non-financial performance and non-financial key projects against the Long Term Plan, excluding key performance indicator reporting which is the responsibility of Finance Committee.

The Committee is delegated the following powers to act:

- Approval of capital expenditure within the Long Term Plan or Annual Plan that exceeds the Chief Executive's delegation, excluding expenditure which:
 - contravenes the Council's Financial Strategy; or
 - significantly alters any level of service outlined in the applicable Long Term Plan or Annual Plan; or
 - impacts Council policy or practice, in which case the delegation is recommendatory only and the Committee may make a recommendation to the Council for approval.

- Approval of any proposal to stop any road, including hearing and considering any written objections on such matters.
- Approval of purchase or disposal of land for core infrastructure for works and other purposes within this Committee's area of responsibility that exceed the Chief Executives delegation and is in accordance with the Annual Plan or Long Term Plan.

The Committee is delegated the following recommendatory powers:

- Approval of additional borrowing to Finance Committee.
- The Committee may make recommendations to Council and other Committees

Recommendatory Oversight of Policies and Bylaws:

- *Connections and Charging Policy for Three Waters Policy*
- *Earthquake-Prone, Dangerous & Insanitary Buildings Policy*
- *Seismic Performance of Buildings Policy*
- *Speed Limits Bylaw 2015*
- *Streetscape Beautification and Verge Maintenance Policy*
- *Traffic Bylaw 2015*
- *Solid Waste Bylaw 2012*
- *Stormwater Bylaw 2015*
- *Trade Waste and Wastewater Bylaw 2016*
- *Water Supply Bylaw 2013*

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1 Apologies – *Tono aroha*

2 Confirmation of Agenda – *Whakatau raarangi take*

The Committee to confirm the agenda.

3 Declaration of Interest – *Tauaakii whaipanga*

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

4 Public Forum – *Aatea koorero*

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

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

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

If you have any questions regarding Public Forum please contact Governance by telephoning 07 838 6727.

Council Report

Item 5

Committee: Infrastructure Operations Committee

Date: 08 October 2020

Author: Narelle Waite

Authoriser: Amy Viggers

Position: Governance Advisor

Position: Governance Team Leader

Report Name: Confirmation of the Open Infrastructure Operations Committee Minutes - 27 August 2020

Report Status	<i>Open</i>
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Staff Recommendation - *Tuutohu-aa-kaimahi*

That the Infrastructure Operations Committee confirm the Open Minutes of the Infrastructure Operations Committee Meeting held on 27 August 2020 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Infrastructure Operations Committee Open Unconfirmed Minutes - 27 August 2020

Infrastructure Operations Committee

Komiti Hanganga

OPEN MINUTES

Minutes of a meeting of the Infrastructure Operations Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton and Audio-visual Link on Thursday 27 August 2020 at 9.33am.

PRESENT

Chairperson Cr A O'Leary

Heamana

Deputy Chairperson Cr M Gallagher

Heamana Tuarua

Members

Mayor P Southgate

Deputy Mayor G Taylor (Audio-visual link)

Cr M Bunting (Audio-visual link)

Cr M Forsyth (Audio-visual link)

Cr R Hamilton (Audio-visual link)

Cr D Macpherson (Audio-visual link)

Cr R Pascoe

Cr S Thomson (Audio-visual link)

Cr M van Oosten (Audio-visual link)

Cr E Wilson

Maangai N Hill

In Attendance:

Eeva-Liisa Wright – General Manager Infrastructure Operations

Chris Allen – General Manager Development

Jason Harrison – Unit Manager, City Transportation

Luke O'Dwyer - City Planning Manager

Robyn Denton – Network Operations and Use Leader

Kelvin Powell – City Safe Manager

Chris Barton – Capital Project Manager

Lyle Barker – Infrastructure Programme Engineer

Maire Porter – City Waters Manager

Raewyn Simpson – Senior Planner

Trent Fowles – Compliance Manager

Governance Staff:

Becca Brooke – Governance Manager

Amy Viggers – Governance Team Leader

Narelle Waite and Tyler Gaukrodger – Governance Advisors

1. Apologies – *Tono aroha*

Resolved: (Cr O'Leary/Cr Bunting)

That the apologies for absence from Cr Naidoo-Rauf, for partial attendance from Mayor Southgate, Crs Hamilton, Bunting, Pascoe and van Oosten, and for lateness from Cr Forsyth are accepted.

Cr Pascoe declared an interest to Item 15 (Request to Review Fees and Charges for Personal Hire (Transport) Devices) that was a part of the below item 2 (Confirmation of Agenda). He did not take part in the discussion or debate.

2. **Confirmation of Agenda – *Whakatau raarangi take***
Resolved: (Cr O’Leary/Cr Bunting)
 The agenda is confirmed noting that item 15 (Request to Review Fees and Charges for Personal Hire (Transport) Devices) is deferred to the next Infrastructure Operations Committee meeting on 8 October 2020.
3. **Declarations of Interest – *Tauaakii whaipanga***
 Cr Pascoe noted that he has a conflict of interest in relation to item 15 (Request to Review Fees and Charges for Personal Hire (Transport) Devices). He would not take part in the discussion or vote on the matter.
4. **Public Forum – *Aatea koorero***
Richard Porter (Bike Waikato) spoke to item 7 (Joint Committee Updates) and item 8 (Eastern Pathways Programme), promoting cycling as a mode of transport and expressing the importance of safety to encourage greater uptake of cycling. He responded to questions from Members concerning the University Link, safety, suburban connectivity to the cycle pathways, and his opinion on the length of cycle pathways.

Cr Forsyth joined the meeting (9.45am) during the discussion of the above item.

5. **Confirmation of the Infrastructure Operations Open Minutes 30 June 2020**
Resolved: (Cr Wilson/Cr O’Leary)
 That the Committee confirm the Open Minutes of the Infrastructure Operations Committee meeting held on 30 June 2020 as a true and correct record.
6. **Waka Kotahi NZ Transport Agency Update**
 The Operations Team Leader introduced Cara Lauder and Francisca Simone from Waka Kotahi; they provided an update on projects with Hamilton City Council Boundaries and responded to question from Members concerning these projects which included Wairere Drive, Cobham Drive and Southern Links.
Resolved: (Cr O’Leary/Cr Gallagher)
 That the Infrastructure Operations Committee:
 - a) receives the verbal report; and
 - b) thanks Waka Kotahi NZ Transport Agency for their update.
7. **Joint Committee Updates**
 The Council’s representatives on the Waikato Regional Council – Regional Transport Committee provided members with an overview of the previous meeting of the committee noting the development of the Regional Transport pPlan.
 The Council’s representatives of the Waikato Regional Council – Regional Connections Committee provided members with an overview of the previous meeting of the committee in particular Council’s submission to the Hamilton-Waikato Metro Area Mode Shift Plan. Staff responded to question from Members concerning the Hamilton-Waikato Metro Area Mode Shift Plan and Council’s Submission to the plan.

Cr Wilson as the Council's representative on the Waikato Regional Council – Start up Passenger Rail noted that there was likely to be a delay to the service. He responded to questions from Members concerning the delay, reasons for the delay, the potential for further delays in relation to Covid-19, and future related projects.

Andrew Wilson (Waikato Regional Council) provided Members with an update on the new East-West Link bus service and bus patronage growth prior to Covid-19. He responded to questions from Members concerning patronage growth.

Resolved: (Cr O'Leary/Cr Gallagher)

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) endorses the Hamilton-Waikato Metro Area Mode Shift Plan noting that this endorsement is subject to continual review and updated to integrate Councils approved programmes and principles through approved plans and strategies.

Deputy Mayor Taylor Dissenting.

Mayor Southgate left the meeting (11.35am) during the discussion of the above item. She was not present when the matter was voted on.

The meeting was adjourned 11.45am to 11.57pm.

8. Eastern Pathways Programme

The Capital Project Manager introduced James Bevan, project consultant, and the report. They responded to questions from Members concerning the project objectives, the timeline for the programme and the business cases, current budget and funding, route options including Clyde street, partnership opportunities, consultation, connections to other areas of the city, scope of the business case, and detailed design.

Resolved: (Cr Thomson/Cr van Oosten)

That the Infrastructure Operations Committee:

- a) receive the report;
- b) approves the identified planned Eastern Pathways programme deliverables for the remainder of the 2020/21 financial year;
- c) approves the School Link strategic business case and investment objectives;
- d) approves the University Link strategic business case and investment objectives; and
- e) notes that Ruakura Road, Beale/Hamilton Boys' High School, potential Ferrybank bridge and rail corridor options be considered in the School Link and University Link project business cases.

Cr O'Leary left the meeting (12.24pm) and vacated the Chair during the discussion of the above item. Cr Gallagher assumed the role of Chair.

Mayor Southgate re-joined the meeting (12.32pm) during the discussion of the above item. She was present when the matter was voted on.

The meeting was adjourned 12.57pm to 1.48pm during the discussion of the above item.

Cr Forsyth left the meeting during the above adjournment.

Cr O'Leary re-joined the meeting and resumed the Chair during the above adjournment.

Cr Forsyth re-joined the meeting (2.04pm) during the discussion of the above item. She was present when the item was voted on.

Cr Hamilton left the meeting (2.25pm) at the conclusion of the above item. He was present when the matter was voted on.

9. Ministry of Transport - Proposed Approach to Speed Management paper

The Transport Operations Team Leader took the report as read.

Resolved: (Cr O’Leary/Cr Gallagher)

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) notes that the Ministry of Transport are undertaking targeted engagement on a proposed approach nationally to speed management and setting of speed limits; and
- c) delegates Cr Gallagher, Cr Thomson and Cr Bunting to work with staff to develop a formal submission to the Ministry of Transport on the proposed speed management approach discussion document.

10. Hamilton City Guide Signage - Background Colour

The Transport Operations Team Leader took the report as read.

Resolved: (Cr Wilson/Cr Pascoe)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) **revokes** the following resolution of the Growth and Infrastructure Committee at its 4 September 2018 meeting:
*‘approves **green** as the background colour for advance direction, intersection direction and confirmation direction signs in accordance with the Traffic Control Devices (TCD) Manual’;*
- c) approves **blue** as the background colour for advance direction, intersection direction and confirmation directions signs for the local road network within Hamilton City; and
- d) notes that the renewal of the existing guide signage will be completed over the next two years under the Traffic Services renewal activity and additional budget is being sought in Year One of the 2021-31 Long Term Plan.

11. Contract 12117 Traffic Signals Communications (WiMAX) Extension

The Transport Operations Team Leader spoke to the report and responded to questions from Members relating to the technology and its potential.

Resolved: (Cr Wilson/Cr Pascoe)

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) approves the extension of Contract 12117 with Lightwire (formerly Netsmart Limited) for Traffic Signals Communications (WiMAX) for a further seven (7) year period to 31 October 2027 with an Approved Contract Sum of \$1,300,000.

12. Proposal for declaring Korikori Green as a Pedestrian Mall

The Transport Operations Team Leader spoke to the report, noting that to temporarily enable road closures Korikori Green must be designated as a Pedestrian Mall. She responded to questions from Members regarding potential road development, emergency services access and the name of the pedestrian mall.

Resolved: (Cr O’Leary/Cr Bunting)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves a Statement of Proposal, Communications Plan and estimate of costs for a proposal to declare Korikori Green a Pedestrian Mall be prepared for consideration of the Infrastructure Operations Committee; and
- c) approves staff to undertake early engagement with key stakeholders on the proposal to declare Korikori Green a pedestrian mall, to be considered with the information in 3b) above at a future Infrastructure Operations Committee meeting.

13. Te Huia Service Update

The General Manager Development took the report as read.

Motion: (Cr Wilson/Mayor Southgate)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves the following interim names for the two Hamilton Rail stations be supported by Hamilton City Council for consideration and decision by the Passenger Rail Project Governance Working Group:
 - i. Hamilton-Kirikiroa Frankton; and
 - ii. Hamilton Rotokauri.

Amendment: (Cr Macpherson/Cr Bunting)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves the following interim names for the two Hamilton Rail stations be supported by Hamilton City Council for consideration and decision by the Passenger Rail Project Governance Working Group:
 - i. Hamilton-Kirikiroa; and
 - ii. Hamilton Rotokauri.

The Amendment was put.

Those For the Amendment: Cr van Oosten and Cr Macpherson

Those Against the Amendment: Mayor Southgate, Deputy Mayor Taylor, Cr Forsyth, Cr Bunting, Cr Gallagher, Cr O’Leary, Cr Thomson, Cr Wilson and Maangai Hill

The Amendment was declared LOST.

The motion was then put and declared CARRIED.

Resolved: (Cr Wilson/Mayor Southgate)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves the following interim names for the two Hamilton Rail stations be supported by Hamilton City Council for consideration and decision by the Passenger Rail Project Governance Working Group:
 - i. Hamilton-Kirikiroa Frankton; and
 - ii. Hamilton Rotokauri.

Cr Forsyth Dissenting.

Cr Pascoe retired from the meeting during discussion of the above item (2:52pm). He was not present when the matter was voted on.

The meeting was adjourned from 3:15pm until 3:25pm.

Cr Gallagher left the meeting during the above adjournment.

Mayor Southgate, Cr Bunting and Cr Forsyth retired from the meeting during the above adjournment.

14. Connections and Charging for the Three Waters Policy Review – Recommendation to the Council

The City Waters Manager and Senior Planner took the report as read.

Resolved: (Cr O’Leary/Deputy Mayor Taylor)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) recommends that the Council approves the revised Three Waters Connections Policy (previously Connections and Charging for Three Waters Policy);
- c) approves the lifting of the moratorium for consideration of new high water use requests implemented by resolution at the 18 June 2019 Growth and Infrastructure Committee meeting; and
- d) notes that the Three Waters Assessment Criteria to be used as a guideline for assessing high water use applications.

Cr Gallagher re-joined the meeting (3:27pm) during the discussion of the above item. He was present when the matter was voted on.

15. Request to Review Fees and Charges for Personal Hire (Transport) Devices - this item was deferred to the next Infrastructure Operation Committee meeting, 8 October 2020 during item 2 (Confirmation of the agenda).

16. Open Information Only Reports

The Operations Team Leader noted that there was a correction to the wording in the General Manager’s report, paragraph 67 as outlined below:

An increasing number of crashes at the Thomas/Gordonton intersection resulted in a decision in early 2018 to fast track the safety improvement works in the form of traffic signals, a new intersection layout, raised safety platforms and the reduction of speed from 80km/h to 60km/h. The speed reduction had benefit to the full corridor and not just the Thomas Road intersection. A fatality occurred at the Thomas/Gordonton intersection just as the physical works were commenced on site.

Resolved: (Cr O’Leary/Cr Gallagher)

That the Infrastructure Operations Committee receives the following information only reports:

- a) General Managers Report.

17. Resolution to Exclude the Public

Resolved: (Cr O’Leary, Deputy Mayor Taylor)

Section 48, Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

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

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

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of Infrastructure Operations Public Excluded Minutes 30 June 2020) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
C2. Refuse Transfer Station & Hamilton Organic Centre - Proposed Gate Fees 2020/21)	

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

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

The meeting went into a public excluded session at 3:28pm

The meeting was declared closed at 3.33pm

Council Report

Committee: Infrastructure Operations Committee
Date: 08 October 2020
Author: Robyn Denton
Authoriser: Eeva-Liisa Wright
Position: Network Operations and Use Leader
Position: General Manager Infrastructure Operations
Report Name: Waikato Regional Council - Public Transport Update

Report Status	<i>Open</i>
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Purpose - *Take*

1. To inform the Infrastructure Operations Committee about Waikato Regional Council public transport activities in the greater Hamilton area via a verbal update from Andrew Wilson, Public Transport Manager, Waikato Regional Council.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee:
 - a) receives the verbal report; and
 - b) thanks Waikato Regional Council for their update.

Attachments

There are no attachments for this report

Council Report

Item 7

Committee: Infrastructure Operations Committee

Date: 08 October 2020

Author: Maire Porter

Authoriser: Eeva-Liisa Wright

Position: City Waters Manager

Position: General Manager
Infrastructure Operations

Report Name: Project Watershed - Ten Year Works Programme 2021-31

Report Status	<i>Open</i>
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Purpose - *Take*

1. To inform the Infrastructure Operations Committee of the proposed funding request to support a ten year (2021-31) works programme under the Project Watershed Service Level Agreement between Hamilton City Council and Waikato Regional Council.
2. To seek approval from the Infrastructure Operations Committee to submit the proposed Ten-Year Project Watershed works programme for the 2021-31 period to Waikato Regional Council.

Staff Recommendation - *Tuutohu-aa-kaimahi*

3. That the Infrastructure Operations Committee:
 - a) receives the report; and
 - b) approves the submission of the proposed Project Watershed Ten Year Programme of Works and funding for 2021-31 to Waikato Regional Council.

Executive Summary - *Whakaraapopototanga matua*

4. The Project Watershed Service Level Agreement (SLA) is a formal agreement that was signed in 2016 between Hamilton City Council and Waikato Regional Council.
5. Under this agreement Hamilton City Council provide services on behalf of Waikato Regional Council with a focus on river management, soil conservation and flood protection.
6. The SLA requires HCC staff to work with WRC to develop a proposed Ten-Year programme of works (with a focus on the first 3 years) and agree in principle on the contents of the plan by 1 November in the year prior to the development of each Council's Long-Term Plan.
7. The provision of services under the service level agreement are pursuant to an agreed Ten-Year programme of works and confirmed annually through the provision of an agreed 1 Year Plan.
8. Hamilton City Council staff have developed a proposed 10-Year programme of works for the 2021-31 period and are seeking approval from the Infrastructure Operations Committee to progress with formally submitting this plan to Waikato Regional Council for approval and Project Watershed funding consideration.

9. The proposed Ten Year programme of works will be included in funding proposals for Waikato Regional Council and Hamilton City Council's 2021-31 LTP.
10. Staff consider the decision sought within this report as having low significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

11. Hamilton City Council (HCC) is responsible for the collection, transfer and treatment of stormwater, which is generated through the urbanisation of land within the city boundaries.
12. The Waikato River and streams are natural environments, which are an integral part of the conveyance of stormwater through the city. They provide substantial public health, economic and community benefits to the residents of Hamilton by preventing flooding of land and buildings, thus allowing community facilities, businesses and private residences to operate under adverse weather conditions.
13. Waikato Regional Council (WRC) provides the Waikato Region with Catchment Management Services. These services are managed in catchment zones, of which Hamilton is located in the Central Waikato Zone. The strategic priorities for the catchment are captured in [WRC's Central Waikato Zone Plan](#).
14. The Project Watershed Service Level Agreement (SLA) is identified as a contributing action to realize the vision and goals for the catchment and to enable HCC and WRC to deliver on shared responsibilities.
15. The SLA covers works within the following rivers and streams, as they originate outside the city boundary:
 - Waikato River;
 - Kirikiriroa Stream and gully areas;
 - Te Awa o Katipaiki Stream and gully areas;
 - Waitawhiriwhiri Stream and gully areas;
 - Mangaonua Stream and gully areas;
 - Mangakotukutuku Stream and gully areas;
 - Ohete Drainage District; and
 - Komakorau Drainage District.
16. Work is undertaken by HCC within the Hamilton City boundary on behalf of WRC under the Project Watershed SLA. The three objectives of the works carried out by HCC include:
 - River Management - ensure the river catchment is free flowing and stable;
 - Soil Conservation - ensuring soil types are stabilised sustainably; and
 - Flood Protection - works that protect land and assets from natural flood events.
17. A 10-Year programme of work is developed under the agreement and then used by WRC and HCC for the preparation of their respective Long-Term Plans.
18. In addition to the development of a ten-year programme of work, the Project Watershed SLA also provides an opportunity each year to amend or refine the programme and submit a one Year Plan to WRC outlining the works proposed for the following financial year.
19. HCC staff report to WRC on any highlights and progress against agreed work programmes on a quarterly and annual basis. A copy of the most recent annual report for 2019-20 financial year can be found in **Attachment 1**.

Discussion - *Matapaki*

20. As provided for under the Project Watershed SLA, a proposed Ten-Year programme of works for 2021-31 has been developed collaboratively with WRC staff.
21. The proposed programme is made up of 6 broad areas of project delivery that HCC will undertake.

Project Delivery Area	Description
Stream Cleaning	Annual programme of works to keep streams, drains and open channels free of obstructions
Project Watershed Management	Programme Management
Stream Bank Stabilisation	Proactive Stream Bank Stabilisation – Tributaries
River Bank Stabilisation	Proactive River Bank Stabilisation – Waikato River
Community Tree Planting	Proactive Stream Bank Stabilisation – Tributaries and Rivers undertaken by volunteers
Maintenance of Works and Gully's	Site preparation work in advance of future planting programmes and maintenance of previous planting
Erosion Control Works	Reactive erosion control and maintenance that meet SLA objectives.

22. A copy of the proposed Ten-Year Plan for 2021-31 can be found in **Attachment 2** and contains a high-level description of the work within each project area, an explanation of how each project meets the Project Watershed criteria and the proposed budget to complete each project.

Financial Considerations - *Whaiwhakaaro Puutea*

23. The proposed Ten Year programme of works will be included in funding proposals for Hamilton City Councils 2021-31 LTP.

Type of Expenditure/Revenue	2020 -21 Annual Plan	2021-2024 Three Year Plan				Future Years
Operating Revenue	2020 -21	2021-22	2022-23	2023-24	2024-31	
WRC Project Watershed contribution	\$613,700	\$618,700	\$668,700	\$718,700	\$6,430,900	
Operating Expenditure	2020 -21	2021-22	2022-23	2023-24	2024-31	
Project Watershed works programme	\$613,700	\$618,700	\$668,700	\$718,700	\$6,430,900	

24. Proposed revenue and expenditure to support the programme of works increases by \$50,000 each year to accommodate the expected increase in stormwater expenditure, particularly in relation to reactive erosion control expected in the respective major streams.
25. **Attachment 2** sets out a more detailed summary on the financial breakdown of the proposed operating expenditure over the Ten-Year period of the programme.
26. In the financial year 2019/2020 Council received \$502,565 revenue for works undertaken under the Project Watershed SLA. Total expenditure incurred in delivering the agreed annual work programme was \$502,565.

Legal and Policy Considerations - *Whaiwhakaaro-aa-ture*

27. Staff confirm that the staff recommendation complies with the Council's legal and policy requirements and meets the requirements of the Project Watershed SLA between HCC and WRC.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

Social

31. The Project Watershed SLA enables HCC to comply with statutory responsibilities under section Government Act 2002 and the Resource Management Act to protect people, property and the environment.
32. Flood waters can pose a risk to public health and property. By ensuring that our rivers and streams are kept maintained and free flowing the risk of flooding is minimised.

Economic

33. HCC has obligations under Section 10 of the Local Government Act 2002 to meet the current and future needs of communities for good quality local infrastructure, local public services, and the performance of regulatory functions that is most cost effective for households and businesses.
34. Good quality infrastructure ensures services and performance that are efficient and effective and appropriate to present and anticipated future circumstances.
35. The programme of works completed under the Project Watershed SLA supports an integrated approach in partnership with WRC for the effective management of public health, economic and community benefits to the residents of Hamilton. This is achieved by preventing flooding of land and buildings, which allows community facilities, businesses and private residences to operate under adverse weather conditions.

Environmental

36. HCC has obligations under its Comprehensive Stormwater Discharge Consent granted by Waikato Regional Council to manage its stormwater network to avoid as far as practicable and otherwise minimize:
- adverse scour erosion and sediment deposition on land, property and the beds of stormwater receiving water bodies; and
 - adverse flooding of land, property and stormwater receiving water bodies.
37. Erosion can result in the accumulation of sediment and debris in rivers and streams. This increased sediment and debris (including silt, sand, rocks, trees and other debris) can silt up channels downstream, and cause further erosion, instability and damage to streams and rivers. It also lowers water quality, and affects fish and in-stream values.
38. The works within the Project Watershed proposed Ten Year programme will ensure that streams and rivers continue to remain free flowing, flooding protection is in place and the effects of flooding are reduced and that riverbank and stream erosion and stability is managed effectively.

Cultural

39. HCC has obligations under the Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010 and Te Ture Whaimana o te Awa o Waikato (Vision and Strategy for the Waikato River) to restore and protect the health and wellbeing of the Waikato River and its tributaries.
40. WRC worked collaboratively with iwi and HCC to establish the priorities and objectives of the Central Catchment as documented in the Central Zone Plan. The proposed programme is consistent with the objectives of this plan.

Risks - *Tuuraru*

41. If the staff recommendation within this report is not approved HCC's obligations under the Project Watershed SLA may not be met.
42. There is increased risk to the stability, erosion of river banks and to flooding events, if HCC was not to continue with works proposed. This would most likely increase to significant costs to Hamilton City ratepayers.
43. The Ten-Year programme of works assumes funding from WRC. There is risk that through the progression of respective LTP's the funding assumptions become misaligned.

Significance & Engagement Policy - *Kaupapa here whakahira/anganui*

Significance

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

Engagement

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

Attachments - *Ngaa taapirihanga*

Attachment 1 - Project Watershed Annual Report 2019-20

Attachment 2 - Project Watershed Proposed Ten Year Programme



To: River and Catchment Services, Waikato Regional Council

From: Hamilton City Council

Subject: Project Watershed Works Annual Report 2019/20 CM D-3413254

1.0 Purpose of the Report

- 1.1. The purpose of this report is to:
- Provide Waikato Regional Council and relevant Committee(s) with highlights of the 2019/20 works programme carried out under the Project Watershed service level agreement.
 - Report on the HCC's project watershed financial year to date operating performance.

2.0 2019/20 Year Work Programme:

Waters – Stream Maintenance

- 2.1 Planned stream and river inspections were carried out throughout the year. Streams were cleared of normal growth, sediment, fallen trees and rubbish. Site photographs demonstrating the nature of works completed in the 2019/20 FY can be found within Appendix 1.
- 2.2 Remedial as found erosion work was also carried out on affected streams.
- 2.3 Erosion and stabilisation work was completed on the HCC Western Water Bulk Main Pier at the mouth of the Mangakotukutuku stream. Project Watershed erosion protection funds were utilised to support this project.

Parks and Reserves

- 2.4 This has been a reasonably dry winter to date with a focus on releasing plants that have been planted recently. The groups are also planting new plants as per the winter panting programs.
- Plant releasing is a key task post planting to ensure the plants survival.
 - HCC has added \$100,000 budget for the groups to apply for to undertake specific projects within their areas for this financial year.

Reserve Funded Areas - Mangaiti Reserve Restoration

- 2.5 Maintenance visits have been conducted monthly since the beginning of October 2018.
- 2.6 During each maintenance visit pest plants were controlled to prevent them from smothering indigenous plants. Pest plant control comprised hand control, cut and paste stems, and foliar spraying selective or non-selective herbicides as appropriate.

- 2.7 9,000 trees and plants are currently being planted as infill throughout all areas.
- 2.8 Due to COVID 19 the contractor is a few months behind the schedule and milestones but will be back on track once the planting has finished.



Figure 1. Aerial plan showing identified project sites A – B - C

Mangaonua Restoration

- 2.9 NHMT have not undertaken work in the gully for the last 6 months. Planning is underway for the path extension and a programme to release plants and control weeds.
- 2.10 HCC would look to re start work in the coming 2 months.
- 2.11 The Mangaonua Care groups are still active weeding and releasing plants.

Focus for the next quarter

- 2.12 To focus on releasing areas for planting in the future as well as hand releasing any new plants and usual maintenance. Also start work for the service track extension at the Mangaonua Gully.



3.0 Financial Update

3.1 An overall budget underspend of \$63.7k for the 2019-20 financial year. For specific operational summary refer to the table below.

Projects	QTR 4 Actuals (\$)	YTD Actuals (\$)	Annual Budget
Project Watershed Stream Maintenance	35747	151255	133700
Project Watershed Management	5536	26572	26000
Stream Bank Stabilisation	0	0	85000
Community Tree Planting	43000	43000	33000
Maintenance of works and gully's	53259	181738	173574
Erosion Control works (LOS)	100000	100000	115000
Total	237542	502565	566274

Appendix 1



Mangakotukutuku Stream clean up site



Mangakotukutuku Stream clean up



River Road tree clearing



Saxby Rd erosion repairs



Western Bulk Watermain Pier B scour remediation.

Hamilton City Council 2021/22 - 2031/32 - Project Watershed Works Programme (Ten year plan)

Note: Budgets exclude inflation

Project Name	Project Code/Owner	Project Description	How project meets PW criteria	21/22 PW budget	22/23 PW budget	23/24 PW budget	2024-31 PW budget	Expected Completion date	Comments
Stream cleaning	HCC (City Waters)	Annual programme of works to keep streams, drains and open channels free of obstructions	Ensure channels remain free of vegetation and obstructions so efficiency is maintained and the risk of flooding due to obstructions is minimised	133,700	133,700	133,700	935,900	30-Jun	
Mangaonua Stream (Hillcrest)				31,600	31,600	31,600	221,200		
Kirikiriroa Stream (Chartwell)				31,600	31,600	31,600	221,200		
Waitawhinwhin Stream (Dinsdale/ Maeroa)				31,600	31,600	31,600	221,200		
Mangakotukutu Stream (Glenview)				24,300	24,300	24,300	170,100		
Te Awa O Kata Paki Stream (Rototuna)				14,600	14,600	14,600	102,200		
Pukete									
Rotokauri									
Te Rapa									
Templeview									
Project Watershed Management	HCC (City Waters)	SLA management to cover the costs of reporting, attending meetings etc with WRC in relation to Project Watershed works		26,000	26,000	26,000	182,000	30-Jun	
Stream Bank Stabilisation	HCC (City Waters)	Proactive Stream Bank Stabilisation – Tributaries	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation	20,000	20,000	20,000	140,000	30-Jun	
Stream Bank Stabilisation	HCC (City Parks)	Proactive Stream Bank Stabilisation – Tributaries	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation	35,000	35,000	35,000	245,000	30-Jun	
River Bank Stabilisation	HCC (City Parks)	Proactive River Bank Stabilisation – Waikato River	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation	35,000	35,000	35,000	245,000	30-Jun	
Community Tree Planting	HCC (City Parks)	Proactive Stream Bank Stabilisation – Tributaries and Rivers carried out by volunteers	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation (planting)	33,000	33,000	33,000	231,000	30-Jun	
Maintenance of works and gully's	HCC (City Parks)	Works includes: Site preparation works, 2 years in advance of proactive bank planting. Maintenance of past planting, 1st year intensive maintenance, 2nd year + follow on maintenance until handed to HCC operational programme	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation	171,000	171,000	171,000	1,197,000	30-Jun	
Erosion Control Works (LOS)	HCC (City Waters)	To address erosion events as they are identified during maintenance activities. Only erosion events that meet SLA objectives are to be funded.	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation	165,000	215,000	265,000	3,255,000	30-Jun	

Project Watershed Total

2020/21 WRC 566k

Total

618,700

668,700

718,700

6,430,900

Council Report

Item 8

Committee: Infrastructure Operations Committee

Date: 08 October 2020

Author: Eeva-Liisa Wright

Authoriser: Eeva-Liisa Wright

Position: General Manager
Infrastructure Operations

Position: General Manager
Infrastructure Operations

Report Name: External Committee Updates

Report Status	<i>Open</i>
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Purpose - *Take*

1. To provide an update to the Infrastructure Operations Committee on External Committees that have Elected Member or Hamilton City Council staff appointments.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee:
 - a) receives the report; and
 - b) notes that Cr O'Leary has been appointed as the Hamilton City Council Regional Transport Committee representative to the Waikato Regional Council 2021 Regional Land Transport Plan Hearing Committee.

Executive Summary – *Whakaraapopototanga matua*

3. This report provides updates to Committee Members on External Committees which Elected Members or Hamilton City Council staff are appointed to.

Waikato Regional Council - Regional Transport Committee

4. The Regional Transport Committee (RTC) met on the 28th September 2020. Councillor O'Leary is the Hamilton City Council nominated representative with Councillor Macpherson being the nominated alternative representative.
5. The objective of the Regional Transport Committee is:

'To undertake the functions as prescribed in the Land Transport Management Act 2003 (LTMA), and to provide a regional forum for the consideration of regionally significant transport matters.'
6. The key topic's covered in the meeting were:
 - i. **Confirming NZ Police membership on the RTC** sought endorsement from the RTC for the appointment of a representative from the NZ Police as a non-voting member to the Committee for Regional Council approval.

- ii. **Waka Kotahi New Zealand Transport Agency update** included a presentation provided by Steve Mutton (Waka Kotahi New Zealand Transport Agency Director Regional Relationships Upper North Island).
 - iii. **Membership structure and nominations for the 2021 Waikato Regional Land Transport Plan (RLTP) Hearing Committee.** The proposed Terms of Reference for the 2021 RLTP review Hearing Committee were tabled. With the proposed membership of the Hearing Committee including one representative from Hamilton City Council in the five-person Committee.
 - iv. **Development of the Waikato Regional Land Transport Plan (RLTP) 2021.** The update includes the next key steps for the development of the RLTP. It was noted that there has been an extension to the timeline for the completion of the RLTP from 30 April 2021 to 30 June 2021. The objective weightings for the 2021 RLTP have remained unchanged and the Headline Targets were agreed at the 27 July 2020 workshop for inclusion in the draft 2021 RLTP document consultation.
 - v. **Regional Road Safety Report** updated the Committee on regional road safety issues, sought endorsement of the Regional Road Safety Strategy that was workshopped with the RTC on 21 September 2020.
 - vi. **Transport Planning and Projects Report** provided an update on current regional transport policy and planning matters.
 - vii. **Regional transport issues forum** was an opportunity for members to raise and discuss regionally significant transport issues in an open forum
7. A workshop was held for RTC members on 21 September 2020 on the **Regional Road Safety Strategy development**. This included an overview of the results of the consultation completed recently and proposed draft strategy which was then presented at the RTC meeting on 28 September 2020. Key components of this strategy link through to the RLTP development.
 8. A copy of the Waikato Regional Council RTC full agenda, minutes and presentations can be found on the Waikato Regional Council website via the following [link](#).
 9. The next RTC meeting is programmed for 2 November 2020 with the final meeting for this calendar year being 7 December 2020.

Waikato Regional Council – Regional Connections Committee

10. The Hamilton City Council nominated representatives of the Waikato Regional Council Regional Connections Committee (RCC) are Councillor O’Leary (Deputy Chair), Councillor Macpherson, Councillor Wilson and Councillor Thompson
11. The objective of the Regional Connections Committee is:
‘To enhance the wellbeing of our communities through the achievement of the goals set out in the Regional Public Transport Plan.’
12. The agenda, minutes, and key resolutions from the RCC meeting held on 14 August 2020 were presented to the Infrastructure Operations Committee on 27 August 2020 via the General Managers Report (Item 7) <https://www.hamilton.govt.nz/AgendasAndMinutes/InfrastructureOperationsCommitteeOpenAgenda-27August2020.pdf>.
13. An RCC (Regional Focus) meeting was held on 18 September 2020. The meeting provided information and updates on matters relevant to the implementation and monitoring of the Regional Public Transport Plan 2018-28 and facilitated conversations about public transport service provision on a regional basis.

14. Much of the focus for public transport is centred on Hamilton and nearby surrounding areas. The RCC (Regional Focus) encompasses more areas within the region in partnership with district councils. The RCC (Regional Focus) holds twice yearly meetings to focus on regional public transport matters. This is in addition to the quarterly RCC meetings focused on Hamilton and the immediate neighbouring areas.
15. A workshop has been planned for the 25 September 2020. At the time of writing this report the workshop had not been held. This workshop will focus on the engagement results for the proposed East/West bus route changes.
16. In addition to this report, Waikato Regional Council are presenting a verbal update on Public Transport Services at this meeting.

Waikato Regional Council – Start up Rail Governance Group

17. The H2A Start-Up Passenger Rail Service Project Governance Working Group (PGWG) met on the 14th of September 2020.
18. The service is progressing towards commencement in February 2021.
19. A discussion on station naming was deferred to the next PGWG to be held on 6th October 2020. A verbal update of this meeting will be provided.

Legal and Policy Considerations – *Whaiwhakaaro-aa-ture*

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

21. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').
22. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report as outlined below. The recommendations set out in this report are consistent with that purpose.
23. There are no known social, economic, environmental or cultural considerations associated with this matter due to this report being for information only.

Risks – *Tuuraru*

24. There were no known risks identified during the formation of this report.

Significance & Engagement Policy - *Kaupapa here whakahira/anganui*

25. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the recommendations in this report have a low level of significance and no engagement is required.

Attachments

There are no attachments for this report

Council Report

Committee: Infrastructure Operations Committee
Date: 08 October 2020
Author: Kelvin Powell
Authoriser: Jen Baird
Position: City Safe Unit Manager
Position: General Manager City Growth
Report Name: Request to Review Fees and Charges for Personal Hire (Transport) Devices

Report Status	<i>Open</i>
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Purpose - *Take*

1. To inform the Infrastructure Operations Committee of the request received from Lime Technology Ltd (Lime) to review the current fees and charges and to extend their approved period of exclusivity.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee:
 - a) receives the report;
 - b) declines the request from Lime to review the fees and charges structure for Personal Hire (Transport) Devices in Hamilton; and

EITHER:

- c) approves the request from Lime to extend their current period of operating exclusivity for e-scooters until the end of the current trial (March 2021).;

OR

- c) declines the request from Lime to extend their current period of operating exclusivity for e-scooters until the end of the current trial (March 2021), allowing other operators to apply for a Personal Hire (Transport) Device permit in Hamilton; and
- d) notes that if the above c) is resolved, staff will provide an update to Members on any applications from other operators through an Executive Update.

Executive Summary - *Whakaraapopototanga matua*

3. After an initial 6-month trial of Personal Hire (Transport) Devices (PHDs), which was reported to the Infrastructure Operations Committee on 27 February 2020, a further 12-month trial was approved. As part of the [resolution](#), Lime Technology Ltd (Lime) was granted a 6-month exclusivity period to deploy up to 500 e-scooters for hire.
4. Shortly after the start of the new trial, Covid-19 struck and interrupted the trial. Lime was unable to operate under their existing Permit to Trade during Covid-19 Alert Levels 4 and 3.

5. To recognise this interruption, staff granted Lime an 8-week fee holiday. Staff also applied a graduated fee structure, based on the number of active scooters that Lime have deployed on Hamilton streets, once they recommenced operations.
6. Lime's period of exclusivity was also extended for a further two months to compensate them for lost operating time during the Covid-19 lockdown. The exclusivity period is now due to expire on 16 November 2020.
7. Lime has now requested that the Council consider changing the fee structure from that approved on 27 February 2020 to a 'per trip' model (10c per trip) until the end of the current 12-month trial (due to end March 2021).
8. Further, Lime also requested that their exclusivity contract be extended for the remainder of the 12-month trial period.
9. In preparation for the end of the 6-month exclusivity period in November 2020, all PHD companies who had previously expressed interest in operating in Hamilton were contacted, advised of the impending end of the exclusivity period and invited to consider applying for a permit to operate for the remaining period of the trial to March 2021.
10. At that time (August 2020), only one PHD company acknowledged the enquiry and had little interest in applying, noting that there was only six months of the trial period remaining.
11. Since then, there have been a number of changes of PHD providers across other cities in New Zealand; subsequently, staff have received expressions of interest from other PHD providers wishing to enter the Hamilton market.
12. At the time that this report was written, HCC had not received any applications from other providers seeking a PHD permit to trade under the Public Places Bylaw 2016, in Hamilton for the remainder of the trial period ending March 2021. Potential applicants were given until 9 October 2020 to make application for a PHD permit to trade.
13. Staff consider the matters in this report have low significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

14. On 18 June 2019, the Growth and Infrastructure Committee approved a 6-month trial of Personal Hire Devices (PHDs).
15. An initial fee structure was recommended by the Committee to the Council and approved for the trial:
 - \$300 incl. GST annual permit fee;
 - \$55 incl. GST per permitted device per 6-month period (for enforcement and management);
 - a \$10,000 incl. GST safety fund per operator, with an understanding that there will be future ongoing funding shared among all operators for Council and user safety;
 - liability insurance of \$2M required by each operator.
16. The first permit under the trial was issued in August 2019 to Lime Technology (Lime), who were permitted to operate 600 devices. No other operator applied for or received a permit during this trial period.
17. A review of the trial was presented to the Infrastructure Operations Committee on 27 February 2020. It was resolved to extend the trial for an additional 12 months and adjust the fees and charges to reflect the costs associated to monitor this activity to cover the 12-month extension period and with the ability to prorate the per device fee.

18. It was also decided at this meeting that:
 - Lime would be the preferred e-scooter operator for 6 months up to a maximum of 600 permits;
 - other operators could apply for permits for devices such as e-bikes; and
 - following the 6 months, other e-scooter operators could apply for permits to trade in Hamilton.
19. The fees and charges recommended by the Infrastructure Operators Committee to Council were:
 - \$300 (incl. GST) annual permit fee;
 - \$85 (incl. GST) per permitted device per annum (for enforcement and management);
 - a \$10,000 (incl. GST) safety fund per operator, with an understanding that there will be future ongoing funding shared among all operators for Council and user education; and
 - liability insurance of \$2M required by each operator.
20. The fees and charges for PHD activity are applicable to any operator wishing to operate their service in Hamilton.
21. The fees and charges set for the extended 12-month trial are less per annum than the original 6-month trial (\$55 per device for initial six-month trial and \$85 for full 12 months for next 12-month trial period). There will be no additional application fee or education fee charges applied to Lime for the remainder of the trial period.
22. Fees and charges collected as part of the trial have contributed towards recovery of the costs HCC incurred in customer management, compliance, education and administering the permit to trade and Code of Practice for PHD's.

Discussion - *Matapaki*

23. The fees and charges applied across local authorities that permit PHDs are variable and have little consistency (see paragraph 25).
24. Lime has requested in writing that the Council:
 - review the current fees and charges structure, citing that Hamilton is one of the more expensive areas to operate in and that the current structure is becoming increasingly uneconomic;
 - consider changing the fee structure to a 'per trip' model until the end of the current 12-month trial (due to end March 2021); and
 - extend the 6-month exclusivity clause to the end of the current 12-month trial.
25. The fees and charges set for the extended 12-month trial are less per annum than the original 6-month trial (\$55 per device for initial six-month trial and \$85 for full 12 months for next 12-month trial period). There will be no additional application fee or education fee charges applied to Lime for the remainder of the trial period.
26. The fees and charges consider the costs to the Council associated with administration, compliance, stakeholder engagement, reporting, education and data analysis undertaken by a range of staff members.

27. Local authorities that permit PHDs have the following fees and charges:

City	Fees and Charges
Auckland	Application fee up to \$5,000 Monitoring deposit on approval \$5,000, includes ability to make deductions for monitoring/ compliance activity Tier 1: \$74 per scooter per year Tier 2: \$44 per scooter per year Tier 3: \$11 per scooter per year
Christchurch	One-off Admin Fee \$136 \$86.25 per scooter per year (based on a per m ² calculation)
Wellington	\$615.00 one-off licence fee \$12.50 per scooter for education per term (18 months) \$45.00 per scooter for monitoring and compliance per term (18 months) \$25.00 per scooter bond per term (will be refunded at the end of the term)

28. Due to the additional resources and increased costs to the Council that would be required to administer a per trip fee structure, Council staff prefer a flat rate per device structure. A per trip fee structure would likely require a review of cost recovery within the Fees and Charges structure.
29. The Covid-19 compulsory lockdown resulted in Lime being unable to operate for two months of their six-month period of exclusivity. In recognition of this, the period of exclusivity for Lime was extended by a further two months once Alert Levels were reduced. This period is now due to expire on 16 November 2020.
30. Data provided by Lime since Covid-19 alert level restrictions were lifted shows a low level of activity. Council analysis of the information available also confirm that the effects of Covid-19 and the variable usage, combined with the weather, have significantly impacted upon the number of trips undertaken over this 6-month period (**Attachment 1**).
31. In the post Covid-19 period, Lime has had a reduced number of e-scooters deployed based on usage. This number has slowly increased with demand.

Date	Average PHDs deployed
18 May 2020	242
25 May 2020	322
1 June 2020	444
8 June 2020	480
20 July 2020 – on going	550

32. Expressions of interest from other providers with a desire to be part of the remaining period of the trial have not, at the time of writing this report, materialised into any formal applications for a permit to trade. However, for the remainder of the trial, staff do suggest that applications be received from other providers who may wish to enter the Hamilton market.

33. Staff recommend that the Fees and Charges remain unchanged, noting that it was only in February 2020 that the fees and charges were approved. The fees and charges consider the costs to the Council associated with administration, compliance, stakeholder engagement, reporting, education and data analysis undertaken by a range of staff members.
34. Staff note that having more than one operator take part in the remaining period of the trial would help to identify the optimum number of operators and devices that would be sustainable in Hamilton, along with understanding the optimum variety of devices within any allocation.

Financial Considerations - *Whaiwhakaaro Puutea*

35. There are no financial considerations as the current fees and charges set for this activity are deemed sufficient and cover the cost associated with implementation, monitoring, compliance and education.

Legal and Policy Considerations - *Whaiwhakaaro-aa-ture*

36. PHDs are permitted under the Public Places Bylaw.
37. Staff confirm that staff recommendation complies with the Council's legal and policy requirements.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

Social

41. PHDs provide an alternative form of transport for people to connect and engage with their communities. Although only in operation for 12 months, e-scooters have become an alternative form of transport for residents and visitors. This type of activity supports the priority outcome of the Access Hamilton Strategy 'Choice – everyone has travel options for moving around the city'.

Economic

42. PHDs can be an economic way of travelling around the city.
43. Visitors to the city can access PHDs to move around the city on short trips or to local attractions, therefore supporting Hamilton's economy.

Environmental

44. PHDs are an alternative transportation choice for residence and visitors to move around the city offering sustainable transportation options.
45. Some PHD schemes utilise electric devices, while others may use devices with components which may or may not be able to be recycled. Consideration of recycling is given to the end-of-life management of all devices, which is outlined in the [Hamilton City Council Personal Hire Devices Code of Practice](#) and application process.

46. There have been instances during the trial where devices have ended up in the Waikato River and Hamilton Lake. Lime has gone to great lengths to ensure that these are retrieved immediately on notification. Within the terms and conditions of the PHD Permit, the KPI for retrieval of a device from the river is within five (5) hours of being notified.

Cultural

47. The process used to implement the Code of Practice for Personal Hire Devices was previously discussed with Te Haa o te Whenua o Kirikiriroa (THaWK).

Risks - *Tuuraru*

48. If the fees and charges change there is a risk that this activity may not be able to be fully resourced which could have an impact on level of service.

Significance & Engagement Policy - *Kaupapa here whakahira/anganui*

Significance

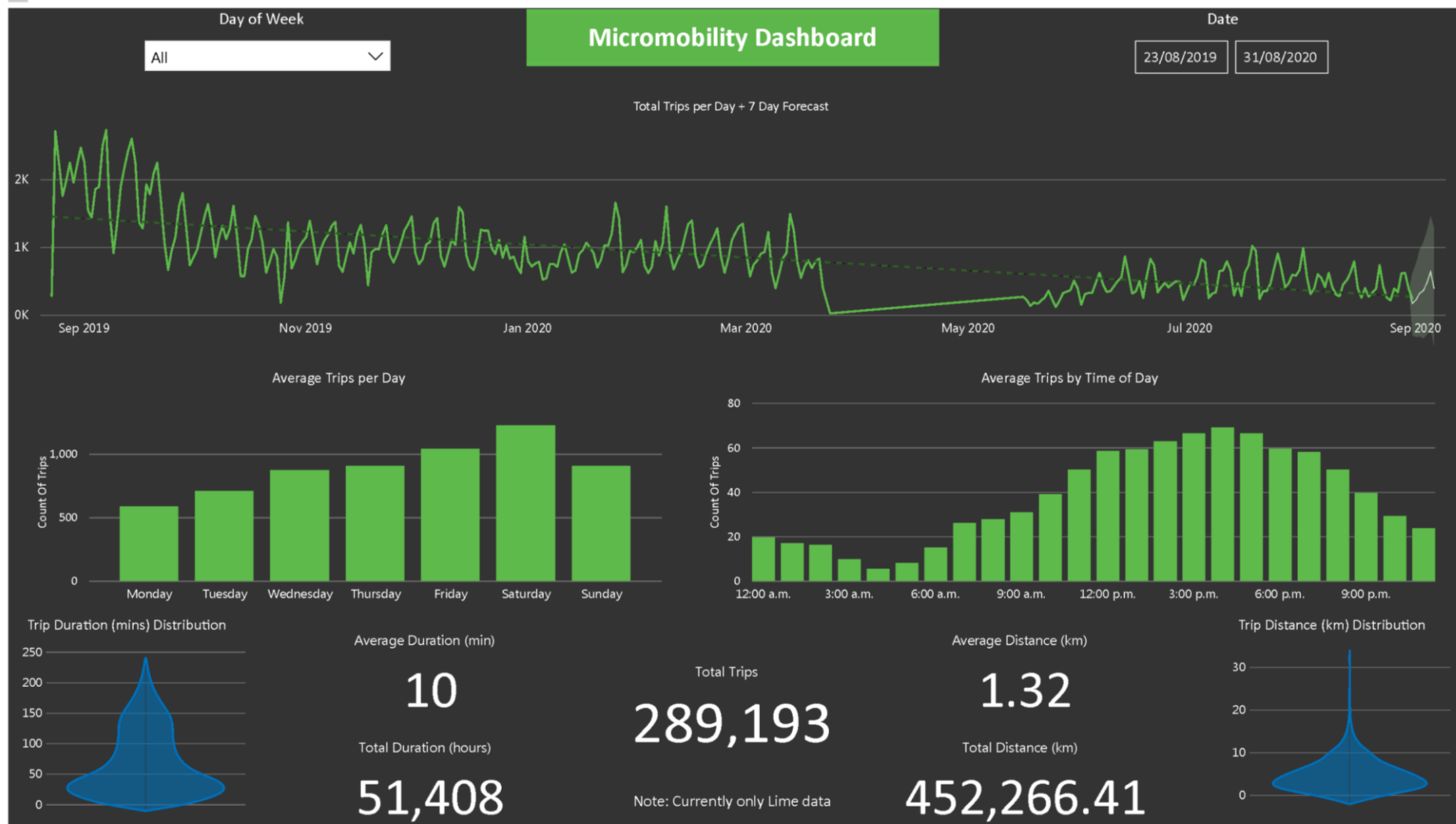
49. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the matter(s) in this report has/have a low level of significance.

Engagement

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

Attachments - *Ngaa taapirihanga*

Attachment 1 - Micro-mobility Dashboard 23 August 2019-31 August 2020



Council Report

Item 10

Committee: Infrastructure Operations Committee

Date: 08 October 2020

Author: Maire Porter

Authoriser: Eeva-Liisa Wright

Position: City Waters Manager

Position: General Manager
Infrastructure Operations

Report Name: Atawhai Assisi Home - Increase to Wastewater Service Provision

Report Status	<i>Open</i>
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Purpose - *Take*

1. To seek approval from the Infrastructure Operations Committee for an out of district property to increase the volume of wastewater discharged to Hamilton City's wastewater network as required by the Three Waters Connections Policy.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee:
 - a) approves the increase to the out of district wastewater service provided to the Atawhai Assisi site located in Matangi Road to a maximum daily discharge volume of 50,000 litres per day, to accommodate a proposed site expansion subject to:
 - (i) completion of detailed modelling of the wastewater network to confirm available network capacity;
 - (ii) modelling confirms that an increase in discharge volume does not result in any adverse effects on the performance of wastewater network; and
 - (iii) an updated wastewater agreement is developed and negotiated with Atawhai Assisi in accordance with the requirements outlined within the Three Waters Connection Policy; and
 - b) delegates authority to the General Manager Infrastructure Operations to negotiate the terms of the wastewater agreement and determine the appropriate capital contributions and payment scheme for the increased wastewater discharge.

Executive Summary - *Whakaraapopototanga matua*

3. The Atawhai Assisi Aged Care Facility is located in Matangi Road approximately 1.5km from Hamilton City's boundary and has received an out of district wastewater service from Hamilton City Council since 1992.
4. Atawhai Assisi is planning to expand the aged care facilities on their current site and have indicated they would like to increase the maximum daily volume of wastewater discharged to the Hamilton wastewater network.

5. The expansion of the Atawhai Assisi facility provides benefits to the wider Hamilton community in the availability of unique aged care facilities as well as employment opportunities during the construction and ongoing expanded site operation.
6. In recognition of the Three Waters Connection Council Policy and section 80 of the Local Government Act 2002, the Council is required to make a decision on an increased wastewater service to the Atawhai Assisi site.
7. The staff recommendation is to approve the increase in wastewater discharge from the Atawhai Assisi site subject to more detailed network modelling to confirm capacity and appropriate agreements to allocate the costs of service delivery.
8. Staff also recommend the delegation of authority to the General Manager Infrastructure Operations to enable the negotiation of terms of the wastewater agreement and determine the appropriate capital contributions and payment scheme for the increased wastewater discharge.
9. Staff consider the matters in this report have low significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

10. Atawhai Assisi is a Ministry of Health certified aged care facility located in Matangi Road, approximately 1.5 kilometres outside of the Hamilton City Council boundary within the Waikato District.
11. The facility offers a variety of rest home, hospital and respite care services as well as a day programme catering for Hamilton residents.
12. Since 1992, an agreement has been in place for the Atawhai Assisi site to discharge wastewater into the Hamilton City Council (HCC) wastewater network. The site is currently managed by Tamahere Eventide Home Trust (TEHT).
13. The agreement authorised a wastewater discharge for an occupancy of up to 150 persons within the Atawhai Assisi aged care facility and the connection of an additional six neighbouring household properties connected to the sites wastewater network.
14. The 1992 agreement did not specify any daily wastewater volumes, only occupancy was referenced as a guide on the quantum of wastewater discharge.
15. Based on the current wastewater design parameters in the Regional Infrastructure Technical Specifications, the 1992 agreement with an occupancy of 150 persons and an additional six households would have a daily discharge volume of up to 33,240 litres of wastewater per day.
16. In 1999, the agreement was varied; to reflect an additional 5 household properties over what was agreed in 1992. This change was assessed to not increase the original agreed wastewater discharge volumes anticipated within the original 1992 agreement.
17. Properties in the area surrounding the Atawhai Assisi site are predominately life style blocks that utilise septic tanks and are not serviced by a wastewater network. Waikato District Council do not have immediate plans to provide a network wastewater service in the area.
18. The water supply for this site has historically, and still is, currently provided by Waikato District Council through the Water Supply Agreement between Hamilton City Council and Waikato District Council.

Discussion - *Matapaki*

19. TEHT have recently advised HCC that they are planning to expand the current Atawhai Assisi aged care facilities. The expansion is proposed to include the construction of 61 new villas, 10 apartments and a community centre to complement the existing care facility of 86 beds.
20. As a result of the planned expansion, the total site occupancy is proposed to increase by 90 persons. This number is based on the occupancy rates at the nearby Tamahere Eventide Home which is also managed by TEHT.
21. TEHT have requested that the daily wastewater discharge to the HCC wastewater network is increased to a maximum volume of 50,000 litres of wastewater each day.
22. Calculation using the wastewater design parameters in the Regional Infrastructure Technical Specifications indicated that this increase would exceed the theoretical daily wastewater discharge volume from Atawhai Assisi intended within the original 1992 agreement by up to 16,760 litres of wastewater per day.

Three Waters Connections Policy Assessment

23. Under HCC's Three Waters Connection Policy (the Policy), TEHT's request is being considered as there is an existing connection to wastewater services to this individual property outside the boundary. The Policy Water Criteria Assessment Guidelines have also been used to guide a recommendation.
24. The Policy section 17 says *'Should Council agree to supply wastewater services, the Supply Agreement will consider (iii) approach to ensure wastewater generation is minimised'*.
25. Policy section 22 states:
 - 22) *Council shall only continue services to existing individual properties outside the City boundary that have an existing connection to Council's water supply or wastewater network, provided that:*
 - i. *There is a written agreement to supply the property; and,*
 - ii. *That any change to the nature intensity or extent of the development or landuse serviced by the connection does not:*
 - a) *increase the volumes or rates of water supplied by Council*
 - b) *increase the volumes of wastewater generated; or*
 - c) *change the characteristics of wastewater to the extent that there is risk to Councils wastewater infrastructure and network utility operators.*
 - 25) *Council will seek to transition existing Out of District private property connections to supply arrangements with the relevant Water Supplier where network infrastructure is available to service that property.*

Wastewater Network Capacity Assessment

26. Initial high level assessments of the wastewater network that receives the Atawhai Assisi wastewater, indicate that network capacity is most likely to be sufficient for the increased waste volume.
27. Staff recommend that a further detailed assessment is undertaken to confirm capacity and ensure that there are no adverse impacts on Hamilton's wastewater network before any final agreement to increase discharge rates from the Atawhai Assisi site is finalised.

Considerations

28. While the Three Waters Connection Policy does not allow for increased volumes of wastewater generation from out of district connections, this is a unique situation where the expanded Atawhai Assisi site provides benefit for the wider Hamilton community now and into the future as an aged care provider and employer.
29. Staff recommend that the Infrastructure Operations Committee approve the request for Atawhai Assisi to increase the volume of wastewater discharge on the basis that:
 - the wastewater characteristics are predominantly domestic in nature and will not pose a risk to the Hamilton City Council Wastewater treatment plant;
 - information has been provided that allows staff to evaluate risk to network capacity and levels of service to Hamilton's ratepayers and manage this through a Wastewater agreement;
 - the proposed expansion will ensure best practice wastewater management for the site and minimises the risk of any potential adverse environmental impacts. This in turn will support the restoration and protection of the health and wellbeing of the Waikato River;
 - the community benefits from expanded aged care options within the greater Hamilton area; and
 - the expansion of Atawhai Assisi provides employment opportunities resulting from the construction and the ongoing operation of the upgraded site facilities.
30. If the staff recommendation is approved, it is proposed that the Atawhai Assisi wastewater discharge should be managed via an updated wastewater agreement.
31. This agreement would at a minimum address the requirements specified in section 17 of the Three Waters Connections Policy and include the framework for charges to recover operational and capital costs incurred by HCC associated with the wastewater discharged.
32. If the staff recommendation is not approved TEHT have advised that they will need to investigate on site management of wastewater to accommodate the expected increase in wastewater volumes that will be created as a result of the expansion, or alternatively not proceed with the expansion of the site.

Financial Considerations - *Whaiwhakaaro Puutea*

33. The framework for the recovery of any costs incurred with any modelling assessments as well as the ongoing provision of wastewater services will be detailed within the updated wastewater agreement and will be based on standard HCC tradewaste fees and charges.
34. There is no record of any capital contributions being requested or received for the provision of the wastewater service to the Atawhai Assisi site.
35. If the recommendation to accept the request from Atawhai Assisi site to increase the wastewater discharge into the Hamilton wastewater network is approved, then some form of negotiated capital contribution for the additional proposed wastewater discharge will be required.
36. It is proposed any appropriate capital contribution is negotiated to reflect the HCC wastewater network capacity utilised. The methodology and approach for determining the proposed capital contribution would be outlined in the updated discharge agreement proposed in paragraph 33.

Legal and Policy Considerations - *Whaiwhakaaro-aa-ture*

37. Staff confirm that the staff recommendation complies with the Council's legal and policy requirements.

38. The request to increase the volume of wastewater discharged from the Atawhai Assisi site to HCC's wastewater network is not in compliance with the HCC's Three Waters Connection Policy.
39. In forming the recommendation staff have considered other provisions and the ability to require risk mitigation. Should Waikato District Council in the future implement an appropriate wastewater network in the area, HCC will seek to transition the wastewater service for the Atawhai Assisi site back to Waikato District Council.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

Social

43. The location of the Atawhai Assisi Aged Care Facility is in close proximity to the Hamilton Community which provides social value.
44. The expansion of the Atawhai Assisi site will provide important additional aged care options within the Hamilton and for the wider community.

Economic

45. The expansion of the Atawhai Assisi site will create local employment opportunities within the building industry, aged care sector, hospitality sector and other long-term employment opportunities following completion of construction.

Environmental

46. The provision of an increased wastewater service to this site would ensure that wastewater continues to be effectively conveyed and treated to a high standard via the HCC wastewater network.
47. This would approach would minimise any potential negative impacts on the environment that might result from site based wastewater treatment and would support the protection and restoration of the Waikato River.

Cultural

48. Atawhai Assisi provide Christian-based pastoral care, with spiritual and emotional support which is available to all residents, their whanau and staff. Sisters and Chaplains are available on site to assist residents who seek pastoral and spiritual care.
49. The expansion of the Atawhai Assisi aged care facility will ensure that there are additional options for those within the Hamilton area that are seeking an aged care facility offering accessible pastoral and spiritual care that align to their beliefs.
50. Well managed wastewater conveyance and treatment will also achieve higher treatment standards and minimise the potential for wastewater overflows which are offensive to Maaori.

Risks - *Tuuraru*

51. If the staff recommendation is not approved, it could result in a sub optimal environmental outcome at the Atawhai Assisi site or alternatively that the expansion does not proceed as an alternative wastewater management solution may not possible without increased environmental effects.
52. Additional wastewater discharge to the HCC network will consume capacity and may require capital upgrades to accommodate future growth within the city.

Significance & Engagement Policy - *Kaupapa here whakahira/anganui*

Significance

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

Engagement

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

Attachments - *Ngaa taapirihanga*

There are no attachments for this report

Council Report

Item 11

Committee: Infrastructure Operations Committee

Date: 08 October 2020

Author: Nick Murphy

Authoriser: Eeva-Liisa Wright

Position: Capital Projects Manager

Position: General Manager
Infrastructure Operations

Report Name: Gordonton Road Corridor Business Case and Proposed Safety Interventions

Report Status

Open

Purpose - Take

1. To update the Infrastructure Operations Committee on the progress of the Gordonton Road Corridor Single Stage Business Case, and to seek approval to commence with delivery of key safety improvement projects.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee:
 - a) receives the report;
 - b) notes following in relation to the previously approved Gordonton Road Corridor Single Stage Business Case:
 - i) the completion of the Thomas/Gordonton Intersection Upgrade;
 - ii) the progression of the Pedestrian/Cycleway Improvements;
 - iii) the safety improvements at Darjon/Gordonton intersection project and safety improvements at Puketaha/Gordonton intersection project will be delivered as part of Gordonton Road Corridor Single Stage Business Case;
 - iv) that the funding to purchase land required for the upgrade of the Puketaha/Gordonton Intersection was not approved by Waka Kotahi NZTA;
 - c) approves the Darjon/Gordonton intersection **Option 2**; being the design and construction of the roundabout, which will be funded from the current Gordonton Road corridor project in the 2018-28 10-Year Plan (Paragraph 39 of the staff report);
 - d) approves the Puketaha/Gordonton intersection **Option 3**; being ongoing monitoring, localised widening and land purchase (Paragraph 50 of the staff report); and
 - e) delegates authority to the Chief Executive to purchase land required for a potential future upgrade of the Puketaha/Gordonton intersection which will be fully funded by Council and was budgeted for in the 2020/21 Annual Plan.

Executive Summary - *Whakaraapopototanga matua*

3. Gordonton Road is currently a semi-rural road which runs along the Hamilton City/Waikato District boundary in the Huntington, St James and Rototuna areas from Waikato Expressway/New Borman Road to Crosby Road/Wairere Drive.
4. Over recent years the Gordonton Road Corridor has been under pressure from increasing traffic volumes, which has resulted in safety issues and crash problems along the corridor.
5. A traffic volume reduction is expected once the Waikato Expressway opens but the corridor will return to current volumes within seven years. There may be an opportunity to divert traffic on a new arterial route through the growth area known as R2 (outside Hamilton City) but this is unlikely to happen in the short term.
6. A Waka Kotahi NZ Transport Agency (NZTA) Single Stage Business Case for the Gordonton Road Corridor has been developed and consists of transport improvements along the corridor in line with the safety and growth strategies as part of the Access Hamilton Programme. A copy of the Business Case can be found [here](#).
7. The recommended business case delivery programme includes:
 - Intersection upgrade at Thomas/Gordonton;
 - Implementation of speed management;
 - Safety improvements at Darjon/Gordonton intersection;
 - Progression of pedestrian/cycleway improvements; and
 - Safety improvements at Puketaha/Gordonton intersection.
8. The remaining projects from the business case to be completed are:
 - Safety improvements at Darjon/Gordonton intersection; and
 - Safety improvements at Puketaha/Gordonton intersection.
9. Waka Kotahi NZTA indicated in late 2019 that any residual safety improvement works on the corridor, and most specifically an intersection improvement at Gordonton/Puketaha intersection, are unlikely to have a priority that would result in subsidy.
10. Staff proposed as part of the 2020/21 Annual Plan to retain \$2.7m of funding in 2020/21 with the balance of \$5.8m being deferred to 2021/22.
11. For safety improvements at the Darjon/Gordonton intersection, staff recommend **Option 2**: a roundabout with raised safety platforms.
12. This option avoids the need to acquire land, addresses the existing crash problem, helps to alleviate safety/intersection capacity issues at Stoneleigh and Pandora, and Waka Kotahi NZTA subsidy may be available through future Low Cost/Low Risk funding.
13. For safety improvements at the Puketaha/Gordonton intersection, staff recommend **Option 3**: the purchase of adjacent land and localised widening at the intersection to accommodate through vehicles at right turn bay.
14. This option improves safety for northbound through vehicles where they may normally be required to travel off the edge seal to pass vehicles (cars or trucks) turning right onto Puketaha and futureproofs the intersection for future upgrades through the purchase of adjacent land.
15. Staff consider the matters in this report have medium significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

16. Gordonton Road is currently a semi-rural road which runs along the Hamilton City/Waikato District boundary in the Huntington, St James and Rototuna areas from Waikato Expressway/New Borman Road to Crosby Road/Wairere Drive.
17. Over recent years the Gordonton Road Corridor has been under pressure from increasing traffic volumes, which has resulted in safety issues and crash problems along the corridor.
18. The corridor has a less than desirable cross section and intersection forms for the current high volume of traffic that uses it. There are also limited or no facilities along the corridor for pedestrians and cyclists.
19. A traffic volume reduction is expected once the Waikato Expressway opens but the corridor will return to current volumes within seven years. There may be an opportunity to divert traffic on a new arterial route through the growth area known as R2 (outside Hamilton City) but this is unlikely to happen in the short term.

Waka Kotahi NZTA Gordonton Road Single Stage Business Case

20. A Waka Kotahi NZ Transport Agency (NZTA) Single Stage Business Case for the Gordonton Road Corridor has been developed and consists of transport improvements along the corridor in line with the safety and growth strategies as part of the Access Hamilton Programme.
21. In August 2019, the Growth and Infrastructure Committee approved the macroscope of the Business Case, including the upgrade of the Puketaha/Gordonton intersection and Pedestrian/Cycleway Network improvements.
22. Key identified corridor problem statements are:
 - The form and function of the of the corridor is the reason for the high number of recorded crashes, high intersection delays and risk, and lack of alternative modal use.
 - The form of Gordonton Road, and the number of intersections and accesses (up until the R2 development) does not meet the expected customer level of service resulting in increased potential for death, serious injuries and injuries.
 - The form of intersections on Gordonton Road do not meet the safety standards for traffic volumes during peak periods causing high intersection delays and risk taking that lead to crashes.
 - The physical corridor constraints and a growing transport demand has created a corridor that does not adequately provide for other modes of transport including walking, cycling and public transport.
23. Key agreed investment objectives for the Business Case are:
 - Provide safe, connected and reliable journeys by reducing the number of deaths and serious injuries by 70%;
 - Improves the turning movement at the Puketaha Road intersection; and
 - Provides transport choice by increasing walking, cycling and public transport accessibility.
24. The recommended business case option and delivery programme for the Corridor includes:
 - In the short term (1 -2 years):
 - construct Thomas/Gordonton intersection;
 - implement speed management;
 - complete safety improvements at Darjon/Gordonton (through alternative funding streams, such as Safe System Intervention (SSI) or Low Cost/Low Risk (LCLR)); and
 - progress the off-road shared pedestrian/cycleway improvements between Wairere Drive and Thomas Road.

- In the medium to long term:
 - complete the Puketaha/Gordonton Intersection upgrade and remaining corridor improvements when the outcome of the R2 structure plan is better developed and opening of the Hamilton Section of the Waikato Expressway impact on Gordonton Road traffic flows is understood.

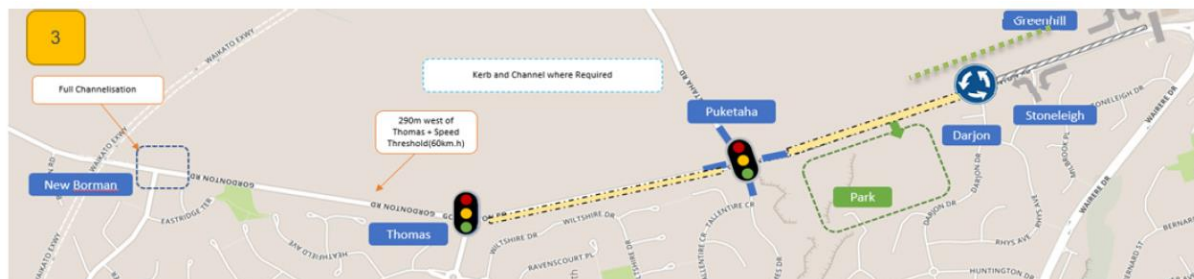


Figure 1. Recommended Gordonton Road Corridor delivery programme

25. A detailed programme and project delivery scope can be found in the [Business Case](#) in point 6.2.

Work completed to date

Thomas/Gordonton Intersection Upgrade

26. The upgrade of the Thomas/Gordonton intersection forms part of the Gordonton Road Corridor business case, however implementation was accelerated to address critical safety issues.
27. The upgrade of the intersection was successfully completed in May 2019. The scope of work included:
- improvements to the intersection layout;
 - installation of traffic signals and raised safety platforms (RSPs); and
 - reduction of the speed limit from 80km/h to 60 km/h on Gordonton Road north of Thomas Road to the roundabout in the south.
28. Post-construction site monitoring has demonstrated a substantial decrease in vehicle speeds, significantly improving safety at the intersection, resulting in no further crashes.

Row Labels	Fatal Crash	Serious Crash	Minor Crash	Non-Injury Crash	Grand Total
2015			2	1	3
2016			4	4	8
2017		4	3	10	17
2018	1		6	8	15
2019				1	1
Grand Total	1	4	15	24	44

29. During construction works one non-injury crash occurred on 29/01/2019, so before the RSP's, there have been none since completion.

Pedestrian/Cycleway Improvements

30. The business case work also led to the consideration of a local cycle path and on-road cycle links parallel to Gordonton Road.
31. Gordonton Road is identified as a primary link on the biking network, however due to constraints in the corridor it is not possible to provide a safe bike route along Gordonton Road.

32. The Gordonton Path provides an alternate route parallel to Gordonton Road to enable people to connect from Wairere Drive through to the Thomas/Barrington roundabout without having to use Gordonton Road.
33. There are two key components to this project:
 - i. on-road works, consisting of traffic calming and improvements to key connection points, such as from the Mangaiti gully crossing to St James Drive; and
 - ii. construction of a bridge over the Mangaiti gully and boardwalks on either end to connect to the concrete footpaths.
34. Physical works are scheduled to begin in early November, with forecast completion prior to Christmas.

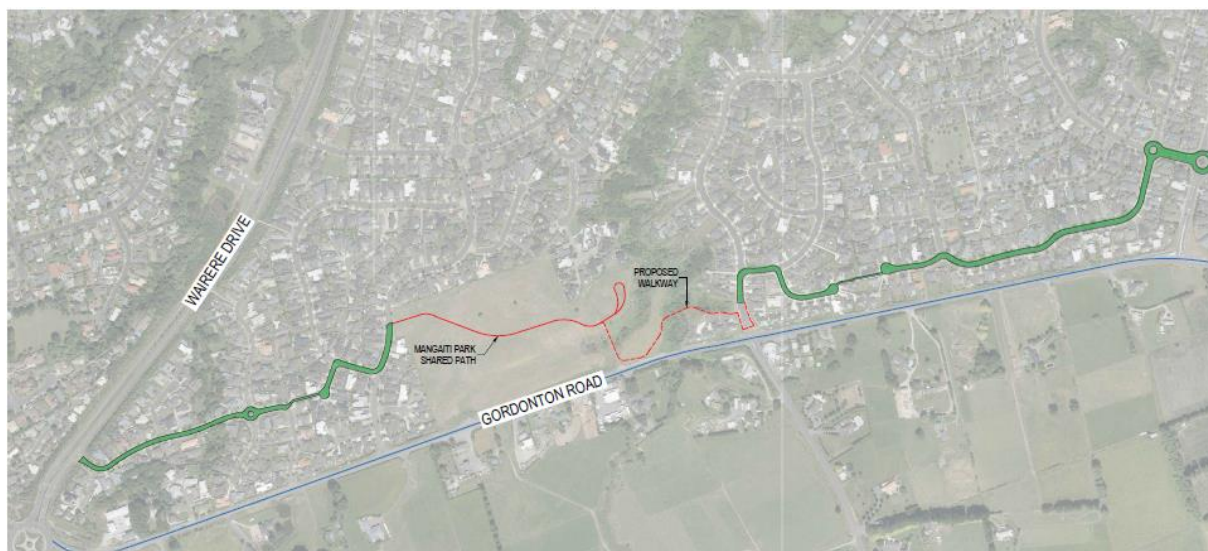


Figure 2. Pedestrian/cycleway improvements – Wairere Drive to Thomas/Barrington roundabout

Discussion - *Matapaki*

Work to be completed

35. Waka Kotahi NZTA indicated in late 2019 that any residual safety improvement works on the corridor, and most specifically an intersection improvement at Gordonton/Puketaha intersection, are unlikely to have a priority that would result in subsidy being available this financial year.
36. Staff proposed as part of the 2020/21 Annual Plan to retain \$2.7m of funding in 2020/21 with the balance of \$5.8m being deferred to 2021/22.

Darjon/Gordonton Intersection

37. After the completion of the Thomas/Gordonton intersection upgrade, the Darjon/Gordonton intersection has been highlighted as the most high-risk site along the Corridor using Waka Kotahi NZTA's High Risk Intersection Guide and death and serious injuries (DSI) equivalents and should be prioritised.
38. Using data collected from 2014-2018 there were five recorded crashes at the site, including 1 serious, 3 minor and 1 non-injury crash. The crash types are a mixture of turning, U-turns, overtaking and lost control.

39. Staff have assessed that there are three reasonable and viable options at the **Darjon/Gordonton** intersection for the Infrastructure Operations Committee to consider. These options are:

Option 1	Status quo (continue to monitor intersection activity)
Option 2	Progress roundabout design this financial year (2020/21) with construction as part of the 2021-2031 Long Term Plan (dependent on Waka Kotahi NZTA funding).
Option 3	Progress design of full intersection upgrade with construction as part of the 2021-2031 Long Term Plan (dependent on Waka Kotahi NZTA funding).

40. Staff recommend **Option 2** as it avoids the need to acquire land, addresses the existing crash problem and helps to alleviate safety/intersection capacity issues at Stoneleigh and Pandora, as outlined in **Attachment 1** of the staff report.
41. Design can be progressed this financial year using funding of \$2.7m allocated through the 2020/21 Annual Plan, with budget for construction sought in Year One of the 2021-2031 10-Year Plan.
42. In addition, this option may be successful in receiving Waka Kotahi NZTA subsidy through future Low Cost/Low Risk funding.

Puketaha/Gordonton Intersection

43. Through the business case process, it was indicated that land purchase is required to progress an intersection upgrade at Puketaha/Gordonton and that the 2020/21 allocated funding could be used for that purpose, as well as progressing the pedestrian/cycleway improvements.
44. At the August 2019 Growth and Infrastructure Committee meeting, the Committee delegated authority to the Chief Executive to purchase land required for the upgrade of the Gordonton/Puketaha intersection, subject to Waka Kotahi NZTA project subsidy approval.
45. Through discussion with Waka Kotahi NZTA as part of the Corridor business case development, it was noted that subsidy could not be used for the purchase of land.
46. Allocated funding is insufficient to complete an intersection upgrade at Puketaha/Gordonton and additional funding would be required as part of the 2021-31 10-Year Plan.
47. Using data collected from 2014-2018 there were five recorded crashes at the site, including 1 serious and 4 non-injury crashes. The crash types are turning and merging, and a significant number of crashes occurred in wet conditions.
48. Using Waka Kotahi NZTA's High Risk Intersection Guide and death and serious injuries (DSI) equivalents, this intersection is not classified as a high-risk site.
49. Widening options for the intersection have been investigated because of a concern raised about the existing narrow lanes in the northbound direction.



Figure 3. Gordonton Road looking north towards Puketaha/Gordonton intersection



Figure 4. Puketaha/Gordonton intersection widths

50. Staff have assessed that there are five reasonable and viable interim options at the **Puketaha/Gordonton** intersection for the Infrastructure Operations Committee to consider. These options are:

Option 1	<ul style="list-style-type: none"> - Status quo (continue to monitor intersection activity)
Option 2	<ul style="list-style-type: none"> - Continue to monitor intersection activity; and - purchase land for potential future intersection upgrade.
Option 3	<ul style="list-style-type: none"> - Continue to monitor intersection activity; - purchase land for potential future intersection upgrade; and - localised widening at the intersection to accommodate through vehicles at right turn bay.
Option 4	<ul style="list-style-type: none"> - Continue to monitor intersection activity; - purchase land for potential future intersection upgrade; - localised widening at the intersection to accommodate through vehicles at right turn bay; and - progress design and construction for interim three-leg roundabout as part of the 2021-2031 10-Year Plan (dependent on Waka Kotahi NZTA funding).

Option 5	<ul style="list-style-type: none"> - Continue to monitor intersection activity; - purchase land for potential future intersection upgrade; - localised widening at the intersection to accommodate through vehicles at right turn bay; - progress design and construction for interim three-leg roundabout as part of the 2021-2031 10-Year Plan (dependent on Waka Kotahi NZTA funding) intersection upgrade; and - continue investigation and design into future intersection upgrade, including link to St James Drive.
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51. Staff recommend **Option 3** as it improves safety for northbound through vehicles and vehicles turning right onto Puketaha and futureproofs the intersection for future upgrades through the purchase of adjacent land.
52. This option utilises funding of \$2.7m allocated through the 2020/21 Annual Plan with funding for any future upgrades of the intersection to be funded through the 2021-2031 10-Year Plan.

Legal and Policy Considerations - *Whaiwhakaaro-aa-ture*

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

Social

57. Community safety has been enhanced through the installation of traffic signals and raised safety platforms at the Gordonton/Thomas intersection which will help to reduce death and serious injuries.
58. Provision of new pedestrian/cycleway facilities will improve connectivity between Huntington/St James with the town centre, schools and Mangaiti Park.
59. An increase in walking and cycling will see health benefits improving the lives of the community.
60. The bridge across the gully on the north end of Mangaiti Park will create connectivity to the park for the Huntington and Rototuna north residents. This will prevent them from accessing the park via Gordonton Road and will help reduce death or serious injuries.

Economic

61. Development of walking and cycling pathway connections between Wairere Drive/Gordonton Road and New Borman Road through St James residential area helps promote active users, provides transport choice and promotes a sustainable transport network.
62. Pedestrian/cycleway improvements will encourage walking and cycling which will see savings in travel costs and savings to the community.

63. Reduction in medical costs for serious injuries caused by road accidents. Walking and cycling will also improve the health of the community which will see a decrease in medical expenses.

Environmental

64. The pedestrian/cycleway improvement will create alternative transport choice reducing greenhouse gas and carbon emissions.

Cultural

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

Risks - *Tuuraru*

67. Waka Kotahi NZTA subsidy is not guaranteed for the roundabout at Darjon/Gordonton and any future works along the Corridor.
68. The relocation of known and unknown existing utilities services and the installation of new utilities services poses the risk of extended contract duration and additional costs. This was encountered at the Thomas-Gordonton Intersection and it resulted in significant delays and additional costs. This is a high risk that will be mitigated through further investigation and design.
69. Although initial discussions have been held with land owners regarding the potential purchase of land on the north-east and south-east sections of the Puketaha/Gordonton intersection, there remains a high risk that land purchase negotiations could result in additional project costs.
70. As in the case of the Thomas-Gordonton Intersection, there could be unsuitable material under the existing road pavement layers resulting in extended contract durations and costs to remove and replace this. This is a medium risk that will be mitigated through further investigation.
71. There are 110kV Transpower electrical transmission lines which run through the Puketaha/Gordonton intersection. Approval will be required from Transpower to undertake works within the transmission line envelope and this could lead to time delays and additional costs for a change in the construction methodology.

Significance & Engagement Policy - *Kaupapa here whakahira/anganui*

Significance

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

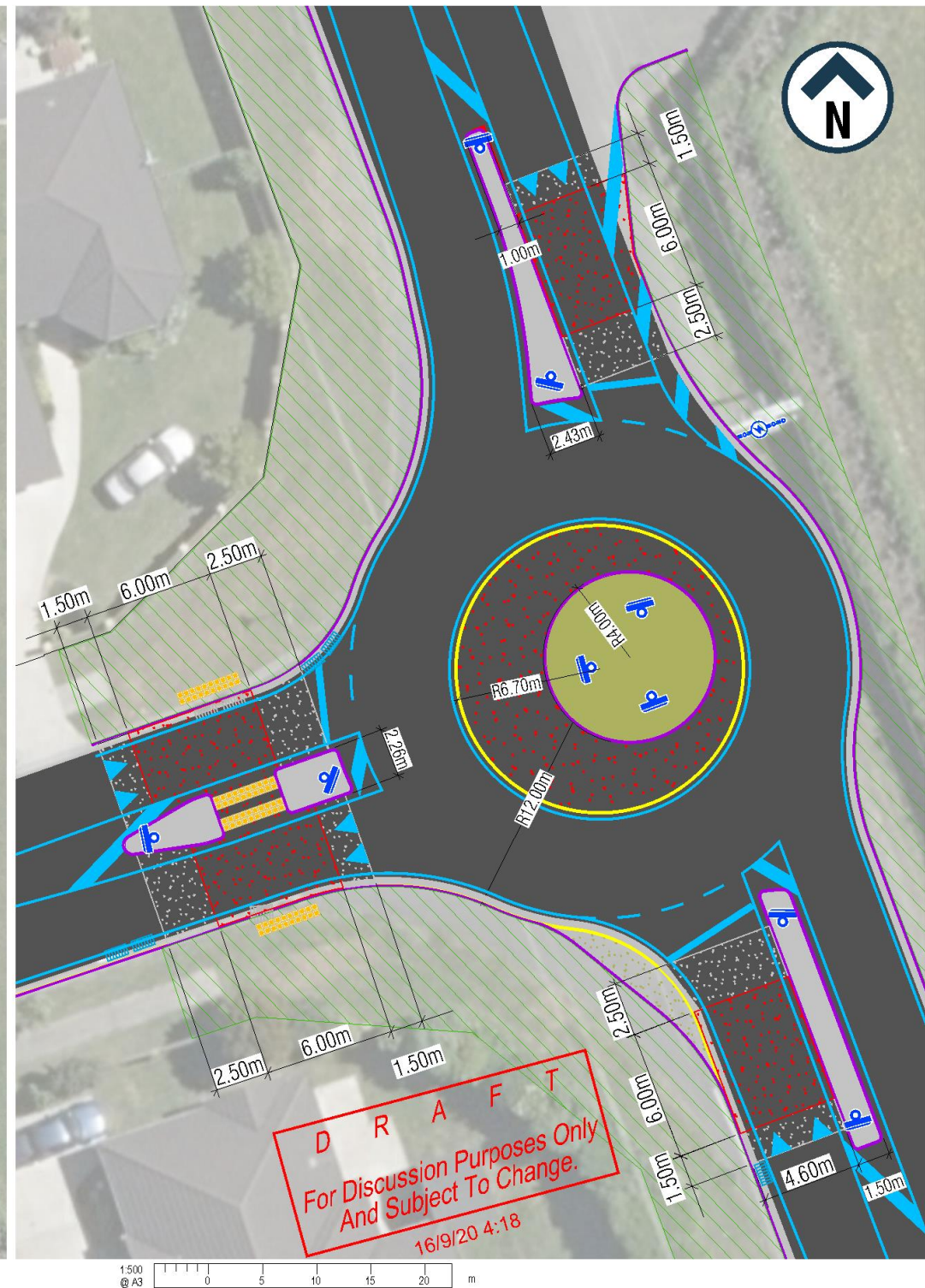
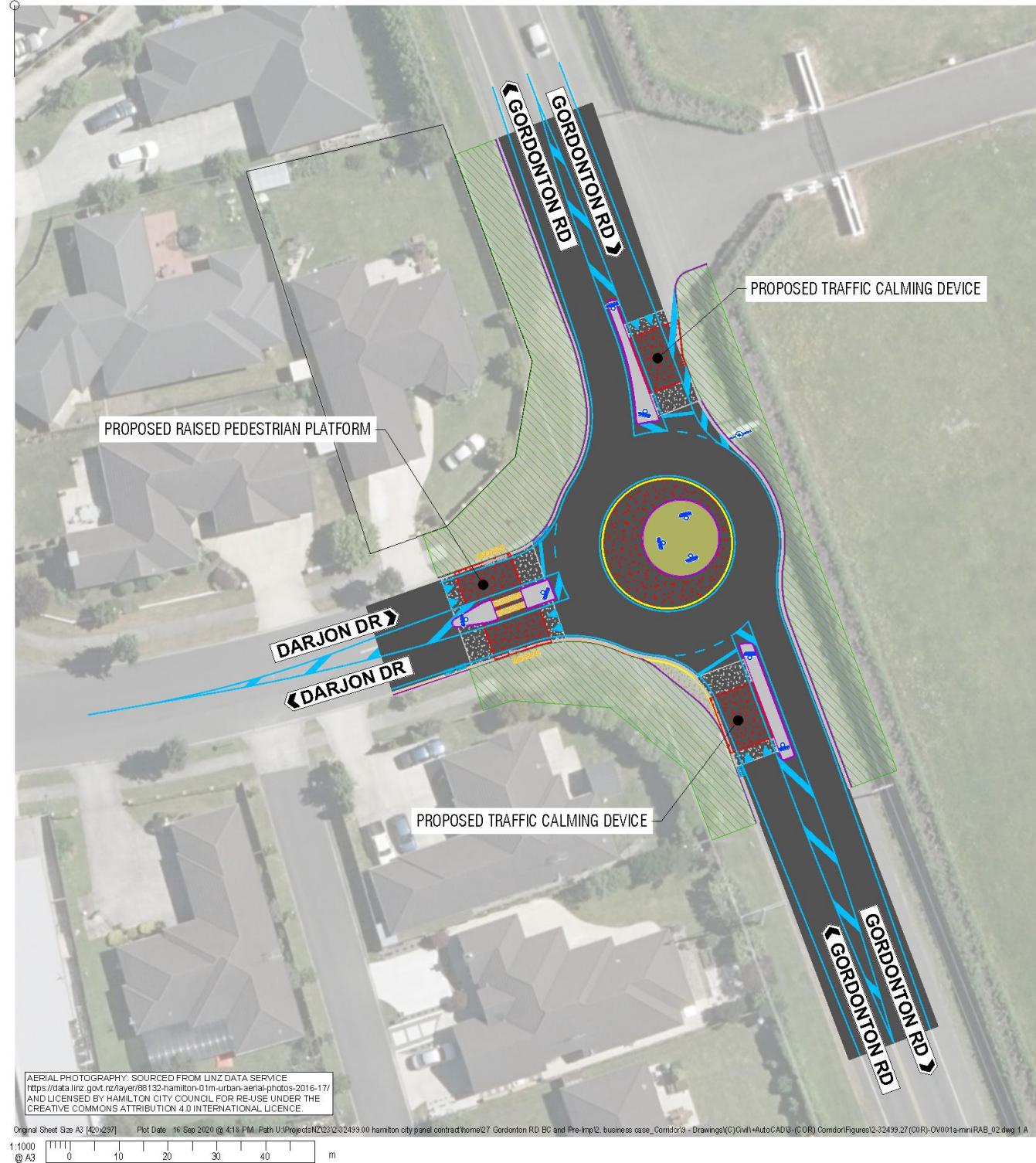
Engagement

73. Community views and preferences are already known to the Council through consultation of the 2018-28 10-Year Plan and formal public consultation on the proposed Gordonton Road speed limit change.
74. A community open day was held on 18 May 2018 for projects in the Rototuna area, including the Gordonton Road Corridor.

- 75. Public consultation will be ongoing as per the Communication Plan.
- 76. There will be ongoing engagement with the Waikato-Tainui.
- 77. Given the medium level of significance determined, the engagement level is medium. Engagement is required.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Gordonton Road Report - Proposed Darjon-Gordonton Mini Roundabout concept - October 2020



Council Report

Item 12

Committee: Infrastructure Operations Committee

Date: 08 October 2020

Author: Narelle Waite

Authoriser: Amy Viggers

Position: Governance Advisor

Position: Governance Team Leader

Report Name: Open Information Only Reports

Report Status	Open
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Purpose - *Take*

1. The following reports are for information purposes only:
 - Infrastructure Operations General Manager's Report; and
 - Personal Hire (Transport) Devices - Six Monthly Update.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee receives the following information only reports:
 - a) Infrastructure Operations General Manager's Report; and
 - b) Personal Hire (Transport) Devices - Six Monthly Update.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Infrastructure Operations General Manager's Report

Attachment 2 - Personal Hire (Transport) Devices - Six Monthly Update

Council Report - Information Only

Committee: Infrastructure Operations Committee
Date: 08 October 2020
Author: Eeva-Liisa Wright
Authoriser: Eeva-Liisa Wright
Position: General Manager Infrastructure Operations
Position: General Manager Infrastructure Operations
Report Name: Infrastructure Operations General Managers Report

Report Status	Open
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Purpose - *Take*

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

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee receives the report.

Executive Summary - *Whakaraapopototanga matua*

3. This report provides updates to Infrastructure Operations Committee Members on activities, actions or projects contained within the plans or strategies for which this Committee and the relevant General Manager have responsibility over and for which significant progress has been made.

Background - *Koorero whaimaarama*

Vision Zero Update (General Manager Infrastructure Operations)

4. Hamilton City Council has adopted Vision Zero as the philosophy for road safety in the city, an aspiration to achieve zero road deaths and serious injury within Hamilton city.
5. The following table provides information on the types of users that were seriously injured in the city this financial year on a quarterly basis (1 July 2020 to 25 September 2020 inclusive). The data is based on NZ Police reports which are prepared when they attend the crash. It is noted that some crash data can be a little slow in getting entered into the system, so the figures below are subject to change, but are a general reflection of safety performance for the period.

Road User Type	Number Seriously Injured 2020/21 as at 25 September 2020				Number of Fatalities	Total Deaths and Serious Injuries (DSI)	DSI by mode	Mode share of total trips
	July to Sept	Oct to Dec	Jan to March	April to June				
Cyclist	0	-	-	-	-	0	0%	1%
Driver	1	-	-	-	-	1	62.5%	86%
Passenger	3	-	-	-	1	4		
Pedestrian	1	-	-	-	1	2	37.5%	12%
Wheeled pedestrian (wheelchairs, mobility scooters)	1	-	-	-	-	1		
Total	6	-	-	-	2	8	100%	100%



Innovating Streets Update



6. Staff have finalised the innovating streets partnership agreement with Waka Kotahi and are continuing to work with them and our consultants to set up the project.
7. Staff are currently setting up workshops with Elected Members for December 2020.
8. Staff were informed by Waka Kotahi in late August that Worley Place was not successful in Round 2 of the Innovating Streets for People project. Hamilton City Council's application was looked at alongside 80+ others. Waka Kotahi provided constructive feedback to staff and commented that it was a good application but there were a few too many minor potential risks not adequately considered and collectively, these may have posed a risk to the project budget.

Biking and Micro-mobility Update

9. The [Hamilton Biking Plan](#) 2015-2045 created a 30 year plan to deliver projects that would create a fully connected biking network that is safe, family-friendly and attractive. The plan was not just about building new cycleways, it was also about providing direction and guidance for roading maintenance programmes, and educational programmes ensuring that we created a bike-friendly city for Hamiltonians now and well into the future.
10. The Access Hamilton Strategy 2010 was refreshed in 2018 and a Transport Improvement Programme developed for inclusion in the 2018-28 Long Term Plan. This put in place funding for the delivery of key initiatives from the Hamilton Biking Plan.
11. The Access Hamilton refresh also established the following 10-year goals for 2028 for active modes across the City:
 - a. total trips by public transport, walking and biking to increase from 14% to 29%; and
 - b. short trips (<2km) undertaken by walking will increase from 26% to 50%.
12. A Biking and Micro-Mobility Programme and supporting business case is in development to create a long-term city-wide biking and micro mobility improvement programme to achieve these new 2028 targets. The programme will develop a long-term 'end state' network plan and prioritised packages of activities. Some activities are expected to start quickly, while others will require further study and business cases.

13. As previously reported, investment objectives will guide decisions around the final programme of activities recommended through the project and identify the benefits the city can expect to gain in undertaking the recommended programme of activities. These include, in summary:
- improved safety of biking and micro-mobility users;
 - increased accessibility of biking and micro-mobility users; and
 - improved health and environmental outcomes.
14. A long list of ideas has been developed to identify those activities most likely to be effective at achieving the investment objectives. The long list of ideas is formed from results of stakeholder drop in sessions held in June 2020, as well as research into past engagement and customer request records, and review of similar project examples. The long list was technically evaluated for effectiveness and a draft short list of approaches to achieve the investment objectives resulted.
15. The short list of approaches will inform the final recommended programme. Each short list approach has been evaluated technically for how well it will deliver on the investment objectives. An Information Session is planned for the 7 October 2020 for Elected Members to provide their input on the draft short list of approaches before these are finalised and prior to public engagement.
16. For reference, the draft short list is summarised here. These are an abbreviated version and subject to further changes. Each approach is underpinned with common implementation principles and other related information developed from the long list of ideas.

Draft short list approaches	Draft main attributes
<p>SUPPORTING BEHAVIOUR CHANGE</p>  <p><i>"I have access to a bike and feel confident using it"</i></p>	<ul style="list-style-type: none"> Education programmes to raise awareness, policies to facilitate and promote the wider uptake of biking and e-scooter — like higher parking costs or speed limit reductions, increased access to bikes and e-scooters, and community biking hubs.
<p>BEST USE OF THE EXISTING NETWORK</p>  <p><i>"I can bike to most popular places"</i></p>	<ul style="list-style-type: none"> Fill in the gaps in the existing biking network, reallocate existing road space to bikes and e-scooters — but minimise physical changes, provide a consistent standard of connections across the network, and connect the bike network to open space paths.

<p>SUPER BIKEWAYS</p>  <p><i>"I can bike safely between popular places without delay"</i></p>	<ul style="list-style-type: none"> • High quality separated bikeways between high demand destinations, • smaller destinations are not as well connected to the bike network, and • bikes and e-scooters get priority over cars at intersections on busy roads.
<p>CONNECTED NEIGHBOURHOODS</p>  <p><i>"I can go anywhere on my bike"</i></p>	<ul style="list-style-type: none"> • Provide separate space for pedestrians, bikes and cars on busy roads — local roads that are redesigned to be bike friendly, • connect neighbourhood centres and schools as well as large destinations, and • safe speed areas around schools and neighbourhood centres.

Item 12

Attachment 1

17. Engagement and consultation activities are planned. The project team will present to Te Ngaawhaa Whakatupu Ake Committee on 30 September 2020 to receive feedback on the draft short list of approaches and understand how best to involve mana whenua.
18. In late October staff expect to begin four weeks of stakeholder and public engagement on the short list of approaches. The engagement methods include online channels, a series of pop-up events, and leveraging Council's relationships with schools to assist with sharing the engagement information with students and their families. A project page has been launched on the Hamilton City Council website, and a media release has been issued.
19. An update on engagement results, and opportunities for Elected Member input will be provided following the conclusion of public engagement.
20. There is a lot of work occurring in the Biking and Micro-mobility area and it is proposed that an update of these activities will be provided to Infrastructure Operations Committee at each meeting. An overview of the projects and their progress is included in **Attachment 1** to this report.

Update on the Rubbish and Recycling New Service Roll-Out

21. The new kerbside collection service commenced on Monday 31 August 2020. The new service provides more options for recycling with the goal to reduce the amount of rubbish sent to landfill.
22. In the first two weeks of the service going live, a number of staff were actively out on the streets, assisting residents with the correct presentation of bins, re-positioning bins and educating residents of the new service. Ongoing education and communication with residents continues, and the team will now start to focus on non-compliance issues.

23. The food waste collection has been a huge success and in the first three weeks of the new service going live over 315 tonnes of food waste were collected and diverted from landfill. Unfortunately, the success of the foodwaste did have an impact on our contractor (Envirowaste Limited), who had initial struggles to keep up with this demand.
24. In the first few weeks of the new service, while HCC and ESL processes were being embedded and refined, staff were managing a vast amount of customer complaints, queries and requests. Although there were increased volumes, it was only a small percentage of the overall Hamilton population that was making contact.
25. The fight the landfill website (www.fightthelandfill.co.nz) has had an increase in site visits since the new service started. The most popular 'hits' has been the collection day finder and waste item sorter.
26. An update report on the new rubbish and recycling service roll-out is planned on being presented to the Infrastructure Operations Committee in November 2020.

Legal and Policy Considerations - *Whaiwhakaaro-aa-ture*

27. Staff confirm that the staff recommendation complies with the Council's legal and policy requirements.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

28. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').
29. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.
30. The recommendations set out in this report are consistent with that purpose.
31. There are no known social, economic, environmental or cultural considerations associated with this matter due to this report being for information only.

Risks - *Tuuraru*

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

Significance & Engagement Policy - *Kaupapa here whakahira/anganui*

33. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the recommendation in this report has/have a low level of significance and no engagement is required.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Memo - Biking Information - October 2020

The following information is to provide an update on biking connectivity projects underway across the city. These projects are low-cost improvements designed to enhance safety for people biking, as well raising the profile of cycling in Hamilton.

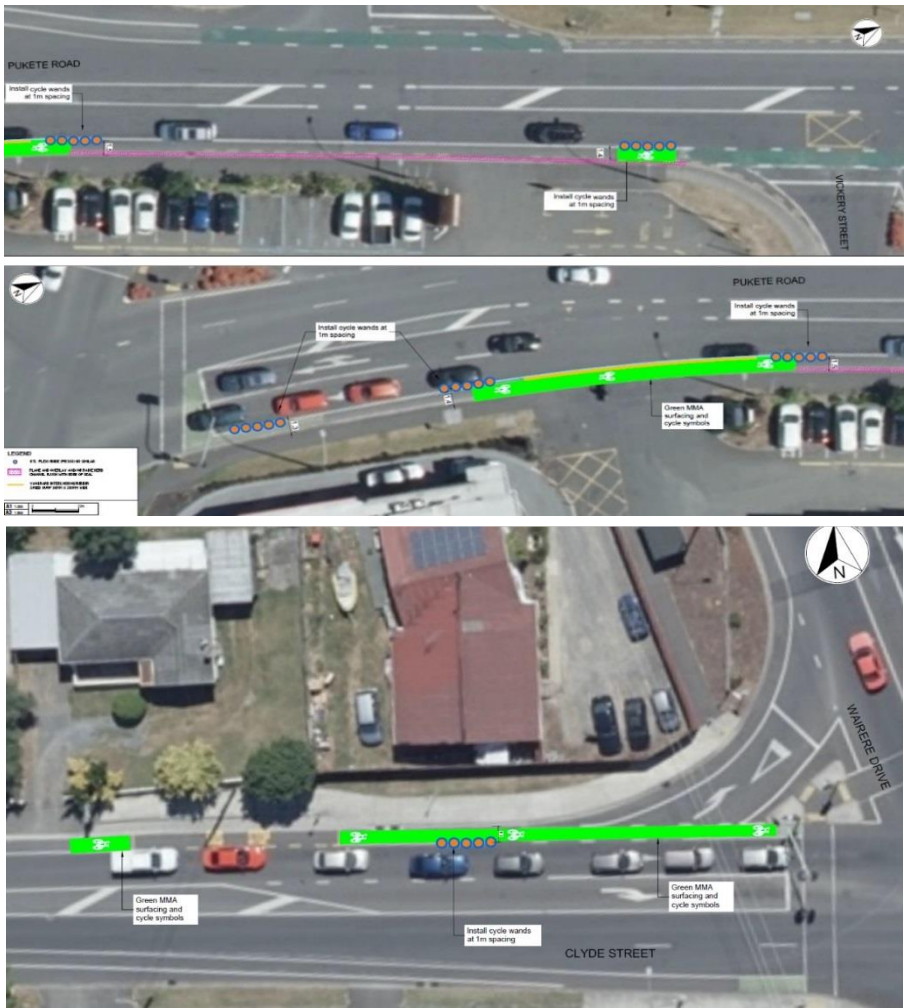
Cycle Wands



Cycle wands are an important tool in helping raise the profile of cycling. They prevent drivers using cycle lanes as de facto general traffic lanes. Cycle wands have already been used at several locations in Hamilton, so are not unfamiliar to road users. The type of wand being used is shown left.

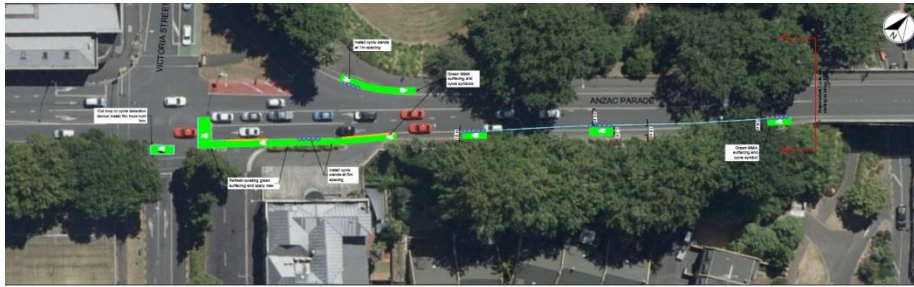
Several sites have been selected for the installation of cycle wands. Works have been ordered and installation is expected to occur within the next 4 to 6 weeks.

Cycle Wand Sites

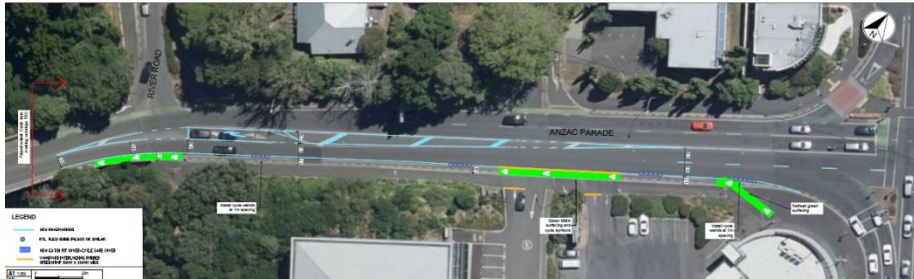


Clyde Street – eastbound approach to Wairere Drive

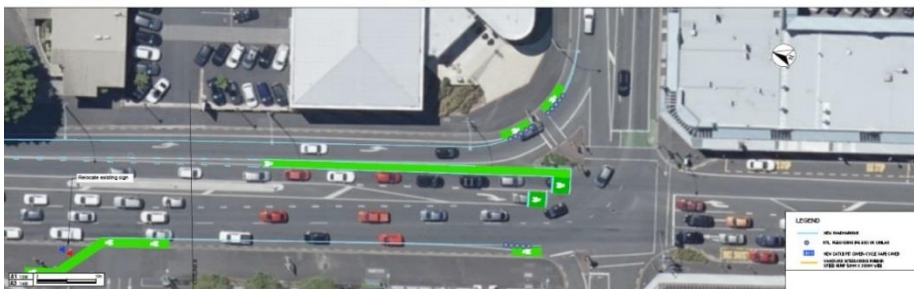
Pukete Road – westbound between Vickery Street and Te Rapa Road



**Anzac Parade –
between Victoria
Street and Grey
Street**



**Grey Street –
between Clyde Street
and Anzac Parade**

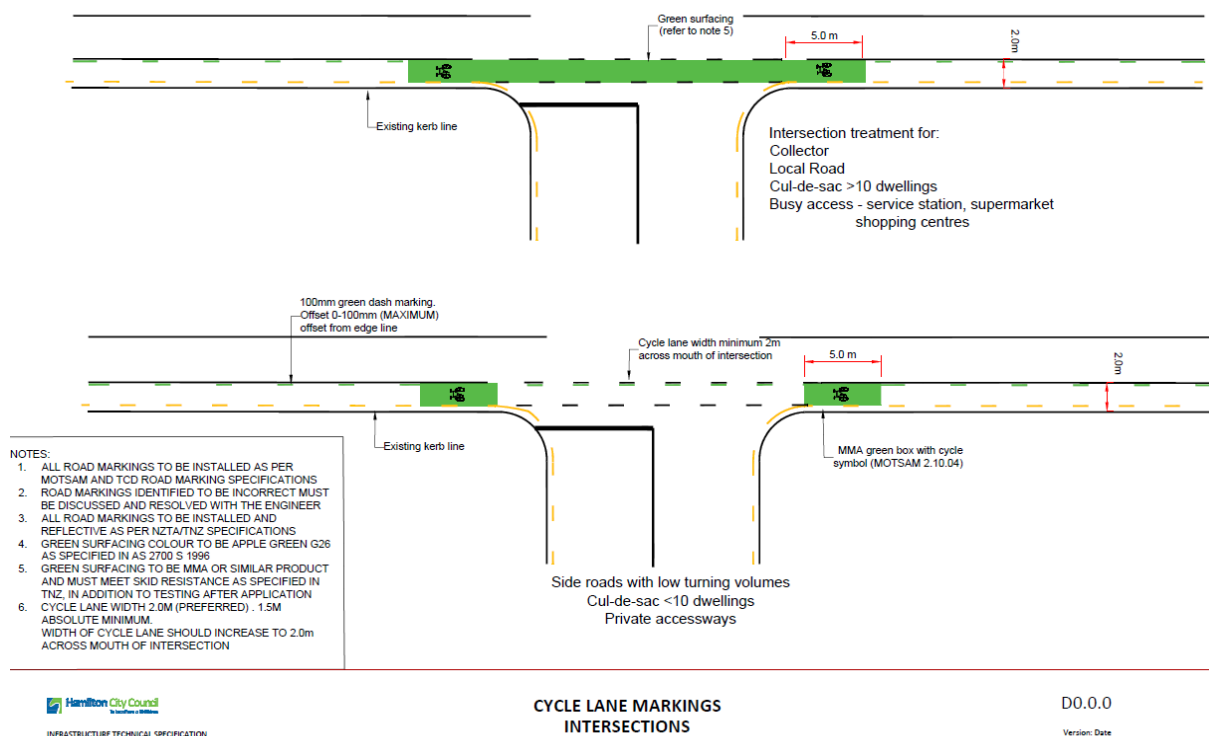


Cycle Lane Markings

For safety and ease of understanding, a consistent standard of road markings is required for cycle lanes. At a minimum level, cycle logos and appropriate lane markings will be provided on all gazetted on-road cycle facilities. In addition, on-road cycle lanes will have green dash markings installed.

Intersection cycle greening will be installed over the next few months, focusing on the western side of the city. The eastern side of the city will be treated next financial year. This work will significantly boost the profile of cycling in the city.

Intersection marking standard details (to be agreed) are shown below:



Cycle Sharrow Markings

Minor Works - Notes:

General

- all notes shown herein shall form part of the contract.
- all notes shall be read in conjunction with the contract documents and design drawings.
- all works shall be constructed as detailed in the design drawings and in accordance with the requirements of the contract specifications.
- contractor shall liaise with service authorities for location of services prior to any construction work.
- all cross references to standard engineering detail drawings and notes manuals and specifications shall be to the latest revision.

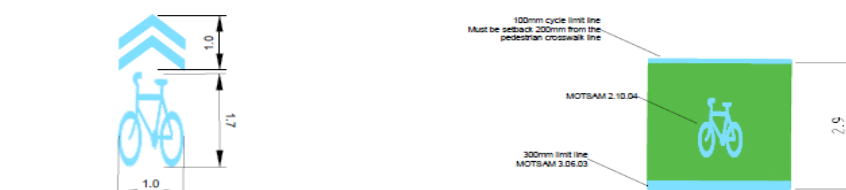
Setting out

- the contractor shall check all drawings and verify levels/dimensions/set-outs prior to commencement of work and report discrepancies, if any, immediately to the engineer.
- the contractor shall take all steps to involve the engineer to verify the levels/dimensions/set-outs on site.
- all measurements are taken from the kerb face and not the edge of channel unless stated otherwise.
- all levels/dimensions/set-outs are in metres unless stated otherwise.

Roadmarkings

- the contractor shall ensure that all reinstated roadmarkings are to be extended as required beyond the limits shown in the drawings to achieve continuity matching into the existing lane markings.
- all redundant lane marking shall be permanently removed. blacking out of markings with paint is not permitted.
- all roadmarkings to be laid in two coats within a month of each other. all first coat markings shall be of reflectorized pavement markings.
- all second coat bus lane lines, continuity lines, flush median bars, no overtaking lines, parking restriction lines and speed table triangular markings shall be reflectorized pavement marking. all other road markings shall be long life pavement marking.

LEGEND



HAMILTON CITY COUNCIL VICTORIA STREET SHARROWS				DETAILED DESIGN	
GENERAL NOTES AND STANDARD DETAILS				SHEET 1 OF 1	
2020-2-24/19-42-0001				A	

Sharrow cycle markings are used on identified cycle routes that form part of an overall cycle network plan. Their use depends on the carriageway configuration, lane widths, vehicle volume and speed.

Attachment 1



Following consultation with Bike Waikato, sharrows will be installed along Victoria Street between Hood Street and Claudelands Road.

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It is anticipated the new markings will be installed before December 2020.

Bike Parking

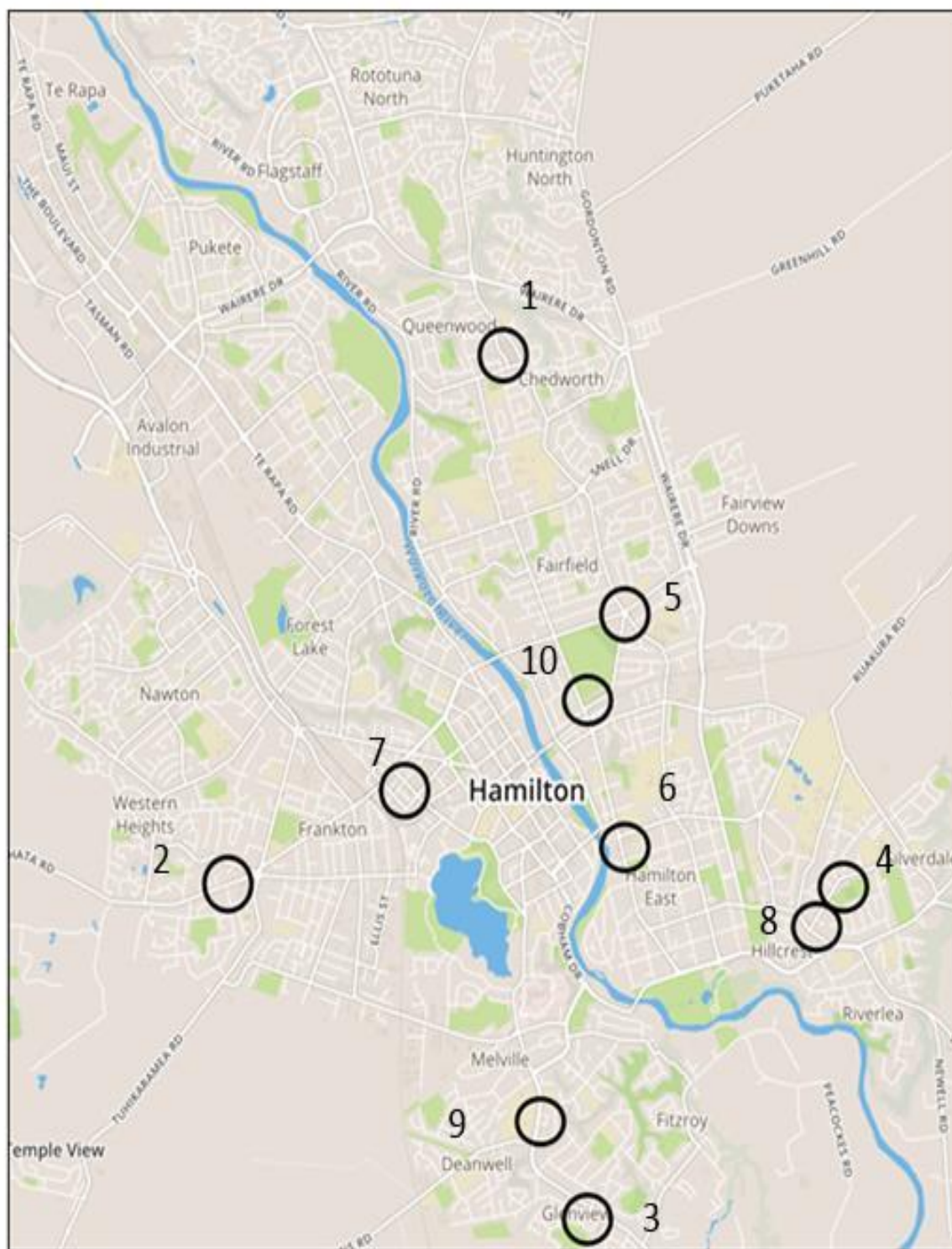
It is proven that participation in biking increases after good quality cycling infrastructure is built. End of trip facilities, including secure bike parking, are an essential part of the biking experience.

The following locations (see map & table below) have been identified as the first phase for new bike parking facilities. Assessments of each site are complete. New bike racks are expected to be installed within the next few months.

1	<ul style="list-style-type: none"> Chartwell Library Chartwell Dental Centre, Lynden Court 	2	<ul style="list-style-type: none"> Dinsdale Library* Dinsdale Shops (north side) Whatawhata Road
3	<ul style="list-style-type: none"> Glenview Library* 	4	<ul style="list-style-type: none"> Hillcrest Library*
5	<ul style="list-style-type: none"> 5 Crossroads shopping area Coffee Culture, Brooklyn Road The Barbers, Peachgrove Road 	6	<ul style="list-style-type: none"> Hamilton East - Grey Street Kelly's Café – east side Vape Store – east side The Salon - west side
7	<ul style="list-style-type: none"> Commerce Street, Frankton (various locations) 	8	<ul style="list-style-type: none"> Hillcrest Road & Cambridge Road, Hillcrest
9	<ul style="list-style-type: none"> Urlich Shopping Centre, Glenview 	10	<ul style="list-style-type: none"> Claudlands Event Centre**

*Library sites are subject to agreement from HCC's Facilities team as these locations are not with the road reserve area.

**Claudlands Event Centre site is subject to agreement with H3



Bike Parklets – Central City

Two bike parklets were installed in Garden Place in May 2020, as a trial bike parking option for the Central City.



The parklets were installed as a pilot. The trial has shown relatively good use. However, occupancy has been very much dependent on weather conditions. From information collated it is determined the parklets should be replaced with permanent bike parking facilities. Staff are currently seeking alternative locations for the parklets.

It is recommended that some outdoor covered bike parking facilities be considered for the Central City as part of the Central City Transformational Plan.



Covered bike parking provides rain and UV protection and helps define a bike parking area. Unlike enclosed or indoor parking, there is no added security beyond the rider's own locks.

(Photo - example from Nelson City)

Victoria Street / Claudelands Road Traffic Signals - Cycle Upgrade

Attachment 1

Staff have investigated the provision of a cycle connection between Victoria Street (northbound) to turn right into Claudelands Road.

As a reminder, currently at Victoria Street (northbound) all road users are banned from turning right into Claudelands Road. This has led to cyclists utilising the pedestrian crossing and/or footpath (east side) to join the Claudelands Road cycle lane.

Options investigated are shown below.

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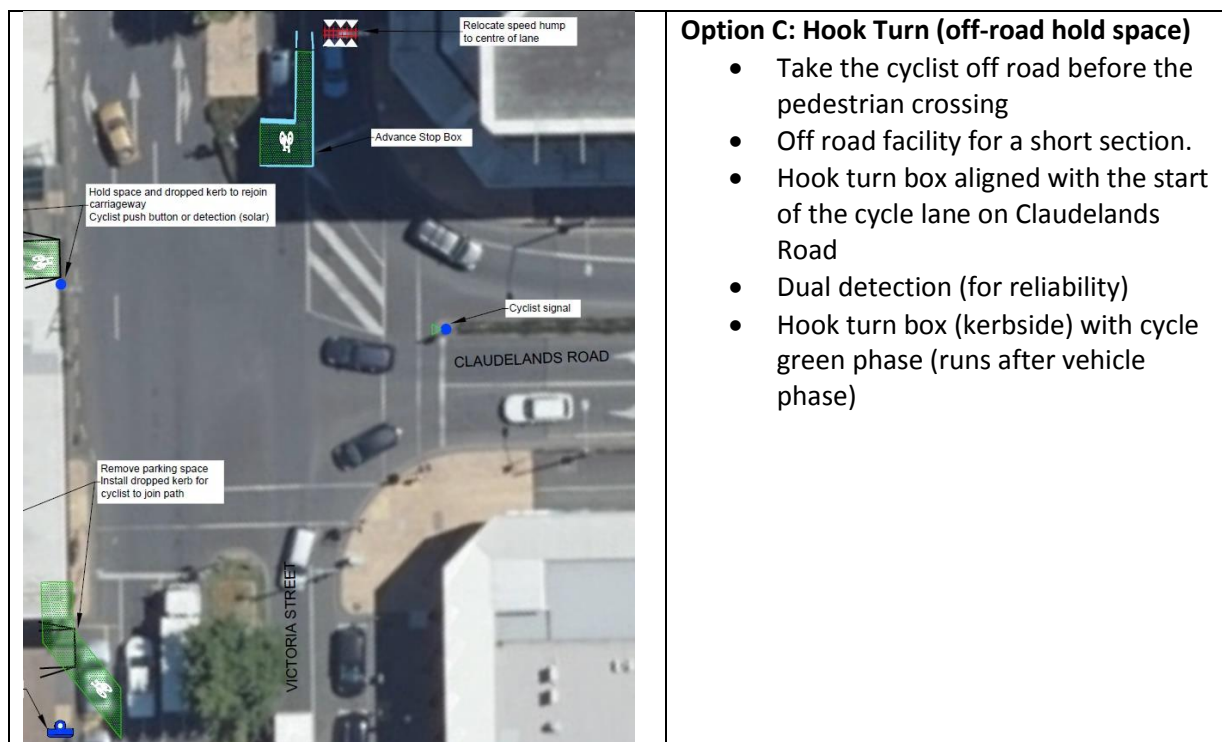
Option A: Right Turn Signal

- Sharrows for cyclists to use lane
- Advance Stop Box (ASB) full width
- Right turn green aspect for cyclists (prior to vehicle phase)
- Dual detection (for reliability)



Option B: Hook Turn (on-road hold space)

- Sharrows for cyclists to use lane (optional)
- ASB (optional)
- Dual detection (for reliability)
- Hook turn box (kerbside) with cycle green phase (runs after vehicle phase)



Option C was taken forward for further consideration/investigation. It was felt the safest option as it allows cyclists to wait off-road, avoiding conflict with vehicle through movements and puts cyclists in a better position to see the cyclist 'green signal' and aligns them with the start of the Claudelands Road cycle lane.

However, a more detailed examination of Option C raised a few issues. The project team have concluded it will need to undergo further investigation and be subject to a road safety audit. The main issues are:

1. The off-road section of the proposal may cause conflict with pedestrians from the Centre Place entrance and those waiting at the crossing.
2. There is a risk that pedestrians will use the cyclist push button and cross with that phase.
3. The option of keeping cyclists on-road and waiting in a protected lane/hook turn could cause confusion with other cyclists wanting to travel straight ahead leading to conflict with cyclists waiting to turn right.
4. On the westbound approach from Claudelands Road the cycle separators force people on bikes to keep left or ride up onto the footpath to turn left into Victoria Street. Those wishing to turn right must cross traffic lanes within a short distance to make the right turn.
5. Claudelands Road is impacted and should be incorporated into the scope of works.

Claudelands Road/Grey Street/Heaphy Terrace/O'Neil Street/Brooklyn Road Traffic Signals – Cycle/Walking Upgrade

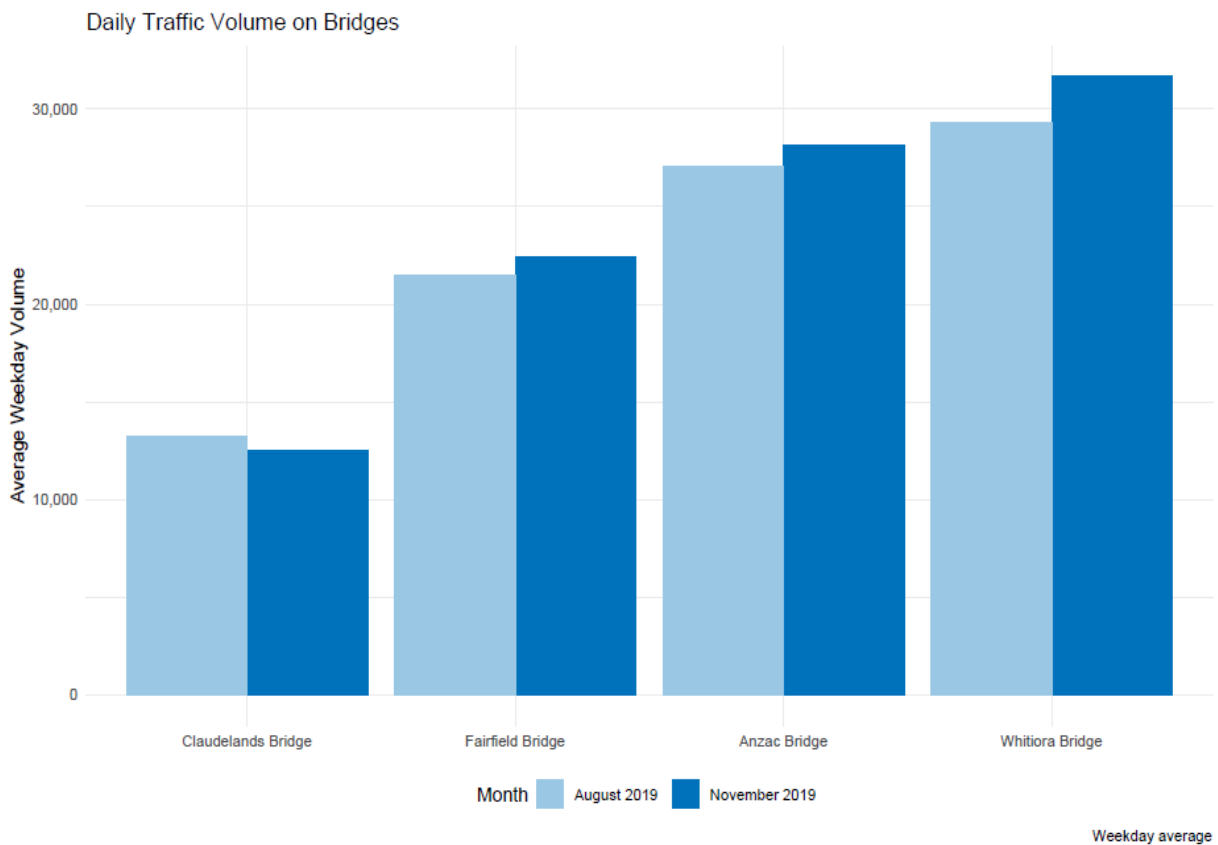
Staff are continuing to work on a concept design to improve safety and connectivity for cyclists and pedestrians at the Claudelands Road/Grey Street/Heaphy Terrace/O'Neil Street/Brooklyn Road intersection. Improving biking and walking access at this intersection is an important factor in increasing the number of people using active modes across Claudelands Bridge to/from the Central City. An update on progress will be provided to the next Infrastructure Operations Committee meeting.

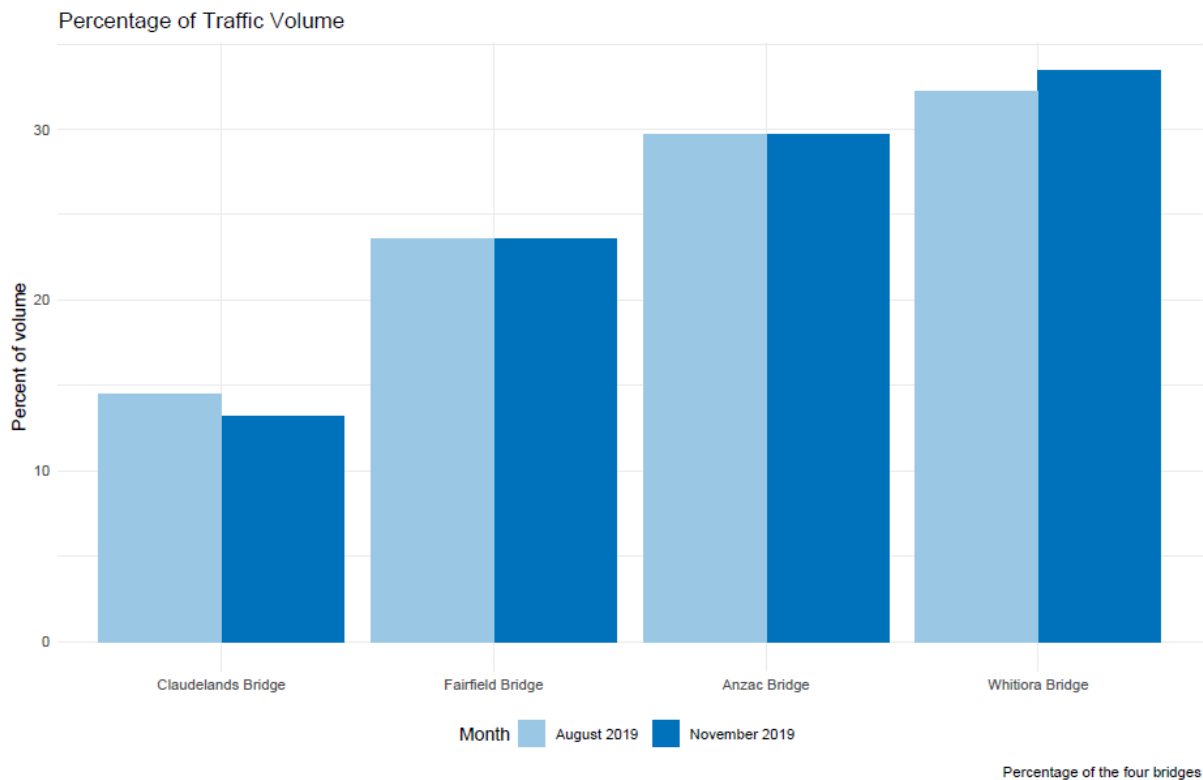
Bridge Data

The graphs below show average weekday traffic volumes and percentage of volumes on each bridge in the Central City and the % split between them. The data is for August and November 2019.

While overall traffic volumes were up 4%, volumes across Claudelands Bridge decreased by 5.2%. Whitiara Bridge increased in percentage share while Anzac Bridge and Fairfield Bridge remained the same.

Biking and pedestrian numbers have not been collected, however staff are looking at suitable technology which will accurately count bikers and walkers using the bridges.





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Local Cycle Path & Safer Speed Area – St James/Gordonton

A detailed assessment has been completed on the proposed new cycle route running parallel to Gordonton Road through the Huntington and St James areas.

The assessment determined that the section of proposed cycle route between Wairere Drive, (through Mangaiti Gully Reserve) and Thomas Road should proceed as planned. However, the proposed section north of Thomas Road needs further work and should be considered as part of HCC's wider Biking Connectivity Programme. There are challenges on this section of the route, which necessitate further consideration and a more thorough route option analysis.



The route through Mangaiti Gully Reserve, which in part is already constructed, will see the most significant piece of infrastructure delivered. A new cycle/pedestrian bridge and boardwalk will be built linking the northern end of the reserve to St James Drive; the red line on the aerial map below shows the location of the bridge and boardwalk. Work is anticipated to commence in October 2020, subject to the necessary consents being signed off.

The project also includes the delivery of permanent 40km/h safer speed areas in both St James and Huntington, along with recreational biking 'way-finding' signage. The intention is to deliver these elements of the project towards the end of 2020/early 2021. The provision of the 40 km/h speed limit areas are subject to a public engagement exercise and the usual statutory processes.

Cycle Path & Pedestrian Improvements - River Road (Wairere Drive to Flagstaff Shops)

Work has recently been completed to improve safety for vulnerable road users on River Road between Wairere Drive and the Flagstaff Shops.

Compliments received.....

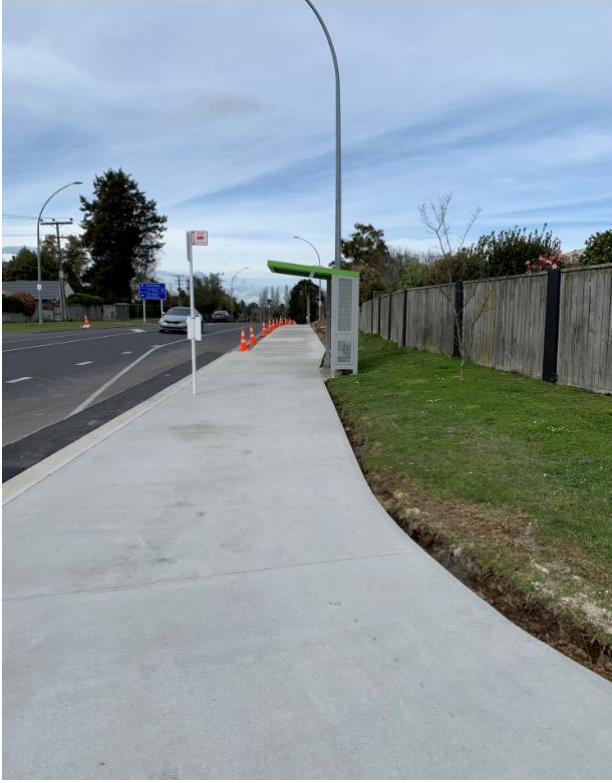
"Good morning. Judi here, to say how impressive the changes are to the area. Not only the scope of the changes, but the helpful and cheerful efforts of the contracting staff has been commented on by the residents very favourably. Once the planting is completed, the transformation will be an asset to the community. Thank you for your expertise, and ready assistance."

"Good afternoon Mr Singh, my husband and I live at River Elm Flagstaff and wish to tell you what a wonderful job has been done to the footpaths and roading around the roundabout in Flagstaff my husband uses a mobility scooter and no longer has to bump over the kerbs which was a nuisance, plus appreciate the trees which have been planted along the boundary outside Allandale. Also the contractors / men who did the work were most helpful and courteous. In all a job well done and appreciated."

The improvements include shared pedestrian/cycle paths, enhanced crossing facilities, and raised platforms to help manage vehicle speeds. Photos of the work approaching completion are shown



below.



Item 12

Attachment 1

Council Report - Information Only

Committee: Infrastructure Operations Committee
Date: 08 October 2020
Author: Kelvin Powell
Authoriser: Jen Baird
Position: City Safe Unit Manager
Position: General Manager City Growth
Report Name: Personal Hire (Transport) Devices - Six Monthly Update

Report Status	Open
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Purpose - *Take*

1. To provide a six-monthly update to the Infrastructure Operations Committee on the extended trial of Personal Hire (Transport) Devices (PHDs).

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee receives the report.

Executive Summary - *Whakaraapopototanga matua*

3. After an initial 6-month trial of Personal Hire (Transport) Devices (PHDs), which was reported to the Infrastructure Operations Committee on 27 February 2020, a further 12-month trial was approved.
4. As part of the [resolution](#), staff were required to report back to the Infrastructure Operations Committee after six months to provide an update on education initiatives carried out, policy development and safety guidelines, which is the purpose of this report.
5. The resolution also provided Lime Technology Ltd (Lime) with a 6-month exclusivity period to deploy up to 500 e-scooters for hire.
6. Shortly after the start of this period, Covid-19 struck and interrupted the trial. Lime was unable to operate for a 2-month period during Alert Levels 4 and 3. They have since returned to operations with a graduated model to increase the numbers of PHDs deployed.
7. The combination of the impact of Covid-19 and winter weather has impacted the progress of the trial.
8. Staff consider the matters in this report have low significance and the recommendation complies with Council's legal requirements.

Background - *Koorero whaimaarama*

9. The initial 6-month PHD trial commenced on 23 August 2019.
10. At the Infrastructure Operations Committee meeting on 27 February 2020 the trial period was extended for a further 12 months until March 2021, with a requirement to report back to the Committee after six months.
11. As Lime is currently the only operator in Hamilton, all information, trip data references and PHD activity is based on its operation.

Discussion – *Matapaki*

E-scooter use and data information

12. PHD activity has been variable during the review period due to a combination of Covid-19 and colder winter weather. Trend analysis of data provided by Lime showed that the average of 1117 trips per day during the first six months of operation reduced to 505 average trips per day during the current review period. However, the average distance travelled per trip only reduced marginally from 1.33 kms per trip in the first six months to 1.31 kms per trip for the current review period.
13. The combination of these impacts has reduced the ability to provide a more accurate comparative analysis. See the data in **Attachment 2**.
14. In the post Covid-19 period, Lime has had a reduced number of e-scooters deployed based on usage. This number has slowly increased with demand.

Date	Average PHDs deployed
18 May 2020	242
25 May 2020	322
1 June 2020	444
8 June 2020	480
20 July 2020 – on going	550

Education and safety

15. During this 6-month period Council staff made two presentations to groups of non-riders who were fearful for their safety.
16. The Council's Compliance Officer responded to only 10 reports regarding PHDs that were either dangerously or haphazardly parked. As usage increases and the weather improves, we would expect the level of reporting to increase.
17. With the Covid-19 Alert Level 2 restrictions in place during the reporting period, people's health and safety become paramount. The micro-mobility sector has an industry agreement for the cleaning of PHDs, which Lime has confirmed they are adhering to.

Accessible Streets

18. Earlier this year, the Ministry of Transport consulted on changes to legislation through their ['Accessible Streets'](#) rules package. The package proposes a number of new rules to respond to the rise of micro-mobility devices like e-scooters, including allowing e-scooters to ride in cycle lanes and cycle paths.
19. The submission period was open from 9 March to 20 May 2020. The Council's submission can be found [here](#). Feedback gained from the consultation will inform development of any final rule changes later in 2020.

Biking and Micro-mobility Programme

20. Work continues on developing a [biking and micro-mobility programme](#) for the city. An update on progress can be found in the General Manager Update Information Reports for this Committee meeting.

Micro-mobility Working Group

21. In March 2020, staff attended a micro-mobility workshop in Wellington co-hosted by Ministry of Transport, Waka Kotahi New Zealand Transport Agency and Local Government New Zealand. It was aimed at promoting a more effective shared approach towards regulation, operation and monitoring of micro-mobility across the country. A joint working group, incorporating both central and local government representatives, was established with a mandate to focus on four initial objectives:
 - identifying the most cost-effective pathways to develop key communication messages to inform the public about issues related to micro-mobility;
 - developing national data standards to improve our evidence base, and looking into issues such as data integrity, data sharing and data management;
 - identifying areas where existing regulatory tools may not be fit for purpose at national and local levels, and exploring options to address those issues where gaps exist; and
 - exploring options for developing consolidated guidelines and compiling best practice resources and guidance for territorial authorities to use when establishing permitting schemes for micro-mobility devices.
22. Staff are now being interviewed by members of the working group as they seek to evaluate the consequences of the existing regulatory framework for e-scooters and e-bikes as rental services from the perspective of territorial authorities.

Parking zones

23. A designated parking area for e-scooters was installed in Garden Place (adjacent to the Worley Place shared zone) in July 2020. Early indications are that uptake of this parking area has been impacted by the reduced demand for e-scooters and the also the weather conditions being experienced.

ACC Injury Data

24. ACC has provided data for cycling, scooter, e-scooter and skateboard claims from June 2018 to May 2020. Staff have used the ACC data relating to e-scooters and cycles only, then combined it with the data provided by Lime to show the e-scooter injuries compared with cycling injuries in Hamilton (see **Attachment 1**). Note that the ACC data does not differentiate between the use of privately-owned scooters and PHD usage.
25. The cycle usage data used by staff to overlay the ACC data comes from 2011-2014 Household Travel Survey. This data is somewhat dated, but Council's data scientist advises that this is still relevant. This data was integrated with results from automated data counters that are installed across the city. This resulted in reliable trend data being produced for cycle usage.
26. The outcome of this analysis is that there are 17% fewer injuries from cycling per trip when compared with e-scooters. Injuries per kilometre travelled by are significantly higher for e-scooters.

Financial Considerations - *Whaiwhakaaro Puutea*

27. This monitoring, compliance and administration of this activity is funded through the fees and charges that have been approved by this committee.

Legal and Policy Considerations - *Whaiwhakaaro-aa-ture*

28. PHDs are permitted to trade under a permit issued under the provisions of the Public Places Bylaw.

29. Staff confirm that the staff recommendation complies with the Council's legal and policy requirements.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

Social

33. PHDs provide an alternative form of transport for people to connect and engage with their communities. Although only in operation for 12 months, e-scooters have become an alternative form of transport for residents and visitors. This type of activity supports the priority outcome of the Access Hamilton Strategy 'Choice – everyone has travel options for moving around the city'.

Economic

34. PHDs can be an economic way of travelling around the city.
35. Visitors to the city can access PHDs to move around the city on short trips or to local attractions, therefore supporting Hamilton's economy.

Environmental

36. PHDs are an alternative transport choice for residents and visitors to move around the city, offering sustainable transport options.
37. Some PHD schemes use electric devices, while others may use devices with components that may or may not be able to be recycled. Consideration of recycling is given to the end-of-life management of all devices, which is outlined in the [Hamilton City Council Personal Hire Devices Code of Practice](#) and application process.
38. There have been instances during the trial where devices have ended up in the Waikato River and Hamilton Lake. Lime has gone to great lengths to ensure that these are retrieved immediately on notification. Within the terms and conditions of the PHD Permit, the KPI for retrieval of a device from the river is within five (5) hours of being notified.

Cultural

39. The process used to implement the Code of Practice for Personal Hire Devices was previously discussed with Te Haa o te Whenua o Kirikiriroa (THaWK).

Risks - *Tuuraru*

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

Significance & Engagement Policy - *Kaupapa here whakahira/anganui*

Significance

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

Engagement

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

Attachments - *Ngaa taapirihanga*

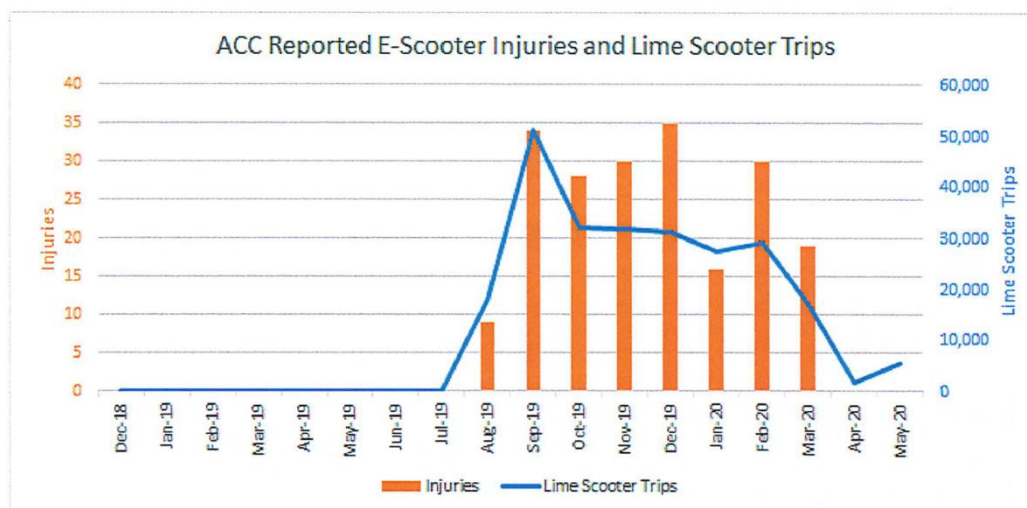
Attachment 1 - ACC Hamilton injury figures

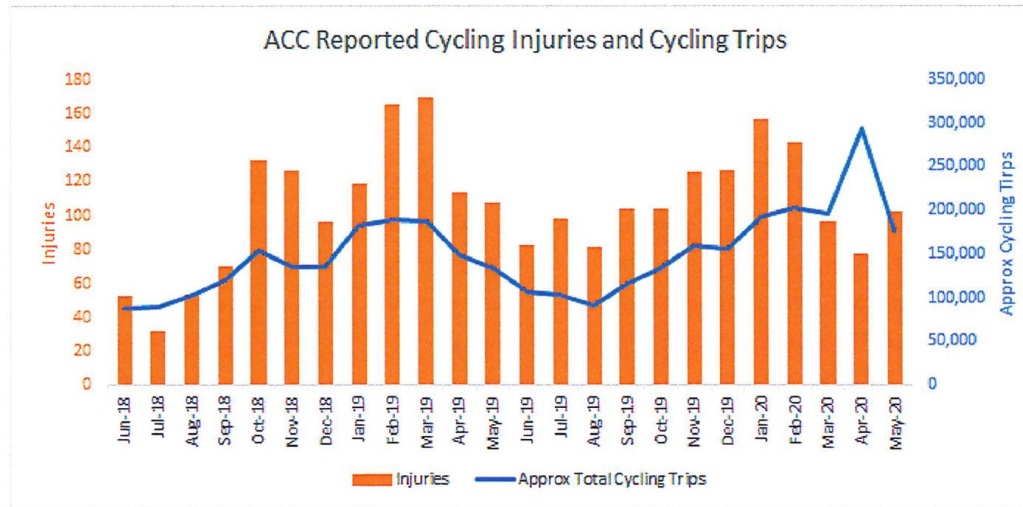
Attachment 2 - Micro-mobility Dashboard 23 August 2019-31 August 2020

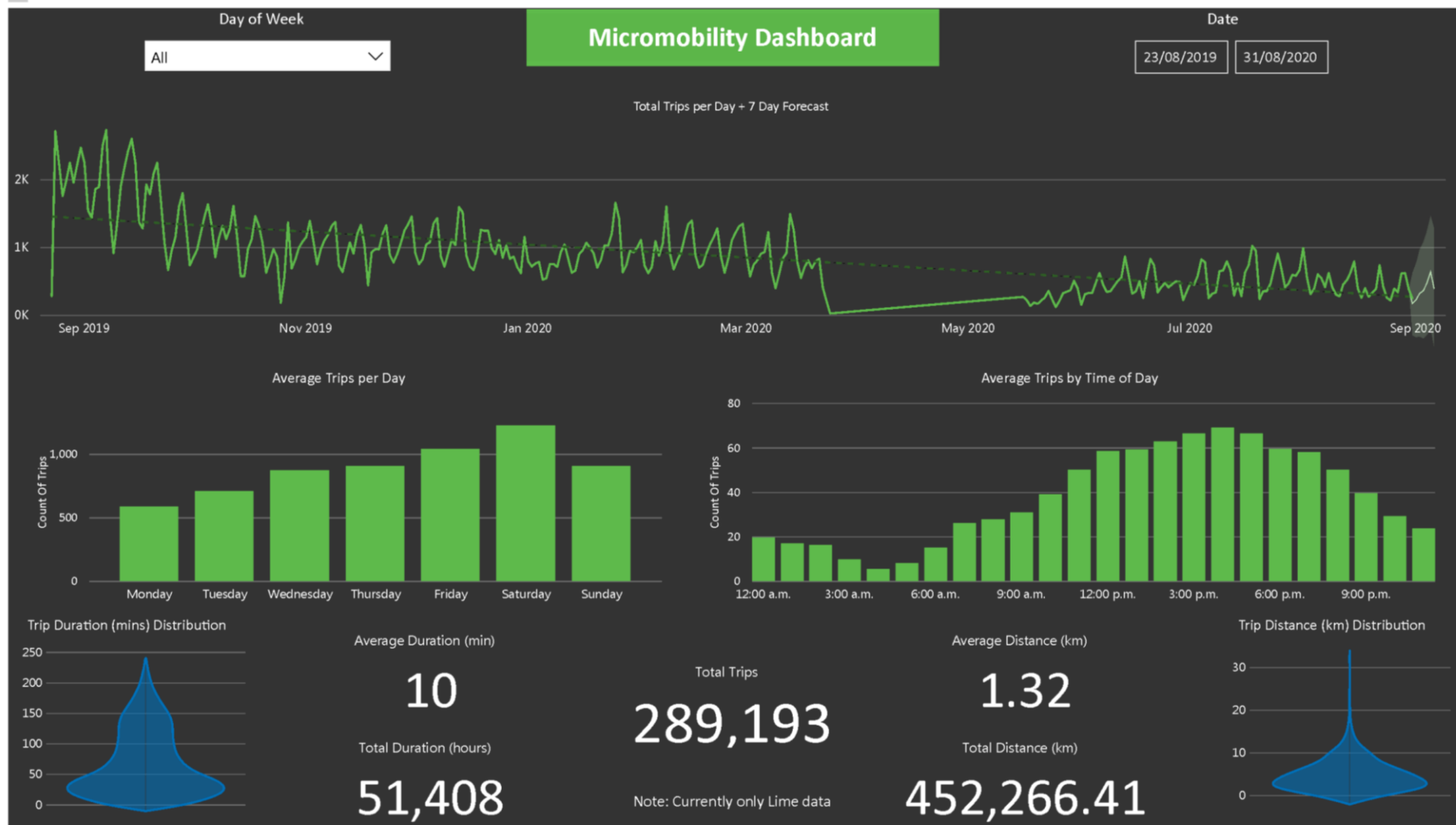
Attachment 2

Item 12

Mode	Average Monthly Trips	Average Monthly Injuries	Trips/Injury	Avg Trip Distance (km)	Monthly VKT	KM/Injury
Cycling	150000	105.125	1426.9	5	750000	7134.4
E-Scooters	29763	25.125	1184.6	1.6	47620	1895.3







Resolution to Exclude the Public

Section 48, Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

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

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

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Public Excluded Infrastructure Operations Minutes - 27 August 2020) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
C2. Western Wastewater Interceptor Duplication)	

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

Item C1.	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
Item C2.	to avoid the unreasonably, likely prejudice to the commercial position of a person who supplied or is the subject of the information to enable Council to carry out negotiations	Section 7 (2) (b) (ii) Section 7 (2) (i)