

## Notice of Meeting:

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

**Date:** Tuesday 12 April 2022  
**Time:** 9.30am  
**Meeting Room:** Council Chamber and Audio Visual Link  
**Venue:** Municipal Building, Garden Place, Hamilton

Lance Vervoort  
Chief Executive

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## Infrastructure Operations Committee

### *Komiti Hanganga*

### OPEN AGENDA

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#### Membership

**Chairperson** Cr A O'Leary  
*Heamana*

**Deputy Chairperson** Cr S Thomson  
*Heamana Tuarua*

<b>Members</b>	Mayor P Southgate	Cr R Pascoe
	Deputy Mayor G Taylor	Cr M Gallagher
	Cr M Bunting	Cr M van Oosten
	Cr R Hamilton	Cr E Wilson
	Cr D Macpherson	Cr M Donovan
	Cr K Naidoo-Rauf	Maangai N Hill

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

**Meeting Frequency:** Six weekly

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Amy Viggers  
*Mana Whakahaere*  
Governance

**5 April 2022**

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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:** 12 April 2022

**Author:** Narelle Waite

**Authoriser:** Michelle Hawthorne

**Position:** Governance Advisor

**Position:** Governance and Assurance Manager

**Report Name:** Confirmation of the Infrastructure Operations Committee Open Minutes - 24 February 2022

<b>Report Status</b>	<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 24 February 2022 as a true and correct record.

## Attachments - *Ngaa taapirihanga*

Attachment 1 - Infrastructure Operations Committee Open Unconfirmed Minutes of 24 February 2022

## Infrastructure Operations Committee

### *Komiti Hanganga*

### OPEN MINUTES

Minutes of a meeting of the Infrastructure Operations Committee held via Audio-visual Link on Thursday 24 February 2022 at 9.31am.

#### PRESENT

<b>Chairperson</b> <i>Heamana</i>	Cr A O'Leary
<b>Deputy Chairperson</b> <i>Heamana Tuarua</i>	Cr S Thomson
<b>Members</b>	Mayor P Southgate Deputy Mayor G Taylor Cr M Bunting Cr R Hamilton Cr D Macpherson Cr K Naidoo-Rauf Cr R Pascoe Cr Gallagher Cr M van Oosten Cr E Wilson Maangai N Hill Cr M Donovan

<b>In Attendance</b>	Eeva-Liisa Wright – General Manager Infrastructure Operations Blair Bowcott – General Manager Growth Chris Allen – General Manager Development Robyn Denton – Acting City Transportation Unit Manager Maire Porter – City Waters Manager Chris Barton – Capital Projects Manager Mark Davey – City Planning Manager Martin Parkes – Transport and Urban Mobility Programme Delivery Lead Grant Tregidga – Project Director Dharmen Singh – Programme Delivery Engineer Simon Young – Alliance Manager Jo Wilton and David Speirs - Waka Kotahi
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<b>Governance Staff</b>	Amy Viggers – Governance Lead Narelle Waite – Governance Advisor
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#### 1. Apologies - *Tono aroha*

**Resolved:** (Cr O'Leary/Cr Bunting)

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

2. **Confirmation of Agenda - *Whakatau raarangi take***

**Resolved:** (Cr O’Leary/Cr Wilson)

That the agenda is confirmed noting that item 18 (Waka Kotahi NZ Transport Agency Update) is to be taken at 1.30pm to accommodate speaker availability.

3. **Declarations of Interest - *Tauaakii whaipanga***

No members of the Council declared a Conflict of Interest.

4. **Public Forum - *Aatea koorero***

**Phil Evans (Bike ACTION Hamilton)** spoke to Item 16 (Infrastructure Operations General Manager’s Report) regarding the biking and micro mobility programme, road safety for cyclists, his recent road incident and injury, a micro mobility targeted rate, increase in Council resourcing, and on-street parking. He responded to questions from Members concerning targeted rates.

**Richard Porter (Bike Waikato)** spoke to Item 12 (Tristram Collingwood Intersection Upgrade) and Item 13 (Proposed 2021/22 Transport Improvement projects for Public Transport and Biking & Micro mobility) concerning the proposed biking and micro-mobility improvement projects at Tristram and Collingwood Streets, infrastructure and safety improvements needed to increase cycle commuting, and resourcing increases. He responded to questions from Members concerning investment in micro-mobility transportation, funding avenues, and prioritisation of pathway maintenance. He also provided a written submission which was circulated to members prior to the meeting and is attached to these minutes as **Appendix 1**.

**Peter H Bos** provided a written submission which was circulated to members prior to the meeting and is attached to these minutes as **Appendix 2**.

5. **Confirmation of the Infrastructure Operations Committee Open Minutes - 7 December 2021**

**Resolved:** (Cr O’Leary/Cr Thomson)

That the Infrastructure Operations Committee confirm the Open Minutes of the Infrastructure Operations Committee Meeting held on 7 December 2021 as a true and correct record.

6. **Chair's Report**

The Chair spoke to the report noting the Access Hamilton workshop, Streets for People and the process for appealing to Waka Kotahi on speed limit reductions.

The Acting City Transportation Unit Manager noted the Trafinz Safety Leadership Award 2021 awarded to Council for the Raised Safety Platform and Upgrade to Signalised Intersection: Anglesea Street/Bryce Street project.

They responded to questions from Members concerning Waka Kotahi road speed change processes and Trafinz Awards.

**Resolved:** (Cr O’Leary/Cr Thomson)

That the Infrastructure Operations Committee receives the report.

*Mayor Southgate joined the meeting (10.00am) during discussion of the above item. She was present when the matter was voted on.*

## 7. Waters Stimulus Project Delivery Update

The City Waters Manager took the report as read, noting project funding installations received. Staff responded to questions from Members concerning the sustainability strategy and integration with the District Plan review, escalating project costs, cultural monitoring in the NIWA project scope, maatauranga Maaori and project communication.

**Resolved:** (Cr O'Leary/Cr Hamilton)

That the Infrastructure Operations Committee receives the report.

## 8. Water Network Contract - Approved Contract Sum Increase

The Capital Projects Manager spoke to the report noting the scope of the project, contract sum increase requirement, and that the project is budgeted.

**Resolved:** (Cr O'Leary/Cr Bunting)

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) approves the increase of the Approved Contract Sum for Contract 16431 with Waipa Civil Limited for delivery of water network asset renewals and improvements from \$20,000,000 to \$22,000,000.

## 9. Hamilton City Council's Draft 1 Submission to 'Kia kaha ake te tiakina o ngā puna wai-inu / Improving the Protection of Drinking Water Sources Consultation Document

The City Waters Manager spoke to the report, noting the purpose of the submission, proposed changes to the protection of drinking waters, areas of proposed improvement, Member feedback, and Council's feedback that clarification is needed on the roles of territorial authorities and impact on regulations. She responded to questions from Members concerning next steps, ensuring the Ministry for the Environment's response is captured, and alignment with Three Waters changes.

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

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves Hamilton City Council's **Draft 1** submission to the Ministry for the Environment's January 2022 Consultation Document 'Kia kaha ake te tiakina o ngā puna wai-inu / Improving the Protection of Drinking Water Sources - Proposed Amendments to the Resource Management (National Environmental Standards for Sources of Human Drinking Water) Regulations 2007'; and
- c) notes that the approved final submission will be sent to the Ministry for the Environment to meet the 6 March 2022 submission closing date.

## 10. Hamilton City Council's Draft 2 Submission to 'Transforming Aotearoa New Zealand's Resource Management System – Materials for Discussion

The General Manager Growth and the City Planning Manager took the report as read, noting the prior information session on the submission and feedback received from Members. Staff responded to questions from Members concerning Central Government engagement in the process with Local Government, and ensuring Council engages with Central Government early in these processes.

**Resolved:** (Cr Hamilton/Mayor Southgate)

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) approves Hamilton City Council's **Draft 2** submission to the Ministry for the Environment's November 2021 Discussion Document Transforming Aotearoa New Zealand's Resource Management System - Our Future Resource Management System - Materials for Discussion; and
- c) notes that the approved final submission will be sent to the Ministry for the Environment to meet the 28 February 2022 submission closing date.

*Cr Naidoo-Rauf left the meeting (10.37am) during discussion of the above item. She was not present when the matter was voted on.*

**The meeting was adjourned from 10.46am to 11.02am**

**11. Hamilton City Council's Submission to Waikato Public Transport Business Improvement Review consultation**

The General Manager Infrastructure Operations spoke to the report, noting the commissioning of the Business Improvement report, consultation requests, and extension to the feedback period. She responded to questions from Members concerning opportunities for Member feedback on the draft and future governance of public transport in the Waikato.

**Resolved:** (Cr O'Leary/Mayor Southgate)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves a Hamilton City Council's submission to Waikato Regional Council's *Waikato Regional Transport Business Improvement Review*;
- c) delegates Crs O'Leary, Thomson, Macpherson and Pascoe to work with staff to develop and finalise a submission to Waikato Regional Council on the *Waikato Regional Public Transport Business Improvement Review*; and
- d) notes that the finalised submission will be sent to the Waikato Regional Council by the end of February 2022 to meet the feedback closing date.

*Cr Naidoo-Rauf re-joined the meeting (11.03am) during discussion of the above item. She was present when the matter was voted on.*

**12. Tristram Collingwood Intersection Upgrade**

The Project Director spoke to the report noting history of incidents at the intersection, increase in pedestrian use following commercial development, the scope and budget of the project, and recommendation to improve the walking and cycling facilities within the project. Staff responded to questions from Members concerning the raised platforms design and positioning, confidence in budget estimations, consultation with surrounding businesses, external funding contributions, expected project timelines, and safety elements in the design.

**Staff Action:** Staff undertook to provide Members with an update on Tainui-Group Holdings contributions in an Executive Update.

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

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves the macro-scope, subject to staff reporting back on alternative placements of the Tristram Street pedestrian crossings, of the Tristram / Collingwood intersection upgrade to retain the existing roundabout and provide raised safety platforms with zebra crossings on each leg of the intersection as shown on **Attachment 1** of the staff report; and
- c) approves the macro-scope of walking and cycling improvements along the Tristram Street corridor between Ward Street and Thackeray Street as shown on **Attachment 1** of the staff report;
- d) notes staff will continue to provide opportunities for Members to be involved in the finalisation of the design of the intersection and associated walking and cycling connections; and
- e) notes staff will continue to seek co-funding from Waka Kotahi and, if successful, requests staff to report back with options to extend the walking and cycling connections to/from the intersection with no additional local share funding.

*Cr Naidoo-Rauf left the meeting (11.25am) during discussion of the above item.*

*Cr Hamilton retired from the meeting (11.41am) during discussion of the above item. He was not present when the item was voted on.*

*Cr Naidoo-Rauf re-joined the meeting (11.59am) during debate of the above item. She did not vote on the matter.*

### **13. Proposed 2021/22 Transport Improvement projects for Public Transport and Biking & Micromobility**

The Transport and Urban Mobility Programme Delivery Lead spoke to the report, noting the request to remove the Te Rapa Rd / Sunshine Ave project from the motion (staff recommendation c) i. of the staff report), the previous Member information session on the projects, and research supporting infrastructure projects. He responded to questions from Members concerning in-lane bus stop design principles, Heaphy Terrace design, opportunity for Member input in final design, project costing and inflation, signage, resourcing capacity to deliver the projects, deferral of crossing at Te Rapa road and potential replacement projects, and improving service levels for cyclists.

*Cr Pascoe left the meeting (12.12pm) during discussion of the above item. He was not present when the matter was voted on.*

*Mayor Southgate left the meeting (12.30pm) during discussion of the above item. She was not present when the matter was voted on.*

**The meeting was adjourned at 12.45pm to 1.32pm.**

*Deputy Mayor Taylor left the meeting during the above adjournment.*

*Mayor Southgate re-joined the meeting during the above adjournment.*

*Cr Naidoo-Rauf retired from the meeting during the above adjournment.*

Item 18 (Waka Kotahi NZ Transport Agency Update) was taken after the adjournment to accommodate speaker availability.

**18. Waka Kotahi NZ Transport Agency Update**

Jo Wilton and David Speirs (Waka Kotahi) presented their verbal update, noting the media campaign for Road to Zero, the Waikato Expressway project progress and timelines, public feedback on speed review, Regional Land Transport Plan, and the Glenview Bus Hub project. They responded to questions from Members concerning delays to the Cambridge Road development, public transport project delays, alignment with the NPS-UD focus on mode-shift, State Highway 26 revocation, and red light cameras.

**Resolved:** (Cr O'Leary/Cr Thomson)

That the Infrastructure Operations Committee:

- a) receives the verbal report; and
- b) thanks Waka Kotahi NZ Transport Agency for their update.

**13. Proposed 2021/22 Transport Improvement projects for Public Transport and Biking & Micromobility (Continued)**

**Resolved:** (Cr O'Leary/Cr Wilson)

That the Infrastructure Operations Committee:

- a) receives the report
- b) approves the Claudelands Road / Grey Street / Heaphy Terrace / Brooklyn Road / O'Neil Street Intersection improvements Biking and Micro-Mobility project to be delivered in 2021/22 financial year using the budgeted and reassigned Hamilton City Council local share funding approved at the 7 December 2021 Infrastructure Operations Committee meeting

**Resolved:** (Cr Thomson/Cr van Oosten)

- c) approves the following Public Transport Infrastructure projects to be delivered in 2021/22 financial year using the budgeted and reassigned Hamilton City Council local share funding approved at the 7 December 2021 Infrastructure Operations Committee meeting:
  - i. Aberdeen Drive - Two bus stops and associated infrastructure opposite 101 and 112 Aberdeen Drive
  - ii. Dinsdale Road - Two bus stops in front of 23 Dinsdale Road and Dinsdale Library
  - iii. Rotokauri Road – New bus stop and associated infrastructure outside 248 Rotokauri Road
  - iv. Lake Road / Commerce Street Roundabout – detailed design and consultation only

*Deputy Mayor Taylor re-joined the meeting (1.59pm) during discussion of the above item. He was present when the matter was voted on.*

*Cr Pascoe re-joined the meeting (2.19pm) at the conclusion of the above item. He was not present when the matter was voted on.*

**14. Infrastructure Alliance – Achievement report for 2020/21 and progress for 2021/22**

The Acting City Transportation Unit Manager introduced the Alliance Manager. They took the report as read, noting the achievements and delivered projects last financial year and projects and programmes in place this year. They responded to questions from Members concerning maintenance of cycle lanes including resourcing and the prioritisation of cycleway clean up after Cyclone Dovi.

**Resolved:** (Cr O'Leary/Cr Bunting)

That the Infrastructure Operations Committee receives the report.



## 15. Speed Management Plan Review – Statement of Proposal 24 February 2022

The Acting City Transportation Unit Manager spoke to the report, noting the history of the existing Speed Management Plan, the purpose and need for the national review and planned legislation change, and processes outlined in the legislation. She responded to questions from Members concerning safer speed areas, funding, and risk to our processes.

**Resolved:** (Cr O’Leary/Cr Wilson)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves the draft Statement of Proposal document (**Attachment 1** of the staff report) for the review of the Hamilton Speed Management Plan along with the proposed Speed Management Plan 2022 (**Attachment 2** of the staff report);
- c) approves public consultation from 28 February to 25 March 2022 on the draft Statement of Proposal for the review of the Hamilton Speed Management Plan; and
- d) notes that the results of the public consultation will be presented to the Traffic, Speed Limit and Road Closure Hearing which is tentatively scheduled for 3 May 2022.

## 16. Infrastructure Operations General Managers Report

The General Manager Infrastructure Operations took the report as read noting Electric Vehicle charging partnership opportunities, and Council Policy review deferrals. Staff responded to questions from Members concerning personal hire e-bike uptake and mobility carparking.

**Resolved:** (Cr Thomson/Cr Donovan)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves the development of a Draft Memorandum of Understanding with a local provider for the installation of AC Electric Charging stations (including infrastructure) for a pilot/trial period yet to be determined;
- c) notes that the final Memorandum of Understanding and proposed locations of AC Electric Charging stations (including infrastructure) will be reported to the Infrastructure Operations Committee for approval;
- d) notes that staff will continue to review proposals from providers of Electric Vehicle charging, including infrastructure, with the view to explore partnership opportunities and present any proposals, review findings and recommendations to the Infrastructure Operations Committee as appropriate;
- e) notes that the following Council Policies; Gateways Policy and Streetscape and Verge Maintenance Policy reviews will be delayed to 2022/23 financial year; and
- f) requests staff to report back to the 31 May 2022 Infrastructure Operations Committee meeting on options to develop a strategic charging network plan.

## 17. External Committees Updates

The Council representative on the Waikato Regional Council – Regional Transport Committee provided an update from the most recent meeting concerning Hamilton City Council not being successful at adding an alternate Member to the Committee, regional road safety campaign budget, and new structure for Te Huia governance (to become a sub-committee of the Regional Transport Committee).

The Council representatives on the Waikato Regional Council – Regional Connections Committee provided an update from the most recent meeting concerning financial reporting, and Covid-19

effect on the Flex airport shuttle.

The Council representative on the Waikato Regional Council – Te Huia Governance Working Group provided an update from the most recent meeting concerning implementation of service improvements including the Auckland CBD and Airport stops, recent public discourse on funding, and the new governance body for Te Huia. He responded to questions from Members concerning positive connections between Hamilton's metro links and commerce.

**Staff Action:** *Staff undertook to ensure the next Waikato Regional Council Public Transport Update report has patronage and financial reporting.*

**Resolved:** (Cr O'Leary/Cr Donovan)

That the Infrastructure Operations Committee receives the report.

**19. Resolution to Exclude the Public**

**Resolved:** (Cr O'Leary/Cr Thomson)

**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 Infrastructure Operations Committee Public Excluded Minutes - 7 December 2021	) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987 )	Section 48(1)(a)

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)
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**The meeting moved to Public Excluded Session at 3.55pm.**

**The meeting was declared closed at 3.56pm.**

## Appendix 1

Hi

As time is very limited in the Public Forum, I would like to submit the following points in writing, addressing a number of items in the IOC Agenda. I will be speaking to other cycling related issue in the Public Forum. Thank you

Item 6 - Chairs Report.

Item 1 – Streets for People - It would seem Waka Kotahi is not really fit for purpose if they cannot work in with Councils to do the right thing for our cities with regards to making our streets more appropriate for people, with less focus on driving.

I see that Jo Wilson from Waka Kotahi will be presenting a report in Item 18. Perhaps she can take note that the organisation she represents is failing Hamilton.

And Item 5 – The Trafanz Award for Bryce/Anglesea Intersection. The end of the last sentence states "... and improved safety for all road users." Its actually not that safe for people on bikes. There is still a left turn lane crossing bike lanes on both sides of Bryce Street. The left turn lanes are both very narrow, and many drivers stop with wheels in the bike lanes, including buses. It is well past time that bike lanes should be the number 1 priority, and not vehicles.

Item 12 of the Agenda – Collingwood/Tristram Roundabout – What happened to the Dutch Style Roundabout. This Council had the opportunity to be innovative, and you bailed. You have a number of climate change and emissions reductions that you are obligated to deliver, but that will never happen if you keep pandering to vehicles. You have to be bold, and start limiting options for driving, and put other travel options first. If you don't, this great city will become one massive carpark of blocked roads.

Item 13 – Transport and Micromobility. Approve everything in that report. If these aspects don't get a much higher priority, the clogged city will happen.

Item 14 – Infrastructure Alliance – and the long list of responsibilities – A number of them relate to bike lanes and paths, and I give them a fail. Current maintenance of bike infrastructure is not satisfactory. Trimming overhanging foliage should be done on a regular basis, but it isn't. We should not have to notify Council when something gets bad. They should be monitoring these areas, keeping foliage trimmed back and renewing bike lane road markings and symbols. I will say that the ONLY reason bike lane markings fade, is Drivers driving through them. No driver should ever let their left wheels cross a solid white line to their left, which in many cases is the right line of a bike lane.

Item 16 – General Managers Report

Vision Zero should also include data of less serious injuries on our roads. While the impact is less of an issue, they should not be discounted as for the person concerned, the short term impact can be significant. The Police will have incident data for bike related injuries.

On the issue of illegal parking in bike lanes outside the CBD area. I recently asked Council for details of parking infringement processes, and was provided a list of bylaws and legislation they are guided by. Section 139 of the Transport Act was mentioned, with the explanation that Parking Wardens are required to Prove an offence has been committed by personally sighting the infringement. Subclause 1 of that clause reads

*"If an enforcement officer **has reasonable cause to believe** an infringement offence is being, **or has been committed** by a person, an infringement notice in respect of that offence may be issued to that person by an enforcement officer."*

It seems that Parking Wardens can accept a time stamped photo of a parking offence and issue a fine. All that is required is reasonable cause to believe an infringement has been committed. They do not have to attend. I have passed this on to Eeva-Liisa earlier this week, so I hope now all cases of illegal parking in bike lanes and footpaths will result on fines. In the Minutes of last Decempers IOC meeting are a number of photos submitted by Judy McDonald of vehicles parked on footpaths. I have sent many photos of vehicles parked in bike lanes over the last year, and now expect all of them to be sent infringement notices.

Regards  
Phil Evans  
Bike ACTION Hamilton

## Appendix 2

Hello City Councillors

My name is Peter H Bos, speaking on behalf of Living-Streets Kirikirōa, speaking to Infrastructure Operations Committee Thursday 24 Feb, speaking in support of (page 158) 'Te Rapa Road / Bryant Road / Sunshine Avenue Roundabout– staggered signalised pedestrian crossing south of roundabout' and asking for the accessibility and comfort level of Bryant road crossing to shops be allowed to be improved as part of this project.

<https://www.hamilton.govt.nz/AgendasAndMinutes/Infrastructure%20Operations%20Committee%20Open%20Agenda%20-%202024%20February%202022.pdf>

I am asking that the project on Te Rapa Rd (p158) be allowed to also include improvements to Bryant Rd crossing, the present crossing is of very low quality (unforgiving kerb cut downs and no walking route to Tui medical centre shops) and the design speed of the exist lanes from roundabout makes it hard to safely judge speed of vehicles exiting the roundabout or if they are continuing on to next exit. Ideally it would be good to see this crossing to be upgraded to a comfortable raised traffic table (one that slows traffic down but does not piss them off). But the details are for traffic engineers to work through.

**What I am asking for** - is that **traffic engineers** be not limited to Te Rapa pedestrian crossing project, but be **allowed** to also come back with **proposals for improved Bryant Rd crossing and walking route to shops**. The cost saving would be having both these road crossing improvements done under the same traffic management plan.

Regards

Peter H Bos

# Council Report

## Item 6

**Committee:** Infrastructure Operations Committee  
**Date:** 12 April 2022  
**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

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

1. To inform the Infrastructure Operations Committee about Waikato Regional Council (WRC) Public Transport activities in the greater Hamilton area via information presentation from WRC staff, Andrew Carnell and Trudi Knight.

### Staff Recommendation - *Tuutohu-aa-kaimahi*

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

### Attachments

Attachment 1 - Waikato Regional Council Public Transport Update Presentation



# Public Transport Update

12 April 2022

Item 6

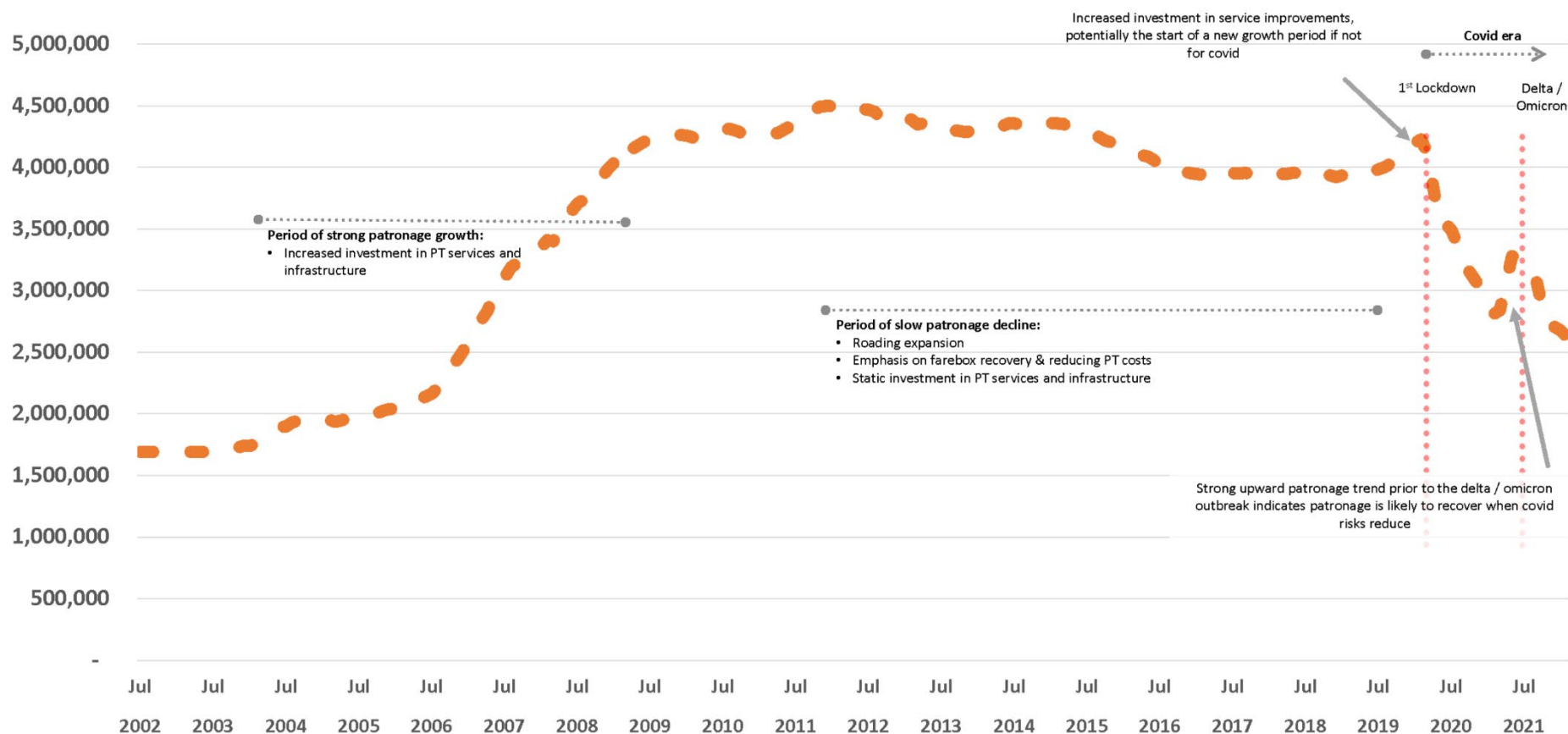
Attachment 1

## Updates on:

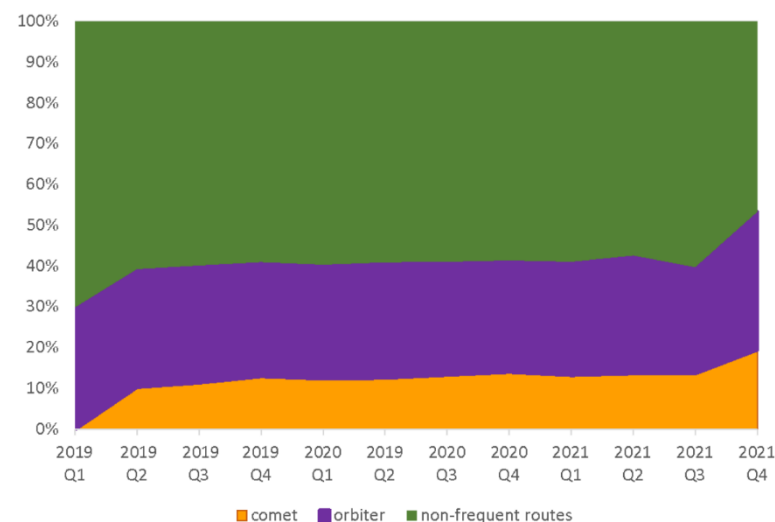
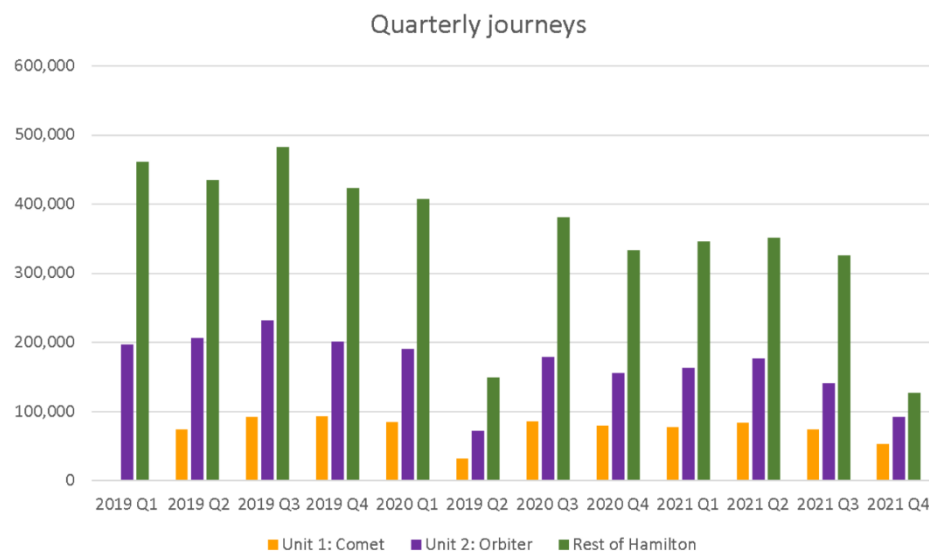
- Patronage & covid
- Te Huia
- On Demand Public Transport
- Frequent route improvements



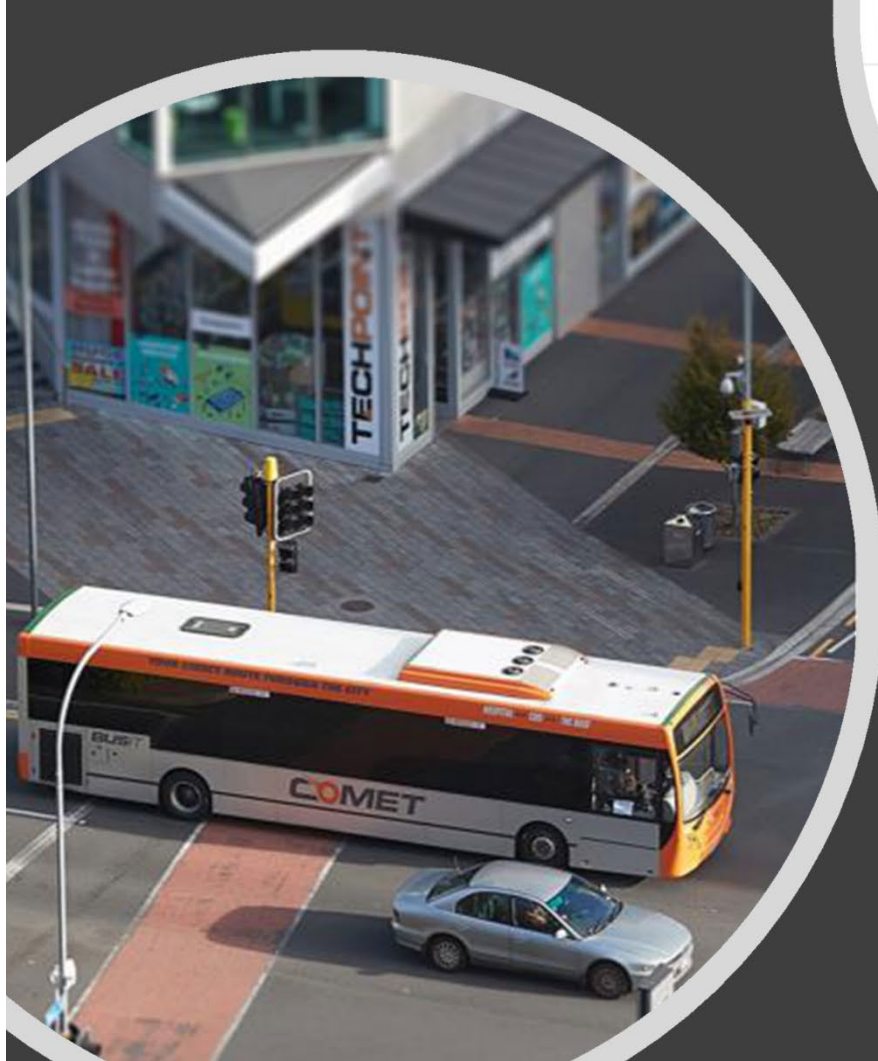
# Ridership & Covid



## Journeys on Frequent / Non- Frequent Routes in Hamilton

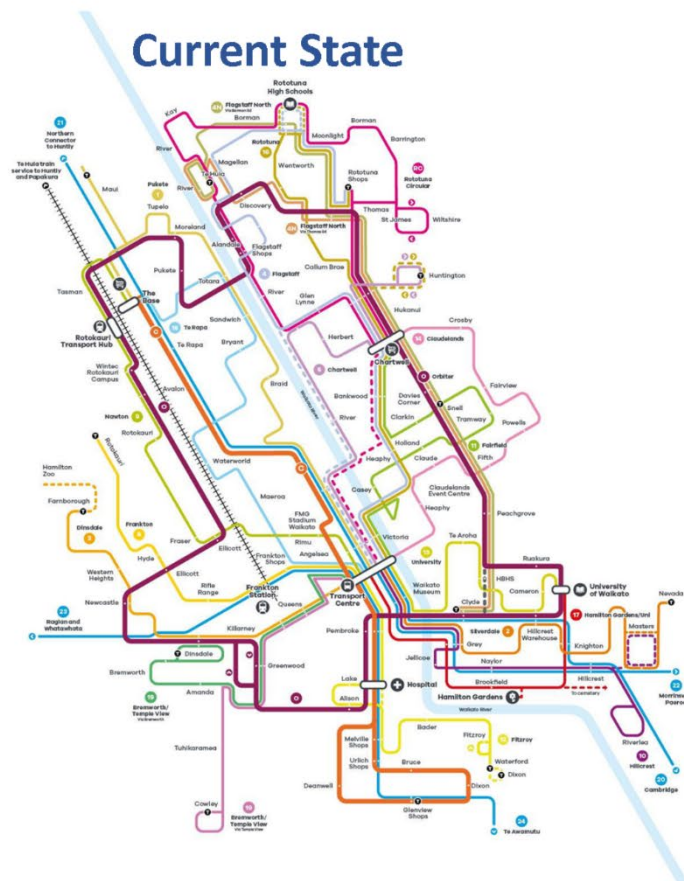


- Since launch in 2019 patronage on the Comet has gradually increased from 10% of all Hamilton patronage to 14% in 2021.
- Coverage/low frequency routes have suffered more from COVID whilst frequent routes have done comparatively better.
- Context of Omicron outbreak, but in the last quarter of 2021 for the first time ever there were more trips on the Comet / Orbiter combined than all other routes in Hamilton combined



# Frequent Route Improvements

# Frequent route improvements



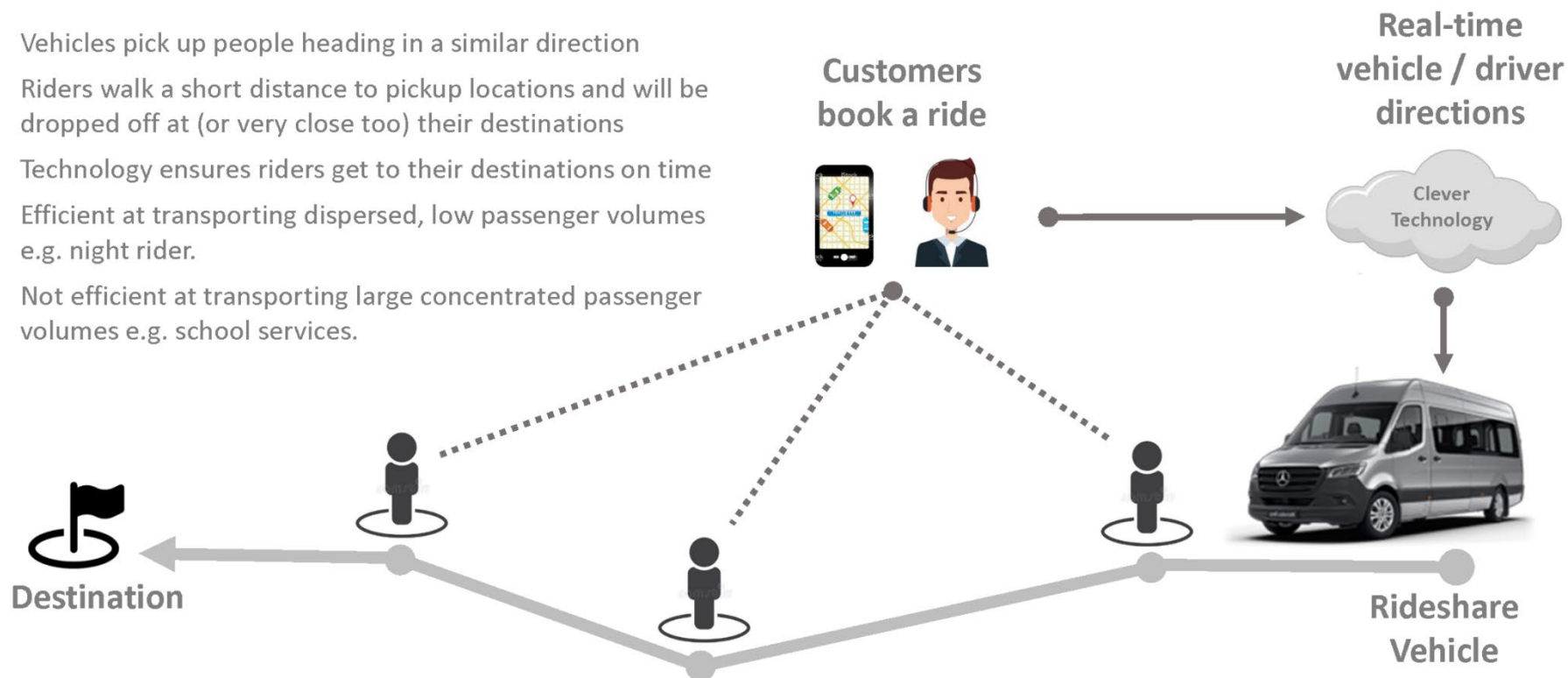
# Frequent route improvements

- Programme significantly set back due to driver shortage...
- Running reduced service timetables
- Currently ~20% short of drivers to be able to deliver 2021 timetable
- Service improvements require additional drivers

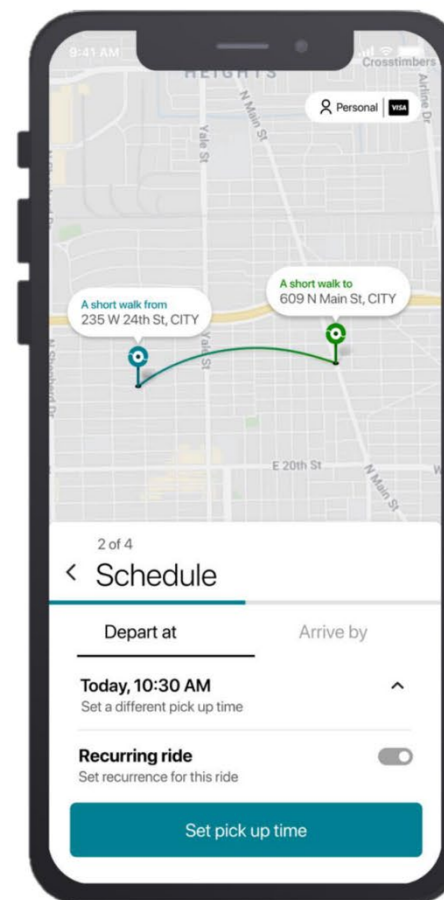
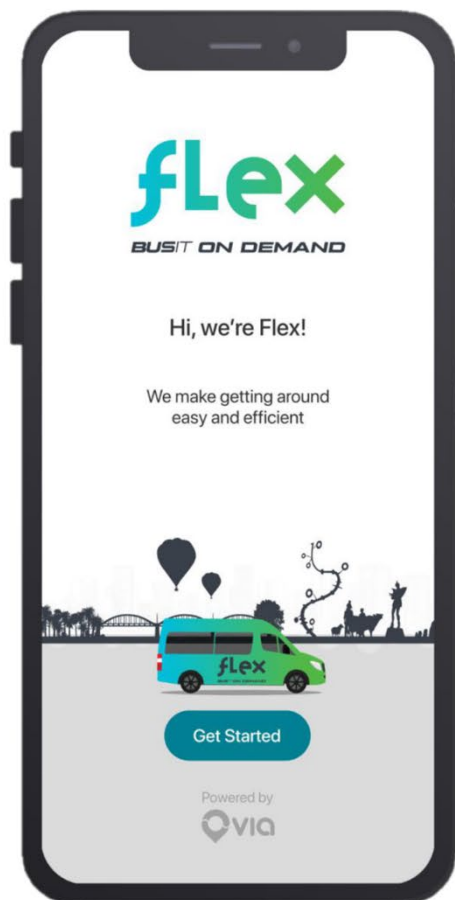
Original Plan	Revised Plan to deal with driver shortage
<p><b>Comet</b> currently 15min weekday frequency. Plan to:</p> <ul style="list-style-type: none"> <li>• Increase to 10 min frequency at weekday peak times – mid 2022</li> <li>• 15 min on weekends - December 2021</li> </ul>	<p>Increase to 10-minute frequency from late 2022 (also aligns with revised date for Waka Kotahi delivering Glenview Bus Hub)</p>
<p><b>Meteor</b> to launch early 2022 15min weekday frequency</p>	<p>Launch Meteor at 30-minute frequency mid-2022 to provide east west cross-city link and make use of new infrastructure. Increase frequency to 15 minutes as soon as drivers are available.</p>
<p><b>Rototuna to CBD</b> new frequent service in 2022 – timing subject to funding and infrastructure alignment</p>	<p>Will be deferred to 2023.</p>

# On Demand Public Transport

- Vehicles pick up people heading in a similar direction
- Riders walk a short distance to pickup locations and will be dropped off at (or very close too) their destinations
- Technology ensures riders get to their destinations on time
- Efficient at transporting dispersed, low passenger volumes e.g. night rider.
- Not efficient at transporting large concentrated passenger volumes e.g. school services.

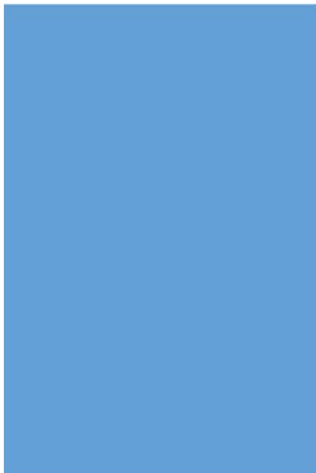
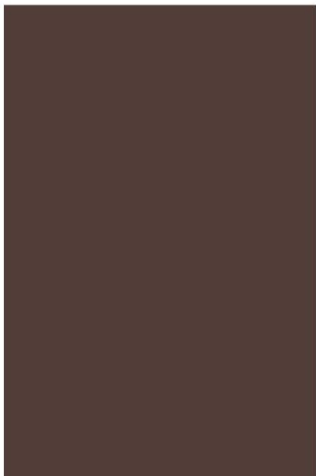






Item 6

Attachment 1

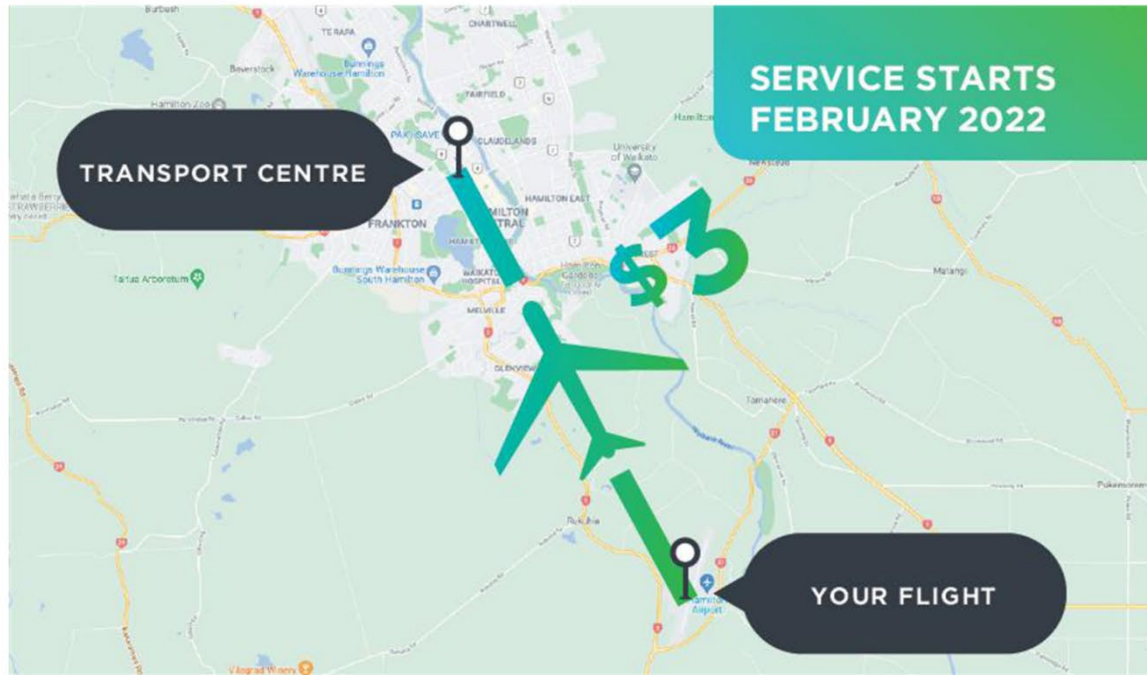






## CBD Evening Pilot

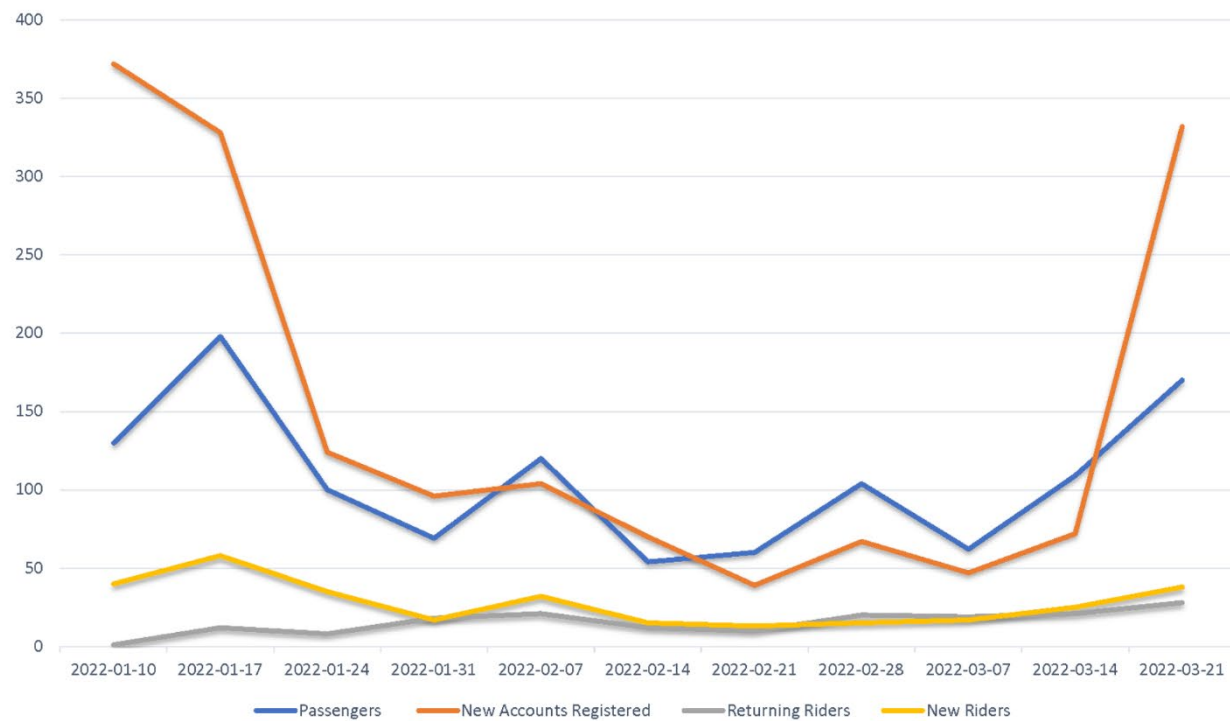
- On-demand public transport (replacing night rider bus service)
- Operates Friday and Saturday nights – 6pm to 4am
- Travel to/from the CBD only
- Travel limited to city boundary
- Pricing = \$2 per person (1 zone fare as per Bee Card fare structure) or (\$1 with 50% off 1<sup>st</sup> April – 30<sup>th</sup> June)
  - In app payment option
  - In vehicle Bee Card payment option (in the new year)
- Wheelchair accessible minibus
- Launching this January - one year trial



## Flex CBD - Airport Pilot

- Link between CBD and Airport
- Operates off-peak Monday to Sunday (exact hours TBC)
- Pricing = \$3 per person (2 zone Bee Card fare) or \$1.50 with 50% off (April 1<sup>st</sup> – 30<sup>th</sup> June)
  - In app payment option
  - In vehicle Bee Card payment option (in the new year)
- Wheelchair accessible minibuss
- Leverages same technology and vehicles
- Launched this February - one year trial

## Flex Patronage and Usage



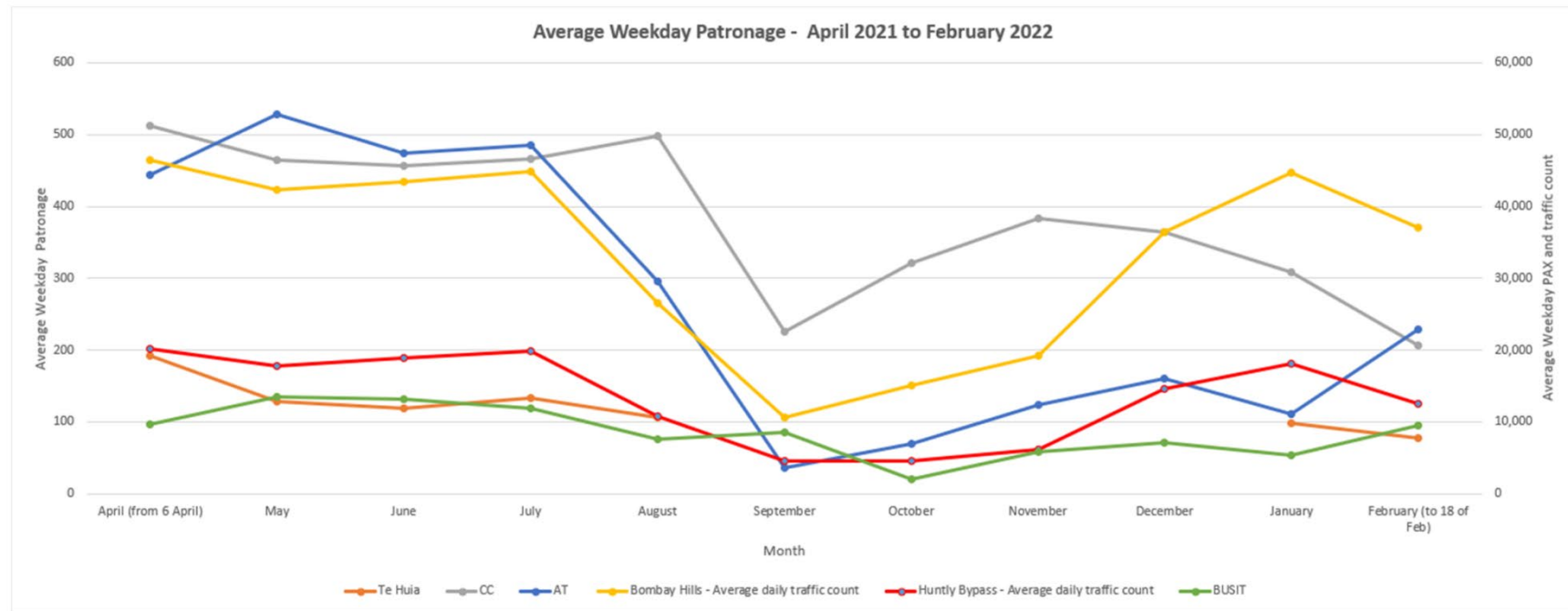


## Te Huia

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- **Launched April 2021**
- **Te Huia restarted on 24 of January 2022 with a new timetable and new stops in Auckland.**
- **The service now operates all the way to Auckland Central via Papakura and Puhinui (key Airport connection), with the final station being the Strand.**
- **Since the restart of operations (24 of January to 28 of February) has carried a total of 2,171 passengers between Hamilton and Auckland.**
- **179 during Saturdays and the remainder 1,992 during Weekdays.**
- **Overall patronage performance has been impacted by the Omicron wave.**
- **Will benefit from 50% off fares from 1<sup>st</sup> April to 30<sup>th</sup> June. Promotion planned.**

# Te Huia Patronage Comparison



**Thank you**

# Council Report

Item 7

**Committee:** Infrastructure Operations Committee

**Date:** 12 April 2022

**Author:** Maire Porter

**Authoriser:** Eeva-Liisa Wright

**Position:** Director Strategic Water Operations

**Position:** General Manager Infrastructure Operations

**Report Name:** Waters Stimulus Project Delivery Update

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

1. To inform the Infrastructure Operations Committee on the delivery of the programme of central government funded waters activity works.

## Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee receives the report.

## Executive Summary - *Whakaraapopototanga matua*

3. In conjunction with the current reform programme for Three Waters (drinking water, wastewater and stormwater) being undertaken by the New Zealand Government, the Government is investing in water service delivery to both improve waters network systems and support economic recovery from the COVID-19 pandemic through job creation and supply chain investment.
4. Hamilton City Council have entered into a Funding Agreement with the Government to complete a programme of three waters projects to a total value of \$17,460,000 by 30 June 2022 which are fully funded by a Government Stimulus grant.
5. The delivery programme is comprised of 19 projects. Since confirmation of funding in late 2020 staff have established and set up the programme and projects, including confirmation of project scopes, milestone programmes and procurement strategies as well as establishment of internal project governance and reporting structures.
6. In general, the projects within the stimulus programme are progressing well and the programme remains on track for agreed outcomes to be delivered by the 30 June 2022 completion date.
7. HCC received a third funding instalment of \$1,989,000 in March 2022 and now has received a total of \$15,324,600 or 88% of the \$17,460,000 stimulus grant available.
8. As of 28 February 2022, delivery of the programme has utilised 85 different consultancies, contractors, and service providers with 62% of the value of works to date expended with Hamilton or Waikato based companies.



9. Hamilton City Council has been selected to be audited. The audit is expected to be scheduled for completion before the end of April 2022.
10. It is noted that this report is focussed on delivery of the stimulus investment programme, and updates on progress and matters relating to the wider three waters reform programme will be reported to full Council meetings in a separate report.
11. Staff consider the matters and decisions in this report have low significance and that the recommendations comply with Council's legal requirements.

### **Background - *Koorero whaimaarama***

12. Hamilton City Council (HCC) entered into a funding agreement in October 2020 with the Department of Internal Affairs (DIA) who, in conjunction with Crown Infrastructure Partners (CIP), are administering the three waters reform stimulus delivery programmes on behalf of the New Zealand Government.
13. The funding agreement allocated HCC a grant of \$17,460,000 to deliver projects that:
  - i. support economic recovery through job creation; and
  - ii. maintains, increases, and/or accelerates investment in core water infrastructure renewal and maintenance.
14. Within the Delivery Plan, six packages of works and 19 projects were identified. The work packages focus on strategic priorities, renewals, asset information, asset conditions, resilience, demand management, environmental compliance and preparing for the Three Waters reform, and includes a combination of capital and operational projects.
15. Five initially unfunded contingency projects were included in the approved Delivery Plan which could be progressed if funding became available elsewhere in the programme.
16. DIA have appointed CIP to monitor progress against the approved Delivery Plan, to ensure spending has been undertaken with public sector financial management requirements.
17. In November 2021, in recognition of the impact of COVID lockdowns on programme delivery, DIA confirmed that the programme delivery date would be extended from 31 March 2022 until 30 June 2022.
18. Programme reporting to CIP is completed on a quarterly basis as per their reporting template. Five quarterly reports on the programme have now been submitted in January, April, July and October 2021, with the most recent report for the October - December 2021 quarter submitted on 25 January 2022.
19. The next quarterly report to CIP is scheduled for mid-April 2022 for the period January - March 2022.
20. It is noted that this report is focussed on delivery of the stimulus investment programme, and updates on progress and matters relating to the wider three waters reform programme will be reported to full Council meetings in a separate report.

### **Discussion - *Matapaki***

#### **Programme Update**

21. Since confirmation of funding in late 2020 staff have established and set up the programme and projects, including confirmation of project scopes, milestone programmes and procurement strategies.
22. Internal project governance and reporting structures are in place and provide operational oversight over the stimulus programme delivery.



23. Project Managers continue to monitor the impact of the current Covid-19 pandemic and traffic light settings on project delivery.
24. Overall, the stimulus programme is progressing well with the majority of projects on track to be delivered by the programme completion date of 30 June 2022.
25. Five of the nineteen projects have emerging risks around potential cost variations (WRS 12 Te Wetini Drive Crossing Upsize project and WRS 13 Ecological Improvements for Erosion, water quality, Stormwater Control and Gully Network Improvements project, and WRS 19 Rotokauri Wastewater Upsizing for Unconnected Communities project), potential schedule risk (WRS 2 Metro Spatial Wastewater Detailed Business Case project) and potential quality risk (WRS 8 Taitua Arboretum Bore Upgrade project).
26. A high-level summary of progress achieved with each of the projects can be found in **Attachment 1**.

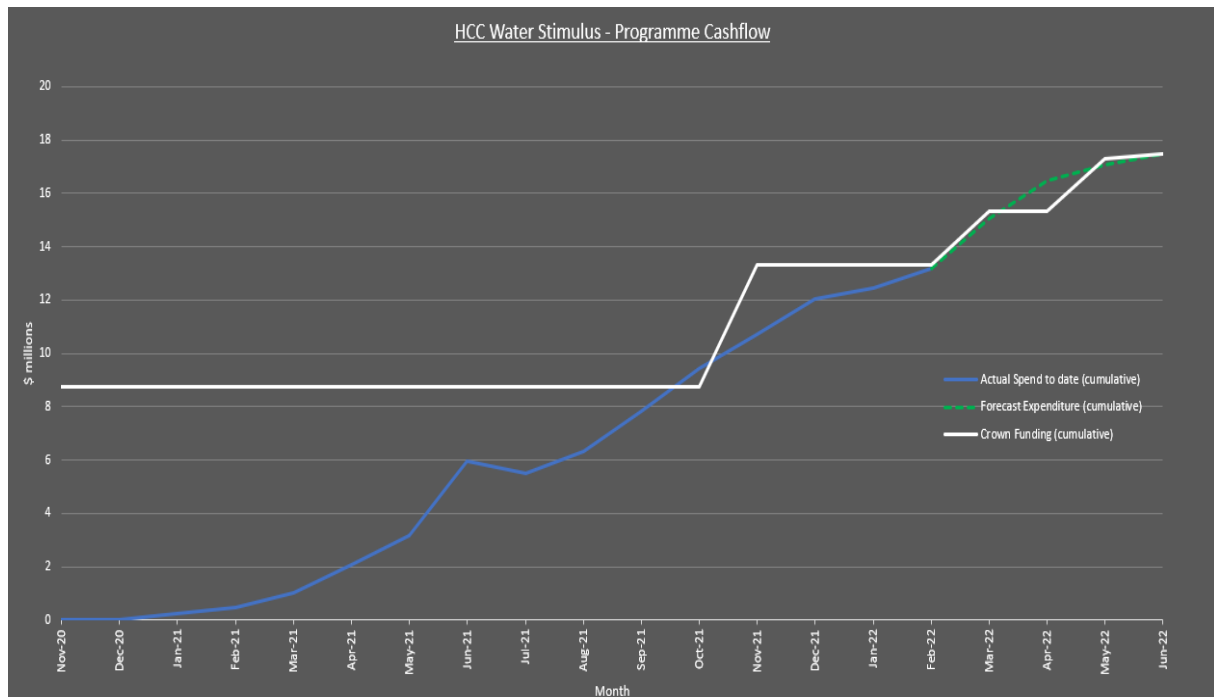
#### **Programme Audit by Crown Infrastructure Partners**

27. As part of Crown Infrastructure Partners (CIP) role to monitor the delivery of the Three Waters Stimulus programme undertaken by Councils, CIP is required to undertake Quality Assurance audits on some of the grant recipients.
28. In March 2022, CIP advised staff that HCC has been selected to be audited. The audit is expected to be scheduled for completion before the end of April 2022.
29. The audit will look to verify information provided within quarterly reports and will focus on three main aspects:
  - i. costs allocated to projects as reported as part of the quarterly reporting processes;
  - ii. validation of project output metrics; and
  - iii. validation of the employment outcomes.

#### **Financial Considerations - *Whaiwhakaaro Puutea***

30. The total budget and funding allocated to HCC to complete the programme is \$17,460,000, which is fully funded by Central Government in accordance with the existing Funding Agreement.
31. Under the funding agreement, HCC has received a total of \$15,324,600 or 88% of the \$17,460,000 available HCC allocation in three funding instalments:
  - i. \$8,730,000 in December 2020;
  - ii. \$4,605,600 in November 2021; and
  - iii. \$1,989,000 in March 2022.
32. The next funding instalment will be considered by CIP and DIA in April 2022 following their review of HCC's Quarter 6 report for the January - March 2022 quarter, which is scheduled to be submitted in mid-April 2022.
33. The April 2022 funding instalment is forecast to be approximately \$1,960,000 which, once received, will mean HCC has access to 99% or \$17,285,400 of HCCs allocated stimulus funding. CIP have advised that they will release the remaining 1% or \$174,600 of HCC allocated funds once HCC has submitted its final programme close out report and demonstrated achievement of agreed programme outcomes.
34. Programme expenditure to 28 February 2022 is \$13,174,183 which is equivalent to approximately 75% of HCC's \$17,460,000 allocated stimulus funding.

35. The overall delivery of the programme is progressing well as reflected in the cashflow profile below:



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

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

#### Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

37. 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').
38. 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.
39. The recommendations set out in this report are consistent with that purpose.

#### Social

40. Within the programme, opportunities have been taken to leverage and implement social procurement initiatives, such as supply chain diversity and targeted employment initiatives to support social enterprises and employment opportunities for priority social groups.
41. This has been particularly successful in the Stormwater Gully Improvements project underway in Mangaiti gully in which Ngaati Hauaa Mahi Trust was engaged in partnership with Hamilton City Council to supply and plant 27,837 native plants for the project (70,438 plants are needed overall, with Council's nursery supplying the balance). This partnering with Hamilton City Council and the Trust's nursery teams includes sharing and learning horticulture and Maatauranga Maaori.
42. The Mangaiti Gully Project has also created new jobs for mana whenua and brought Council, community, and Iwi together to focus on gully restoration and supporting people into employment.

### Economic

43. A key investment objective of this programme is to support economic recovery from the COVID-19 pandemic through job creation and supply chain investment.
44. Metrics in terms of employment outcomes from this investment are being monitored and reported to DIA, some of the high-level metrics arising from the delivery of the programme up until 31 December 2021 are:
  - i. 35 different professional services and consultancy entities involved across programme;
  - ii. 50 different contracting, service providers or suppliers involved across programme;
  - iii. approximately 51% of the consultants, suppliers, contractors, and service providers used have been Hamilton or Waikato based companies; and
  - iv. approximately 62% of expenditure from the programme has been with Hamilton or Waikato based companies.

### Environmental

45. Most projects within this programme have a specific focus on developing infrastructure and/or the natural environment to support, in a sustainable way, three waters operational activities.
46. Examples of projects within the stimulus programme that are expected to have a direct positive environmental impact are:
  - i. the gully stormwater restoration project being undertaken in Mangaiti gully. This project is expected to improve water quality and enhance biodiversity within the Kirikiriroa stream catchment through the upgrading of erosion control structures, weed clearance, gully planting and creating future access to undertake maintenance in and around the stream;
  - ii. the Inflow and Infiltration project continues to identify and resolve deficiencies in public and private wastewater networks around the city to reduce the likelihood of wastewater entering the environment; and
  - iii. the Urban Stormwater Quality Management project is building on current practice and knowledge in relation to urban stormwater management in the Mangakotukutuku stream and will assist with the development and calibration of an urban hydrology and water quality model. It is anticipated that this model may be used to improve the design, selection, and location of site stormwater mitigation tools, and contribute to cost-benefit assessments of alternative stormwater management approaches. The results from these investigations will be applicable across the city and ultimately across urban areas throughout New Zealand.

### Cultural

47. As projects progress, engagement will continue to be undertaken with Te Haa o te Whenua o Kirikiriroa (THaWK) and Waikato Tainui to ensure projects consider and align with the culture and traditions of water, ancestral land, sites, waahi tapu, valued flora and fauna, and other taonga as well as optimise opportunities to support communities and Maaori to share their heritage, language and stories.
48. Examples of engagement with iwi and mana whenua within the stimulus projects include:
  - i. involvement of Waikato Tainui and THaWk within project delivery and governance of the Metrospatial Wastewater Detailed Business case project;
  - ii. engagement with Te Ngaawhaa Whakatupu Ake on the Sustainability Strategy project;

- iii. engagement with Te Ngaawhaa Whakatupu Ake, Waikato Regional Council River schools and House of Science on the development of an interactive three waters education model and mauri educational resources as part of the Mobile Educational Hub project. Piloting of mauri resource being undertaken in partnership with Te Wharekura o Kirikiriroa; and
- iv. engagement via workshops with THaWK as part of the Rotokauri Greenway Conditions project in the development of a Mudfish Strategy to guide a future Mudfish Management Plan.

### **Risks - *Tuuraru***

- 49. Council's approved Delivery Plan was developed based on the best information available at the time. Accordingly, the costs to complete each project were preliminary estimates and it was expected that there would be overs-and-unders in the cost of each project. To mitigate the financial risk of each individual project, or the risk of not maximising the entire \$17,460,000 funding allocation, Council proposed to manage the stimulus funding at a programme level, allowing flexibility in approach at a project level.
- 50. There is a potential reputational risk to Council with government should the Stimulus Projects not be completed by the revised date of 30 June 2022. This risk is mitigated by the ability to allocate funding to another existing or contingency project detailed in the approved Delivery plan. In addition, internal project governance and reporting structures are in place and provide operational oversight over the stimulus programme delivery.
- 51. COVID-19 has resulted in varying levels of impact on the delivery of stimulus projects. It is expected that widespread community transmission of the Omicron COVID-19 variant could also result in some disruptions to programme delivery and costs. However, the impact on delivery risk has been mitigated by confirmation in October 2021 from CIP and DIA that the programme delivery date of 31 March 2022 had been extended until 30 June 2022. Staff will continue to monitor this risk.

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

#### **Significance**

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

#### **Engagement**

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

### **Attachments - *Ngaa taapirihanga***

Attachment 1 - Water Reform Stimulus Programme - Project Updates - March 2022

## Hamilton City Council - Three Waters Reform Stimulus Programme

### Project Updates – March 2022

#### Strategic Planning Work Package:


Project	WRS 2 - Metrospatial Wastewater Detailed Business Case	Overall Project Status	Monitoring - Schedule Risk
Objective	To deliver detailed business cases for strategic wastewater treatment facilities for the Hamilton-Waikato Metro Area		
Allocated Budget	\$1,050,000		
Actual Expenditure (February 2022)	\$ 804,251		
Expected Completion Date	June 2022		
Background	<p>The pressure on water resources is evident globally, nationally, and locally. These pressures manifest as degraded environmental quality, loss of biodiversity, diminished mauri and constraints on development.</p> <p>Local authorities, iwi, communities, and industry face significant challenges in meeting their current and future three waters service needs. The Waikato Metro Wastewater Detailed Business Case project seeks to provide a long-term wastewater infrastructure solution for the Hamilton-Waikato Metropolitan Areas.</p>		
What will be done	<p>This project will evaluate sub-regional wastewater solutions that operate across territorial boundaries, to deliver greater outcomes, community benefits and overall efficiencies compared to solutions which are constrained by territorial boundaries. The project will develop Metro area Wastewater Detailed Business Cases and supporting Strategic Studies. Waipa and Waikato Districts are co-contributors of stimulus funding to deliver this project.</p>		
March 2022 Update	<p>The Southern Business Case is now substantively complete and is expected to be presented to the future proof governance group before the end of April 2022. The Northern Business Case is well underway, with options workshoped and technical multi-criteria assessments undertaken. More detailed updates on this work are reported to the Strategic Growth committee.</p> <p>COVID-19 has significantly impacted the availability of key staff, iwi, stakeholders, consultants, and partners needed to progress the business case work. Schedule risks will be closely monitored over the next few months due to the ongoing risk and impact of COVID-19.</p>		

Project	WRS 12 Te Wetini Drive Crossing Upsize	Overall Project Status	Monitoring - Budget Risk
Objective	Construct strategic three waters infrastructure required to support the future development of the Rotokauri Growth Cell.		
Allocated Budget	\$1,300,000		
Actual Expenditure (February 2022)	\$767,827		
Expected Completion Date	June 2022		
Background	<p>The Te Wetini Drive extension is intended to enable better access, transport and PT connection to the development starting to occur in Rotokauri Stage 1. This has been unable to proceed as the proposed road connection crosses over the designated footprint of the future Rotokauri Greenway, which is required to manage all development driven stormwater runoff.</p> <p>The connection will enable better access to the surrounding city networks and amenities for the existing Rotokauri Rise community, those that will follow, and the broader city community given the strategic nature of the transport link for public transport services and active modes. The strategic transport connection Te Wetini provides will enable the developer who is undertaking the works to start to realise their master plan for a further 700 dwellings. Following this the connection unlocks the wider growth cell of Rotokauri stage 1 for a further estimated yield of 3100 dwellings.</p> <p>The connection also provides utilities connections to the growth cell including strategic water pipes, strategic wastewater and third-party services such as gas and power.</p>		

	Te Wetini extension acknowledges the future greenway in its design, and this requires a 4.5m culvert and consented dam structure to be built to support the road across the future greenway to enable the greenway to operate as intended. The Water Stimulus Package has unlocked the ability for this initial stage of works to proceed in advance of Councils funding LTP, and thereby start to unlock the potential of the growth cell. The construction of the culvert structure is the first significant portion of the Greenway that is being constructed to manage stormwater effects from development.
What will be done	Construct the Te Wetini Drive stormwater crossing and Rotokauri Rise bulk water, bulk wastewater, and stormwater swale works.
March 2022 Update	This project is being delivered by a developer for Council via a PDA upsize and requires a 4.5m deep excavation to install 3 1050mm pipe/culverts and has encountered significant challenges around ground water management and required subsequent revised consents. The revised consents took nearly 6 months to secure which has delayed works, however the project work is still expecting to be completed by June 2022. The groundwater was initially expected to be managed by a 250m <sup>3</sup> /day consent, however in the end required a 1500m <sup>3</sup> /day consent. The financial impact associated with increased ground water management is currently being discussed and assessed with the developer.

Project	<b>WRS 15 – Rotokauri Greenway Conditions</b>	Overall Project Status	On Track
Objective	Give effect to and accelerate growth of Rotokauri greenway designated growth cell which is included in the Hamilton City and Waikato District plans by advancing the long lead time consenting requirements of the Rotokauri Greenway corridor.		
Allocated Budget	\$700,000		
Actual Expenditure (February 2022)	\$654,043		
Expected Completion Date	May 2022		
Background	Hamilton City Council is constructing approximately 3.8 km of new stormwater swales and detention ponds within a greenway corridor that is between 65m and 130m width. The greenway corridor will provide for stormwater management for the developing Rotokauri urban growth cell in northern Hamilton, in accordance with the Rotokauri Structure Plan.		
What will be done	Implementation of Stage 1 Rotokauri Greenway Designation and conditions, including establishment of groundwater monitoring and developing of a Mudfish Management Plan.		
March 2022 Update	The project is progressing well with improved understanding of ground water interactions with the biodiversity, and indications that this is not as critical as first indicated through modelling. Due to the relatively unknown mitigations for mudfish, a Mudfish Strategy has been developed with significant stakeholder engagement from Te Haa o te Whenua o Kirikiriroa, mana whenua, Waikato Regional Council, and Department of Conservation to ensure alignment on outcomes and mitigation options reflected in the Mudfish Management Plan are accepted by all. The Strategy will provide a foundation for all developers in the catchment to leverage off as they develop.		

Project	<b>WRS 19 – Rotokauri Wastewater Upsizing for Unconnected Communities</b>	Overall Project Status	Monitoring – Budget Risk
Objective	Install wastewater infrastructure to give the ability for connection for currently unconnected communities and future proofing for development in Rotokauri, specifically for wastewater services.		
Allocated Budget	\$1,050,000		
Actual Expenditure (February 2022)	\$361,168		
Expected Completion Date	May 2022		
Background	A community located in Te Kowhai Rd in Rotokauri is currently unconnected to a wastewater reticulation network and rely on a septic tank system that is degrading with time. This project serves to mitigate this environmental and public health issue by constructing a pipeline to allow connection to Hamilton's wastewater reticulation network and additionally to future proof wastewater servicing in the wider area to support future growth.		

What will be done	Installation of approximately 460m of new wastewater pipe from the far western Interceptor up to Te Kowhai Rd to enable an isolated unserviced residential community to connect to the wastewater reticulation network.
March 2022 Update	<p>Construction work is currently underway and progressing well with a forecast construction completion date of May 2022. Currently assessing potential cost variation associated with construction methodologies and ensuring maximum opportunity for future development opportunities.</p>  <p><i>Schematic showing proposed path of new wastewater main</i></p>

**Renewals and Asset Information Work Package:**

Project	WRS 4a – Additional Asset Renewals	Overall Project Status	On Track
Objective	Accelerate renewals programme to provide improved resilience on water and wastewater networks, reduce pipe failures and leakages.		
Allocated Budget	\$1,500,000		
Actual Expenditure (February 2022)	\$1,359,664		
Expected Completion Date	April 2022		
Background	Council is responsible for providing water and wastewater services that are reliable and which protect people's health and our waterways. Council uses condition assessment data with industry standard life expectancy curves to forecast assets likely end of life and plan for the renewal of those assets.		
What will be done	Undertake 473m of specialised aerial wastewater main and 1000m water main renewals in addition to LTP approved renewals programme.		
March 2022 Update	The Physical works associated with this project are now complete with a total of 1560m of water mains renewals completed and 126.5m of specialised aerial wastewater main renewals completed. Two of the six original aerial wastewater pipe renewal projects intended to be delivered were unable to be completed within the time allocated due to unexpected access constraints and challenging environment and terrains (gully location) that were identified in the planning process. These projects will now be re-prioritised to be delivered as part of the future renewals programme outside of the stimulus programme to allow further planning to be undertaken. The overall combined length of water and wastewater pipe renewed exceeded the original proposed length.		



Photos showing various wastewater and water renewal sites

Project	WRS 4b – Improved Asset Data Information	Overall Project Status	On Track
Objective	Improve understanding of asset conditions across the network to inform our asset management processes.		
Allocated Budget	\$2,135,000		
Actual Expenditure (February 2022)	\$2,034,568		
Expected Completion Date	June 2022		
Background	Accurate and reliable asset information and systems are integral to being able to manage critical water and wastewater assets. Looking for new and enhanced ways of collecting, processing, accessing, and analysing asset data underpins risk management and our journey to enhanced asset management practices.		
What will be done	Review three waters asset data management and functionality to streamline and integrate systems, improve functionality and consistency and aligning with best practice. Improve existing asset attribute and location data to inform renewals and assist with asset location in the field. Improve asset data by eliminating backlog of asset information to be entered into IPS/GIS and development and implementation of asset criticality frameworks for treatment plant and network assets		
March 2022 Update	Asset system and asset technology reviews are complete along with asset criticality assessments and frameworks and completion of the identified hydraulic model improvement actions. Work on the Asset Management Information system improvements are progressing well and are expected to be completed by June 2022.		

**Asset Condition Assessment and Resilience Work Package:**

Project	WRS 7 – Three Waters Asset Resilience Study	Overall Project Status	On Track
Objective	To improve the understanding of current vulnerability and level of resilience of the Three Waters Infrastructure and services		
Allocated Budget	\$712,500		
Actual Expenditure (February 2022)	\$423,146		
Expected Completion Date	May 2022		
Background	Three waters activities have many vulnerabilities and need standardised business processes to ensure activity and infrastructure planning appropriately addresses known vulnerabilities. It is important that three waters activities have the adaptive capacity to respond to the unexpected.		



	By mapping and assessing vulnerabilities we will increase the level of certainty that our existing planning approaches are robust or identify gaps in our current programmes to enhance our resilience. Establishing standardised processes will guide future reviews and enable us to adapt as our knowledge increases or factors change. This project will result in a map or matrices of vulnerabilities, current programmes / mitigations and the development of a waters centric risk and resilience policy to guide consistent resilience planning.
What will be done	The project will review how other utility organisations approach resilience and where possible align with industry best practice. HCC is on a journey to enhance three waters asset management maturity. This project will contribute to enhancing the policy, risk management and asset management systems attributes. Once key vulnerabilities are assessed and prioritised, priority packages of work will be developed within the project budget.
March 2022 Update	Project work is progressing well and on track from completion by June 2022. A Three Waters Resilience Scorecard has been developed based on the United Nations Resilience scorecard and an assessment completed to identify priority areas for further assessment in relation to the resilience of Hamilton's three waters activities. These assessments have focused on Risk assessments, contractors and suppliers, emergency response plans, design standards, Power and Telecommunications, natural hazard vulnerability and alternative emergency water source options. The assessments are nearing completion and will inform future infrastructure planning. Progress with implementation of any improvements can be measured through reassessment of the Three Waters Resilience Scorecard. Work on developing draft management policy and guidelines on Three Waters Risk and Resilience is underway and is expected to be completed by May 2022.

Project	WRS 9 –Low River Contingency Deployment and Pumping Capacity Upgrade	Overall Project Status	COMPLETE
Objective	Trial deployment of the Low River Contingency plan to ensure operational readiness for a future low river level and flow scenario.		
Allocated Budget	\$190,000		
Actual Expenditure (February 2022)	\$194,858		
Expected Completion Date	February 2022		
Background	The Waiora Water Treatment Plant's water inlet pipe is set at a fixed level in the Waikato River. If river levels drop below the level of this pipe, the treatment plant is unable to physically pump water from the river to the treatment plant. In 2016, a dedicated floating platform with pumps was built to enable the pumping of water from the deeper part of the Waikato River into the water treatment plant during exceptionally low river levels. This contingency plan, if required, will ensure that the treatment plant can continue to treat and supply Hamilton with up to 70 million litres of treated water per day. The low river contingency infrastructure has not needed to be deployed since it was commissioned in 2016.		
What will be done	Assembly, installation, operation, disassembly and storage of the Low River Contingency infrastructure. Procurement of additional pumps to increase available pumping capacity.		
March 2022 Update	This project is now complete. Deployment of the Low River floating platform and pumps was undertaken successfully in April 2021 and following trial operation, the operational management plan was updated. Additional pumps were procured and installed in late 2021 to increase pumping capacity from 70 to 90 million litres per day.		



Project	WRS 20 – Eastern Resilience Bulk Water Main	Overall Project Status	On Track
Objective	To improve the resilience of the water supply to the eastern side of Hamilton from the Water Treatment plant.		
Allocated Budget	\$1,930,400		
Actual Expenditure (February 2022)	\$1,603,073		
Expected Completion Date	June 2022		
Background	<p>Currently, the main supply of water to over 30,000 households, schools and businesses on the eastern side of the Hamilton is provided via twin bulk water mains located under the Waikato River. In 2017 an unexpected subsidence to the northern bank of the Waikato River, in the vicinity of the twin eastern bulk water mains, put the continuity of the supply to the eastern side of the city at significant risk.</p> <p>In mid-2020 as part of the planning for the construction of a new bridge crossing to service the Peacocke growth cell, HCC identified an opportunity to install an alternative bulk water main supply from the Water Treatment Plant across the Waikato River to the eastern side of Hamilton. The inclusion of a new bulk water main utilising the new bridge crossing would improve the resilience risk in relation to the bulk main supply of water to the eastern side of Hamilton.</p> <p>This project was originally identified as an unfunded contingency project and was promoted to be delivered within the funded programme in June 2021 following identification of forecasted cost savings in other projects within the programme. This project provides flexibility to balance any potential cost variations that might occur late in the programme to ensure the full \$17,460,000 of grant funding can be utilised.</p>		
What will be done	Procurement and installation of two bulk water mains from the Waiora Water Treatment plant to the Peacocke Waikato River Bridge. The alignment is to travel down the service corridor to the east of the Waiora Water Treatment Plant, along Peacocke Road and Weston Lea Drive to the new bridge.		
March 2022 Update	Works are underway and on-track with construction works progressing well.		

**Demand Management Work Package:**

Project	WRS 6 - Water Sustainability Strategy	Overall Project Status	On track
Objective	To develop a Sustainability Strategy to guide Hamilton City Council's Water supply activity and develop internal guidelines to guide asset management and infrastructure planning recommendations.		
Allocated Budget	\$200,000		
Actual Expenditure (February 2022)	\$158,248		
Expected Completion Date	May 2022		
Background	<p>Water supply contributes to the wellbeing of Hamiltonians and as the city grows, we face a number of challenges, our water resource will become constrained, the costs are increasing, and we have competing demands for our water supply to support social outcomes. Our water source is the Waikato River, we are committed to protecting and enhancing the awa.</p> <p>A strategic plan is needed to ensure that we take appropriate action now to ensure future generations continue to have access to reliable water supply.</p>		
What will be done	<p>Development of a sustainability strategy for the water supply activity (initially internally facing). This will include a vision, strategic outcomes, outcome measures and targets, as well as its 'strategic fit' alongside other HCC strategies, policies and plans.</p> <p>Development of a Management Level Policy which will guide staff in decision making and help them meet the outcomes of the strategy.</p> <p>It is anticipated that the Action Plan for this strategy will be the next step in its implementation (this is outside the current timeframes and budget under this project)</p>		
March 2022 Update	<p>Although progress has been slower than anticipated due to the impact of COVID provisions, the project is on track for completion in May 2022</p> <p>As part of stage 1, Information collection, a review of relevant legislative and policy drivers and water sustainability case studies (Watercare, City of Sydney, Whakatane District Council, Thames Water), have been completed</p> <p>Work is currently underway to draft sustainability strategy targets and measures, with a particular focus on ensuring the strategy aligns with the requirements of legislation, regulation and policy which guides how the water supply activity is managed, how the water supply activity can contribute to the United Nations Sustainable Development Goals and setting meaningful targets which can help guide decision making.</p>		
Project	WRS 10 – Scoping and Benchmarking of Incentives for Rainwater Storage Tanks for household installation	Overall Project Status	On track

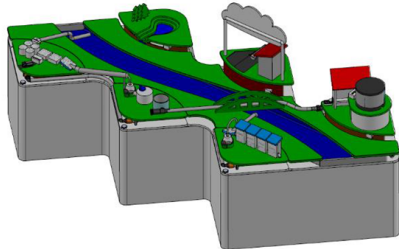

Objective	To investigate the use, benefits and incentives for rainwater tanks and greywater re-use as a tool/intervention for the purposes of assisting with achieving sustainable future potable water demand.
Allocated Budget	\$70,000
Actual Expenditure (February 2022)	\$56,649
Expected Completion Date	June 2022
Background	<p>To meet the capacity and availability needs for Hamilton's future water supply there is a need to address security of water allocation and supply from the Waikato River to meet the demand of a growing city.</p> <p>The level of service currently provided is that demand does not outstrip the available capacity. The average consumption of drinking water per Hamilton resident, per day is approximately 378 litres per person per day with an annualised target demand of less than 400 litres per person per day. The level of service is currently being met but consented limits for abstraction of water from the Waikato River are expected to be reached by expiry of the current water abstraction consent in 2044.</p> <p>Interventions currently being used, (or proposed) to manage demand include water loss reduction, water metering, education (Smart Water Programme), planning controls (ICMPs and Water Impact Assessments) and regulation (Water Supply Bylaw and Three Waters Connection Policy).</p>
What will be done	<p>Report on rainwater tank and greywater use including findings of HCC review, case studies, rainfall analysis and options for incentives and/or rule changes.</p> <p>The key outcome of this project will be to understand the benefits which rainwater and greywater use could potentially provide and assist with developing policy position on whether HCC wish to progress with initiatives to increase their use across the city.</p>
March 2022 Update	Rainwater and greywater tank use case studies (Watercare, Wellington City Council, Kapiti Coast District Council, Western Australia, Victoria and Tauranga City Council) and Hamilton high level rainwater analysis is completed, and a report drafted outlining the benefits of Rainwater and greywater tanks from a water demand management perspective. The report is currently being considered alongside other technical work relating to the district plan review.

Project	WRS 11 – Citywide Inflow & Infiltration Investigation	Overall Project Status	On track
Objective	Expansion of the Inflow and Infiltration investigation programme to identify and repair any identified defects to reduce the level of stormwater entering the Hamilton wastewater network.		
Allocated Budget	\$600,000		
Actual Expenditure (February 2022)	\$529,916		
Expected Completion Date	June 2022		
Background	Gully traps at many homes are incorrectly designed and installed and are located at a level that allow stormwater to enter the wastewater not the stormwater system. This additional flow of stormwater entering the wastewater system reduces the wastewater network capacity, increases the risk of wastewater overflowing and entering the environment and can also increase operational costs associated with additional wastewater pumping and treatment. Gully traps that are incorrectly designed or installed need to be identified and modified to reduce these effects.		
What will be done	Conduct targeted inflow and infiltration investigation in at least 2 wastewater pump station catchments in the city to identify properties with non-compliant gully traps and storm water drainage and undertake repairs and improvements.		
March 2022 Update	The project is continuing to progress and has completed a total of 894 site visits in the Temple View, Collins Road, Rimu/Rata, Fitzroy/Hamilton Lake and Maeroa wastewater catchment areas. A total of 505 sites have now had remedial works completed. The majority of the remedial work being undertaken is either raising gully traps or diverting stormwater out of gully traps.		



Project	WRS 16 – Three Waters Mobile Education Hub	Overall Project Status	On Track
Objective	To enhance the community's connection to the Waikato River and increase the communities understanding of three waters infrastructure and activities and how their interaction with those activities can add value and protect the environment and Waikato River.		
Allocated Budget	\$294,500		
Actual Expenditure (February 2022)	\$135,692		
Expected Completion Date	May 2022		
Background	Hamilton City Council manages large infrastructure networks, the residents of the city interact with this network many times every day. There are interactions that the community can have with the network that greatly supports the sustainability of both the network and the environment. Hamilton City Council has undertaken a number of education campaigns in the past and would like to build on the current programme with a mobile education hub that contains a number of resources that can be taken to schools, community events and other locations to support education.		
What will be done	Development of resources for education officers and waters team members that can be used to engage the community and increase knowledge in relation to three waters services and infrastructure and support changing behaviours in the way the community interacts with three water services. The project will develop 3 curriculum-based activities and supporting mobile resources which are shared and undertaken with 5 schools.		



March 2022 Update	<p>This project is progressing well with curriculum activities and supporting resources being developed in partnership with Waikato Regional Council Waikato River Schools programme and House of Science (national teacher support and resource provider for Scientific learning) with engagements underway with the first completed curriculum activity and resource kit with two Hamilton schools.</p> <p>The photo to the right shows the completed water analysis resource kits in the classroom ready for use. The resource kits have been developed to support a waters-based curriculum activity focusing on Te Mauri o te Wai and are available for local schools to utilise through House of Science Central Waikato Charitable Trust.</p>   <p>The image to the left shows the concept design drawing of an interactive and mobile three waters model currently being constructed that can be used to explain the water cycle, how three water services and infrastructure operate and interact and the environment, with particular focus on the Awa. Supporting curriculum resources are currently being developed to support the model and this is expected to be ready for engagements in April.</p>
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Project	<b>WRS 17 – Water Leak Detection</b>	Overall Project Status	<b>COMPLETE</b>
Objective	Expansion of the water leak detection programme and identify and repair of any identified leaks to reduce the water lost from the Hamilton City water network.		
Allocated Budget	\$475,000		
Actual Expenditure (February 2022)	\$479,532		
Expected Completion Date	February 2022		
Background	<p>Water leaks are often identified through reports from the public or members of Council staff once they are visible at the ground surface. Leaks are reported more frequently in summer due to the Smart Water campaigns and water restrictions, plus the dry weather makes leaks more visually obvious (i.e. a wet patch on dry ground). Over the past three years an average of 1457 of leaks were reported each year. Hamilton's water infrastructure leakage Index (ILI) in the 2020/21 year was estimated at a level of 3.1. A calculated ILI of between 2 - 4 indicates that there is possibility for further improvement in relation to system water losses. An ILI less than 2.0 indicates that further losses below this level may be uneconomic unless there are water shortages.</p> <p>Leak detection programmes target a specific area of a network, listening for leaks on pipes using acoustic loggers, then pinpointing leaks with trained staff using listening equipment. This allows small leaks that haven't yet reached the surface to be located, as well as visible leaks. The work is time consuming, particularly in noisy areas where it can be difficult to hear clearly and repeated or night visits are required.</p>		
What will be done	Water leak detection investigation completed in at least 1 water demand management area. Any identified leaks on private property are to be repaired by a contracted plumber and identified network (public) water leaks to be repaired by Hamilton City Council's City Delivery Unit.		

	<p>The areas selected for leak detection analysis were the Temple View, Ruakiwi and Dinsdale areas. These areas were selected as they have older pipework that may have deteriorated over time and could have increased levels of leakage occurring.</p>
March 2022 Update	<p>This project is now complete, a high-level summary of the project outcomes is detailed below. A total of 127km of water mains and 5511 connections were assessed with 94 water leaks identified and repaired.</p> <div style="text-align: center;"> <p><b>Dinsdale Water Supply Zone</b></p> <ul style="list-style-type: none"> <li>65.2 km pipes checked</li> <li>44 leaks found, so far</li> <li>1812 m<sup>3</sup>/year water (\$3351) saved or more</li> </ul> <p><b>Templeview Discreet Metered Area</b></p> <ul style="list-style-type: none"> <li>11.2 km pipes checked</li> <li>22 leaks found</li> <li>947 m<sup>3</sup>/year water (\$1752) saved</li> </ul> <p><b>Ruakiwi Water Supply Zone</b></p> <ul style="list-style-type: none"> <li>50.6 km pipes checked</li> <li>28 leaks found</li> <li>1153 m<sup>3</sup>/year water (\$2133) saved</li> </ul> <p><i>Map shows high level summary of WRS17 project outcomes with coloured areas representing the planned water supply zones</i></p> </div>

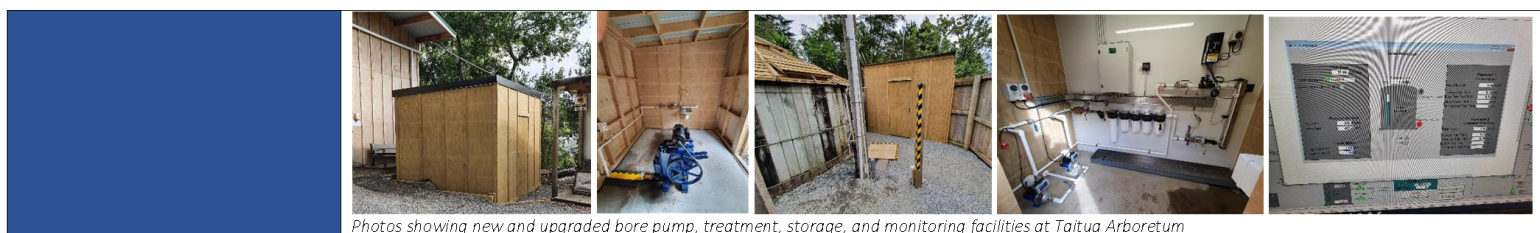
#### Three Water Strategy and Environmental Compliance Work Package:

Project	WRS 5 - Water Infrastructure Security Measures	Overall Project Status	On Track
Objective	Extra security measures and technology to improve the physical and cyber security of our critical water and wastewater infrastructure.		
Allocated Budget	\$950,000		
Actual Expenditure (February 2022)	\$756,558		
Expected Completion Date	May 2022		
Background	<p>Council is responsible for two large, advanced treatment facilities (Wairoa water treatment plant and Pukete Wastewater treatment plant) and nine reservoirs across the city.</p> <p>These facilities and reservoirs are in public spaces which makes them vulnerable to vandalism and other malicious acts. Our existing security measures are designed to deter these acts and alert staff if they occur. In the last year or two we have had vandalism and damage to property, theft of equipment and unauthorised access at multiple water and wastewater sites across the city.</p> <p>Providing water and wastewater services to our community relies on highly specialised computer control and automation systems. Increasing cyber security threats in New Zealand and the world mean robust, effective, and continuously updated cyber security protection is essential.</p>		

What will be done	Assessment and upgrade where required of CCTV, Cardax access, security lighting and fencing requirements for all water and wastewater treatment plant and reservoir sites and implementation of identified priority cyber security measures for operational control systems.
March 2022 Update	<p>The project is progressing well despite some COVID-19 delays with the project now expected to be completed by May 2022. Expanded Cardax systems and installation of new security lighting is complete at all sites, with work continuing on the installation of required CCTV monitors and cameras. Installation of security fencing at Rototuna Reservoir is complete and fully operational. Work continuing on the completion of cyber security measures.</p>  <p><i>Photos showing sections of the new installed security fencing at Rototuna Reservoir.</i></p>

Project	WRS 8 – Taitua Arboretum Bore Upgrade	Overall Project Status	Monitoring – Quality Risk
Objective	Provision of a safe and reliable non-fluoridated bore water supply		
Allocated Budget	\$172,100		
Actual Expenditure (February 2022)	\$187,088		
Expected Completion Date	March 2022		
Background	<p>The Taitua Arboretum is a bore supply, believed to be commissioned in approximately 1980. The supply was unregistered and untreated water supply consisting of a shallow unprotected bore, pump and reservoir. The supply was upgraded in 2016 to include cartridge filtration and UV disinfection treatment to ensure water was safe to drink. The site was subsequently promoted as an un-fluoridated supply to the public, from where water could be collected from. A booster pump was installed to increase pressure and flow from the tap. In 2020 routine sampling identified the presence of E.coli in the water. In response the supply to the public was stopped and investigations into the cause of the contamination were undertaken. A water safety plan assessment was completed, and 21 improvement actions were identified as being needed to ensure the safety of the water supply.</p>		
What will be done	Upgrade and/or maintenance of the Taitua Arboretum water supply bore, storage, treatment and distribution components to provide safe drinking water. This includes the completion of 21 improvement actions identified in the development of the Taitua Arboretum water safety plan.		
March 2022 Update	<p>Physical upgrade and maintenance works associated with this project are complete. Project included the construction of a new bore shed, bore pump pad, refurbishment of the bore pump and improved pump enclosure. Supply pipework, metering, valve and sample points were all installed or renewed. New treatment plant equipment including pumps, cartridge filtration, UV disinfection, flow metering and associated valving and pipework and remote SCADA and alarming capabilities were also installed and enclosed in a new treatment plant shed. The existing small water reservoir was refurbished with new liners and roof and security installed on chamber and hatches.</p> <p>Water quality monitoring has indicated UV system is not achieving required level of performance and discussions are continuing with UV system supplier to remedy the situation so supply can be re-opened.</p>		





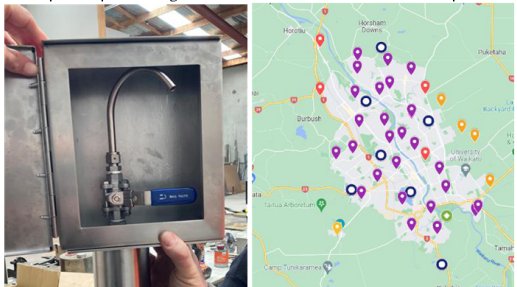
Photos showing new and upgraded bore pump, treatment, storage, and monitoring facilities at Taitua Arboretum

Project	WRS 13 - Ecological Improvements for Erosion, water quality, Stormwater Control and Gully Network Improvements (Mangaiti Gully)	Overall Project Status	Monitoring - Budget Risk
Objective	To expand ecological connections, improve water quality and enhance biodiversity within the Kirikiriroa catchment. This project will help prevent erosion and sedimentation, increase water quality, reduce peak stormwater flows and enable gully access for maintenance and enhancement.		
Allocated Budget	\$2,375,000		
Actual Expenditure (February 2022)	\$1,444,830		
Expected Completion Date	June 2022		
Background	<p>Stormwater management is an evolving multi-disciplinary practice that accommodates growth and requires compliance with regulatory requirements.</p> <p>Hamilton is growing rapidly in greenfield and brownfield areas. This can affect the quality and quantity of stormwater discharged to receiving environments.</p> <p>The health and wellbeing of the Waikato River and associated tributaries is a priority focus area with waterways needing to be restored and protected, and natural hazards minimised. This can be achieved through the design of stormwater management that provides for a high level of water quality and the naturalisation of existing watercourse to redevelop hydraulic and natural habitat diversity through gully restoration.</p>		
What will be done	<p>The project will include design, tender preparation, and resource consent applications for any erosion control work in the streambed and access tracks along the gully through vegetation clearance.</p> <p>Physical work activities will include the construction or upgrade/maintenance of erosion control structures, weed clearance and control, planting of approximately 70,000 indigenous plants, construction of new DOC style access tracks and the creation of boardwalks over seepages, flows and permanently wet areas.</p>		
March 2022 Update	<p>Overall, the project is progressing well. The access tracks are on schedule for completion in March 2022 and planting unable to be completed in Spring due to COVID lockdown are now expected to be completed by June 2022.</p> <p>The base of the main spine access tracks has now been completed and can be used by small maintenance vehicles. All of the timber for the boardwalks, retaining walls, and bridges have been delivered to site. Work has started on the foot access tracks that connect to the main spine track. Planting has continued with Ngaati Haaua Mahi Trust now completed approximately 70% of planting on gully slopes and 50% on gully floor.</p>		



Project	WRS 14 – Urban Stormwater Quality Management Investigation	Overall Project Status	On Track
Objective	Build on current practice and knowledge in relation to urban stormwater management is meeting best practice and environmental performance expectations.		
Allocated Budget	\$250,000		
Actual Expenditure (February 2022)	\$214,152		
Expected Completion Date	June 2022		
Background	This project builds on the existing relationship HCC and NIWA have in the Mangakōtutuku Urban Research Hub. The findings will in part assist in ensuring that stormwater management is meeting BPO and environmental performance requirements. The results from these investigations will be applicable across the city and ultimately across urban areas throughout New Zealand.		
What will be done	The information and insights derived from monitoring and assessment completed in Mangakōtutuku stream area as part of this project will be summarised into a technical report and will inform the development and calibration of an urban hydrology and water quality model. It is anticipated that this model may be used to improve the design, selection, and location of site stormwater mitigation tools, and contribute to cost-benefit assessments of alternative stormwater management approaches.		

	Performance monitoring of an actual stormwater management device will add to the body of knowledge regarding the efficacy of constructed wetlands for stormwater management and water quality improvement purposes.
March 2022 Update	Works are underway and on-track. NIWA are continuing with investigations and monitoring in the Mangakōtūkutu stream and work to complete a high-level assessment of on lot stormwater device management (with particular focus on brownfields retrofit) and how it compares to best practice across other Councils is underway. This assessment will support the on-lot treatment toolbox for updated practice notes.

Project	WRS 18 - Water Sampling Points	Overall Project Status	On Track
Objective	To ensure best practice drinking water monitoring infrastructure and procedures are utilised to demonstrate compliance with the Drinking Water Standards of New Zealand.		
Allocated Budget	\$ 95,000		
Actual Expenditure (February 2022)	\$ 32,587		
Expected Completion Date	May 2022		
Background	Microbiological monitoring of drinking water required to be undertaken every day in Hamilton City in order to demonstrate compliance with the Drinking-water Standards for New Zealand 2005 (Revised 2018). Historically sampling is carried out using external taps of residential and some commercial properties, however this is not considered best practice as monitoring resulted can be impacted by activities undertaken on private property and so results may not reflect the quality of the drinking water in the network.		
What will be done	Design, fabrication, and installation of 35 dedicated sampling cabinets to be used for drinking water compliance monitoring		
March 2022 Update	<p>Project is progressing well with cabinet design and fabrication now complete. Sampling locations have been identified and planning and scheduling of required plumbing and installation works is currently underway and will be completed over the next 3 months.</p>  <p><i>Photo of constructed sampling box prior to installation and map showing proposed locations of new sampling cabinets (Purple dots are proposed sites, red dots are possible sites under investigation, yellow dots indicate existing sampling cabinets and blue circles indicate water reservoirs.</i></p>		

#### Preparation for Reform & Programme Management Work Package:

Project	WRS 0 – Programme Management	Overall Project Status	On track
Objective	To ensure the effective management and delivery of the approved Three Waters Stimulus Grant Delivery Plan.		
Allocated Budget	\$650,500		
Actual Expenditure (February 2022)	\$440,376		

Expected Completion Date	June 2022
Background	Hamilton City Council (HCC) entered into a funding agreement in October 2020 with the Department of Internal Affairs, who in conjunction with Crown Infrastructure Partners (CIP) are administering the Three Waters Reform Stimulus delivery programmes on behalf of the New Zealand Government. Under the funding agreement, HCC was allocated \$17,460,000 to deliver projects agreed in the Three Waters Stimulus Grant Delivery Plan between HCC and DIA.
What will be done	Stimulus programme delivery oversight and reporting to meet required outcomes and metrics of the approved Three Waters Stimulus Grant Delivery Plan and Funding Agreement.
March 2022 Update	Programme management resources and structures in place to support and direct delivery of the programme. All DIA and CIP reporting requirements continue to be met.

Project	WRS 3 – Three Waters Reform Engagement	Overall Project Status	On Track
Objective	Ensure resourcing is available to undertaken initial preparatory work in relation to the Three Waters Reform		
Allocated Budget	\$760,000		
Actual Expenditure (February 2022)	\$ 536,156		
Expected Completion Date	June 2022		
Background	Based on Councils previous investigations in relation to the Waters CCO project, Council anticipates that significant expenditure will be required to participate, transition, and transform Council in response to the Three Waters Reform. Council's expectation is Government will cover all reasonable costs incurred as a direct result of the Three Waters Reform.		
What will be done	Provision of resources to respond to Information Requests and submissions associated with the Three Waters Reform and enable Hamilton City Council to participate in reform discussions and forums.		
March 2022 Update	Works are underway. Further details on progress with the Three Waters Reform are presented in a separate regular report to Council.		

# Council Report

Item 8

**Committee:** Infrastructure Operations Committee

**Date:** 12 April 2022

**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

<b>Report Status</b>	<i>Open</i>
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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 Elected Member's attention, but which do not necessitate a separate report or decision.

## Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee:
  - a) receives the report;
  - b) delegates the Chair and Deputy Chair of the Infrastructure Operations Committee to develop and finalise the following submissions by the closing dates:
    - i. the Ministry of Transport's consultation *Driving Climate Change: Reviewing the Road User Charges System* Consultation document to meet the 22 April 2022, submission closing date;
    - ii. the Ministry for Environment consultation *Te panoni i te hangarua – Transforming Recycling*, to meet the 8 May 2022 submission closing date; and
    - iii. the Waka Kotahi NZ Transport Agency consultation Regulatory Funding and Fees to meet the 13 May 2022 submission closing date;
  - c) notes that the draft submissions will be circulated to Elected Members and Maangai Maaori prior to submission;
  - d) approves the Co-Lab Waikato Regional Submission letter regarding the Waka Kotahi NZ Transport Agency Consultation on *Draft Guide to Temporary Traffic Management*; and
  - e) delegates staff to send a supplementary letter to Waka Kotahi NZ Transport Agency and Minister of Transport regarding the Submission on the Waka Kotahi NZ Transport Agency Consultation on *Draft Guide to Temporary Traffic Management*.

## 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.

4. The following updates are included in this report:
  - i. General Managers update
  - ii. Wastewater Overflow Mitigation Update
  - iii. Ministry for Environment Consultation – Te panoni i te hangarua – Transforming Recycling
  - iv. Collaborative Corridor Agreement (Transport Maintenance and Renewal) update
  - v. Biking and Micro-mobility Update
  - vi. Public Transport Infrastructure Studies Update
  - vii. Submission on the Road User Charges System consultation document
  - viii. Submission on the Waka Kotahi NZ Transport Agency Regulatory Funding and Fees Consultation
  - ix. Submission on the Waka Kotahi NZ Transport Agency Consultation on Draft Guide to Temporary Traffic Management
  - x. Update Regarding Challenges Assessing Our State Highways
5. Staff consider the recommendations in this report to have a low level of significance and that the recommendations comply with Council's legal requirements.

## **Discussion - *Matapaki***

### **General Managers Update**

6. Since March 2020, our staff have had to change the way they work to operate safely under COVID-19, whilst still maintaining high levels of service to our community.
7. We have received significant support from Elected Members and Maangai Maaori and I would like to take this opportunity to acknowledge this support and thank you for your positive messages of encouragement.
8. We continue to feel the impacts of COVID-19, particularly during this period of the Omicron variant and we do have some interruptions to our services and delays to our responses to service requests and complaints received, particularly in our rubbish and recycling, transport and 3 water services, connection applications and installations. Our teams are working hard to bring these services and responses back to acceptable standards, but it will take some time.
9. The safety, wellness and general wellbeing of our staff remains paramount, so we can consistently deliver the services our city wants and needs both now, and into the future. Your continued support of this is appreciated.
10. During the past 12-months we have also had a number of staff reach significant long service milestones. We are yet to formally celebrate these staff as we'd like to, but we plan to do so once it is safe and Covid alert levels allows us. I will keep Elected Members and Maangai Maaori updated on when these celebrations will take place.

### **Wastewater Overflows Mitigation**

11. As previously reported to the Infrastructure Operations Committee on 24 February 2022, staff are continuing to review and remove the 24 unmonitored overflow points that are located within the wastewater network. This work was requested by the Infrastructure Operations Committee 9 November 2021 in relation to the Delia Court overflow.
12. To date eight engineered overflow points have been removed, including Delia Court. Another five have been identified as being able to be removed. This work will happen over the next few months.

13. Two engineered overflow points have been confirmed as necessary for network operations as without these significant flooding in the road reserve could occur during a rain event. Staff are assessing if the installation of battery powered loggers connected to our alarm system would be beneficial to proactively monitor these. These devices are currently being trialled in other parts of the network.
14. Survey works are ongoing of the remaining nine engineered overflows points to determine improvements that can be made without impacting network operations.
15. Streams into which the engineered overflows discharge continue to be monitored. In some instances, the engineered overflow is connected to the stormwater network, in others there is an immediate connection from the wastewater network to the natural environment. Visual and odour stream inspections completed to date show no evidence of overflows occurring recently at any identified overflow sites.

### **Submission to Ministry for Environment consultation – Te panoni i te hangarua – Transforming Recycling**

16. The Ministry for Environment (MfE) is consulting on three connected proposals that will lift the performance of Aotearoa New Zealand's recycling and help build a circular, climate friendly economy.
17. Recycling rates in Aotearoa New Zealand are low compared to other countries with better systems. Large amounts of valuable resources are lost to landfill. This results in lost resources and business opportunities.
18. The proposal seeks to minimise waste, improve recycling, and reduce emissions from waste and head to a future where everyone reduces waste, reuses, and recycles. By putting the right foundations in place Aotearoa New Zealand's recycling systems can be brought up to global standards.

#### **Part One: Container return scheme**

19. Proposal of a beverage container return scheme for Aotearoa New Zealand. This resource recovery scheme will encourage people to return their drink containers for recycling in exchange for a refundable deposit. By implementing a container return scheme it is expected to reduce litter and increase recycling rates of beverage containers to at least 85 per cent.

#### **Part Two: Improving household kerbside recycling**

20. The second part of the consultation addresses household kerbside recycling collections across Aotearoa New Zealand. Collecting a standard set of materials will reduce confusion and enable New Zealanders to recycle the same items anywhere in the country. It is also proposed that everyone would have access to a food scraps bins at kerbside to help reduce the carbon footprint.

#### **Part Three: Separation of business food scraps**

21. Business food waste is the third focus of this consultation. MfE is proposing to make the separation of food scraps from general waste compulsory for all businesses. Diverting business food waste from landfill will reduce emissions and the food scraps can be used to improve soil, generate power or feed animals.
22. The consultation document can be found [here](#).
23. Submissions can be made until 11:59pm Sunday 8 May 2022.
24. It is proposed that this committee delegates authority to a few Elected Members, to work with staff on the preparation and approval of the submission to the Ministry for Environment proposal *Te panoni i te hangarua – Transforming Recycling*.



### **Collaborative Corridor Agreement Update – (Transport Maintenance and Renewal)**

25. At the [16 April 2020 Infrastructure Operations Committee](#) meeting (Item 11), a decision was made to support the 3-year extension of Contract 12080 with Downer from 1 July 2020 to 30 June 2023. This decision noted that staff will investigate and identify a preferred procurement model for its Transportation Corridor Maintenance and Renewal Activities to be ready to start from 1 July 2023.
26. A General Manager update was provided to the [17 August 2021 Infrastructure Operations Committee](#) meeting noting that, the City Transportation Unit has chosen to refresh the contract and procurement model develop a similar 'collaborative-style' contract that introduces some improvements identified as a result of the investigation. The new contract model will clearly define the scope of works and levels of service, whilst allowing for innovation, enabling efficient contract delivery through clear governance and reporting, and providing for transparent pricing to deliver optimal outcomes within the Long Term Plan.
27. A General Manager update was provided to the 24 February 2022 Infrastructure Operations Committee noting that the renewed draft contract document set (now being called the Collaborative Corridor Agreement (CCA)), is currently being drafted. The February update noted that a second Market Engagement workshop would be held in March 2022 to provide the supplier market with further information to help them prepare their resources ready for tendering from July 2022.
28. **Attachment 1** is an update to our proposed CCA procurement flow chart identifying our current progress.
29. An Expression of Interest (EOI) process was also completed in late March 2022 to seek responses from suppliers to indicate their interest in bidding for this contract and 6 expressions of interest were received. Only the suppliers that registered for the EOI were invited to attend the second Market Engagement workshop which was held on 1 April 2022. Suppliers who registered for the EOI were also offered individual meetings to further explore any concerns or challenges of bidding for this new contract in what are very volatile times for pricing a new contract.
30. The supplier selection process is focussed on balancing the quality attributes of suppliers against their bid to deliver our expected outcomes efficiently and effectively. This includes a strong focus on the broader outcomes of buying/supporting local, delivery towards achieving community wellbeings and to be early engagers on climate change and environmental initiatives.
31. We are proposing a Price Quality Method of evaluation with prices submitted for the first year of the contract to provide some incentive to seek innovative ways to deliver efficiently. From year 2 onwards, the contract will continue as for our existing collaborative arrangement with a target cost estimate to be developed each year focussed on delivering on the contract performance objectives. Our overall CCA contract objectives are to:
  - i. provide a safe transport network for all road users and site personnel;
  - ii. provide innovative solutions to get maximum long-term life cycle value from investment and achieve desired levels of service over the long term;
  - iii. create positive impacts on environmental, economic, social, and cultural wellbeing within the city, now and in the future;
  - iv. operate in a trust-based, collaborative environment, with open and honest communication between all parties;
  - v. maintain the network via best practice industry leading asset management and proactive maintenance that maximises network lifespan and availability, and drives strong customer outcomes; and
  - vi. proactively manage the risk of system failure and loss of service/availability.



32. Performance is to be assessed against these objectives, with incentives offered based on value of the outcomes and additional tenure. The contract is to be a 5 year + 3 + 2 year tenure.
33. As part of the tender evaluation, we will hold team workshops to trial the working relationship with and capability of each of the prospective suppliers. This is a valuable exercise that is common in large collaborative contracts to provide additional certainty of the quality of the teams proposed.
34. Engagement with staff that are embedded within the existing Infrastructure Alliance is continuing. We are developing a change management plan to ensure they are supported through this change and will be prepared to support the transition of the new CCA team from early 2023.
35. This change management plan will also reach out to others involved in the Infrastructure Alliance delivery activities, such as the Parks and Recreation team that undertake landscaping, gardening, and mowing as a nominated subcontractor to the current Infrastructure Alliance.

### **Biking & Micro-Mobility Update**

#### **Eastern Pathways – School Link and Connections Business Case**

36. Request for Expression of Interest (REOI) for the design phases of School Link and Connections projects has been completed. An REOI was utilised prior to the Request for Proposal (RFP) phase to confirm industry capacity and capability to undertake the project as a sole package of works, versus a series of separately tendered design packages.
37. The intention was to shortlist three respondents for the RFP phase from the REOI phase, however only three responses were received. All three meet our requirements and have progressed to the RFP phase. It is anticipated the successful consultant will be appointed by the end of April 2022.

#### **Biking and Micro-Mobility Business Case**

38. Staff are continuing to work with Waka Kotahi NZ Transport Agency (Waka Kotahi) on reviewing items for the Biking and Micro-Mobility business case. Due to the complexity of some items, we anticipate the business case will be presented to the Waka Kotahi Board in July 2022. The goal of the business case is to gain Waka Kotahi approval for our 30-year cycling and micro-mobility plan for the city, but with an established 10-year prioritised programme for investment. The 10-year programme will be made up of a combination of transitional cycling interventions, such as cycle wands and concrete separators, as well as permanent fully separated facilities.

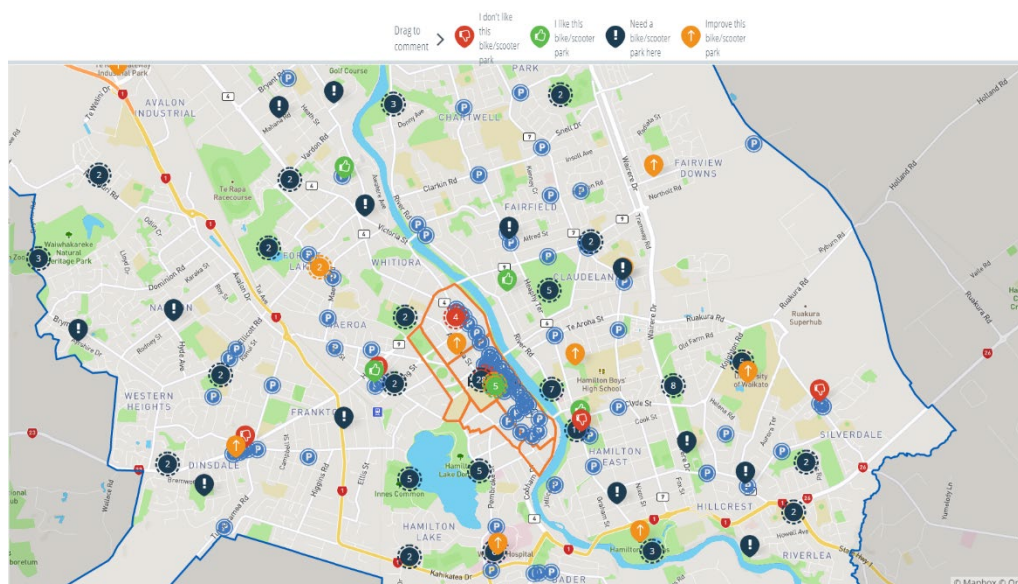
#### **Eastern Pathways - University to Central City Business Case**

39. At a recent meeting with Waka Kotahi NZ Transport Agency (Waka Kotahi) it has been confirmed the proposed Central City River Crossing & Connections project can be incorporated into the University to Central City Link business case. Waka Kotahi stated this approach delivers the best overall benefits to the transport network in this area.
40. This approach has been based on the objectives and supporting demand assessments and route prioritisation work completed in the Biking & Micro-Mobility business case.

#### **Bike and Scooter Parking Survey**

41. As part of our on-going programme to improve bike and scooter parking we have asked Hamiltonians about end of trip bike and scooter parking facilities. Previous community feedback about cycling suggests better end-of-trip facilities will encourage more people to bike and scooter around the city.

42. A month-long survey ran from 28 February 2022 to 28 March 2022 and involved using an online map asking people to drop a pin:
- where they thought new parking facilities could be installed;
  - what existing bike and scooter parking facilities they liked; and
  - any existing facilities needing improvement.
43. At the time of writing this report, more than 100 pins had been placed on the map. Approximately 90% indicated new locations with the rest being a mix of suggestions of facilities either need improvement or were liked or disliked.
44. Staff will provide a full summary of the survey results at the Infrastructure Operations Committee 31 May 2022.
45. Below is an example of the information gathered via the online map.



### **Public Transport Infrastructure Studies Update**

46. Studies for the Rototuna to Central City service and the facilities at Waikato Hospital area have been completed and are just working through the final reviews by Waikato Regional Council and the Waikato District Health Board. A report on both studies will be presented to the Infrastructure Operations Committee on 31 May 2022.
47. The overall purpose of the studies was to assess public transport infrastructure to provide an understanding of the infrastructure requirements and potential investment needed to improve service reliability and improved levels of service for customers. The overall objective of the studies is to identify specific network issues and infrastructure opportunities, but with particular focus on the future public transport network and service model.
48. Waikato Regional Council have commenced a public transport study for the Cambridge to Hamilton route. Results from this study will be reported to Infrastructure Operations Committee and the Waikato Regional Council Regional Connections Committee in due course.

### **Submission on the Road User Charges System Consultation Document**

49. The Ministry of Transport's January 2022 Consultation Document Driving Climate Change: Reviewing the Road User Charges System – Considering Climate Change, Simplifying Compliance and Making Better Use of Technology as our Transport System Changes outlines possible changes intended to improve the Road User Charges (RUC) system and support the uptake of low carbon vehicles - refer [HERE](#).

50. Key topics in the Consultation Document include:

- i. how RUCs might be used to charge for greenhouse gas emissions and other factors beyond damage to the roads (like noise pollution and congestion);
- ii. how light Electric Vehicles (EVs) owners can transition into paying RUCs when the exemption for EVs ends in March 2024; and
- iii. how RUC compliance regime can be improved.

51. There are other possible changes considered, including removing paper label requirements (for RUC and the vehicle licence (rego)), transitioning CNG/LPG vehicles into the RUC system, and mandating electronic RUC for heavy vehicles.

52. As submissions to the Ministry of Transport's Consultation Document close on 22 April 2022, it is recommended that the Infrastructure Operations Committee provide delegated authority to a selection of Elected Members to work with staff to develop Council's submission to the Consultation Document. The draft submission will be circulated to Elected Members and Maangai Maaori for feedback, with comments then analysed by the delegated Members and staff for inclusion in the final version.

### **Submission on the Waka Kotahi NZ Transport Agency Regulatory Funding and Fees Consultation**

53. Feedback is currently being sought on proposed changes to fees, charges and funding for regulatory services provided by Waka Kotahi NZ Transport Agency and its agents e.g., AA and NZ Post. These services include aspects such as driver licences, vehicle licensing and registration, Warrants of Fitness, and Certificates of Fitness, along with wider regulation of the land transport system - for an overview of these proposed changes and the consultation, refer [HERE](#).

54. Waka Kotahi note that they need to ensure they have enough funding to undertake their work to a high standard/competency level. They now know exactly how much it costs to undertake this work properly as regulator. Essentially, they need \$100 million more each year than they currently get from fees, charges and government funding.

55. To achieve this, Waka Kotahi is suggesting that a new funding model be introduced where people pay the right amounts for the services they're getting – this has the potential to see an increase in the costs the parking activity incurs as a result of the Motor Vehicle Register. Under this new model, some fees and charges would go up, some would go down, and some costs of regulation would be paid in other ways e.g., through government funding including the possibility of the National Land Transport Fund.

56. Waka Kotahi is therefore seeking feedback on this new proposed funding model - for specific detail about this proposed model, refer [HERE](#).

57. Submissions to the consultation being undertaken by Waka Kotahi close on 13 May 2022. Staff will be recommending that the Infrastructure Operations Committee provide delegated authority to a Working Group of Elected Members to work with staff to develop Council's submission. The draft submission will be circulated to Elected Members and Maangai Maaori for feedback, with comments then analysed by the Working Group and staff for inclusion in the final version.

### **Submission on the Waka Kotahi Consultation on the Draft Guide to Temporary Traffic Management**

58. Waka Kotahi NZ Transport Agency (Waka Kotahi) are currently consulting on a draft New Zealand guide to temporary traffic management (NZGTTM) sets out ways to improve safety for everyone on Aotearoa New Zealand roads – providing for an update on the Code of Practice for Temporary Traffic Management that is currently in use by the majority of road controlling authorities throughout NZ.

59. Temporary traffic management is the way signs, forms and safety measures are used to ensure any work within the road corridor is conducted in a safe and consistent manner for road users, road workers and the public.
60. It outlines how to use a risk-based approach to prioritise the safety of all road users including people walking, on bikes, driving vehicles and the many New Zealanders who work on our roads. It will be useful for road construction and maintenance, events, emergency response or any activity where a temporary road design is required. The draft guide has been developed with input from across the road safety sector and international practices to help contribute to Road to Zero, New Zealand's road safety strategy, where no one is killed or seriously injured on our roads.
61. Waikato Region (coordinated by CoLab (formerly known as WLASS)) has had a group of roading managers and traffic management coordinators working together to review the NZGTTM document and develop a submission on the proposal. A copy of the draft submission is included as **Attachment 2** to this report, along with a supporting document (**Attachment 3**) which provides background to temporary traffic management, what the proposal means for the industry and road controlling authorities and potential next steps.
62. Hamilton City Council staff share the concerns being raised in the submission and believe that there are significant risks being raised by the proposal that Waka Kotahi are consulting upon. The changes are significant and will have far-reaching implications. For Councils, this will not only impact them as regulators of the road in how they approve and manage work on their networks, but it will also affect their service delivery in the way their contractors do work on the roads. The key impacts are:
  - i. increased costs to implement temporary traffic management;
  - ii. ability to resource the changes;
  - iii. time delay associated with having traffic management plans approved;
  - iv. risks of greater inconsistency of temporary traffic management provision between temporary traffic management provider; and
  - v. training no longer be provided or coordinated by Waka Kotahi leading to greater inconsistencies and increased risk.
63. The TTM industry has not seen a change of this magnitude in 20 years. Consultation and communication from Waka Kotahi to local government has been poor, and the submission period is insufficient to address the many and valid concerns.
64. Approval is being sought for supporting the regional submission and becoming a signatory to the draft letter, alongside sending a supplementary letter from Hamilton City to Waka Kotahi NZ Transport Agency and Minister of Transport.
65. Submissions are due to Waka Kotahi by 29 April 2022.

#### **Update Regarding Challenges Accessing the City State Highway Network**

66. Since 2020 Council staff have been working with Waka Kotahi to update Councils approved Temporary Traffic Management Plans (TTMP) as a result to changes to the criteria of Temporary Traffic Management by Waka Kotahi and access to State Highways. This change was introduced following the death of 3 people who were working on the State Highway network.
67. These changes have included an update of our methodology for accessing and working on the State Highway network including setting up traffic management, access to the state highway to complete renewals, maintenance and operations including vegetation, footpath and traffic signal maintenance and renewals.

68. These changes have resulted in Hamilton City Council (HCC) moving from having one generic plan and approach to complete all work to developing and having in place multiple detailed individual site-specific plans for the completion of our maintenance and renewal work programmes on the state highway network within the city.
69. This review of HCCs TTMP and approval process of the updated plans by Waka Kotahi has proven complex and technical in nature and as a result has been lengthy. This has also been complicated by COVID-19 lockdowns, resourcing shortages of HCC staff and consultants particularly in the skill capability and expertise areas of Traffic Management required to update the HCC TTMPs.
70. As result of this staff have found it difficult and time consuming to access the state highways over the last year. Staff have been working closely with Waka Kotahi to resolve the approval process of TTMPs, meeting on a regular basis. Due to the ongoing delays in updating and obtaining approval of updated TTMP's, Council have now engaged a new consultant to assist with production of the TTMP updates and sought expertise assistance from Downer NZ.
71. Safety of people both working and using the roading network is always and continues to be, a priority. In the interim, we are working closely with Waka Kotahi on options to access all state highways to address the immediate safety concerns which have been raised. To reduce the risk due to safety, staff are also monitoring closely any maintenance required, regarding safety, as soon as possible. In the interim an extension for vegetation management has been requested for existing plans, we are working with partners to gain access to the State highway network through their approved TTMP's and work programmes. This is only a short term remedy.
72. As we work through this, we are anticipating more complaints regarding the lack of or slow maintenance of the state highway corridors. To advise our community of the challenges we are experiencing at the moment due to compliance changes and the impacts of COVID-19, communication to our community is planned that covers off some of the challenges that staff, along with other Councils in New Zealand have been experiencing and what our intention is moving forward.
73. In conjunction with the above update of the HCC TTMPs, Waka Kotahi are replacing COPTTM (code of practice for temporary traffic management) with the proposed New Zealand guide to temporary traffic management (NZGTTM). As reported to this committee, the NZGTTM is in draft and consultation is open for feedback. Staff are currently reviewing the proposed draft NZGTTM in order to draft feedback and a submission to Waka Kotahi for approval and also understand the impacts this proposed change may have on the updated plans currently being completed by staff.

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

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

### **Wellbeing Considerations - Whaiwhakaaro-aa-oranga tonutanga**

75. 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').
76. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.
77. The recommendations set out in this report are consistent with that purpose.
78. There are no known social, economic, environmental or cultural considerations associated with this matter due to this report being for information only.

**Risks - *Tuuraru***

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

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

80. 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 - *Ngaa taapirihanga***

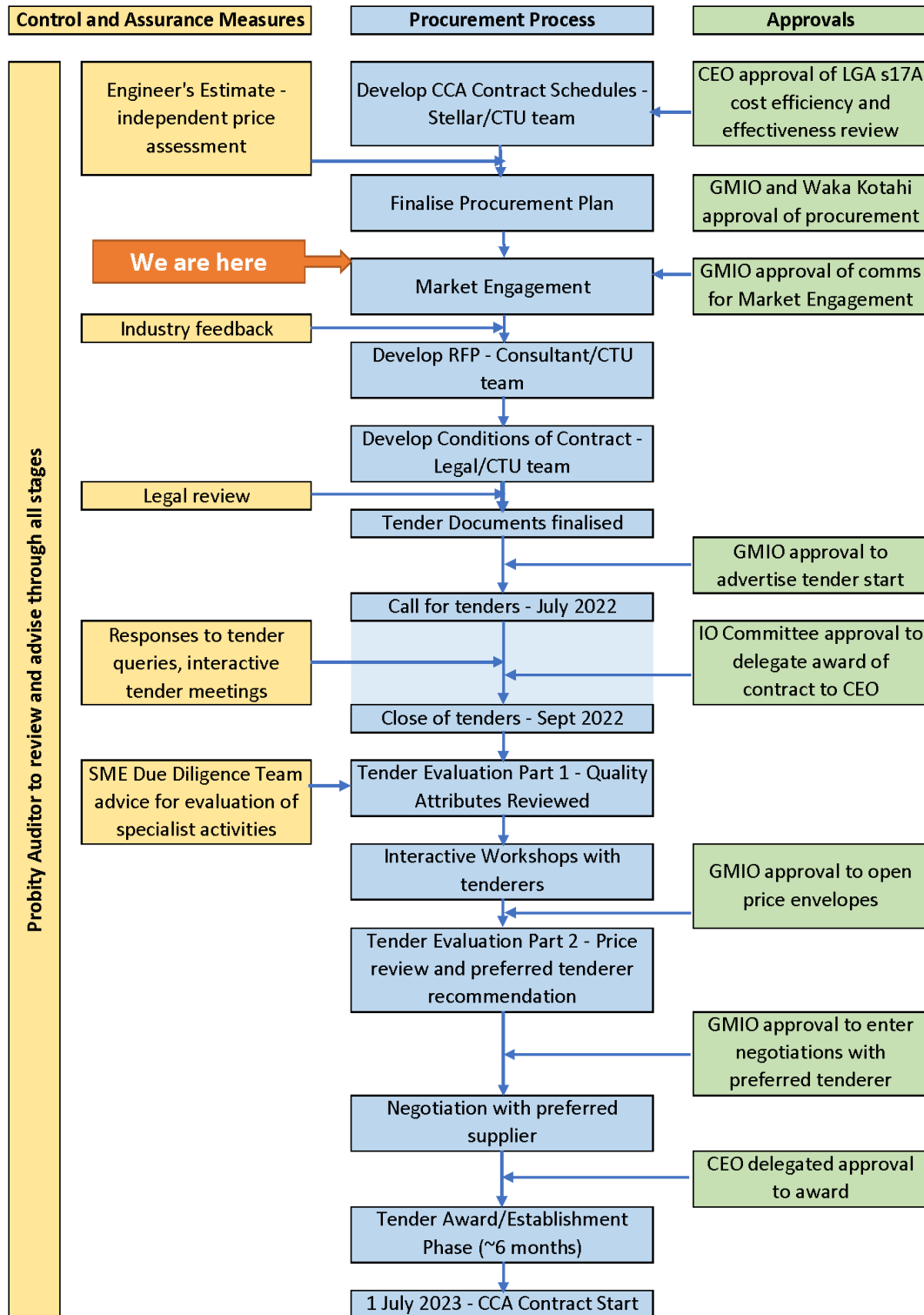
Attachment 1 - CCA Procurement Process

Attachment 2 - Draft NZ Temporary Traffic Management Guidelines Co-Lab Submission to Waka Kotahi

Attachment 3 - Temporary Traffic Management Guidelines submission background and supplementary information document

## Collaborative Corridor Agreement (CCA) - Procurement Process Map

Updated: 22-Mar-22



Item 8

Attachment 1

To whom it may concern,

As the roading asset managers of the 10 local authorities in the Waikato region, we are writing to you to express our serious concerns over the **draft New Zealand Guide to Temporary Traffic Management (NZGTTM)**.

Our feedback is as follows:

1. Consultation Process

- 1.1. The TTM industry hasn't seen a change of this magnitude in many years. Consultation and communication from Waka Kotahi to local government has been poor, and the submission period is insufficient to address the many and valid concerns.
- 1.2. There is also a lack of information on the transition process and timeframes. This puts councils in a difficult position of needing to make significant changes to their TTM approach with no current indication of timeframes or processes.
- 1.3. The lack of meaningful engagement by the Agency has raised concerns from the road controlling authorities that the Agency has failed to follow their own published guidelines on the procedure for consultation <https://www.nzta.govt.nz/about-us/consultations/>
- 1.4. We are aware that similar concerns are being expressed by RCA's across the country and would expect that the Agency make all responses available.

2. Need for Change

- 1.1. Waka Kotahi have stated that they have introduced NZGTTM in response to changes in health and safety guidance on risk assessment from Worksafe, and it is our understanding that this document will replace the existing Code of Practice for Temporary Traffic Management. At this time the Agency have provided no evidence that they have undertaken a review of CoPTTM to establish that it is unfit for use as a guide for the design of temporary traffic management works or that the current CoPTTM system of training is unfit for purpose.

**Question – Will Waka Kotahi provide the business case and Agency briefing to the project team for the development of NZGTTM for review by an external body?**

**Will the Agency confirm the suitability of the use of CoPTTM for the design of temporary traffic management systems, and if not provide a review with written details of the issues that they have identified with the document that make it unfit for use.**

3. Legislation alignment.

- 3.1. The draft NZGTTM refers to the WorkSafe's road and roadside worker health and safety good practice guide which was consulted on last year. WorkSafe have since removed all traces of the consultation document from their public facing website. **Please provide access to this Worksafe guide for reference.**
- 3.2. The draft NZGTTM legislation introduction refers to the Local Govt Act 2002 general purpose and then the section on Bylaw making powers. However, the more specific Local Govt Act 1974 Part 21 and section 353 sets out Council's specific responsibilities, and while this is quite dated it still seems more relevant to the NZGTTM and removes the indication that somehow it is going to be mandated with a bylaw. **Is it Waka Kotahi's intention that all local authorities make new bylaws to manage Temporary Traffic**



Management (TTM)? If this is the case, then it may lead to multiple interpretations of the NZGTTM and the variation of standards for temporary traffic management across the country leading to increased risk for road users and workers.

- 3.3. There are concerns around how the new document aligns with relevant legislation.

**Question: Have Waka Kotahi completed a legal review, especially relating to how the new guide aligns to relevant current legislation, and can that information be shared for review?**

4. Consistency in Temporary Traffic Management

- 4.1. The new guide is more subjective; therefore it is possible that consistency of TTM will decrease.

- 4.2. There are concerns over how the new guide will affect the type and look of TTM around the region and country. Drivers may well see different TTM from site to site even for common road maintenance tasks like line marking or sealing, depending on the company and staff that are working on it. This may put drivers, roadworkers and the public at increased risk.

**Question: How will the new guide ensure consistency in traffic management, especially for the travelling public? How will any inconsistencies be identified and addressed?**

5. Transition to the new guide

- 5.1. Implementing a whole new guide will be costly as internal processes and contracts will need changing and staff require additional training. This will add pressure to an already stretched workforce, which ultimately is a risk to safety in itself.

- 5.2. There is a lack of detail about the transition process such as how long it will take, what role Waka Kotahi will play, costs etc.

**Question: What is the expected transition period for this process and what are the steps within that transition?**

**What other documents are expected to require review to support the NZGTTM and when will this occur?**

6. Resourcing

- 6.1. The new guide places much more responsibility on risk makers to manage risk. "If you create the risk, you manage the risk" This is a laudable requirement. The NZGTTM does however appear to be written for the person who already has a significant appreciation of traffic management, risk assessment, road management terminology and road system design and this will suit the professionals and big operators looking after highways and the larger local road networks. However, a significant portion of local government TTM approvals are to small contractors, who will not have this expertise nor an ability to spend a great deal of time to become risk assessors and managers. They will therefore have to rely on commercial traffic management suppliers to assess risks and provide this service more so than occurs presently. Many small contractors under COPTTM have done enough training to run the majority of their operations satisfactorily in house. There is a risk here that smaller operators will no longer be able to manage TTM and that

professional TTM companies will also not have the resources to pick up this extra workload.

- 6.2. The system already experiences bottlenecks now in the preparation and processing of Traffic Management Plans (TMPs). This will only be exacerbated by a system change where most current people in the industry will require new training.

**Question: How will industry resource this change, both during the transition period and afterwards?**

7. Training

- 7.1. There is concern the Transport Agency may be stepping aside from its historical role as leader in training assurance and standards and delegating to multiple firms across country with individual requirements/syllabuses. This will lead to inconsistency and increase risk.

**Question: How will training providers be supported to create common training materials and programmes, and how will this new training regime affect training costs and career pathways?**

**Who will maintain a central register of currently trained and certified personnel, and how will the level of training across the country be maintained?**

8. Costs

- 8.1. It is acknowledged that cost should not be a barrier to doing the right thing and ensuring the public and road workers are protected but TM costs are very likely to increase significantly for Contractors, Utilities, Event organisers and Road Controlling Authorities (RCAs) both initially while a system change is introduced and longer term as the costs of the more rigorous processes are embedded.

**Question: Have Waka Kotahi costed the implementation of the new system and future costs under the new system and considered how those costs will be funded? Can you provide copies of this review or indications from your trials of the system?**

At this time, and until the questions above have been answered to our satisfaction, we regret that we cannot support or endorse this document or its adoption.

Thank you for your time, we look forward to receiving your response.

Regards

Hamilton City Council – Martin Gould

Hauraki District Council – Lukas DeHaast

Matamata Piako District Council - Mike Van Grootel

Otorohanga District Council - Andreas Senger

South Waikato District Council – Chris Clarke

Taupo District Council – Dennis Lewis

Thames Coromandel District Council – Ed Varley



Waikato District Council – Ross Bayer

Waipa District Council – Bryan Hudson



Waitomo District Council – Ryan Stanley

## Introduction

The purpose of this document is to act as supplementary background information to assist councils in their understanding and response to the proposed changes to the temporary traffic management (TTM) standards. It has been developed on behalf of council staff experts across the Waikato region with executive reports and council committees in mind. The authors welcome any feedback and suggested amendments.

## Background

### *What is TTM?*

Temporary traffic management is the way signs, forms and safety measures are used to ensure any work within the road corridor is conducted in a safe and consistent manner for road users, road workers and the public. It is the cones, signs and road workers you see when driving through or around a work site. TTM is required for any work within the road corridor, from making a new driveway entrance, otherwise known as a vehicle crossing, to laying ultra-fiber in the berm to fixing potholes and applying new seal. The type of management required depends on the activity in the road corridor and how this will impact the safety of all road users. For example, some work on fiber cabinets may only require some minor coning and no speed restrictions, whereas some reseal work may actually require a detour or one laning at a site.

### *How is the industry regulated and managed at the moment?*

Currently, TTM is governed by the Code of Practice for Temporary Traffic Management (CoPTTM) which is Part 8 of the Traffic Control Devices manual (TCD Manual). This Manual is written and managed by Waka Kotahi, which is the New Zealand Transport Agency. While CoPTTM is not compulsory to use, it is the document used across the entire country and industry. Behind CoPTTM is an established pathway of training and qualifications, and education providers to facilitate this. Waka Kotahi manage and moderate these qualifications and training.

The basis of CoPTTM is the Traffic Management Plan (TMP) which is a document written for each piece of work within the road corridor. It must be written by a qualified person and approved by the Traffic Management Coordinator (TMC). The TMP describes “the design, implementation, maintenance and removal of temporary traffic management (TTM) while the associated activity is being carried out within the road reserve or adjacent to and affecting the road reserve” (CoPTTM).

The key qualifications relevant to local government are:

- a. Traffic Management Coordinator (TMC). Every road network has a TMC who is delegated to approve traffic management plans, coordinate temporary traffic management and, where appropriate for local roads, to delegate power to approve TMPs to others. Each council will employ someone to fulfil this role directly, either through an in-house position or contracted out.
- b. Traffic Management Operative (TMO)
- c. Site Traffic Management Specialist (STMS) “An NZ Transport Agency (NZTA) qualified person who has specific responsibility for documentation and management of temporary traffic

management (TTM).” Any contractors working within the road corridor will require a STMS on site during the works. While this is usually not a role directly filled by council staff, all council contracts where works occur in the road corridor will have an STMS as part of the staffing.

- d. Temporary Traffic Management Planner (TTMP)

## The Issues

*What's happening in the TTM industry now?*

In March 2022 Waka Kotahi released new guidance on how TTM will be delivered across the country. This covers both state highways and local roads, which are managed by local councils. The new guidance will affect the way traffic management is conducted on council roads. The proposed changes will see a new guide being released called the New Zealand Guide to Temporary Traffic Management (NZGTTM) and CoPTTM no longer being supported by Waka Kotahi. This will be a significant change to industry and have many and far-reaching implications.

*Why are they changing the code?*

Waka Kotahi are being driven by the Road to Zero initiative by the government [Road to Zero \(external link\)](#)

As part of this process there has been a focus on roadworker safety and work by Worksafe to have a more cohesive approach to road worker safety. Worksafe have also recently drafted a new guideline on roadworker safety called Roadside Worker Health and Safety Good Practice Guidelines. This is currently in draft form and has not been released for proper use yet.

Both organizations refer to the Health and Safety at Work Act 2015 (HSWA) as part of their reasoning for the change and the ability to clarify decision making and make accountability clearer.

However, many in the industry feel that CoPTTM already aligns with HSWA sufficiently, and improved safety will come from following CoPTTM more completely and focusing on improving training offerings and follow ups for TTM staff, rather than giving them a completely new set of guidance to follow.

*What standards are proposed?*

The draft NZGTTM has a much stronger risk-based approach that is much less prescriptive. It is roughly based on the Austroads guide to temporary traffic management (AGTTM), although there is some feeling that not enough of the Austroads document has been included and the NZGTTM is too light on detail. The key differences of the NZGTTM are:

- Very heavily risk based with little practical detail. Concerns that this will lead to more inconsistency across worksites and actually increase risk for the driving public and road users.
- Existing qualifications and roles become obsolete with no clear replacement.

- Training pathways are not set out or managed by Waka Kotahi. It will be up to individual organisations to create their own training.
- Companies doing the work in the road corridor will now be responsible for writing and approving their own TMPs. TMCs will no longer approve these and this TMC role will probably become obsolete. This will result in less control and potentially greater risk for the local network owners (Councils).
- Because of the heavy focus on risk-based approaches, it is envisaged that smaller companies will not be able to resource this role. This is likely to cause an industry shortage of appropriate staff.
- The risk-based approach also means smaller companies will probably need to outsource this function, increasing costs and time required for projects.

*What does this mean for Councils and industry?*

The changes are significant and will have far-reaching implications. For Councils, this will not only impact them as regulators of the road in how they approve and manage work on their networks, but it will also affect their service delivery in the way their contractors do work on the roads. The key impacts are:

- **Costs.** It is acknowledged that cost should not be a barrier to doing the right thing and ensuring the public and road workers are protected, but TM costs are very likely to increase significantly for Contractors, Utilities, Event organisers and Road Controlling Authorities (RCAs) both initially while a system change is introduced and longer term as the costs of the more rigorous processes are embedded.
- **Resourcing.** The new guide places much more responsibility on risk makers to manage risk. “If you create the risk, you manage the risk” This is a laudable requirement. The NZGTTM does however appear to be written for the person who already has a significant appreciation of traffic management, risk assessment, road management terminology and road system design and this will suit the professionals and big operators looking after highways and the larger local road networks. However, a significant portion of local government TTM approvals are to small contractors, who will not have this expertise nor an ability to spend a great deal of time to become risk assessors and managers. They will therefore have to rely on commercial traffic management suppliers to assess risks and provide this service more so than occurs presently. Many small contractors under COPTTM have done enough training to run the majority of their operations satisfactorily in house. There is a risk here that smaller operators will no longer be able to manage TTM and that professional TTM companies will also not have the resources to pick up this extra workload.
- **Time delay.** The system already experiences bottlenecks now in the preparation and processing of Traffic Management Plans (TMPs). This will only be exacerbated by a system change where most current people in the industry will require new training.
- **Consistency.** The new guide is more subjective; therefore, it is possible that consistency of TTM will decrease. There are concerns over how the new guide will affect the type and look of TTM around the region and country. Drivers may well see different TTM from site to site even for common road maintenance tasks like line marking or sealing, depending on the company and staff that are working on it. This may put drivers, roadworkers and the public at increased risk.

- Training. There is concern that the Transport Agency may be stepping aside from its historical role as leader in training assurance and standards and delegating multiple firms across country with individual requirements/syllabuses. This will lead to inconsistency and increase risk.

## Next Steps

### *Do we have to change?*

While the proposed guide is exactly that, a guide and is not mandated by law to be used, the reality is that it is the document that our national transport Agency are publishing for use on their roading network, and they are no longer going to support the existing industry accepted guide CoPTTM. Councils need to decide if they want to transfer to the new guide, continue to use CoPTTM or use an alternative option, like the AGTTM for instance. Any decisions will need careful consideration, especially in relation to the HSWA, and a legal review is recommended.

### *What's happening around the region and around the country?*

While all in the industry agree that improving safety is a positive thing, here in the Waikato the consensus from council traffic management staff is that the draft NZGTTM is not a suitable way forward as it currently stands. Consultation with local government throughout the process has been poor from Waka Kotahi and little time has been allowed for councils to respond to such a big change. While Tier 1 contractors are embracing this change, they have been part of the consultation and trials throughout the development of the new guide – local government has not, and this is the first real engagement opportunity we have had.

Discussions with industry peers around the country have echoed a similar message.

A letter has been drafted from all the Rooding Managers in the region to provide initial feedback and seek further clarification on 7 key issues: the need for change, legislation alignment, consistency in TTM, transition process, resourcing, training and costs. Individual councils are also making their own submissions, and this is encouraged.

A second letter has also been proposed, to be sent to Waka Kotahi and the Minister of Transport, outlining the concerns with the guide and process. This is a national issue, and this letter will carry the most weight with as many Council endorsements as possible.

### *What is the transition process for change?*

At this stage there is no timeline available from Waka Kotahi for the transition process. However, we expect that Waka Kotahi may go ahead and adopt the new guide themselves early this year and then councils will need to decide individually what they want to do. We do not believe this approach is acceptable or fair on councils and the industry, who will have to make significant changes to their TTM approach with no current indication of timeframes or processes.

If Waka Kotahi adopts the new guide, councils will either need to:

- a. Also adopt the NZGTTM and make all the necessary changes. Training, new roles and contract requirements will need to change. Legal advice recommended.
- b. Retain CoPTTM as it is. Management and maintenance of the CoPTTM document will then need to be resourced individually as Waka Kotahi will no longer do this. Legal advice recommended.
- c. A hybrid of options. Perhaps retain CoPTTM and use the NZGTTM as an addendum for the risk approach. Some training and contract requirements will need to change but roles remain the same. CoPTTM will still need management and maintenance. Legal advice recommended.
- d. Adopt the AGTTM, however this will require a NZ addendum to ensure the law, codes and approach is fit for NZ purpose

*What should we do?*

The TTM industry hasn't seen a change of this magnitude in 20 years. Consultation and communication from Waka Kotahi to local government has been poor, and the submission period is insufficient to address the many and valid concerns. By uniting as a collective we have a louder voice. We recommend each council consider legal input and consider making their own submissions. In parallel, we ask all Councils in New Zealand to consider supporting an open letter to Waka Kotahi and the Minister of Transport expressing their concerns. RATA are available to help coordinate this if Councils wish to participate.



# Council Report

Item 9

**Committee:** Infrastructure Operations Committee

**Date:** 12 April 2022

**Author:** Eeva-Liisa Wright

**Authoriser:** Eeva-Liisa Wright

**Position:** General Manager  
Infrastructure Operations

**Position:** General Manager  
Infrastructure Operations

**Report Name:** External Committees Updates

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

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

## Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee receives the report.

## Executive Summary - *Whakaraapopototanga matua*

3. This report provides updates to Committee Members on External/Joint Committees relating to Infrastructure Operations Committee which Elected Members or Hamilton City Council staff are appointed to.
4. The following updates are included in this report:
  - i. Waikato Regional Council – Regional Transport Committee
  - ii. Waikato Regional Council – Regional Connections Committee
  - iii. Waikato Regional Council – Te Huia Governance Working Group
5. Staff consider the recommendations in this report to have a low level of significance and that the recommendations comply with Council's legal requirements.

## Discussion - *Matapaki*

### Waikato Regional Council – Regional Transport Committee

6. The objective of the Regional Transport Committee (RTC) 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.'*
7. Councillor O'Leary is the Hamilton City Council (HCC) nominated representative with Councillor Macpherson being the nominated alternative representative.

8. The RTC have not met since the last 24 February 2022 Infrastructure Operations meeting.
9. The next RTC meetings scheduled for 2022 are:
  - i. Monday 16 May, and
  - ii. Monday 22 August.

#### **Waikato Regional Council – Regional Connections Committee update**

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 latest RCC meeting was held on Monday 4 April 2022. It was a regional focused meeting.
13. A copy of the link to the agenda is [here](#)
14. The 4 April agenda covered the following items:
  - a) DHB Waikato Hospital travel plan update -  
 Provide an update on activity associated with the Waikato DHB Haerenga Pai Travel and Access Plan.  
 Staff recommendation – the report be received.
  - b) Actions arising from previous meetings minutes -  
 To review the actions arising from the previous Regional Connections Committee meetings  
 Staff Recommendation:  
    - i) That the report be received.
    - ii) That the following matters are ‘closed’ as per appendix 1 of the report.
  - c) Network Planning Update (Regional Focus) Report –  
 Provide an update on the regional bus service improvement programme and also provides a brief update on Hamilton service programme  
 Staff recommendation – the report be received.
  - d) Update on Regional Public Transport Plan Development -  
 Provide an update on the development of the Waikato Regional Public Transport Plan 2022-2032 (RPTP).  
 Staff recommendation – the report be received.
  - e) Public Transport Business Improvement Review –  
 Seek endorsement of the Regional Connections Committee of the key directions for the Public Transport Business Improvement Review Implementation Plan.  
 Staff recommendation –  
    - i) the report be received.
    - ii) That the proposed actions are endorsed –  
 Action 1: Work with Future Proof partners towards a sub-regional approach to governing, planning, funding, and delivering an aligned programme of public transport services.  
 Action 2: Co-design a regional rating model with all willing Territorial Authorities.  
 Action 3: Work with non-Future Proof Territorial Authorities to explore opportunities to enhance engagement in public transport.

Action 4: Move to a proactive footing in public transport and integrated transport/land use planning.

Action 5: Clarify public transport performance indicators and infrastructure expectations through the Regional Public Transport Plan.

*Noting that the Hamilton City Council submission on this matter is attached to this report.*

f) Community Transport – Next Steps

Provide an update on community transport initiatives and progress toward the recommendation for grant funding criteria  
Staff recommendation – the report be received.

g) Emission Reduction Working Group – Update Report

Provide an update on the work of the Transport Emissions Reduction Working Group.  
Staff recommendation – the report be received.

h) Network Performance Update Including Te Huia Report

Provides the committee with an update on the performance of WRCs public transport services (including bus and rail patronage) for Q42021 and part of Q1 2022 with a focus on regional services  
Staff recommendation – the report be received.

**Public Excluded Report -**

i) Bus driver shortage and employment conditions

**Waikato Regional Council – Te Huia Governance Working Group**

15. The Te Huia Governance Working Group will hold a final meeting on 11 April 2022, after which it is expected to be officially dissolved.
16. Waikato Regional Council formally established the Te Huia Sub-committee, reporting to the Regional Transport Committee, on 31 March 2022 ([Agenda](#)).
17. At the 17 March 2022 Council meeting the Council approved *the appointment of Cr Ewan Wilson as an appointed voting member and Cr Dave Macpherson as an alternate member to the Te Huia subcommittee representing Hamilton City Council* ([Minutes](#)).

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

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

**Wellbeing Considerations - Whaiwhakaaro-aa-oranga tonutanga**

19. 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').
20. 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.
21. There are no known social, economic, environmental or cultural considerations associated with this matter due to this report being for information only.

**Risks - Tuuraru**

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

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

23. 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 - *Ngaa taapirihanga***

There are no attachments for this report.