

## Notice of Meeting:

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

**Date:** Thursday 19 November 2020  
**Time:** 9.30am  
**Meeting Room:** Council Chamber and Audio Visual Link  
**Venue:** Municipal Building, Garden Place, Hamilton

Richard Briggs  
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 M Gallagher  
*Heamana Tuarua*

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

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

**Meeting Frequency:** Six weekly

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Becca Brooke  
Governance Manager  
*Menetia Mana Whakahaere*

**12 November 2020**

Telephone: 07 838 6727  
Becca.Brooke@hcc.govt.nz  
www.hamilton.govt.nz

## 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:** 19 November 2020

**Author:** Narelle Waite

**Authoriser:** Becca Brooke

**Position:** Governance Advisor

**Position:** Governance Manager

**Report Name:** Confirmation of the Open Infrastructure Operations Committee Minutes - 8 October 2020

<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 8 October 2020 as a true and correct record.

## Attachments - *Ngaa taapirihanga*

Attachment 1 - Infrastructure Operations Committee Open Minutes - 8 October 2020

## Infrastructure Operations Committee

### *Komiti Hanganga*

### OPEN MINUTES

Minutes of a meeting of the Infrastructure Operations Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton and Audio-visual Link on Thursday 8 October 2020 at 9.31am.

#### PRESENT

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

**Deputy Chairperson** Cr M Gallagher  
*Heamana Tuarua*

**Members** Mayor P Southgate  
Deputy Mayor G Taylor  
Cr M Bunting (Audio-visual link)  
Cr M Forsyth (Audio-visual link)  
Cr R Hamilton (Audio-visual link)  
Cr D Macpherson  
Cr K Naidoo-Rauf (Audio-visual link)  
Cr R Pascoe  
Cr S Thomson  
Cr M van Oosten (Audio-visual link)  
Cr E Wilson

**In Attendance** Eva-Liisa Wright – General Manager Infrastructure Operations  
Chris Allen – General Manager Development  
Robyn Denton – Network Operations and Use Leader  
Kelvin Powell – City Safe Manager  
Maire Porter – City Waters Manager  
Andrew Parsons – Strategic Development Manager  
Rebecca Robinson – Communication and Engagement Advisor  
James Clarke – Director of Mayor's Office  
Surya Pandey – Programme Manager City Wide Waters

**Governance Staff** Amy Viggers – Governance Team Leader  
Narelle Waite and Tyler Gaukrodger – Governance Advisors

#### 1. Apologies – *Tono aroha*

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

That the apologies for lateness from Cr Forsyth, for partial attendance by Mayor Southgate (Council Business), and for absence from Maangai Hill are accepted.

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

**Resolved:** (Cr O’Leary/Cr Wilson)

That the agenda is confirmed noting that item 8 (External Committee Updates) will be taken after item 6 (Waikato Regional Council – Public Transport Update) to accommodate external presenters.

3. **Declarations of Interest – *Tauaakii whaipaaanga***

Cr Pascoe declared a conflict of interest regarding Item 9 (Request to Review Fees and Charges for Personal Hire (Transport) Devices). He noted he would not take part in discussion or vote on the matter.

Cr Pascoe also declared an interest due to a previous professional relationship regarding Item 10 (Atawhai Assisi Home - Increase to Wastewater Service Provision). He noted he was not conflicted and would take part in the discussion and vote on the matter.

4. **Public Forum – Aatea koorero**

**Lauren Mentjox** and **Hamish Ellis** (representing Lime) spoke to Item 9 (Request to Review Fees and Charges for Personal Hire (Transport) Devices) and their written submission. The written submission is attached to these minutes as **appendix 1**. They responded to questions from Members regarding the trial, fee structures, usage, e-bikes, monopoly of service, vandalism, and employment.

5. **Confirmation of the Open Infrastructure Operations Committee Minutes - 27 August 2020**

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

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

6. **Waikato Regional Council - Public Transport Update**

Andrew Wilson (Waikato Regional Council) provided Members a presentation on the Public Transport Update. He responded to questions from Members regarding population growth projections, Waikato Regional Council rates, accessibility, demand, effects of Covid-19 on patronage, Structure Plans, infrastructure, the Regional Connections Committee and road safety.

**Resolved:** (Cr O’Leary/Cr Thomson)

That the Infrastructure Operations Committee:

- a) receives the verbal report; and
- b) thanks Waikato Regional Council for their update.

*Cr Forsyth left the meeting (11.16am) during discussion of the above item. She was not present when the matter was voted on.*

**The meeting adjourned from 11.29am – 11.36am**

*Item 8 (External Committee Updates) was taken after the above adjournment to accommodate presenter availability.*

8. **External Committee Updates**

Cr O’Leary noted her appointment as the Hamilton City Council Regional Transport Committee (RTC) representative to the Waikato Regional Council 2021 Regional Land Transport Plan Hearing Committee had been resolved at the last RTC meeting.



The Operations Team Leader spoke to the report and responded to questions from Members regarding the WRC road safety workshop, Hamilton City Council representation on the RTC, road safety and the Regional Transport Plan.

The Council's representatives of the Waikato Regional Council – Regional Connections Committee provided an overview of the previous workshop and the new East-West bus route. They responded to questions from Members regarding committee meetings.

Cr Wilson, as the Council's representative on the Waikato Regional Council – Start up Passenger Rail, provided an update, particularly noting project timings and potential risks. He responded to questions from Members regarding the Rotokauri Transport Hub, and a Hamilton Central station.

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

That the Infrastructure Operations Committee:

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

*Cr Pascoe left the meeting (12.02pm) during the discussion of the above item. He was not present when the item was voted on.*

#### 7. **Project Watershed - Ten Year Works Programme 2021-31**

The City Waters Manager, Operations Reticulation Team Lead, and the Senior Operations Manager Parks and Recreation, spoke to the report noting the requirement to submit the programme to the Waikato Regional Council. Staff responded to questions from Members regarding priority and alignment with other strategies, the Gully Management Plan, erosion control, water conservation, bio-diversity, and Hamilton City Council's representation on the Waikato Regional Council – River and Catchment Management Committee.

**Staff Action:** *Staff undertook to provide further information to Members concerning the Gullies Management Plan and the alignment of the various gully related workstreams.*

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

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) approves the submission of the proposed Project Watershed Ten Year Programme of Works and funding for 2021-31 to Waikato Regional Council; and
- c) that the Chair of the Infrastructure Operations Committee advocates to the Waikato Regional Council for greater Hamilton City Council representation on the River and Catchment Management Committee.

*Cr Pascoe re-joined the meeting (12.46pm) at the conclusion of the above item. He was not present when the matter was voted on.*

*Cr Pascoe declared an interest in the below Item 9 (Request to Review Fees and Charges for Personal Hire (Transport) Devices), he left the meeting during the discussion and vote on the matter.*

## 7. Request to Review Fees and Charges for Personal Hire (Transport) Devices

The City Safe Unit Manager took the report as read and responded to questions from Members regarding the exclusivity period, fee structures and alternative operators.

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

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves the request from Lime to extend their current period of operating exclusivity for e-scooters until the end of the current trial (March 2021); and
- c) asks that staff report back to the next Infrastructure Operations Committee meeting (19 November 2020) on changing the fee structure to a per ride fee.

**Cr Bunting Dissenting.**

*Cr Forsyth re-joined the meeting (1.17pm) during discussion of the above item. She was present when the matter was voted on.*

**The Meeting adjourned from 1.29pm – 2.19pm.**

*Cr Forsyth left the meeting during the above adjournment.*

*Mayor Southgate retired from the meeting during the above adjournment.*

## 8. Atawhai Assisi Home - Increase to Wastewater Service Provision

The City Waters Manager introduced the report and responded to questions from Members regarding out of district connections, Atawhai Assisi's planned expansion, wastewater capacity, capital contributions, proportional charges, the Pukete Wastewater Treatment Plant, precedent for future requests, the Metro-spatial Plan business case, alternative solutions, and environmental impacts.

**Staff action:** *Staff undertook to report to a future Infrastructure Operations Committee meeting with evidence regarding the benefits (including environmental) of alternative wastewater treatment systems.*

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

That the Infrastructure Operations Committee:

- a) approves in principle, subject to b), the increase to the out of district wastewater service provided to the Atawhai Assisi site located in Matangi Road to a maximum daily discharge volume of 50,000 litres per day, to accommodate a proposed site expansion subject to:
  - (i) completion of detailed modelling of the wastewater network to confirm available network capacity;
  - (ii) modelling confirms that an increase in discharge volume does not result in any adverse effects on the performance of wastewater network; and
  - (iii) an updated wastewater agreement is developed and negotiated with Atawhai Assisi in accordance with the requirements outlined within the Three Waters Connection Policy; and

- b) delegates authority to the General Manager Infrastructure Operations to negotiate the terms of the wastewater agreement and determine the appropriate capital contributions and payment scheme for the increased wastewater discharge and requests staff report back to the next available Council or Infrastructure Operations Committee meeting.

## 9. Gordonton Road Corridor Business Case and Proposed Safety Interventions

The Operations Team Leader outlined the staff report and the safety intervention options. She responded to questions from Members regarding the Hamilton City Council boundary, Waikato Regional Council contributions, road-usage, future-proofing, road safety improvements, decision-making principles, the Long Term Plan.

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

That the Infrastructure Operations Committee:

- a) receives the report;
- b) notes the following in relation to the previously approved Gordonton Road Corridor Single Business Case:
  - i. the completion of the Thomas/Gordonton Intersection Upgrade
  - ii. the progression of the Pedestrian/Cycleway improvements
  - iii. the funding to purchase land required for the upgrade of the Puketaha/Gordonton intersection has not yet been approved by Waka Kotahi NZTA;
- c) approves the design of the Darjon/Gordonton intersection **Option 2** as set out in this report, which will be funded from the current Gordonton Rd corridor project in the 2018-28 10 year plan budget (paragraph 39 of the staff report);
- d) approves the design of the Puketaha/Gordonton intersection **Option 4** as set out in this report, which will be funded from the current Gordonton Rd corridor project in the 2018-28 10 year plan budget (paragraph 50 of the staff report);
- e) requests staff report back to the Infrastructure Operations Committee at the first of this committee's 2021 meetings with detailed costings for both intersection improvements together with a funding plan for construction and the relative priorities in respect of both intersections from a safety perspective;
- f) delegates the Chief Executive authority to purchase land required for the future long-term upgrade of the Puketaha/Gordonton intersection which will be fully funded by council and is budgeted for in the 2020/21 Annual Plan; and
- g) invites the Regional Director of Waka Kotahi NZTA to discuss with elected members their approach to monitoring and funding this corridor at the earliest opportunity.

*Cr Forsyth re-joined the meeting (3.27pm) during discussion of the above item. She was present when the matter was voted on.*

## 10. Open Information Only Reports

The Chair took the report as read and clarified the process for receiving Information Only Reports.

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

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

- a) Infrastructure Operations General Manager's Report; and
- b) Personal Hire (Transport) Devices – Six Monthly Update.

## Late matter added to the agenda – SO 9.12

The Committee resolved to add a late verbal item to the agenda regarding the Waikato Regional Council – Start Up Passenger Rail. The matter was raised during discussion of Item 8 (External Committee Updates) and was requested to be discussed at this meeting in order to provide timely information concerning risk.

**Resolved:** (Cr O’Leary/Cr Wilson)

That the Infrastructure Operations Committee accepts the addition of the late verbal report item C3 (Passenger Rail Verbal Update) to the public excluded agenda.

### 11. Resolution to Exclude the Public

**Resolved:** (Cr O’Leary/Cr Wilson)

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

The following motion is submitted for consideration:

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

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

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Public Excluded Infrastructure Operations Minutes - 27 August 2020	) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
C2. Western Wastewater Interceptor Duplication	)	
C3. Passenger Rail Verbal Update	)	

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

Item C1.	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
Item C2.	to avoid the unreasonably, likely prejudice to the commercial position of a person who supplied or is the subject of the information to enable Council to carry out negotiations	Section 7 (2) (b) (ii) Section 7 (2) (i)
Item C3.	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)

**The meeting went to public excluded at 3.54pm.**

**The meeting was declared closed at 4.47pm.**

## Appendix 1



Item 5

Attachment 1

6 October, 2020

Kia ora koutou katoa,

Thank you for the opportunity to provide information about Lime's request to operate as the sole micromobility operator in Hamilton for the duration of the current trial until **March 2021** - or until **May 2021** to take the Covid lockdown into account.

We also requested in May 2020, that Hamilton City Council review the fee structure and potentially look at introducing a per-trip model similar to what Tauranga City has this week approved (article [here](#)).

### 1. Lime request to extend exclusivity

- Lime launched in Hamilton in August 2019.
- In March 2020, it was decided Lime could operate a **600 scooter fleet** for an additional 12 months, with 6 months of exclusivity.
- In late March, scooters were removed from the streets due to COVID lockdown
- Operations resumed in May and we gradually built up the fleet, but demand has dropped significantly compared to pre-COVID levels. The Council report page 33, point 30 also states that COVID-19 has "significantly impacted" trip numbers.
- We do not expect to see ridership to return to pre-COVID levels until **early 2021** as the weather improves and people return to previous travel routines.
- In June, Lime acquired Uber's micromobility division, JUMP, and now has the ability to provide a multi-modal offering for cities, including **e-bikes**, in Hamilton.

Until now, no other operator has expressed an interest in operating in Hamilton. Introducing additional operators into a city Hamilton's size during this difficult operating environment has the potential to flood the market.

Extending Lime's period of exclusivity to align with the end of the trial will provide stability for Lime's operations and allow for full deployment of our fleet across the city while continuing to support the Council's objective to encourage and grow the use of new transport options.

### Hamilton trip starts - pre and post COVID.

The maps below show the trip starts and ends in Hamilton in September 2019 compared to 2020. The area has decreased in density in 2020 due to the effect COVID continues to have on travel habits.

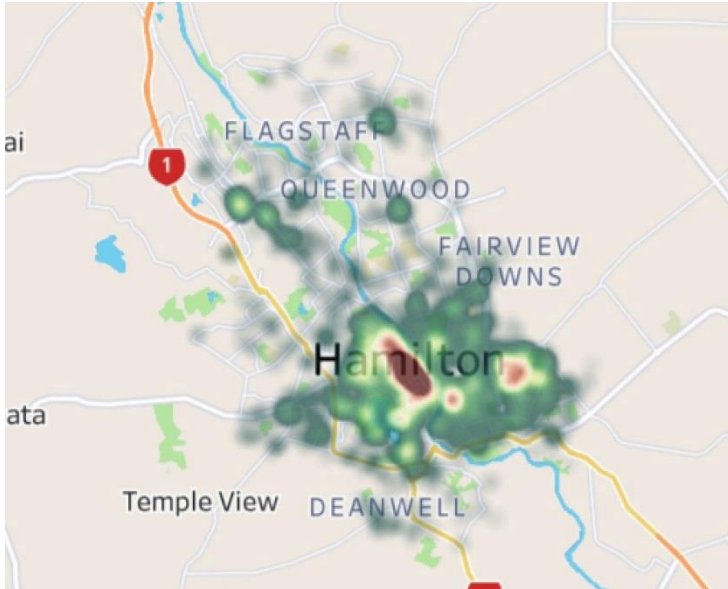


Image 1: Trip starts September 2019

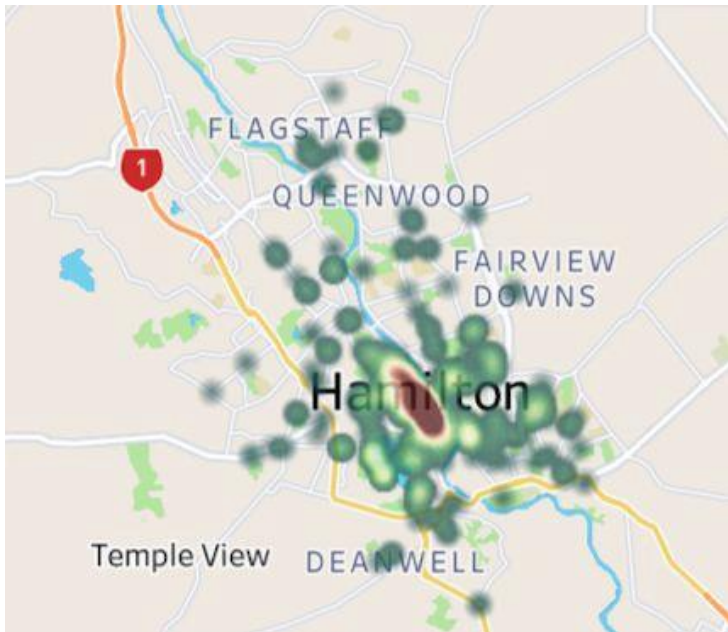


Image 2: Trip starts, September 2020

### 2. Fee structure review request

Lime thanks HCC for waiving our permit fees for the duration of the lockdown when we were unable to operate and experienced a 100% revenue loss.

Due to the effect COVID continues to have on ridership, Lime suggested a per trip fee model as this incentivises both parties to maximise rides.

This model is simple to implement and requires **no further resources** from Hamilton City Council to administer.

#### *NZ Fees Comparison*

- Hamilton - \$85/device plus \$10,000 education fee
- Christchurch - \$86 / scooter.
- Auckland -
  - **Tier 1**, (CBD): \$73 per scooter per year;
  - **Tier 2** (Mt Eden, Parnell, Ponsonby) \$44 per scooter per year;
  - **Tier 3**: (Rest of city) \$11 per scooter per year
- Wellington - \$45 per scooter for 18 months.
- Dunedin - zero
- Tauranga - per trip fee (starting late October 2020)

#### *Global fee comparisons:*

- Washington DC - \$15.00 per scooter per annum (675 scooters)
- Baltimore - 0.10c per trip (1850 scooters, 150 bikes)
- Brussels - Zero fees
- Prague - Zero
- Seoul - Zero

We deeply value the relationship we have with Hamilton City Council and we are committed to working together to provide residents with a safe, convenient and reliable transport option for the long term.

Thank you for your time.

# Council Report

## Item 6

**Committee:** Infrastructure Operations Committee

**Date:** 19 November 2020

**Author:** Narelle Waite

**Authoriser:** Becca Brooke

**Position:** Governance Advisor

**Position:** Governance Manager

**Report Name:** Chair's Report

<b>Report Status</b>	<i>Open</i>
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### **Recommendation – *Tuutohu***

That the Infrastructure Operations Committee receives the report.

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

Attachment 1 - Infrastructure Operations Committee - Chair's Report - 19 November 2020

Attachment 2 - Road to Zero - Action Areas Delivery - HCC 10.20





# Chair's Report

Item 6

Attachment 1

## 1. Acknowledgement and Recognition of the Rubbish and Recycling new service team

In 2012 Hamilton City Council embarked on a journey to become a better 'national citizen' and the work for a new rubbish and recycling service commenced.

To say this was a huge task would be understating the work. Different Mayors, Councillors and committee structures have over the years been governing the work, all supported by a team of HCC staff passionate about improving our contribution to a better world.

The new service rolled out on 31 August 2020 and is now well and truly underway. I'd like to now take the time to formally thank all those staff members who have contributed.

Over the most recent time of the actual roll out and delivery of the new service, staff have worked incredible hours. They have visited 269 Multi Unit Developments, all retirement villages, and 148 private lanes. During the period of 31 August 2020 – 1 November 2020 they have responded to 58,837 customer enquiries.

As you can expect with a change to a city service of this magnitude, at times, some of those communications have been of a less than pleasant tone. Without taking the shine off the purpose of this report item I wanted to acknowledge that this at times took a toll on staff morale. Despite that, the team stayed focused and positive. This was helped by the support from all elected members for the new service and the team, so thank you.

On behalf of the committee I want to thank all the team involved for an extraordinary job, that has been extremely well done.

Thanks to all the staff who worked on this project - just about every unit played a role in the successful delivery of this project. Just to mention a few of the teams; all the project champions, customer service team, three waters compliance, rates team, staff from GIS and IS, community development, transport, planning, building control and many more.

Very special thanks to the dedicated **project team** that included Scott Copeland – Contract Manager, Jo Bootten – Project Stream Lead Customer Engagement, Poppy Barran – Project Stream Lead Education, Bec Larianova – Project Coordinator – Rubbish and Recycling, Jordyn Stuart – Resource Recovery Advisor, Hamish Utteridge – Communications Advisor, Gina Ryan – Communications Advisor, Jared Hatwell – Project Manager, Management Support Team, and Trent Fowles, Tania Hermann and Maire Porter and the many people throughout council who led and supported this team to be successful.

It IS time to formally acknowledge, thank, and celebrate, so I invite committee members to join the team in the tearoom for cake.

## 2. The actual Road to Zero

In the newly released Government GPS on Land Transport there is a focus and key outcome of 'healthy and safe people'.

Road to Zero has now also been included as a new 'activity class'. While there is no additional funding for that class, there is now a focus on actually working to achieve a transportation system where no one is killed or seriously injured. This is a fundamental change and it's my hope that we align this goal throughout our LTP priorities.

The new Waka Kotahi CEO Nicole Rosie also talked about her personal focus on road safety at a recent roadshow.

Along with recent road safety workshops in my role as representative on the Waikato Regional Transport Committee I wanted to understand exactly what Council is doing in the space of road safety, and how we were contributing 'our bit'.

Subsequently I have spoken with Robyn Denton who has put together and ringfenced exactly what we do in this space (**Attachment 2**), and it is my intention next year to have a report to this committee on a regular basis reporting under these 'safety' themes.

The diagram in the centre of Attachment 1 is the Governments principles for Road to Zero; and we are aligned.

Under the 5 themes being grouped I think it's clear Council's work towards a 'road to zero' is significant.

I know there are committee members very interested in this work, so I welcome any ideas in terms of future reporting.

### 3. **Water NZ Conference 17th – 19th November 2020 – verbal update**

### 4. **2021 Hamilton Transportation Forum**

Next year after the LTP is completed I'd like to host a forum that is all things transport.

There are various groups in Hamilton who are passionate about cycling, walking and all things transport. Many of these groups often approach us with ideas for a better, safer, and more connected city. Other than lobbying individual elected members there are few ways outside of the committee Public Forums to present these ideas.

It is my intention to create a yearly event and place for discussion where ideas can be shared and exchanged between us and the community.

### 5. **2020 Round up**

It's been a busy year for the committee as well as a disruptive one with Covid-19 changing the way we live and work.

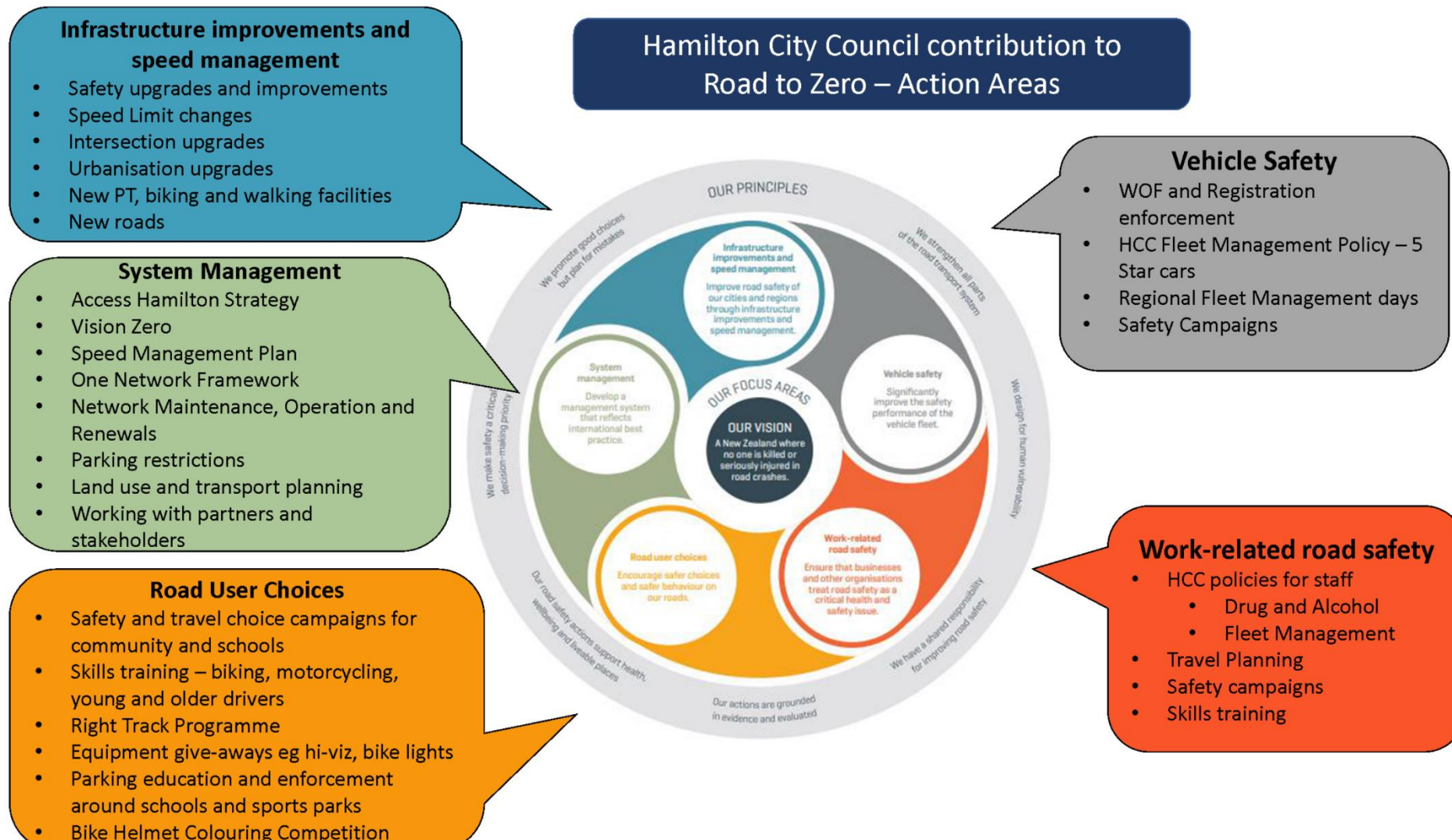
I'd like to thank the committee for their contribution this year.

Despite the disruption, we've tackled some big items. Input into the **Waka Kotahi Mode Shift Plan**, successful application to **Innovating Streets** fund, the start of the **Biking and Micromobility Plan**, **Three waters connection policy** review, **Bylaw reviews**, water allocation reassignment to support Auckland's drought, achieved compliance with drinking water standards NZ and a high level of compliance with **Wastewater Treatment Plant** resource consents, many submissions to central government on 3 waters, waste and transport topics, Accessible Streets, speed management and the GPS on Land Transport, to name a few. I also feel confident that the committee has started to build a stronger relationship with Waka Kotahi which can only help the partnership in the future.

Thank you to our GM Eeva-Liisa Wright and her team that present the reports to this committee.

Finally thank you to our Governance team who always offer professional advice and support to allow us to have an environment for best decision making.

**Angela O'Leary**  
**Chair, Infrastructure Operations Committee**



# Council Report

**Committee:** Infrastructure Operations Committee  
**Date:** 19 November 2020  
**Author:** Trent Fowles  
**Authoriser:** Eeva-Liisa Wright  
**Position:** Compliance Manager  
**Position:** General Manager  
 Infrastructure Operations

**Report Name:** Rubbish and Recycling Service - Debrief of roll-out

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

1. To inform the Infrastructure Operations Committee on the roll out of the new Rubbish and Recycling service that commenced on the 31 August 2020.

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

2. That the Infrastructure Operations Committee receives the report.

## Executive Summary - *Whakaraapopototanga matua*

3. On the 31 August 2020, Hamilton City Council (HCC) implemented a new rubbish and recycling service.
4. The new service includes the kerbside collection of rubbish, recycling and food waste, collection of rubbish and recycling from HCC facilities, operation of the Lincoln Street Refuse Transfer Station (RTS) and the disposal of waste to EnviroWaste Services Limited (ESL)'s Hampton Downs Landfill.
5. The implementation of the service was supported by an intensive communication strategy and staff presence out on the streets in the first two weeks.
6. The food-waste component of the new service has been very successful with an average of 113 tonnes collected per week in the first eight weeks.
7. As expected with any large-scale change in service, there have been a number of issues that have led to incomplete and missed collections. These issues, alongside queries on the use of the service have generated a significant number of customer requests for HCC staff.
8. The issues identified in this report are:
  - bin delivery,
  - incomplete kerbside collections,
  - missed collections,
  - illegal dumping/black bags,
  - bin size,
  - medical/disability waste,
  - assisted collection, and
  - Refuse Transfer Station operation.

9. Issues relating to contractual elements are to be read in conjunction with the Public Excluded report of the same name.
10. Staff consider the decision in this report has low significance and that the recommendation complies with the Council's legal requirements.

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

11. In April 2019, Contract 16234 – Rubbish, Recycling and Disposal Services for the new Rubbish and Recycling service was awarded to EnviroWaste Limited (ESL).
12. The new rubbish and recycling service was scheduled to start 1 July 2020, but due to impacts of COVID-19 this date was not able to be met. The contract was varied under Chief Executive delegation to push the start date out to 31 August 2020.
13. The new service includes the kerbside collection of rubbish, recycling and food waste (240-litre mixed recycling wheelie bin, 120-litre rubbish wheelie bin, 23-litre food scrap bin, and the existing 45 litre mixed recycling crate which will be used for glass only), collection of rubbish and recycling from HCC facilities, operation of the Lincoln Street Refuse Transfer Station and the disposal of waste to ESL's Hampton Downs Landfill.
14. The new service is the biggest service change in rubbish and recycling for the city in 20 years. The new service provides more options for recycling with the goal to reduce the amount of waste sent to landfill.
15. A robust and agile communications plan was developed and delivered to raise awareness of the new service and its benefits, while facilitating an effective behaviour change among Hamiltonians.
16. COVID-19 alert level restrictions meant that face to face community interactions were unable to go ahead, so the focus moved to more of a digital push to get the message across directing people to our dedicated website ([www.fightthelandfill.co.nz](http://www.fightthelandfill.co.nz)) as well.
17. As well as the website, other successful communications tactics included dedicated support from our social media and digital communications team, a handy how-to guide sent out to all households, translated versions of the how-to guide, an address finder tool and item sorter tool on the website, a live Q&A session on Facebook, digital and outdoor advertisement, radio interviews, the use of sign language in a 'Now You Know' video and support from HCC Disability Advisor Judy Small.
18. In the first two weeks of the service going live, staff were actively out on the streets, assisting residents with the correct presentation of bins, re-positioning bins and educating residents of the new service. Ongoing education and communication with residents is continuing.
19. The food waste collection has been a huge success, as of the week ending 25 October 906,420kg of food waste was diverted from landfill at an average volume of 113,303kg per week.
20. The response by residents to the new food waste collection has been overwhelming. Unfortunately, the success of the food-waste has had an impact with our contractor (ESL) being unable to complete the food waste collections on a daily basis, collections have overlapped onto the following days requiring collections on Saturday to complete the City.
21. The fight the landfill website ([www.fightthelandfill.co.nz](http://www.fightthelandfill.co.nz)) has had an increase in site visits since the new service started. The most popular 'hits' has been the collection day finder and waste item sorter.

22. Elected Members and Maangai Maaori have been provided weekly updates on the progress of the new service that included volumes of food-waste collected, incomplete collection routes and volumes of customer enquires/complaints received by Staff.
23. Staff have received directly and indirectly considerable positive feedback on the new service, residents have identified the positive behaviour change the service has created for their households, the improved aesthetics of the street appeal with bins versus bags and paper/cardboard and success of the food-waste collection (volumes being diverted from landfill).

## **Discussion - *Matapaki***

### **Recycling**

24. The first month of the new rubbish and recycling service shows an increase of kerbside diversion to 58%. This is due to the collection of 527 tonnes of food waste and increased dry recycling volumes.
25. All paper and card from the new service is being processed on shore by Oji Fibre
26. Plastics 1,2 and 5 are all being processed onshore by New Zealand companies, plastics 3,4,6 and 7 are being collected from the kerbside, however as there are no viable markets, these plastics are being landfilled.

### **Food Waste**

27. All food waste to date has been successfully transferred to the Hampton Downs composting facility, ESL staff onsite have advised the food waste has been of high quality (due to freshness), with very small amounts of contamination (non-organic material).
28. The composting process for the food-waste takes as little as ten weeks to produce a product that is ready to be sold, the first of Hamilton's food-waste will be compost by the start of November 2020.
29. ESL have agreed to provide 20 tonnes of composted food-waste back to Hamilton City Council each month free of charge, staff are in the process of determining where this will be utilised for the City.

### **Lincoln Street Refuse Transfer Station**

30. 433 tonnes of waste were diverted from landfill via the Refuse Transfer Station during the first month of operation by EnviroWaste, which is consistent with the average monthly diversion for the last year by the previous operator.
31. As additional initiatives such as wood recovery, e-waste, battery recycling, bottle lid recycling and mechanical recovery from the pit take place – alongside the operation of the reuse store by Habitat for Humanity – it is expected that the diversion numbers will improve as the year progresses.
32. In their first month of operation the Habitat for Humanity Reuse store sold 7347 items this equates to roughly 23 tonnes of material diverted from the landfill.

### **Roll out of Service - Issues**

33. Ongoing education and communications have helped manage the volumes of enquiries, of note are the notifications to residents via the Antenno app and the website ([www.fightthelandfill.co.nz](http://www.fightthelandfill.co.nz)).

34. The presentation of black bags was very significant at the start of the new service and to a lesser degree has continued, however there has been ongoing reduction in presentations as a result of education and compliance strategies. Compliance strategies have included:
  - i. the stickering of bags with stickers (informing they are no longer accepted as part of the collection);
  - ii. placing black bags back on the boundary of property;
  - iii. identifying origins of the bags and visiting residents where the bags came from and providing further education; and
  - iv. in cases where it is clear that the bags have been dumped, and the person is known, staff are issuing infringements notices.
35. Staff are continuing to work with Kainga Ora and Property Management companies to ensure their properties (in particular high-density housing areas) are being cleared of non-compliant material and tenants are being properly educated on how to use the new service.
36. Aside from the presentation of black bags there has been no significant increase in illegal dumping in public areas above normal rates of these incidents.

#### **Future Opportunities**

37. A quarterly update report will be provided to the Infrastructure Operations Committee, this report will focus on new and ongoing issues providing metrics of numbers of customer requests, in addition the report will provide updates of targets associated with the new contract.
38. A quantitative customer survey is scheduled for March 2020 regarding usage of rubbish and recycling services, food waste disposal habits, awareness and views on the new Kerbside service. This survey follows up from a similar survey conducted in May 2019.
39. Staff plan to attend various friendly events throughout November to answer any questions residents may have about the new service and address any ongoing issues while putting a face to HCC.
40. Bin audits (in particular, the yellow lid recycling bin) will be conducted on an ongoing basis by ESL's Contamination Officer. These audits will provide valuable information on levels of contamination in the community, education requirements and where identified the need for compliance visits and actions (individual education, warnings, etc).
41. Six of the seventeen retirements villages in Hamilton have opted out of the new service, staff will continue to work with these villages for opportunities to divert waste stream. Of the remaining villages, all have access to the entire service, with six opting for a bespoke option with larger bins in central collection points.

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

42. This is a regular operating activity funded through the Long Term Plan.

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

43. Staff confirm that this matter complies with the Council's legal and policy requirements.

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

44. 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').
45. 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.

46. The recommendations set out in this report are consistent with that purpose.

### **Social**

47. Our waste minimisation and recycling activity improves the wellbeing of Hamiltonians by ensuring our city minimises the amount of waste that goes into landfill.

### **Economic**

48. The Rubbish and Recycling Service will minimise the future financial risks associated with rubbish and recycling services for the city.

### **Environmental**

49. The rubbish and recycling contracts support Councils Sustainability Principle 10 by way of promoting the minimisation of the production of waste.

### **Cultural**

50. Appropriate waste management and minimisation are important concerns to Iwi in the Waikato region and this is highlighted in section 26.2.2 of Tai Tumu, Tai Pari, Tai Ao: Waikato-Tainui Environmental Plan which states:

*“Waste disposal, if not managed properly, will threaten the mauri of the land and the surrounding water bodies, particularly the Waikato River. Waste deterioration and the inappropriate storage and use of chemicals can cause waste and chemical leaching into the environment.”*

51. Maximising the reduction and recycling of plastic materials aligns with the objectives outlined in section 26.3.3.1 of Tai Tumu, Tai Pari, Tai Ao: Waikato-Tainui Environmental Plan in relation to waste management hierarchies.

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

52. If issues continue to be experienced there is potential for reputational risk to HCC in regard to delivery of the rubbish and recycling kerbside service.

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

### **Significance**

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

### **Engagement**

54. Community views and preferences are already known to the Council through statutory consultation processes on a proposed new rubbish and recycling collection in 2016, the proposed 2018-24 Waste Management and Minimisation Plan in 2017 and the Waste Management and Minimisation Bylaw in 2019.

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

There are no attachments for this report.



# Council Report

Item 8

**Committee:** Infrastructure Operations Committee

**Date:** 19 November 2020

**Author:** Robyn Denton

**Authoriser:** Eeva-Liisa Wright

**Position:** Network Operations and Use Leader

**Position:** General Manager  
Infrastructure Operations

**Report Name:** Korikori Green Proposal to Declare a Pedestrian Mall

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

1. To seek approval from the Infrastructure Operations Committee to recommend to The Council that the Statement of Proposal for declaring a section of Korikori Green a Pedestrian Mall and consultation with the public on the proposal be approved.

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

That the Infrastructure Committee:

- a) receives the report;
- b) approves **Option Three** (outlined in the staff report) - Declare a section of Korikori Green a Pedestrian Mall;
- c) approves the draft Statement of Proposal document for declaring a section of Korikori Green a Pedestrian Mall for consultation under Section 83 of the Local Government Act 2000;
- d) approves public consultation from 26 January 2021 to 28 February 2021 on the draft Statement of Proposal (**Attachment 1**) to declare a section of Korikori Green a Pedestrian Mall; and
- e) notes that the results of the public consultation will be presented to the Hearings and Engagement Committee tentatively scheduled for 24 March 2021.

## Executive Summary - *Whakaraapopototanga matua*

2. The 27 August 2020 meeting of the Infrastructure Operations Committee considered and approved a proposal to declare a section of Korikori Green as a Pedestrian Mall.
3. The structure plan for Rototuna and subsequent planning associated with the design and construction of Korikori Green anticipated this to be a 'park lane' to service the park and is not expected to operate as a key link in the road network.
4. A raised pedestrian platform with electronic bollards has been formed midway along Korikori Green to provide a link between two cul-de-sacs, which enable vehicles to turn around if the bollards are raised. This is the section of Korikori Green that is proposed to be declared as a Pedestrian Mall.

5. Staff recommend **Option Three** - Declare a section of Korikori Green a Pedestrian Mall, as detailed in paragraph 19 below.
6. Given the statutory requirement to consult, staff have not considered the key considerations under the Significance and Engagement Policy to assess the significance of the matter(s) in this report.
7. Staff consider that the recommendations comply with the Council's legal and policy requirements and the Local Government Act 1974 section 336 and Local Government Act 2002 section 82.

### Background - *Koorero whaimaarama*

8. Korikori Green is a road that has recently been constructed in Rototuna in conjunction with Korikori Park and provides access and parking to the park. It also provides a link between the Rototuna Village and Rototuna High School and surrounds to the north east of the village.
9. The structure plan for Rototuna and subsequent planning associated with the design and construction of Korikori Green, anticipated this area to be a 'park lane' to service the park and is not expected to be a well used through route connecting Kimbre Drive with the Rototuna Village.
10. In early November 2020, a 30km/h speed limit was introduced on this section of road, along with Fergy Place and Micah Place – to reflect the high 'place' value of this area and the high numbers of pedestrians and cyclists that move through this area already, with the expectation that this will grow as the Rototuna Village develops.
11. A raised pedestrian platform with electronic bollards has been formed midway along Korikori Green to provide a link between two cul-de-sacs which enable vehicles to turn around if the bollards are raised as shown in Figure 1 below:



**Figure 1:** Korikori Green – cul-de-sac areas adjacent to raised pedestrian platform to allow vehicles to turn around

12. It was planned to generally have the bollards raised and to only lower them when Korikori Park is being used for events. There is still a need to formalise the ability to 'close' Korikori Green for a large portion of the day by having the bollards raised as shown in Figure 2 below. The bollards are currently sitting in the 'down' position, meaning that vehicles can drive freely through, which is contrary to the planned use of Korikori Green.



**Figure 2:** Raised pedestrian platform with bollards raised.

13. In order to operate the bollards and have them up to create 'temporary road closure' it is recommended that the section of Korikori Green at the raised pedestrian platform is declared a Pedestrian Mall.
14. The 27 August 2020 Infrastructure Operations Committee considered a report and resolved the following:

*That the Infrastructure Operations Committee:*

- a) receives the report;*
  - b) approves a Statement of Proposal, Communications Plan and estimate of costs for a proposal to declare Korikori Green a Pedestrian Mall be prepared for consideration of the Infrastructure Operations Committee; and*
  - c) approves staff to undertake early engagement with key stakeholders on the proposal to declare Korikori Green a pedestrian mall, to be considered with the information in 3b) above at a future Infrastructure Operations Committee meeting.*
15. Approval is now sought for the Statement of Proposal and commencement of the consultation process which is proposed to take place between 26 January and 28 February 2021.

## Discussion - *Matapaki*

### Item 8

16. Early engagement on the proposal for declaring a section of Korikori Green a pedestrian mall has been undertaken with the following key stakeholders:

- Waikato-Tainui and Te Haa a Whenua Kirikiriroa
- CCS Disability Action
- Living Streets Aotearoa
- Generation Zero
- Bike Waikato
- Blind Foundation
- Disabled Persons Assembly
- Age Concern
- Go Eco
- Parents of Vision Impaired NZ Inc
- HCC Disability Advisor
- Rototuna High Schools (Junior and Senior)
- Hamilton Christian School
- Local developers (Kirkdale)
- Sports group who are likely to be key users of Korikori Park

17. The feedback from these key stakeholders has generally been positive and supportive of the focus on people walking and biking in this area.

## Options

18. Staff have assessed that there are three reasonable and viable options for the Infrastructure Operations Committee to consider. The options are set out in the table below along with an assessment of the advantages and disadvantages of each option:

Option description	Advantages	Disadvantages
<b>Option One - Do nothing.</b>		
<ul style="list-style-type: none"> <li>This option will allow vehicles to have unrestricted access along the full length of Korikori Green between North City Road and Kimbre Drive.</li> </ul>	<ul style="list-style-type: none"> <li>No cost to implement</li> </ul>	<ul style="list-style-type: none"> <li>Likely to have a lot of through traffic using the Korikori Green as a short cut.</li> <li>Does not support the intended use of Korikori Green as a safe and enjoyable place for people to walk or bike.</li> <li>There is potential for increased speeds along the route at times when there are not vehicles parked in Korikori Green.</li> </ul>
<b>Option Two - Lift the bollards In Korikori Green occasionally.</b>		
<ul style="list-style-type: none"> <li>This option will result in Korikori Green being closed to through traffic occasionally – with limits on length of</li> </ul>	<ul style="list-style-type: none"> <li>Low cost process to enable Council to legally close Korikori Green for short periods of time</li> </ul>	<ul style="list-style-type: none"> <li>Unable to close the Korikori Green to through traffic for extended periods of time.</li> <li>Could cause confusion for people not familiar with the area who won't easily know if the Korikori Green is open to</li> </ul>



<p>closure periods and frequency.</p> <ul style="list-style-type: none"> <li>• Temporary closures could be completed under the provisions of the Transport (Vehicular Traffic Road Closures) Regulations 1965 or Local Government Act 1974.</li> </ul>		<p>through traffic or not.</p> <ul style="list-style-type: none"> <li>• Would need to have signage in place to detour traffic times with Korikori Green is temporarily closed.</li> <li>• Would require formal application and public notification as per the Transport (Vehicular Traffic Road Closures) Regulations 1965 or Local Government Act 1974 requirements.</li> </ul>
<b>Option Three - Declare a section of Korikori Green a Pedestrian Mall. (Preferred)</b>		
<ul style="list-style-type: none"> <li>• This will enable Korikori Green to generally be closed to through vehicles.</li> <li>• The bollards would be able to be lowered to enable through traffic when there are key events on in the surrounding area that have large vehicles (eg buses) that are unable to turn in the turning areas provided adjacent to the bollards.</li> <li>• Appropriate signage and electronic mapping systems would show Korikori Green as No Exit.</li> </ul>	<ul style="list-style-type: none"> <li>• Provides flexibility for when Korikori Green is open or closed to through traffic.</li> <li>• Enables people walking and biking in the area, and along the link path from Hector Drive, to cross the Korikori Green safely and easily.</li> <li>• Creates an expectation that the Korikori Green is generally closed to through traffic and is therefore less confusing.</li> </ul>	<ul style="list-style-type: none"> <li>• Pedestrian Mall declaration process is subject to Right of Appeal in Environment Court which could add time and cost to the process if an appeal to this process is made.</li> </ul>

19. Staff recommend **Option Three** 'Declaring a section of Korikori Green a Pedestrian Mall' because this option allows the bollards to be raised and for Korikori Green to operate in the way that was originally anticipated when it was proposed in the Hamilton City District Plan as a 'park lane'. The location of the proposed section of Pedestrian Mall on Korikori Green is shown in Figure 3 below:



**Figure 3:** Proposed section of Pedestrian Mall on Korikori Green.

20. A Statement of Proposal document has been prepared for use in the consultation process and is included in this report as **Attachment 1**.
21. Within the Statement of Proposal it is proposed that:

*The portion of Korikori Green mapped below be designated as a pedestrian mall. This means that driving, riding or parking any vehicle, excluding an emergency vehicle, a powered or unpowered transport device, cycles or e-bikes, or a vehicle with prior permission from Council, will be prohibited on all of the mapped Pedestrian Mall area.*

*These restrictions and prohibitions will remain in place 24 hours a day, 365 days a year, except where prior permission from Council has been given to open Korikori Green to vehicles in relation to a particular event.*



***Korikori Green Pedestrian Mall location***

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

22. The key costs will be consultation and staff time managing the consultation process and completing committee reports. These have been estimated as being \$2,000 to \$4,000. These costs can be accommodated within existing City Transportation Unit operational budgets.

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

23. Staff confirm that **Option Three** complies with the Council's legal and policy requirements and the Local Government Act 1974 section 336 and Local Government Act 2002 section 82.

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

24. 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').
25. 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.
26. The recommendations set out in this report are consistent with that purpose.

### **Social**

27. Having the ability to close Korikori Green to through traffic as needed enables the community to best access the recreational and social opportunities of Korikori Park along with the associated walking and biking facilities in the area.

## Economic

28. There are no known economic considerations associated with this matter.

## Environmental

29. Limiting the volumes of through traffic in Korikori Green enables the walking and biking facilities to be better utilised thereby reducing the vehicle emissions in this area.

## Cultural

30. There are no known cultural considerations associated with this matter. Early engagement on the proposal has been undertaken with Waikato-Tainui and Te Haa a Whenua Kirikiriroa and further engagement will be undertaken as part of the formal consultation process.

## Risks - *Tuuraru*

31. If following the public consultation process Council did decide to proceed with the proposed declaration of a section of Korikori Green as a Pedestrian Mall there is a risk that the decision could be appealed in the Environment Court. This risk can be mitigated by ensuring that there is a robust Special Consultative Procedure undertaken which will enable Council to hear the public's views and make a decision that aligns with them.
32. The risk associated with not approving the recommendations in this report is that Korikori Green will become a short cut route between the Rototuna Village and Rototuna High School and surrounds and the benefits of Korikori Park will not be able to be fully realised.

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

### Significance

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

### Engagement

34. There is a statutory requirement to consult as per legislation outlined below.
35. Special Consultative Procedures are required to be followed before a council can declare a road or section of road to be a Pedestrian Mall and these are set out in Section 83 of the Local Government Act 2002.
36. Staff will invite the public and stakeholders to provide formal feedback through the public consultation from 26 January 2021 to 28 February 2021 so that their views can be captured on the proposal to declare a section of Korikori Green a Pedestrian Mall.
37. Feedback forms and a copy of the Statement of Proposal will be available from all Hamilton City Libraries, and from the Ground Floor reception of the Council's Municipal Building in Civic Square. The Statement of Proposal will also be made available via the 'Have Your Say' section of the Hamilton City Council website with the ability to complete feedback online via this facility.
38. Submitters also have an opportunity to present their views in a spoken form at the Hearings and Engagement Committee at a hearings date yet to be confirmed tentatively planned for 24 March 2021.

## Attachments - *Ngaa taapirihanga*

Attachment 1 - draft Statement of Proposal to declare a section of Korikori Green as a Pedestrian Mall



## STATEMENT OF PROPOSAL AND FEEDBACK FORM



### Proposal to declare a section of Korikori Green a Pedestrian Mall

#### STATEMENT OF PROPOSAL

[Consultation dates: 26 January to 28 February 2021]

Hamilton City Council (Council) is seeking community feedback on a proposal to declare a section of Korikori Green a Pedestrian Mall to limit through vehicle access between North City Road and Kimbre Drive, except when there are events in Korikori Park or the immediately surrounding area.

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

Korikori Green is a road that was constructed in conjunction with Korikori Park and provides access and parking to the park. It also provides a link between the Rototuna Village and Rototuna High School and the surrounds to the north east of the village.

The structure plan for Rototuna and subsequent planning associated with the design and construction of Korikori Green anticipated this to be a 'park lane' to service the park and is not expected to operate as a key link in the road network.

A 30km/h speed limit was introduced on this section of road in early November 2020, along with Fergy Place and Micah Place – to reflect the high 'place' value of this area and the high numbers of pedestrians and cyclists that move through this area already, with the expectation that this will grow as the Rototuna Village develops.

A raised pedestrian platform with electronic bollards has been formed midway along Korikori Green to provide a link between two cul-de-sacs, which enable vehicles to turn around if the bollards are raised.

It was planned to generally have the bollards raised and to only lower them when Korikori Park is being used for events. There is still a need to formalise the ability to 'close' Korikori Green for a large portion of the day by having the bollards raised, so currently the bollards are sitting in the 'down' position, meaning that vehicles can drive freely through. This is contrary to the planned use of Korikori Green.

Temporary road closures (as opposed to a permanent road closure) are generally dealt with under the provisions either of two pieces of legislation:

- the Transport (Vehicular Traffic Road Closures) Regulations 1965
- Local Government Act 1974, Schedule 10, Clause 11(e).

Both of these legislative provisions are aimed at short-term temporary road closures for events.

In order to 'close' Korikori Green to through traffic for a longer period, Council is therefore considering declaring a section of Korikori Green as a Pedestrian Mall under the Local Government Act 1974, section 336. The location is shown in Figures 1 and 2 below:



**Figure 1:** Proposed section of Korikori Green to be declared a Pedestrian Mall



**Figure 2:** Proposed section of Pedestrian Mall on Korikori Green.

If declared a Pedestrian Mall under the Local Government Act 1974, Council can:

*'prohibit or restrict the driving, riding, or parking of any vehicle, or the riding of any animal, on all or any portion of the pedestrian mall either –*

*(i) generally; or*

*(ii) during particular hours.'*

Council is seeking feedback on the proposal from people in the community who may be affected by, or have an interest, in the proposed change.

## **PROPOSAL**

Council are proposing to declare a section of Korikori Green a Pedestrian Mall to enable the bollards to remain up and limit through access for vehicles for extended periods of time.

It is proposed that:

*The portion of Korikori Green mapped below be designated as a Pedestrian Mall. This means that driving, riding or parking any vehicle, excluding an emergency vehicle, a powered or unpowered transport device, cycles or e-bikes, or a vehicle with prior permission from Council, will be prohibited on all of the mapped Pedestrian Mall area.*

These restrictions and prohibitions will remain in place 24 hours a day, 365 days a year, except where prior permission from Council has been given to open Korikori Green to vehicles in relation to a particular event.





## REASONS FOR THE PROPOSAL

The key reasons for the proposal are so that Korikori Green:

- is able to operate as a road that primarily services the adjacent Korikori Park and the associated activities in this area.
- does not become a de-facto through route and short cut between the Rototuna Village and Kimbrae Drive for traffic.
- will be able to be safely used by pedestrians and cyclists for all movements and the bollards will only be lowered at the times that events are being held at the adjacent Korikori Park or surrounding area that require larger vehicles to move along Korikori Green eg buses for competing sports teams.

## OPTIONS

The following options have been identified as a means of achieving temporary road closures on Korikori Green. An analysis of the advantages and disadvantages of each option is provided below.

Option description	Advantages	Disadvantages
<b>Option One - Do nothing.</b>		
<ul style="list-style-type: none"> <li>• This option will allow vehicles to have unrestricted access along the full length of Korikori Green between North City Road and Kimbrae Drive.</li> </ul>	<ul style="list-style-type: none"> <li>• No cost to implement</li> </ul>	<ul style="list-style-type: none"> <li>• Likely to have a lot of through traffic using the Korikori Green as a short cut.</li> <li>• Does not support the intended use of Korikori Green as a safe and enjoyable place for people to walk or bike.</li> <li>• There is potential for increased speeds along the route at times when there are not vehicles parked in Korikori Green.</li> </ul>
<b>Option Two - Lift the bollards in Korikori Green occasionally.</b>		
<ul style="list-style-type: none"> <li>• This option will result in Korikori Green being closed to through traffic occasionally – with limits on length of closure periods and frequency.</li> <li>• Temporary closures could be completed under the provisions of the Transport (Vehicular Traffic Road Closures) Regulations 1965 or</li> </ul>	<ul style="list-style-type: none"> <li>• Low cost process to enable Council to legally close Korikori Green for short periods of time</li> </ul>	<ul style="list-style-type: none"> <li>• Unable to close the Korikori Green to through traffic for extended periods of time.</li> <li>• Could cause confusion for people not familiar with the area who won't easily know if the Korikori Green is open to through traffic or not.</li> <li>• Would need to have signage in place to detour traffic times with Korikori Green is temporarily closed.</li> <li>• Would require formal application and public notification as per the Transport (Vehicular Traffic</li> </ul>

Local Government Act 1974.		Road Closures) Regulations 1965 or Local Government Act 1974 requirements.
<b>Option Three - Declare a section of Korikori Green a Pedestrian Mall. (Preferred)</b>		
<ul style="list-style-type: none"> <li>This will enable Korikori Green to generally be closed to through vehicles.</li> <li>The bollards would be able to be lowered to enable through traffic when there are key events on in the surrounding area that have large vehicles (eg buses) that are unable to turn in the turning areas provided adjacent to the bollards.</li> <li>Appropriate signage and electronic mapping systems would show Korikori Green as No Exit.</li> </ul>	<ul style="list-style-type: none"> <li>Provides flexibility for when Korikori Green is open or closed to through traffic.</li> <li>Enables people walking and biking in the area, and along the link path from Hector Drive, to cross the Korikori Green safely and easily.</li> <li>Creates an expectation that the Korikori Green is generally closed to through traffic and is therefore less confusing.</li> </ul>	<ul style="list-style-type: none"> <li>Pedestrian Mall declaration process is subject to Right of Appeal in Environment Court which could add time and cost to the process if an appeal to this process is made.</li> </ul>

## TELL US YOUR THOUGHTS ON THE PROPOSAL

Before making any final decisions, we'd like to have your input. You can give us feedback from 26 January to 28 February 2021.

### HOW TO GIVE FEEDBACK:

- Fill out a feedback form online at [hamilton.govt.nz/haveyoursay](https://hamilton.govt.nz/haveyoursay)
- Fill out the feedback form included in this Statement of Proposal and send to: Hamilton City Council, Communication and Engagement team, **Korikori Green**, Private Bag 3010, Hamilton, 3240.
- Fill out the feedback form and deliver to the Municipal Building Reception or any branch of Hamilton City Libraries.

Feedback forms and this Statement of Proposal are available from all Hamilton City Libraries, and from the Ground Floor reception of the Council's Municipal Building in Civic Square.

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

## NEXT STEPS

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

The analysis of this feedback will be presented to the 24 March 2021 meeting of the Hearings and Engagement Committee. At this meeting, submitters who want to speak to their written submission will be able to do so.

The Council will then consider all the views and make a decision.

## **RIGHT OF APPEAL**

Under section 336(3) of the Local Government Act 1974, any person may, within one month after the making of a declaration of the pedestrian mall, or within such further time as the Environment Court may allow, appeal to the Environment Court against the declaration.

## **FEEDBACK FORM**

# Proposal to declare a section of Korikori Green a Pedestrian Mall

[Consultation dates: 26 January to 28 February 2021]

Hamilton City Council is proposing to declare a section of Korikori Green a Pedestrian Mall.

### **FEEDBACK FORMS CAN BE:**

- Completed online at [hamilton.govt.nz/haveyoursay](https://hamilton.govt.nz/haveyoursay)
- Posted to: Freepost 172189, Hamilton City Council, Communication and Engagement team, Korikori Green, Private Bag 3010, Hamilton, 3240.
- Emailed to: [haveyoursay@hcc.govt.nz](mailto:haveyoursay@hcc.govt.nz)

### **Privacy statement:**

*The Local Government Act 2002 requires submissions to be made available to the public. Your name and/or organisation will be published with your submission and made available in a report to elected members and to the public. Other personal information supplied will be used for administration and reporting purposes only. Please refer to Council's Privacy Statement at [hamilton.govt.nz](https://hamilton.govt.nz) for further information.*

**Do you agree with the Council's proposal to declare a section of Korikori Green a Pedestrian Mall (option three)?**

☐ Yes

☐ No

**Can you please explain why/why not?**

*(Please print clearly):*

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*Run out of room? Feel free to attach additional pages.*

**If you don't support the declaration of a Pedestrian Mall, please let us know if you prefer one of the alternative options.**

☐ Option One

☐ Option Two



**Can you please explain why you prefer this option?**

*(Please print clearly):*

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*Run out of room? Feel free to attach additional pages.*

**WOULD YOU LIKE THE OPPORTUNITY TO TALK TO US ABOUT YOUR SUBMISSION IN PERSON?**

☐ Yes

☐ No

Verbal submissions will take place in late March 2021 and we will contact you to arrange a time.  
Please give us your contact details in the next section.

**ABOUT YOU:**

*This section tells us a bit more about you. By capturing this information, we will be able to better understand who is, and isn't, providing feedback. This information will not be used in a way which may identify you.*

**WHERE DO YOU LIVE?**

I live in Hamilton, my suburb is: \_\_\_\_\_

I live outside Hamilton city:

☐ Waipa      ☐ Waikato      ☐ Elsewhere in New Zealand      ☐ Overseas

**CONTACT DETAILS** (Please print clearly)

We will use this to get in touch with you if you would like the opportunity to talk to us about your submission in person.

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

Organisation (if responding on behalf of): \_\_\_\_\_

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

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

**WHAT IS YOUR AGE GROUP?** (at your last birthday)

☐ Under 16      ☐ 16-19      ☐ 20-24      ☐ 25-29      ☐ 30-34  
☐ 35-39      ☐ 40-44      ☐ 45-49      ☐ 50-54      ☐ 55-59  
☐ 60-64      ☐ 65-69      ☐ 70-74      ☐ 75-79      ☐ 80+

**WHICH ETHNIC GROUP DO YOU IDENTIFY AS?** (tick all that apply)

☐ NZ European      ☐ Maaori      ☐ Indian      ☐ Chinese      ☐ Samoan  
☐ British      ☐ Filipino      ☐ Tongan      ☐ South African      ☐ Cook Island Maaori  
☐ Other \_\_\_\_\_

**WHICH LANGUAGE(S) DO YOU PREFER TO COMMUNICATE IN?** (tick all that apply)

☐ English      ☐ Te Reo Maaori      ☐ Hindi      ☐ Sinitic      ☐ North Chinese  
☐ Tagalog      ☐ French      ☐ Afrikaans      ☐ Yue      ☐ Punjabi  
☐ Samoan      ☐ Spanish  
☐ Other \_\_\_\_\_

**WHICH OF THE FOLLOWING BEST DESCRIBES YOUR HOUSEHOLD SITUATION?**

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

**Please get your feedback to us by 28 February 2021.**

# Council Report

Item 9

**Committee:** Infrastructure Operations Committee

**Date:** 19 November 2020

**Author:** Christopher Barton

**Authoriser:** Chris Allen

**Position:** Capital Projects Manager

**Position:** General Manager Development

**Report Name:** Transport Minor Improvements Approved Contract Sum Increase

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

1. To seek approval from the Infrastructure Operations Committee to increase the approved contract sum of Contract 18143 with Base Civil Ltd to deliver planned and budgeted programme of transportation network improvements to June 2021.

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

2. That the Infrastructure Operations Committee:
  - a) receives the report; and
  - b) approves an increase of \$2,000,000 to the Approved Contract Sum of existing Contract 18143 with Base Civil Ltd. for delivery of a programme of transport network improvements from \$10,500,000 to \$12,500,000.

## Executive Summary - *Whakaraapopototanga matua*

3. Council have an existing contract with Base Civil Ltd. to deliver a programme of planned transportation network improvements.
4. Base Civil have been successfully delivering this programme since early 2019, with the contract due to expire in mid 2021.
5. Since the time of original contract award, the total programme of works being delivered by Base Civil has increased from original expectations, due particularly to the delivery of additional network safety upgrade works via this contract.
6. In order for Base Civil to deliver the proposed works programme throughout the remainder of the 2020/21 financial year an increase to the existing Approved Contract Sum is recommended.
7. Although existing budgets are in place to deliver this programme of works, in accordance with Council's financial delegations policy, any contracts with a total value of over \$3,000,000 require separate and additional approval from Council or Committee to award or amend the contract value.
8. It is noted that the programme of works proposed to be delivered by Base Civil is already fully funded through existing budget commitments, and this report is not seeking any additional funding commitments.

9. Staff consider the decisions in this report to have low significance and that the recommendations comply with the Council's legal requirements.

### Background - *Koorero whaimaarama*

10. As part of the 2018-28 10-Year Plan Council planned and budgeted to deliver a significant programme of minor works to improve our existing transportation networks across the city including safety upgrades and improvements to walking and cycling networks and bus stop infrastructure.

Overall Capital Budgets	2018-19	2019-20	2020-21	Total
CE15085 – Transport Minor Improvements	\$2,000,000	\$2,082,000	\$2,166,000	\$6,248,000
CE15086 – Bus Stop Infrastructure	\$650,000	\$676,000	\$704,000	\$2,030,000
CE15095 – Integrated Transport Initiatives	\$1,500,000	\$1,561,500	\$1,624,500	\$4,686,000
CE15097 – Biking Plan Implementation	\$1,400,000	\$2,082,000	\$2,168,000	\$5,650,000
<b>Total Capex</b>	<b>\$5,550,000</b>	<b>\$6,401,500</b>	<b>\$6,662,500</b>	<b>\$18,614,000</b>

11. In 2018 council commenced procurement of a new physical works contract (Contract 18143) as a bundled package to deliver the majority of the planned minor improvements programme over the first 3 years of the 2028-28 10 Year Plan.

Works anticipated to be delivered via Contract 18143	2018-19	2019-20	2020-21	Total
CE15085 – Transport Minor Improvements	\$1,100,000	\$1,150,000	\$1,150,000	\$3,400,000
CE15086 – Bus Stop Infrastructure	\$400,000	\$400,000	\$400,000	\$1,200,000
CE15095 – Integrated Transport Initiatives	\$800,000	\$850,000	\$850,000	\$2,500,000
CE15097 – Biking Plan Implementation	\$1,000,000	\$1,200,000	\$1,200,000	\$3,400,000
<b>Total Contract 18143</b>	<b>\$3,300,000</b>	<b>\$3,600,000</b>	<b>\$3,600,000</b>	<b>\$10,500,000</b>

12. At their meeting of 6 December 2018 the Growth and Infrastructure Committee delegated authority to the Chief Executive to award Contract 18143 up to a value of \$10,500,000 following completion of a public tender process.
13. Contract 18143 was awarded to Base Civil Ltd. to deliver the programme of works at various sites across the city from early 2019 to June 2021.

### Discussion - *Matapaki*

14. Throughout the contract to date Base Civil have performed exceptionally, developing collaborative working relationships, engaging appropriately with the community throughout delivery of works often in challenging urban environments, and generally successfully delivering works on time, on budget and to a high standard.
15. Since contract award additions have been made to the baseline delivery programme of Contract 18143 with Base Civil, including particularly delivery of components of the separately funded intersection safety upgrade programme (CE19052), which was budgeted to a total value of \$3,497,000 over the first 3 years of the 2018-28 10-Year Plan. Particular projects from this programme delivered via the Base Civil contract include safety upgrades to the Anglesea/Bryce and Bankwood/Comries intersections.
16. Delivery of these works utilising the existing Contract 18143 provided best value to council through application of existing competitively tendered rates, opportunities to engage with the contractor on constructability considerations throughout design as well as ability to rapidly mobilise to construction to meet tight timeframes requirements .

17. To date approximately \$7,500,000 of works has been delivered via Contract 18143.
18. The remaining programme of works anticipated to be delivered within the contract up to June 2021 includes:

Site	Description	Indicative Remaining Cost
Bankwood / Comries intersection safety upgrade	New roundabout intersection with Raised Safety Platforms (RSP's)	\$800,000
Boundary / Heaphy roundabout improvements	RSP's on all four approaches	\$500,000
Pedestrian and cycle network connectivity in Huntington, St James and Mangaiti Park	Combination of paths and associated network infrastructure including RSP's	\$700,000
Implementation of Safer Speed Areas	Combination of signage, marking and infrastructure to support lower speed environments	\$700,000
Transport Centre pedestrian facilities	New RSP across Bryce Street and new signalised pedestrian crossing of Anglesea Street (adjacent to Casabella Lane)	\$450,000
Crosby Rd Cycleways	Pedestrian and cycle improvements along the corridor	\$350,000
2020/21 Bus Stop Infrastructure	Accessible kerbs and bus stop improvements at various locations	\$400,000
Minor improvements at various locations	Primarily installation of RSPs and pedestrian refuges	\$700,000
<b>Estimated value of work still to be completed</b>		<b>\$4,600,000</b>

19. It is recommended that the Approved Contract Sum of Contract 18143 with Base Civil is increased to enable delivery of the remainder of this year's planned works programme.
20. If the recommendation is not approved, the scope of this year's works programme will be reviewed and re-prioritised to align with the existing Approved Contract Sum value, with residual works to be delivered via an alternative contract. This would likely result in delays to works and potentially introduce additional costs.

#### Financial Considerations - *Whaiwhakaaro Puutea*

21. The total forecast cost to deliver the work programme under Contract 18143 is \$12,500,000 – which is already funded within the 2018-28 10 Year Plan and 2020-21 Annual Plan.

Works already complete	\$7,500,000
Estimated value of works still to be completed	\$4,600,000
Contingency sum	\$400,000
<b>Recommended Contract Sum Value</b>	<b>\$12,500,000</b>

22. All works delivered as part of Contract 18143 are jointly funded by Waka Kotahi NZTA – most at 51% financial assistance rate and some bespoke projects at a higher funding assistance rate.
23. NZTA funding for delivery of this programme has been approved through a combination of their 'low cost / low risk' and 'standard safety intervention' funding criteria.

24. It is noted that this report does not commit any budgets or seek any additional funding outside of existing approvals.

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

25. Staff confirm that the matters and recommendation in the report comply with the Council's legal and policy requirements.

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

26. 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').
27. 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.
28. The recommendations set out in this report are consistent with that purpose.

#### **Social**

29. Delivery of the transport network minor improvements programme is targeted to improve the social well being of Hamiltonians through improved transportation network safety and encouraging multi modal transport options including walking, cycling and public transport.

#### **Economic**

30. Delivery of this programme of works provides direct investment to the construction supply chain, providing employment outcomes and supporting local businesses.

#### **Environmental**

31. Delivery of this programme is targeted to encouraging alternative and more sustainable transport options through improved connectivity, level of service and safety of particularly walking, cycling and public transport networks.

#### **Cultural**

32. Staff are engaging with Te Haa o Te Whenua o Kirikiriroa Trust via Te Ngaawhaa Whakatupu Ake to seek feedback and ongoing engagement on the works programme.

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

33. Delivery of this works programme involves undertaking construction within the existing transportation networks including potential conflicts with existing services, temporary traffic management requirements and potential delays / inconvenience to public during construction.
34. Delivery of this programme also involves significant local stakeholder interaction and engagement regarding network interventions at specific sites. This engagement will continue to be managed via a combination of staff and contractor resources.

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

##### **Significance**

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

**Engagement**

36. Community views and preferences are already known to the Council through engagement on the 2018-28 10 Year Plan and 2020-21 Annual Plan.
37. Given the low level of significance determined, the engagement level is low. No engagement is required.

**Attachments - *Ngaa taapirihanga***

There are no attachments for this report.

# Council Report

**Committee:** Infrastructure Operations Committee  
**Date:** 19 November 2020  
**Author:** John Purcell  
**Authoriser:** Eeva-Liisa Wright  
**Position:** Parking – Team Leader  
**Position:** General Manager  
 Infrastructure Operations  
**Report Name:** Commuter Parking - On Street

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

1. To seek approval from the Infrastructure Operations Committee to deploy on-street commuter parking zones.

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

2. That the Infrastructure Operations Committee:
  - a) receives the report;
  - b) approves the deployment of on-street commuter parking zones via a phased approach to deliver 85% occupancy per zone as outlined in the staff report.
  - c) notes that staff will report back to the February 2021 Infrastructure Operations Committee setting out the proposed commuter parking zone fees and charges to be recommended to Council for approval;
  - d) notes that commuter parking zones will be monitored, and that price adjustments and additional commuter zones will be made to deliver an average occupancy of 85% per zone; and
  - e) notes that approval of the commuter parking zones will be sought from the Hearings and Engagement Committee as per the process outlined in the Hamilton Traffic Bylaw.

## Executive Summary - *Whakaraapopototanga matua*

3. During the budget deliberations of the 2020/21 Annual Plan, the opportunity to increase parking revenue by \$400,000 through commuter parking was discussed.
4. Commuter parking had previously been raised at Parking Taskforce meetings dating back to 2018. This was in response to staff identifying parking spaces that were underutilised in the peripheral areas of the CBD 2-hour free on-street parking zone.
5. Through the Annual Plan consultation period, the community were asked for feedback on this initiative. No feedback was received from the community and the 2020/21 Annual Plan was adopted on 10 August 2020.
6. Following the adoption of the 2020/21 Annual Plan, staff verbally presented to the CBD/River Plan Advisory Group on proposed zones where commuter parking could be initiated.



7. This report informs the Infrastructure Operations Committee on the opportunities available for commuter parking on-street within defined catchments and requests approval to initiate deployment of on-street commuter parking zones within these areas via a phased approach to deliver 85% occupancy per zone. Approval of the commuter parking zones will be determined by the Hearing and Engagement Committee in line with the terms of reference for that committee and its oversight of the Hamilton Traffic Bylaw process.
8. Staff will report back to the February 2021 Infrastructure Operations Committee with a recommendation on proposed commuter parking zone fees and charges which will then be recommended to Council.
9. Due to the timing of being able to implement the commuter parking initiative, the \$400,000 increase in revenue will not be able to be realised in the 2020/21 financial year.
10. Staff consider the matters in this report to be of medium significance and that the recommendations comply with the Council's legal requirements.

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

11. Staff had previously through the Parking Taskforce, raised the opportunity to deliver a new revenue stream through paid commuter parking. This initiative would alleviate some pressure on staff resources required to manage the free parking offer whilst, generating compliance-based revenue from underutilised parking stock on the periphery of the Central Business District (CBD).
12. In the Annual Plan 2020/21 Deliberations Report the Council approved an increase in parking operational revenue for the approved 2020/21 [Annual Plan budget](#). This was to be generated through the deployment of the commuter parking initiative.
13. Council sought feedback on the commuter parking initiative through the 2020/21 Annual Plan 'consultation' process where the following was stated:

*"We're proposing to make changes to parking in the central city, so we can provide more options for on-street commuter parking. Council's parking sensor technology has identified some spaces within the 2-hour free zone are not often used. We're proposing to convert these 2-hour free parking spaces to commuter all-day paid parking. This will give us \$400,000 in additional revenue and provide more options to our central city commuters."*

14. There was no feedback received through the Annual Plan consultation process on this matter.
15. Further to this, the Infrastructure Operations Committee requested that staff investigate the delivery of this initiative and that findings be presented to the CBD/River Plan Advisory group for initial discussions.

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

16. Staff raised the opportunity to deliver a new revenue stream through commuter parking at the Parking Taskforce in May 2018. This was based on the change in use being experienced as seen in data emerging from the newly installed parking sensors.
17. Investigations have been undertaken to identify suitable parking locations to host commuter parking, primarily in the Central Business District fringe. The criteria assessed to determine the suitability was that:
  - long rows of adjacent car parks were available to be re-purposed; and
  - existing turn-over was relatively low; and
  - parking behaviour in the vicinity indicated existing use by commuters; and

- commuter parking would not highly impact on the majority of the businesses local to the identified sites; and
  - the spaces identified would be in attractive locations for the new customer type.
18. In most instances, commuter parking zones will be preferred to be deployed on one side of the street only, other restrictions in the immediate vicinity will be reviewed and if necessary moved to the other side of the street.
  19. The deployment of commuter parking zones will enable staff to effectively monitor the areas and determine what type of parking restrictions are most appropriate. It will also provide opportunity to work closely with surrounding businesses to ensure that sufficient parking is available for their customer needs.
  20. Proposed commuter parking sites have been grouped by rough geographical location and called catchments; the term catchment was used to ensure that they were not being confused with or pre-empting the ongoing strategic work on city precincts.
  21. Proposed commuter parking locations will progress through the process and approval will be sought from the Hearings and Engagement Committee.
  22. Three commuter parking catchments are identified; Northern, Western and Southern. The maps of these are attached to this report (**Attachment 1**). Further future locations are also identified within the CBD Fringe area (**Attachment 2**).
  23. It is proposed that a staggered deployment approach for commuter parking zones is taken. This will provide parking opportunities in each of the three catchments' simultaneously, this will allow for greater market uptake across the city and to manage customer compliance with the new initiative.
  24. Setting of commuter parking zones moves on a "from the centre out" basis, the move to paid parking may also encourage the use of alternate forms of transport.
  25. The commuter parking zones will be managed on a Demand Responsive Pricing basis. Prices will be disparate across the city and will be priced to meet the local market. Following the completion of the consultation process the proposed commuter parking fees and charges will be reported back to the Infrastructure Operations Committee (February 2021) and will need to be set by Council resolution.
  26. Pricing per zone will be adjusted to maintain occupancy of >85%. Price adjustments will be made on a regular basis.
  27. It is proposed that payment for commuter parking will be through Bring Your Own Device (BYOD) phone application only and will be initially managed through the regular enforcement processes of the Parking team. In the future, it is proposed that Licence Plate Recognition (LPR) would be the most appropriate way of managing these zones and the adjacent parking restrictions.
  28. The Hamilton Traffic Bylaw 2015 (the Traffic Bylaw) sets out the requirements for a variety of restrictions within the road reserve including parking. Implementing commuter parking is enable by the Traffic Bylaw which states Council can prescribe fees and charges by resolution. Changes to parking restrictions which will be managed through the Hearings and Engagement committee.
  29. If approved, communication and deployment of the first commuter parking zones will take approximately six weeks to implement, with an expected delivery date being mid-late April 2021.
  30. Due to the timing of implementation, the \$400,000 increase in revenue identified through the 2020/21 Annual Plan will not be realised as this was for a 12-month period. Parking operations staff will investigate other opportunities to mitigate the shortfall of this budget.

31. Catchment maps have been socialised at the CBD/River Plan Advisory Group and River Plan meeting held on 12 October 2020 and are attached to this report (**Attachment 1**). Future locations are also identified within the CBD Fringe area (**Attachment 2**).
32. The commuter parking initiative has been well socialised across relevant Units at Council to ensure that each zone planned for deployment would not negatively impact on any other Council initiative. This cross organisational conversation will be on-going with due consideration given to each placement planned.

### Options

33. Staff have assessed that there are two reasonable and viable options for the Infrastructure Operations Committee to consider, these are:
  - **Option 1:** To authorise the consultation and implementation of commuter parking including the conditions as identified in the recommendation of this report.
  - **Option 2:** To remain with the status quo (no commuter parking)
34. Staff recommend **Option 1**, as the deployment of commuter parking will:
  - derive an income for Council;
  - remove obsolete meters from a portion of the CBD;
  - improve parking compliance;
  - reduce customer complaints, improving organisational image and reputation;
  - accelerate the use of Bring Your Own Device (BYOD) technology;
  - provide a platform to rationalise CBD peripheral parking restrictions;
  - reduce the resource requirements to log manual parking event validations; and
  - introduce demand responsive pricing to parking customers.

### Financial Considerations - *Whaiwhakaaro Puutea*

35. It is envisaged that approximately 112 commuter spaces will be installed in the initial (first phase) deployment, these will be introduced at a low tariff with the price increasing as uptake is experienced. This tariff is yet to be approved by Council.
36. Revenue from the scheme (112 spaces Apr-June 21) is approximated as follows:
 

• April 2021	30% uptake @ \$4 per space per day	\$3,000
• May 2021	60% uptake @ \$4 per space per day	\$6,000
• June 2021	90% uptake @ \$4 per space per day	\$8,800
<b>Total</b>		<b>\$17,800</b>
37. Commuter parking will be regularly reviewed. It is proposed that additional sites will come on board prior to any increase of parking fees.
38. Other parking activity operational adjustments and change opportunities are being reviewed to off-set the annual plan revenue shortfall, these opportunities will be reported either to a future Infrastructure Operations Committee or alternate committee as appropriate.
39. The total project cost to roll-out the commuter parking project for the 2020/21 financial year will be approximately \$50,000. A project plan has been developed to manage deployment of the initiative. The project cost is anticipated to be managed through existing budgets, confirmation of this will be reported via the February 2021 Infrastructure Operations committee.

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

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

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

41. 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 well-beings').
42. The subject matter of this report has been evaluated in terms of the 4 well-beings during the process of developing this report as outlined below.
43. The recommendations set out in this report are consistent with that purpose.

#### **Social**

44. The recommendation to implement commuter parking, if approved, will assist the community through follow-on benefits derived from upcoming improvements in public transport and network efficiency initiatives. The planned changes will also promote a higher level of motorist compliance to the new commuter zones and those restrictions adjacent as gazetted by Council.

#### **Economic**

45. A commuter parking product will enable parking staff to better able manage areas in the city where commuter parkers risk parking in time enforceable areas for free parking. This has an impact on surrounding businesses, preventing legitimate customers easy access to these businesses.

#### **Environmental**

46. The recommendations in this report, if approved, will assist in making the upcoming delivery of mass transit and public transport initiatives successful through providing the opportunity for a part funding mechanism to discount fares.

#### **Cultural**

47. At the time of preparing this report, Council's Amorangi Maaori has been consulted. Our engagement with the Amorangi Maaori is on-going.

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

48. Should the commuter parking recommendation not go ahead, parking operations would remain as the status quo. Benefits identified in option 1 (to proceed) will not be realised.
49. If the commuter parking initiative is authorised and deployed, a risk of non-compliance to both the new commuter parking zones and adjacent parking restricted spaces exists unless resources to manage the improvement is also rolled-out. A noteworthy level of non-compliance already exists in the vicinity of where commuter parking zones are planned. The significant change is that with the deployment of the commuter parking initiative a revenue yield expectation is being placed on the change in operations.
50. The \$400,000 per annum commuter parking yield is at risk for the 20/21 financial year as deployment has yet to start and the market for this parking product has yet to be established. The new commuter parking scheme will scale over-time, it may be a full 12 months of operation before enough commuter parking is being sold to generate the \$400,000 annual figure.

51. Other parking activity operational adjustments and change opportunities are being reviewed to off-set this revenue shortfall, these opportunities will be reported either to the February 2021 Infrastructure Operations committee or future /alternate committee as appropriate.

### **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 matter(s) in this report has/have a medium level of significance.

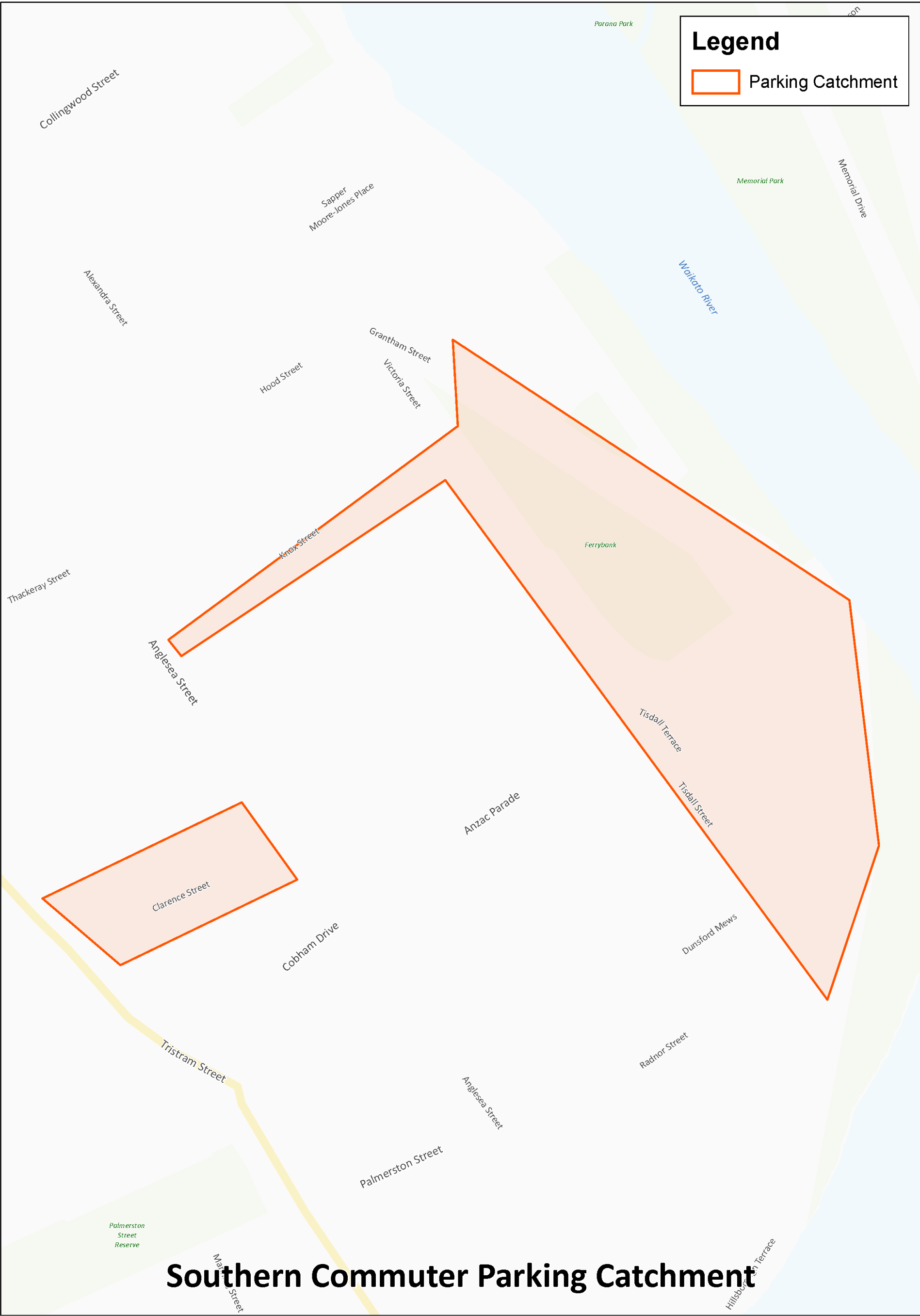
#### **Engagement**

53. Community views and preferences are already known to the Council through the initiative being included in the 20/21 annual plan consultation process and subsequent deliberations. Targeted engagement surrounding the specific areas of proposed commuter zone deployment will be undertaken with affected businesses and property owners as part of the Council gazetting process.
54. Given the medium level of significance determined, the engagement level is medium. No engagement is required.

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

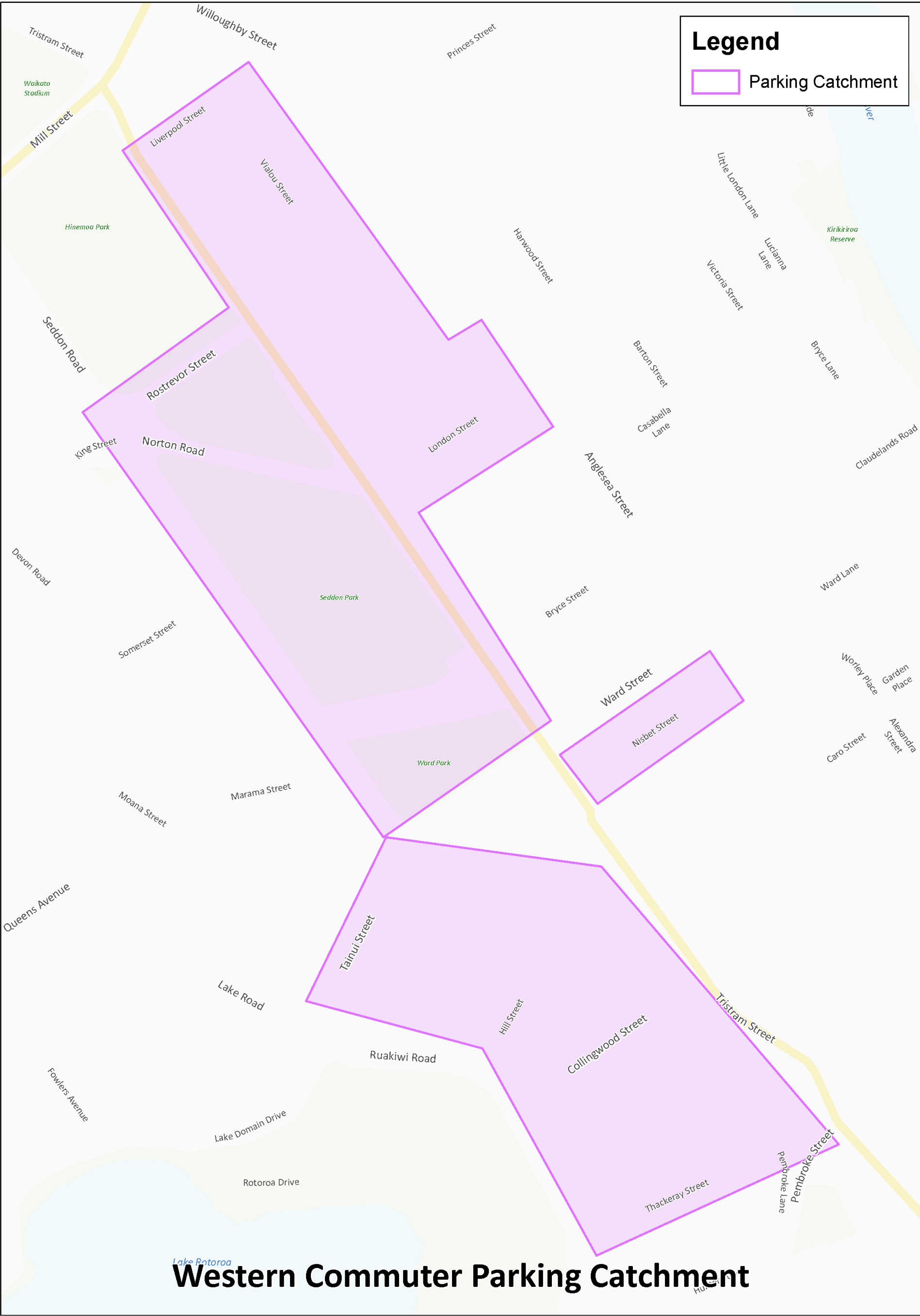
Attachment 1 - Commuter Parking Catchments

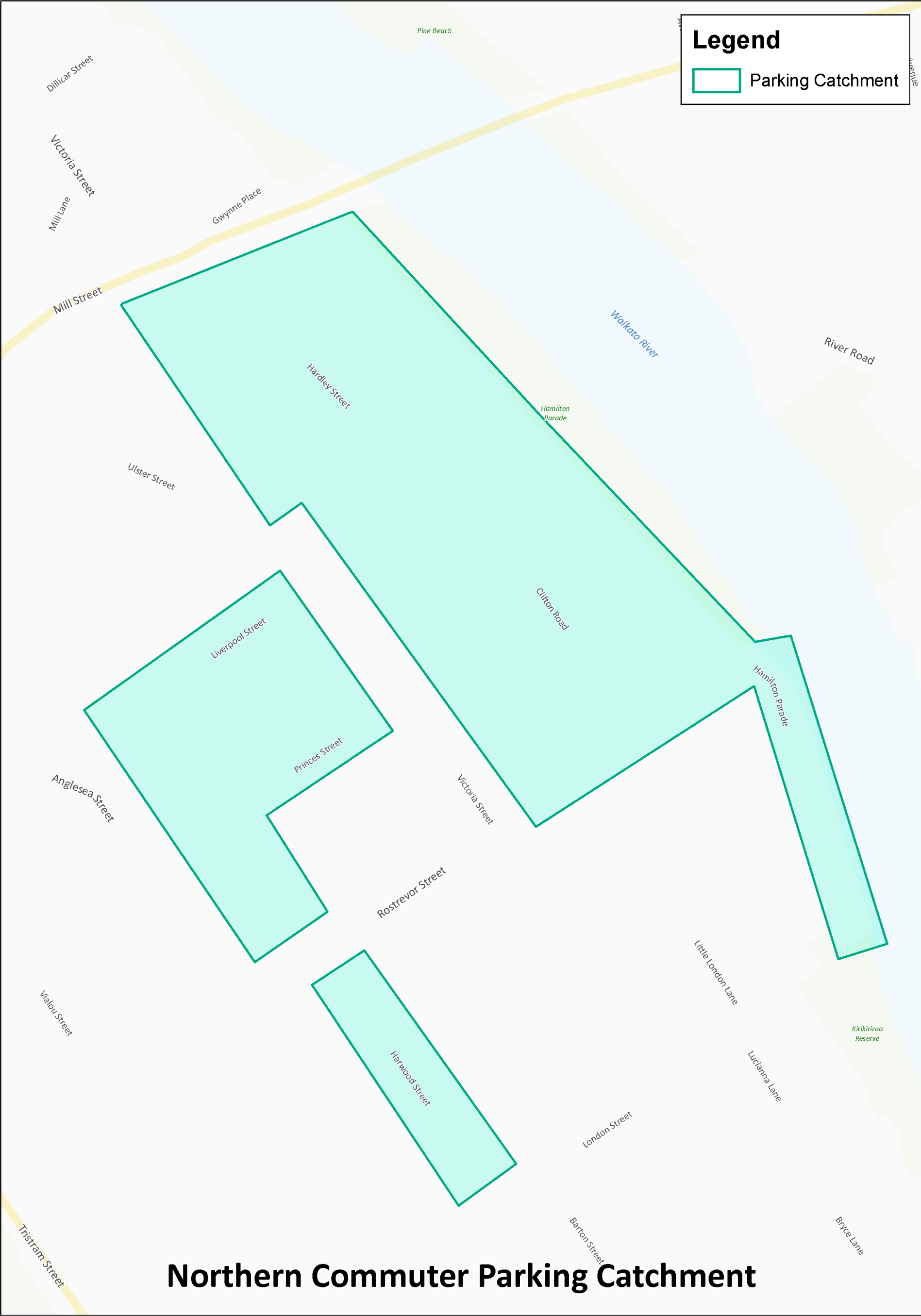
Attachment 2 - Future CBD Fringe Commuter Parking Catchments



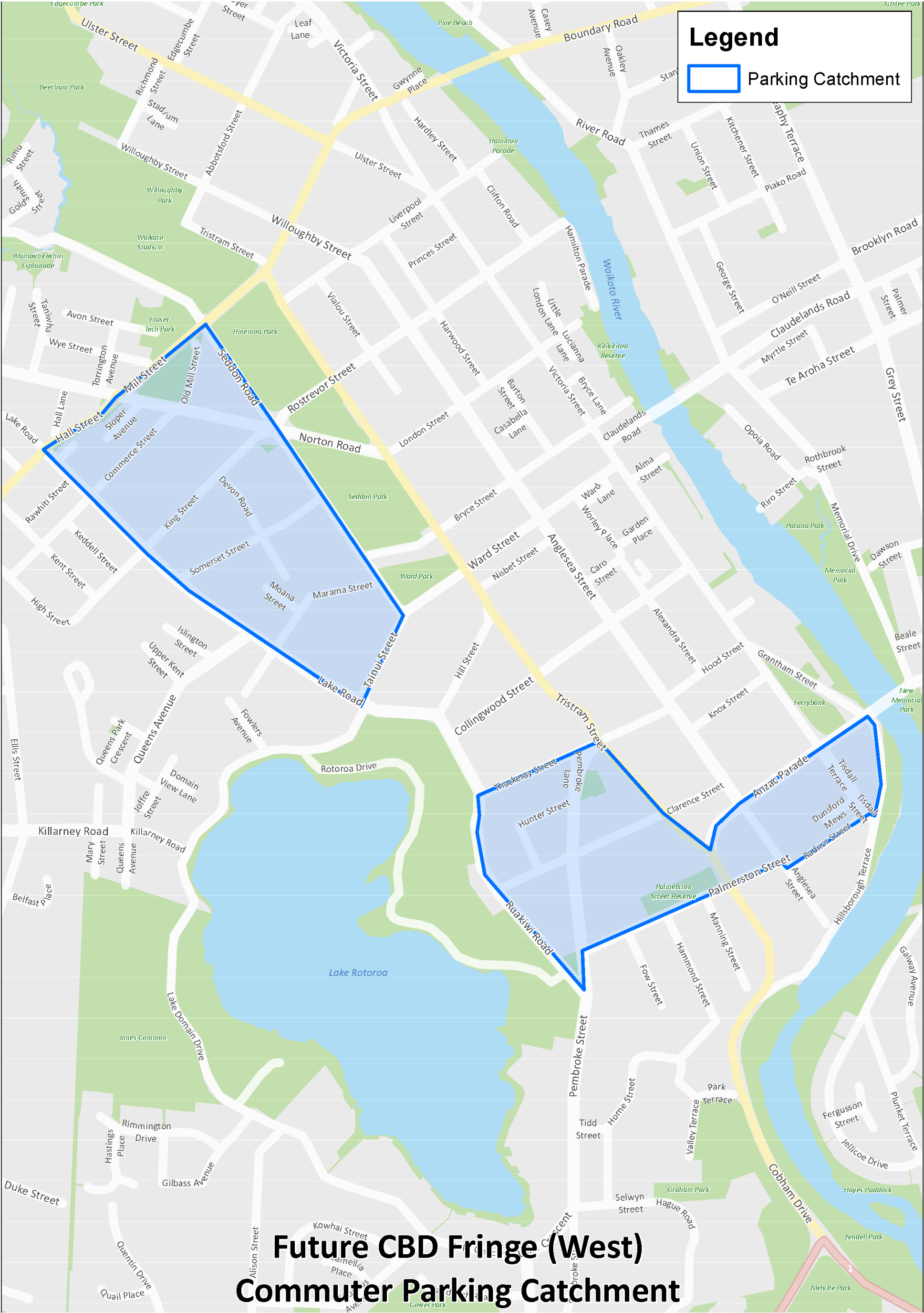
Legend

Parking Catchment











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# Council Report

Item 11

**Committee:** Infrastructure Operations Committee

**Date:** 19 November 2020

**Author:** Maire Porter

**Authoriser:** Eeva-Liisa Wright

**Position:** City Waters Manager

**Position:** General Manager  
Infrastructure Operations

**Report Name:** Three Waters Regulatory Compliance Update

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

1. To inform the Infrastructure Operations Committee on the current compliance with resource consents and drinking water standards for the three waters activities.

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

2. That the Infrastructure Operations Committee:
  - a) receives the report;
  - b) notes that full compliance was achieved with the Drinking Water Standards for New Zealand 2005 (Revised 2018) and that Council met all its duties under the Health Act 1956 for the period 1 July 2019 and 30 June 2020; and
  - c) notes that a high level of compliance was achieved for the Pukete Wastewater Treatment Plant site resource consents for the period 1 July 2019 and 30 June 2020.

## Executive Summary - *Whakaraapopototanga matua*

3. Hamilton City Council is required to provide a safe and secure supply of drinking water to the community.
4. Resource consents are required to enable the delivery of water, wastewater and stormwater services to the community.
5. Both Resource Consents and Drinking Water Standards have compliance and reporting requirements that Hamilton City Council needs to meet to show regulatory authorities that human health and the health of the environment are met.
6. This report provides details on the level of compliance with relevant standards and consents
7. Staff consider the matters in this report have low significance and that the recommendations comply with the Council's legal requirements.

## Background - *Koorero whaimaarama*

### Drinking Water Compliance

8. Drinking-water supplies in New Zealand are expected to demonstrate compliance with the New Zealand Drinking-Water Standards 2005 (Revised 2018) (The Standards) and meet the requirements of the Health Act 1956 as amended in 2007 (the Health Act).
9. The Standards specify water monitoring (i.e. taking samples for testing) and other performance requirements for supplies, both at the treatment plant and within the water network.
10. The quality and compliance of Hamilton's water supply is assessed by Drinking Water Assessors (DWAs) employed by the Waikato District Health Board on behalf of the Ministry of Health.
11. The DWA assesses compliance through the annual survey process beginning in July each year. The survey consists of two parts:
  - Achievement against the Drinking-water Standards for New Zealand 2005 (Revised 2018); and
  - Achievement in meeting requirements of the Health Act
12. The DWA utilises information reported by Hamilton City Council through the national Drinking-Water Online database and through direct correspondence to determine compliance.

### Resource Consent Compliance

13. Resource consents are permits that allow the holder to use or take water, land or coastal resources. They also allow the discharge of water or wastes into air, water or onto land. Resource consents include conditions to protect people and the environment.
14. Waikato Regional Council (WRC) issues consents and monitors consented activities to make sure that the conditions are being met.
15. Hamilton City Council hold three resource consents for the Waiora Water Treatment Plant. These are to allow for taking water from the river, discharging backwash water (part of the treatment process) and the discharge for stormwater from the site. There are also four resource consents related to the take and use of water for two industries currently operating in the Hamilton area.
16. The Pukete Wastewater Treatment Plant has a total of six resource consents within the site, including the main discharge to water resource consent for the treated wastewater, several resource consents for process activities like biosolids storage, the outfall structure and a water take (process water) and two resource consents for the discharge of odour and stormwater from the site.
17. There is also a comprehensive stormwater resource consent held for the City's stormwater infrastructure.
18. Compliance with consents is reviewed, assessed and reported by WRC annually. Monitoring is undertaken in accordance with monitoring plans throughout the compliance year. Where interim reporting is required by a consent this is completed.

## Discussion - *Matapaki*

### Drinking Water Compliance Assessment

19. In September 2020 Hamilton City Council received the DWA Report on Compliance with the Drinking-water Standards for New Zealand 2005 (Revised 2018) and Duties under the Health Act 1956 for the period between 1 July 2019 and 30 June 2020, confirming full compliance was achieved. A copy of the Compliance report can be found in **Attachment 1** of this report.

20. Once finalised, the details from the annual assessments are included in the Ministry of Health Annual Report of Drinking-water Quality. The Annual Report is published in the following year and presents findings on national levels of achievement for networked supplies serving more than 100 people.
21. The details of Hamilton City Councils drinking water compliance assessment completed for the 2018-19 financial year is formally reported on page 33 of the [Annual Report on Drinking-water Quality 2018-2019](#) publication released by the Ministry of Health in June 2020.

#### **Resource Consent Compliance Assessment**

22. Each resource consent has unique reporting timeframes that are specified within the relevant consent conditions which determines when WRC undertakes their assessment of compliance.
23. A summary of previous annual resource consent compliance assessments undertaken by WRC for the water, wastewater and stormwater activity can be found in **Attachment 2** of this report, along with a summary of the definitions that WRC use to categorise the level of compliance for a site and an individual resource consent.
24. The outcome of the assessment of compliance for the Pukete Wastewater Treatment Plant site resource consents was a High level of Compliance, which is the same result as achieved in the 2018-19 year.
25. Full compliance for the Pukete Wastewater Treatment plant site was not able to be achieved for the most recent 12-month compliance period.
26. This was predominantly due to a period of two months in May and June 2020 following the COVID-19 lockdown where the biological processes at the treatment plant experienced a prolonged period of disruption.
27. This process disruption impacted on the ability to remain compliant with the resource consent conditions for the discharge of treated effluent to the Waikato River until normal influent conditions resumed and biological systems recovered.
28. In their assessment WRC determined due to the factors involved it did not consider that there was increase in significant adverse effects and that a high level of compliance for the site was an appropriate assessment outcome.
29. At the time of writing this report the compliance assessments for the Comprehensive Stormwater Discharge consent and the Waiora Water Treatment Plant resource consent based on annual reports submitted to WRC were still underway. The outcomes of these assessments are expected to be received before December 2020.

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

30. Achieving regulatory compliance with the Drinking Water Standards, Health Act and Resource Consents is a regular operating activity funded through the Long-Term Plan.

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

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

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

32. 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').



- 33. 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.
- 34. The recommendations set out in this report are consistent with that purpose.

#### **Social**

- 35. When consents are issued community and environmental considerations are made at the time and conditions developed accordingly. To meet the conditions of these consents is important for communities who had input into their development.

#### **Economic**

- 36. HCC has obligations under Section 10 of the Local Government Act 2002 to meet the current and future needs of communities for good quality local infrastructure, local public services, and the performance of regulatory functions that is most cost effective for households and businesses.
- 37. Good quality infrastructure and a high level of compliance with Resource consents ensures services and performance that are efficient and effective and appropriate to present and anticipated future circumstances.

#### **Environmental**

- 38. Water takes and discharges in Hamilton have a direct effect on the Waikato River. Taking water changes the flow and temperature of the river and stream networks, potentially disrupting plant and animal life. Compliance with consents is an important way for HCC to protect the river.
- 39. Non-compliant discharges to the river can have a negative impact on the quality of the water and the plant and animal life within it.

#### **Cultural**

- 40. HCC has obligations under the Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010 and Te Ture Whaimana o te Awa o Waikato (Vision and Strategy for the Waikato River) to restore and protect the health and wellbeing of the Waikato River and its tributaries.
- 41. Iwi have indicated that compliance with Resource Consents is important, we work with Waikato-Tainui around compliance and provide them with compliance reports.

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

- 42. Regulation and compliance of the Three Waters Activities is increasing, with significant changes proposed at both a national and regional level with proposed changes to key legislation, policy, standards and guidelines planned or underway.
- 43. These changes, once implemented, are expected to result in greater level of compliance been required as well as changes to the method and complexity of demonstrating and reporting compliance, which may drive the need for additional investment in asset improvements or resourcing.



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

### **Significance**

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

### **Engagement**

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

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

Attachment 1 - Hamilton City Council - Report on Compliance with Drinking Waters Standards and Health Act - September 2020

Attachment 2 - Three Waters - Resource Consent Compliance Assessments - Historical Summary



# **Report on Compliance with the Drinking-water Standards for New Zealand 2005 (Revised 2018) and duties under Health Act 1956**

**For Period: 01/07/19 to 30/06/20**

**Drinking-Water Supply:  
Hamilton (HAM001)**

**Water Supplier:  
Hamilton City Council (HCC)**

**Waikato Drinking Water Assessment Service  
Public Health  
Waikato District Health Board  
Private Bag 3200  
Hamilton 3240**

**Report Identifier  
HamiltonCC\_DWSNZCompliance\_2020\_09\_16\_v1**

## Purpose

The purpose of this report is to provide Hamilton City Council (HCC) with the results from the assessments carried out on their water supply under the following compliance standard and statute:

- The Drinking-water Standards for New Zealand 2005 (Revised 2018) (DWSNZ)
- Part 2A of the Health Act 1956 (the Act).

The assessments are based on the information provided by HCC during the 2019/2020 Annual Survey period.

**Key areas for action have been outlined in the content of this report with a grey box.**

## Terminology

Non-Compliance:	Areas where the drinking water supply does not comply with the Drinking-water Standards for New Zealand 2005 (Revised 2018) (DWSNZ).
Recommendation:	These are areas of the report where suggestions for improvement have been made.

## Abbreviations

C.t value	Concentration of disinfectant and contact time
DWA	Drinking Water Assessor
DWSNZ	Drinking-water Standards for New Zealand 2005 (Revised 2018)
DWO	Drinking Water Online database
<i>E. coli</i>	<i>Escherichia coli</i>
ESR	Institute of Environmental Science & Research Ltd
FACE	Free available chlorine equivalent
GAC	Granular Activated Carbon
HCC	Hamilton City Council
LTP	Long Term Plan
MAV	Maximum acceptable value
MoH	Ministry of Health
P2	Priority 2 determinand
PLC	Programmable Logic Computer
The Act	Health Act 1956, Part 2A, Drinking water
UPS	Uninterrupted Power Supply
UV	Ultraviolet light treatment
WaDWAS	Waikato Drinking Water Assessment Service
WRC	Waikato Regional Council
WSP	Water Safety Plan

## Executive Summary

An official assessment of the performance of Hamilton City Council as a “water supplier”, against the Health Act 1956, Part 2A, Drinking water (the Act) and the Drinking-water Standards for New Zealand 2005 (Revised 2018)(DWSNZ) has been completed for the period 1<sup>st</sup> July 2019 – 30<sup>th</sup> June 2020. The assessment was undertaken by a Drinking Water Assessor (DWA) from Waikato Drinking Water Assessment Service (WaDWAS). The tables below show a summary of compliance with the DWSNZ, with more detail stated within this report.

Overall it was pleasing to see that the high levels of compliance for the Hamilton City Council water supply is being maintained, with full compliance found throughout the 2019/20 Annual Survey assessments.

### Treatment Plant

Treatment Plant name	Bacterial compliance	Protozoa compliance	Cyanotoxin compliance	Chemical compliance	Radiological compliance	Overall
<b>Hamilton water supply</b>						
Waiora Terrace, Hamilton (TP00066)	✓	✓	✓	✓	N/A	✓

### Distribution Zones

Distribution Zone name	Bacterial compliance	Cyanotoxin compliance	Chemical compliance	Overall
<b>Hamilton water supply</b>				
Greenhill Road (HAM001GR)	✓	✓	✓	✓
Hamilton City (HAM001HA)	✓	✓	✓	✓
SH26, Morrinsville Rd (HAM001MO)	✓	✓	✓	✓
Powells Road (HAM001PO)	✓	✓	✓	✓
Ruakura/Ryburn Road (HAM001RU)	✓	✓	✓	✓
Temple View, Hamilton (HAM001TE)	✓	✓	✓	✓
Claudlands Grandstand (HAM001CG)	✓	✓	✓	✓

### Hamilton (HAM001):

- Continuous monitoring results for FACE and turbidity (Waiora Terrace, Hamilton (TP00066)) showed bacterial compliance with section 4.2.2(a).
- Continuous monitoring results for turbidity showed protozoa compliance with sections 5.4, 5.8 and UV compliance under section 5.16 was met during the compliance period for Waiora Terrace, Hamilton (TP00066).

- The Hamilton water supply Water Safety Plan is due for reassessment by January 2022. However, please see the information stated below in the grey box.

The Waikato Drinking Water Assessment Service would like to give deserved recognition to the hard work of the water operators and administrators throughout the 2019/20 year in working toward delivering a safe supply of drinking water to the community.

**The Drinking Water Assessor considers the following tasks as priority for the upcoming 2020/2021 compliance year to ensure continued compliance; these are discussed in the report:**

- It should be noted that the Ministry of Health released the new WSP Framework in December 2018 which outlined requirements for 10 components to be expressly included in WSPs including areas such as commitment to drinking water quality management and verification of monitoring programmes. The MoH further released the Handbook for preparing a Water Safety Plan in May 2019 which contains additional details on the expectations for new WSPs. There are expectations that the new framework requirements are included into WSPs when they currently expire.

## Treatment Plant

Bacterial compliance is under section 4 of the DWSNZ  
 Protozoal compliance is under section 5 of the DWSNZ  
 Cyanotoxin compliance is under section 7 of the DWSNZ  
 Chemical compliance is under section 8 of the DWSNZ  
 Radiological compliance is under section 9 of the DWSNZ

The following compliance information is derived from the Drinking Water Online (DWO) database, monthly summarised Excel reports submitted and associated correspondence from HCC.

### Treatment Plant: Bacterial compliance

#### Summary of treatment performance monitoring results under criterion 2A

Compliance has been assessed against criterion 2A of section 4.2.2(a), DWSNZ: continuously monitored chlorine disinfected water leaving the treatment plant. This is based around free available chlorine equivalence (FACE) and turbidity.

Treatment Plant name	Treatment Parameter	Requirements in DWSNZ	Summary of monitoring results	Compliance
<b>Hamilton water supply - Criterion 2A</b>				
Waioara Terrace, Hamilton (TP00066)	FACE	Daily 98% of samples must have C.t value of at least 6.	Daily 98% of samples demonstrated a C.t value of at least 6.	Compliant
	Turbidity	Daily 95% samples <1NTU No sample >2 NTU	Daily 95% samples <1NTU No sample >2 NTU	Compliant

#### Summary of compliance with sampling / analytical / remedial / operational requirements

Compliance with criterion 2A of section 4.2.2(a), DWSNZ was met for the following plant for the period 01/07/19 – 30/06/20 for the following reasons:

- Waiora Terrace, Hamilton (TP00066), continuous FACE and turbidity requirements were able to be demonstrated for the entire compliance period. In addition to the supplied information on FACE and turbidity, HCC also provide the minimum FACE achieved for each day throughout the compliance monitoring period. As required by section 4.2.2(a)(3) of the DWSNZ, HCC also show the minimum contact hydraulic retention time and the minimum C.t value recorded for the month.
- On the 19<sup>th</sup> of August 2019 there was an unplanned shutdown of the Waiora treatment plant caused by a power failure to the PLC during a UPS upgrade. As a result there was no plant monitoring data for approximately one hour, however HCC were able to show that no water left the plant during that time. During the outage, one of the four lime dosing pumps had continued to run, causing an increase in the pH of the treated water. The operator intervened and diluted the water with water from the Clearwater tank prior to lime dosing. The C.t fell below 6min.mg/L for 2.23 minutes or 0.17% of the compliance monitoring period (CMP) while the plant was in service but only for one of the three monitoring instruments. The instrument was reportedly known to be highly sensitive to pH increases and this was addressed in a letter from the DWA to HCC dated 16 October 2019. The minimum average C.t for the three instruments was 36.67min.mg/L. overall the event did not affect compliance.

#### **Treatment Plant: Protozoa compliance**

Treatment plant name	Protozoa log credit requirement	Log credit determined through what process
<b>Hamilton water supply</b>		
Waiora Terrace, Hamilton (TP00066)	3	Confirmed on the 31 <sup>st</sup> of March 2017 based on cryptosporidium monitoring

#### Summary of compliance with risk categorisation process

Waiora Terrace, Hamilton (TP00066) water treatment plant has been allocated 3-log protozoa removal based on *Cryptosporidium* and *Giardia* monitoring undertaken in 2016/17. Formal determination of the protozoa risk allocation was made by the DWA on the 31<sup>st</sup> of March 2017. It should be noted that the requirement for protozoa monitoring to be undertaken every five years in the Revised 2008 DWSNZ has been removed from the 2018 DWSNZ revision.

The new provisions state the default requirement for protozoa in surface waters is 3-log inactivation or removal and that the Water Safety Plan (WSP) are now to include an assessment of the catchment. If the WSP indicates that 4-log credits may be required, *Cryptosporidium* monitoring is needed.

#### Summary of treatment processes and associated log credits

Treatment Plant name	Treatment process <sup>1</sup>	Potential log credit available	Summary of turbidity results	Compliance with all other requirements of criterion <sup>2</sup>	Log credit achieved
<b>Hamilton water supply</b>					
Waiora Terrace, Hamilton (TP00066)	Coagulation, sedimentation & filtration.	3	Compliant	Yes	3
	Enhanced Individual Filtration	1	Compliant	Yes	1
	UV disinfection	3	Compliant	Yes	3

<sup>1</sup> Treatment Process meeting DWSNZ definition of available combination of treatment technology

<sup>2</sup> Further detail provided below under log credit assessment

#### Summary of log credit assessment

Waiora Terrace, Hamilton (TP00066), protozoa compliance **was met** by demonstration of turbidity against sections 5.4, 5.8, and the UV disinfection requirements of section 5.16 of the DWSNZ.

#### Log credit total (total of all treatment processes) achieved

**Waiora Terrace, Hamilton (TP00066) 7**

### **Treatment Plant: Cyanotoxin compliance**

#### Summary of management protocol compliance

Management of cyanobacteria in the Waiora Terrace, Hamilton (TP00066) Water Treatment Plant is included in the Hamilton WSP, but more specifically 'City Waters - SOP - Water Contingency Plans - 19.1 Cyanobacterial Bloom - Review - Paula Brown - 2015-10-16', which includes monitoring and response to cyanobacteria. This is deemed to comply with section 7, DWSNZ.

### **Treatment Plant: Chemical compliance**

Waiora Terrace, Hamilton (TP00066): A Plumbosolvent water (warning / public) notice was provided to consumers at the specified frequency (six monthly) during the compliance period.

Waiora Terrace, Hamilton (TP00066): Fluoride is an assigned priority 2 (P2) determinand.

#### Priority 2 Determinand: Monitoring results

Treatment Plant name	P2 Determinand	Number of samples required	Number of samples taken	Transgressions	Compliance
Waiora Terrace, Hamilton (TP00066)	Fluoride	52	105	0	Compliant

Priority 2 Determinand: Summary of compliance with general sampling/ remedial actions / analytical requirements

The Waioira Terrace, Hamilton (TP00066) Water Treatment Plant complies with the monitoring requirements for the number of samples, the interval between samples and the days of the week that monitoring is required for fluoride. Analysis of the samples is undertaken by the Hamilton City Council Laboratory, which is a Ministry of Health approved laboratory for this analysis.

**Treatment Plant: Radiological compliance**

The source waters supplying the Waioira Terrace, Hamilton (TP00066) water treatment plant is classed as surface water, therefore the radiological requirements are not applicable as they are only required for groundwater.

**Distribution Zones**

Distribution Zone bacterial compliance is under section 4.3 of the DWSNZ

Cyanotoxin compliance is under section 7 of the DWSNZ

Chemical compliance is under section 8 of the DWSNZ

The following compliance information is derived from Drinking Water Online (DWO).

**Distribution Zone: Bacterial compliance**

Summary of *E. coli* sampling results

Bacterial compliance has been assessed against criterion 6A of section 4.3.1, DWSNZ; which is based on *E. coli* sampling only. Section 4.3.4.1 also refers to total coliform monitoring which must be undertaken at the same frequency as *E. coli* monitoring.

Distribution Zone name	Number of <i>E. coli</i> (total coliform) samples required	Number of samples collected	Number of transgressions	Compliance
<b>Hamilton water supply</b>				
Greenhill Road (HAM001GR)	12	16	0	Compliant
Hamilton City (HAM001HA)	364	621	0	Compliant
SH26, Morrinsville Rd (HAM001MO)	12	12	0	Compliant
Powells Road (HAM001PO)	12	16	0	Compliant
Ruakura/Ryburn Road (HAM001RU)	12	16	0	Compliant
Temple View, Hamilton (HAM001TE)	52	80	0	Compliant



Claudlands Grandstand (HAM001CG)	12	64	0	Compliant
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Compliance with criterion 6A of section 4.3.1 and total coliform monitoring under section 4.3.4.1, DWSNZ **was met** for the following Distribution Zones for the period 01/07/19 – 30/06/20 for the following reasons:

- The Greenhill Road (HAM001GR), Hamilton City (HAM001HA), SH26, Morrinsville Rd (HAM001MO), Powells Road (HAM001PO), Ruakura/Ryburn Road (HAM001RU), Temple View, Hamilton (HAM001TE) and Claudlands Grandstand (HAM001CG) Distribution Zones complied with the monitoring requirements for the number of samples, the interval between samples and the days of the week that monitoring is required. Analysis of the samples is undertaken by the Hamilton City Council Laboratory, which is a Ministry of Health approved laboratory for this analysis.

#### **Distribution Zone: Cyanotoxin compliance**

This section is not applicable as there are no P2 cyanotoxin determinands associated with this supply.

#### **Distribution Zone: Chemical compliance**

This section is not applicable as there are no P2 chemical determinands associated with this supply.

#### **Summary of Audit Activities to Verify DWSNZ Monitoring Data**

Much of the data verification activities were undertaken during the Ministry of Health annual drinking-water survey. The data for the Hamilton water supply is collated by HCC into the Drinking Water Online database (DWO) and Excel spreadsheets, summarised to show drinking-water compliance. Monthly summaries are forwarded to the Waikato Drinking Water Assessment Service (WaDWAS) on a quarterly basis. In addition compliance information was summarised in DWO. Other activities included;

- Issue of the DWSNZ 2018/19 compliance report to HCC on 9<sup>th</sup> September 2019;
- On 8<sup>th</sup> October 2019 WaDWAS and HCC staff met at the Wairoa Water Treatment Plant to follow up an unplanned shut down and reviewed the cause and remedial actions undertaken, the DWA concluded that compliance was not affected. A letter was sent to HCC on the 16<sup>th</sup> of October 2019 confirming that the investigation and remedial actions were appropriate;
- Joint Working Group drinking water meeting with all 10 councils, Waikato Regional Council and the Drinking Water team from WaDWAS on the 11<sup>th</sup> of December 2019;
- The WaDWAS Drinking Water Technical Officer investigated an issue at the Waiora treatment plant in February 2020 relating to standardisation of the UV sensors;
- There was an *E. coli* transgression reported at the Taitua Arboretum on the 4<sup>th</sup> of June 2020. This is a separate supply from the Hamilton City supply but was investigated appropriately;
- Health Act 1956 required information and evidence received by WaDWAS on 9<sup>th</sup> July 2020;
- WaDWAS received all DWSNZ annual survey compliance data for 2019/20 throughout the compliance period, with the final quarter two data received by WaDWAS on 7<sup>th</sup> July 2020. There were no concerns over the data quality and HCC are to be acknowledged for their prompt reporting and communication of events to WaDWAS.

### Summary of DWSNZ Compliance

#### Treatment Plant

Treatment Plant name	Bacterial compliance	Protozoa compliance	Cyanotoxin compliance	Chemical compliance	Radiological compliance	Overall
<b>Hamilton water supply</b>						
Waiora Terrace, Hamilton (TP00066)	Compliant	Compliant	Compliant	Compliant	N/A	Compliant

Full compliance with the DWSNZ **was achieved** for the Waiora Terrace, Hamilton (TP00066) Treatment Plant for the period 01/07/19 – 30/06/20.

#### Distribution Zones

Distribution zone name	Bacterial compliance	Cyanotoxin compliance	Chemical compliance	Overall
<b>Hamilton water supply</b>				
Greenhill Road (HAM001GR)	Compliant	Compliant	Compliant	Compliant
Hamilton City (HAM001HA)	Compliant	Compliant	Compliant	Compliant
SH26, Morrinsville Rd (HAM001MO)	Compliant	Compliant	Compliant	Compliant
Powells Road (HAM001PO)	Compliant	Compliant	Compliant	Compliant
Ruakura/Ryburn Road (HAM001RU)	Compliant	Compliant	Compliant	Compliant
Temple View, Hamilton (HAM001TE)	Compliant	Compliant	Compliant	Compliant
Claudlands Grandstand (HAM001CG)	Compliant	Compliant	Compliant	Compliant

Full compliance with the DWSNZ **was achieved** for the Greenhill Road (HAM001GR), Hamilton City (HAM001HA), SH26, Morrinsville Rd (HAM001MO), Powells Road (HAM001PO), Ruakura/Ryburn Road (HAM001RU), Temple View, Hamilton (HAM001TE) and Claudlands Grandstand (HAM001CG) distribution zones for the period 01/07/19 – 30/06/20.

### Assessment of Compliance with Duties of drinking-water suppliers under the Act

The duties of the water supplier under the Act **have been fully met**.

<b>Section 69S – Duty of suppliers in relation to the provision of drinking water</b>	Met for all supplies.
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This decision is based on the following:

This was assessed on the 4<sup>th</sup> of August 2020 by Mark Palmer (WaDWAS) based on information submitted by Paula Brown (City Waters -Water Compliance Specialist). Information supplied was that there were two outages (Claudelands Grandstand tap and Taitua Arboretum) during the assessment period. Both of these were closed in March 2020 due to Covid-19. Taitua Arboretum was further closed due to a positive *E. coli* detection and remains closed. Notifications to the Medical Officer of Health were made on all occasions. It is considered that the duties under this section have been met.

<b>Section 69U – Duty to take reasonable steps to contribute to protection of source of drinking water</b>	Met for all supplies.
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This decision is based on the following:

This was assessed on the 4<sup>th</sup> of August 2020 by Mark Palmer (WaDWAS) based on information submitted by Paula Brown (City Waters -Water Compliance Specialist). HCC have undertaken the following source protection activities:

- HCC submitted on 'Action for Healthy Waterways' (31 October 2019). In relation protection of drinking water sources, HCC supported an independent national body providing oversight of freshwater management implementation. HCC also requested the following in its submission:
  - National standards or guidelines focused on achieving the dual objectives of efficient road corridors and managing contaminants to protect waterways.
  - Supporting the training of people and development of a national qualifications' framework
  - Leading the development of good practice guidelines for three waters infrastructure design, construction, operation, monitoring and regulation.
  - Financial assistance to territorial authorities and/or property owners to support provision, operation and maintenance of the necessary stormwater and wastewater infrastructure, including that associated with roads.
  - Provision of guidance on how to incentivise actions to improve freshwater quality; Make statutory provision(s) to enable territorial authorities to require property owners in existing urban areas to retrofit stormwater management devices on their property.
- HCC has prepared a notice of appeal on Waikato Regional Councils Plan change 1 (Healthy Rivers) which supports Te Ture Whaimana o te Awa o Waikato (Waikato Tainui Vision & Strategy under the Waikato (River) Settlement Act 2012) and asks for 'staged' reduction of mixing of discharge to the river. This appeal will be lodged by the 5th July 2020;
- HCC submitted on the Urban Development Bill (February 2020). HCC submitted that Kāinga Ora must recognise best practices and comply with central and regional direction on fresh water management;
- HCC submitted on 2 resource consent applications seeking to discharge to the Waikato River. Cambridge stormwater (31 October 2019), and Waipa Wastewater Treatment Plant. The submissions sought that discharges were treated to a suitable standard and/or aligned with te Ture Whaimana o te Awa o Waikato;

- HCC has LTP funding for erosion control including riparian planting. This is in the order of \$2million dollars per year. HCC also put forward erosion control (inclusive of riparian planting) as 'shovel ready projects' to Central Government (April 2020);
- HCC is currently implementing its Wastewater Treatment Plant "Pukete 3" project at a cost of about \$24M. This project will expand the plant's capacity to accommodate predicted urban growth and maintain compliance with the discharge consent until it expires in 2027. HCC's 30-year Infrastructure Strategy identifies that, in the period 2029 to 2048, further expenditure on wastewater treatment plant upgrades is planned: \$60M to ensure the treatment plant remains compliant with its discharge consent and \$170M to accommodate population and business growth;
- HCC submitted on the Taumata Arowai Bill (under the Crown Entities Act) in February 2020. HCC requested clarity around roles and responsibilities in relation to water borne communicable disease (as there appeared to be potential for overlap with Taumata Arowai and Health Act). HCC also sought clarity of definitions and that consideration needed to be given to contaminant source control;
- HCC continues to carry out Stormwater Master Planning and develop catchment management plans that seek to avoid, remedy and mitigate contaminants entering waterways and the Waikato River. There are 3 completed plans and 3 plans are in development;
- HCC has Long Term Plan funding for putting in wastewater emergency storage, increasing pipe capacity and pipe renewals;
- HCC is a partner in a subregional initiative which seeks to plan for infrastructure that take a 'Best for River' approach and aligns with Te Ture Whaimana o te Awa o Waikato (Waikato Tainui Vision & Strategy under the Waikato (River) Settlement Act 2012);
- HCC is close to completing a revised a Three Waters Connections Policy which strengthens direction on managing stormwater discharges from high risk facilities;
- HCC requires on-lot water sensitive devices (including treatment devices for stormwater) under its District Plan.

HCC is deemed to be in compliance with Section 69U of the Act by continuing to take reasonable steps to contribute to the protection of the sources of drinking water.

<b>Section 69Y – Duty to monitor drinking water</b>	Met for all supplies.
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This decision is based on the following:

This was assessed on the 4<sup>th</sup> of August 2020 by Mark palmer (WaDWAS) based on information that is held on file at WaDWAS and Drinking Water Online (DWO). HCC was deemed to comply with Section 69Y of the Act.

<b>Section 69Z – Duty to prepare and implement water safety plan</b> <b>Section 69ZB – Duration of plans</b> <b>Section 69ZC – Review and renewal of plans</b>	Met for all supplies.
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This decision is based on the following:

Water Supply	Water Safety Plan (WSP) Version	Date Approved	Water Safety Plan Status	Compliance with 69Z
Hamilton	Hamilton City Council Water Safety Plan, D-1391788[v4]	23/01/2017	Implementing	Compliant

Hamilton City Council Water Safety Plan, D-1391788[v4], was approved in January 2017, and an implementation assessment was undertaken in September 2018 which confirmed that it is being implemented. The WSP must be reviewed every five years, and a revised WSP must be submitted to a DWA before January 2022 (sooner if any upgrades to the water supply occurs/amendments to the WSP occurs).

**Please note:**

The supplier is reminded that a WSP should be treated as a living document and be regularly reviewed and updated to align it with Council asset management and long-term plans. Changes to the source, treatment, distribution, storage, or operation may indicate that a WSP review is required. The DWA expects to be kept informed of these changes.

It should be noted that the Ministry of Health released the new WSP Framework in December 2018 which outlined requirements for 10 components to be expressly included in WSPs including areas such as commitment to drinking water quality management and verification of monitoring programmes. The MoH further released the Handbook for preparing a Water Safety Plan in May 2019 which contains additional details on the expectations for new WSPs. There are expectations that the new framework requirements are included into WSPs when they currently expire.

<b>Section 69ZD – Duty to keep records and make them available</b>	Met for all supplies.
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This decision is based on the following:

This was assessed on the 4<sup>th</sup> of August 2020 by Mark Palmer (WaDWAS) based on information submitted by Paula Brown (City Waters -Water Compliance Specialist). Over the compliance period WaDWAS has received sampling results, continuous monitoring data, compliance information and the compliance records from HCC. HCC have made any appropriate records available when requested by the DWA. It is considered that the duties under this section have been met.

<b>Section 69ZE – Duty to investigate complaints</b>	Met for all supplies.
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This decision is based on the following:

This was assessed on the 4<sup>th</sup> of August 2020 by Mark Palmer (WaDWAS) based on information submitted by Paula Brown (City Waters -Water Compliance Specialist). Information supplied was that 349 complaints regarding the quality (taste, odour, and discolouration) and pressure of the drinking water supplied to a number of zones were received during this compliance period and that HCC has a system in place to manage complaints when they are received. It is considered that the duties under this section have been met.

<b>Section 69ZF – Duty to take remedial actions if drinking-water standards are breached</b>	Met for all supplies.
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This decision is based on the following:

This was assessed on the 4<sup>th</sup> of August 2020 by Mark Palmer (WaDWAS) based on information that is held on file at WaDWAS and Drinking Water Online (DWO). HCC was deemed to comply with Section 69ZF of the Act in that they met the DWSNZ and have systems in place for any standards breaches.


## Conclusion

The results in this report relate only to the compliance of the above listed treatment plant and distribution zones.

Please be aware that under the Act, this supply falls into the category of a large drinking water supply. Therefore the legal requirement to comply with the DWSNZ applied from 1 July 2012 and this has been met.

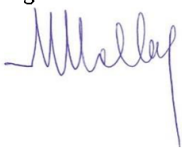
Information in this report may be provided to the Ministry of Health at their request. With the exception of the Ministry of Health, this report shall not be reproduced without the approval of the Waikato Drinking Water Assessment Service and Hamilton City Council.

Completed: 16<sup>th</sup> September 2020

A handwritten signature in blue ink, appearing to read 'Matt Molloy', with a long vertical line extending downwards from the end of the signature.

Matt Molloy  
Drinking Water Assessor  
Waikato Drinking Water Assessment Service

## Assessment Report Information

<b>Report identifier</b>	HamiltonCC_DWSNZCompliance_2020_09_16_v1
<b>Drinking Water Assessment Unit (Inspection Body)</b>	Waikato Drinking Water Assessment Service Public Health Waikato District Health Board Private Bag 3200 HAMILTON 3240
<b>Drinking Water Assessor</b>	Matt Molloy
<b>Assessment Date</b>	July – August 2020
<b>Description of assessment work</b>	Assessment of Compliance with DWSNZ for Hamilton (HAM001) water supply including: Waikato River, Hamilton (S00041), water source; Waiora Terrace, Hamilton (TP00066) Water Treatment Plant; Greenhill Road (HAM001GR), Hamilton City (HAM001HA), SH26, Morrinsville Rd (HAM001MO), Powells Road (HAM001PO), Ruakura/Ryburn Road (HAM001RU) and Temple View, Hamilton (HAM001TE) and Claudelands Grandstand (HAM001CG) Distribution Zones.
<b>Equipment Used</b>	Drinking Water Online database
<b>Water Supply Owner / Person Responsible</b>	Hamilton City Council Trent Fowles Compliance Manager – City Waters
<b>Assessment method</b>	Standard assessment as per DWA Function 1 Drinking Water Standards for New Zealand 2005 (Revised 2018)
<b>Documents and Information</b>	Drinking Water Standards for New Zealand 2005 (Revised 2018) Health Act 1956, Part 2A Summarised compliance information from Hamilton City Council.
<b>Site of Assessment</b>	Office based assessment
<b>Omissions from proposed assessment</b>	Nil
<b>Sub-contracted work</b>	Nil
<b>Document checked by:</b>	Name: Mark Palmer Title: Drinking Water Assessor Date: 16/09/2020
<b>Release of report authorised by:</b>	Name: Matt Molloy Title: Drinking Water Assessor  Signature: Date: 17/09/2020

If you do not agree with the findings of this report a written appeal must be lodged with the Technical Manager, WaDWAS, Public Health, Private Bag 3200, Hamilton 3240, within two months of receipt of this report. The Technical Manager will arrange for a review to be undertaken using the Ministry of Health appeals procedure.

## Three Waters – Historical Compliance Assessments

The following tables provide a summary of compliance for each consented activity:

Wastewater Treatment Plant	
Resource Consents:	
Compliance Period	Compliance status
1 July 2019 to 30 June 2020	High level of compliance
1 July 2018 to 30 June 2019	High level of compliance
1 July 2017 to 30 June 2018	Full compliance
1 July 2016 to 30 June 2017	Full compliance
1 July 2015 to 30 June 2016	Partial compliance
1 July 2014 to 30 June 2015	Partial compliance
1 July 2013 to 30 June 2014	Partial compliance
1 July 2012 to 30 June 2013	Partial compliance
1 July 2011 to 30 June 2012	Partial compliance

Water Treatment Plant	
Resource Consents:	
Compliance Period	Compliance status
1 July 2019 to 30 June 2020	Pending
1 July 2018 to 30 June 2019	Full compliance
1 July 2017 to 30 June 2018	High level of compliance
1 July 2016 to 30 June 2017	High level of compliance
1 July 2015 to 30 June 2016	High level of compliance
1 July 2014 to 30 June 2015	Full compliance
1 July 2013 to 30 June 2014	High level of compliance
1 July 2012 to 30 June 2013	High level of compliance
1 July 2011 to 30 June 2012	High level of compliance



Stormwater Resource Consent	
Compliance Period	Compliance status
1 April 2019 to 31 March 2020	Pending
1 April 2018 to 31 March 2019	Partial compliance
1 April 2017 to 31 March 2018	High level of compliance
1 April 2016 to 31 March 2017	Not assessed by WRC
1 April 2015 to 31 March 2016	Partial compliance
1 April 2014 to 31 March 2015	Partial compliance
1 April 2013 to 31 March 2014	Partial compliance

Waikato Regional Council utilises several compliance levels to describe the level of compliance assessed as being achieved for individual resource consents and for overall site compliance, these are listed below.

*Waikato Regional Council Compliance Status for individual conditions:*

Compliance Status	Description
Not assessed	Monitoring of this condition was not undertaken during this monitoring event
High priority non-compliance	The non-compliance has the potential for, or has resulted in, significant adverse effects on the environment
Medium priority non-compliance	There is non-compliance with limits or other direct controls on adverse effects; and  The non-compliance has the potential for, or has resulted in, a greater than minor increase in the level of effects authorised.
Low priority non-compliance	There is non-compliance with limits or other direct controls on adverse effects; and The non-compliance has the potential for, or has resulted in, a less than minor increase in the level of effects authorised; and/or There has been a significant technical non-compliance such as a failure to collect or supply self-monitoring data.
Minor technical non-compliance	There is non-compliance with a condition, or part of a condition, that does not directly control adverse effects; and The non-compliance was not significant in the management of effects. For example a short delay in supplying data or meeting a deadline for a report

*Waikato Regional Council Compliance status for individual consents and the entire site:*

<b>Compliance Status</b>	<b>Description</b>
Not assessed	Monitoring has not been undertaken at this site during the current financial year
Significant non-compliance	There has been a high priority non-compliance; and/or There have been several medium priority non-compliances.
Partial compliance	There has been a medium priority non-compliance; and/or There have been several low priority non-compliances
Provisional Compliance	To be used (rather than high level or full compliance) in all situations where the compliance assessment is based on less than a full suite of applicable “environmental” conditions for any or all consents held for a site. The qualification of “provisional” compliance appropriately reflects that, at a full consent or site level, it is not possible to be definitive about compliance status when not all relevant conditions have been assessed.
High level of compliance	There has been a low priority non-compliance; and/or There have been several minor technical non-compliances.
Full compliance	All conditions that include limits or other direct controls on adverse effects have been complied with. A small number of minor technical non-compliances may have occurred.

# Council Report

Item 12

**Committee:** Infrastructure Operations Committee

**Date:** 19 November 2020

**Author:** Eeva-Liisa Wright

**Authoriser:** Eeva-Liisa Wright

**Position:** General Manager  
Infrastructure Operations

**Position:** General Manager  
Infrastructure Operations

**Report Name:** Infrastructure Operations General Managers Report

<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 the Committee Member's attention, but which do not necessitate a separate report or decision.

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

2. That the Infrastructure Operations Committee:
  - a) receives the report; and
  - b) approves the deferral of the report for the review of fees and charges as requested by Lime NZ, for their Personal Hire (Transport) Device permit, to the Council meeting of 8 December 2020.

## **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. Staff confirm that the staff recommendation complies with the Council's legal and policy requirements.
5. Staff consider that the recommendations in this report have a low level of significance.

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

### **Vision Zero Update (General Manager Infrastructure Operations)**

6. Hamilton City Council has adopted Vision Zero as the philosophy for road safety in the city, an aspiration to achieve zero road deaths and serious injury within Hamilton city.
7. The following table provides information on the types of users that were seriously injured in the city this financial year on a quarterly basis (1 July 2020 to 2 November 2020 inclusive). The data is based on NZ Police reports which are prepared when they attend the crash. It is noted that some crash data can be a little slow in getting entered into the system, so the figures below are subject to change, but are a general reflection of safety performance for the period.

Road User Type	Number Seriously Injured 2020/21 as at 2 November 2020				Number of Fatalities	Total Deaths and Serious Injuries (DSI)	DSI by mode	Mode share of total trips
	July to Sept	Oct to Dec	Jan to March	April to June				
Cyclist	0	-	-	-	-	0	0%	1%
Driver	1	3	-	-	-	4	73%	86%
Passenger	3	-	-	-	1	4		
Pedestrian	1	-	-	-	1	2	27%	12%
Wheeled pedestrian (wheelchairs, mobility scooters)	1	-	-	-	-	1		
<b>Total</b>	<b>6</b>	<b>3</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>11</b>	<b>100%</b>	<b>100%</b>

### Innovating Streets Update

8. Staff are busy working with our consultants to establish the project, gather data and set the scene for the next steps. The project team are also collaborating with many units across the organisation to ensure we make the most of this exciting opportunity.
9. Staff will be hosting a workshop with Members on Wednesday 18 November 2020. This will be an opportunity for Members to get a full overview of the project and process, meet the project team and our Waka Kotahi representative, and ask questions.
10. Co-design workshops with the community will start the last week of November and run for three weeks. More details about these will follow and we encourage the EM's to attend and observe.

### Hamilton Transport Centre Rejuvenation Project

11. Staff have been leading a project that has defined the problems and identified potential improvements to the existing Transport Centre located on the corner of Bryce Street and Anglesea Street.
12. Working closely with several stakeholders, including bus operators, representatives from the disabled community, Waikato Regional Council and Waka Kotahi NZ Transport Agency, the project team has identified what it considers the best option to address problems of poor accessibility, amenity and safety and to achieve the project objectives.
13. A business case for this project is currently being developed and will be submitted to Waka Kotahi NZ Transport Agency for funding consideration.

An update for this project is also being presented to the Waikato Regional Council - Regional Connections Committee on the 13<sup>th</sup> of November. An update on this item will also be provided during the External Committee report at this committee meeting on the 19<sup>th</sup> November 2020.

### Biking and Micro-mobility Update

14. A Briefing was held on 7 October 2020. Feedback was received on four themes representing 'different ways' to achieve the programme's objectives, and on the common implementation principles. The themes and principles were developed from past engagement results, stakeholder input, and Elected Member input from the June 2020 workshop.
15. On 30 September 2020, the Te Ngaawhaa Whakatupu Ake Committee received a 'for information' report, including an update on the programme and the four themes and implementation principles.
16. City wide community engagement for the Biking and Micro-mobility Programme opened on 22 October 2020. The engagement will run for four weeks, closing November 18 2020. Engagement activities include:
  - 'Our Hamilton' article on 22 October 2020 signalled the engagement period;
  - 'Have your say' website for feedback on the programme was live on 22 October 2020;
  - a print, radio and digital advertising campaign rolled out from 23 October 2020;
  - five pop-up information events across Hamilton City between 29 October 2020 and 8 November 2020;
  - drop-in events for Hamilton City Council staff and key stakeholders, 2 November 2020 to 4 November 2020; and
  - targeted meetings with stakeholders and large employers.
17. Engagement results will inform development of the recommended draft final programme and is expected to be a composition of the most well received and effective aspects of the four themes.
18. Members will have an opportunity to see engagement results and comment on the emerging direction of the final programme approach. Timing for this is yet to be confirmed.

### Review of Hamilton Traffic Bylaw 2015

19. The Local Government Act 2002 requires all bylaws to be reviewed five years after the day they were first made and therefore the [Hamilton Traffic Bylaw 2015](#) (Traffic Bylaw) had been programmed for review this calendar year.
20. Late in 2019, Waka Kotahi consulted on an [Accessible Streets Regulatory Package](#) which included a number of changes to rules designed to improve safety for footpath users, encourage active modes of transport, and support the creation of more liveable and vibrant towns and cities.
21. Hamilton City Council made a [submission](#) in support of many of these changes, which if adopted by Government will require changes to the Traffic Bylaw.
22. It was expected that the Rule changes would be adopted soon after the national Elections in 2020 and that appropriate changes to the Traffic Bylaw could be completed at the end of 2020. Due to the large number of submissions and the COVID 19 delay to the Elections, the Rule changes are not expected to progress until early 2021.
23. The review of the Traffic Bylaw has therefore been delayed to 2021 pending the outcome of the Accessible Streets Regulatory Package. This will still allow for the bylaw review process to be completed within the 2-year period set out in Section 160B of the Local Government Act 2002.

### Watercare Agreements – Temporary Reassignment of Water

24. Following on from the public excluded resolution from the 30 June 2020 Infrastructure Operations Committee meeting and in relation to an agreement with Watercare for the temporary re-assignment of Hamilton City Council water allocation, the required agreement and operational procedures with Watercare were finalised in September 2020.
25. As advised at the 30 June 2020 Infrastructure Operations committee meeting, Council has the capacity to temporarily reassign up to a maximum of 25 million litres per day to Watercare, however any daily reassignment of water allocation to Watercare is determined by Hamilton City Council. As previously advised, this is to ensure that we keep the total water take within its stepped up daily allowance of 125 million litres per day as allowed for under the Council's resource consent.
26. As of 1 October 2020, Watercare have been utilising up to 25 million litres per day of Council's reassigned water allocation as allowed for under the agreement and Watercare's short term consent from Waikato Regional Council.
27. Automated daily reporting processes are in place to advise Watercare of the daily volumes of available water, in excess of what Hamilton requires.

### Eastern Pathways Programme Update

28. Eastern Pathways is a design and delivery programme that aims to resolve corridor safety concerns and deliver public transport and cycling facilities on the eastern side of Hamilton.
29. The key programme delivery principles are:
  - be construction ready by December 2020;
  - quality first – get it right first time;
  - take the community and stakeholders on the journey; and
  - partnership for co-investment.
30. At the 27 August 2020 meeting the Infrastructure Operations Committee approved a \$4.4m delivery programme (refer attached) for the 2020/21 financial year including:
  - \$3.5m to complete the School Link and University Link project business cases, implement stakeholder engagement and commence design and delivery stages of the School Link project - subject to approval of business cases by HCC and Waka Kotahi NZTA; and
  - delivery of an additional \$900k of biking connectivity construction and intersection safety upgrade projects within the Eastern Pathways programme area.
31. Waka Kotahi NZTA supported the School and University Link strategic cases with funding approval confirmed on 11 September 2020.
32. The School Link and University Link business cases have progressed to a long list of options for each corridor.
33. Elected Members and Maangai Maaori were provided an opportunity for input at a drop-in session on 23 October 2020. Further opportunities for Members to engage are being provided throughout the project.
34. Partner agencies (Waka Kotahi and Waikato Regional Council) held a long list workshop on 4 November 2020 in advance of commencing engagement with the key stakeholders identified in the Eastern Pathways comms and engagement strategy.
35. Mana Whenua engagement has commenced with briefings held on the 15<sup>th</sup> and 29<sup>th</sup> of October 2020. These briefings have built upon the successful engagement with Mana Whenua on the Ruakura Road Improvements.

36. The business case milestones for the remainder of this 2020/21 financial year are:
- drop-in sessions on the short list of options for School and University link commencing in February 2021;
  - stakeholder drop-in sessions commencing March 2021;
  - drop-in session on recommended option in April 2021; and
  - report to Infrastructure Operations Committee seeking approval of the recommended option in April / May 2021.
37. Updates will also continue to be provided to future Infrastructure Operations committee meetings.
38. The biking connectivity and intersection safety upgrade projects are on track for completion this financial year, including works on Anzac Parade between Victoria Street and Grey Street and delivery of Crosby Road cycling network upgrades.

### **Bringing Culture and Community Together – Hillsborough Pump Station Mural**

39. As part of the Hillsborough pump station upgrade, which has seen construction of a new replacement pump station with storage and rising main over Anzac Bridge, a mural is being added to the new 90m long retaining wall.
40. The mural project is a value add to the community and part of the existing contract value. It is about thinking differently and giving back to our community, showcasing the infrastructure development we've done, highlighting the Awa and how the work we do is about protecting our environment.
41. It will reflect the cultural significance of the area along the theme of the 'river's highway'. Showcasing local flora using colours, patterns and reference to specific areas. Te Haa o te Whenua o Kirikiriroa have been a key stakeholder providing inputs to the scope, selecting the art and design.
42. The artist chosen is Gemma Yiannoutsos, the mural will get underway in January 2021.



Hillsborough Pumpstation Mural site



### **Lime Fees and Charges**

43. At the 20 October 2020 meeting of the Infrastructure Operations Committee, staff presented a request from Lime NZ to review fees and charges for their Personal Hire (Transport) Device permit. At this meeting, the Committee resolved:

*That the Infrastructure Operations Committee:*

- a) receives the report;*
  - b) approves the request from Lime to extend their current period of operating exclusivity for e-scooters until the end of the current trial (March 2021); and*
  - c) asks that staff report back to the next Infrastructure Operations Committee meeting (19 November 2020) on changing the fee structure to a per ride fee.*
44. It was advised that should staff require further time for the delivery of this report, a delay to the next most appropriate committee or Council meeting was considered appropriate.
45. A briefing with Elected Members and Maangai Maaori to discuss proposed options has been scheduled for 18 November 2020.
46. Due to timing of the briefing and staff availability, staff are unable to report back to the Infrastructure Operations Committee but will instead provide a report to the Council meeting of 8 December 2020.

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

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

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

48. 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').
49. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.
50. The recommendations set out in this report are consistent with that purpose.
51. There are no known social, economic, environmental or cultural considerations associated with this matter due to this report being for information only.

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

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

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

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

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

There are no attachments for this report.



# Council Report

Item 13

**Committee:** Infrastructure Operations Committee

**Date:** 19 November 2020

**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 which Elected Members or Hamilton City Council staff are appointed to.
4. Staff consider the recommendations in this report to have a low level of significance and no engagement is required.
5. Staff confirm that the staff recommendations comply with the Council's legal and policy requirements.

## Waikato Regional Council - Regional Transport Committee

6. The Regional Transport Committee (RTC) met on the 2 November 2020. Councillor O'Leary is the Hamilton City Council nominated representative with Councillor Macpherson being the nominated alternative representative. Councillor Gallagher was also in attendance.
7. The objective of the Regional Transport Committee is:  
*'To undertake the functions as prescribed in the Land Transport Management Act 2003 (LTMA), and to provide a regional forum for the consideration of regionally significant transport matters.'*
8. The key topic's covered in the 2 November 2020 meeting were:
  - i. **Waka Kotahi New Zealand Transport Agency update** included a verbal update by Steve Mutton (Waka Kotahi New Zealand Transport Agency Director Regional Relationships Upper North Island).

- ii. **Update on Government Policy Statement (GPS) on Land Transport 2021** provided an update on the final GPS 2021 and a comparison between the draft and final GPS documents noting that the changes were minor.
  - iii. **Development of the Waikato Regional Land Transport Plan (RLTP) 2021.** The update included the next key steps for the development of the RLTP. It was noted that the draft continuous programmes (road maintenance, operations and renewals, road safety promotion and existing public transport services) have been submitted by Approved Organisations (including Hamilton City Council) as part of the first steps of the development of the RLTP programme. The draft Improvements Projects (over \$2M) were due for submission by 30 September 2020.
  - iv. **Regional Road Safety Report** updated the Committee on regional road safety issues, including speed management and regional road safety statistics.
  - v. **Transport Choices Report** update the Committee on progress towards a regional cycle trails network and other regional and sub-regional cycling projects.
  - vi. **Transport Planning and Projects Report** provided an update on current regional transport policy and planning matters.
  - vii. **Regional Public Transport Projects Update** provided an update on the implementation of the Waikato Regional Public Transport Plan (RPTP) 2018-28 and key regional public transport projects.
  - viii. **Regional transport issues forum** was an opportunity for members to raise and discuss regionally significant transport issues in an open forum.
9. The RTC draft resolutions were not available at the time of writing this report. These will be detailed in the next Infrastructure Operations committee meeting.
  10. A copy of the Waikato Regional Council RTC full agenda, minutes and presentations can be found on the Waikato Regional Council website via the following [link](#).
  11. A workshop was held for RTC members on 2 November 2020 following the RTC meeting to discuss options for an RTC media plan to support road safety and the implementation of Road to Zero for the Waikato 2020. Councillor's O'Leary was present at this workshop.
  12. The final RTC meeting is programmed for this calendar year is 7 December 2020.

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

13. 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
14. 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.'*
15. Since the last Infrastructure Operations Committee (8 October 2020), the Regional Connections Committee (RCC) has not convened. The next RCC is due to be held on 13 November 2020. A verbal update will be provided to the Infrastructure Operations Committee on 19 November 2020.

### **Waikato Regional Council – Start up Rail Governance Group**

16. A sub-group of the Passenger Rail Project Governance Working Group was formed to investigate a January 2021 charter service and the value proposition, operating costs and marking ideas. The Charter sub-group has the following members:

- Cr Ewan Wilson (HCC)
  - Cr Angela Strange (Waikato Regional Council)
  - Cr Russ Rimmington (Waikato Regional Council)
  - Cr Eugene Patterson (Waikato District Council)
17. At the 29 October Waikato Regional Council Ordinary Council meeting WRC endorsed the delivery of a charter service in January 2021 subject to a collaborative partnership agreement being established between Leisure Tours & Travel, Hamilton and Waikato Tourism (HWT), Auckland Tourism, Events and Economic Development (ATEED) and Waikato Regional Council to ensure the charter services are a success to the satisfaction of the Rail Governance Charter Sub-group.

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

18. Staff confirm that the staff recommendations comply with the 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 identify 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.

## Resolution to Exclude the Public

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

The following motion is submitted for consideration:

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

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

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Public Excluded Infrastructure Operations Committee Minutes - 8 October 2020	) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
C2. Arthur Porter Drive Rehabilitation Update	)	
C3. Rubbish and Recycling Service - Debrief of roll-out (Public Excluded)		
C4. Rubbish and Recycling Contract		
C5. Application to Increase Water Service to Individual Out of District Property		
C6. Waiora 2 Water Treatment Plant Upgrade - Contract Award		
C7. Wairere Drive - Proposal for Speed Limit Reduction		

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

Item C1.	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
Item C2.	to avoid the unreasonably, likely prejudice to the commercial position of a person who supplied or is the subject of the information to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (b) (ii) Section 7 (2) (h)
Item C3.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h)
Item C4.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h)

Item C5.	to avoid the unreasonably, likely prejudice to the commercial position of a person who supplied or is the subject of the information	Section 7 (2) (b) (ii)
Item C6.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h) Section 7 (2) (i)
Item C7.	to enable Council to carry out negotiations	Section 7 (2) (i)