

Notice of Meeting:

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

Date: Thursday 24 February 2022
Time: 9.30am
Meeting Room: Council Chamber and Audio-Visual Link
Venue: Municipal Building, Garden Place, Hamilton

Lance Vervoort
Chief Executive

Infrastructure Operations Committee

Komiti Hanganga

OPEN AGENDA

Membership

Chairperson Cr A O'Leary
Heamana

Deputy Chairperson Cr S Thomson
Heamana Tuarua

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

Quorum: A majority of members (including vacancies)

Meeting Frequency: Six weekly

Amy Viggers
Mana Whakahaere
Governance

17 February 2022

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Purpose

The Infrastructure Operations Committee is responsible for:

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

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

Terms of Reference:

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

The Committee is delegated the following powers to act:

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

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

The Committee is delegated the following recommendatory powers:

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

Recommendatory Oversight of Policies and Bylaws:

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

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1 Apologies – *Tono aroha*

2 Confirmation of Agenda – *Whakatau raarangi take*

The Committee to confirm the agenda.

3 Declaration of Interest – *Tauaakii whaipanga*

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

4 Public Forum – *Aatea koorero*

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

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

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

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

Council Report

Item 5

Committee: Infrastructure Operations Committee

Date: 24 February 2022

Author: Narelle Waite

Authoriser: Michelle Hawthorne

Position: Governance Advisor

Position: Governance and Assurance Manager

Report Name: Confirmation of the Infrastructure Operations Committee Open Minutes - 7 December 2021

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

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

Attachments - *Ngaa taapirihanga*

Attachment 1 - Infrastructure Operations Committee Open Unconfirmed Minutes of 7 December 2021

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 via audio-visual link on Tuesday 7 December 2021 at 9.40am.

PRESENT

Chairperson Cr A O'Leary

Heamana

Deputy Chairperson Cr S Thomson

Heamana Tuarua

Members

Mayor P Southgate

Deputy Mayor G Taylor (via Audio-visual Link)

Cr M Bunting (exclusively via Audio-visual Link)

Cr R Hamilton (exclusively via Audio-visual Link)

Cr D Macpherson

Cr K Naidoo-Rauf (exclusively via Audio-visual Link)

Cr R Pascoe (exclusively via Audio-visual Link)

Cr Gallagher

Cr M van Oosten (exclusively via Audio-visual Link)

Cr E Wilson

Maangai N Hill (exclusively via Audio-visual Link)

Cr M Donovan

In Attendance

Eeva-Liisa Wright – General Manager Infrastructure Operations

Robyn Denton – Acting Unit Manager City Transportation

Maire Porter – City Waters Manager

Chris Barton – Capital Projects Manager

Martin Parkes – Transport and Urban Mobility Programme Delivery Lead

Phil Haizelden – Transport Strategy Principal

Megan Crocket – Tomkins Wake

Steve Dudley and James Tinnion-Morgan – Aurecon

Governance Staff

Amy Viggers – Governance Team Leader

Narelle Waite and Carmen Fortin – Governance Advisors

1. Apologies - *Tono aroha*

Resolved: (O'Leary/Cr Wilson)

That the apologies for early departure from Crs Macpherson (Council Business), Gallagher (Council Business) and Cr Naidoo-Rauf, for lateness from Cr Pascoe, and for partial attendance from Cr Donovan are accepted.

2. Confirmation of Agenda - *Whakatau raarangi take*

That the agenda is confirmed noting that:

- a) Item 16 (Waka Kotahi Update) is to be taken following the lunch break to accommodate speaker availability; and
- b) Item 14 (Infrastructure Operations General Managers Report) and Item 15 (External Committees Update) are to be taken after Item 6 (Chair's Report) to accommodate Members availability.

3. Declarations of Interest - *Tauaakii whaipanga*

No members of the Council declared a Conflict of Interest.

4. Public Forum - *AAtea korero*

Simon Gascoigne (GoEco) spoke to Item 9 (Implications of the National Land Transport Programme) regarding cycling safety, accidents and near misses, Council's data maintenance and response processes. He responded to questions from Members concerning recording of near misses, and temporary safety measures. He also provided a written submission which was circulated to members prior to the meeting and is attached to these minutes as **Appendix 1**.

Richard Porter (Bike Waikato) spoke to Item 9 (Implications of the National Land Transport Programme) regarding Council's planned micro mobility projects and requested the maintenance of the projects be funded by the unallocated funds. He also provided a written submission which was circulated to members prior to the meeting and is attached to these minutes as **Appendix 2**.

Phil Evans (Bike ACTION Hamilton) spoke to Item 9 (Implications of the National Land Transport Programme) and the Item 14 (General Manager's Report) and outlined Bike ACTION Hamilton's intent to reclaim bike lanes for cyclists, their interest in working with Council to reduce vehicle use of bike lanes, and the community action they were undertaking. He responded to questions from Members concerning the community action.

Staff Action: *Staff undertook to carry out modelling of the impact of vehicle use of cycle lanes on traffic congestion and to report back to Members with the data.*

Judy McDonald provided a written submission to Item 12 (Hamilton Parking Policy - Draft Principles) which was circulated to members prior to the meeting and is attached to these minutes as **Appendix 3**.

Stephen Hay and **Robin McIntyre** provided a written submissions to Item 9 (Implications of the National Land Transport Programme 2021-24) which were circulated to members prior to the meeting and are attached to these minutes as **Appendix 4** and **Appendix 5**.

Cr Pascoe joined the meeting (9.55am) during the above submission.

5. Confirmation of the Infrastructure Operations Committee Open Minutes - 9 November 2021

Resolved: (Cr O'Leary/Cr Thomson)

That the Infrastructure Operations Committee confirm the Open Minutes of the Infrastructure Operations Committee Meeting held on 9 November 2021 as a true and correct record.

6. Chair's Report

The Chair provided a verbal report concerning the Committee's achievements during year, and thanked members and staff for their support.

Resolved: (Cr O’Leary/Cr Thomson)

That the Infrastructure Operations Committee receives the verbal report

The River Path Safety Improvements section of Item 14 (Infrastructure Operations General Managers Report) was taken after Item 6 (Chair’s Report) to accommodate Members availability.

14. Infrastructure Operations General Managers Report (*River Path Safety Improvements*)

The Transport and Urban Mobility Programme Delivery Lead spoke to the report in particular the issues and areas for improvement along the river path that had been identified. He responded to questions from Members concerning engagement with stakeholders and Members, ability to widen river paths, development a River Path Plan, and community education of river path use.

Staff Action: *Staff undertook to develop a plan and consult with Members to identify opportunities for river path projects in the 2022-23 Annual Plan.*

Item 15 (External Committees Updates) was taken after the River Path Safety Improvements section of Item 14 (Infrastructure Operations General Managers Report) to accommodate Members availability.

15. External Committees Updates

The Council representative on the Waikato Regional Council – Te Huia Governance Working Group provided an update concerning the Te Huia financials recently received by Council, noting concerns regarding subsidies received, funding, and KiwiRail involvement. They responded to questions from Members concerning Waikato Regional Council rates and regular financial reporting.

The Council representative on the Waikato Regional Council – Regional Transport Committee provided an update from the most recent meeting noting her membership on the Regional Transport Emissions Response Working Group, the public transport business improvement review and the related drop-in session.

The Council representatives on the Waikato Regional Council – Regional Connections Committee provided an update from the most recent meeting noting a resolution advocating for a living wage for bus drivers, approval to extend Gold Card free bus passes, the public transport business improvement review, and the Committee’s 2022 agenda planning.

Staff Action: *Staff undertook to request Waikato Regional Council include information on Te Huia financials in their next report to Infrastructure Operations Committee in early 2022.*

Resolved: (Cr O’Leary/Cr Wilson)

That the Infrastructure Operations Committee receives the report.

The meeting was adjourned from 11.05am to 11.20am.

7. Wairere Drive proposal to lower speed limit - Deliberation and Adoption Report
(*Recommendation to the Council*)

The Acting Unit Manager City Transportation spoke to the report noting the consenting requirement for the speed limit reduction was to enable a development in the area, and staffs recommendation. She responded to questions from Members concerning disbursement of costs, impact of not approving the lowered speed limit, tools used to determine mean speed, and current vehicle speeds.

Resolved: (Cr Macpherson/Cr Pascoe)

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) notes the feedback from public submissions received as a result of the special consultation procedure including the hearing held at the 4 November 2021 Hearings and Engagement Committee meeting, completed in accordance with Section 83 of the Local Government Act 2002 on the proposal to lower the speed limit on a section of Wairere Drive between Arthur Porter Drive and Pukete Road from 80km/h to 60km/h.

Motion: (Cr Macpherson/Cr Pascoe)

That the Infrastructure Operations Committee recommends that the Council:

- a) approves that the speed limit on a section of Wairere Drive between Arthur Porter Drive and Pukete Road from 80km/h to 60km/h; and
- b) notes that the new speed limit will come into effect in conjunction with the construction of traffic signals at Karewa Place intersection on Wairere Drive which will be fully funded and completed by Foodstuffs; and
- c) requests staff report back to a future Infrastructure Operations Committee with the final intersection design for approval.

The Motion was put.

Those for the Motion:	Councillors Hamilton, Pascoe, van Oosten, Gallagher, Macpherson, and Maangai Hill
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Those against the Motion:	Mayor Southgate, Deputy Mayor Taylor, Councillors Donovan, Naidoo-Rauf, Bunting, O'leary Thomson and Wilson.
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The motion was declared LOST.

The meeting was adjourned from 12.45 to 1.35pm.

Deputy Mayor Taylor left the meeting during the above adjournment.

Cr Macpherson and Cr Gallagher retired from the meeting during the above adjournment.

8. Hamilton Traffic Bylaw 2015 Review - Deliberation and Adoption Report (Recommendation to the Council)

The Acting Unit Manager City Transportation spoke to the report noting the requirement to review the bylaw, Waka Kotahi's Accessible Streets regulatory package, and feedback received.

Resolved: (Cr O'Leary/Cr Bunting)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) notes, as part of the Hamilton Traffic Bylaw 2015 review, that the Council determined on 10 June 2021 that a Traffic Bylaw is still the most appropriate mechanism for addressing issues related to traffic management in Hamilton;

- c) notes that the Hamilton Traffic Bylaw 2015 has been reviewed and consulted on in accordance with the requirements of the Local Government Act 2002;
- d) agrees that the proposed Hamilton Traffic Bylaw 2021 is the most appropriate form of the bylaw, having regard to issues identified in the review and consultation feedback;
- e) notes that the proposed Hamilton Traffic Bylaw 2021 does not give rise to any implications under the New Zealand Bill of Rights Act 1990; and
- f) recommends that the Council approves Option 1 of the staff report – adopt the proposed Hamilton Traffic Bylaw 2021 (Attachment 1 of the staff report).

9. Implications of the National Land Transport Programme 2021-24

The Capital Projects Manager spoke to the report noting the programme of delivery planned in the 2021-31 Long Term Plan and the variations required to response to funding received through Waka Kōwhiri's National Land Transport Programme. He responded to questions from Members concerning co-funded projects, deferred projects, programme budgets, the requirement for Council to re-allocate, value of maintaining project timelines, input from Council's Finance team, investment return on partially funded projects, the King Street intersection upgrade, the delivery programme workload and Council's capacity to deliver, and recommendations to the 2022/23 Annual Plan.

Resolved: (Cr Thomson/Cr Bunting)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves in the 2021/22 financial year partial delivery of the planned 'Biking and Micromobility' programme utilising \$1.5m of budgeted HCC funding without Waka Kotahi co-investment;
- c) approves to bring forward all phases local share (\$980k HCC Share) of the Norton Road / Seddon Road / King Street intersection upgrade and reassign to public transport improvements in 2021/22 associated with the Comet and Meteor routes, noting that the Norton Road / Seddon Road / King Street intersection project can be reconsidered for the 2024-34 Long Term Plan;
- d) approves to reallocate pre-implementation funding for the CBD Walking/Cycling Connection to progress the business case in 2021/22-23 at a cost of \$300k (noting that staff will continue to seek further project co-investment opportunities, but otherwise this will be without Waka Kotahi co-funding);
- e) requests the Mayor/Chair of Infrastructure Operations advocate to Waka Kotahi to prioritise staff resourcing for involvement in the development of the CBD Walking/Cycling Connection business case.
- f) requests staff report back to the Council with a proposal for the following in time for considerations as part of the 2022/23 Annual Plan Development process:
 - i. reallocation of \$2.513m (\$1.23m HCC share) of budgeted funding in the 2022/23 and 2023/24 financial years from the 'Biking and Micromobility' programme to the 'Low Cost Low Risk - Walking and Cycling' programme to align with approved NLTP funding;
 - ii. partial delivery of the planned 'Biking and Micromobility' programme in the 2022/23 and 2023/24 financial years utilising the total balance of the local share (\$3.64m) of budgeted HCC funding without Waka Kotahi co-investment;

- iii. deferral of the implementation phase of the Eastern Pathways CBD to University Link project to the 2024/25 financial year – noting staff will continue to progress pre-implementation works and seek further co-investment opportunities;
 - iv. deferral of the pre-implementation and implementation phases of the CBD River Walking/Cycling Connection to commence in the 2024/25 financial year;
 - v. reallocation of \$1M of budgeted funding (\$490k HCC share) over the 2021-24 period from the planned 'Boundary Road / Heaphy Terrace intersection upgrade' to progress investigation and planning of the cross city connector;
 - vi. reallocation of \$5.4M of budgeted funding (\$2.646M HCC share) in the 2024/25 financial year from the planned 'Boundary Road / Heaphy Terrace intersection upgrade' to progress public transport improvements in 2022/23-24 associated with the Comet and Meteor routes, noting that the Boundary Road / Heaphy Terrace intersection upgrade project can be reconsidered for the 2023/24 Long Term Plan;
 - vii. reinvestment of forecast additional unbudgeted Waka Kotahi co-investment of \$2.736m across our transport network operations, maintenance and renewals programmes in the 2021-24 three year period into delivery of additional transport network renewals – noting additional renewals will be delivered without Waka Kotahi co-investment and will be applied to accelerating the footpath maintenance and renewal programme;
- g) notes the recommendation from the Public Transport Infrastructure Studies–Comet and Meteor report to this committee meeting that requests staff report back to the Council with a proposal for funding the balance of the Comet and Meteor public transport routes as set out in the route study reports in time for considerations as part of the 2022/23 Annual Plan Development process; and
- h) approves to extend the contract completion date of Contract 18143 with Base Civil Ltd for delivery of transport network improvements from 31 March 2022 to 30 June 2022.

Cr Pascoe Dissenting.

Deputy Mayor Taylor re-joined the meeting (1.38pm) via audio-visual link at the conclusion of the above item. He was not present when the matter was voted on.

10. Public Transport Infrastructure Studies – Comet and Meteor

The Transport and Urban Mobility Programme Delivery Lead introduced the report noting the identified improvements to levels of service in the Comet and Meteor route studies. Staff responded to questions from Members concerning the funding required, location of roading interventions, community education opportunities, advertising shelters, relocation of bus stops, and safety measures at the transport centre.

*An updated report was circulated to members prior to the meeting and is attached to the minutes as **Appendix 6**.*

Resolved: (Cr O'Leary/Cr Thomson)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves funding be reassigned from Waka Kotahi unfunded transport projects to Year 1 (2021/22) of the 2021-31 Long Term Plan for the development and delivery of the top priority projects identified in the Comet and Meteor route studies, as set out in the report to this Committee on the implications of the National Land Transport Programme; and

- c) requests staff report back to the Council with a proposal for, the development and delivery of remaining projects identified in the Comet and Meteor route studies in time for consideration as part of the 2022/23 Annual Plan development process.

Maangai Hill retired from the meeting (2.45pm) during discussion of the above item. He was not present when the matter was voted on.

11. Access Hamilton Refresh – Scope Approval

The Transport Strategy Principal introduced Steve Dudley (Aurecon) who took the report as read.

Resolved: (Cr O’Leary/Mayor Southgate)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves the scope of the Access Hamilton Strategy refresh as detailed within this report; and
- c) notes the Hamilton Parking Policy is being developed concurrently and will be informed by the Access Hamilton Strategy Refresh.

12. Hamilton Parking Policy - Draft Principles

The Transport Strategy Principal introduced James Tinnion-Morgan (Aurecon) who introduced the report noting the recent workshops. They responded to questions from Members concerning EV charger parking and monitoring of parking activity.

Staff Action: *Staff undertook to report to the Infrastructure Operations Committee with a Parking Activity monitoring report on a six-monthly basis.*

Resolved: (Cr O’Leary/Cr Thomson)

That the Infrastructure Operations committee:

- a) receives the report;
- b) notes that staff will continue to develop the Draft Hamilton Parking policy and principles concurrently and in alignment with the Access Hamilton Strategy refresh; and
- c) approves that the draft Hamilton Parking policy and guiding principles be used to inform parking decisions and the further development of a Hamilton Parking Policy until the Access Hamilton Strategy Refresh and the Hamilton Parking Policy are approved by Council.

The meeting was adjourned from 3.25pm to 3.30pm.

Cr O’Leary left the meeting during the above adjournment. Cr Thomson, as the Deputy Chair, assumed the role of Chair.

13. Waters Stimulus Project Delivery Update

The City Waters Manager spoke to the report noting that funding had been received from the Department of Internal Affairs.

Resolved: (Cr Bunting/Mayor Southgate)

That the Infrastructure Operations Committee

- a) receives the report;

- b) notes the re-allocation of \$250,000 of Central Government funding between 3 projects within the programme, noting that the overall programme budget remains \$17,460,000 as approved by the Council and the Department of Internal Affairs;
- c) approves to extend the contract completion date of Contract 17160 with HEB Construction Ltd. for delivery of stormwater and wastewater network asset renewals and improvements from 31 March 2022 to 30 June 2022; and
- d) approves to extend the contract completion date of Contract 16431 with Waipa Civil Ltd. for delivery of water network asset renewals and improvements from 31 March 2022 to 30 June 2022.

14. Infrastructure Operations General Managers Report (Continued)

The General Manager Infrastructure Operations outlined the recommendations in the report. Staff responded to questions from Members concerning Percival Road Level Crossing, the travel planning of schools proposal including the costs of the programme, funding streams and the concept of clusters, Ward Street interim design, the opportunity for return on investment at Pit Lane parking site, and Council's submission to Waka Kotahi's bi-lingual signage proposal.

Staff Action: *Staff undertook to hold an Elected Member Workshop concerning the School Travel Plan proposal in time for consideration as part of the 2022-23 Annual Plan.*

Resolved: (Cr Thomson/Cr Donovan)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves the installation of on-street temporary bike parklets for a 6 to 12 month trial at the locations of Barton Street (CBD), Victoria Street (CBD) and Grey Street (Hamilton East);
- c) delegates authority to Cr Sarah Thomson, as the Deputy Chair Infrastructure Operations Committee, to work with staff on the preparation and approval of the submission to Waka Kotahi NZ Transport Agency proposal for bi-lingual signage; and
- d) delegates authority to Cr Sarah Thompson, as the Deputy Chair Infrastructure Operations and Environment Committees, to work with staff on the preparation and approval of the submission to the Ministry for Environment consultation on the Proposed product stewardship regulations: Tyres and Batteries.

Resolved: (Cr Thomson/Cr Donovan)

That the Infrastructure Operations Committee requests staff report back to Council on the following proposals for funding in time for consideration as part of the 2022/23 Annual Plan development process:

- i. Travel Planning for Schools project; and
- ii. Pit Lane/Passing Red commuter parking.

Deputy Mayor Taylor, Cr Pascoe and Cr Wilson Dissenting.

Cr O'Leary re-joined the meeting (3.45pm) during discussion of the above item and resumed the role as Chair. She was present when the matter was voted on.

Mayor Southgate retired from the meeting (4.37pm) at the conclusion of the above item. She was present when the matter was voted on.

16. **Waka Kotahi NZ Transport Agency Update** - *This item was removed from the agenda due to speaker availability.*

17. **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 Infrastructure Operations Committee Public Excluded Minutes - 9 November 2021) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
C2. Three Waters Connection Request – Ruakura)	

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)

The meeting moved to Public Excluded session at 4.44pm.

The meeting was declared closed at 5.06pm.

Appendix 1

Submission for HCC Infrastructure and Operations Committee
7 December 2021 9.30am HCC Building

Tēnā koutou katoa

Ko Simon Gascoigne toku ingoa, Go Eco Waikato toku mahi. We are a voice for the environment, a centre for learning and a catalyst for change.

We present in relation to Item 9, specifically No.34 (iii) on page 94. We submit that the HCC's budgeted amount in its LTP be allocated for spending for walking, cycling and micro-mobility improvements. We ask the \$1.14m not be left unallocated.

Last Friday morning, our staff were informed of a 'cyclist versus truck' accident that a staff member had encountered on the way to work. No sooner were the words 'cyclist vs truck' spoken and I was reminded of the tragic loss of Mr Tim Hope on Ruakura Rd in June 2020. I completed Tim's defensive cycling safety course with his wife Celia and spent time on the occasional ride with them. Tim was the most professional cyclist. We acknowledge the safety improvements in Ruakura Road currently underway, but are aware that the cost of this was Hamilton city's loss of a humble and generous cycling champion.

We find ourselves asking the question "Who is the most vulnerable on a roadway?" We think it's the cyclist or scooter rider who spend the most time in the risk pathway of other vehicles.

In thinking of this it came to mind that in any good Health and Safety program - the real gold of such a system is the collection of information on 'near misses'. Alarm bells should go off when there's a near miss reported. That is the time to get in and put in safe countermeasures.

An accident is several near misses that were not reported, or were not acted on.

So how are we doing in our collection of near miss data for cyclists or active modes of transport? There is a form on the HCC web site. We need to do better than that - we need a live, real-time reporting system for near misses for active transport - imagine a 'near miss button' on a cell phone that instantly sends date/time/location and the type of incident - easy to use. What is current threshold for acting? Don't let it be an accident. Nō reira, tēnā koutou, tēnā koutou, tēnā tātou katoa

Nga mihi
Simon Gascoigne
GoEco

Memo

Date: 02 December 2021 Reference: HCC005

To: Circulated to Infrastructure Operations Committee attendees by HCC Governance Team

From: Bike Waikato Committee

Subject: **Implications of the National Land Transport Programme 2021-24**

Memo Summary

Bike Waikato is responding to the Implications of the National Land Transport Programme (NLTP) 2021-24 Report being presented to the Infrastructure Operations Committee. Bike Waikato is equally pleased that Hamilton City Council (HCC) agreed to invest early in cycling projects during the 2021-31 Long Term Plan (LTP), and disappointed that the NLTP has not supported the welcome moves made by HCC.

Our focus is to ensure the commendable work already started by HCC continues to provide valuable safe connections to people on bikes. We request that the Infrastructure Operations Committee resolves to retain the full local share funding available to walking and cycling projects throughout the first three years of the 2021-31 LTP (including the \$1.14m of budgeted HCC share that staff propose to remain unallocated).

Our Key Message

At the beginning of this year we challenged HCC to be bold and show us a bike-friendly vision for the city. The adoption of the draft business case for the Biking and Micro-Mobility Programme in April and the approval of the 2021-31 LTP, with an extensive programme of biking investments, showed the ambition HCC has to meet that vision of being a bike-friendly city.

Bike Waikato has received tremendous feedback in person and on social media from people on bikes confirming how the works that have been completed this year are the right steps to make biking easy, accessible and safe. Throughout 2021, these biking projects have included:

- A dedicated right-turn traffic signal to give people on bikes priority when accessing Claudelands Bridge from Victoria Street
- A greenway through Mangaiti Gully which provides a safe and quiet option for people on bikes of all ages and abilities

- Minor safety improvements in and around Anzac Parade to provide physical protection and separation between people on bikes and people in cars
- Removal or repositioning of staples in alleyways and on shared paths across the city to improve accessibility for people of all ages and abilities
- Tranche 1 of the Bike Parking Programme to provide easy, convenient and secure short-term locations for people to leave their bikes
- Extension of Te Awa River Ride from Hamilton to Cambridge (by early 2022)

Now is the time to keep going rather than slow down simply because the Government didn't listen to submissions on the Land Transport GPS and Waka Kotahi only allocated 2% of the National Land Transport Fund towards walking and biking improvements. HCC has built momentum in the right direction and leaving \$1.14m unallocated would be contrary to the community feedback during the 2021-31 LTP consultation, where the majority of a record-breaking number of submitters supported the option to invest more earlier in the Biking and Micro-Mobility Programme.

Elected Members have repeatedly spoken about the need to provide mode choice for people to travel around our city. The need to do this is urgent to tackle climate change, to start getting ahead of future congestion problems, and to create connected and healthy communities. Providing mode choice is also consistent with the priorities consulted on as part of the 2021-31 LTP - to shape a green city and to shape a city that's easy for people to live and move around in.

Where do we want to see investment?

Bike Waikato's submission on the 2021-31 LTP called for a more strategic approach to low cost safety and biking projects that moved away from treating a spread of locations across the city and towards a route or area based approach. We specifically asked for three principles to underpin decision making and these were reflected in the community feedback during the Biking and Micro-Mobility Programme consultation:

- (1) Investments contribute to a connected and cohesive bike network;
- (2) Investments maximise the value of existing biking infrastructure; and
- (3) Investments deliver outcomes that encourage a target audience to bike more frequently

A practical example of a route-based approach would be to combine intersection upgrades with connected transitional cycleways to ungap the map. For several months HCC staff have been consulting with Bike Waikato on the Claudelands Road/Grey Street/Heaphy Terrace intersection upgrade and support the improvements for biking connectivity. The addition of low-cost installations along the likes of Bryce Street and Te Aroha Street could safely connect the Western Rail Trail through Claudelands Bridge to Ruakura and the University of Waikato.

A practical example of an area-based approach would be to combine speed reduction initiatives and resurfacing projects with low-cost cycleways to create safe and connected neighbourhoods. HCC have recently proposed a Safer Speed Area for Garnett Avenue, which Bike Waikato has submitted on and requested additional measures for walking and biking to be delivered at the same time. Utilising any resurfacing projects in the wider Forest Lake area could provide that neighbourhood with mode choice for people wanting to access destinations such as Forest Lake Primary School, Minogue Park and Waterworld.

We suggest that there are plenty of opportunities for HCC to spend the unallocated \$1.14m on, including safe routes through intersections, connections between offroad facilities and pathways including removing access constraints/chicanes, and continued improvements through the central city streets.

Further investment opportunities

HCC has made significant progress with current improvements but there could be continued investment to improve the usability of the current network. We would like to see this continued investment occur in bike parking, school travel planning and progressing the landmark walking and cycling bridge to connect the central city with the eastern side of the river.

Parking Problems on Hamilton Streets

An ongoing hazard for pedestrians

(Presented by Judy McDonald, Living Streets Hamilton)

1

- Pedestrians, wheelchair users and those in mobility scooters are forced onto the road
- The risk of injury is high, especially on busy roads
- For many disabled users, the trip ends at an obstacle like those illustrated: they can't proceed any further

2

3





5



6

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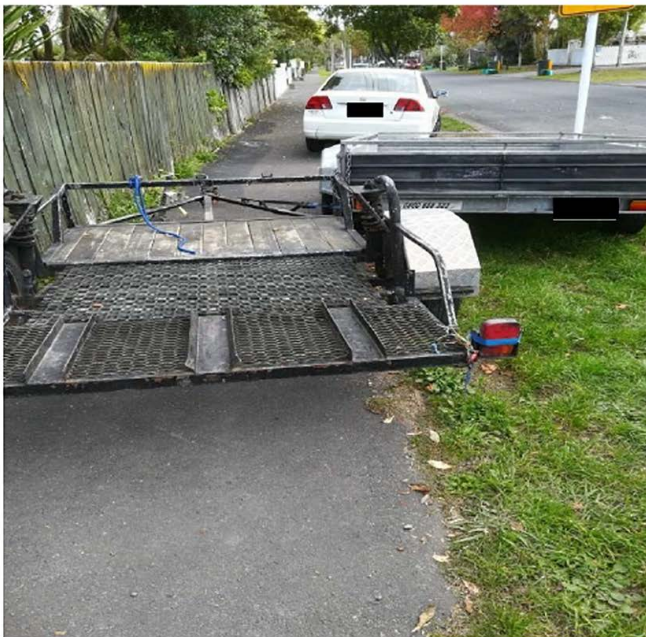


Attachment 1



9

Item 5



10



11

What needs to happen?

- Better surveillance by HCC, especially in the evenings and at weekends
- Encourage the public to report problems – easy-to-find and easy-to-use systems are needed.
- Consequences that are enforced – fines for repeat offenders?
- Education campaigns about the dangers of blocking footpaths (e.g. Living Streets' "Yellowfeet" cards)

12

Appendix 2

Attachment

Parking Problems on Hamilton Streets

An ongoing hazard for pedestrians

(Presented by Judy McDonald, Living Streets Hamilton)

Item

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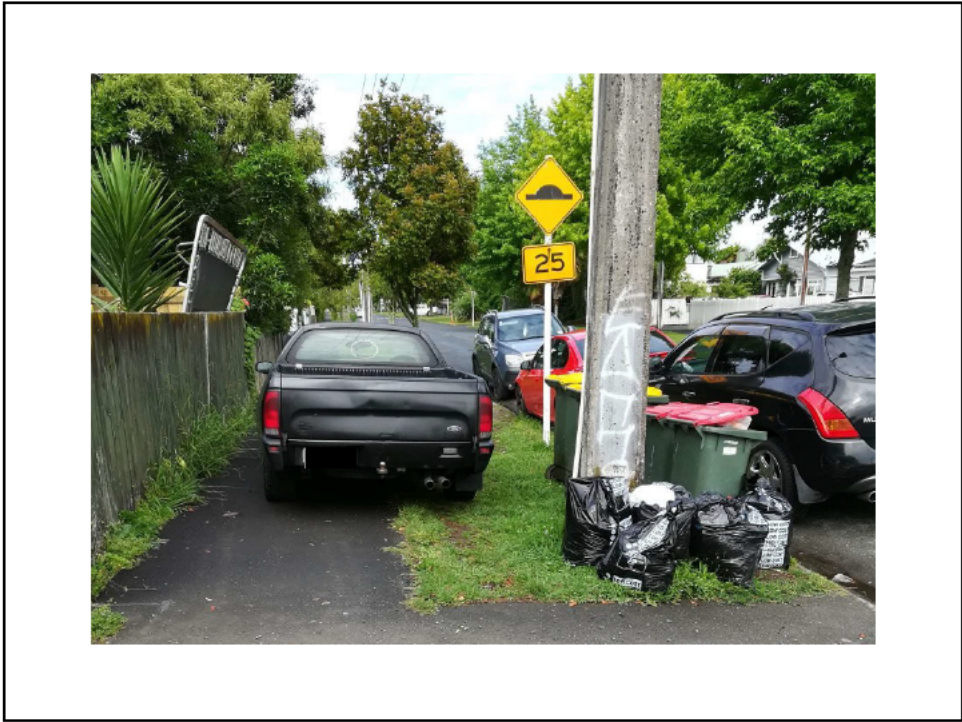


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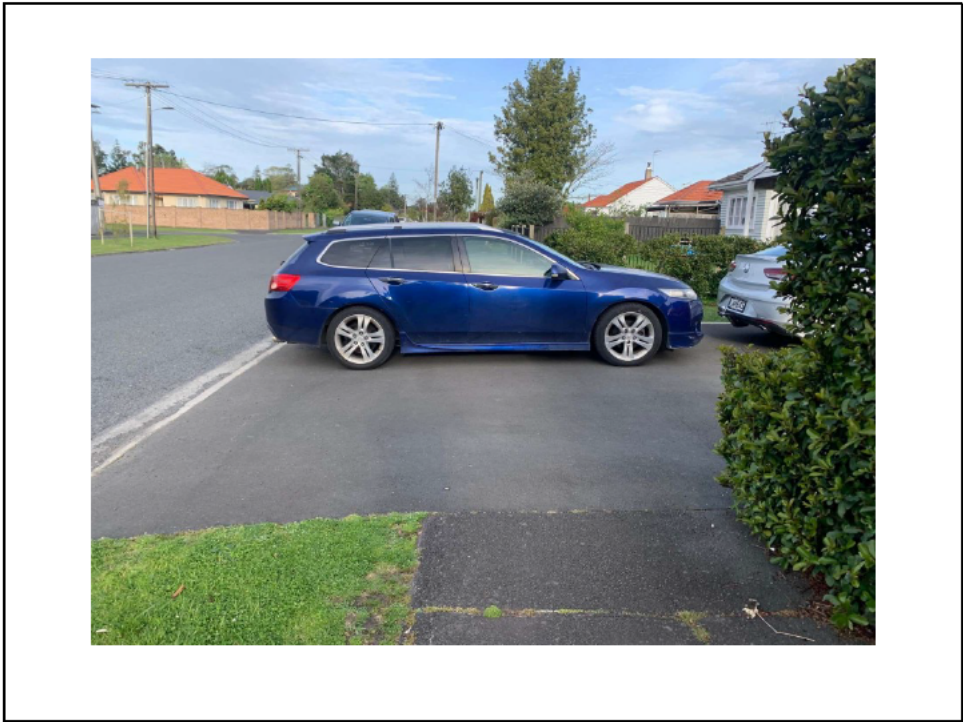
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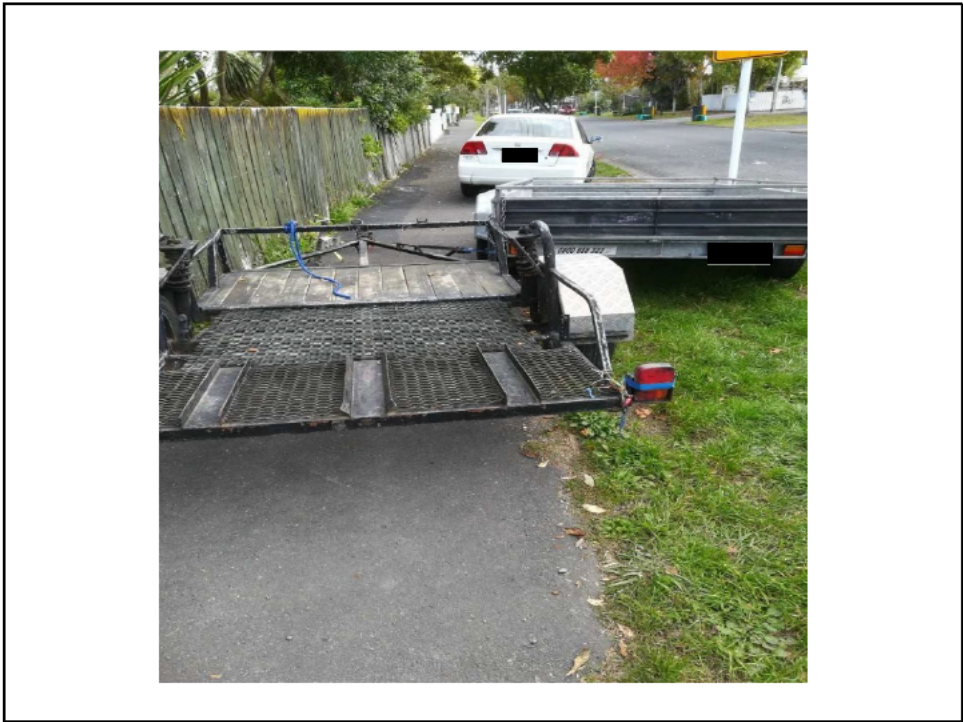
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11

What needs to happen?

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- Encourage the public to report problems – easy-to-find and easy-to-use systems are needed.
- Consequences that are enforced – fines for repeat offenders?
- Education campaigns about the dangers of blocking footpaths (e.g. Living Streets' "Yellowfeet" cards)

12

Appendix 4

Kia ora koutou - I'd like to make a submission regarding the allocation of funding for safe cycling in Hamilton. I heard through Bike Waikato that HCC is considering leaving over a million dollars unallocated from the Citywide Biking and Micromobility Programme, due to lack of co-funding. I understand it's best bang-for-buck to get co-funding from Waka Kotahi but we can't rely on central funding for everything - we need to get started now. Survey after survey has shown that more people will get out of their cars if there are safe alternatives. HCC needs to spend every cent it can afford on reallocating road space to more efficient, healthy, and safer modes - walking and cycling.

Personally, I've really appreciated even minor improvements such as the widening of the cycle lanes and hit sticks on the Massey St overbridge - I now feel safe enough to ride over it with my baby daughter in the trailer. However there are many, many roads that I avoid due to safety concerns (i.e. Killarney road - this is terrible for people on bikes and cuts off Dinsdale from the excellent rail trail and the rest of Frankton/CBD). Avoiding direct but dangerous routes adds many kilometres to my journeys. This is coming from a fairly confident cyclist - imagine how many more people would shift to healthier and cleaner commutes to work, school and shops if we gave them convenient, direct and protected bike roads? Climate warming is not slowing down, and we are not working fast or hard enough.

Spend the \$1m+ on road reallocation and tactical safety improvements for arterial roads - anywhere there are two driving lanes in each direction and/or on-street parking provisions for private vehicle storage. Cut a car lane out and allocate it to people on bikes. This doesn't need to be expensive. Hit sticks, a few steel bollards and clear signage would do to start with.

Thank you for your time
Stephen Hay
Dinsdale

Appendix 5

My name is Robin McIntyre and I cycle daily to my job in Frankton.

I want to tell you about my cycle trip to Hindi class on Friday afternoon. There is nothing extraordinary about this trip. Leaving work in Frankton I make my way into the city via the Rail trail. This is an awesome part of the trip but to get there I do need to navigate some roads in industrial Frankton. Roads which are usually blocked by parked cars, spilling on the footpaths and strewn with shards of scrap metal which have previously spelt disaster to my thick, but not impenetrable tyres. Through town I appreciate the cycle lights at the Ward and Anglesea intersection which means I am no longer thrust from safe cycleway instantly into left turning, busy traffic lanes. As you might expect the most nerve racking part is to come when I need to cross the bridge into Hamilton East. All seems good despite the queues of traffic until a driver makes a sudden right turn taking a chance to get through a gap which surprising (to them) has an unseen cyclist on the other side. It is a strange thing how cursing loudly somehow does seem to help calm the nerves. From there most drivers behave nicely as I negotiate right turns through lanes of traffic deftly using both a rear view mirror, outstretched signalling arm and some spare nerves I packed for the journey. I'm early to my class, have time to eat that sushi in my bag and glad I can park my bike inside. Feeling somewhat adventurous I decide to take a different route back across the city to Nawton. I'm delighted that using the Cobham Road underpass, and trails I can cross a bridge without battling cars. It's always a great feeling to find a safer route. I've never had that feeling as a car driver. I barrel along Kahikatea Drive, glad that for this trip at least I am heading in the same direction as the cycle path because I know that the other side requires cyclists to shrink to the size of a Borrower. The chicanes on either side of the railway lane are nicely spaced and force me to slow, allowing me to cross safely without dismounting. That cannot be said for the absurd chicane outside the cycle way, placed randomly as if a traffic engineer at the end of their shift had one left that they had to get rid of before they could knock off. I imagine it serves only to stop folk who cannot bypass it in the grass, I imagine people in mobility scooters, cargo bikes or tricycles. I sadly leave the protection of the cycleway before being thrust once more into the narrow lane that is Killarney Road, peering into every parked car, while wondering how impatient the bus driver forced to travel behind me is getting. The water project on Newcastle Road is coming to an end, so now the road is open to traffic again, but at least for now there are still road cones slowing traffic and making this part of the journey so much safer than it is at normal times. As I pass the water upgrade works, I wonder what people would do if the pipes carrying our three essential water types were blocked by as many obstructions as I had faced on my tips. If it would be acceptable any more to mix stormwater and wastewater like we mix fast and slow moving people on the roads, despite the increased population and congestion. I wonder if we would wait for government funding to remove lead pipes from drinking water supply like we wait for funding to fix dangerous traffic and pedestrian infrastructure. If we would continue to allow some areas of the city to have great drinking water in the house, while others had to travel to a common tap somewhere nearby like we build incomplete dead end cycleways pretty much everywhere.

Sure thing, we have limited funds, but I am really tired of being treated as dispensable. It really is time to stop waiting on govt funds to build the infrastructure this city needs. Cities all around the world, big and small, rich and poor are showing leadership. The council has made some great starts, let's keep getting, because one thing I know, it will not be cheaper next year.

Robin McIntyre

Council Report

Attachment 1

Committee: Infrastructure Operations Committee **Date:** 07 December 2021

Author: Martin Parkes **Authoriser:** Eeva-Liisa Wright

Position: Transport and Urban Mobility Programme Delivery Lead **Position:** General Manager Infrastructure Operations

Report Name: Public Transport Infrastructure Studies - Comet and Meteor

Report Status

Open

Purpose - Take

Item 5

1. To inform the Infrastructure Operations Committee on the public transport infrastructure studies that have been completed for the Comet and Meteor service routes.
2. To seek approval from the Infrastructure Operations Committee to reassign 2021-31 Long Term Plan funding to include the development and delivery of the top priority projects identified in the Comet and Meteor route studies as set out in the report to this Committee titled - Implications of the National Land Transport Programme 2021-24.
3. To seek a recommendation from the Infrastructure Operations Committee to Council for the development and delivery of the remaining public transport infrastructure projects identified in the Comet and Meteor route studies for consideration during the development and confirmation of the 2022/23 Annual Plan.
4. To seek approval from the Infrastructure Operations Committee concerning the:
 - i. funding in the 2021/22 financial year for the development and delivery of the top priority projects identified in the report below (\$3.68M for the Comet Route and \$2.07M for the Meteor Route); and
 - ii. inclusions of funding in the Annual Plan 2022/23, for the development and delivery of remaining projects identified in the studies (\$8.32M for the Comet Route and \$7.93M for the Meteor Route) over the next five years.

Staff Recommendation - *Tuutohu-aa-kaimahi*

5. That the Infrastructure Operations Committee:
 - a) receives the report;
 - b) approves funding be reassigned from Waka Kotahi unfunded transport projects to Year 1 (2021/22) of the 2021-31 Long Term Plan for the development and delivery of the top priority projects identified in the Comet and Meteor route studies, as set out in the report to this Committee on the implications of the National Land Transport Programme; and
 - c) requests staff report back to the Council with a proposal for, the development and delivery of remaining projects identified in the Comet and Meteor route studies in time for consideration as part of the 2022/23 Annual Plan development process.

Executive Summary - *Whakaraapopototanga matua*

6. Following concerns raised about the public transport service reliability, and supporting infrastructure levels of service, by Elected Members from both Waikato Regional Council (WRC) and Hamilton City Council (HCC), HCC staff commissioned several public transport studies.
7. The overall objective of these studies is to identify network issues and infrastructure opportunities along specific routes that will help improve the reliability of services and attract more patrons.
8. While the studies have a 10-year focus, it's anticipated they will help inform the long-term future planning for public transport in the city. The studies are aligned with the strategic direction of:
 - i. Regional Public Transport Plan,
 - ii. Access Hamilton, and
 - iii. Waka Kotahi Mode Shift Plan.
9. The study routes/areas are:
 - i. Meteor,
 - ii. Comet,
 - iii. Hospital area, and
 - iv. Rototuna.
10. The Meteor and Comet studies have recently been completed. The Hospital area and Rototuna studies are expected to be completed by the end of 2021/early 2022. This report is to provide the Infrastructure Operations Committee with a summary of the Comet and Meteor studies. The studies have identified priority infrastructure improvements.
11. Staff are recommending that the Infrastructure Operations Committee reassign Waka Kotahi unfunded transport projects to Year 1 (2021/22) of the 2021-31 Long Term Plan for the development and delivery of the top priority projects identified in the Comet and Meteor route studies, as set out in the report to this Committee on the implications of the National Land Transport Programme 2021-24
12. Staff are also recommending a report back to Council with a proposal for, the development and delivery of remaining projects identified in the Comet and Meteor route studies in time for consideration as part of the 2022/23 Annual Plan development process.
13. Staff recommend the infrastructure committee approves:
 - i. funding in the 2021/22 financial year for the development and delivery of the top priority projects identified in the report below (\$3.68M for the Comet Route and \$2.07M for the Meteor Route); and

- ii. ~~inclusions of funding in the Annual Plan 2022/23, for the development and delivery of remaining projects identified in the studies (\$8.32M for the Comet Route and \$7.93M for the Meteor Route) over the next five years.~~

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

Background - *Koorero whaimaarama*

15. The studies will help inform the long-term future planning for public transport in the city and align with the strategic outcomes of:
 - i. Regional Public Transport Plan,
 - ii. Access Hamilton, and
 - iii. Waka Kotahi Mode Shift Plan.
16. The output of the studies will support 'Mode Choice' through the following ways:
 - i. easily connecting people to where they need to go;
 - ii. providing high quality travel choices for people of all ages and abilities;
 - iii. reducing the impact of transport on the environment;
 - iv. supporting and shaping Hamilton's growth; and
 - v. creating a prosperous, vibrant, and inclusive city.
17. The Comet is an existing high frequency bus service that runs between the Waikato Hospital and The Base. The service currently runs every 15 minutes between the Hospital and The Base on weekdays, and every 30 minutes at weekends. The Comet service will move to a 15-minute service at weekends between the Hospital and the Base from the 1 February 2022.
18. There will be a move to a 10-minute frequency, at peak times. Once the Glenview Public Transport Hub is built. This is currently planned for completion by July 2022.
19. The Meteor is the new high frequency East-West bus route which will operate every 15 minutes between Rotokauri and the University/Silverdale area. The service was planned to start at the end of September 2021 but has now been delayed to 1 February 2022, this is due to a shortage of available vehicles.
20. The studies identified common issues along both the routes:
 - i. Inconsistent provision of supporting infrastructure at bus stops (shelter, seating, accessible kerbs, and hard stand).
 - ii. Inconsistent bus stop spacing with stops away from key trip attractors.
 - iii. Indented bus stops cause delay to bus services.
 - iv. Very limited safe crossing facilities within proximity of bus stops.
 - v. Numerous intersections identified as providing a low level of service to bus service reliability.
 - vi. Intersections along the corridors see greater delays in the PM peak.
 - vii. Variability between delays at bus stops is also greater in the PM peak.

Discussion - *Matapaki*

Comet

21. The Comet study (**Attachment 1**) has a 10-year focus but acknowledges the work currently underway that looks beyond this timeframe, particularly the Hamilton-Waikato Metropolitan Spatial Plan (MSP).
22. The MSP indicates there will be considerable growth in both housing and employment within the catchment of the Comet. While this will result in more demand for the Comet services, it would potentially result in higher traffic volumes and delays without sufficient public transport planning and infrastructure improvements.

23. This study assesses two known areas of delay; at bus stops and at intersections. The assessment highlights that the intersections along the corridor see greater delays in the PM peak. When assessing bus speeds near the worse performing intersections, the results indicate the following:
- Anglesea Street is one of the worst performing of all the locations assessed with typical average speeds south of the Transport Centre of less than 25 km/h; and
 - buses are significantly delayed southbound between The Base and the bus stops immediately south of the Pukete Road intersection, with average speeds of below 20 km/h.
24. The study has considered the supporting infrastructure requirements for the new service for its launch as well as to help long term planning and investment. The recommendations in the study are based on best practice guidance as well as information provided by the Project Steering Group (HCC, WRC, Waka Kotahi, CCS Disability). Through this, the following criteria were defined for identifying optimum bus stop locations and supporting infrastructure:
- Bus stops are close to safe crossing facilities, bus transfer points and major trip generators.
 - Bus stops are appropriately spaced up to 400 metres apart.
 - Bus stops are in pairs.
 - Ideally, bus stops are located after intersections or pedestrian crossings and where there is sufficient sightline for approaching vehicles.
 - Bus stops are accessible (hard surfaces, continuous kerbs and allow safe movement of people along the side of the road).
 - Bus stops are convenient, comfortable, and attractive with shelters provided.
 - Ensure the surrounding footways are clear of obstructions.
25. The prioritised list of infrastructure interventions is shown in the table below. The full list of Comet projects is shown in the study Summary Report (**Attachment 1**).

Location	Works	Estimate	Ped. Crossing type
Ulster St (Darley St to Mill St)	Upgrade all existing bus stop infrastructure (stops, shelters, removing bus laybys) on Ulster Street	\$800k	Signalised-staggered
Pembroke Street (Place Makers)	Shelter & seats at northbound bus stop. Signalised crossing on Pembroke St	\$224k	Signalised
Pembroke Street (YMCA)	Signalised crossing on Pembroke St.	\$200k	Signalised
Thackeray Street	Raised zebra crossing to east of existing bus stops	\$280k	Zebra
Te Rapa Road (near 674 Te Rapa Road)	Shift southbound bus stop further south. Each bus stop to be in-lane stops with cycle bypass. Staggered signalised pedestrian crossing between bus stops	\$913k	Signalised staggered -
Te Rapa Road/Bryant Road/Sunshine Avenue Roundabout	Shift southbound bus stop further south. Upgrade both bus stops to in-lane bus stops with cycle bypass. Staggered signalised pedestrian crossing on Te Rapa Road (south) leg	\$790k	Signalised staggered -

Te Rapa Road (near Home Straight)	Relocate existing bus stops at 475 and 474 Te Rapa Rd to in-lane bus stops near Home Straight. Cycle bypass at the southbound bus stop. Cycle bypass to utilise service lane at the northbound bus stop. Footpath bus stop infrastructure at the northbound stop. Pedestrian safety improvements left-turn slip-lane.	\$479k	Signalised
	TOTAL	\$3.68m	

Meteor

26. The scope of the Meteor study (**Attachment 2**) is limited to the western section of the Meteor route (Rotokauri to Victoria Bridge). The eastern section of this new route forms part of the wider Eastern Pathways Central City to University Programme.
27. This study has a 10-year focus but acknowledges future urban growth in the area, particularly around Rotokauri. Future development of the area will provide for an eventual population of up to 20,000 people. This will lead to an increase in residents living and requiring access to public transport.
28. As with the Comet study, the recommendations for improving supporting infrastructure in this study are based on best practice guidance as well as information provided by the Project Steering Group (HCC, WRC, Waka Kotahi, CCS Disability) and the same criteria for identifying optimum bus stop locations and supporting infrastructure.
29. Several site visits were undertaken to assess the route, understand the site environment, and current bus stop infrastructure. Several constraints were identified through the option development phase that meant not all criteria was achievable. Both the upgrade of existing bus stops, and new bus stop locations were constrained by driveways, trees, visual impact to properties and carriageway and footway widths.
30. Through the option development phase of the study, one or more alternative route options were identified. The preferred route for each section of the new Meteor service is:
 - i. Thomson Avenue, Aberdeen Drive, Newcastle Road and Whatawhata Road (referred to as Thomson Avenue Area Alternatives) - The *Preferred Route* is via Aberdeen Drive; and
 - ii. Lake Road, Rawhiti Street, Kent Street, Commerce Street and King Street (referred to as Frankton Area Alternatives) – The *Preferred Route* is via Commerce Street in the Medium-term supported by the implementation of a future small roundabout at the Lake Road/Commerce Street intersection. Short-term, via King Street is the best option to support the Meteor launch.
31. The prioritised list of infrastructure interventions is shown in the table below. The full list of Meteor projects is shown in the study Summary Report (**Attachment 2**).

Location	Works	Estimate	Ped. Crossing type
Rotokauri Road	Bus shelter near Kawariki Drive with lighting and footpath construction.	\$87k	-
Grange Avenue	Bus stop opposite 32 Grange Avenue, plus raised zebra crossing.	\$390k	Zebra crossing
Aberdeen Drive	Bus stops opposite 101 and 112 Aberdeen Drive.	\$81k	-
Dinsdale Road near Dinsdale Library	Bus stops in front of 23 Dinsdale Road and Dinsdale Library.	\$55k	-
Maple Avenue	Raised zebra pedestrian crossings on all	\$1.25m	Zebra

/Aberdeen Drive	approaches, plus tighten intersection.		
Aberdeen Drive/Dinsdale Road	Remove existing refuge island, replace with raised pedestrian platform close to the intersection	\$71k	Informal
Massey Street near Frankton School	Bus stops located at 182 and 193E Massey Street	\$75k	Informal
Lake Road	Bus stops in front of 38 and 51 Lake Road.	\$47k	-
Tristram Street	Northbound stop at Tristram Street (Seddon Park) to be removed.	\$14k	-
	TOTAL	\$2.07m	

32. The study recommends further investigation is undertaken into the following:
- queuing on Dinsdale Road approaching the roundabout with Whatawhata Road in the morning peak which leads to delays;
 - upgrading the Ellicott Road/ Maple Avenue intersection to a signalised intersection or roundabout;
 - upgrading the Lake Road / Commerce Road intersection to a roundabout; and
 - bus lane through the Anglesea Street/Anzac Parade roundabout while providing safe access to all road users.
33. The studies recommend further investigation into specific causes of delay and opportunities for bus priority measures such as bus lanes at the worse performing locations also be completed. This will be considered for inclusion in the development of the 2024 LTP.

Financial Considerations - *Whaiwhakaaro Puutea*

34. Overall cost to deliver all the infrastructure projects identified in the studies is:
- Comet – \$12m approx. (costs at July 2021); and
 - Meteor – \$10m approx. (costs at July 2021).
35. It is recommended that funding be reassigned from Waka Kotahi unfunded transport projects to Year 1 (2021/22) of the 2021-31 Long Term Plan for the development and delivery of the top priority projects identified in the Comet and Meteor route studies, as set out in the report to this Committee on the implications of the National Land Transport Programme.
36. This table shows the funding to support the delivery of public transport infrastructure in the current National Land Transport Programme 2021-24 and the first three years of the Long-Term Plan 2021-31:

Activities / Programmes	NLTP Status	2021/22	2022/23	2023/24
Low cost / low risk improvements 2021-24-Public transport infrastructure	Funding Approved	\$700,000	\$700,000	\$700,000
Transport Centre Rejuvenation-Pre-implementation-Design	Funding Approved	\$672,956	\$150,000	
Transport Centre Rejuvenation-Implementation	Included in RLTP 2021-24	\$4,600,000	\$3,100,000	
Eastern Pathways - School Link Cycleway & PT-Pre-implementation-Design	Funding Approved	\$846,800		
Eastern Pathways - School Link Cycleway & PT-Implementation-Construction	Included in NLTP 2021-24	\$2,000,000	\$4,000,000	\$10,000,000
Eastern Pathways Connections-Pre-implementation-Pre-Imp	Funding Approved	\$1,000,000		
Eastern Pathways Connections-Implementation	Included in NLTP 2021-24			\$2,000,000
Eastern Pathways - CBD to University Link-Pre-implementation-Design	Included in NLTP 2021-24	\$1,000,000	\$1,000,000	
Eastern Pathways - CBD to University Link-Implementation	Included in NLTP 2021-24		\$1,000,000	\$6,000,000
Pembroke / Ohaupo Intersection Upgrade-Single-Stage Business Case	Included in NLTP 2021-24	\$100,000		
Pembroke / Ohaupo Intersection Upgrade-Pre-implementation	Included in NLTP 2021-24	\$200,000		
Pembroke / Ohaupo Intersection Upgrade-Implementation	Included in NLTP 2021-24		\$3,800,000	
Gordonton/Puketaha Intersection Upgrade-Single-Stage Business Case	Included in RLTP 2021-24		\$150,000	
Gordonton/Puketaha Intersection Upgrade-Pre-implementation	Included in RLTP 2021-24	\$200,000		
Gordonton/Puketaha Intersection Upgrade-Implementation	Included in RLTP 2021-24	\$3,000,000		
Low cost / low risk improvements -Safety - Tristram/Bryce	Funding Approved		\$1,300,000	
Low cost / low risk improvements -Safety - Church/Te Rapa	Funding Approved	\$800,000		
Low cost / low risk improvements -Safety - Clyde/Peachgrove	Funding Approved	\$2,000,000		
Low cost / low risk improvements -Walking & Cycling - Anglesea/Ward	Funding Approved		\$1,200,000	
Low cost / low risk improvements -Safety - Anglesea/Rostrevor	Funding Approved	\$300,000		
Low cost / low risk improvements -Local Roads - Smart Initiatives	Funding Approved	\$200,000	\$200,000	\$200,000

37. There is no specific funding for improvements recommended in the route studies.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

39. 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').
40. 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.
41. The recommendations set out in this report are consistent with that purpose.

Social

42. Easily connecting people to where they need to go and providing high quality and affordable travel choices for people of all ages and abilities will contribute directly to the social wellbeing of people and communities in Hamilton.

Economic

43. Hamilton is the economic hub of the Waikato Region. Reallocating transport space to more efficient and less polluting modes is necessary to enable the city centre to achieve its optional as a driver of Hamilton and New Zealand's economic prosperity.

Environmental

44. Delivering transport choices for all Hamiltonians will directly contribute to a reduction in vehicle related carbon emissions. By providing the right level of investment in mode choice activities, we can demonstrate that daily activities can collectively make a big difference and that each individual has a role to play in the fight against climate change.

Cultural

45. Mode choice projects bring opportunities to build some strong cultural elements. Engagement with iwi will take place as projects develop e.g., Transport Centre Rejuvenation and Eastern Pathways.

Risks - *Tuuraru*

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

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

47. 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

48. Given the low level of significance determined, the engagement level is low. No engagement is required.
49. Should the Committee approve funding in the draft Annual Plan 2022/23 for the development and delivery of priority projects identified in both studies a communications and engagement plan will be developed as part of the overall project plan.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Comet Public Transport Route Assessment Summary Report

Attachment 2 - Meteor Public Transport Route Assessment Summary Report .

Council Report

Item 6

Committee: Infrastructure Operations Committee

Date: 24 February 2022

Author: Narelle Waite

Authoriser: Michelle Hawthorne

Position: Governance Advisor

Position: Governance and Assurance Manager

Report Name: Chair's Report

Report Status	<i>Open</i>
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Recommendation - *Tuutohu*

That the Infrastructure Operations Committee receives the report.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Chair's Report - 24 February 2022

Attachment 2 - Trafinz Safety Leadership award 2021 letter



Chair's report

24 February 2022

1. Welcome

Welcome Committee members to the first of just four Infrastructure Committee meetings left, as we approach the end of the triennium and the 2022 Elections.

We have a lot of work to finalise and get through, so I look forward to less talk and more decisions!

2. Access Hamilton

We are over 50% through the work on Access Hamilton and what I see forming is a balanced approach to integrated transport within the city, and connecting to our region.

There is information session content upcoming for Access Hamilton, including a workshop to be entered into our diaries soon – so please look out for this and attend where you can.”

3. Streets for People

I want to thank Deputy Chair Councillor Sarah Thompson for her background work on this and for understanding exactly the constraints we would face if we took up this opportunity, and for articulating those constraints clearly at our Briefing on the 9th of February 2022.

I support the overall feedback that we will not go ahead, and I had an opportunity to convey that to Waka Kotahi.

I expressed my disappointment at the constrained timeframes we were being asked to work with prior to Christmas, however little movement was offered.

4. Waka Kotahi

At the December 2021 Infrastructure meeting we were asked to find out what processes if any, Waka Kotahi had for us to formally object to decisions they make. This was in the context of our objection to Waka Kotahi reducing the speed along Avalon Drive bypass to 60km, despite it being purpose built for 80km.

Through that process we formally submitted against the proposal, received a letter saying they were still going ahead, to which we wrote a letter objecting again, to which they responded with going ahead anyway.

Members wanted to understand exactly what Waka Kotahi's process is in dealing with these type of objections.

I haven't received a response prior to submitting this Chair's report so will update the Committee verbally as to their response.

5. Trafinz Safety Leadership Award

Hamilton City has been successful in winning the Trafinz Safety Leadership Award for 2022 for Raised Safety Platform and Upgrade to Signalised Intersection: Anglesea Street/Bryce Street project.

The application was jointly submitted by Hamilton City Council and Waka Kotahi NZ Transport Agency as an example of a successful delivery of a Standard Safety Intervention.

A copy of the notification letter is included as an **Attachment** to this report and noted the following comments from the judges:

An urban project that has demonstrated leadership through collaboration, open-mindedness and flexibility, thanks to a local government team who understood true costs and undertook serious detailed planning, a great communication plan and a delivery that has been a great result for all, while motivating staff from all parties to deliver for the communities they serve. Excellent implementation and appropriate, on-time decision-making meant a to-programme full closure of this major urban intersection was undertaken successfully and on re-opening the project delivered separation for safety as well as improved performance and quality. This approach and the final outcome has national and local adoption capability for communities nationwide, demonstrating how to protect business performance and improved safety for all road users.



Chair Recommendation

That the Infrastructure Operations Committee receives the report

Councillor Angela O’Leary

Chair of Infrastructure Operations Committee



w: trafinz.org.nz
p: 03 352 5598

10 December 2021

Robyn Denton
Hamilton City Council

robyn.denton@hcc.govt.nz

Dear Robyn

2021 Trafinz Achievement awards

We are thrilled to advise that you have been awarded a **Safety Leadership Award** for your project 'Raised Safety Platform and Upgrade to Signalised Intersection: Anglesea Street/Bryce Street, Hamilton'.

The judges had this to say about your project ...

An urban project that has demonstrated leadership through collaboration, open-mindedness and flexibility, thanks to a local government team who understood true costs and undertook serious detailed planning, a great communication plan and a delivery that has been a great result for all, while motivating staff from all parties to deliver for the communities they serve. Excellent implementation and appropriate, on-time decision-making meant a to-programme full closure of this major urban intersection was undertaken successfully and on re-opening the project delivered separation for safety as well as improved performance and quality. This approach and the final outcome has national and local adoption capability for communities nationwide, demonstrating how to protect business performance and improved safety for all road users.

We have produced a certificate for you and 3 copies of this will be sent to you by post next week.

Could you please confirm your preferred delivery address to Harding Consultants, specifically rachael@hardingconsultants.co.nz as soon as is practical please.

A Trafinz newsletter has been produced highlighting your success which will be sent out this week and we have also arranged for it to be profiled on the Trafinz [website](#).

We would have usually presented and celebrated your achievements at the conference but due to COVID19 and the cancellation of both the 2020 and 2021 conferences this hasn't been possible. Rather than waiting for yet another year we have decided to make the announcements this way. We would be happy to work with you to celebrate in a more formal manner with your organisation (eg committee or board meeting) in 2022. Please do let us know if we can assist with this.

Congratulations on your achievement.

Warmest regards

Andy Foster
Trafinz President

Council Report

Committee: Infrastructure Operations Committee
Date: 24 February 2022
Author: Maire Porter
Authoriser: Eeva-Liisa Wright
Position: Director Strategic Water Operations
Position: General Manager Infrastructure Operations
Report Name: Waters Stimulus Project Delivery Update

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

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

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee receives the report;

Executive Summary - *Whakaraapopototanga matua*

3. In conjunction with the current reform programme for Three Waters (drinking water, wastewater and stormwater) being undertaken by the New Zealand Government, the Government is investing in water service delivery to both improve waters network systems and support economic recovery from the COVID-19 pandemic through job creation and supply chain investment.
4. Hamilton City Council have entered into a Funding Agreement with the Government to complete a programme of three waters projects to a total value of \$17,460,000 by 30 June 2022 which are fully funded by a Government Stimulus grant.
5. The delivery programme is comprised of 19 projects. Since confirmation of funding in late 2020 staff have established and set up the programme and projects, including confirmation of project scopes, milestone programmes and procurement strategies as well as establishment of internal project governance and reporting structures.
6. In general, the projects within the stimulus programme are progressing well despite delays and disruption of the extended period of COVID-19 lockdowns in 2021.
7. As at 31 December 2021, approximately 66% of the allocated stimulus grant has now been spent across the programme. This level of expenditure has utilised 72 different consultancies, contractors, and service providers and 67% of the value of works to date have been expended with Hamilton or Waikato based companies.
8. It is noted that this report is focussed on delivery of the stimulus investment programme, and updates on progress and matters relating to the wider three waters reform programme will be reported to full Council meetings in a separate report.

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

Background - *Koorero whaimaarama*

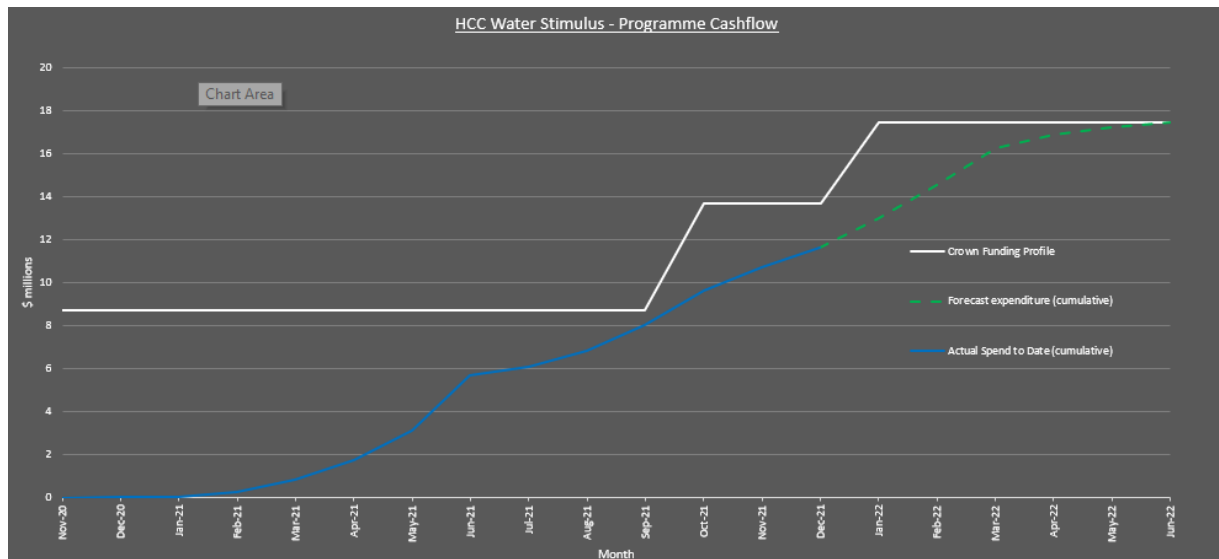
10. Hamilton City Council (HCC) entered into a funding agreement in October 2020 with the Department of Internal Affairs (DIA) who, in conjunction with Crown Infrastructure Partners (CIP), are administering the three waters reform stimulus delivery programmes on behalf of the New Zealand Government.
11. The funding agreement allocated HCC a grant of \$17,460,000 to deliver projects that:
 - i. support economic recovery through job creation; and
 - ii. maintains, increases, and/or accelerates investment in core water infrastructure renewal and maintenance.
12. Under the funding agreement, HCC received a funding instalment of \$8,730,000 in December 2020 and then a second instalment of \$4,605,600 in November 2021. Further funding instalments can be requested to ensure the HCC Stimulus programme remains cash positive.
13. Within the Delivery Plan, six packages of works and 19 projects were identified. The work packages focus on strategic priorities, renewals, asset information, asset conditions, resilience, demand management, environmental compliance and preparing for the Three Waters reform, and includes a combination of capital and operational projects.
14. Five initially unfunded contingency projects were included in the approved Delivery Plan which could be progressed if funding became available elsewhere in the programme.
15. DIA have appointed CIP to monitor progress against the approved Delivery Plan, to ensure spending has been undertaken with public sector financial management requirements.
16. In November 2021, in recognition of the impact of COVID lockdowns on programme delivery, DIA confirmed that the programme delivery date would be extended from 31 March 2022 until 30 June 2022.
17. Programme reporting to CIP is completed on a quarterly basis as per their reporting template. Five quarterly reports on the programme have now been submitted in January, April, July and October 2021, with the most recent report for the October – December 2021 quarter submitted on 25 January 2022. A copy of the October – December 2021 quarterly report can be found in **Attachment 1**.
18. The next quarterly report to CIP is scheduled for April 2022 for the period January - March 2022.
19. It is noted that this report is focussed on delivery of the stimulus investment programme, and updates on progress and matters relating to the wider three waters reform programme will be reported to full Council meetings in a separate report.

Discussion - *Matapaki*

Programme Update

20. Since confirmation of funding in late 2020 staff have established and set up the programme and projects, including confirmation of project scopes, milestone programmes and procurement strategies.
21. Internal project governance and reporting structures are in place and provide operational oversight over the stimulus programme delivery.
22. Project Managers continue to monitor the impact of the current Covid-19 pandemic and traffic light settings on project delivery.

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



24. The status of each of the projects is outlined in the table below:

Project	Forecast Cost	Delivery Risk	Cost Risk	Status					
					On track		Increased monitoring required		Off track
<u>Strategic Planning</u>									
Hamilton – Waikato Metropolitan Spatial Plan Wastewater Business Cases	\$1,050,000 (HCC Share)			Works are progressing with the Southern Business Case nearing completion and the Northern Business Case underway. COVID-19 has significantly impacted the availability of key staff, iwi, stakeholders, consultants, and partners needed to progress the business case work. Engagement works have been reinitiated; however, delivery risks will be closely monitored over the next few months due to the ongoing risk and impact of COVID-19.					
Rotokauri Swale Designations Conditions Implementation	\$700,000			Works are underway and on-track. COVID lockdowns have resulted in some delays and rescheduling of some site investigations.					
Rotokauri Wastewater Upsizing for Unconnected Communities	\$1,050,000			Construction works are underway and on-track.					
Eastern Bulk Water Main Resilience	\$1,930,400			Works are underway and on-track with construction works progressing well.					
Te Wetini Dr Crossing Upsize	\$1,300,000			Construction works are underway. Some construction risks regarding groundwater and unforeseen ground conditions have been realised which may result in additional project costs.					

Project	Forecast Cost	Delivery Risk	Cost Risk	Status					
					On track		Increased monitoring required		Off track
				Implications are currently being further assessed.					
Futureproof Growth Partnership Three Waters Detailed Business Case	\$0 (HCC Share)			Funding reallocated as per report to 27 August 2021 Infrastructure Operations Committee meeting.					
<u>Renewals and Asset Information</u>									
Invest in Additional Asset Renewals	\$1,500,000			Works are underway and on-track. Physical works to complete the additional \$1,000,000 of water renewal works are nearing completion with wastewater renewal works now well underway.					
Asset Data Information Management and Three Waters Data Collection Technology	\$2,135,000			Works are underway and on track. Asset Systems and Asset Technology reviews are now complete. Work on the asset criticality assessments and framework along with the hydraulic model improvement actions are approaching completion and the Asset Management Information System Improvements progressing well.					
<u>Asset condition assessment and resilience</u>									
Three Waters City Wide Asset Resilience Study	\$712,500			Works are underway and on track. Resilience scorecard has been developed and actions investigating energy and telecommunications, design standards, emergency planning and supply chains resilience, arising from the scorecard assessment of the three waters services are now nearing completion.					
Undertake a Trial Set Up and Operation of the Low River Contingency Infrastructure	\$190,000			Project nearing completion. Deployment of the Low River floating platform and pumps was undertaken successfully in April 2021 and operational management plan updated. Awaiting delivery of final pump for installation and commissioning.					
<u>Demand Management</u>									
Water Sustainability Strategy	\$200,000			Works are underway and on-track. Engagement with iwi and work on the technical inputs to support development of the Strategy and Management Policy is underway.					
Scoping and Benchmarking of	\$70,000			Works are underway and on-track. Benchmarking of other water suppliers’ approach to					

Project	Forecast Cost	Delivery Risk	Cost Risk	Status					
					On track		Increased monitoring required		Off track
incentives Rainwater Storage Tanks Incentivisation Study				rainwater tanks to supplement drinking water supply and assessment of Hamilton’s rainfall data have now been completed. Final phase of project will be undertaken in alignment to the Sustainability Strategy.					
Citywide Inflow and Infiltration Investigation	\$600,000			Works are underway and on-track. Smoke testing and repair works have been completed or are currently underway in the Temple View, Collins, Rimu/Rata and Fredericks wastewater pump station catchment areas.					
Expansion of the Water Leak Detection Programme	\$475,000			Works progressing well and on track. Leak detection work and repairs have been completed in the Temple View area CBD residential and the Dinsdale areas. Benefit analysis of work completed underway.					
Education Hub Three Waters	\$294,500			Works underway and on track. COVID lockdowns has resulted in rescheduling of the trial delivery of educational curriculum activities in schools from term 4 of 2021 to term 1 of 2022. Construction of the mobile education resource is underway. Engagement with iwi, stakeholders and other partners on the development of curriculum activities has been started.					
<u>3 Water operational upgrades and environmental compliance</u>									
Water Infrastructure Security Measures	\$950,000			Overall, the project is progressing well however completion of some physical works were delayed as a result of COVID-19 lockdowns due to access restrictions for contractors to critical treatment plant and reservoir sites and freight delays.					
Upgrade of the Bore Supply at Taitua Arboretum	\$172,100			Project nearing completion. Construction works have been completed, however monitoring of new UV system has identified potential performance issue and remedial actions are being discussed and undertaken in conjunction with the UV supplier.					
Ecological Improvements for Erosion, water quality, Stormwater Control, Gully Network Improvements and	\$2,375,000			Ngaati Haaua Mahi Trust have now completed approximately 70% of the planting on the slopes of the Mangaiti gully, however further planting is on hold until March when next planting season starts. Approximately 400m of progress has been made on clearing and planting in the gully floor areas. Project is on track for completion by June 2022.					

Project	Forecast Cost	Delivery Risk	Cost Risk	Status					
					On track		Increased monitoring required		Off track
Retrofitting of Older Stormwater Attenuation Devices									
Urban Stormwater Quality Management Investigation	\$250,000			Works are underway and on-track. NIWA has been engaged to lead the stormwater monitoring and investigations which are underway in the Mangakōtūkutuku stream.					
Installation of Dedicated Water Sampling Points around the City	\$95,000			Works are underway and on-track. Proposed water Sampling sites around the city have been identified and cabinet design confirmed. Cabinets are being fabricated and are expected to be ready to rollout installation programme over the next 3 months.					
<u>Preparation for Waters Reform</u>									
Preparation and Participation in Three Waters Reform Programme	\$760,000			Works are underway and on-track. Further updates will be provided separate to this report on progress of the Three Waters reform.					
<u>Programme Management</u>									
Water Reform Programme Management	\$650,500			Programme management resources and structures in place to support and direct delivery of the programme.					
Total	\$17,460,000								

Financial Considerations - *Whaiwhakaaro Puutea*

25. The total budget to complete the programme is \$17,460,000, which is fully funded by Central Government in accordance with the existing Funding Agreement.
26. Under the funding agreement, HCC received an initial funding instalment of \$8,730,000 in December 2020 and then a second instalment of \$4,605,600 in November 2021.
27. Further funding instalments can be requested as key programme expenditure milestones are reached to ensure the programme remains cash positive.
28. The next funding request will be considered in February 2022. The request will be developed in conjunction with CIP and DIA following their review of HCC's October – December 2021 quarter 5 report (**Attachment 1**).
29. Programme expenditure to date (to 31 December 2021) is \$11,628,937 which is equivalent to approximately 66% of the \$17,460,000 allocated funding available to HCC.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

31. 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').
32. 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.
33. The recommendations set out in this report are consistent with that purpose.

Social

1. Throughout delivery of this programme, opportunities have been taken to leverage and implement social procurement initiatives, such as supply chain diversity and targeted employment initiatives to support social enterprises and employment opportunities for priority social groups.

Economic

2. A key investment objective of this programme is to support economic recovery from the COVID-19 pandemic through job creation and supply chain investment.
3. Metrics in terms of employment outcomes from this investment are being monitored and reported to DIA, some of the emerging metrics arising from the delivery of the programme up until 31 December 2021 are:
 - i. 25 different professional services and consultancy entities involved across programme;
 - ii. 47 different contracting, service providers or suppliers involved across programme;
 - iii. approximately 53% of the consultants, suppliers, contractors, and service providers used have been Hamilton or Waikato based companies; and
 - iv. approximately 67% of expenditure from the programme has been with Hamilton or Waikato based companies.

Environmental

4. Several projects within this programme have a specific focus on developing infrastructure and/or the natural environment to support, in a sustainable way, three waters operational activities.
5. As projects are further scoped, designed, and procured opportunities for use of sustainable energy, alternative material options and waste minimisation will be further explored.

Cultural

6. As projects are further progressed, engagement will continue to be undertaken with Te Haa o te Whenua o Kirikirioa (THaWK) and Waikato Tainui to ensure projects consider and align with the culture and traditions of water, ancestral land, sites, waahi tapu, valued flora and fauna, and other taonga as well as optimise opportunities to support communities and Maaori to share their heritage, language and stories.

Risks - *Tuuraru*

7. Council's approved Delivery Plan was developed based on the best information available at the time. Accordingly, the costs to complete each project were preliminary estimates and it was expected that there would be overs-and-unders in the cost of each project. To mitigate the financial risk of each individual project, or the risk of not maximising the entire \$17,460,000 funding allocation, Council proposed to manage the stimulus funding at a programme level, allowing flexibility in approach at a project level.
8. There is a potential reputational risk to Council with government should the Stimulus Projects not be completed by the revised date of 30 June 2022. This risk is mitigated by the ability to allocate funding to another existing or contingency project detailed in the approved Delivery plan. In addition, internal project governance and reporting structures are in place and provide operational oversight over the stimulus programme delivery.
9. The impact of the COVID-19 Alert level 4 and 3 lockdowns resulted in varying levels of impact on the delivery of the projects. It is expected that widespread community transmission the Omicron COVID-19 variant could also result in some disruptions to programme delivery. However, this impact has been mitigated by confirmation in October 2021 from CIP and DIA that the programme delivery date of 31 March 2022 had been extended until 30 June 2022. Staff will continue to monitor this risk, particularly if any further lockdown periods occur.

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

Significance

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

Engagement

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

Attachments - *Ngaa taapirihanga*

Attachment 1 - Hamilton City Council - Water Reform Stimulus Programme - Quarter 5 Report
(October - December 2021)

Three Waters Stimulus Funding - Cash Flow Profile Commentary

Quarter 5 (January 2022) Update

Top 5 Risks and Contractor Claims

Risk Name	Risk Level	Commentary
Completion of programme by 30 June 2022	Medium	Hamilton City Council is confident that the overall programme remains on track for completion however ongoing management and mitigation of risk is required due to the complexity of the projects within the programme and particularly due to the impact of multiple COVID Alert level lockdowns, nationally and regionally on programme delivery. The impact of the current Covid-19 framework continues to be actively monitored by the PSG. An approved contingency project (Eastern resilience bulk water Supply project) was activated in Quarter 3 as communicated in quarter 3 report and associated Project Change Request submitted 14 July 2021 (Notice No. 4) and subsequent project change requests submitted 28 July 2021 (Notice No. 5) and 27 September 2021 (Notice No. 6). A further memo providing an overview of the project was submitted 21 December 2021 to provide DIA/CIP with further detail to ensure that this approved contingency project is formally included in the programme. The 'unders-and-overs' approach as outlined in the approved Delivery Plan will continue to be used to redirect budget where necessary to approved projects with more certainty of completion.
Budget variations	Low	Hamilton City Council is confident that the overall programme budget will be fully utilised in the delivery of the programme by 30 June 2022.
Availability of, and timely engagement with, suppliers, consultants and contractors	Low	The current programme has not reported and does not foresee issues with consultant and/or contractor availability. The impact of the current Covid-19 framework continues to be actively monitored by the PSG.
Achieving competitive pricing using agile procurement methods required to meet programme	Low	All procurement has now been completed with a few minor outstanding activities. Procurement was via the WLASS panel being used for consultant appointments, and open tender/extensions to existing competitively tendered contracts for construction works.
Stakeholder expectations not met	Low	Programme level stakeholders have been reviewed at the Steering Group level. Project managers undertake stakeholder management activities at a project level, with strategies and actions being captured in the project plans.
Project scope creep	Low	Project plans have all been completed and the project scopes are defined and approved by the established Steering Group providing oversight of the programme.

Conditions agreed upon in delivery plan

Condition	Commentary
No conditions agreed in Delivery Plan	N/A
No conditions agreed in Delivery Plan	N/A
No conditions agreed in Delivery Plan	N/A
No conditions agreed in Delivery Plan	N/A
No conditions agreed in Delivery Plan	N/A

Pre-work commencement status

Roadblock	Status	Commentary
RMA	N/A	No change from initial update
Building Consent	N/A	No change from initial update
Other Consents (i.e. CARs, iwi, Design	N/A	No change from initial update
Design	N/A	Consultant design, specification, interpretation projects are all underway, Projects requiring site based delivery are underway
Procurement	N/A	All procurement has now been completed with a few minor outstanding activities. Procurement was via the WLASS panel being used for consultant appointments, and open tender/extensions to existing competitively tendered contracts for construction works.
Main Contract	N/A	Contracting is underway at project-level across the programme, in line with project-level schedules, all physical works have commenced on site. The impact of the current Covid-19 framework continues to be actively monitored by the PSG.

Programme costs commentary

The overall programme remains on track for completion however ongoing management and mitigation of risk is required due to the complexity of the projects within the programme and particularly due to the impact of multiple COVID Alert level lockdowns, nationally and regionally on programme delivery. The impact of the current Covid-19 framework continues to be actively monitored by the PSG.

Approximately 33.6% of total annual budget has been spent to date on the 2021/22 AP. Please note that this percentage does not consider planned budget and project delivery phasing. The impact of the current Covid-19 framework continues to be actively monitored by the PSG.

Reform funding commentary

Hamilton City Council (HCC) elected members and senior reform staff are engaged in the reform process and continue to work collaboratively with DIA, LGNZ, Taumata Arowai and other councils in the Waikato and Bay of Plenty Region, proposed Entity B area and around New Zealand.

HCC formally provided feedback to LGNZ and Minister Mahuta on 1 October 2021 on Council's areas of concern associated with key factors in relation to the Governments Three Waters Reform proposal. Overall, Councils feedback indicated that HCC supports the Government's goals of ensuring safe, sustainable, and economically efficient delivery of three waters services but notes effective transition to any new structure must be in full and equitable partnership with local government. Council has identified that effective communication, governance and aligned delivery with other reforms are the big critical success factors that need work.

An internal staff reform project team has been established to support the Three Waters Reform process with expertise in communications, strategic finance, water management, Human resources, iwi engagement and collaboration, with a governance reference group established made up of the Mayor, Committee Chairs and Maangai Maaori representatives. A standing report summarising progress with the Governments Three Waters Reform programme is presented at every ordinary Council meeting. Planning for the subsequent reform phases is on-going and updates have also been reported to the Waikato Tainui and HCC Co-governance forum.

The internal reform project team and elected members have regularly participated in industry forums held by Water New Zealand, LGNZ, DIA and Taumata Arowai to discuss and understand the Governments Three Waters Regulatory and Structural Reform proposals. HCC were also active participants in the development of Entity B Councils combined feedback on the Governments Three Waters Reform proposal.

HCC are a funding partner along with other Waikato Councils in the engagement of Waikato Local Authority Shared Service (WLASS) to provide services relating to three waters activity management through the centre of excellence for activity management, known as the Regional Asset Technical Accord (RATA).

Expenditure against the RFI funding is reported against project WRS 3 - Reform Engagement.

Three Waters Stimulus Funding - Cash Flow Profile

Territorial Summary/Inputs		KEY	Master checks		Territorial contact	
Territorial Authority	Hamilton City Council	Primary/forecast inputs	Master check	Warning	Project Manager	Maire Porter
Territorial Code	WKT-05	Actuals inputs	Spend = Cost	-	Email	Maire.Porter@hcc.govt.nz
Reporting date	Jan-22		Cofunding check	-	Phone	+64 7 958 5976
Reporting period	Quarter 5		Upfront funding	-	Lead Engineer	Lorraine Kendrick
Total funding allocated	17.46		Final payments	-	Email	Lorraine.Kendrick@beca.com
Total cofunding	-		Total Crown funding	-	Phone	+64 7 838 3828
Total estimated programme costs	17.46		Capex/Opex	-		
Upfront payment	8.73		Cash position	6.00		
Total final payments						
Milestone payment total	8.73					

Project Inputs		Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Total				
		Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast					
1 Project Name	Future Proof Growth Partnership 3 Water Detailed Business Case (Hamilton Share)																									
Project Type	OTHER - Strategy Study or Report																									
Start date	[Select date]	Capex																								
End date	[Select date]	Opex																								
Total upfront payment	-	N/A																								
Total final payment		Check	Ok																							
Total project spend	-																									
Total project funding	-																									
Check	-																									
Project Spend		As discussed at the meeting with John Mackie on 02 July 2021 and outlined in Project Change Request within the revised quarter 3 Report submitted 28 July 2021 (Notice No. 5) and Revised Project Change Request submitted 27 September 2021 (Notice No. 6)																								
Spend from Crown funding	\$NZ'm																					-				
Spend from cofunding	\$NZ'm																					-				
Total project spend	\$NZ'm																					-				
Project Funding	\$NZ'm																					-				
Upfront payment portion	\$NZ'm																					-				
Crown funding required	\$NZ'm																					-				
Cofunding required	\$NZ'm																					-				
Final payment portion	\$NZ'm																					-				
Total project funding	\$NZ'm																					-				
Cash position																						-				
Opening cash position	\$NZ'm																					-				
Project spend	\$NZ'm																					-				
Project funding	\$NZ'm																					-				
Closing cash position	\$NZ'm																					Ok				
Worker hours	Hours																					-				
% complete	# or %																					0%				
N/A	# or %																					-				
N/A	# or %																					-				
2 Project Name	Hamilton-Waikato Metropolitan Spatial Plan Wastewater Detailed Business Cases (Hamilton)																									
Project Type	OTHER - Strategy Study or Report																									
Start date	Jan-21	Capex																								
End date	Jun-22	Opex	1.0500																							
Total upfront payment	0.5250	N/A																								
Total final payment		Check	Ok																							
Total project spend	1.0500																									
Total project funding	1.0500																									
Check	-																									
Project Spend		As discussed at the meeting with John Mackie on 02 July 2021 and outlined in Project Change Request within the revised quarter 3 Report submitted 28 July 2021 (Notice No. 5) and Revised Project Change Request submitted 27 September 2021 (Notice No. 6)																								
Spend from Crown funding	\$NZ'm															0.0355	0.0411	0.0763	0.1896	0.1500	0.1000	0.1000	0.1500	0.1500	0.0575	1.0500
Spend from cofunding	\$NZ'm																									-
Total project spend	\$NZ'm															0.0355	0.0411	0.0763	0.1896	0.1500	0.1000	0.1000	0.1500	0.1500	0.0575	1.0500
Project Funding	\$NZ'm																									-
Upfront payment portion	\$NZ'm																									0.53
Crown funding required	\$NZ'm																									0.53
Cofunding required	\$NZ'm																									-
Final payment portion	\$NZ'm																									-
Total project funding	\$NZ'm																									1.05
Cash position																										-
Opening cash position	\$NZ'm																									-
Project spend	\$NZ'm																									-
Project funding	\$NZ'm																									-
Closing cash position	\$NZ'm																									Ok
Worker hours	Hours	Hourly Rate:	200.00																							-
% complete	# or %																									8.06%

N/A

Document Classification: KPMG Confidential

[illegible]

6	Project Name	Water Sustainability strategy		
	Project Type	OTHER - Strategy Study or Report		
	Start date	Feb-21	Capex	
	End date	Apr-22	Opex	0.2000
	Total upfront payment	0.1000	N/A	

Sensitivity: General

Total final payment		Check	Ok
Total project spend	0.2000		
Total project funding	0.2000		
Check	-		
Project Spend			
Spend from Crown funding	\$NZ'm		
Spend from cofunding	\$NZ'm		
Total project spend	\$NZ'm		0.2000
Project Funding			
Upfront payment portion	\$NZ'm	0.10	0.10
Crown funding required	\$NZ'm		0.10
Cofunding required	\$NZ'm		-
Final payment portion	\$NZ'm		-
Total project funding	\$NZ'm	0.10	0.20
Cash position			
Opening cash position	\$NZ'm	-	
Project spend	\$NZ'm	-	
Project funding	\$NZ'm	0.10	
Closing cash position	\$NZ'm	0.10	Warning
Worker hours	Hours	Hourly Rate: 200.00	
% complete	# or %		1.024
N/A	# or %		100%
N/A	# or %		-
7 Project Name	3 Waters City Wide Asset Resilience Study		
Project Type	OTHER - Strategy Study or Report		
Start date	Feb-21	Capex	
End date	Apr-22	Opex	0.7125
Total upfront payment	0.3563	N/A	
Total final payment		Check	Ok
Total project spend	0.7125		
Total project funding	0.7125		
Check	-		
Project Spend			
Spend from Crown funding	\$NZ'm		
Spend from cofunding	\$NZ'm		
Total project spend	\$NZ'm	0.0000	0.7125
Project Funding			
Upfront payment portion	\$NZ'm	0.36	0.36
Crown funding required	\$NZ'm		0.36
Cofunding required	\$NZ'm		-
Final payment portion	\$NZ'm		-
Total project funding	\$NZ'm	0.36	0.7125
Cash position			
Opening cash position	\$NZ'm	-	
Project spend	\$NZ'm	-	
Project funding	\$NZ'm	0.36	
Closing cash position	\$NZ'm	0.36	Ok
Worker hours	Hours	Hourly Rate: 200.00	
% complete	# or %		3.906
N/A	# or %		100%
N/A	# or %		-
8 Project Name	Upgrade of the bore supply at Taitua Arboretum		
Project Type	WATER - Bore upgrades		
Start date	Dec-20	Capex	0.1721
End date	Jun-21	Opex	
Total upfront payment	0.0861	N/A	
Total final payment		Check	Ok
Total project spend	0.1721		
Total project funding	0.1721		
Check	-		
Project Spend			
Spend from Crown funding	\$NZ'm		
Spend from cofunding	\$NZ'm		
Total project spend	\$NZ'm	-	0.1721
Project Funding			
Upfront payment portion	\$NZ'm	0.0861	0.09
Crown funding required	\$NZ'm		0.09
Cofunding required	\$NZ'm		-
Final payment portion	\$NZ'm		-
Total project funding	\$NZ'm	0.09	0.17
Cash position			
Opening cash position	\$NZ'm	-	
Project spend	\$NZ'm	-	
Project funding	\$NZ'm	0.09	

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Sensitivity: General

Closing cash position		\$NZ'm	0.09	0.09	0.08	0.03	-	-	(0.06)	(0.08)	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	Warning
Worker hours	Hours	Hourly Rate:	120.00	2	67	422	211	33	509	190											1,434
Number of bore upgrades #	# or %			-	-	-	-	-	-	1.00											1.00
Physical works % complete	# or %			0%	0%	5%	29%	15%	2%	35%	13%										100%
N/A	# or %																				-
9 Project Name		Undertake a trial set up and operation of the low river contingency infrastructure, with ad																			
Project Type		WATER - Pump station upgrades																			
Start date	Nov-20	Capex	0.1900																		
End date	Nov-21	Opex																			
Total upfront payment	0.0950	N/A																			
Total final payment		Check	Ok																		
Total project spend	0.1900																				
Total project funding	0.1900																				
Check	-																				
Project Spend																					
Spend from Crown funding	\$NZ'm					0.0001	0.0329	0.0654	0.0479	0.0076	-	0.0010	0.0100	0.0250							0.1900
Spend from cofunding	\$NZ'm																				-
Total project spend	\$NZ'm					0.0001	0.0329	0.0654	0.0479	0.0076	-	0.0010	0.0100	0.0250	-	-	-	-	-	-	0.1900
Project Funding																					
Upfront payment portion	\$NZ'm		0.0950																		0.0950
Crown funding required	\$NZ'm									0.0950											0.0950
Cofunding required	\$NZ'm																				-
Final payment portion	\$NZ'm																				-
Total project funding	\$NZ'm		0.0950	-	-	-	-	-	-	0.0950	-	-	-	-	-	-	-	-	-	-	0.1900
Cash position																					
Opening cash position	\$NZ'm		-	0.0950	0.0950	0.0950	0.0950	0.0949	0.0620	(0.0034)	(0.0514)	0.0360	0.0360	0.0350	0.0250	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Project spend	\$NZ'm		-	-	-	-	(0.0001)	(0.0329)	(0.0654)	(0.0479)	(0.0076)	-	(0.0010)	(0.0100)	(0.0250)	-	-	-	-	-	-
Project funding	\$NZ'm		0.0950	-	-	-	-	-	-	0.0950	-	-	-	-	-	-	-	-	-	-	-
Closing cash position	\$NZ'm		0.10	0.10	0.10	0.10	0.09	0.06	(0.00)	(0.05)	0.04	0.04	0.04	0.02	0.00	0.00	0.00	0.00	0.00	0.00	Warning
Worker hours	Hours	Mostly equipment					15.50	87	143	-	90	-	142.00	-	-						478
Number of PS upgrades #	# or %									1.00											1.00
Physical works % complete	# or %						0%	17%	34%	25%	4%	0%	1%	5%	13%						100%
N/A	# or %																				-
10 Project Name		Scoping & benchmarking of incentives for Rainwater Storage Tanks for household instal																			
Project Type		OTHER - Strategy Study or Report																			
Start date	Feb-21	Capex																			
End date	Apr-22	Opex	0.0700																		
Total upfront payment	0.0350	N/A																			
Total final payment		Check	Ok																		
Total project spend	0.0700																				
Total project funding	0.0700																				
Check	-																				
Project Spend																					
Spend from Crown funding	\$NZ'm					0.0003	0.0005	0.0056	0.0128	0.0255	0.0003	0.0051	0.0019	0.0016	(0.0027)	0.0037	0.0038	0.0038	0.0038	0.0038	0.0700
Spend from cofunding	\$NZ'm																				-
Total project spend	\$NZ'm		-	-	-	0.0003	0.0005	0.0056	0.0128	0.0255	0.0003	0.0051	0.0019	0.0016	(0.0027)	0.0037	0.0038	0.0038	0.0038	-	0.0700
Project Funding																					
Upfront payment portion	\$NZ'm		0.04																		0.04
Crown funding required	\$NZ'm									0.04											0.04
Cofunding required	\$NZ'm																				-
Final payment portion	\$NZ'm																				-
Total project funding	\$NZ'm		0.04	-	-	-	-	-	-	0.04	-	-	-	-	-	-	-	-	-	-	0.0700
Cash position																					
Opening cash position	\$NZ'm		-	0.04	0.04	0.04	0.03	0.03	0.03	0.02	(0.01)	0.03	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.00	0.00
Project spend	\$NZ'm		-	-	-	(0.00)	(0.00)	(0.01)	(0.01)	(0.03)	(0.00)	(0.01)	(0.00)	(0.00)	0.00	(0.00)	(0.00)	(0.00)	(0.00)	-	-
Project funding	\$NZ'm		0.04	-	-	-	-	-	-	0.04	-	-	-	-	-	-	-	-	-	-	-
Closing cash position	\$NZ'm		0.04	0.04	0.04	0.03	0.03	0.03	0.02	(0.01)	0.03	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.00	0.00	Warning
Worker hours	Hours	Hourly Rate:	200.00				17	35	75	94	55	26	5	6.00	7.50	14.25	10.50	19.20	19.20	19.20	420
% complete	# or %						0%	1%	8%	18%	36%	0%	7%	3%	2%	-4%	5%	5%	5%	5%	100%
N/A	# or %																				-
N/A	# or %																				-
11 Project Name		Citywide I&I investigation (smoke testing) and programme of funding the repair of any pri																			
Project Type		WASTE - Wastewater pipe inspections																			
Start date	Feb-21	Capex																			
End date	Feb-22	Opex	0.6000																		
Total upfront payment	0.3000	N/A																			
Total final payment		Check	Ok																		
Total project spend	0.6000																				
Total project funding	0.6000																				
Check	-																				
Project Spend																					
Spend from Crown funding	\$NZ'm					0.0064	0.0082	0.0176	0.0341	0.1021	0.0624	0.0383	0.0444	0.0540	0.0413	0.0517	0.0850	0.05			0.6000
Spend from cofunding	\$NZ'm																				-
Total project spend	\$NZ'm		-	-	-	0.0064	0.0082	0.0176	0.0341	0.1021	0.0624	0.0383	0.0444	0.0540	0.0413	0.0517	0.0850	0.05	-	-	0.6000

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Project Funding		\$NZ'm																								
Upfront payment portion	\$NZ'm		0.3000																			0.30				
Crown funding required	\$NZ'm									0.15				0.15								0.30				
Cofunding required	\$NZ'm																					-				
Final payment portion	\$NZ'm																					-				
Total project funding	\$NZ'm		0.30	-	-	-	-	-	-	0.15	-	-	-	0.15	-	-	-	-	-	-	-	0.60				
Cash position																										
Opening cash position	\$NZ'm		-	0.30	0.30	0.30	0.29	0.29	0.27	0.23	0.13	0.22	0.18	0.14	0.23	0.19	0.14	0.05	0.00	0.00	0.00					
Project spend	\$NZ'm		-	-	-	(0.01)	(0.01)	(0.02)	(0.03)	(0.10)	(0.06)	(0.04)	(0.04)	(0.05)	(0.05)	(0.05)	(0.09)	(0.05)	-	-	-					
Project funding	\$NZ'm		0.30	-	-	-	-	-	-	-	0.15	-	-	0.15	-	-	-	-	-	-	-					
Closing cash position	\$NZ'm		0.30	0.30	0.30	0.29	0.29	0.27	0.23	0.13	0.22	0.18	0.14	0.23	0.19	0.14	0.05	0.00	0.00	0.00	0.00	Ok				
Worker hours		Hours	Hourly Rate:	120.00																						
Length (metres)	# or %					57	57	109	303	678	450	271	124	308	254	262	708.33					3,580				
N/A	# or %								9,700	15,000	11,400	11,400	11,400	11,400	11,400	11,400	11,400					104,600				
N/A	# or %																					-				
12 Project Name		Te Wetini Dr S/W Crossing and Rotokauri Rise - bulkwater																								
Project Type		WATER - Potable water mains / pipes upgraded / renewed or new																								
Start date	Feb-21	Capex	1.3000																							
End date	Mar-22	Opex																								
Total upfront payment	0.6500	N/A																								
Total final payment		Check	Ok																							
Total project spend	1.3000																									
Total project funding	1.3000																									
Check	-																									
Project Spend																										
Spend from Crown funding	\$NZ'm					0.0001	0.0053	0.0049	0.1821	0.4596	0.0063	0.0054	0.0880	0.0035	0.0041	0.0022	0.1795	0.1795	0.1795			1.3000				
Spend from cofunding	\$NZ'm																					-				
Total project spend	\$NZ'm		-	-	-	0.0001	0.0053	0.0049	0.1821	0.4596	0.0063	0.0054	0.0880	0.0035	0.0041	0.0022	0.1795	0.1795	0.1795	-	-	1.3000				
Project Funding		\$NZ'm																								
Upfront payment portion	\$NZ'm		0.6500																			0.65				
Crown funding required	\$NZ'm										0.3250				0.33							0.65				
Cofunding required	\$NZ'm																					-				
Final payment portion	\$NZ'm																					-				
Total project funding	\$NZ'm		0.65	-	-	-	-	-	-	-	0.33	-	-	-	0.33	-	-	-	-	-	-	1.30				
Cash position																										
Opening cash position	\$NZ'm		-	0.65	0.65	0.65	0.65	0.65	0.64	0.64	0.46	-	0.32	0.31	0.22	0.54	0.54	0.54	0.36	0.18	-	-				
Project spend	\$NZ'm		-	-	-	(0.00)	(0.01)	(0.00)	(0.18)	(0.46)	(0.01)	(0.01)	(0.09)	(0.00)	(0.00)	(0.00)	(0.18)	(0.18)	(0.18)	-	-	-				
Project funding	\$NZ'm		0.65	-	-	-	-	-	-	-	0.33	-	-	0.33	-	-	-	-	-	-	-	-				
Closing cash position	\$NZ'm		0.65	0.65	0.65	0.65	0.64	0.64	0.46	-	0.32	0.31	0.22	0.54	0.54	0.54	0.36	0.18	-	-	-	Ok				
Worker hours		Hours	Hourly Rate:	120.00																						
Length (metres)	# or %					391.50	817.50	603.50	651	222	510.50	259.50	289	181	333	213	1,496.08	1,496.08	1,496.08			8,958				
N/A	# or %																		90.00			90				
N/A	# or %																					-				
12a Project Name		Te Wetini Dr S/W Crossing and Rotokauri Rise - bulk wastewater																								
Project Type		WASTE - Wastewater pipes upgraded / renewed or new																								
Start date	Feb-21	Capex																								
End date	Mar-22	Opex																								
Total upfront payment	-	N/A																								
Total final payment		Check	Ok																							
Total project spend	-																									
Total project funding	-																									
Check	-																									
Project Spend			Refer to Project 12																							
Spend from Crown funding	\$NZ'm																					-				
Spend from cofunding	\$NZ'm																					-				
Total project spend	\$NZ'm																					-				
Project Funding		\$NZ'm																								
Upfront payment portion	\$NZ'm		-																			-				
Crown funding required	\$NZ'm																					-				
Cofunding required	\$NZ'm																					-				
Final payment portion	\$NZ'm																					-				
Total project funding	\$NZ'm		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Cash position																										
Opening cash position	\$NZ'm		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Project spend	\$NZ'm		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Project funding	\$NZ'm		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Closing cash position	\$NZ'm		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Ok				
Worker hours		Hours																								
Length (metres)	# or %																		193.00			193.00				
N/A	# or %																					-				
N/A	# or %																					-				
12b Project Name		Te Wetini Dr S/W Crossing and Rotokauri Rise - stormwater swale works																								
Project Type		STORM - Stormwater pipes upgraded / renewed or new																								

Sensitivity: General

Start date	Feb-21	Capex	
End date	Mar-22	Opex	
Total upfront payment	-	N/A	
Total final payment	-	Check	OK
Total project spend	-		
Total project funding	-		
Check	-		
Project Spend	Refer to Project 12		
Spend from Crown funding	\$NZ'm		-
Spend from cofunding	\$NZ'm		-
Total project spend	\$NZ'm		-
Project Funding	\$NZ'm		-
Upfront payment portion	\$NZ'm		-
Crown funding required	\$NZ'm		-
Cofunding required	\$NZ'm		-
Final payment portion	\$NZ'm		-
Total project funding	\$NZ'm		-
Cash position	\$NZ'm		-
Opening cash position	\$NZ'm		-
Project spend	\$NZ'm		-
Project funding	\$NZ'm		-
Closing cash position	\$NZ'm		Ok
Worker hours	Hours		-
Length (metres)	# or %		216.00
N/A	# or %		-
N/A	# or %		-
13 Project Name	Ecological improvements for erosion, water quality, SW control, gully network improvem		
Project Type	STORM - Stormwater treatment		
Start date	Feb-21	Capex	1.1875
End date	Jun-22	Opex	1.1875
Total upfront payment	1.1875	N/A	
Total final payment		Check	OK
Total project spend	2.3750		
Total project funding	2.3750		
Check	-		
Project Spend	\$NZ'm		2.3750
Spend from Crown funding	\$NZ'm		-
Spend from cofunding	\$NZ'm		-
Total project spend	\$NZ'm		2.3750
Project Funding	\$NZ'm		1.1875
Upfront payment portion	\$NZ'm		1.1875
Crown funding required	\$NZ'm		-
Cofunding required	\$NZ'm		-
Final payment portion	\$NZ'm		-
Total project funding	\$NZ'm		2.3750
Cash position	\$NZ'm		Ok
Opening cash position	\$NZ'm		-
Project spend	\$NZ'm		-
Project funding	\$NZ'm		-
Closing cash position	\$NZ'm		Ok
Worker hours	Hours	Hourly Rate	120.00
Number of SW treatment project	# or %		9,534
Physicals works % complete	# or %		-
N/A	# or %		100%
14 Project Name	Investigations into Urban Stormwater Quality Management approaches		
Project Type	OTHER - Strategy Study or Report		
Start date	Feb-21	Capex	
End date	Jun-22	Opex	0.2500
Total upfront payment	0.1250	N/A	
Total final payment		Check	OK
Total project spend	0.2500		
Total project funding	0.2500		
Check	-		
Project Spend	\$NZ'm		0.2500
Spend from Crown funding	\$NZ'm		-
Spend from cofunding	\$NZ'm		-
Total project spend	\$NZ'm		0.2500
Project Funding	\$NZ'm		0.13
Upfront payment portion	\$NZ'm		0.13
Crown funding required	\$NZ'm		-
Cofunding required	\$NZ'm		-
Final payment portion	\$NZ'm		-
Total project funding	\$NZ'm		0.25

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Sensitivity: General

Cash position																						
Opening cash position	\$NZ'm		-	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.02	0.02	0.15	0.15	0.15	0.15	0.06	0.04	0.03	0.03
Project spend	\$NZ'm		-	-	-	(0.00)	-	-	-	(0.00)	(0.00)	-	(0.11)	-	-	-	-	(0.09)	(0.02)	(0.01)	-	(0.01)
Project funding	\$NZ'm		0.13	-	-	-	-	-	-	-	-	-	-	0.13	-	-	-	-	-	-	-	-
Closing cash position	\$NZ'm		0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.02	0.02	0.15	0.15	0.15	0.15	0.06	0.04	0.03	0.03	0.02
																						Ok
Worker hours		Hours	Hourly Rate:	75% labour																		
% complete					0.50	-	-	-	-	10	-	-	-	-	-	5	-	562.50	147.26	83.51	-	62.49
N/A		# or %			0%	0%	0%	0%	0%	1%	0%	44%	0%	0%	0%	0%	0%	36%	9%	5%	0%	4%
N/A		# or %																				
																					</	

Attachment 1

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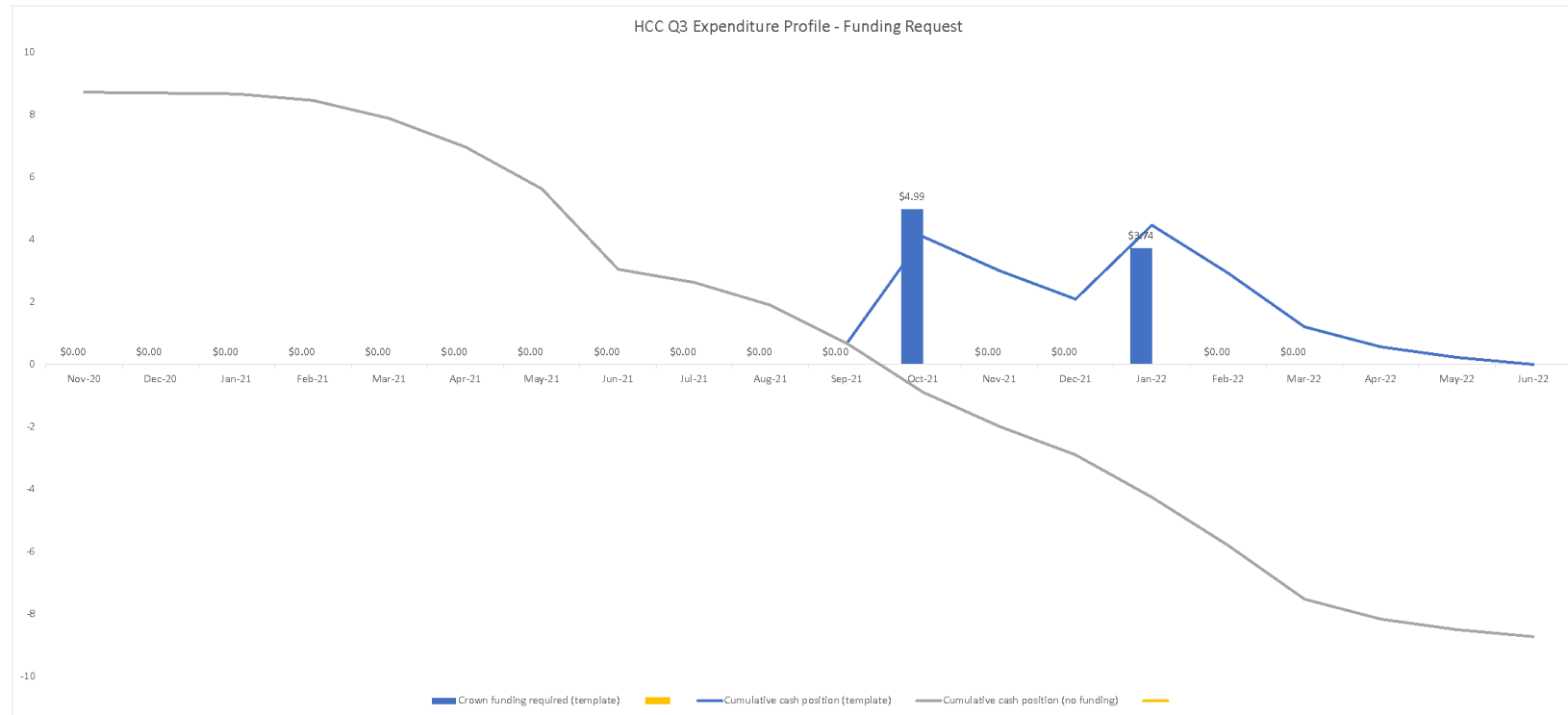
Sensitivity: General

Three Waters Stimulus Funding - LTP Information collection																											
LTP information				Actual LTP Spend																							
	FY19/20	FY20/21	FY21/22	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22			
Water Supply																											
Potable water mains / pipes upgraded / renewed or new	\$NZ'm			0.30	0.85	0.66	0.70	1.44	0.12	0.67	0.27	1.17	0.31	0.77	1.60	0.22	0.38	0.73	0.83	0.60	0.12						
Water pipe inspections	\$NZ'm																										
Leak detection	\$NZ'm										0.01	0.01	0.04	0.08	0.10	0.00	0.03	0.04	0.04	0.06	0.06						
Water Treatment Plant upgrades	\$NZ'm			0.83	0.27	0.11	0.31	0.54	0.51	0.20	-0.24	0.46	0.64	0.48	1.40	-0.07	0.26	0.53	0.46	0.30	-0.14						
Pump station upgrades	\$NZ'm																										
Bore upgrades	\$NZ'm																										
New water source added	\$NZ'm																										
Raw water storage	\$NZ'm																										
Treated water storage (refurbished or new)	\$NZ'm			0.34	0.20	0.08	0.09	-0.05	0.15	0.08	0.03	0.06	-0.01	0.01	0.02	0.00	0.00	0.00	0.00	0.00	0.00						
Boundary backflow preventors	\$NZ'm																										
Water meters installed	\$NZ'm			0.02	0.00	0.01	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.09	0.02	0.00	0.00	0.00	0.09	0.00						
Water filling station	\$NZ'm																										
Water security / fencing	\$NZ'm										0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						
Other	\$NZ'm			0.23	0.27	0.12	0.09	0.08	0.23	0.03	0.13	0.17	0.36	0.33	-0.01	0.24	0.27	1.46	0.83	0.15							
Total Water Supply				1.72	1.59	0.96	1.20	2.02	1.02	0.98	0.20	1.83	1.16	1.70	3.54	0.16	0.93	1.59	2.79	1.89	0.19	-	-	-			
Wastewater																											
Wastewater pipes upgraded / renewed or new	\$NZ'm			1.86	2.12	2.51	2.32	2.26	1.54	4.29	1.22	2.69	2.35	2.45	2.79	2.65	2.19	2.37	2.09	6.12	0.63						
Wastewater pipe inspections	\$NZ'm										0.01	0.01	0.02	0.03	0.10	0.06	0.04	0.04	0.05	0.04	0.05						
Sludge removal from ponds #	\$NZ'm																										
Pump station upgrades	\$NZ'm			0.11	0.14	0.14	0.17	0.07	0.02	0.06	0.05	0.03	0.04	0.25	0.43	0.02	0.12	0.09	0.01	0.01	0.09						
Wastewater Treatment Plant upgrades	\$NZ'm			0.16	2.35	2.37	1.86	0.94	1.30	1.05	0.29	1.15	1.06	0.58	0.96	0.18	-0.10	0.49	0.22	0.23	0.03						
Other	\$NZ'm			0.14	0.19	0.40	0.45	0.31	0.15	0.01	0.36	0.39	0.36	0.48	0.68	0.02	0.19	0.69	0.81	0.61	0.02						
Total Wastewater				2.26	4.79	5.41	4.80	3.56	3.00	5.42	1.92	4.27	3.82	3.80	4.96	2.93	2.44	3.69	3.19	7.02	0.82	-	-	-			
Storm																											
Stormwater pipe inspections	\$NZ'm			0.30	0.37	0.39	0.61	0.41	0.68	1.02	-0.19	0.47	0.33	0.67	1.39	0.17	0.72	0.34	0.40	0.71	0.11						
Stormwater pipes upgraded / renewed or new	\$NZ'm																										
Stormwater treatment	\$NZ'm			0.06	0.02	0.05	0.26	0.06	0.06	0.02	0.06	0.11	0.54	0.11	1.08	0.06	0.03	-0.01	0.11	0.04	0.02						
Other	\$NZ'm			0.36	0.39	0.44	0.87	0.47	0.73	1.04	-	0.12	0.58	0.86	0.77	2.48	0.23	0.75	0.33	0.52	0.75	0.13	-	-	-		
Total Storm																											
Other																											
Asset data and GIS improvements/update/maintenance	\$NZ'm			-0.05	0.10	0.04	0.05	0.04	0.08	0.02	0.03	0.18	0.31	0.26	0.55	0.06	0.26	0.15	0.26	0.18	0.04						
SCADA upgrades or new	\$NZ'm			0.06	0.02	0.87	0.20																				
Hydraulic modelling of network	\$NZ'm			0.01	0.01	0.00	0.01			0.01		0.00	0.00	0.00	0.02	0.00	0.03		0.00	0.00	0.00						
Strategy Study or Report	\$NZ'm			0.07	0.15	0.61	0.24	0.20	0.24	0.23	0.12	0.48	0.31	0.14	0.80	0.03	0.39	0.12	0.24	0.41	0.55						
Co-ordination initiatives undertaken	\$NZ'm																										
Preparation for Reform	\$NZ'm								0.02	0.07	0.04	0.01	0.11	0.03	0.04	0.03	0.02	0.03	0.14	-0.03	0.02						
Programme management	\$NZ'm									0.06	0.04	-0.02	0.03	0.03	0.10	0.01	0.03	0.02	-0.05	0.04							
Total Other				0.01	0.26	0.66	0.28	0.25	0.34	0.33	0.24	0.72	0.72	0.45	1.50	0.12	0.71	0.34	0.67	0.61	0.66	-	-	-			
Total	\$NZ'm			4.85	7.03	7.49	7.15	6.32	5.09	7.78	2.24	7.41	6.56	6.71	12.47	3.44	4.81	5.96	7.17	10.27	1.80	-	-	-			

Document Classification: KPMG Confidential

Sensitivity: General

Category	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22
Cumulative cash position (template)	8.73	8.704687	8.671379	8.466535	7.889586	6.971698	5.629185	3.051436	2.62798	1.900427	0.677823	4.097212	3.003442	2.091063	4.468086	2.926684	1.204781	0.565625	0.225547	0.000
Upfront Payment Portion	8.73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.000
Spend from Crown funding	0	0.025313	0.033308	0.204844	0.576949	0.917888	1.342513	2.577749	0.423456	0.727553	1.222604	1.570611	1.09377	0.912379	1.362977	1.539402	1.723903	0.639156	0.340078	0.226
Crown funding required (template)	0	0	0	0	0	0	0	0	0	0	0	4.99	0	0	3.74	0	0	0	0	0.000
Actual spend to date (cumulative)	0	0.025313	0.058621	0.263465	0.840414	1.758302	3.100815	5.678564	6.10202	6.829573	8.052177	9.622768	10.716558	11.628937	12.991914	14.531316	16.255219	16.894375	17.234453	17.460
Forecast expenditure (cumulative)	0	0.025313	0.058621	0.263465	0.840414	1.758302	3.100815	5.678564	6.10202	6.829573	8.052177	9.622768	10.716558	11.628937	12.991914	14.531316	16.255219	16.894375	17.234453	17.460
Cumulative cash position (no funding)	8.73	8.704687	8.671379	8.466535	7.889586	6.971698	5.629185	3.051436	2.62798	1.900427	0.677823	-0.892788	-1.986558	-2.898937	-4.261914	-5.801316	-7.525219	-8.164375	-8.504453	-8.730



Council Report

Item 8

Committee: Infrastructure Operations Committee

Date: 24 February 2022

Author: Christopher Barton

Authoriser: Chris Allen

Position: Capital Projects Manager

Position: General Manager Development

Report Name: Water Network Contract - Approved Contract Sum Increase

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

1. To seek approval from the Infrastructure Operations Committee to increase the value of the existing Contract 16431 for delivery of water reticulation network renewals and development connections, in accordance with existing 2021-31 Long Term Plan budgets.

Staff Recommendation - *Tuutohu-aa-kaimahi*

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

Executive Summary - *Whakaraapopototanga matua*

3. Council have an existing multi-year contract with Waipa Civil Limited to deliver programmes of planned renewals, improvements and some connections across the city's water reticulation network.
4. These programmes are required to replace old and obsolete assets, provide appropriate levels of service, address network operational, maintenance, safety and compliance issues, and cater for city growth.
5. The existing contract commenced in 2018 and is due to expire on 30 June 2022. The contractor has been performing well and successfully delivering the programme.
6. In addition to planned programmes of network renewals, this contract also supports delivery of new water connections for land development. The programme of required development connections is larger than initially anticipated, requiring additional delivery capacity – however noting that there is no net cost to council as connection costs are recovered from the developer.
7. It is recommended that the Approved Contract Sum of Contract 16431 is increased to enable Waipa Civil to deliver additional development connection works.

8. Approving the increase to the approved contract sum enables Council to retain works delivery momentum and enables utilisation of existing tendered rates as well as leveraging the skills and knowledge of experienced contractors.
9. It is noted that the programmes of work to be delivered will be fully funded through budget commitments as part of the 2021-31 Long Term Plan or cost-recoverable works for new connections, and this report is not seeking any additional funding commitments.
10. Staff consider the matters and decisions in this report have low significance and that the recommendations comply with Council's legal requirements.

Background - *Koorero whaimaarama*

11. Contract 16431 for delivery of a programme of water network renewals and minor works was awarded to Waipa Civil Limited in June 2018 (29 May 2018 Growth and Infrastructure Committee meeting) following a public tender process.
12. Waipa Civil have performed well and continued to successfully deliver this highly complex and challenging works programme over the past three and a half years.
13. Currently the Approved Contract Sum is set at \$20,000,000 with a contract completion date of 30 June 2022.
14. In parallel with the final stages of works delivery to 30 June 2022, procurement of a new multi-year contract for forward works will be progressing for works commencement from July 2022.

Discussion - *Matapaki*

15. In order to deliver the required and anticipated remaining works programme of this 2021/22 Financial Year an increase to the current Approved Contract Sum of Contract 16431 is recommended.
16. The current Approved Contract Sum of Contract 16431 is \$20m. It is recommended to increase this to \$22m to enable delivery of the planned and potential programme as below:

Contract Works to Date (to 31 Jan 2022)	\$18,111,000
Remaining Network Renewals & Improvements	\$1,808,000
Remaining Development Connections	\$1,081,000
Contract Contingency – <i>provision for additional works if required</i>	\$1,000,000
Total Forecast Contract Value	\$22,000,000

17. Approval of the increase enables utilisation of existing contractor resources and tendered rates as well as leveraging the skills and knowledge of experienced contractors.
18. If the recommended increase to the approved contract sum extension to the existing contract is not approved, it is likely that this would result in delays to completion of development connections or planned renewals works as additional procurement is completed.

Financial Considerations - *Whaiwhakaaro Puutea*

19. The increase to the approved contract sum for Contract 16431 is proposed to allow provision for 2021-22 financial year works delivery as per budgeted funding in the 2021-31 Long Term Plan:

Budgeted Programme/Project	Total 2021/22 Budget
Replacement of Water Mains	\$2,525,000
Replacement of Valves Meters and Hydrants	\$700,000
Minor Water Network Improvements	\$350,000
Development Connections	n/a – cost recoverable
TOTAL	\$3,575,000

20. No increases to LTP or Annual Plan budgeted funding are requested or required.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

22. 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').
23. 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.
24. The recommendations set out in this report are consistent with that purpose.

Social

25. Increasing the approved contract sum provides additional/continued employment opportunities for local staff and supply chains, with Waipa Civil being owned and operated in Waikato region and employing many Hamilton based staff.
26. Components of the works programme relating to development connections are enabling and providing appropriate utility servicing to new housing.

Economic

27. Delivery of these programmes of work provide direct investment to the construction supply chain, providing employment outcomes and supporting local businesses.

Environmental

28. A number of projects within these programmes have a specific focus on developing infrastructure and/or the natural environment to support, in a sustainable way, three waters operational activities.

Cultural

29. Staff will continue to engage with Te Haa o Te Whenua o Kirikiriroa Trus to seek feedback and ongoing engagement on the work programmes.

Risks - *Tuuraru*

30. If the contract variation is not approved it will likely result in delays to works delivery and potential reputational risk in regard to completion of development connection works.

31. Delivery of the work programmes involve undertaking construction within existing transportation and three-waters networks including potential conflicts with existing services, temporary traffic management requirements and potential delays / inconvenience to the public during construction. Current contractors are experienced and have carried out a large number of similar projects over the last few years, therefore minimising these risks.
32. Delivery of works involves significant 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*

33. 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

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

Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

Council Report

Item 9

Committee: Infrastructure Operations Committee

Date: 24 February 2022

Author: Raewyn Simpson

Authoriser: Eeva-Liisa Wright

Position: Senior Planner

Position: General Manager
Infrastructure Operations

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

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

1. To seek approval from the Infrastructure Operations Committee of Hamilton City Council's **Draft 1** submission to the Ministry for the Environment's January 2022 Consultation Document 'Kia kaha ake te tiakina o ngā puna wai-inu / Improving the Protection of Drinking Water Sources - Proposed Amendments to the Resource Management (National Environmental Standards for Sources of Human Drinking Water) Regulations 2007'.

Staff Recommendation - *Tuutohu-aa-kaimahi*

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

Executive Summary - *Whakaraapopototanga matua*

3. The Ministry for the Environment (MfE) is considering changes to the National Environmental Standard for Sources of Human Drinking Water (NES-DW) to make drinking water safer.
4. On 10 January 2022 the MfE released a Consultation Document 'Kia kaha ake te tiakina o ngā puna wai-inu Improving the Protection of Drinking Water Sources - Proposed Amendments to the Resource Management (National Environmental Standards for Sources of Human Drinking Water) Regulations 2007' for feedback.
5. The current NES-DW is not regarded as fit for purpose as it is imprecise and difficult to put into practice. The proposed changes to the NES-DW address these concerns.

6. The MfE's January 2022 Consultation Document outlines three proposed areas of improvement:
 - i. standardising the way source water areas are defined;
 - ii. strengthening regulation of activities around water sources; and
 - iii. including more water suppliers under the NES-DW.
7. Council's feedback is important to assist in refining the MfE's proposed changes to the NES-DW before they are redrafted and gazetted later in 2022.
8. The final NES-DW has the potential to impact on obtaining resource consents granted by Waikato Regional Council for Council's activities, and potential cost associated with these.
9. Other potential impacts include:
 - i. integrated catchment management plans may need to consider more thoroughly, the impacts on groundwater.;
 - ii. more staff time to assess other resource users applications may also be required; and
 - iii. Council may also need to determine the impact of high-risk facility stormwater discharges that come through Council's network on the river, and potentially amend the stormwater bylaw.
10. Implications on wastewater network management are less clear.
11. Staff developed a draft Council submission (**Draft 1**) to the MfE's January 2022 Consultation Document submitting on the above potential impacts, which was circulated to Elected Members and Maangai Maaori for feedback on 10 February 2022.
12. As no feedback was received, **Draft 1** remains unchanged – refer **Attachment 1**.
13. **Draft 1** focuses on providing responses to the proposals in the Consultation document provided by MfE
14. Staff consider the decision has low significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

15. Hamilton City Council has a key interest in these proposed regulations as a Local authority regulator, drinking water supplier, and an essential service provider for stormwater and wastewater management, and being a City that has obligations to plan for infrastructure under the National Policy Statement for Urban Development.
16. The Waikato River is the sole source of municipal supply water for Hamilton City. Ministry for the Environment 2015 data shows that a 1773ha aquifer sits under Hamilton City, Waipā and Waikato Districts.
17. Hamilton City is forecast to grow significantly. This growth, and need for resilience, will likely necessitate another municipal supply water treatment plant in the future.
18. Hamilton City Council also holds key resource consents granted by the Waikato Regional Council for the discharge of wastewater and stormwater to the Waikato River and is in the process of preparing an application to renew the City's wastewater discharge consent before expiry in 2027.

19. There is approximately 12km between Hamilton City Council's wastewater discharge point and Ngaaruawaahia's municipal water abstraction point, and approximately three hours travel time in high flow conditions. This places Hamilton City Council's activities within Ngaaruawaahia's SWRMA 2 area. Consenting and compliance will be key factors in future wastewater management.
20. As a local authority in the Waikato River catchment, Hamilton City Council is committed to protecting the health and mauri of the Waikato River for the communities within the City and the wider sub-region and safeguarding drinking water quality.

Discussion - *Matapaki*

21. The MfE and Taumata Arowai are wanting higher protections for each step of the water supply process, from source to tap.
22. The National Environment Standard for Source protection of Drinking Water (NES-DW) Regulations (under the Resource Management Act) supports source water protection by providing national direction on how to manage activities that could impact the quality of treated drinking water. This includes both Regional and District Plans.
23. Activities that may affect source water include discharges of contaminants into the environment, such as from wastewater and stormwater, damming and diverting water flows, works in riverbeds, earthworks, and drilling into aquifers and application of agrichemicals and weed control.
24. The Regulations will require regional councils and territorial authorities to apply the amended NES-DW requirements in their consenting processes.
25. Any changes made to the NES-DW will require Hamilton City Council to update operational procedures to ensure the NES-DW is being applied to applicable consenting decisions, and associated information and education of resource users and for proactive emergency response planning.
26. As a supplier, Hamilton City Council will be asked by resource users or regional councils, for greater involvement in consent applications where a risk to source water is identified.
27. As a resource user, Hamilton City Council may be restricted from certain activities very close to source water abstraction points and may need consents for high-risk activities in a broader area around the abstraction point.
28. Hamilton City Council may require a future water abstraction point and additionally will need to seek renewals of stormwater and wastewater discharge consents in the future and the provisions of the NES-DW will be relevant in these instances.
29. Staff are therefore of the view that Council should make a submission to outline key concerns it has about the content of the MfE's proposed changes to the NES-DW.
30. Staff developed a draft Council submission (**Draft 1**) to the MfE's January 2022 Consultation Document, which was circulated to Elected Members and Maangai Maaori for feedback on 10 February 2022.
31. As no feedback was received, **Draft 1** remains unchanged – refer **Attachment 1**.
32. **Draft 1** focuses on:
 - i. support for protecting drinking water supplies;
 - ii. highlighting issues of roles and responsibilities;
 - iii. questioning cost implications;
 - iv. outlining Council's responsibilities under other legislation;

- v. responding to proposals for how areas are delineated;
 - vi. responding to proposals for how activities are regulated and managed; and
 - vii. responding to proposals to protect all water suppliers.
33. Council supported the protection of drinking water supplies as this supports the four wellbeings and Te Ture Whaimana o te Awa o Waikato.
 34. Council considered that the consultation document was unclear in its expectations of Council as a regulator and did not support proposed measures that Council become more involved in approving applications that more squarely sit with a regional council.
 35. Council also requested that provision be made for Council as a key infrastructure and essential service provider required under other legislation such as the Local Government Act, Health Act, National Policy Statement for Urban Development.
 36. Council supported proposed methodologies for assisting appropriate regulation and made some suggestions to take account of environmental factors.
 37. Council supported national direction for regulation and requested consideration of emergency provisions and that the significance of infrastructure be included as a matter of discretion.
 38. Council supported emergency response planning and requested clarity on how high-risk facilities that discharge to Council's network prior to discharge to a receiving environment would be considered under the NES-DW.
 39. The approved final submission needs to be sent to the MfE to meet the 6 March 2022 submission closing date.

Financial Considerations - *Whaiwhakaaro Puutea*

40. The staff cost to develop the draft submission was met within existing budgets.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

42. 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').
43. 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.
44. The recommendations set out in this report are consistent with that purpose.

Social

45. Improvements to the regulatory oversight of the three waters system will ensure the provision of Water, Wastewater and Stormwater services are operated in compliance with best practice to ensure the protection of the health and wellbeing of New Zealand communities. The protection of source water may mean that there is less health risk to Hamilton City's residents and the health of downstream water users.
46. Hamilton City Council's submission will assist the Ministry for the Environment in refining the National Environmental Standard for Sources of Human Drinking Water.

Economic

47. The provision of high quality and compliant Water, Wastewater and Stormwater activities contributes and supports the economy by retaining and attracting new commercial and industrial activities. The protection of source water may mean that there is less cost to treat raw water from the river.
48. Hamilton City Council's submission will assist the Ministry for the Environment in refining the National Environmental Standard for Sources of Human Drinking Water.

Environmental

49. Improvements to the regulation of the three waters system will ensure the provision of Water, Wastewater and Stormwater services are operated in compliance with best practice to manage the effects of Council's activities on the natural environment
50. Hamilton City Council's submission will assist the Ministry for the Environment in refining the National Environmental Standard for Sources of Human Drinking Water.

Cultural

51. The proposed NES-DW looks to require Local Authorities, infrastructure owners and operators and entities to give effect to Te Mana o te Wai. Hamilton City Council is supporting this requirement because this will assist with support of Te Ture Whaimana o te Awa o Waikato (The Vision & Strategy) which is the regional direction setting document for the Waikato River, especially for the protection and restoration of the awa. Council has submitted that it would be helpful the Ministry considers what implications the NES-DW may have on land treatment of wastewater (where this may be culturally desired) but falls within a large delineation source water risk management area.
52. Hamilton City Council's submission will assist the Ministry for the Environment in refining the National Environmental Standard for Sources of Human Drinking Water.

Risks - *Tuuraru*

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

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

Significance

54. 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

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

Attachments - *Ngaa taapirihanga*

Attachment 1 - Hamilton City Council - Draft 1 Submission to the January 2022 Consultation Document Improving the Protection of Drinking Water Sources (6 March 2022)

Draft 1**HAMILTON CITY COUNCIL SUBMISSION ON:
Proposed Amendments to the Resource
Management (National Environmental
Standards for Sources of Human Drinking
Water) Regulations 2007 (January 2022
Consultation Document)
Ministry for the Environment**

6 March 2022

**Hamilton
City Council**
Te kaunihera o Kirikiriroa

Improving the Wellbeing of Hamiltonians

Hamilton City Council is focused on improving the wellbeing of Hamiltonians through delivering to our five priorities of shaping:

- A city that's easy to live in
- A city where our people thrive
- A central city where our people love to be
- A fun city with lots to do
- A green city

The topic of this submission is aligned to the priority '**A green city**'.

Water is essential to the improving all Hamiltonian's wellbeing. Water brings life to our people for food, for housing, for jobs, for recreation. It is essential to our wellbeing.

Council Approval and Reference

This submission was approved by Hamilton City Council at its Infrastructure Operations Committee meeting held on 24 February 2022.

Hamilton City Council Reference D-4051234 - submission # 678.

Key Messages

1. Support the overall intent and direction of the November 2021 Discussion Document **Improving the Protection of Drinking Water Sources - Proposed Amendments to the Resource Management (National Environmental Standards for Sources of Human Drinking Water) Regulations 2007**.
2. Defined Source Water Risk Management Areas and how they are delineated for assessing source water risk is supported.
3. The significance of three waters infrastructure and the essential services they support should be recognised in the NES-DW through providing a level of security for the activity. For example, this may mean that proposed regulations recognise and enable infrastructure planning mechanisms, such as designations of land for essential service provision. Territorial Authorities with responsibilities to enable growth under other legislation may also wish to have a role in determining delineation zones.
4. The NES-DW needs to provide for any planning and investment needed to make changes to infrastructure should this be required to protect source water.
5. More clarity is needed to understand Territorial Authority responsibilities and recognise that Regional Councils are in the best position to regulate source water. More clarity is also needed on mitigation and consenting costs, and any other activities that could impact on source water (such as weed control).
6. The NES-DW must not conflict with higher order direction setting documents such as Te Ture Whaimana o te Awa o Waikato. Recognition of responsibilities under the National Policy Statement for Urban Development should also be recognised.
7. The ability to easily carry out maintenance close to abstraction points is supported, however, emergency provisions should also be included.
8. Retrospective application of the NES-DW to existing activities is not supported unless it is known that the activity will have a detrimental impact on source water, or it falls within review time frames stated in resource consents.
9. The proposal for water supplier involvement in applications is not supported due to the need for knowledge, expertise to provide that approval.

Introduction and Specific Comments

10. Hamilton City Council would like to thank the Ministry for the Environment for the opportunity to make a submission to its January 2022 Consultation Document **Improving the Protection of Drinking Water Sources - Proposed amendments to the Resource Management (National Environmental Standards for Sources of Human Drinking Water) Regulations 2007**.
11. Hamilton City Council has a key interest in these proposed regulations as a Local Authority regulator, drinking water supplier, and an essential service provider for stormwater and wastewater management, and being a city that has obligations to plan for infrastructure under the National Policy Statement for Urban Development.
12. The Waikato River is the sole source of municipal supply water for Hamilton City. The river is controlled (under consent conditions) by hydropower and is surrounded by high dairy farming activities. The river runs through several municipal areas. River water quality can be challenged by nitrogen, phosphorus, sediment, *Escherichia coli* and geothermal inputs (arsenic).
13. Hamilton City Council also operates a small bore for drinking water on the fringe of the city.
14. Ministry for the Environment 2015 data shows that a 1,773-ha aquifer sits under Hamilton City, Waipa and Waikato Districts. However, information is not available on its vulnerability to land activities. Many small rural ground water bores exist in this area.

15. Hamilton City Council's reticulation network currently supplies a population of approximately 181,467 people. The Waikato Metro Spatial Plan area is forecast to grow significantly to approximately 428,038 people by 2065. This growth, and need for resilience, will likely necessitate another municipal supply water treatment plant in the future. Additional stormwater and wastewater discharge points will also be necessary. These essential services should not be made more complicated to achieve more than is necessary to protect the river.
16. Hamilton City Council also holds key resource consents for the discharge of wastewater and stormwater to the Waikato River and is in the process of preparing an application to renew the City's wastewater discharge consent before expiry in 2027.
17. There is approximately 12km between Hamilton City Council's wastewater discharge point and Ngaaruawaahia's municipal water abstraction point, and approximately three hours travel time in high flow conditions. This places Hamilton City Council's activities within Ngaaruawaahia's Source Water Risk Management Area (SWRMA) 2. Likewise, there are municipal wastewater (Cambridge Wastewater Treatment Plant) and stormwater discharge points upstream of Hamilton City Council's Waioara municipal supply abstraction point, which places them within a SWRMA 2 area.
18. There are an increasing number of wastewater discharge schemes that include land treatment across Aotearoa. There may be a desire and expectation by some iwi that land disposal is considered in wastewater treatment options. It is usual for land disposal to occur as close to the wastewater treatment site as possible to minimise conveyance costs. In addition to soil characteristics, consenting and compliance will be key factors to determine if this cultural approach to wastewater management can be considered.
19. There are a number of ground water authorisations mapped in Waikato Regional Council's consent database in the vicinity of Hamilton City. However, the purpose for which water is to be used is not always made available. It is therefore difficult to determine potential impacts of the proposed amendments to the NES-DW on Hamilton City Council's activities.
20. Hamilton City Council's discharge activities are subject to future regulation under the Waikato Regional Councils 'Healthy Rivers Plan Change'. This plan change is designed to give effect to the Waikato River Settlement the Act Schedule 2 'Te Ture Whaimana o te Awa o Waikato' (The Vision & Strategy).
21. Te Ture Whaimana o te Awa o Waikato is the primary direction setting document for the Waikato River and Hamilton City Council's activities within its catchment. The Vision is *'a future where a healthy Waikato River sustains abundant life and prosperous communities who, in turn, are all responsible for restoring and protecting the health and wellbeing of the Waikato River, and all it embraces, for generations to come.'* The Healthy Rivers Plan Change interprets this as river water quality that is swimmable and safe to take kai from.
22. Hamilton City Council's submission to the Plan change supported most provisions provided that sufficient time is provided to allow for planning and investment in infrastructure to meet the targets and rules set out in the proposed plan change. This is relevant to these regulations, which Waikato Regional Council must implement.
23. As a Local Authority in the Waikato River catchment, Hamilton City Council is committed to protecting the health and mauri of the Waikato River for the communities within the City and the wider sub-region and safeguarding drinking water quality.
24. For these reasons, Hamilton City Council supports, in principle, proposed amendments to the NES-DW, but wishes to make some relevant submission points related to:
 - Support for protecting drinking water supplies.
 - Roles and responsibilities.
 - Cost and regulation implications.
 - Responsibilities under other legislation.

- Proposals for how areas are delineated.
- Proposals for how activities are regulated and managed.
- Proposals to protect all water suppliers.

Previous Submissions made in the Three Waters Space

25. Hamilton City Council takes a considerable interest in matters regarding Three Waters and has made numerous submissions in this space in recent years – refer **Appendix 1**.
26. Of particular relevance to source water, Hamilton City Council made the following submission points (summarised):
 - The Water Service Act, in seeking to manage source water risk, required Territorial Authorities to remediate and manage source water in the event of unanticipated discharges, and prepare source water risk management plans (including monitoring). Hamilton City Council considered that some requirements were either above and beyond what Territorial Authorities could necessarily do and that some of that responsibility sat with Regional Councils. This should be reflected in regulations.
 - That, in the response to source water risk management, that the use of the term 'Local Authority' in the Water Services Bill be reviewed where compliance is more aligned with powers and responsibilities of Regional Councils. This should be reflected in NES regulations.
 - That Regional Councils circulate reporting on source water quality and quantity to water suppliers (or Taumata Arowai could have a duty to provide this information directly to water suppliers). This would assist municipal water suppliers to gauge what treatment should be assessed, planned for and funded through Long Term Planning processes.
 - That the 'Action for Healthy Waterways' objectives of stopping further degradation of freshwater resources; and reversing past damage to bring freshwater resources, waterways and ecosystems to a healthy state within a generation, was supported, but the timeframe of five years (as proposed in the Water Services Regulator Bill) to achieve 'material outcomes was not achievable.
 - Hamilton City Council also submitted that retrofitting infrastructure to deliver greater environmental outcomes needed assistance from Central Government to plan, fund and design retrofits.
 - Hamilton City Council submitted that upstream resource users (i.e., dischargers) should be required to manage their contaminant discharges to a 'similar extent' as downstream users, with the effect that assimilation capacity of surface water would be distributed over the entire catchment. This would mean that under the proposed NES, that there was equitable application of controls.
 - That three waters infrastructure needed recognition as 'significant infrastructure' across the board in various planning tools. This is important for provision of essential services.
 - That national freshwater policy statements, and regional policy needed to recognise high urban growth will generate more urban stormwater and more wastewater to be treated and discharged to the Waikato and Waipa Rivers and contaminant loads will be higher to the Waikato River. Policy was needed to provide for these services while meeting required standards and targets.
 - That Hamilton City Council needed to be able to plan (through LTP processes) infrastructure improvements to protect receiving waters, but that some contaminants were very difficult to control e.g., faecal contamination from birds and animals.
 - That consent terms and pathways for essential services needed to recognise time and cost of consents, and the need for certainty in getting reasonable consents.

27. All submissions made by Hamilton City Council can be accessed [here](#)

General Comments

General Support of Protecting Health and Wellbeing of People

28. Proposals outlined in the Consultation Document are aimed at improving the protection of drinking water sources and avoiding water supply contamination, including serious incidents such as occurred in Havelock North in 2016. The proposals seem reasonable, and Hamilton City Council supports measures to achieve a higher standard of protection for the City's and others' water supplies.

Roles and Responsibilities

29. The Consultation Document poses many detailed questions, some of which are more relevant to Regional Councils, and some which require specialist knowledge.
30. The Consent document requires Regional Councils and Territorial Authorities to apply the amended NES-DW requirements in their consenting processes and to update operational procedures to ensure the NES-DW is being applied to applicable consenting decisions and ensure proactive emergency response planning. It is not clear why Territorial Authorities are referenced here, when all significant earthworks, septic tanks and bore authorisations, water takes and discharges to receiving environments are regulated by the Regional Council.
31. In SWRMA 1 and SWRMA 2, there will be some existing activities lawfully occurring that **may no longer be permitted** e.g., discharges of contaminants; 'existing use rights' e.g., bores drilled and constructed many years ago. Consideration is being given to retrospectively applying the requirements of the NES-DW to those activities where effects on source water are ongoing and require addressing. It is important to note that only Regional Councils and Unitary Authorities can override existing use rights. District Councils do not have this power. Further commentary is provided in response to Consultation document questions.

Potential Costs and Regulation Impact

32. According to 'Drinking Water Source Protection Zones, Delineation Methodology and Potential Impacts of National Implementation, Aqualinc, 2018', there are minimal existing Waikato Regional Plan rules to protect source water. This signals significant changes to Regional Plan rules.
33. The report also notes that the Waikato is assessed as having the highest potential impact under all scenarios of risk ranking, and mitigation cost ranking. This could have significant implications on resource users. It is not clear to Hamilton City Council the degree of changes that will be required in the Regional Plan to mitigate impacts and how that will impact activities. This may also create some uncertainty for future consenting and costs.
34. While costs are provided for delineation in the Consultation Report (\$1,000-\$5,000), it is not clear what the true implications will be on ratepayers of risk mitigation, and the significant work that will be needed to determine all delineations (including self-supply for more than one household), and consideration of the impact of some activities such as weed control. Hamilton City Council also seeks more clarity on any costs that may be passed onto Hamilton City Council for being within an upstream area delineated as SWRMA2.
35. Water suppliers may have reduced RMA costs associated with maintaining their abstraction point, as the NES-DW makes this more permissive. Hamilton City Council supports this proposal.
36. It is likely that compliance with the proposed regime will impose additional costs on Council, including the potential to require additional staff time inputs. This will need monitoring and where necessary, efficiencies sought.

Responsibilities Under Other Legislation

37. In the highest protection zone, SWRMA 1, Hamilton City Council will need to consider **if any activity is essential**, and if alternatives are available (including moving the location of the activity beyond SWRMA 1). In SWRMA 2, Hamilton City Council may have some activities **prohibited and or controlled** using non-complying or discretionary activity status where a consent option may be required.
38. It is important to recognise that Hamilton City Council (and other Territorial Authorities) provide essential services under the Local Government Act 2004, the Health Act 1956, and the Resource Management Act 1991. Hamilton City Council is also directed by the National Policy Statement to provide urban capacity, which subsequently requires infrastructure and services. It is important to provide a consenting pathway for such necessary services. Further commentary is provided in response to Consultation document questions.
39. Hamilton City sits in a high growth region and has obligations under the National Policy Statement for Urban Development and the Housing Supply Bill. Territorial Authorities with responsibilities to enable growth under this legislation may wish to have a role in determining delineation zones.
40. Hamilton City Council's activities need to be aligned with the Waikato River Settlement Act and Te Ture Whaimana o te Awa o Waikato (The Vision & Strategy) which seeks to both protect and restore the river and the relationship of iwi with the river. This Act needs to be recognised by all matters relating to three waters.

Proposals

PROPOSAL 1: HOW AT-RISK SOURCE WATER AREAS ARE DELINEATED

41. Hamilton City Council notes that this involves using a **default** methodology for delineating SWRMAs as a way to identify areas where activities have a higher likelihood of affecting source water. The methodology would map SWRMAs for different types of water bodies (rivers, lakes and aquifers), based on the time it takes for contaminants to travel to a source water intake and the level of filtration or mixing before reaching the intake.

Question 1 – is this a Good Approach

42. Hamilton City Council agrees that standardised and better protection of drinking water sources is needed across Aotearoa and supports the proposed default methodology for delineating SWRMAs. This aligns with Te Mana o te Awa and Te Ture Whaimana o te Awa o Waikato, while protecting the health and safety of Hamilton's residents.
43. Hamilton City Council also supports that 'bespoke' delineation could be provided for, where appropriate. This would provide a customised response to environmental and cultural conditions where appropriate.

Question 2 – is the Method the Best Option

44. It may be a challenge to delineate SWRMAs if environmental conditions change e.g., climate change or river margins that are affected by hydropower. A definition of river and lake edge will be important.

Question 4 – will Differing Setbacks Cause Confusion

45. It is not clear to Hamilton City Council why a 5m extension into land for an SWRMA 1 area is recommended when the Technical Guidelines suggest that 30m should be applied where practical. To protect more than a 5m setback (e.g., 10m) may have other environment benefits while providing a buffer for changing conditions and allowing better for maintenance and inspection access.

46. Hamilton City Council is of the opinion that while there is risk of confusion between NES DW buffers and stock regulations, the purposes differ. Well written regulations and education will assist in providing the clarity needed.

Question 11 – Provision to Retain Existing Protection Zones

47. Hamilton City Council notes that there is likely to be new regulations to implement the NES-DW, therefore there will be efficiencies in revising new zones at the same time as regulations. This will better achieve the purpose of the review of this NES-DW regulations.

PROPOSAL 2: HOW ACTIVITIES THAT POSE RISKS TO SOURCE WATER ARE REGULATED OR MANAGED

48. The Consultation Document details how a SWMRA framework will work. This is noted as:
- For SWMRA 1 (close vicinity), delineation is: for rivers (and beds) this is 1,000m upstream and 100m downstream of the intake and 5m into land from the river edge, an entire lake and bed within 500m radius of the intake and 5m lake edge buffer, and 5m radius around groundwater abstraction point.
 - For SWMRA 2, restriction of activities for rivers in the time of travel of 8 hours to an intake point, for lakes it is the entire lake area extending landward 100m, and for aquifers where the groundwater travels to the intake bore within 1 year up to 2.5km.
49. The Consultation Document proposes **controlling** activities in the SWMRA 1 area, while enabling water suppliers to undertake intake management. Activities include drilling of bores and earthworks over vulnerable aquifers, uses of beds of lakes and rivers, placing restrictions on water, and discharges (excluding air). Activities must avoid or mitigate adverse effects.
50. The Consultation document also proposes **restricting** high-risk activities in SWMRA 2. Highest-risk activities to source water are noted as direct discharges to water, and land disturbance over vulnerable aquifers, including the drilling of bores and earthworks. Consideration is being given to setting standards for bores.
51. Hamilton City Council notes that there are no additional restrictions proposed in SWMRA 3 as these will be managed under the RMA.

Question 12 – National Direction on Controlling Activities within an SWMRA 1

52. Hamilton City Council supports national direction for activities in high-risk areas, with the caveat that further thought needs to be given to responsibilities of Territorial Authorities under the National Policy Statement for Urban Development (NPS-UD) and central government direction on matters relating to infrastructure and transport strategies, carbon reduction emissions and climate change adaptation.
53. This means that services and infrastructure must be provided for forecasted growth, and in appropriate areas. Water takes, and wastewater and stormwater management may ultimately be needed in areas that are regulated by the NES-DW and Regional Plans.
54. Importantly, Hamilton City Council has also previously sought that those three waters networks are recognised as significant infrastructure and acknowledged as being necessary for the health and wellbeing of people.
55. It would be helpful if regulations could recognise the significance of three waters networks in regulations, and also provide for land designations (that have gone through due diligence in assessment impacts on ground and surface water including source water impacts). This may mean putting restraints on bores for individual house supply.

Question 13 – For Water Suppliers, other Activities beyond Intake Maintenance/Management

56. Hamilton City Council, in times of very low expected river levels, has needed to deploy a floating platform with additional pumps in order to abstract water and continue municipal supply. This activity goes beyond maintenance or management of fixed consented structures. Emergency activities should be provided for in the regulations.

Question 15 – National Direction on Activities within SWRMA 2

57. Hamilton City Council supports national direction on activities within SWRMA 2 with the same caveats described in point 47 and 50.

Question 16 and 19 – Impacts and Challenges

58. Proposed changes could cause additional increases in cost to ratepayers through regulatory plan changes to align with NES-DW direction. It could prevent certain activities and alternative options may be costly to executive. Assessment of environmental effects are likely to increase in complexity, time and cost.
59. Parts of the Consultation Document focus on protection of groundwater. Hamilton City Council prepares Three Waters Integrated Catchment Management Plans. However, these do not currently focus significantly on the effects on groundwater of activities within each catchment. This may have to change under the proposed changes to the NES-DW.
60. A neighbouring private property may be impacted by being in a SWRMA. It is unclear if and how much information is readily accessible for the supplier about existing land use activities and discharges if it's in another territorial authority, and potentially outside the scope of Regional Council regulation.

Question 24 – Territorial Authority Role in Land Management over Aquifers

61. The Consultation Document notes that Regional Councils are responsible for control of the use of land for the purpose of maintenance and enhancement of the quality of water in water bodies and asks if Territorial Authorities have a role in land management over aquifers.
62. Appropriate urban development should be the focus of Territorial Authorities rather than managing land over aquifers. Territorial Authorities do not hold information on bore locations, do not regulate significant earthworks and do not regulate ground water. Most groundwater bores will be within rural land. Regional Councils are best placed to manage consents, standards and impacts on aquifers.
63. The Consultation Document suggests that some existing activities lawfully occurring may no longer be permitted e.g., discharges of contaminants, have 'existing use rights' (bores), or have a consent with a long consent term that may not address current effects on source water.

Question 24 – Retrospective Application of the NES-DW to Existing Activities

64. Hamilton City Council does not support retrospective application of the NES-DW to existing activities unless it is known that the activity will have a detrimental impact on source water, or it falls within review time frames stated in resource consents. Hamilton City Council holds two significant discharge consents for wastewater and stormwater. Obtaining consents involves significant investment in planning, assessment of effects and capital expenditure over a long period of time. A further consideration is whether a downstream water supply has best available technology for treatment of contaminants.

Question 29 – Matters of Discretion

65. The Consultation Document notes that there is an opportunity to propose matters of discretion to all consent decisions. These matters are listed on page 33. Hamilton City Council agrees with the proposed list and recommends adding matters relating to the significance of any proposed infrastructure and service.

Questions 30, 31 – Proactive Response Planning

66. The Consultation Document proposes a requirement that a risk management/emergency response plan is prepared for certain activities. The types of activities that might pose a risk include anything that could significantly disrupt wastewater treatment processes, or anything that could cause a significant chemical spill.

- 67. Hamilton City Council thinks that it is reasonable to require high risk activities to undertake emergency response planning. Hamilton City Council also supports the exemption of a separate plan where an existing plan would meet requirements. Hamilton City Council already supports this through wastewater treatment plant contingency planning, and for various industries subject to the Hamilton City Council Stormwater Bylaw.
- 68. Contingency planning is required under the Regional Council's wastewater discharge consent.
- 69. The trigger for a 'pollution control plan' under the Bylaw is whether the Regional Council has determined that the industry is high risk. These plans, required by the Bylaw (prepared under the Local Government Act and Health Act), to prevent damage or misuse of the network have content that would manage source water contamination. Hamilton City Council considers that such Plans, should still constitute meeting the provisions of an amended NES-DW.
- 70. The City's high-risk facility operators are not required to have their plan reviewed by a suitably qualified professional under the Bylaw. Hamilton City Council does not have an opinion on whether these plans should be approved by a qualified professional but notes that this may place an unnecessary cost burden on some small businesses. In this regard a higher risk (likelihood and consequence) model may be the better option, noting that a risk assessment will also come with resourcing costs.

Question 32 and 33 – Water Supplier Involvement

- 71. The Consultation Document proposes to allow consent applicants to avoid notification of their application if they get written approval from the water supplier for the proposed activity. Consent applications for SWRMA 1 and 2 may still be subject to public or limited notification for other reasons.
- 72. While the intent of the proposal appears to have benefit to the application, a water supplier would need to have sufficient expertise to understand many environmental factors such as river hydrology, assimilation capacity, cumulative effects, time of travel, mixing behavior and geotechnology in order to understand possible risks and whether approval should be given. A Local Authority may also be put under pressure by an applicant to approve a proposal. This does not seem reasonable to Hamilton City Council and is not supported.

Questions 37 and 38 – General Matters Relating to Managing Source Water Risks

- 73. Hamilton City Council notes that in SWRMA 1, resource users should consider if any activity is essential, and if alternatives are available (including moving the location of the activity beyond SWRMA 1). Consideration is being given to prohibiting certain activities and using non-complying or discretionary activity status where a consent option may be required in SWRMA 1.
- 74. Hamilton City Council, as an existing water supplier, may potentially be benefited by upstream management of contaminants, noting that Hamilton City Council has already been party to a resource consent application and negotiated that the applicant provides a spill management plan and notification protocols.
- 75. Hamilton City Council, as a discharger to the Waikato River is already required by conditions of its resource consents, to avoid, remedy and mitigate the effects of its discharges to the receiving environment. There may be implications for amending and implementing stormwater and wastewater related Bylaws.

PROPOSAL 3: PROTECTING ALL REGISTERED WATER SUPPLIES

- 76. Hamilton City Council notes that Ministry for the Environment propose to expand the NES-DW to cover the same supplies as the Water Services Act (WSA), being **all** water suppliers other than domestic self-suppliers.

77. Hamilton City Council notes that Regional Councils would be required to map SWRMA for all currently registered water supplies by November 2022, and that maps would need to be in new freshwater plans by 2024 in conjunction with new controls. Any unregistered supplies must be registered by November 2025, and mapping is likely to take until late 2027 before controls can be applied.

Question 39, 40 – Application of the NES-DW to all Registered Supplies

78. Hamilton City Council considers that aligning application of the NES-DW with the Water Services Act is the best approach for regulating activities and protecting source water. This will assist water suppliers and resource users to understand what their roles and responsibilities are.
79. Challenges resulting from including newly registered supplies within the NES-DW framework is that it will take some time to carry out mapping and determining appropriate controls, but some very small supplies may become disestablished with urbanisation. This may mean that unnecessary controls may have been applied for new resource users.

IMPACTS OF AMENDING THE NES-DW

80. Table 3 in the Consultation Document states that for any relevant land use restrictions, or other activities where proactive emergency response planning should be applied, Territorial Authorities (Hamilton City Council) must update operational procedures to ensure the NES-DW is being applied to applicable consenting decisions, and associated information and education of resource users.
81. As the Regional Council is the key regulator, it is not clear to Hamilton City Council the operational procedures that would need to be updated. There are possible implications for high-risk activities that discharge stormwater to the Council's network, as discussed in point 75. Hamilton City Council seeks further guidance on this matter.

Further Information and Opportunity to Discuss Our Submission

82. Should the Ministry for the Environment require clarification of the submission from Hamilton City Council, or additional information, please contact **Rae Simpson** (Senior Planner - City Waters) on 07 838 6427, email raewyn.simpson@hcc.govt.nz in the first instance.
83. Hamilton City Council would welcome the opportunity to discuss the content of our submission with the Ministry for the Environment in more detail.

Yours faithfully

Lance Vervoort
CHIEF EXECUTIVE

APPENDIX 1
SUBMISSIONS MADE BY HAMILTON CITY COUNCIL IN THE THREE WATERS SPACE
FEBRUARY 2007 - DECEMBER 2021

DRAFT DOCUMENT/BILL	ORGANISATION	SUBMISSION		DATE SUBMISSION SENT	DOWNLOAD SUBMISSION
		COUNCIL	STAFF		
Three Waters Reform	The Working Group on Representation, Governance and Accountability of new Water Service Entities	✓		4/02/22	Download Now
Economic Regulation and Consumer Protection for Three Waters Services in New Zealand (27 October 2021 Discussion Paper)	Ministry of Business, Innovation and Employment	✓		16/12/21	Download Now
Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill. <i>NB: this is a joint submission made on behalf of Hamilton City Council and the Future Proof Partners (i.e., Hamilton City Council; Waikato District Council; Waipā District Council; Waikato Regional Council; and Waikato Tainui)</i>	Parliament's Environment Select Committee	✓		16/11/21	Download Now
Managing our Wetlands - A Discussion Document on Proposed Changes to the Wetlands Regulations	Ministry for the Environment		✓	27/10/21	Download Now
Three Waters Reform Formal Feedback to Government: A) Cover letter to Minister of Local Government B) Formal feedback to Government	Hon Nanaia Mahuta (Minister of Local Government); LGNZ; Department of Internal Affairs	✓		1/10/21	Download A) Download B)
Proposed Cost Recovery Fees and Charges Under Water Services Bill Regulations	Department of Internal Affairs		✓	20/08/21	Download Now
Inquiry on the Parliamentary Paper on the Exposure Draft - Natural and Built Environments Bill	Parliament's Environment Committee	✓		4/08/21	Download Now
Government Policy Statement on Housing and Urban Development (GPS-HUD) - June 2021 Discussion Document	Ministry of Housing and Urban Development	✓		3/08/21	Download Now
Waikato District Council's Review of the Water Supply Bylaw 2014	Waikato District Council		✓	15/07/21	Download Now
Waikato District Council's Proposed Stormwater Bylaw 2021	Waikato District Council		✓	15/07/21	Download Now
Review of Waipā District Council's Trade Waste Bylaw (2011) and Wastewater Drainage Bylaw (2011)	Waipā District Council		✓	5/07/21	Download Now
Infrastructure for a Better Future: Aotearoa New Zealand Infrastructure Strategy (May 2021 Consultation Document)	New Zealand Infrastructure Commission	✓		2/07/21	Download Now
Inquiry into Supplementary Order Paper No. 38 on the Health (Fluoridation of Drinking Water) Amendment Bill	Parliament's Health Committee		✓	18/06/21	Download Now

DRAFT DOCUMENT/BILL	ORGANISATION	SUBMISSION		DATE SUBMISSION SENT	DOWNLOAD SUBMISSION
		COUNCIL	STAFF		
Government Three Waters Reform: Hamilton City Council Feedback to LGNZ	Local Government New Zealand	✓		10/06/21	Download Now
Early Engagement on Resource Management Reform - Opportunities to Improve System Efficiency	Ministry for the Environment		✓	21/05/21	Download Now
Watercare Waikato River Take Application	Environmental Protection Authority	✓		26/03/21	Download Now
Water Services Bill	Parliament's Health Committee	✓		26/02/21	Download Now
APP139736 - Fonterra Cooperative Group Limited - Hautapu Site - Resource Consent Applications	Waikato Regional Council		✓	31/07/20	Download Now
Appeal Against Decisions of the Waikato Regional Council on Proposed Plan Change 1 to the Waikato Regional Plan	Waikato Regional Council	✓		7/07/20	Download Now
Infrastructure Funding and Financing Bill	Parliament's Transport and Infrastructure Committee	✓		13/03/20	Download Now
Proposed National Policy Statement for Indigenous Biodiversity	Ministry for the Environment	✓		5/03/20	Download Now
Taumata Arowai - The Water Services Regulator Bill	Parliament's Health Committee	✓		28/02/20	Download Now
Urban Development Bill	Parliament's Environment Committee	✓		13/02/20	Download Now
Transforming the Resource Management System: Opportunities for Change: Issues and Options Paper (November 2019)	Ministry for the Environment	✓		10/02/20	Download Now
Draft Growth and Economic Development Strategy - Waikato 2070	Waikato District Council	✓		24/01/20	Download Now
Cambridge Wastewater Treatment Plant Discharge Consent Application - Waipa District Council (APP141113)	Waikato Regional Council	✓		19/12/19	Download Now
Hamilton City Council Statement of Evidence for 19/10/20 Hearing: Cambridge Wastewater Treatment Plant Discharge Consent Application - Waipa District Council (APP141113)	Waikato Regional Council	✓		19/10/20	Download Now
Action for Healthy Waterways: A Discussion Document on National Direction for Our Essential Freshwater	Ministry for the Environment	✓		31/10/19	Download Now
Infrastructure Funding and Financing Information Paper – Development Contributions and Targeted Rates	Department of Internal Affairs		✓	25/10/19	Download Now
Discussion Document on a Proposed National Policy Statement for Highly Productive Land	Ministry for Primary Industries/Ministry for the Environment	✓		17/10/19	Download Now
Discussion Document on a Proposed National Policy Statement on Urban Development	Ministry for the Environment	✓		17/10/19	Download Now

DRAFT DOCUMENT/BILL	ORGANISATION	SUBMISSION		DATE SUBMISSION SENT	DOWNLOAD SUBMISSION
		COUNCIL	STAFF		
Further Submissions on the Submissions to the 2018 Waikato Proposed District Plan (Stage 1)	Waikato District Council	✓		15/07/19	Download Now
Waipa District Council's Proposed Stormwater Bylaw 2019	Waipa District Council		✓	21/06/19	Download Now
New Zealand Infrastructure Commission/Te Waihangā Bill	Parliament's Finance and Expenditure Committee		✓	17/05/19	Download Now
Local Government Funding and Financing Inquiry	New Zealand Productivity Commission	✓		15/03/19	Download Now
Formation of a New Independent Infrastructure Body (October 2018 Consultation Document)	Treasury		✓	26/10/18	Download Now
Three Waters Review	Minister for Local Government	✓		23/10/18	Download Now
Proposed District Plan	Waikato District Council	✓		9/10/18	Download Now
LGNZ Three Waters Survey	Local Government New Zealand	✓		20/09/18	Download Now
Further Submissions to the Healthy Rivers Plan Change: Proposed Plan Change 1 and Variation 1	Waikato Regional Council	✓		17/09/18	Download Now
Draft National Planning Standards Consultation Document	Ministry for the Environment		✓	14/08/18	Download Now
Application for Resource Consents (APP137797) by Fonterra Limited for the Continued Operation of the Te Rapa Milk Processing Site, Waikato Region	Waikato Regional Council	✓		3/07/18	Download Now
Waikato Regional Council's Draft 2018-2028 Long Term Plan	Waikato Regional Council	✓		20/04/18	Download Now
Hamilton City Operative District Plan October 2017 Proposed Plan Change 2 - Te Awa Lakes Private Plan Change	Hamilton City Council	✓		29/11/17	Download Now
Regional Infrastructure Technical Specifications	Waikato Local Authority Shared Services		✓	02/10/17	Download Now
Clean Water: 90% of Rivers and Lakes Swimmable by 2040	Ministry for the Environment	✓		05/05/17	Download Now
Proposed Waikato Regional Plan Change 1 - Waikato and Waipa River Catchments	Waikato Regional Council	✓		02/03/17	Download Now
The Health (Fluoridation of Drinking Water) Amendment Bill	Parliament's Health Committee	✓		09/02/17	Download Now
Proposed Waikato Regional Plan Change 1 – Waikato and Waipa River Catchments (Waikato Healthy Rivers Wai Ora Project)	Waikato Regional Council	✓		23/08/16	Download Now

DRAFT DOCUMENT/BILL	ORGANISATION	SUBMISSION		DATE SUBMISSION SENT	DOWNLOAD SUBMISSION
		COUNCIL	STAFF		
Late Submission to the Ruakura Variation to Hamilton City's Proposed District Plan	Hamilton City Council	✓		6/07/16	Download Now
Alteration of Designation - Resolution Drive Extension and Horsham Downs Link Road	Waikato District Council	✓		5/05/16	Download Now
'Next Steps for Freshwater' Consultation Document (February 2016)	Ministry for the Environment	✓		29/04/16	Download Now
Waikato Regional Council's 2016-17 Proposed Annual Plan Consultation Document	Waikato Regional Council	✓		5/04/16	Download Now
Final Position Paper 'Improving New Zealand's Water and Wastewater and Stormwater Sector'	Local Government New Zealand	✓		30/10/15	Download Now
Notice of Requirement: Designation by NZ Transport Agency - State Highway 26/Ruakura Road/Lisette Road Roundabout	Waikato District Council	✓		4/09/15	Download Now
17 June 2015 Draft Report 'Using Land for Housing'	New Zealand Productivity Commission	✓		4/08/15	Download Now
Draft Waikato District Development Strategy (May 2015)	Waikato District Council		✓	16/07/15	Download Now
Water Legislation Reform Discussion Paper	Water New Zealand		✓	22/04/15	Download Now
Draft Implementation Guide for the National Policy Statement for Freshwater Management 2014	Ministry for the Environment		✓	3/12/14	Download Now
NZTA's Notices of Requirement to Alter Existing Designations for the Waikato Expressway (Hamilton Section) to Accommodate Ruakura Interchange and Connecting Roads	Rice Resources Ltd	✓		22/10/14	Download Now
Further Amendments to the National Policy Statement for Freshwater Management 2014	Ministry for the Environment		✓	11/09/14	Download Now
Draft Waikato District Council Water Supply Bylaw 2014	Waikato District Council		✓	23/05/14	Download Now
Proposed Auckland Unitary Plan	Auckland Council	✓		28/02/14	Download Now
Proposed Amendments to the National Policy Statement for Freshwater Management 2011: A Discussion Document	Ministry for the Environment		✓	4/02/14	Download Now
Waipa District Council's Proposed Water Supply Bylaw 2013	Waipa District Council	✓		12/07/13	Download Now
Waikato-Tainui Environmental Plan (Latest Draft)	Waikato-Tainui	✓		24/06/13	Download Now

DRAFT DOCUMENT/BILL	ORGANISATION	SUBMISSION		DATE SUBMISSION SENT	DOWNLOAD SUBMISSION
		COUNCIL	STAFF		
Improving our Resource Management System	Ministry for the Environment	✓		2/04/13	Download Now
Hamilton City's Proposed District Plan	Hamilton City Council	✓		28/03/13	Download Now
Development Contributions Review Discussion Paper (February 2013)	Department of Internal Affairs	✓		22/03/13	Download Now
Draft Waikato Conservation Management Strategy 2014-2024	Department of Conservation	✓		15/03/13	Download Now
Environmental Management Plan for Waikato-Tainui (Working Draft Discussion Document)	Waikato-Tainui		✓	04/03/13	Download Now
Consultation on Local Government Mandatory Performance Measures	Department of Internal Affairs		✓	28/02/13	Download Now
Draft Waikato Regional Council Navigation Safety Bylaw 2013	Waikato Regional Council		✓	23/02/13	Download Now
Plan Change 3 – Tamahere Structure Plan	Waikato District Council	✓		28/08/12	Download Now
Waikato District Council's Draft 2012-22 Long Term Plan; Waikato District's Draft Waste Management and Minimisation Plan 2012	Waikato District Council	✓		9/05/12	Download Now
Waikato Regional Council's Draft 2012-2022 Long Term Plan	Waikato Regional Council	✓		1/05/12	Download Now
Draft Auckland Plan	Auckland Council	✓		31/10/11	Download Now
Waikato Regional Council's Proposed Regional Policy Statement - Further Submission	Waikato Regional Council	✓		15/07/11	Download Now
Auckland Spatial Plan Discussion Document ('Auckland Unleashed')	Auckland City Council	✓		30/05/11	Download Now
Waikato Regional Council's Draft 2011/2012 Annual Plan	Waikato Regional Council	✓		26/04/11	Download Now
Waipa District Council's Draft 2011/2012 Annual Plan	Waipa District Council	✓		15/04/11	Download Now
Environment Waikato's Proposed Regional Policy Statement	Waikato Regional Council	✓		28/02/11	Download Now
Building Competitive Cities: Reform of the Urban and Infrastructure Planning System	Ministry for the Environment	✓		17/12/10	Download Now
Local Government Act (LGA) 2002 Amendment Bill	Local Government and Environment Select Committee	✓		18/06/10	Download now

DRAFT DOCUMENT/BILL	ORGANISATION	SUBMISSION		DATE SUBMISSION SENT	DOWNLOAD SUBMISSION
		COUNCIL	STAFF		
Waste Minimisation Discussion Document	Ministry for the Environment	✓		19/05/09	Download now
Environment Waikato's Regional Policy Statement Review	Environment Waikato	✓		8/05/09	Download now
Environment Waikato's Draft 2009-19 LTCCP	Environment Waikato	✓		20/04/09	Download now
Resource Consent Application from Fonterra re Wastewater Discharge	Waikato Regional Council	✓		18/03/09	Download now
Waikato-Tainui Raupatu Claims (Waikato River) Settlement Bill	Maori Affairs Select Committee	✓		13/02/09	Download now
National Policy Statement (NPS) for Freshwater Management	National Policy Statement (NPS) for Freshwater Management	✓		23/01/09	Download now
National Environmental Standard on Ecological Flows and Water Levels	Ministry for the Environment	✓		29/08/08	Download now
Waikato District Council - Southern Districts Water Supply	Environment Waikato	✓		30/07/08	Download now
Proposed Vision for the Waikato River	Guardians Establishment Committee	✓		23/05/08	Download now
Waste Minimisation (Solids) Bill	Local Government and Environment Select Committee	✓		2/11/07	Download now

Council Report

Item 10

Committee: Infrastructure Operations Committee
Date: 24 February 2022
Author: Mark Davey
Authoriser: Blair Bowcott
Position: City Planning Manager
Position: General Manager Growth
Report Name: Hamilton City Council's Draft 2 Submission to 'Transforming Aotearoa New Zealand's Resource Management System - Materials for Discussion'

Report Status	Open
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Purpose - *Take*

1. To seek approval from the Infrastructure Operations Committee of Hamilton City Council's **Draft 2** submission to the Ministry for the Environment's November 2021 Discussion Document 'Transforming Aotearoa New Zealand's Resource Management System - Our Future Resource Management System - Materials for Discussion'.

Staff Recommendation - *Tuutohu-aa-kaimahi*

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

Executive Summary - *Whakaraapopototanga matua*

3. The Government is aiming to replace the Resource Management Act (RMA) with a Natural and Built Environments Act (NBA) and a Strategic Planning Act (SPA) within this parliamentary term. A Select Committee Inquiry recently reported its findings on an Exposure Draft of key parts of the NBA Bill. Hamilton City Council made a comprehensive submission to the 'Inquiry on the Parliamentary Paper on the Exposure Draft - Natural and Built Environments Bill' on 4 August 2021 - refer [HERE](#).
4. The Government is now considering the findings, and the Ministry for the Environment (MfE) now wants to have discussions with partners and stakeholders on how the reform is shaping up. Building on the engagement that has already occurred, and recognising the constraints posed by the COVID-19 pandemic, the MfE held a series of forums and hui where to share the work on the remaining policy details of the NBA and the SPA. This includes initial policy decisions that have been made around the key components of the system and the roles and responsibilities within it.

5. In November 2021 the MfE released a Discussion Document Transforming Aotearoa New Zealand's Resource Management System - Our Future Resource Management System - Materials for Discussion for feedback.
6. Hamilton City Council's feedback is important for helping shape the NBA and SPA, for which Bills will be introduced into Parliament later in 2022.
7. The content and direction of the NBA will ultimately impact on Hamilton's District Plan as well as other key strategic documents e.g., Future Proof; Hamilton-Waikato Metropolitan Spatial Plan; Hamilton Urban Growth Strategy; Access Hamilton; Upper North Island Strategic Alliance.
8. Council's submission (**Draft 1**) was circulated to Elected Members and Maangai Maaori for feedback on 9 February 2022.
9. Elected Member feedback has been included in **Draft 2 (Attachment 1)**. Feedback from Council's legal adviser (on RMA matters) has also been received, this has been accommodated into **Draft 2**.
10. **Attachment 1** comprises a 'clean' version of **Draft 2** and a track-change version - the latter **Attachment 2** showing the changes made between **Draft 1** and **Draft 2**.
11. Staff consider the decision has low significance and that the recommendations comply with Council's legal requirements.

Background - *Koorero whaimaarama*

12. In February 2021, the Government announced it would reform the resource management system by replacing the Resource Management Act 1991 (RMA) with three new Acts:
 - i. The Natural and Built Environments Act;
 - ii. The Strategic Planning Act; and
 - iii. The Climate Adaptation Act.
13. This process is referred to as the resource management system reform (RM reform). In carrying out the RM reform objectives, the Government aims to:
 - i. move from an effects-based system to an outcomes-based one that avoids harmful cumulative effects;
 - ii. simplify and standardise processes and make them less costly;
 - iii. provide more effective and consistent national direction;
 - iv. substantially reduce the number of local government resource management plans; and
 - v. reduce the need for consenting while ensuring environmental safeguards are still in place.
14. The RM reform continues to progress, and the Government is providing another opportunity to engage on the current proposals for the NBA and SPA before they are developed into full Bills.
15. In November 2021, the MfE released a Discussion Document Transforming Aotearoa New Zealand's Resource Management System - Our Future Resource Management System - Materials for Discussion for feedback.
16. The Discussion Document supports targeted engagement with hapuu/iwi/Maaori, local government and other stakeholders. It deals mainly with initial decisions made on reform detail since the exposure draft was prepared.

17. The objectives of the engagement are to:
 - i. provide an update for Maaori, local government and sector stakeholders on where the Government is up to in the reform of the resource management system and on next steps in the reform;
 - ii. present a fuller view of the main components of the system designed to date, including the role of Maaori and local government within the future resource management system, from the national to the local level;
 - iii. respond to and build on feedback received to date; and
 - iv. provide a general overview of RM reform to audiences who have a limited understanding or limited engagement to date, and support preparation for submissions on the full Bill to a select committee in 2022.
18. Hamilton City Council holds significant concerns regarding many of the issues arising from the November 2021 discussion document Transforming Aotearoa New Zealand's Resource Management System – Our Future Resource Management System – Materials for Discussion.
19. While Hamilton City Council agrees with the RM reform objectives, particularly those seeking to simplify and standardize processes, provide a more effective national direction, and reduce regulatory complexity, it has serious doubts that the proposed reforms will deliver on the objectives and questions whether wholesale change is the most effective way to achieve the objectives.
20. Hamilton City Council considers that the recently enacted Resource Management (Enabling Housing Supply and other Matters) Amendment Act 2021 should be given time to bed in, before wholesale legislative reform is introduced. These 2021 amendments to the RMA are very substantial and require an immediate implementation response from local government. The sector should be given the opportunity to respond to the changes, and time should be spent reviewing and assessing the community response to the changes.
21. The proposed RM Reforms will introduce three new Acts, replacing one single Act. The efficiencies and reduced complexity are not immediately apparent. In fact, the layers of regulatory planning appear more complex than the current regime. RM reform must be considered holistically. Specifically, by ensuring that organisational structures and entities, such as the joint committees envisaged under the reforms, enable planning in a democratically accountable manner. In particular, siloed entities where land use planning, infrastructure planning and delivery, and service provision are carried out separately, and spread across different spatial scales will lead to a lack of integration.
22. The Proposed RM Reforms do not integrate with the reforms which are currently before the local government sector. Three waters reform, and any ongoing reorganization of local government must be integrated with the RM framework. The Proposed RM reforms must be flexible and able to reflect the evolving local government environment.
23. Hamilton City Council opposes a 'one-size-fits-all' regional approach to urban planning in New Zealand. As a Tier 1 growth Council, Hamilton and its Future Proof partner councils face unique metrocentric growth-related challenges. Any reform to the spatial scales of planning and the institutional arrangements required for implementation must reflect this and align geographically to the issues being faced.
24. Hamilton City Council and its Future Proof partners have a proven track record of effective growth and resource management under the existing legislative frameworks and organisational structures. We have not yet seen evidence that the new RM Reform legislative architecture will provide any better outcomes for Hamiltonians.

25. Too often Hamilton City Council engages in consultation processes such as this with Central Government but fails to be properly heard. Hamilton City Council represents the coal face of resource management practice in an urban growth context. There are many lessons to be learned from a close consideration of the Hamilton context, on this basis we seek Central Government engage more with Hamilton City Council in a partnership manner.

Discussion - *Matapaki*

26. Staff are of the view that Council should make a submission to outline key concerns it has about the content of the Ministry for the Environment's Discussion Document, particularly as the content and direction of the NBA will ultimately impact on Hamilton's District Plan as well as other key strategic documents e.g., Future Proof; Hamilton-Waikato Metropolitan Spatial Plan; Hamilton Urban Growth Strategy; Access Hamilton; Upper North Island Strategic Alliance.
27. Council's submission (**Draft 1**) to the MfE's November 2021 Discussion Document, which was circulated to Elected Members and Maangai Maaori for feedback on 9 February 2022.
28. Member feedback has been included in **Draft 2 (Attachment 1)**. Feedback from Council's legal adviser (on RMA matters) has also been received and this has been accommodated into **Draft 2**.
29. **Attachment 1** comprises a 'clean' version of **Draft 2** and a track-change version - the latter **Attachment 2** showing the changes made between **Draft 1** and **Draft 2**.
30. The approved final submission needs to be sent to the Ministry for the Environment to meet the 28 February 2022 submission closing date.

Options

31. Although the Council has no obligation to make a submission, staff recommend making a submission to the Discussion Paper to ensure the Council's views are considered and taken into account by the Ministry for the Environment.

Financial Considerations - *Whaiwhakaaro Puutea*

32. The staff cost to develop the draft submission was met within existing budgets.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

34. 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').
35. 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.
36. The recommendations set out in this report are consistent with that purpose.

Social

37. The NBA has a strong emphasis on social wellbeing, as evidenced by Clause 5 (b) (Purpose of this Act) of the Act in the Exposure Draft: *People and communities to use the environment in a way that supports the well-being of present generations without compromising the well-being of future generations. (Well-being is defined in clause 3 as the social, economic, environmental, and cultural well-being of people and communities, and includes their health and safety).*

38. Hamilton City Council's submission will assist the Ministry for the Environment in refining the development of the NBA Bill for further public consultation.

Economic

39. The NBA's purpose is two-fold: to uphold Te Oranga o te Taiao, including by protecting and enhancing the natural environment; and enabling people and communities to use the environment in a way that supports present and future generations. The NBA represents a shift from the RMA's 'sustainable management' focus towards an outcomes-based approach, with an emphasis on ensuring that positive outcomes for the environment are identified and promoted rather than just enabling development where adverse effects can be avoided, remedied, or mitigated.
40. Hamilton City Council's submission will assist the Ministry for the Environment in refining the development of the NBA Bill for further public consultation.

Environmental

41. Factors that make our cities more liveable (e.g., accessible public transport, great walking and cycling opportunities, ample green spaces and housing with access to services and amenities) can also help reduce our carbon footprint, increase resilience to the effects of climate change and protect ecosystems.
42. Council's Elected Members recently agreed the Vision to shape Hamilton as a green city.
43. The NBA builds on the paradigm shift proposed under the Report of the Resource Management Review Panel.
44. The Panel recommended a new system for environmental protection and resource management which focuses on delivery of outcomes through setting targets and non-negotiable limits to enhance, protect, restore and improve the natural and built environment.
45. Hamilton City Council's submission will assist the Ministry for the Environment in refining the development of the NBA Bill for further public consultation.

Cultural

46. A central role for iwi/Māori and improved recognition of Te Tiriti o Waitangi. The RMA currently requires persons exercising functions and powers under the Act to take the principles of Te Tiriti o Waitangi into account. The NBA will elevate recognition of Te Tiriti o Waitangi and iwi/Māori interests, including a requirement for decision-makers to 'give effect to' the principles of Te Tiriti to ensure decisions reflect the Treaty partnership. The NBA will also promote the active management of cultural landscapes (which also links with Te Oranga o te Taiao).
47. The NBA recognises that tikanga Māori and te ao Māori concepts may not be capable of direct translation into English, and so the concept of Te Oranga o te Taiao is not defined but an inclusive list of the key elements of that concept is provided. In particular, Te Oranga o te Taiao incorporates the health of the natural environment, the intrinsic relationship between iwi and hapuu and te taiao, the interconnectedness of the natural environment, and the essential relationship between the health of the natural environment and its capacity to sustain all life.
48. The NBA also provides for mana whenua representatives to be appointed as members of regional planning committees.
49. Hamilton City Council's submission will assist the Ministry for the Environment in refining the development of the NBA Bill for further public consultation.

Risks - *Tuuraru*

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

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

Significance

51. 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

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

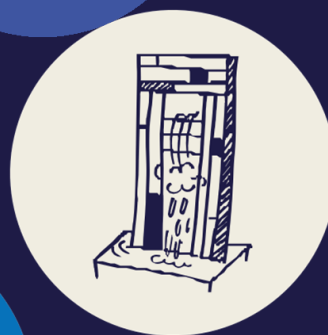
Attachments - *Ngaa taapirihanga*

Attachment 1 - Draft 2 - Submission (Clean Version) to Transforming Aotearoa New Zealand's Resource Management System - Our Future Resource Management System - Materials for Discussion (28 February 2022)

Attachment 2 - Draft 2 - Submission (Track Change Version) to Transforming Aotearoa New Zealand's Resource Management System - Our Future Resource Management System - Materials for Discussion (28 February 2022)

Draft 2
HAMILTON CITY COUNCIL SUBMISSION ON:

**Transforming Aotearoa New Zealand's Resource
Management System - Our Future Resource
Management System - Materials for Discussion
(November 2021 Discussion Document)**
Ministry for the Environment



28 February 2022



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

Improving the Wellbeing of Hamiltonians

Hamilton City Council is focused on improving the wellbeing of Hamiltonians through delivering to our five priorities of shaping:

- A city that's easy to live in
- A city where our people thrive
- A central city where our people love to be
- A fun city with lots to do
- A green city

The topic of this submission is aligned to the priority '**Shaping a green city**'.

The focus of this priority is to become a sustainable city by challenging the way we grow our city and how we live within our city.

Council Approval and Reference

This submission was approved by Hamilton City Council at its Infrastructure Operations Committee meeting held on 24 February 2022.

Hamilton City Council Reference D-4016038 - submission # 675.

Key Messages

1. Hamilton City Council holds significant concerns regarding many of the issues arising from the November 2021 discussion document **Transforming Aotearoa New Zealand's Resource Management System – Our Future Resource Management System – Materials for Discussion**.
2. While Hamilton City Council agrees with the RM reform objectives, particularly those seeking to simplify and standardize processes, provide a more effective national direction, and reduce regulatory complexity, it has serious doubts that the proposed reforms will deliver on the objectives and questions whether wholesale change is the most effective way to achieve the objectives.
3. Hamilton City Council considers that the recently enacted Resource Management (Enabling Housing Supply and other Matters) Amendment Act 2021 should be given time to bed in, before wholesale legislative reform is introduced. These 2021 amendments to the RMA are very substantial, and require an immediate implementation response from local government. The sector should be given the opportunity to respond to the changes, and time should be spent reviewing and assessing the community response to the changes.
4. The proposed RM Reforms will introduce three new Acts, replacing one single Act. The efficiencies and reduced complexity are not immediately apparent. In fact, the layers of regulatory planning appear more complex than the current regime. RM reform must be considered holistically. Specifically, by ensuring that organizational structures and entities, such as the joint committees envisaged under the reforms, enable planning in a democratically accountable manner. In particular, siloed entities where land use planning, infrastructure planning and delivery, and service provision are carried out separately, and spread across different spatial scales will lead to a lack of integration.
5. The Proposed RM Reforms do not integrate with the reforms which are currently before the local government sector. Three waters reform, and any ongoing reorganisation of local government must be integrated with the RM framework. The Proposed RM reforms must be flexible and able to reflect the evolving local government environment.
6. Hamilton City Council opposes a 'one-size-fits-all' regional approach to urban planning in New Zealand. As a Tier 1 growth Council, Hamilton and its Future Proof partner councils face unique metrocentric growth-related challenges. Any reform to the spatial scales of planning and the institutional arrangements required for implementation must reflect this and align geographically to the issues being faced.
7. Hamilton City Council and its Future Proof partners have a proven track record of effective growth and resource management under the existing legislative frameworks and organizational structures. We have not yet seen evidence that the new RM Reform legislative architecture will provide any better outcomes for Hamiltonians.
8. Too often Hamilton City Council engages in consultation processes such as this with Central Government, but fails to be properly heard. This territorial authority represents the coal face of resource management practice in an urban growth context. There are many lessons to be learned from a close consideration of the Hamilton context and we encourage you to engage on that basis.
9. What follows is a comprehensive account of Hamilton City Council's feedback which addresses a wide range of issues presented under the proposed RM reforms. We would welcome the opportunity for ongoing and direct engagement on the issues.

Previous Submissions made on Resource Management Reform

10. Hamilton City Council takes a considerable interest in matters regarding resource management reform and has made a number of submissions in this space in recent years - for example:
 - Hamilton City Council's 16 November 2021 submission to the **Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill** - refer [here](#)
 - Hamilton City Council's 4 August 2021 submission to the **Inquiry on the Parliamentary Paper on the Exposure Draft - Natural and Built Environments Bill** - refer [here](#)
 - Hamilton City Council's 3 August 2021 submission to the **Government Policy Statement on Housing and Urban Development (GPS-HUD)** - June 2021 Discussion Document - refer [here](#) and [here](#)
 - Hamilton City Council's 2 July 2021 submission to the New Zealand Infrastructure Commission's May 2021 Discussion Document **Infrastructure for a Better Future Aotearoa New Zealand Infrastructure Strategy** - refer [here](#)
 - Hamilton City Council 21 May 2021 staff feedback to the Ministry for the Environment's **Early Engagement on Resource Management Reform - Opportunities to Improve System Efficiency** - refer [here](#)
 - Hamilton City Council's 13 February 2020 submission to the **Urban Development Bill** - refer [here](#)
 - Hamilton City Council's 17 October 2019 submission to the June 2021 Discussion Document **Proposed National Policy Statement for Urban Development (NPS-UD)** - refer [here](#)
11. All submissions made by Hamilton City Council can be accessed [here](#)

Overarching Themes and Messages

12. Overall, Hamilton City Council supports the Government's goals for resource management (RM) reform to:
 - Protect and restore the environment and its capacity to provide for the wellbeing of present and future generations.
 - Better enable development within natural environmental limits.
 - Give proper recognition to the principles of Te Tiriti of Waitangi and provide greater recognition of te ao Māori including mātauranga Māori.
 - Better prepare for adapting to climate change and risks from natural hazards, and better mitigate emissions contributing to climate change.
 - Improve system efficiency and effectiveness and reduce complexity while retaining appropriate local democratic input.
13. Notwithstanding the support for these goals, Hamilton City Council has significant concerns with the reform, and notes that there are many issues that still need resolution before it is confident that the proposals are workable and will deliver the benefits that are expected. There are still significant gaps and unknowns in the discussion document; and it is difficult to provide full and comprehensive feedback on a proposal that is not fully realised.
14. Our concerns primarily relate to:
 - The suitability of the proposed new legislative architecture to deliver against the stated goals of reform.

- The ability for the new legislative system to deliver demonstrably better outcomes beyond that of the current system.
 - The clarity of purpose of reform and the need for clear linkages between problem and solution.
 - The reduced role and function of local government in being able to plan for the communities which they represent and serve.
 - The diluted voice of metropolitan growth authorities.
 - The creation of Joint Committees and the Planning Secretariat to prepare and produce plans in the absence of effective local representation.
 - The role for local place-making.
 - The spatial scales at which different resource management issues are responded to and the links to democratically elected decision-making powers.
 - How the organisational structures and delivery agencies will be aligned to the new planning frameworks.
 - The lack of workforce capacity to implement these changes while also delivering on the critical resource management challenges such as housing supply.
 - The flexibility of the new system to respond to local resource management issues as and when they arise.
 - Funding the new legislative system.
 - The detail, workability and implementation of how the new system will operate and integrate with other local government obligations.
15. Hamilton City Council is of the opinion that a new and effective system should be developed through a full and equitable partnership with local government, and this has not occurred to date.
 16. The clear lack of engagement with local government, iwi, and residents of Tier 1 high growth councils to date is incredibly disappointing. For any reform programme to be successful in its delivery and implementation requires the buy-in of key stakeholders, particularly those organisations and actors who will be tasked with delivery. Furthermore, significant intellectual property sits within local authorities across the country in terms of holding the answers and solutions which might support Government to deliver improved resource management outcomes. We would encourage government to engage with local authorities to both develop workable solutions and ultimately assist with the implementation of any changes to the system.
 17. The issues looking to be addressed do not lie in the failure of existing planning frameworks per se. The hurdles to delivering better urban outcomes predominantly lie in funding. Local authorities are hamstrung by a) their debt-to-equity ratios imposed upon them by central government, b) the public appetite to pay rates beyond a perceived reasonable level, and c) the use and application of development contributions, which, with some tweaking of the legislation could solve many of the issues faced.
 18. The reform in its current state will have significant impacts on local government with respect to land use planning, infrastructure planning and delivery, local democracy and engagement in planning and staff resourcing and capacity.

19. Hamilton City Council's position is that through the Future Proof Partnership many of the aims of reform are already being successfully advanced. Reform of the planning system in the Future Proof sub-region is likely to compromise the current committed strategic spatial planning partnerships with Central Government, such as the Hamilton to Auckland Corridor Plan, the Metropolitan Spatial Plan. These agreed strategies are now in the implementation phase, and reform of the scale proposed will distract and divert staff resources away from delivering positive on-the-ground outcomes to grappling with a new system which, in its current form, is questionable as to if it will ultimately lead to any better outcomes.
20. Great time and expense will go towards developing new plans, strategies and understanding the new frameworks. From what we have seen to date Hamilton City Council is of the opinion that the proposed changes to the RM system will not fundamentally change the land-use patterns and outcomes that would have otherwise been achieved under current legislation in Hamilton and the Waikato sub-region.
21. Hamilton City Council believe strongly that the one single piece of resource management legislation for New Zealand remains the most efficient and effective way of operating given the complex trade-offs involved in resource management and planning. Divorcing strategic planning, from landuse planning and climate change when all three are inextricably linked is likely to lead to more ambiguity, cost and confusion and poorer outcomes.
22. Splitting out some of the core functions of local government (e.g., 3-waters and planning) will likely add greater cost in terms of integration, inefficiency and ultimately poorer planning outcomes.
23. Government has demonstrated that legislative tools are already available to the Government to drive clearer national direction (outcomes) and to set nation-wide 'bottom-lines' if they choose to utilise them. This has been demonstrated with the introduction of Resource Management Enabling Housing Supply (Amendment) Act, and recent National Environment Standards on Freshwater, National Policy Statement Urban Development, National Planning Standards, and the proposed National Policy Statement on Highly Productive Land. Hamilton City Council support the use of these tools to drive nation-wide resource management outcomes. It was a lost opportunity early on in the life of the RMA that these tools provided for in the Act were not used.
24. From what Hamilton City Council has seen so far, the proposed RM reform system has a number of similarities to the current RM system. The main differences lie in the creation of three new separate pieces of legislation and the shift to 14 Joint Committees which will carry out planning functions for those 14 regions, creating new region-wide NBA (Natural and Built Environment) plans and Regional Spatial Strategies (RSSs).
25. Hamilton City Council notes that there are clear parallels between the existing resource management frameworks and the proposed, for example:
 - RSSs appear very similar to strategies and plans developed under the Local Government Act, which through case law RMA plans "must have regard to" in an RMA context, the Future Proof Strategy being one example.
 - The National Planning Framework in terms of setting outcomes, bottom lines and targets is very similar to the role of National Policy Statements and National Environmental Standards.
26. Hamilton City Council request that Government consider a range of options for resolving these issues (i.e., not simply legislative reform).

CENTRAL GOVERNMENT'S REFORM PROGRAMME

27. Government's current reform programme is wide ranging, and Resource Management reform is one part of what will result in a new future for local government.

28. Resource Management reform, combined with the broader reform agenda, represents a system change for the planning and investment framework for New Zealand.
29. One of the key challenges facing resource management and planning globally is that of integration - integration of different levels of planning and public policy (nationally, regionally and locally), and the associated investment and funding of these plans and policies at the various levels.
30. Local government benefits greatly from the ability to undertake a wide range of functions across discrete geographic areas in an integrated manner, under one entity. We urge Government to leverage the strength which exists within local authorities to address local issues before creating additional bureaucracy.
31. The case of Auckland Council has proven that consolidating local and regional councils does not result in efficiency gains or savings to the ratepayer, both were cited as key benefits of reform in the lead up to 2010. Furthermore, by separating out core functions of local government such as transport and 3-waters (e.g., Auckland Transport and Watercare) functional silos are created. This stifles integrated planning and effective resource management.
32. Hamilton City Council views it as critically important that the Resource Management reform programme aligns with the other key reforms taking place (e.g., Three Waters; the Future for Local Government) and to date, there has been limited information provided about how these reforms will work together to deliver better outcomes for communities.
33. Linkages to other reforms are weak. Taken together, the combined effect of these reforms will result in a diminished role for local government, and it is unclear if this cumulative impact has been considered holistically. Without a synchronised and aligned approach, outcomes sought by Hamilton, and Government, around housing, employment, transport and environmental improvement, will be at risk
34. It is essential that there are strong connections between all planning processes, specifically those related to infrastructure planning and delivery, and urban growth and development.

THE WAIKATO CONTEXT

35. We note the scale, diversity, and local variability across the Waikato Region, spanning 11 territorial authorities, including a major city surrounded by numerous towns and large areas of rural land, all with varying infrastructure needs.
36. We note the voluntary and collaborative work that has been undertaken through the Future Proof Partnership and the Metro Spatial Plan, as well as the urban growth partnership already in place between local and central government.
37. The lack of legislative mandate has not prevented the sub-region from reaching agreement for a non-RMA spatial plan to guide urban growth. Due to the strength of the partnership the spatial land use policies have traversed not only the lower order district plans but also inform the funding plans such as the Long-Term Plans. This dispels the notion that the RMA frameworks for embedding spatial strategy are unworkable or non-existent. The Future Proof Strategy is a statutory plan in the context of the Local Government Act and does have legislative weight in the RMA decision-making context established through case law in the Waikato.
38. A major concern that Hamilton City Council sees with the move to a regionalised system, based on existing regional boundaries, is the different issues faced by Tier 1 growth areas in comparison to the wider region. We are concerned that the proposed new system will not be able to sufficiently respond to the unique needs of growth metros such as Hamilton.

39. Different resource management issues are best addressed at certain spatial scales. Fourteen regionally defined joint committees responsible for both strategic and local planning functions across those geographies pre-supposes a level of homogeneity of planning and resource management issues within each of these 14 regions.
40. Hamilton City Council do not believe this top-down regional based approach to the planning system will be able to respond to many and varied unique and nuanced challenges which lie across a region based on current regional boundaries. The delineation of regional councils based on water catchments made sense as this is reflective of the resource management issues they were predominantly tasked with managing. Organisations have built overtime deep and specialised expertise to respond to and address these specific resource management issues. We believe strongly that the issues faced by metropolitan and high-growth areas require a specific focus and bespoke approach different to that of rural hinterland towns and settlements.
41. It appears many of the ideas of the RM Reform structure are borrowed from the Auckland experience post-2010 reform, namely the creation of a spatial plan and Unitary Plan. There appears to be an underlying assumption that this has been successful and therefore should be rolled out nation-wide. Hamilton City Council would make several key points on this:
 - Nowhere else in the country is experiencing the issues which Auckland was to scale at which Auckland did pre-2010 (Auckland remains home to one third of New Zealand's population). Nor have other parts of the country struggled with regional planning and integration to the extent to which Auckland did pre-amalgamation.
 - More than just planning reform occurred in Auckland which has supported and enabled the planning approach (a unitary authority was created along with 7 council-controlled organisations and 21 local boards).
 - The Auckland structures have not proven to be more efficient (both in terms of planning and from a resourcing point of view). There is strong evidence to suggest that local democracy, public participation, involvement in planning and local placemaking has deteriorated post amalgamation. This is due to the unwieldy nature of the bureaucracy and CCO structure, weakening the line of sight and influence between voters and ratepayers, elected members and staff. In turn this has reduced the level of accountability to ratepayers and the organisations responsiveness to local issues.
42. The implementation of the Auckland Unitary Plan, namely, using the Australian's E-Plan concept, has fallen short of delivering the expected outcomes. The Australian e-planning system provides for all the zone rules, and ordinances in one place. This enables the user to run a planning report that regarding a site to inform you of what you can and cannot do on that site. This has not been the example to date in Auckland with the universal zoning approach. As a result, it has not increased the useability of the plan to the extent it might have. We consider it critical that work continues to explore different planning scales, with the potential for plans to cover different geographical areas based on the issues they face, which could still deliver scale while ensuring that the strategies and plans cover more relevant groupings of communities.
43. We should not overlook the importance of sense of place in our planning systems and how this is achieved. The different and diverse district plan controls developed across New Zealand allow local characteristics to be protected and/or fostered which create a unique sense of place. This is unique around the world. Hamilton City Council oppose the loss of this.
44. We recommend that there be allowances made for combined plans to be created for metropolitan Tier 1 areas – for example the same spatial area which has been used to develop the Metro Spatial Plan and the Housing and Business Capacity Assessments under the NPS-UD.

45. We encourage central government to consider local government learnings and experiences from the Hamilton and Waikato sub-regional perspective.

NATIONAL PLANNING FRAMEWORK

46. Hamilton City Council is of the view that a consolidated national direction will be useful, as well as resolving conflicts between existing and new forms of national direction, via the National Planning Framework (NPF). However, Hamilton City Council note that legislative reform is not required to implement a national planning framework, large parts exist already through NESs, NPSSs.
47. It remains unclear what role local government will play in developing the NPF. There needs to be proper and meaningful engagement with and input from local government on the creation of new national direction and evaluation and alignment of existing national direction, given local government's role in giving effect to national direction. What is not clear is what roles and functions will still sit with constituent local authorities versus Planning Committees i.e., policy functions, compliance/monitoring/enforcement functions, etc.
48. Questions around timing and sequencing need to be addressed. For example, when is work on the NPF likely to commence? What is the intention around sequencing of having the NPF in place prior to undertaking work on developing NBA plans and RSSs? Consequently, any early signals of any existing national direction that the Minister for the Environment intends to change would be helpful.
49. We strongly support the NPF including high-level guidance on how to resolve conflicts between environmental limits and outcomes but emphasize the need for trade-offs to occur at a local level.
50. It is important that there are not constant changes to the NPF that necessitate changes to NBA plans (and RSSs).
51. We have concerns around the Ministry for the Environment's (MFE) capacity to review and align existing national direction and to develop a significant amount of new national direction, particularly given that the history of the Resource Management Act is such that national direction has not been particularly well utilised, or consistent where it has been created.

REGIONAL SPATIAL STRATEGIES

52. Hamilton City Council is supportive of the intent to provide high-level RSSs but see these as duplicating what the Future Proof sub-region has been undertaking for over the past 10-years. We have a number of concerns regarding the process to develop the legislation, and the proposed roles and responsibilities for local and central government in this space.
53. Hamilton City Council, alongside Iwi and Central and Local Government partners has already demonstrated that that a lack of prescribed legislative instruments is not fatal when seeking to undertake effective regional planning through the development of the Future Proof Partnership and the Metro Spatial Plan.
54. It is important to note that even at this scale, which is much smaller than an RSS for Waikato as a whole, there have been significant challenges, with different areas and authorities having different issues, priorities and agendas.
55. A regional approach to spatial planning is challenging – urban outcomes may be “lost” in the regional lens. There needs to be a pathway in the legislation to allow urban level subsidiary plans within RSSs. The regional lens will from our experience “water down” the urban focus and vice-versa.

56. From our experience – (Waikato Plan, Hamilton 2 Auckland, Waikato Metro Spatial Plan), these are significant undertakings, and having the right people on the tools with delegated authority to act in the collective regional interest is vital. There is also the very real factor of the end product reflecting a series of compromises to get each party over the line. This posed a significant challenge for the Waikato Plan exercise and resulted in trade-offs between the local authorities, a blurring of what the plan was intended to achieve and ultimately diluted its value.
57. There is a significant amount of technical and relationship work that goes on ‘behind the scenes’ to operate effectively across regions – we are keen to provide detail on the intricacies of how this has worked as it is very different to what is observed at the political table where these documents are signed off.
58. The outcomes sought for RSSs must be clear with the issue that is trying to be addressed. On this point, Hamilton City Council questions the need for RSSs across the country - what is the purpose? In the case of the Waikato sub-region, Auckland and Western Bay of Plenty there were some clear growth challenges facing these localities that demanded a need for joined-up approach to managing growth, there was a clear need to align land use and investment decision-making. In low growth areas Hamilton City Council recommend that these should be non-compulsory, and the purpose and form should be flexible to respond to local needs.
59. This exemplifies the issues raised earlier regarding:
 - The spatial scales and what the plans are being designed to deliver on or not; and
 - The local interests/representation which can divert attention away from the macro issues which should be being addressed at a local level versus those which are best addressed regionally.

JOINT COMMITTEES AND PUBLIC PARTICIPATION

60. Hamilton City Council has concerns that the shift to joint committees will result in the loss of local democratic decision-making and input into the plan-making process. Associated with this we believe that local voices could be lost as there will be a blurring of the line of sight to the locally elected member and the planning process.
61. Larger TLAs, in terms of population, risk being underrepresented in large regions.
62. From experience with combined planning processes in the Waikato between local authorities resourcing and management is a key constraint and can be an issue. Joint committees and the supporting secretariats are likely to become unwieldy and expensive to run.
63. Partner local authorities rightly become skeptical when large sums of money are being contributed to arm’s length agencies for which they have little to no influence over and limited visibility of the how their money is being spent. These types of arrangements are inherently expensive to run, create accountability issues and, lead to inefficient spending and wastage. This leads to discontent, lack of buy and ultimately poor buy-in among civic leaders and staff resulting in poor implementation. The proposal that joint committees should be autonomous further worsens this situation.
64. We strongly suggest that councils should be mandated to provide input into RSSs (and NBAs) before they are finalised. Any less would compromise local buy-in or support.
65. We agree that all councils need to be represented on the Joint Committees for both RSSs and NBAs – it is unlikely that there will be any support for a process that excludes any LG entities, especially as we interpret that councils will be responsible for implementation.

66. We note the recommendation that it is not appropriate for officials to be on the JCs for RSSs, however the strategies will need to be informed by evidence. We think the interaction of technical staff and political decision makers needs to be thought through in more detail.
67. Whilst it is correct that the content of the RSS will be highly political and will attract significant public interest and debate – there is a need for the strategies to be well informed by quality information to make them enduring and robust.
68. We support that both the RSS and the NBA will require robust public consultation processes – these details need to be developed before we can comment further.

IMPLEMENTATION

69. We are supportive of the focus on looking at implementation as this is one of the biggest gaps we have identified in the proposed process. Implementation the Waikato sub-region predominantly revolves around funding. We note that the RM reform is not addressing this at all which we argue is missed opportunity.
70. Hamilton City Council agrees with the need for some form of implementation agreements (like city deals) and has provided detailed advice on this as part of our recent submission on the NBA exposure draft.
71. Certainty of funding is also required, with access to central government funding simplified. Current funding and financing tools are inadequate to deliver on RSSs. We strongly support central government being a co-funder of 'first resort' rather than continuing with ad hoc and contestable funding opportunities such as 'shovel ready' or the 'IAF'.
72. There are also a number of unanswered questions related to funding and investment including:
 - It is intended that these agreements will connect key private and public parties and sequence infrastructure - how do private investors get locked into the plan or agreement?
 - Is there any change to how funding is allocated by the partners to each agreement?
 - Are commitments made in the implementation plan taken back to each partner to be re-debated in their individual funding rounds?
 - The work required to get detailed funding and timing/scope for large infrastructure projects is significant – how will this be developed? For example, if each party is to commit to funding – who does the work to determine the actual cost of the projects? Or is a commitment made with recognition that costs will be finalised as the project is developed?
 - What is the cost sharing arrangement? Or is that negotiated for every individual project and plan?
 - Does putting the specific detail from the RSS into the implementation plan and subsequent agreements actually make the implementation parts more critical and useful?
 - Does having implementation plans at a regional scale, and then implementation agreements at smaller scales add additional layers of work? Who prepares these? Are they essentially joint Long-Term Plans (LTPs)?
 - Does this process create an entity solely in charge of developing and tracking implementation agreements?
73. For councils to align their LTP and Infrastructure strategy funding with the RSS, elected members will need to have 'bought in' to the strategies and their outcomes otherwise implementation is unlikely to occur as anticipated. For individual councils, this means more than being able to comment on draft RSSs through a consultative procedure. Elected members will view themselves as the conduit between the community and these regional strategies and will want to feed into them.

74. Additionally, more detailed thinking is required about how RSSs are given effect to within existing LGA planning and funding processes. For example, LTPs and infrastructure strategies and the powers of local elected members to develop and consult on these.
75. Funding cycles will need to be aligned across central and local government agencies along with clarity with respect to the linkages. For example, council LTP timing does not align with National Land Transport Plan (NLTP) preparation or timing, Regional Land Transport Plans (RLTPs), central government funding of health and education. If these new RSSs (and NBA plans) are introduced, careful thought needs to be given on hierarchy, order and timing of how everything fits together across the Land Transport Management Act (LTMA), LGA, SPA, and NBA.
76. We note that RSSs are not going to be binding but act as a guide for NBA plans. This is concerning if central and local government invest significant time and resource into these plans and they have no real weight. This heightens the risk of implementation failure and in turn disenfranchising the community if they contribute to a plan that doesn't come to fruition.
77. Early indications are that these RSSs will be relatively high level in nature and will not be planning at a parcel level, this will be left to the NBAs. However, at the same time it is envisaged that the RSSs will be setting the funding priorities. In our view this will be significantly challenging.
78. It is our view that only high-level funding discussions can meaningfully occur at the RSS stage. Robust funding discussions and decision-making are best had at an LTP level. These would ideally follow the landuse plan and the cyclical relationship between the two would be strengthened.
79. Only at the time that land use plan/zoning (NBA) is arrived at that is there sufficient certainty and understanding of funding supply and funding need to align to the land-use. This then provides the required certainty to the local authority to carry out the detailed planning, make funding provision with their Annual Plans and LTPs, and ultimately borrow and deliver, knowing that there is a high degree of certainty that they will be able to recoup some of the capital cost of infrastructure.

NBA PLANS

80. Hamilton City Council notes that the transition from over 100 planning documents to 14 NBA Plans is not an insignificant undertaking. The transition needs to be carefully considered and properly resourced (noting that Government should not lose sight of the significant time and money that has been spent on developing existing plans).
81. We question the value in the case of the Waikato sub-region and more particularly Hamilton, in having a combined plan other than simply having one single plan which might provide some ease of use for users. This is likely to be outweighed by the complexity of developing (and potentially navigating/using) a regional plan. Regardless, the policy frameworks which apply to Hamilton City will need to remain unique to Hamilton, the Hamilton city environments, and issues for which they relate.
82. We acknowledge some consistency across regions on some matters may be desirable, although it is likely that there will be plenty of matters on which local variation needs to be properly reflected.
83. We are concerned that by condensing multiple plans into one unitary plan under the joint committee structures as proposed will result in the loss of local democratic input, fair representation of local authorities and iwi authorities.
84. We broadly agree that introducing environmental limits is likely to improve outcomes for the natural environment and support the intent behind shifting from managing adverse effects to promoting outcomes for the benefit of the environment. Although, as stated earlier, we believe the tools exist now under the RMA for this to occur.

85. The requirements to meet environmental limits and promote outcomes for the benefit of the environment and to manage adverse effects on the environment raise some concerns around whether the NBA will ultimately satisfy the Government's reform objective of improving system efficiency and effectiveness and reducing complexity. These are complex tradeoffs which often need to be carefully worked through at a local level.
86. Significant investment has been made by the planning and legal professions over the life of the RMA to reach common understanding on the interpretation of key aspects of law. These common understandings and interpretations over time established through case-law provide efficiencies to decision-makers. Hamilton City Council is opposed to the loss of case law.
87. We anticipate that there is potential for a number of costly, lengthy and time-consuming legal arguments to test the meaning of the purpose of the NBA and associated aspects of the act which will distract from achieving outcomes.
88. The shift from managing adverse effects to complying with environmental limits and promoting outcomes for the benefit of the environment will require a change in culture. Resourcing of capability building within local government will be needed i.e., guidance, training etc.
89. There will be a need to educate consent applicants of the changes to the system. Local government will likely play a significant role in that, so should therefore be supported and resourced by Central Government to carry out that role.
90. Thinking about the entity or people that will actually carry out the work of writing these plans is critical. Do these experts sit at Central or Local Government level, do they get moved to a new entity, and do they need to be co-located?
91. There is a need to consider what happens to existing plan making processes and when e.g., at what point do we transition from existing plans that are in various stages of development to new plans?
92. There is also a need to consider how existing consents/designations and consent/designation applications are dealt with in terms of timing and transition to the new system.
93. Government needs to be cognizant of the years 'lost' when transitioning to a new planning framework as experienced with the introduction of the RMA and the issues with first generation RMA plans and similarly in the case of Auckland and the time in which it took a new organisation to create a new unitary plan.

CONSENTING

94. Hamilton City Council supports the Randerson Panel for recommending a broader range of tools being available to support effective compliance, monitoring and enforcement. Larger fines/penalties are encouraged to ensure environmental outcomes are achieved. We would like to see this introduced through RM Reform, noting again, that nothing precludes this being introduced now under the current RMA.
95. With regards to consenting, activity classes and notification rules being standardized is similar to the RMA. If certainty is what the government is aiming to achieve, then a national movement to 'non-notified' and bring back the review process to local councils would be welcomed.
96. Hamilton City Council is concerned about the move towards a more permissive planning approach as we believe this will adversely affect the quality of our urban environments. Currently, there is already a delicate tradeoff between advancing improved quality-built form outcomes versus enabling development. With a large number of permitted activities there will be no opportunity to engage in the development process to drive better design and urban planning outcomes. We oppose this approach on the basis that Hamilton City Council won't be able to ensure a quality-built form outcome for Hamiltonians.

97. A shift to less consenting increases the reliance on the enforcement and monitoring of permitted activities. This will require extra resources and enforcement tools. Managing breaches will be a lot harder when activities have already been established. We do not support this retrospective approach to compliance, we believe up-front compliance through resource consenting is a more logical approach and will lead to better outcomes.
98. We observe that reducing the number of activity categories is unlikely to result in fewer consents and will require a level of detail in plan rules that will be difficult to achieve. It is likely that there will be an increased need for consenting practitioners to give advice to resource users and for CME officers to monitor activities, particularly in the first years of the new system as local government and communities learn the new rules.

ROLE OF LOCAL GOVERNMENT IN THE FUTURE SYSTEM

99. The role of local government and local democracy is fundamental in plan making. Shifting the lines of accountability to Joint Committees blurs and dilutes this. Having clear ownership of any plan increases the likelihood of successful implementation by the owner.
100. Splitting out plan-making functions from local authorities is a significant departure and change to the role of local authorities as currently exists in New Zealand. It is relevant to note that the units of local government in New Zealand are already relatively large relative to comparable international examples. There is an optimal size to units of local government. We would oppose 14 unitary authorities across the country on the basis that they would be too large and unworkable.
101. Further, the creation of Planning Committees dilutes local representation during the plan making process. Local councils are an effective conduit to understanding, reaching and reflecting community aspirations and desires in resource management. Under the proposed reforms, these connections are potentially lost.

REPRESENTATION OF THE COMMUNITY AND LOCALISM

102. There must be local input to planning for the growth of towns and cities to ensure that communities' needs are met and local issues are responded to.
103. Hamilton City Council is opposed to the Joint Committee Structure. We see this as an inefficient and undemocratic form of planning and plan making. Planning (and for that matter the provision of services) is best delivered closest to the person or community for which it relates. This allows community participation, a higher level of local involvement and buy-in and self-determination for that local community.
104. The discussion document indicates the areas for RSSs and NBA plans will be determined by the review. Hamilton City Council considers these areas be determined in consultation with the local authorities and formed on a 'community' basis rather than a wide regional boundary that encompasses urban, regional and coast areas, and cuts across a wide range of communities and iwi.
105. If the joint committees are to represent and govern plans, the plans should be specific to a spatial area that reflects a community determined through place-making and/or a community of interest. This supports the timely response to local needs and issues.
106. An appropriately defined 'community' supports the growing desire of communities to have a voice. This is termed as localism and is defined as arrangements where citizens are involved in making decisions about their own areas and localities. It is about giving voice, choice and control to communities, enabling local solutions through partnership and collaboration around place, providing the conditions for social action to thrive. Localism allows the reflection of the plurality and diversity of views within a society.

107. On this basis, local authorities will be able to represent their communities' and effective delivery of place-making and community engagement based on the connections and relationships they have with the community.
108. Hamilton City Council strongly advocates that the community of interest should be based on the sub-region Future Proof Strategy region. The Future Proof sub-region includes the territorial authorities of Hamilton City Council, Waipā District Council, and Waikato District Council. It covers Takiwaa (districts/regions) of taangata whenua and mirrors the Raupatu (confiscation) boundary. The sub-region is part of a corridor of rapid population and development growth that stretches from Papakura in the north to south of Te Awamutu, and key neighbouring towns such as Morrinsville.
109. Local government entities must align to these new planning boundaries.
110. The role of local authorities on joint committees is stated as 'Local authority appointments to RSS and NBA joint committees would be responsible for giving effect to local voice. It is expected other governance roles would be provided for local government through potential cross-regional and sub-regional sub-committees'.
111. The Future of Local Government Review raises challenges about governance roles. *"Any future system of local governance will need to move beyond existing structures and silos and consider governance as a shared endeavor in which many players contribute and deserve a voice"* - Ārewa ake te Kaupapa - Raising the Platform:2021.' – and may result in local authorities proposing a mandate for the joint committee to operate in a new way.
112. The proposed move to regionalism for strategy and policy has been signaled, however there is not yet clear direction from Central Government on the interaction of central, regional and local government agencies within the proposed new framework.
113. During the Ministry for the Environment webinar 8 December 2021, the presenters commented that joint committees provide the option for central policy through the National Planning Framework to regional governance by the development of the RSSs to deliver strategic decisions on land and resource use, infrastructure and funding (especially in line the outcomes from the Future for Local Government review are unknown).
114. At this same seminar MFE specifically asked for input as to how local interests and diversity can be included in the regional plans. MFE also commented that they expect local government will continue to be the heavy lifters within the framework. This reinforces the notion that local government will play predominantly a delivery role. In this discussion document it specifically states *"Local authorities will implement RSSs through local authority plans and functions"* and *"continue to be responsible for the delivery of CME services"* further re-enforcing the perception local authorities' role will be limited to delivery.
115. Hamilton City Council is opposed to this approach and believes that this will fundamentally undermine the role of local democracy in New Zealand. An outcomes-focused approach is required to any organizational re-design which the RM Reform process is engendering.
116. Councils provide a unique perspective of local community wellbeing. There is no evidence in the proposals that the principles of localism and working with communities to plan for their aspirations will be recognised.

Further Information and Opportunity to Discuss Our Submission

117. Should the Ministry for the Environment require clarification of the submission from Hamilton City Council, or additional information, please contact **Mark Davey** (City Planning Manager - Growth Group) on 021 242 8024, email mark.davey@hcc.govt.nz in the first instance.
118. Hamilton City Council staff would welcome the opportunity to discuss the content of our submission with the Ministry for the Environment in more detail.

Yours faithfully

Lance Vervoort
CHIEF EXECUTIVE

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HAMILTON CITY COUNCIL SUBMISSION ON:

Transforming Aotearoa New Zealand's Resource Management System - Our Future Resource Management System - Materials for Discussion (November 2021 Discussion Document)
Ministry for the Environment



28 February 2022



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

Improving the Wellbeing of Hamiltonians

Hamilton City Council is focused on improving the wellbeing of Hamiltonians through delivering to our five priorities of shaping:

- A city that's easy to live in
- A city where our people thrive
- A central city where our people love to be
- A fun city with lots to do
- A green city

The topic of this submission is aligned to the priority '**Shaping a green city**'.

The focus of this priority is to become a sustainable city by challenging the way we grow our city and how we live within our city.

Council Approval and Reference

This submission was approved by Hamilton City Council at its Infrastructure Operations Committee meeting held on 24 February 2022.

Hamilton City Council Reference D-4016038 - submission # 675.

Key Messages

1. Hamilton City Council holds significant concerns regarding many of the issues arising from the November 2021 discussion document **Transforming Aotearoa New Zealand's Resource Management System – Our Future Resource Management System – Materials for Discussion.**
2. While Hamilton City Council agrees with the RM reform objectives, particularly those seeking to simplify and standardize processes, provide a more effective national direction, and reduce regulatory complexity, it has serious doubts that the proposed reforms will deliver on the objectives and questions whether wholesale change is the most effective way to achieve the objectives.
3. Hamilton City Council considers that the recently enacted Resource Management (Enabling Housing Supply and other Matters) Amendment Act 2021 should be given time to bed in, before wholesale legislative reform is introduced. These 2021 amendments to the RMA are very substantial and require an immediate implementation response from local government. The sector should be given the opportunity to respond to the changes, and time should be spent reviewing and assessing the community response to the changes.
4. The proposed RM Reforms will introduce three new Acts, replacing one single Act. The efficiencies and reduced complexity are not immediately apparent. In fact, the layers of regulatory planning appear more complex than the current regime. RM reform must be considered holistically. Specifically, by ensuring that organizational structures and entities, such as the joint committees envisaged under the reforms, enable planning in a democratically accountable manner. In particular, siloed entities where land use planning, infrastructure planning and delivery, and service provision are carried out separately, and spread across different spatial scales will lead to a lack of integration.
5. The Proposed RM Reforms do not integrate with the reforms which are currently before the local government sector. Three waters reform, and any ongoing reorganization of local government must be integrated with the RM framework. The Proposed RM reforms must be flexible and able to reflect the evolving local government environment.
6. Hamilton City Council opposes a 'one-size-fits-all' regional approach to urban planning in New Zealand. As a Tier 1 growth Council, Hamilton and its Future Proof partner councils face unique metrocentric growth-related challenges. Any reform to the spatial scales of planning and the institutional arrangements required for implementation must reflect this and align geographically to the issues being faced.
7. Hamilton City Council and its Future Proof partners have a proven track record of effective growth and resource management under the existing legislative frameworks and organizational structures. We have not yet seen evidence that the new RM Reform legislative architecture will provide any better outcomes for Hamiltonians.
8. Too often Hamilton City Council engages in consultation processes such as this with Central Government but fails to be properly heard. This territorial authority represents the coal face of resource management practice in an urban growth context. There are many lessons to be learned from a close consideration of the Hamilton context and we encourage you to engage on that basis.
9. What follows is a comprehensive account of Hamilton City Council's feedback which addresses a wide range of issues presented under the proposed RM reforms. We would welcome the opportunity for ongoing and direct engagement on the issues.
1. Hamilton City council oppose the overall intent and direction of the November 2021 Discussion Document **Transforming Aotearoa New Zealand's Resource Management System – Our Future Resource Management System – Materials for Discussion.**

- ~~2. We believe that while the goals of the reform are robust, we do not believe that wholesale legislative RM Reform as proposed will demonstrably improve the attainment of these goals compared to what is currently enabled for under the RMA.~~
- ~~3. Legislative change to how the current resource management system operates will not in and of itself guarantee or necessitate improved outcomes. Resource management is highly complex, it requires the balancing and tradeoffs between various competing interests and demands. Hamilton City Council believe that some improvements to the current legislative system could assist, but that wholesale reform of the nature proposed will have marginal impact on the outcomes delivered.~~
- ~~4. Greater clarity from the Government regarding the specific issues that the reform is attempting to address would be helpful for all parties.~~
- ~~5. RM reform must be considered holistically. Specifically, in the context of ensuring the organisational structures, entities, and their respective responsibilities enable planning and implementation to be carried out in a democratic manner. Siloed entities where land use planning, infrastructure planning and delivery and the provision of services are separated out and spread across different spatial scales is fraught with difficulty and will lead to poor integration and poor plan implementation and delivery.~~
- ~~6. We encourage Government to approach changes to the RM reform system in New Zealand in an integrated manner and listen and understand the issues being faced at a local level before arriving at a solution.~~

Previous Submissions made on Resource Management Reform

~~7.10.~~ Hamilton City Council takes a considerable interest in matters regarding resource management reform and has made a number of submissions in this space in recent years - for example:

- Hamilton City Council's 16 November 2021 submission to the **Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill** - refer [here](#)
- Hamilton City Council's 4 August 2021 submission to the **Inquiry on the Parliamentary Paper on the Exposure Draft - Natural and Built Environments Bill** - refer [here](#)
- Hamilton City Council's 3 August 2021 submission to the **Government Policy Statement on Housing and Urban Development (GPS-HUD)** - June 2021 Discussion Document - refer [here](#) and [here](#)
- Hamilton City Council's 2 July 2021 submission to the New Zealand Infrastructure Commission's May 2021 Discussion Document **Infrastructure for a Better Future Aotearoa New Zealand Infrastructure Strategy** - refer [here](#)
- Hamilton City Council 21 May 2021 staff feedback to the Ministry for the Environment's **Early Engagement on Resource Management Reform - Opportunities to Improve System Efficiency** - refer [here](#)
- Hamilton City Council's 13 February 2020 submission to the **Urban Development Bill** - refer [here](#)
- Hamilton City Council's 17 October 2019 submission to the June 2021 Discussion Document **Proposed National Policy Statement for Urban Development (NPS-UD)** - refer [here](#)

~~8.11.~~ All submissions made by Hamilton City Council can be accessed [here](#)

Overarching Themes and Messages

9.12. Overall, Hamilton City Council supports the Government's goals for resource management (RM) reform to:

- Protect and restore the environment and its capacity to provide for the wellbeing of present and future generations.
- Better enable development within natural environmental limits.
- Give proper recognition to the principles of Te Tiriti of Waitangi and provide greater recognition of te ao Māori including mātauranga Māori.
- Better prepare for adapting to climate change and risks from natural hazards, and better mitigate emissions contributing to climate change.
- Improve system efficiency and effectiveness and reduce complexity while retaining appropriate local democratic input.

10.13. Notwithstanding the support for these goals, Hamilton City Council has significant concerns with the reform, and notes that there are many issues that still need resolution before it is confident that the proposals are workable and will deliver the benefits that are expected. There are still significant gaps and unknowns in the discussion document; and it is difficult to provide full and comprehensive feedback on a proposal that is not fully realised.

11.14. Our concerns primarily relate to:

- The suitability of the proposed new legislative architecture to deliver against the stated goals of reform.
- The ability for the new legislative system to deliver demonstrably better outcomes beyond that of the current system.
- The clarity of purpose of reform and the need for clear linkages between problem and solution.
- the reduced role and function of local government in being able to plan for the communities which they represent and serve.
- The diluted voice of metropolitan growth authorities.
- The creation of Joint Committees and the Planning Secretariat to prepare and produce plans in the absence of effective local representation.
- The role for local place-making.
- The spatial scales at which different resource management issues are responded to and the links to democratically elected decision-making powers.
- How the organisational structures and delivery agencies will be aligned to the new planning frameworks.
- the lack of workforce capacity to implement these changes while also delivering on the critical resource management challenges such as housing supply, on top of business-as-usual functions
- The flexibility of the new system to respond to local resource management issues as and when they arise.
- Funding the new legislative system.
- The detail, workability and implementation of how the new system will operate and integrate with other local government obligations.

- 12.15.** Hamilton City council is of the opinion that a new and effective system should be developed through a full and equitable partnership with local government, and this has not occurred to date.
- 13.16.** The clear lack of engagement with local government, iwi, and residents of Tier 1 high growth councils to date is incredibly disappointing. For any reform programme to be successful in its delivery and implementation requires the buy-in of key stakeholders, particularly those organisations and actors who will be tasked with delivery. Furthermore, significant intellectual property sits within local authorities across the country in terms of holding the answers and solutions which might support Government to deliver improved resource management outcomes. We would encourage government to engage with local authorities to both develop workable solutions and ultimately assist with the implementation of any changes to the system.
- 14.17.** The issues looking to be addressed do not lie in the failure of existing planning frameworks per se. The hurdles to delivering better urban outcomes predominantly lie in funding. Local authorities are hamstrung by a) their debt-to-equity ratios imposed upon them by central government, b) the public appetite to pay rates beyond a perceived reasonable level, and c) the use and application of development contributions, which, with some tweaking of the legislation could solve many of the issues faced.
- 15.18.** The reform in its current state will have significant impacts on local government with respect to land use planning, infrastructure planning and delivery, local democracy and engagement in planning and staff resourcing and capacity.
- 16.19.** Hamilton City Council's position is that through the Future Proof Partnership many of the aims of reform are already being successfully advanced. Reform of the planning system in the Future Proof sub-region is likely to compromise the current committed strategic spatial planning partnerships with Central Government, such as the Hamilton to Auckland Corridor Plan, the Metropolitan Spatial Plan. These agreed strategies are now in the implementation phase, and reform of the scale proposed will distract and divert staff resources away from delivering positive on-the-ground outcomes to grappling with a new system which, in its current form, is questionable as to if it will ultimately lead to any better outcomes.
- 17.20.** Great time and expense will go towards developing new plans, strategies and understanding the new frameworks. From what we have seen to date Hamilton City Council is of the opinion that the proposed changes to the RM system will not fundamentally change the land-use patterns and outcomes that would have otherwise been achieved under current legislation in Hamilton and the Waikato sub-region.
- 18.21.** Hamilton City Council believe strongly that the one single piece of resource management legislation for New Zealand remains the most efficient and effective way of operating given the complex trade-offs involved in resource management and planning. Divorcing strategic planning, from landuse planning and climate change when all three are inextricably linked is likely to lead to more ambiguity, cost and confusion and poorer outcomes.
- 19.22.** Splitting out some of the core functions of local government (e.g., 3-waters and planning) will likely add greater cost in terms of integration, inefficiency and ultimately poorer planning outcomes.

20.23. Government has demonstrated that legislative tools are already available to the Government to drive clearer national direction (outcomes) and to set nation-wide 'bottom-lines' if they choose to utilise them. This has been demonstrated with the introduction of Resource Management Enabling Housing Supply (Amendment) Act, and recent National Environment Standards on Freshwater, National Policy Statement Urban Development, National Planning Standards, and the proposed National Policy Statement on Highly Productive Land. Hamilton City council support the use of these tools to drive nation-wide resource management outcomes. It was a lost opportunity early on in the life of the RMA that these tools provided for in the Act were not used.

21.24. From what Hamilton City Council has seen so far, the proposed RM reform system has a number of similarities to the current RM system. The main differences lie in the creation of three new separate pieces of legislation and the shift to 14 Joint Committees which will carry out planning functions for those 14 regions, creating new region-wide NBA ([Natural and Built Environment](#)) [Plans](#) and [Regional Spatial Strategies](#) (RSSs).

22.25. Hamilton City Council notes that there are clear parallels between the existing resource management frameworks and the proposed, for example:

- [Regional Spatial Strategies](#) [RSSs](#) appear very similar to strategies and plans developed under the Local Government Act, which through case law RMA plans "must have regard to" in an RMA context, the Future Proof Strategy being one example.
- The National Planning Framework in terms of setting outcomes, bottom lines and targets is very similar to the role of National Policy Statements and National Environmental Standards.

23.26. Hamilton City council request Government consider a range of options for resolving these issues (i.e., not simply legislative reform).

CENTRAL GOVERNMENT'S REFORM PROGRAMME

24.27. Government's current reform programme is wide ranging, and Resource Management reform is one part of what will result in a new future for local government.

25.28. Resource Management reform, combined with the broader reform agenda, represents a system change for the planning and investment framework for New Zealand.

26.29. One of the key challenges facing resource management and planning globally is that of integration - integration of different levels of planning and public policy (nationally, regionally and locally), and the associated investment and funding of these plans and policies at the various levels.

30. Local government benefits greatly from the ability to undertake a wide range of functions across discrete geographic areas in an integrated manner, under one entity. We urge Government to leverage the strength which exists within local authorities to address local issues before creating additional bureaucracy.

27.31. [The case of Auckland Council has proven that consolidating local and regional councils does not result in efficiency gains or savings to the ratepayer, both were cited as key benefits of reform in the lead up to 2010. Furthermore, by separating out core functions of local government such as transport and 3-waters \(e.g. Auckland Transport and Watercare\) functional silos are created. This stifles integrated planning and effective resource management.](#)

28.32. Hamilton City Council views it as critically important that the Resource Management reform programme aligns with the other key reforms taking place (e.g., Three Waters; the Future for Local Government) and to date, there has been limited information provided about how these reforms will work together to deliver better outcomes for communities.

29.33. Linkages to other reforms are weak. Taken together, the combined effect of these reforms will result in a diminished role for local government, and it is unclear if this cumulative impact has been considered holistically. Without a synchronised and aligned approach, outcomes sought by Hamilton, and Government, around housing, employment, transport and environmental improvement, will be at risk

30.34. It is essential that there are strong connections between all planning processes, specifically those related to infrastructure planning and delivery, and urban growth and development.

THE WAIKATO CONTEXT

31.35. We note the scale, diversity, and local variability across the Waikato Region, spanning 11 territorial authorities, including a major city surrounded by numerous towns and large areas of rural land, all with varying infrastructure needs.

32.36. We note the voluntary and collaborative work that has been undertaken through the Future Proof Partnership and the Metro Spatial Plan, as well as the urban growth partnership already in place between local and central government.

33.37. The lack of legislative mandate has not prevented the sub-region from reaching agreement for a non-RMA spatial plan to guide urban growth. Due to the strength of the partnership the spatial land use policies have traversed not only the lower order district plans but also inform the funding plans such as the Long-Term Plans. This dispels the notion that the RMA frameworks for embedding spatial strategy are unworkable or non-existent. [The Future Proof Strategy is a statutory plan in the context of the Local Government Act and does have legislative weight in the RMA decision-making context established through case law in the Waikato.](#) ~~The Future Proof Strategy is a statutory plan in the context of the Local Government Act and does have legislative weight in the RMA decision-making context established through case law in the Waikato.~~

34.38. A major concern that Hamilton City Council sees with the move to a regionalised system, based on existing regional boundaries, is the different issues faced by Tier 1 growth areas in comparison to the wider region. We are concerned that the proposed new system will not be able to sufficiently respond to the unique needs of growth metros such as Hamilton.

35.39. Different resource management issues are best addressed at certain spatial scales. Fourteen regionally defined joint committees responsible for both strategic and local planning functions across those geographies pre-supposes a level of homogeneity of planning and resource management issues within each of these 14 regions.

36.40. Hamilton City Council do not believe this top-down regional based approach to the planning system will be able to respond to many and varied unique and nuanced challenges which lie across a region based on current regional boundaries. The delineation of regional councils based on water catchments made sense as this is reflective of the resource management issues they were predominantly tasked with managing. Organisations have built overtime deep and specialised expertise to respond to and address these specific resource management issues. We believe strongly that the issues faced by metropolitan and high-growth areas require a specific focus and bespoke approach different to that of rural hinterland towns and settlements.

37.41. It appears many of the ideas of the RM Reform structure are borrowed from the Auckland experience post-2010 reform, namely the creation of a spatial plan and Unitary Plan. There appears to be an underlying assumption that this has been successful and therefore should be rolled out nation-wide. Hamilton City Council would make several key points on this:

- Nowhere else in the country is experiencing the issues which Auckland was to scale at which Auckland did pre-2010 (Auckland remains home to one third of New Zealand's population). Nor have other parts of the country struggled with regional planning and integration to the extent to which Auckland did pre-amalgamation.
- More than just planning reform occurred in Auckland which has supported and enabled the planning approach (a unitary authority was created along with 7 council-controlled organisations and 21 local boards).
- The Auckland structures have not proven to be more efficient (both in terms of planning and from a resourcing point of view). There is strong evidence to suggest that local democracy, public participation, involvement in planning and local placemaking has deteriorated post amalgamation. This is due to the unwieldy nature of the bureaucracy and CCO structure, weakening the line of sight and influence between voters and ratepayers, elected members and staff. In turn this has reduced the level of accountability to ratepayers and the organisations responsiveness to local issues.
- [The implementation of the Auckland Unitary Plan, namely, using the Australian's E-Plan concept, has fallen short of delivering the expected outcomes. The Australian e-planning system provides for all the zone rules, and ordinances in one place. This enables the user to run a planning report that regarding a site to inform you of what you can and cannot do on that site. This has not been the example to date in Auckland with the universal zoning approach. As a result, it has not increased the useability of the plan to the extent it might have.](#)

- [42.](#) [W](#)~~On this basis, we~~ consider it critical that work continues to explore different planning scales, with the potential for plans to cover different geographical areas based on the issues they face, which could still deliver scale while ensuring that the strategies and plans cover more relevant groupings of communities.
- [43.](#) [We should not overlook the importance of sense of place in our planning systems and how this is achieved. The different and diverse district plan controls developed across New Zealand allow local characteristics to be protected and/or fostered which create a unique sense of place. This is unique around the world. Hamilton City Council oppose the loss of this.](#)

~~38.44.~~

~~39.45.~~ We recommend that there be allowances made for combined plans to be created for metropolitan Tier 1 areas – for example the same spatial area which has been used to develop the Metro Spatial Plan and the Housing and Business Capacity Assessments under the NPS-UD.

~~40.46.~~ We encourage central government to consider local government learnings and experiences from the Hamilton and Waikato sub-regional perspective.

NATIONAL PLANNING FRAMEWORK

~~41.47.~~ Hamilton City Council is of the view that a consolidated national direction will be useful, as well as resolving conflicts between existing and new forms of national direction, via the National Planning Framework (NPF). However, Hamilton City Council note that legislative reform is not required to implement a national planning framework, large parts exist already through NESs, NPSS.

~~42.48.~~ It remains unclear what role local government will play in developing the NPF. There needs to be proper and meaningful engagement with and input from local government on the creation of new national direction and evaluation and alignment of existing national direction, given local government's role in giving effect to national direction. What is not clear is what roles and functions will still sit with constituent local authorities versus Planning Committees i.e., policy functions, compliance/monitoring/enforcement functions, etc.

43.49. Questions around timing and sequencing need to be addressed. For example, when is work on the NPF likely to commence? What is the intention around sequencing of having the NPF in place prior to undertaking work on developing NBA plans and [Regional Spatial Strategies RSSs](#)? Consequently, any early signals of any existing national direction that the Minister for the Environment intends to change would be helpful.

44.50. We strongly support the NPF including high-level guidance on how to resolve conflicts between environmental limits and outcomes but emphasize the need for trade-offs to occur at a local level.

45.51. It is important that there are not constant changes to the NPF that necessitate changes to NBA [Plans](#) (and [Regional Spatial Strategies RSSs](#)).

46.52. We have concerns around the Ministry for the Environment's ([MFE](#)) capacity to review and align existing national direction and to develop a significant amount of new national direction, particularly given that the history of the Resource Management Act is such that national direction has not been particularly well utilised, or consistent where it has been created.

REGIONAL SPATIAL STRATEGIES

47.53. Hamilton City Council is supportive of the intent to provide high-level [regional spatial strategies RSSs](#) but see these as duplicating what the Future Proof sub-region has been undertaking for over the past 10-years. We have a number of concerns regarding the process to develop the legislation, and the proposed roles and responsibilities for local and central government in this space.

48.54. Hamilton City Council, alongside Iwi and Central and Local Government partners has already demonstrated that a lack of prescribed legislative instruments is not fatal when seeking to undertake effective regional planning through the development of the Future Proof Partnership and the Metro Spatial Plan.

49.55. It is important to note that even at this scale, which is much smaller than an RSS for Waikato as a whole, there have been significant challenges, with different areas and authorities having different issues, priorities and agendas.

50.56. A regional approach to spatial planning is challenging – urban outcomes may be “lost” in the regional lens. There needs to be a pathway in the legislation to allow urban level subsidiary plans within [RSSs regional spatial plans](#). The regional lens [will from our experience SPA will](#) “water down” the urban focus and vice-versa.

51.57. From our experience – ([Waikato Plan](#), [Hamilton 2](#), [Auckland](#), [Waikato Metro Spatial Plan](#)), these are significant undertakings, and having the right people on the tools with delegated authority to act in the collective regional interest is vital. There is also the very real factor of the end product reflecting a series of compromises to get each party over the line. This posed a significant challenge for the Waikato Plan exercise and resulted in trade-offs between the local authorities, a blurring of what the plan was intended to achieve and ultimately diluted its value.

52.58. There is a significant amount of technical and relationship work that goes on ‘behind the scenes’ to operate effectively across regions – we are keen to provide detail on the intricacies of how this has worked as it is very different to what is observed at the political table where these documents are signed off.

53.59. The outcomes sought for RSSs must be clear with the issue that is trying to be addressed. On this point, Hamilton City Council questions the need for RSSs across the country - what is the purpose? In the case of the Waikato sub-region, Auckland and Western Bay of Plenty there were some clear growth challenges facing these localities that demanded a need for joined-up approach to managing growth, there was a clear need to align land use and investment decision-making. In low growth areas Hamilton City Council recommend that these should be non-compulsory, and the purpose and form should be flexible to respond to local needs.

54.60. This exemplifies the issues raised earlier regarding:

- The spatial scales and what the plans are being designed to deliver on or not; and
- The local interests/representation which can divert attention away from the macro issues which should be being addressed at a local level versus those which are best addressed regionally.

Joint Committees and Public Participation

55.61. Hamilton City Council has concerns that the shift to joint committees will result in the loss of local democratic decision-making and input into the plan-making process. Associated with this we believe that local voices could be lost as there will be a blurring of the line of sight to the locally elected member and the planning process.

56.62. Larger TLAs, in terms of population, risk being underrepresented in large regions.

57.63. From experience with combined planning processes in the Waikato between local authorities resourcing and management is a key constraint and can be an issue. Joint committees and the supporting secretariats are likely to become unwieldy and expensive to run.

58.64. Partner local authorities rightly become skeptical when large sums of money are being contributed to arm's length agencies for which they have little to no influence over and limited visibility of the how their money is being spent. These types of arrangements are inherently expensive to run, create accountability issues and, lead to inefficient spending and wastage. This leads to discontent, lack of buy and ultimately poor buy-in among civic leaders and staff resulting in poor implementation. The proposal that joint committees should be autonomous further worsens this situation.

59.65. We strongly suggest that councils should be mandated to provide input into RSSs (and NBAs) before they are finalised. Any less would compromise local buy-in or support.

60.66. We agree that all councils need to be represented on the Joint Committees for both RSSs and NBAs – it is unlikely that there will be any support for a process that excludes any LG entities, especially as we interpret that councils will be responsible for implementation.

61.67. We note the recommendation that it is not appropriate for officials to be on the JCs for RSSs, however the strategies will need to be informed by evidence. We think the interaction of technical staff and political decision makers needs to be thought through in more detail.

62.68. Whilst it is correct that the content of the RSS will be highly political and will attract significant public interest and debate – there is a need for the strategies to be well informed by quality information to make them enduring and robust.

63.69. We support that both the RSS and the NBA will require robust public consultation processes – these details need to be developed before we can comment further.

Implementation

64.70. We are supportive of the focus on looking at implementation as this is one of the biggest gaps we have identified in the proposed process. Implementation the Waikato sub-region predominantly revolves around funding. We note that the RM reform is not addressing this at all which we argue is missed opportunity.

65.71. Hamilton City Council agrees with the need for some form of implementation agreements (like city deals) and has provided detailed advice on this as part of our recent submission on the NBA exposure draft.

66.72. Certainty of funding is also required, with access to central government funding simplified. Current funding and financing tools are inadequate to deliver on RSSs. We strongly support central government being a co-funder of 'first resort' rather than continuing with ad hoc and contestable funding opportunities such as 'shovel ready' or the 'IAF'.

67.73. There are also a number of unanswered questions related to funding and investment including:

- It is intended that these agreements will connect key private and public parties and sequence infrastructure - how do private investors get locked into the plan or agreement?
- Is there any change to how funding is allocated by the partners to each agreement?
- Are commitments made in the implementation plan taken back to each partner to be re-debated in their individual funding rounds?
- The work required to get detailed funding and timing/scope for large infrastructure projects is significant – how will this be developed? For example, if each party is to commit to funding – who does the work to determine the actual cost of the projects? Or is a commitment made with recognition that costs will be finalised as the project is developed?
- What is the cost sharing arrangement? Or is that negotiated for every individual project and plan?
- Does putting the specific detail from the RSS into the implementation plan and subsequent agreements actually make the implementation parts more critical and useful?
- Does having implementation plans at a regional scale, and then implementation agreements at smaller scales add additional layers of work? Who prepares these? Are they essentially joint [Long-Term Plans \(LTPs\)](#)?
- Does this process create an entity solely in charge of developing and tracking implementation agreements?

68.74. For councils to align their LTP and Infrastructure strategy funding with the RSS, elected members will need to have 'bought in' to the strategies and their outcomes otherwise implementation is unlikely to occur as anticipated. For individual councils, this means more than being able to comment on draft RSSs through a consultative procedure. Elected members will view themselves as the conduit between the community and these regional strategies and will want to feed into them.

69.75. Additionally, more detailed thinking is required about how RSSs are given effect to within existing LGA planning and funding processes. For example, LTPs and infrastructure strategies and the powers of local elected members to develop and consult on these.

70.76. Funding cycles will need to be aligned across central and local government [agencies](#) along with clarity with respect to the linkages. For example, council LTP timing does not align with [National Land Transport Plan \(NLTP\)](#) preparation or timing, [Regional Land Transport Plans \(RLTPs\)](#), central government funding of health and education [etc.](#) If these new [regional strategies RSSs](#) (and NBA plans) are introduced, careful thought needs to be given on hierarchy, order and timing of how everything fits together across the [Land Transport Management Act \(LTMA\)](#), LGA, SPA, [and](#) NBA [etc.](#)

- 71.77.** We note that RSSs are not going to be binding but act as a guide for NBA plans. This is concerning if central and local government invest ~~a lot of significant time and~~ resources into ~~these forward plans~~ ~~when it has and they have~~ no real weight. ~~This heightens the risk of implementation failure and in turn~~ ~~There is also a risk of~~ disenfranchising the community if they contribute to a ~~strategy plan~~ that doesn't come to fruition.
- 72.78.** Early indications are that these RSSs will be relatively high level in nature and will not be planning at a parcel level, this will be left to the NBAs. However, at the same time it is envisaged ~~by the Randerson Report~~ that these RSSs will be setting the funding priorities. ~~In our view~~ ~~T~~ this will be significantly challenging.
- 73.79.** It is our view that only high-level funding discussions can meaningfully occur at the RSS stage. Robust funding discussions and decision-making are best had at an LTP level. These would ideally follow the land use plan and the cyclical relationship between the two would be strengthened.
- 74.80.** Only at the time that land use plan/zoning (NBA) is arrived at that is there sufficient certainty and understanding of funding supply and funding need to align to the land-use. This then provides the required certainty to the local authority to carry out the detailed planning, make funding provision with their Annual Plans and ~~Long Term Plans~~ LTPs, and ultimately borrow and deliver, knowing that there is a high degree of certainty that they will be able to recoup some of the capital cost of infrastructure.

NBA PLANS

- 75.81.** Hamilton City Council notes that the transition from over 100 planning documents to 14 NBA Plans is not an insignificant undertaking. The transition needs to be carefully considered and properly resourced (noting that Government should not lose sight of the significant time and money that has been spent on developing existing plans).
- 76.82.** We question the value in the case of the Waikato sub-region and more particularly Hamilton, in having a combined plan other than simply having one single plan which might provide some ease of use for users. This is likely to be outweighed by the complexity of developing (and potentially navigating/using) a regional plan. Regardless, the policy frameworks which apply to Hamilton City will need to remain unique to Hamilton, the Hamilton city environments, and issues for which they relate.
- 77.83.** We acknowledge some consistency across regions on some matters may be desirable, although it is likely that there will be plenty of matters on which local variation needs to be properly reflected.
- 78.84.** We are concerned that by condensing multiple plans into one unitary plan under the joint committee structures as proposed will result in the loss of local democratic input, fair representation of local authorities and iwi authorities.
- 79.85.** We broadly agree that introducing environmental limits is likely to improve outcomes for the natural environment and support the intent behind shifting from managing adverse effects to promoting outcomes for the benefit of the environment. Although, as stated earlier, we believe the tools exist now under the RMA for this to occur.
- 80.86.** The requirements to meet environmental limits and promote outcomes for the benefit of the environment and to manage adverse effects on the environment raise some concerns around whether the NBA will ultimately satisfy the Government's reform objective of improving system efficiency and effectiveness and reducing complexity. These are complex tradeoffs which often need to be carefully worked through at a local level.

81-87. Significant investment has been made by the planning and legal professions over the life of the RMA to reach common understanding on the interpretation of key aspects of law. These common understandings and interpretations over time established through case-law provide efficiencies to decision-makers. Hamilton City Council is opposed to the loss of case law.

82-88. We anticipate that there is potential for a number of costly, lengthy and time-consuming legal arguments to test the meaning of the purpose of the NBA and associated aspects of the act which will distract from achieving outcomes.

83-89. The shift from managing adverse effects to complying with environmental limits and promoting outcomes for the benefit of the environment will require a change in culture. Resourcing of capability building within local government will be needed i.e., guidance, training etc.

84-90. There will be a need to educate consent applicants of the changes to the system. Local government will likely play a significant role in that, so should therefore be supported and resourced by Central Government to carry out that role.

85-91. Thinking about the entity or people that will actually carry out the work of writing these plans is critical. Do these experts sit at Central or Local Government level, do they get moved to a new entity, and do they need to be co-located?

86-92. There is a need to consider what happens to existing plan making processes and when e.g., at what point do we transition from existing plans that are in various stages of development to new plans?

87-93. There is also a need to consider how existing consents/designations and consent/designation applications are dealt with in terms of timing and transition to the new system.

88-94. Government needs to be cognizant of the years 'lost' when transitioning to a new planning framework as experienced with the introduction of the RMA and the issues with first generation RMA plans and similarly in the case of Auckland and the time in which it took a new organization to create a new unitary plan.

CONSENTING

89-95. Hamilton City Council supports the Randerson Panel for recommending a broader range of tools being available to support effective compliance, monitoring and enforcement. Larger fines/penalties are encouraged to ensure environmental outcomes are achieved. We would like to see this introduced through RM Rreform, noting again, that nothing precludes this being introduced now under the current RMA.

90-96. With regards to consenting, activity classes and notification rules being standardized is similar to the RMA. If certainty is what the government is aiming to achieve, then a national movement to 'non-notified' and bring back the review process to local councils would be welcomed.

97. [Hamilton City Council is concerned about the move towards a more permissive planning approach as we believe this will adversely affect the quality of our urban environments. Currently, there is already a delicate tradeoff between advancing improved quality-built form outcomes versus enabling development. With a large number of permitted activities there will be no opportunity to engage in the development process to drive better design and urban planning outcomes. We oppose this approach on the basis that Hamilton City Council won't be able to ensure a quality-built form outcome for Hamiltonians.](#)

98. A shift to less consenting increases the reliance on the enforcement and monitoring of permitted activities. This will require extra resources and enforcement tools. Managing breaches will be a lot harder when activities have already been established. We do not support this retrospective approach to compliance, we believe up-front compliance through resource consenting is a more logical approach and will lead to better outcomes.

~~91.~~

~~92,99.~~ We observe that reducing the number of activity categories is unlikely to result in fewer consents and will require a level of detail in plan rules that will be difficult to achieve. It is likely that there will be an increased need for consenting practitioners to give advice to resource users and for CME officers to monitor activities, particularly in the first years of the new system as local government and communities learn the new rules.

ROLE OF LOCAL GOVERNMENT IN THE FUTURE SYSTEM

~~93,100.~~ The role of local government and local democracy is fundamental in plan making. Shifting the lines of accountability to Joint Committees blurs and dilutes this. Having clear ownership of any plan increases the likelihood of successful implementation by the owner.

~~94,101.~~ Splitting out plan-making functions from local authorities is a significant departure and change to the role of local authorities as currently exists in New Zealand. It is relevant to note that the units of local government in New Zealand are already relatively large relative to comparable international examples. There is an optimal size to units of local government. We would oppose 14 unitary authorities across the country on the basis that they would be too large and unworkable.

~~95,102.~~ Further, the creation of Planning Committees dilutes local representation during the plan making process. Local councils are an effective conduit to understanding, reaching and reflecting community aspirations and desires in resource management. Under the proposed reforms, these connections are potentially lost.

REPRESENTATION OF THE COMMUNITY AND LOCALISM

~~96,103.~~ There must be local input to planning for the growth of towns and cities to ensure that communities' needs are met and local issues are responded to.

~~97,104.~~ Hamilton City Council is opposed to the Joint Committee Structure. We see this as an inefficient and undemocratic form of planning and plan making. Planning (and for that matter the provision of services) is best delivered closest to the person or community for which it relates. This allows community participation, a higher level of local involvement and buy-in and self-determination for that local community.

~~98,105.~~ The discussion document indicates the areas for ~~the Regional Spatial Strategy (RSSs)~~ and ~~Natural and Built Environment Plans (NBA plans)~~ will be determined by the review. Hamilton City Council considers these areas be determined in consultation with the local authorities and formed on a 'community' basis rather than a wide regional boundary that encompasses urban, regional and coast areas, and cuts across a wide range of communities and iwi.

~~99,106.~~ If the joint committees are to represent and govern plans, the plans should be specific to a spatial area that reflects a community determined through place-making and/or a community of interest. This supports the timely response to local needs and issues.

~~100,107.~~ An appropriately defined 'community' supports the growing desire of communities to have a voice. This is termed as localism and is defined as arrangements where citizens are involved in making decisions about their own areas and localities. It is about giving voice, choice and control to communities, enabling local solutions through partnership and collaboration around place, providing the conditions for social action to thrive. Localism allows the reflection of the plurality and diversity of views within a society.

~~101,108.~~ On this basis, local authorities will be able to represent their communities' and effective delivery of place-making and community engagement based on the connections and relationships they have with the community.

- 102.109.** Hamilton City Council strongly advocates that the community of interest should be based on the sub-region Future Proof Strategy region. The Future Proof sub-region includes the territorial authorities of Hamilton City Council, Waipā District Council, and Waikato District Council. It covers Takiwaa (districts/regions) of taangata whenua and mirrors the Raupatu (confiscation) boundary. The sub-region is part of a corridor of rapid population and development growth that stretches from Papakura in the north to south of Te Awamutu, and key neighbouring towns such as Morrinsville.
- 103.110.** Local government entities must align to these new planning boundaries.
- 104.111.** The role of local authorities on joint committees is stated as 'Local authority appointments to RSS and NBA joint committees would be responsible for giving effect to local voice. It is expected other governance roles would be provided for local government through potential cross-regional and sub-regional sub-committees'.
- 105.112.** The Future of Local Government Review raises challenges about governance roles. *"Any future system of local governance will need to move beyond existing structures and silos and consider governance as a shared endeavor in which many players contribute and deserve a voice"* - Ārewa ake te Kaupapa - Raising the Platform:2021.' – and may result in local authorities proposing a mandate for the joint committee to operate in a new way.
- 106.113.** The proposed move to regionalism for strategy and policy has been signaled, however there is not yet clear direction from Central Government on the interaction of central, regional and local government agencies within the proposed new framework.
- 107.114.** During the Ministry for the Environment webinar 8 December 2021, the presenters commented that joint committees provide the option for central policy through the National Planning Framework to regional governance by the development of the [Regional Spatial Strategy RSSs](#) to deliver strategic decisions on land and resource use, infrastructure and funding (especially in line the outcomes from the Future for Local Government review are unknown).
- 108.115.** At this same seminar [MMFE](#) specifically asked for input as to how local interests and diversity can be included in the regional plans. MFE also commented that they expect local government will continue to be the heavy lifters within the framework. This reinforces the notion that local government will play predominantly a delivery role. In this discussion document it specifically states *"Local authorities will implement RSSs through local authority plans and functions"* and *"continue to be responsible for the delivery of CME services"* further re-enforcing the perception local authorities' role will be limited to delivery.
- 109.116.** Hamilton City Council is opposed to this approach and believes that this will fundamentally undermine the role of local democracy in New Zealand. An outcomes-focused approach is required to any organizational re-design which the RM Reform process is engendering.
- 110.117.** Councils provide a unique perspective of local community wellbeing. There is no evidence in the proposals that the principles of localism and working with communities to plan for their aspirations will be recognised.

Further Information and Opportunity to Discuss Our Submission

- 111.118.** Should the Ministry for the Environment require clarification of the submission from Hamilton City Council, or additional information, please contact Mark Davey (City Planning Manager - Growth Group) on 021 242 8024, email mark.davey@hcc.govt.nz in the first instance.

112,119. Hamilton City Council staff would welcome the opportunity to discuss the content of our submission with the Ministry for the Environment in more detail.

Yours faithfully

Lance Vervoort
CHIEF EXECUTIVE

Hamilton City Council
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Council Report

Committee: Infrastructure Operations Committee
Date: 24 February 2022
Author: Robyn Denton
Authoriser: Eeva-Liisa Wright
Position: Network Operations and Use Leader
Position: General Manager Infrastructure Operations
Report Name: Hamilton City Council's Submission to Waikato Public Transport Business Improvement Review consultation

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

1. To inform the Infrastructure Operations Committee on the on *Waikato Regional Public Transport Business Improvement Review* completed by Waikato Regional Council.
2. To seek approval from the Infrastructure Operations Committee of a Hamilton City Council's submission to Waikato Regional Council in response to their request for feedback on the *Waikato Regional Transport Business Improvement Review*.

Staff Recommendation - *Tuutohu-aa-kaimahi*

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

Executive Summary - *Whakaraapopototanga matua*

4. As reported to the [7 December 2021 meeting](#) of the Infrastructure Operations Committee (Item #15 External Committee's Update – Regional Connections Committee) a report was completed as part an independent Public Transport Business Improvement Review commissioned by Waikato Regional Council (WRC) in 2021.
5. The report was presented to the [1 November 2021 Regional Transport Committee](#) and [12 November 2021 Regional Connections Committee](#) and subsequently presented at a Hamilton City Elected Members briefing on 9 December 2021.

6. The report recommends several matters for the Waikato Regional Council to consider:
 - a. rate for public transport service regionally (not just within the Hamilton City area) to make it easier to deliver public transport services across territorial boundaries, better distribute the costs and benefits of public transport and streamline investment decision making;
 - b. co-invest in public transport infrastructure and ensure an equitable distribution of costs and benefits by including an infrastructure component in a regional public transport rate;
 - c. promote a land use planning and decision making that supports sustainable transport modes by investing in transport planning expertise;
 - d. enable public transport services as a 'lead investments' in new development by developing new tools that provide for developer and third-party funding; and
 - e. initiate a dialogue across the Waikato's local government sector about opportunities to:
 - i. Improve the utilisation of existing capacity and capability, through the co-location of staff under a regional transport alliance model; and
 - ii. Improve the ability to deliver integrated 'whole of system' transport system approach through wider changes to roles and responsibilities for transport functions generally.
7. Further information about the review along with the full report is available on the WRC website: <https://www.waikatoregion.govt.nz/community/whats-happening/have-your-say/public-transport-business-improvement-review/>
8. Staff are seeking approval from the Infrastructure Operations Committee for a Hamilton City Council's submission to Waikato Regional Council in response to their request for feedback on the *Waikato Regional Transport Business Improvement Review* to be developed and finalised by a small group of Members.
9. Staff consider the matters and decisions in this report have low significance in accordance with Council's Significance and Engagement policy and that the recommendations comply with Council's legal requirements.

Discussion - *Matapaki*

10. Feedback on the Waikato Regional Public Transport Business Improvement Review (business improvement review) report has been requested by WRC, and a series of questions have been posed to assist in this process. A copy of the feedback request from WRC is included as **Attachment 1** to this report.
11. The WRC have acknowledged that there is a spectrum of options for how funding for public transport services and infrastructure could be funded and for institutional reform – with different resource requirements, timeframes, and implications for Territorial Authorities in particular.
12. The WRC also acknowledges that institutional reform requires close collaboration and cannot be implemented by one organisation acting alone.
13. This is the start of a process and to help inform WRC next steps, they are seeking feedback from key stakeholders on the report, its findings and recommendations by the end of February 2022.
14. In particular, WRC would like to understand:
 - i. the level of support there is for taking a regional approach to rating for public transport services and infrastructure and what the scope of the new funding mechanism could cover (e.g., no infrastructure, all infrastructure, strategic infrastructure); and
 - ii. the appetite there is to enter into dialogue about institutional reforms for transport services in all or part of the region and to what degree.

15. This feedback will inform an implementation plan which will be reported to WRC in April 2022 which will set out the next steps for this work.
16. The approved final submission needs to be sent to the WRC to meet the end of February 2022 feedback closing date.
17. It is recommended that a group of Members be delegated authority to work with staff on the development and finalisation of a submission in response to the WRC request.

Financial Considerations - *Whaiwhakaaro Puutea*

18. The staff cost to develop the draft submission will be met within existing budgets.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

20. 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').
21. 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.
22. The recommendations set out in this report are consistent with that purpose.

Social

23. Improvements to the public transport activity will help provide for a connected city allowing communities to access employment, education, health and other essential services as well as access to recreational and social opportunities.

Economic

24. Improved public transport services will reduce the potential economic burden of a high emission, car-centric city, by strongly focusing on emission reduction and enabling mode-shift in transport.

Environmental

25. Public transport plays a major role in addressing climate change and enabling emission reduction by providing the ability for the community to traverse across and around the city in a safe way without the need for using a private motor vehicle.

Cultural

26. There are no known cultural considerations associated with this matter.

Risks - *Tuuraru*

27. There are no known risks associated with the decisions required for this matter.
28. There is a risk of not putting in a submission that HCCs opinion on this topic would not be formally heard/addressed and HCC is a major contributor to Public Transport operations in the city.

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

29. 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

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

Attachments - *Ngaa taapirihanga*

Attachment 1 - Request for feedback on Public Transport Business Improvement Review

File No: 21 00 01
Document No: 23086711



20 December 2021

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waikatoregion.govt.nz
0800 800 401

Tēnā kōrua Mayor Southgate and Mr Vervoort,

Waikato Regional Council Public Transport Business Improvement Review Feedback

Our vision for the Waikato region is to build a public transport system that enhances the vitality of our communities, strengthens our economy, and helps create a healthier environment.

To make sure we're up to the task, we have commissioned an independent review of how public transport is delivered in the Waikato – the Public Transport Business Improvement Review.

The review assessed our existing performance and has made recommendations on operations, organisational arrangements and funding that will improve our ability to deliver the public transport system our communities have asked for.

The review has found that operationally we're heading in the right direction but that we are limited by overly complex structures for funding and decision making and a lack of coordination between investments in public transport services and infrastructure.

To our operating model, the review recommends several improvements:

- **Practical actions** – many have already been implemented or are being investigated, such as implementing electronic ticketing and transitioning to higher frequency patronage-based services.
- **New tools** – these are changes to the scope of regional council's activities and funding arrangements, but do not necessarily impact on the functions of any other organisation. This includes rating for public transport services and infrastructure regionally.
- **Institutional arrangements** – ranging from the co-location of staff and governance through to new transport entities, these recommendations can only be advanced in collaboration with Territorial Authorities and Waka Kotahi.

There is a spectrum of implementation options for several recommendations with different resource requirements, timeframes, and implications for councils, operators, and stakeholders. This is why your feedback is so important. We are particularly interested in understanding:

- Whether you would support taking a regional approach to rating for public transport and what the scope of the new funding should cover (e.g., no infrastructure, all infrastructure, strategic infrastructure).

he taiao mauriora healthy environment
he ōhanga pakari strong economy
he hapori hihiri vibrant communities

- Whether you think we should start working toward local institutional reforms in all or part of the region and to what degree.

With this letter is a list of questions to guide your feedback and high-level summary of the review, its findings, and recommendations. The full report is available on the Waikato Regional Councils website at: waikatoregion.govt.nz/transportreview

I know that this is a large body of work, and I would welcome the opportunity to answer any questions that might assist in informing your feedback. Feedback to be received by the end of February 2022, this could take the form of an in-person briefing with you and a group of your colleagues if you would like, or alternatively please feel free to contact me by email transport@waikatoregion.govt.nz with the subject *Public Transport Business Improvement Review* or phone Lorna-Jean (LJ) – 07 859 2853.

I look forward to hearing from you.

Ngā mihi nui,



Mark Tamura
Director Regional Transport Connections

Waikato Region Public Transport Business Improvement Review

Questions to guide feedback

We want your feedback on the findings and recommendations of the regional Public Transport Business Improvement Review.

These questions are intended to assist you to provide feedback. If there are aspects of the review, its findings, or recommendations that you would like to provide feedback on and that you feel are not covered by the questions below – please feel free to provide this too.

Please send your feedback by the end of February 2022 by Email to transport@waikatoregion.govt.nz with **PT Business Improvement** in the subject line.

Preliminary

1. *Do you agree with the review that there is a need to change how public transport is funded and delivered?*
2. *Are there other problems or opportunities with the way that public transport is funded and delivered in the Waikato that you think are not adequately covered by the review?*

Rating for public transport

At present the Regional Council rates Hamilton City residents for public transport services, while in the rest of the region Territorial Authorities rate for public transport and pass this through to Regional Council who designs and contracts the services. Further, while regional councils are responsible for public transport services, Territorial Authorities are responsible for public transport infrastructure.

This makes it difficult to plan and deliver an integrated regional network where investments in infrastructure and services are well aligned.

The review suggests that this needs to change and that the Regional Council should rate regionally for public transport services and infrastructure.

3. *Would you support the Regional Council rating for public transport region-wide (not just within Hamilton City)?*
4. *If the regional council was to decide to rate regionally for public transport, do you agree that this should be for public transport services, and public transport infrastructure, or just services?*
5. *If the Regional Council was to decide to rate for and invest in public transport infrastructure, there are a range of ways this could be done:*

- *As the sole investor instead of territorial authorities – or as a co-investor alongside territorial authorities.*
- *As an investor (in part or full) in all public transport infrastructure or just major infrastructure (such as park and ride facilities).*

If the regional council was to start investing in public transport infrastructure, how do you think it should be done and why?

6. *Do you have any views on how the costs of public transport services and infrastructure should be spread having regard to the Local Government Act that requires councils to consider – among other things:*
 - *the distribution of the benefits between the community as a whole, any identifiable part of the community, and individuals*
 - *the period in or over which those benefits are expected to occur*
 - *the extent to which the actions or inaction of particular individuals or a group contribute to the need to undertake the activity*
 - *the costs and benefits, including consequences for transparency and accountability, of funding the activity distinctly from other activities.*

Institutional arrangements

The review recommends that the region as a whole should work together to bring public transport into a more integrated delivery model so that it is able to be managed in a more unified and strategic way.

The review presents a spectrum of options ranging from co-location of staff, management, and governance, through to establishing a region-wide transport authority similar to Auckland Transport.

The review also presents options for public transport services and infrastructure only, and options that would encompass all transport functions (including roads, footpaths etc). The review suggests that the maximum benefits would be from a whole of region and all of transport authority.

The review provides a “road map” to assist transport partners to have constructive conversations about these types of changes and the degree of appetite there is for change.

7. *Do you think that these options and their potential benefits should be investigated further?*
8. *Do you have any views on when and how this process should be undertaken?*
9. *If the Regional Council started a dialogue with transport partners in the Waikato region about what roles and responsibilities could look like – how would you like to see that initiated?*

Waikato Regional Public Transport Business Improvement Review

A good public transport network helps regions to become more successful by providing better connections and accessibility. It is a major contributor to economic, social and environmental goals.

To reduce greenhouse gas emissions, provide transport options for aging communities, and manage traffic congestion in fast-growing urban areas, the need for more journeys to be made by public transport has never been more pressing.

Making public transport an attractive alternative to single occupancy vehicles means public transport must be accessible, efficient, comfortable, and reliable. It also means that the design of our urban areas must make it easy to provide efficient public transport.

The Public Transport Business Improvement Review was commissioned by the Waikato Regional Council to help understand whether the way public transport services are currently funded and delivered is up to the task.

The primary objectives of the review have been to:

- a. Assess Waikato Regional Council's current public transport business performance
- b. Develop a set of prioritised, practical, and actionable recommendations on key strategic, operational, organisational, funding, and condition issues designed to ensure the objectives can be achieved.

To inform the review, benchmarking was undertaken against both New Zealand and international comparators across a range of patronage, quality, cost, and performance measures.

The results show that performance when measured by patronage is poor, but that many of the challenges are shared by other New Zealand regions. Against international comparators the Waikato performance is fair.

While there is an increasing need to improve patronage, maintaining coverage to connect people and communities to one another and essential services is also important.

Improvement recommendations

The report contains 18 recommendations that can be broken into three classes.

Practical actions. Some of which are already planned or implemented, indicating that the regions public transport services are already heading in the right direction. These include:

- a. Electronic ticketing.
- b. Transitioning to higher frequency patronage-based services.
- c. Improving service reliability and information.
- d. Transitioning to a zero emissions bus fleet.
- e. Reviewing parking policies.
- f. Investing in bus priority measures and connecting walking and cycling networks.

New tools. Within the Waikato Regional Council's existing ability to implement unilaterally and without affecting the mandate or function of other agencies and represent expansions in the scope of activities. Such as:

- a. Implementing a revised approach to key performance indicators, measures, and outcomes in the upcoming review of the Regional Public Transport Plan.

- b. Implementing a regional approach raising local funds (rates) for public transport services and infrastructure.
- c. Developing new funding tools to enable developer funding of public transport as a lead investment.
- d. Growing capacity to engage in land use planning policy and decision making to improve transport outcomes.

Institutional reforms. Requiring the active collaboration of other agencies, in particular Territorial Authorities and Waka Kotahi New Zealand Transport Agency. Several reform options could be sub-regional or whole-of-region including:

- a. Investigating establishing a regional or sub-regional transport alliance co-locating staff, management, and governance.
- b. Investigating changing the fundamental operating model across a spectrum of options ranging from enhanced collaboration (e.g., an alliance) through to a full regional transport council controlled organisation.
- c. Investigating the possibility of moving to a bulk funding model for public transport and infrastructure.

What next?

There is a spectrum of options for how funding for public transport services and infrastructure could be funded and for institutional reform – with different resource requirements, timeframes, and implications for Territorial Authorities in particular.

The council also acknowledges that institutional reform requires close collaboration and cannot be implemented by one organisation acting alone.

This is the start of a process and to help inform our next steps, we are seeking feedback from key stakeholders on the report, its findings and recommendations by the end of February 2022. In particular, we would like to understand:

- a. The level of support there is for taking a regional approach to rating for public transport services and infrastructure and what the scope of the new funding mechanism could cover (e.g., no infrastructure, all infrastructure, strategic infrastructure).
- b. The appetite there is to enter into dialogue about institutional reforms for transport services in all or part of the region and to what degree.

This feedback will inform an implementation plan which will be reported to Council in April 2022 which will set out the next steps for this work.

Council Report

Committee: Infrastructure Operations Committee

Date: 24 February 2022

Author: Grant Tregidga

Authoriser: Chris Allen

Position: Project Director

Position: General Manager Development

Report Name: Tristram Collingwood Intersection Upgrade

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

1. To seek approval from the Infrastructure Operations Committee of the preferred concept for the planned and funded upgrade of the intersection of Tristram Street and Collingwood Street.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee:
 - a) receives the report;
 - b) approves the macro-scope of the Tristram / Collingwood intersection upgrade to retain the existing roundabout and provide raised safety platforms with zebra crossings on each leg of the intersection as shown on **Attachment 1** of the staff report; and
 - c) approves the macro-scope of walking and cycling improvements along the Tristram Street corridor between Ward Street and Thackeray Street as shown on **Attachment 1** of the staff report.

Executive Summary - *Whakaraapopototanga matua*

3. The existing Tristram Street and Collingwood Street intersection in the Hamilton CBD is a roundabout with very limited safe pedestrian and cycle crossing facilities and a history of incidents.
4. On the south-east corner of the intersection a new large office building is currently being constructed for ACC which is planned to accommodate around 700 employees. The ACC building is anticipated to be opened in late 2022 which will further increase walking and cycling demand at this site.
5. A project to complete an upgrade is planned and funded in the 2021-31 Long Term Plan.
6. Council have assessed a number of options to complete this upgrade, including consideration of traffic lights and roundabout intersection options.
7. The recommended option to upgrade the intersection is to retain the existing roundabout and provide additional off-road shared paths plus zebra crossings on raised safety platforms at each leg - with dual lane roundabout entry/exits on the Tristram Street legs and single lane entry/exits on the Collingwood Street legs.

8. It is also recommended that budgeted funding for this upgrade is invested in improving walking and cycling facilities in the network adjacent to the intersection, including along Tristram Street north of the intersection to better connect with Ward Street and the Western Rail Trail, and along Tristram Street south of the intersection towards Thackeray & Pembroke Street. Subject to approval of the scope, works are programmed to be complete by late 2022 in alignment with anticipated opening of the ACC building.
9. Staff consider the matters and decisions in this report have low significance in accordance with Council's Significance and Engagement policy and that the recommendations comply with Council's legal requirements.

Background - *Koorero whaimaarama*

10. The Tristram/Collingwood roundabout is an existing intersection in the southwestern quadrant of Hamilton's Central Business District adjacent to Wintec (north-east corner), BP Service Station (south-east corner) and the proposed new ACC office building (south-west corner) as shown below:



Figure 1: Site Location Plan

11. The current form of the intersection is a two-lane urban roundabout without safe pedestrian crossing facilities or cycle provisions.

12. A new Accident Compensation Corporation (ACC) building is being constructed on the south-eastern corner of the roundabout which will cater for approximately 700 employees. The ACC building will only have approximately 30 car parking spaces provided, which will mean the majority of the staff will need to access the site via walking or cycling irrespective if they choose to drive private vehicles as they will need to park elsewhere.
13. There is a high volume of pedestrians crossing Tristram and Collingwood Street which is expected to increase significantly once the ACC offices open. It is observed that pedestrians try to cross at the dual lane entry and exit to the roundabout putting themselves at risk. At this point vehicles are more focused on finding a gap in traffic and not actively searching for active users – which results in a high risk of incidents.
14. The ACC building site was previously utilised as a car park for WINTEC and the recent removal of the parking facility to make room for the new office building has put increased crossing demands and active travel activities at this intersection.
15. In the proposed immediate development of this area there will be a planned increase in cycle and walking demand at this intersection, resulting in the need to address the absence of facilities for these active mode users safely and to ensure vehicular users appropriately behave at the intersection so that death and serious injury crash outcomes do not occur.
16. During busy times the traffic flows are such that crossing of the roads for active modes such as walking & cycling are difficult and potentially dangerous, which may well also be resulting in a suppressed demand by these user groups.
17. As per the strategic road network hierarchy in the operative District Plan Tristram Street in this location is a major arterial and Collingwood Street is a collector road.
18. Tristram Street has also been identified as a key biking network connector route in the recently developed biking and micro-mobility programme.
19. A previous report was presented to the 28 September 2021 Infrastructure Operations Committee meeting outlining upgrade options including roundabout and traffic signal controlled alternatives. The Committee resolved to complete further assessment of options including independent reviews of traffic modelling to ensure any potential impacts to network operation were fully understood.

Discussion - *Matapaki*

20. Further assessment and robust independent technical review of intersection upgrade options (primarily variations of roundabout or traffic light intersection options) has been completed.
21. Traffic modelling undertaken has identified that upgrades to any signalised intersection within the existing land footprint or a single lane 'dutch style' protected roundabout would operate less efficiently than the existing 2-lane circulating roundabout intersection and would likely result in a combination of significant queues, traffic redistribution and/or network delays.
22. As presented to the Elected Member Briefing on 26 November 2021, upgrade options include:

Roundabout with Protected Cycleways (i.e., Dutch Roundabout)

23. A 'Dutch' style roundabout would provide significantly improved pedestrian and cycle safety and functionality to the existing intersection, however transport modelling has highlighted significant likely traffic operational issues with the Dutch style roundabout option. This option would require a single lane approach and exit on all legs of the intersection and would likely result in unacceptable queues and delays particularly during peak periods.
24. 'Dutch' roundabouts are generally used on lower volume roads where traffic volumes are manageable or where a number of alternative routes are available. Comparisons have been made with a similar roundabout that has been installed in Auckland at the intersection of

Franklin Road and Wellington Street, and while this has been operating well, traffic volumes at this site are significantly less (Franklin Road has approximately 14,000 vehicles per day, Tristram Street major arterial had flows of over 20,000 vehicles per day in 2020).

Traffic Signals within existing land area

25. A signalised intersection would also improve pedestrian and cycle safety and functionality, however transport modelling has highlighted that any options within the existing land area (which constrains space for vehicle stacking / turning lanes etc) would also likely result in significant operational issues including unacceptable queues and delays particularly during peak periods.

Traffic Signals with additional land take

26. With additional land, traffic network efficiency issues could be managed whilst delivering a significant improvement in level of service and safety for pedestrians and cyclists compared with the existing multi lane roundabout, however this option would likely cost significantly more than our existing project budget for this upgrade, would require additional land purchase and would not be able to be completed within the next 12 months.
27. In the longer term this is a viable option for consideration as part of further network or corridor reviews

Retain existing roundabout with improved crossing facilities **(Recommended)**

28. This option, as outlined in **Attachment 1**, involves retaining the existing roundabout and provide zebra crossing on a raised safety platform at each leg with shared path. Tristram Street will retain the dual lane roundabout entry/exits and Collingwood Street will have a single lane entry/exit configuration.
29. Retaining the existing intersection is the best option in terms of vehicle efficiency, and also enables retention of the established trees within the roundabout.
30. This option would not provide as much of an improvement for pedestrian and cycle safety and level of service as other options, however it would still be an improvement on the existing intersection. It is acknowledged that the location of some crossings particularly on Tristram Street may not fully match desire lines for pedestrians and cyclists, however these have been located as close to the intersection as possible while not conflicting with operation of the intersection or driveways.
31. The cost of this upgrade is lower than other more extensive intersection upgrade options, enabling the opportunity to utilise budgeted project funding to complete additional improvements including improved walking and cycling facilities and connectivity along the Tristram Street corridor north and south of the intersection as well as along Collingwood Street towards the river as shown on the plans below and in **Attachment 1**.
32. It is noted that no existing on-street parking will need to be removed to enable these network improvements.

Delivery Plan

33. Subject to approval of the recommended scope, staff anticipate completing these works in 2022 prior to opening of the ACC building.
34. As reported to Infrastructure Operations Committee on 8 June 2021 the construction of this upgrade is planned to be completed under our existing Transportation Network Improvements contract. This is recommended as the Contractor has previously performed well on other similar projects, including recent successful completion of the Anglesea Street / Bryce Street and Bankwood Road / Comries Road intersection upgrades.

35. Detailed construction methodologies and associated traffic management plans are still to be confirmed; however, the recommended works will be less disruptive than construction of a protected roundabout, and is unlikely to require any full road closures or result in significant network issues. Staff are also working with H3 and other agencies to minimise any potential construction impact on key events currently planned for 2022 including the Women's Cricket World Cup and Chiefs season.
36. Prior to construction commencing further stakeholder engagement is proposed including letter drops and face to face discussions with businesses in the area including the BP service station, Tainui Group Holdings who are developing the ACC building, WINTEC, Hamilton Girls High School, and all other sites with Tristram Street or Collingwood Street vehicle entrances in the vicinity of the project. This will be a focus area for the project over the next 1-2 months – noting and acknowledging lessons learnt from previous construction works in the CBD.
37. Broader public communications will also be developed for implementation prior to and in alignment with construction works.

Financial Considerations - *Whaiwhakaaro Puutea*

38. The total budget to complete this project is \$3,150,000 as funded in the 2021-31 Long Term Plan as shown below:

Approved Budgets	2021/22
Tristram Street / Collingwood Street Intersection Upgrade (as per 2021-31 Long Term Plan & 2021-22 Annual Plan)	\$3,150,000

39. Additionally, an external funding contribution from Tainui Group Holdings as the developer of the adjacent ACC building is anticipated. This will add to the overall project delivery budget if realised.
40. Current cost forecasts to deliver the recommended option (including network walking/cycling improvements) are within the project budget allocation.
41. This project has not been budgeted assuming financial assistance from Waka Kotahi NZTA, and no financial assistance to this project is currently anticipated.
42. Consequential operational and maintenance costs have been included in the 2021-31 Long Term Plan.

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

43. Staff confirm that the recommendations of this report comply 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. Intersection upgrades will provide a safer and slower intersections for all users, which will help Council achieve our Vision Zero target.

Economic

48. During construction there are significant economic benefits to the local construction industry and supply chain through investment.
49. This project is also an enabler for development and investment in the CBD – particularly the new ACC building on the south-west corner of the intersection.

Environmental

50. Tristram Collingwood intersection upgrade to provide more opportunities for the active mode users to utilise the intersection will help open up the CBD to the Hamilton Lake recreational area on the western side and vice versa.
51. Will help advantage active mode user of this location in crossing Tristram Street which is heavily traffic dominated with the dual vehicle entry and exit lanes currently – this should help encourage more walking and cycling activities.

Cultural

52. Staff will engage with Te Haa o Te Whenua o Kirikiriroa Trust to further discuss the project and identify any opportunities to retain, interpret or express the cultural values of the site.

Risks - *Tuuraru*

53. This project is in the design stage and is subject to key risks including cost estimate updates, confirmation of consents and associated conditions, conflicts with existing services, traffic management requirements, unforeseen ground conditions and COVID Alert Level changes.
54. Timing of these works are important - with a plan to complete the intersection upgrade works before opening of the ACC building which is currently under construction. Construction timing will also need to be co-ordinated with TGH and their detailed construction programme and methodology for the adjacent ACC building.
55. Road construction works are reliant on prior replacement of an old watermain underneath the Tristram Collingwood intersection. Any delays in watermain relocation could delay commencement of the intersection works. If the water main works don't proceed prior to the intersections works there is a very risk of watermain damage during construction.
56. Detailed engagement and consultation regarding the design and construction methodology with key external stakeholders including Wintec and BP is still to be completed.
57. As major construction works on a busy city road network, staff are working to minimise construction impacts on the network including any impact on key city events.

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

Significance

58. 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

59. Community views and preferences on this project are already known to the Council through the 2021-31 Long Term Plan.
60. Given the medium level of significance determined, the engagement level is medium. Engagement is required.
61. Further consultation and engagement will be undertaken throughout the design process with key project stakeholders including neighbouring businesses and residents, TGH & ACC who are developing the adjacent site, THaWK and the wider public.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Tristram Collingwood Intersection Upgrade - Recommended Option

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Council Report

Committee: Infrastructure Operations Committee

Date: 24 February 2022

Author: Martin Parkes

Authoriser: Eeva-Liisa Wright

Position: Transport and Urban Mobility Programme Delivery Lead

Position: General Manager Infrastructure Operations

Report Name: Proposed 2021/22 Transport Improvement projects for Public Transport and Biking & Micromobility

Item 13

Report Status

Open

Purpose - Take

1. To provide the Infrastructure Operations Committee with an update on public transport and biking & micromobility projects currently being developed and delivered in 2021/22.
2. To seek approval from the Infrastructure Operations Committee of the projects to be delivered by the local share funding approved at the 7 December 2021 Infrastructure Operations Committee meeting.

Staff Recommendation - *Tuutohu-aa-kaimahi*

3. That the Infrastructure Operations Committee:
 - a) receives the report;
 - b) approves the *Claudeland Road / Grey Street / Heaphy Terrace / Brooklyn Road / O'Neil Street Intersection improvements* Biking and Micro-Mobility project to be delivered in 2021/22 financial year using the budgeted and reassigned Hamilton City Council local share funding approved at the 7 December 2021 Infrastructure Operations Committee meeting; and
 - c) approves the following Public Transport Infrastructure projects to be delivered in 2021/22 financial year using the budgeted and reassigned Hamilton City Council local share funding approved at the 7 December 2021 Infrastructure Operations Committee meeting:
 - i. Te Rapa Road / Bryant Road / Sunshine Avenue Roundabout - signalized pedestrian crossing
 - ii. Aberdeen Drive - Two bus stops and associated infrastructure opposite 101 and 112 Aberdeen Drive
 - iii. Dinsdale Road - Two bus stops in front of 23 Dinsdale Road and Dinsdale Library
 - iv. Rotokauri Road – New bus stop and associated infrastructure outside 248 Rotokauri Road.
 - v. Lake Road / Commerce Street Roundabout – detailed design and consultation only.

Executive Summary - *Whakaraapopototanga matua*

4. This report provides the Committee with an update on public transport and biking & micromobility projects currently being developed and those being delivered in the current 2021/22 financial year following the approval to reassign funding during the [Infrastructure Operations Committee Meeting of 7 December 2021](#) (refer Item 9).
5. This report is seeking approval to deliver the following identified projects detailed within this report utilising HCC local share funding as approved at the 7 December 2021 Infrastructure Operations Committee.
 - i. Improvements to better enable safe walking and cycling facilities within and between Claudelands Road / Grey Street / Heaphy Terrace and Heaphy Terrace / Brooklyn Road / O'Neil intersections;
 - ii. Signalized pedestrian crossing - Te Rapa Road / Bryant Road / Sunshine Avenue Roundabout;
 - iii. Two bus stops and associated infrastructure opposite 101 and 112 Aberdeen Drive
 - iv. Two bus stops in front of 23 Dinsdale Road and Dinsdale Library;
 - v. New bus stop and associated infrastructure outside 248 Rotokauri Road; and
 - vi. Detailed design and consultation concerning the redevelopment of the Lake Road / Commerce Street Roundabout.
6. Staff consider the decisions in this report have a medium level of significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

7. Delivery of Councils planned programme of transportation network activities are generally co-funded by Council and Waka Kotahi NZ Transport Agency.
8. Following confirmation and adoption of Councils 2021-31 Long Term Plan (LTP) in June 2021, decisions from Waka Kotahi NZTA regarding funding allocations and co-investment in Councils planned forward delivery programme were announced in early September 2021 as part of the 2021-24 National Land Transport Programme (NLTP).
9. Staff have identified options for each of the projects/programmes including a combination of progressing works without co-investment, re-prioritising funding to other projects, deferring projects (adjusting planned timing) or removing projects from the programme
10. At the [Infrastructure Operations Committee Meeting 7 December](#) (Item 9) approval was given for:
 - i. the partial delivery of the planned **Biking and Micro-mobility programme** utilising \$1.5m of budgeted HCC funding, without Waka Kotahi co-investment, from the current 2021/22 financial year.
 - ii. bringing forward all phases of local share (\$980k) of the Norton Road / Seddon Road / King Street intersection upgrade and reassign this to **public transport improvements** in the current financial year associated with the Comet and Meteor routes.

Discussion - *Matapaki*

11. Approval is now sought from the Infrastructure Operations Committee for the proposed delivery of the following projects with this funding noting that these projects have been chosen they are advanced enough to be able to be delivered before 30 June 2022.
12. The following projects are recommended for delivery following the funding approvals from the 7 December 2021 Infrastructure Operations Committee.

Biking and Micro-mobility Improvements

13. Improvements to the Claudelands Road / Grey Street / Heaphy Terrace and Heaphy Terrace / Brooklyn Road / O'Neil intersections are proposed to provide safe walking and cycling facilities within and between these intersections.
14. The improvements will provide a safe cycle connection to the work undertaken on Claudelands Road/Claudelands Bridge and also link into the improvements completed at the Grey Street / Te Aroha Street intersection recently
15. It is proposed to incorporate a 30km/h speed limit in this larger area in conjunction with this work and linking into the existing 30km/h speed limit on Claudelands Road between Grey Street and Victoria Street.
16. Staff have engaged with H3 (Claudelands Event Centre) and Bike Waikato and will be engaging with other stakeholders (mainly businesses) in late February or early March 2022 following approval of this project by this Committee. All going well, construction is anticipated to commence in May 2022.
17. To help with the community engagement a virtual reality (VR) mock-up of the project has been developed. This enables a person to move through the project and see what it will look like when finished. Below is an image taken from within the VR tool:



Image of proposed intersection of Claudelands Road / Grey Street intersection

18. At the time of writing this report, arrangements are being made for a session with Elected Members to view the VR mock-up. A plan of the full proposed improvements is included as **Attachment 1** to this report.
19. Following community engagement, the design will be finalised to incorporate any changes resulting from feedback and construction is expected to commence in May 2022.

Public Transport Improvements

20. At the [Infrastructure Operations Committee Meeting 7 December](#) (Item 10) provided an update on the two Public Transport Infrastructure studies that been completed for the Comet and Meteor Routes.

21. The overall objective of these studies was to identify network issues and infrastructure opportunities along specific routes that will help improve the reliability of services and attract more patrons.
22. Following the approval of reassigned local share funding on 7 December 2022, staff have reviewed the reports and are recommending the following projects be considered for completion this financial year.

Comet Route:

23. **Te Rapa Road / Bryant Road / Sunshine Avenue Roundabout**– staggered signalised pedestrian crossing south of roundabout.
24. The current bus stops are located south of the roundabout in a relatively good location close to the Tui medical and retail/service area. However, there are currently no safe crossing facilities for pedestrians to get from one side of Te Rapa Road to the other and there are high volumes of traffic throughout the day.
25. As part of the Comet study, four options were considered at this location but Option 2B, a staggered signalised pedestrian crossing located approximately 60 metres from the roundabout, was identified as the preferred option. This is because it is on the desire line of people crossing the road wishing to access the bus stops, the Tui Medical Centre, and nearby shops and services.



Meteor Route:

26. **Aberdeen Drive** - Two bus stops and associated infrastructure opposite 101 and 112 Aberdeen Drive (Option 3 preferred)



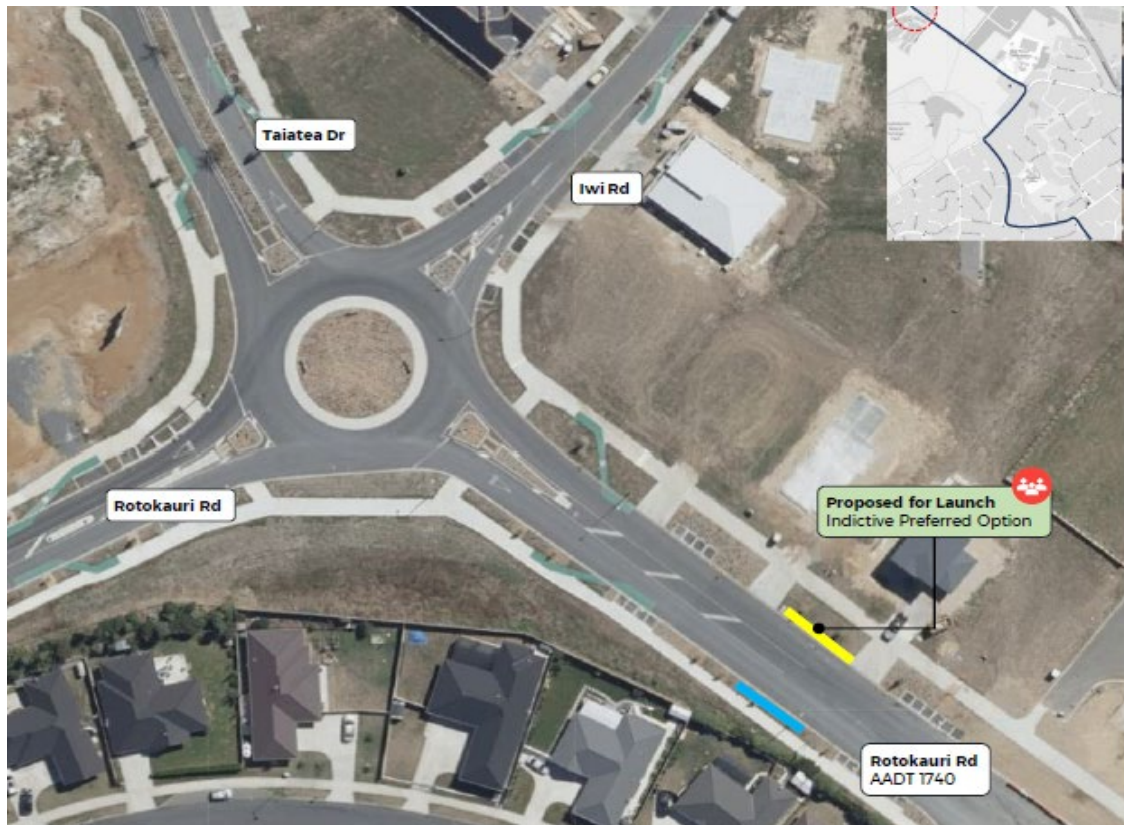
**Drawing extract - WSP Meteor Public Transport Route Assessment Summary Report (November 2021)*

- **Dinsdale Road** - Two bus stops in front of 23 Dinsdale Road and Dinsdale Library (Option 2 preferred).

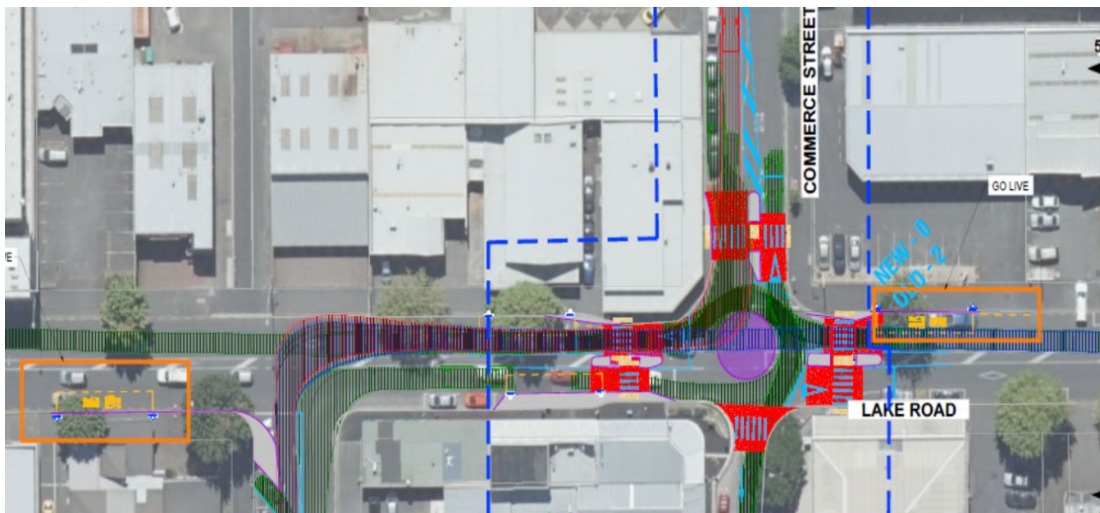


**Drawing extract - WSP Meteor Public Transport Route Assessment - Summary Report (November 2021)*

- **Rotokauri Road** – New bus stop and associated infrastructure outside 248 Rotokauri Road.



- Lake Road / Commerce Street Roundabout** – At this stage, this will be a consultation and detailed design exercise only for a new roundabout and pedestrian priority facilities at the Lake Road / Commerce Street intersection. Construction will be undertaken when more funding becomes available for public transport infrastructure.



The purpose of the roundabout is to lessen the delays being experienced by vehicles (including buses) turning out of Commerce Street. A roundabout will improve traffic flow, reduce vehicles speeds on Lake Road, and provide the opportunity to install zebra pedestrian crossings at all approaches to improve the accessibility and safety of pedestrians at the intersection.

27. Relevant changes to the bus parking restrictions will be reported through the Traffic and Speed Limit Bylaw and Temporary Road Closures panel following consultation with adjacent residents and property owners.

Other public transport and biking updates

28. The following transitional improvements to existing cycle facilities have been identified for completion in the 2021/22 programme:
- i. installation of cycle wands and green surfacing in Mill Street and Hall Street at the intersections with Ulster Street, Norton Road, Lake Road and Willoughby Street.
 - ii. Cycle sharrow markings will be installed in late February 2022 at Commerce Street (Frankton), Lynden Court (Chartwell), and Barton Street (Central City).
29. The intersection of *Lake Domain Road and Killarney Road* has been identified as a 'Road to Zero' high-risk site with many crashes recorded in the last five years. As well as completing safety improvements, an opportunity has been identified to install transitional cycle facilities and pedestrian crossings to better connect the Western Rail Trail to the Lake Rotorua area. Work is underway for the completion of a detailed assessment and development of designs. Engagement with residents is planned to take place in March 2022 with construction expected to be completed by end of June 2022.
30. Staff are continuing to work with Waka Kotahi on reviewing items for the *Biking and Micro-Mobility business case*. We anticipate the business case will be presented to the Waka Kotahi Board in May 2022. The goal of the business case is to gain Waka Kotahi approval for our 30-year cycling and micro-mobility plan for the city.
31. However, Waka Kotahi have asked HCC to make the plan 'real' and provide them with a tangible programme they can invest in. They require HCC to establish a 10-year prioritised programme for them to support. Therefore, funding endorsement will only be sought for the first 10 years of programme delivery.
32. The following work is being finalised ahead of the business case documentation being delivered to Waka Kotahi in early March 2022:
- i. Identification of prioritised corridors for investment, and future business cases.
 - ii. The approach to a transitional layer of cycling interventions, plus suitable monitoring and evaluation of this continuous programme which will include the mechanisms for adjusting the programme based on evaluations.
 - iii. Identification of the management and delivery of other measures in the intervention hierarchy for transport; items such as parking management, District Plan policies, interaction with public transport networks, strategies around freight movements, land use policy etc.
 - iv. A management case that identifies the level of resourcing, governance arrangements, technical decision making and stakeholder approaches for the 10-year programme.
 - v. High level cost estimation for the 30-year vision, but more detailed costs for the 10-year programme. The costs include future business cases, high quality permanent solutions on the priority corridors, transitional cycling improvements (Low-Cost/Low-Risk) across the city, plus the internal HCC costs of running and delivering the programme.

33. Public Transport Infrastructure Studies for Rototuna to Central City and the Waikato Hospital area are close to completion. A report on both studies will be presented to the Infrastructure Operations Committee on 12 April 2022.
34. The overall purpose of the studies is to assess public transport infrastructure to provide an understanding of the infrastructure requirements and potential investment needed to improve service reliability and improved levels of service for customers.
35. The studies identify specific network issues and infrastructure opportunities, but with particular focus on the future public transport network and service model.

Financial Considerations - *Whaiwhakaaro Puutea*

36. The [Infrastructure Operations Committee Meeting 7 December](#) (refer item 9 and 10) approved reassignment of HCC local share funding to deliver in the 2021/22 financial year partial delivery of the planned 'Biking and Micromobility' programme utilising \$1.5m of budgeted HCC funding without Waka Kotahi co-investment
37. This committee also approved to bring forward to 2021/22 all phases of local share (\$980k HCC Share) of the Norton Road / Seddon Road / King Street intersection upgrade and reassign to public transport improvements in 2021/22 associated with the Comet and Meteor routes, noting that the Norton Road / Seddon Road / King Street intersection project can be reconsidered for the 2024-34 Long Term Plan;
38. The estimated capital costs to deliver the identified projects in this report are shown in the table below. Staff will continue to discuss retrospective subsidised funding opportunities with Waka Kotahi.

Location	Works	Estimate
Claudlands East	Upgrade intersections to improve opportunities for walking and cycling	\$1.3m
Te Rapa Road/Bryant Road/Sunshine Avenue Roundabout	Upgrade both bus stops. Staggered signalised pedestrian crossing on Te Rapa Road (south) leg	\$675k
Rotokauri Road	Bus shelter near Kawariki Drive with lighting and footpath construction.	\$90k
Aberdeen Drive	Bus stops opposite 101 and 112 Aberdeen Drive.	\$40k
Dinsdale Road near Dinsdale Library	Bus stops in front of 23 Dinsdale Road and Dinsdale Library.	\$55k
Lake Road /Commerce Street	New roundabout	\$50k (design only)
	Project Contingencies 10%	\$250k
	2021/22 Total	\$2.46m
7 December 2021 – Approved reassigned 21/22 HCC local share funding		\$2.48m

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

Social

43. Easily connecting people to where they need to go and providing high quality and affordable travel choices for people of all ages and abilities will contribute directly to the social wellbeing of people and communities in Hamilton.

Economic

44. Hamilton is the economic hub of the Waikato Region. Reallocating transport space to more efficient and less polluting modes is necessary to enable the city centre to achieve its optional as a driver of Hamilton and New Zealand's economic prosperity.

Environmental

45. Delivering transport choices for all Hamiltonians will directly contribute to a reduction in vehicle related carbon emissions. By providing the right level of investment in mode choice activities, we can demonstrate that daily activities can collectively make a big difference and that each individual has a role to play in the fight against climate change.

Cultural

46. Mode choice projects bring opportunities to build some strong cultural elements. Engagement with iwi will take place as projects develop.

Risks - *Tuuraru*

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

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

Significance

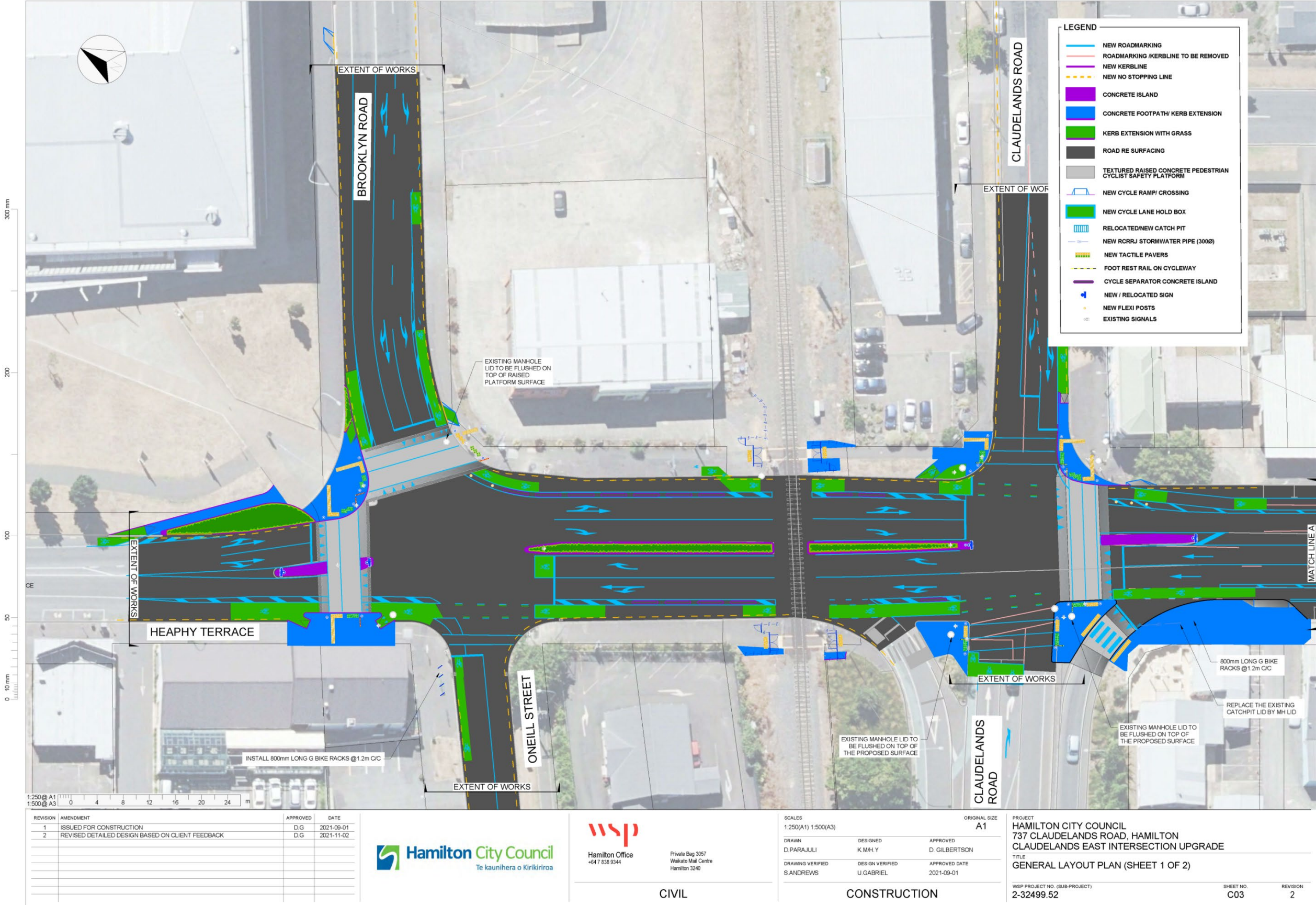
48. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the matter(s) in this report has/have a medium level of significance.

Engagement

49. Community views and preferences Community views and preferences are already known to the Council through consultation on the 2021-31 Long Term Plan and will continue to be sought through engagement processes prior to finalising the designs.
50. Given the medium level of significance determined, the engagement level is medium.
51. Consultation will be required for any changes to parking restrictions or Traffic Bylaw registers, and the outcome of this consultation will be reported to the Traffic, Speed Limit Bylaw and Temporary Road Closures Committee before any construction work is commenced.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Claudelands Civil Drawings Combined Set



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Council Report

Committee: Infrastructure Operations Committee

Date: 24 February 2022

Author: Robyn Denton

Authoriser: Eeva-Liisa Wright

Position: Network Operations and Use Leader

Position: General Manager
Infrastructure Operations

Report Name: Infrastructure Alliance - Achievement report for 2020/21 and progress for 2021/22

Item 14

Report Status
Open

Purpose - *Take*

1. To inform the Infrastructure Operations Committee on the transport maintenance and renewals activities completed by the Infrastructure Alliance (IA) in 2020/21 and provide a progress update on the work being completed in 2021/22 including how the programmes are developed.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee receives the report.

Executive Summary - *Whakaraapopototanga matua*

3. This report covers the 2020/21 financial year and provides an update on both performance of the Infrastructure Alliance (IA) and asset management planning, plus an update on the progress during 2021/22.
4. This report provides an overview of key achievements and highlights from the 2020/21 year along with an overview of the work programmes for 2021/22. Information on how the programmes are developed is also included.
5. A summary report (**Attachment 1**) has been compiled outlining the variety of transportation maintenance and renewal activities the IA has been involved with during 2020/21.
6. This report focusses on:
 - i. performance and achievements for the 2020/21 financial year;
 - ii. progress to date for the 2021/22 financial year;
 - iii. corridor Access Requests;
 - iv. programme Development/Asset Management;
 - v. local Impact; and
 - vi. highlights.
7. Staff consider the matters in the report have low significance and comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

8. The current Hamilton Transportation Corridor Maintenance and Renewal Contract (12080) commenced 1 October 2013 and was set up using a procurement model termed a Collaborative Working Agreement (CWA) which is alliance based.
9. The CWA was a move away from the traditional contract model of master/servant to a collaborative style of working. Under the contract, Downer New Zealand and Hamilton City Council staff work together as part of the IA, to manage, renew and maintain the transport assets.
10. The contract was approved for an initial 3 years and 9-month period and has since had 2 further renewal periods of 3 years. The contract will expire on 30 June 2023.
11. The contract works on a cost-plus basis within the budget assigned by Council. This model provides Council with flexibility that previously didn't exist to allow adjustments to the scope and priority of the agreed work programme to fit within available budgets. This flexibility allows Council to respond to changing needs without incurring contract penalties and has served us well over the last couple of years when dealing with disruptions to work programmes resulting from COVID 19 and changing Alert levels.
12. The scope of the work delivered by the IA includes:
 - i. Asset management planning and performance monitoring,
 - ii. Maintenance and development of the HCC's RAMM database,
 - iii. Optimal programming of remedial works, including identification of improvement opportunities and efficiencies,
 - iv. Proactive identification of faults in the network,
 - v. Management of Corridor Access Requests and associated inspections and approvals,
 - vi. Temporary Traffic Management approvals and audits,
 - vii. Customer request responses,
 - viii. Inspection, programming, reporting and quality assurance for all works undertaken,
 - ix. Bridge maintenance (minor),
 - x. Debris and litter removal,
 - xi. Cycle facilities (lanes and paths) cleaning (sweeping) and maintenance,
 - xii. Emergency works such as vehicle crash site attendance and clear-up,
 - xiii. Winter maintenance including ice control on bridges and footpaths,
 - xiv. Footpath maintenance and renewals,
 - xv. Kerb and channel maintenance and renewals,
 - xvi. Kerb and channel cleaning including leaf fall,
 - xvii. Network surfacing maintenance and renewal,
 - xviii. Pavement rehabilitation on sealed roads,
 - xix. Road marking renewal,
 - xx. Roadside furniture maintenance (including guardrails and sight rails),
 - xxi. Sealed road shoulder maintenance,
 - xxii. Shopping precinct cleaning (including after-hours work in the CBD),
 - xxiii. Stormwater structure maintenance including rain garden maintenance and renewal,
 - xxiv. Catchpit cleaning, maintenance, and renewal,
 - xxv. Street Furniture maintenance and renewal e.g., rubbish bins, cycle racks, seats,
 - xxvi. Traffic signal maintenance and renewal, streetlight maintenance and renewal, and electronic signs maintenance and renewal,
 - xxvii. Traffic services maintenance (signs, edge marker posts, bridge end markers),
 - xxviii. Vegetation control including mowing, landscaping, weeding, and spraying, and
 - xxix. Variations to perform various works for the City Transportation Unit and other council units potentially including Capital Improvements.

13. Each year the final details of the work programmes is determined based upon the asset needs and the funding that Council has made available via the approved Long Term Plan.

Discussion - *Matapaki*

Performance and achievements for the 2020/21 financial year

14. The IA successfully delivered all planned renewal and maintenance programmes during the 2020/21 year. In addition, a suite of variation work was also undertaken for council.
15. Key performance measures were achieved in relation to customer response, footpath maintenance and road resurfacing.

Progress to date for the 2021/22 financial year

16. The 2021/22 year has seen many disruptions due to COVID-19, however at this stage all work programmes have been rescheduled to still be delivered by year end. Additional subcontract resource has been engaged to assist where necessary to ensure delivery
17. With the uncertainty around future disruptions, a response plan has been developed that will ensure essential services can be maintained, however could impact programmed work.

Infrastructure Alliance Prioritised Response

	High Priority	Medium Priority	Low Priority
50% or less field staff available	<ol style="list-style-type: none"> 1. Amenity cleaning incl. safety, rubbish bin emptying 2. Incident/event response 3. Make safe projects in progress 4. Network inspections – safety related 5. Essential repairs/maintenance of ITS & signal assets 6. Essential repairs/maintenance of lighting assets 7. Essential repairs/maintenance of traffic light assets 8. Essential pavement repairs 9. P5 safety related defect intervention 10. Customer service management 	<ol style="list-style-type: none"> 1. Activity Management Plans 2. Forward works programme development 	<ol style="list-style-type: none"> 1. Reporting 2. Performance Framework Measurement
50 – 70% field staff available	As above + <ol style="list-style-type: none"> 1. ITS maintenance/renewal 2. Traffic light maintenance/ 	<ol style="list-style-type: none"> 1. Scoping pre-reseal repairs for 2021/22 	<ol style="list-style-type: none"> 1. Team Reviews 2. Performance Framework

	renewal 3. Streetlight maintenance/renewal 4. Street signage, street furniture maintenance/renewal 5. Essential sealed pavement maintenance/preparation 6. Amenity – road sweeping, cycleway sweeping, sumping 7. Te Kowhai/Arthur Porter project (safety related) 8. Footpath maintenance/renewal (site specific)	2. Mowing and landscaping maintenance 3. High value asset inspections 4. FWP testing & design 5. Reporting 6. 2021/22 major treatment programme development 7. Pavement marking 8. Asset Data Collection (vehicle capture only)	Measurement
70 – 90% of field staff available	As above + 1. Non-essential sealed pavement maintenance 2. Non-essential footpath and K&C maintenance 3. AMP condition rating & data collection 4. Asset capitalisation data collection (field)	1. Approved variations 2. Full amenity duties i.e. CBD	N/A
90% + field staff available	Reintegration of the teams back into BAU	N/A	N/A

Corridor Access Requests

18. A Corridor Access Request is an application by a Utility/Contractor or Event Organiser to carry out works in the Transport Corridor, associated with the Corridor Access Request is a Traffic Management Plan, which describes the design implementation, maintenance and removal of temporary traffic management (TTM) while the associated activity is being carried out within the road reserve.
19. The volume of requests to complete work within the transportation corridor have increased significantly, with more than 5,800 requests processed in the year.
20. The increase is both a result of more construction activity in the city plus increased awareness and education of what is required to work within the transport corridor.
21. Managing the requests effectively ensures safety for workers on worksites and residents, minimising impacts on traffic flow and meeting regulatory requirements.

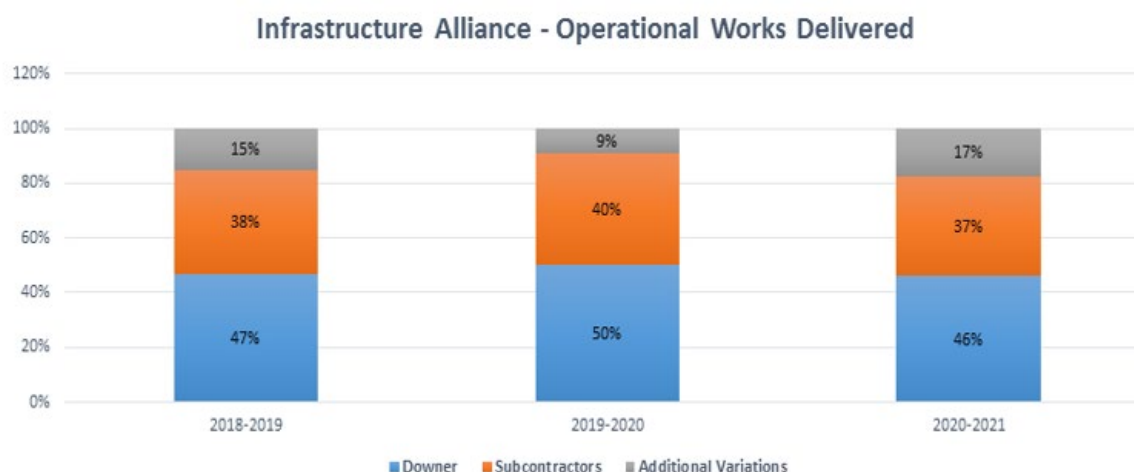
Programme Development/ Asset Management

22. Assets are managed with the primary objective of ensuring that the agreed levels of service are delivered for the lowest long-term cost. This is done through a combination of maintenance and renewals to manage the number of faults per asset or length of asset, normally 100 metres. Renewals are prioritised geographically, by age and asset use to ensure funding delivers the best outcomes for all sectors across the city. This is evidenced through our visual forward works programme which shows an even distribution of renewals and maintenance across the city for all assets.

23. The Asset Management Network Inspectors responded to all faults reported on the carriageway and assisted with vested asset data collection.

Local Impact

24. The Infrastructure Alliance (IA) is run as a collaborative working agreement; the IA works jointly with local business to achieve a shared common goal. On average 38% of IA annual operations is delivered by contractors based locally.
25. This offers increased resource, capability, and knowledge sharing, providing IA with its versatile edge to deliver full corridor works.



Highlights 2020/21

26. Along with the successful completion of the 2020/21 maintenance and renewal programmes, there were several other key project and innovation highlights for the IA during the year.

Palmerston St, Rehabilitation

27. The road re-build and safety improvements along Palmerston Street were a major project for the Alliance during the year due to the traffic volume, proximity to a school, the hospital and a retirement village.
28. Safety improvements such as footpath crossing improvements, new raised safety platforms and upgraded streetlights were included.

Belmont Avenue Renewal

29. Belmont Avenue was a road renewal done under a road closure and included the IA's first in-house stabilizing. The road was closed for three weeks in order to provide a longer life for the final road.

Fairfield Bridge

30. The closure of the bridge was maximised with almost a dozen different crews working in and around the bridge to make the most of the time available. The closure was well promoted, with no complaints from the public regarding the works. The bridge was closed for a period of two days and four nights for works to take place.

River Road Safety and Footpath Improvements

31. Our team worked closely with residents to ensure the least amount of disruption was caused during the works. We worked in environmentally sensitive areas around an old tree with the help of the HCC Arborist team to ensure no damage was caused.

32. This safety improvement project focused around positive pedestrian, cyclist and vehicle interactions.

River Rd Retaining wall

33. Steel I beam retaining wall (90m) was built to retain and support the existing crib wall structure for the next 50 years as per the design. In addition, all the required drilling (up to 1.7m deep) to drive the piles into the ground has been done using the hydro-excavation to prevent damage to underground services. We also removed the 90m long existing kerb & channel and constructed a new one.

Innovation

34. At the IA we take pride in being innovative and thinking differently to bring value to Hamilton. We operate an innovation fund which encourages great ideas from across the team, including our supply chain partners. Over the year we had many great suggestions, with the following being some highlights:
- i. Electric Motorbikes for litter collection around CBD
 - ii. Electric Compactor truck for emptying litter bin
 - iii. 'Halo' safety helmets enabling field staff to be more visible
 - iv. Recycling of pavement material into suitable projects
 - v. Increased use of technology in the field to reduce paper use
 - vi. Climbing wall within an underpass. (Designed, ready to build)
 - vii. Road Derived Sediment sorting. Will reduce road sweepings to landfill by 60%.

Financial Considerations - *Whaiwhakaaro Puutea*

35. The work completed by the IA is a regular City Transportation operating activity funded through the Long-Term Plan which varies on an annual basis but ranges between \$30-35M per annum.
36. The majority of the work completed by the IA qualifies for 51% co-investment (subsidy) from Waka Kotahi NZ Transport Agency.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

Social

41. The investment in maintenance and renewal of transport infrastructure is key to ensuring a safe network contributes towards the reduction of death and serious injuries on our roads.
42. Clean, accessible and well-maintained transport network support the movement of people and goods thereby enabling and supporting the ability of our residents to be active in the city's our employment, sporting and community activities.

Economic

- 43. Having a safe, efficient and well-maintained transport network is a crucial component of a well-functioning transport network that supports both current and future businesses and the economic prosperity of the city.
- 44. The delivery of the IA work programme requires employment of a large workforce, many of whom are local sub-contractors.

Environmental

- 45. A safe and well-maintained road network supports greater use of alternative transport modes and results in decreased transport emissions.
- 46. Cleaning of the network e.g., kerb and channel sweeping, catchpit cleaning and landscape management all contribute to reducing the quantity of rubbish and pollutants entering into the stormwater system.

Cultural

- 47. Hamilton City Council has a role to play to ensure that our network is safe and considers the needs of all of our community.

Risks - *Tuuraru*

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

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

Significance

- 49. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the recommendation in this report has a low level of significance.

Engagement

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

Attachments - *Ngaa taapirihanga*

Attachment 1 - Infrastructure Alliance Performance Report 2020/21



Operational Statistics – 2020/21

- 350 emergency callouts
- 50 cycle racks installed
- 1900 non-standard LED residential lights
- 80 streetlight pole replacements
- 600 signs replaced
- over 5,000 corridor access requests processed



Operational Statistics – 2020/21

- 170 tonnes of catchpit detritus
- 1475 tonnes of detritus swept from roads
- 483 tonnes of litter removed from footpaths, berms & bins
- mow approx. 1,800Ha
- garden approx. 552Ha



Customer

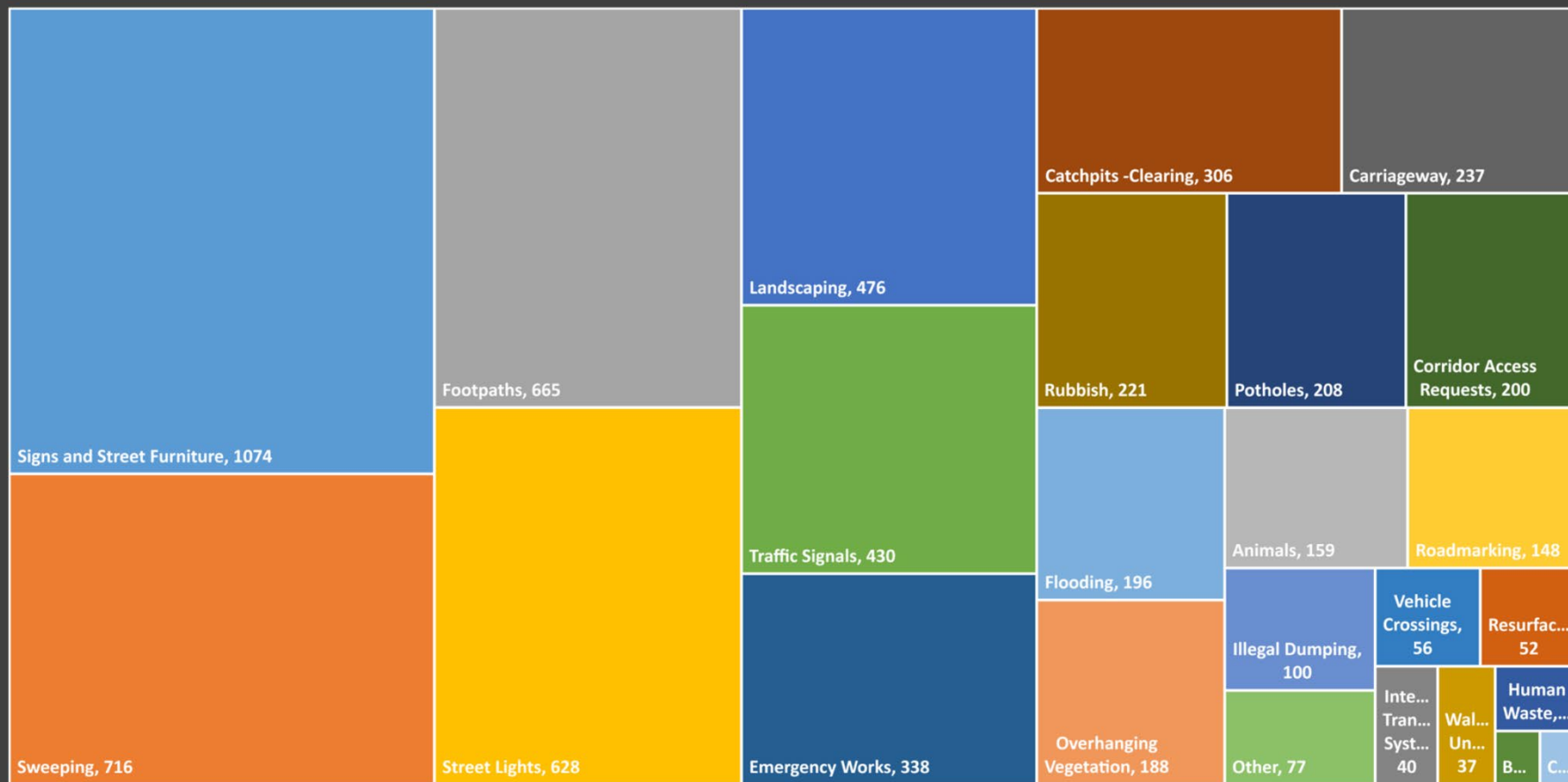
Throughout the year, the Customer team focused on greater engagement with residents through proactive management of their requests and better communication ahead of disruptive works taking place. As a result of this we had a number of successes throughout the year.

In 2020/21, we:

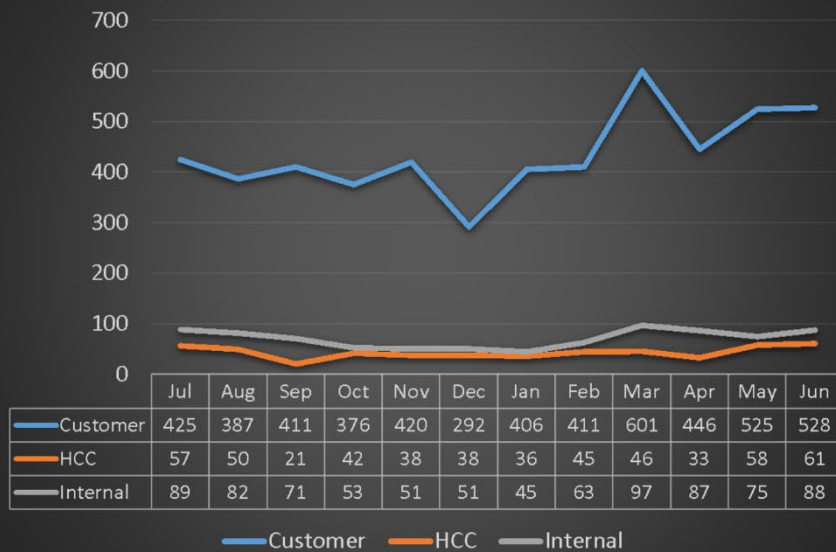
- received 6,605 customer service requests, an average of 550 per month
- logged over 1300 kaitiaki internally including 500 external to IA
- achieved 99% of customer service requests responded to within 5 days
- our average response time was 1.58 days
- leaf fall customer service requests make for our busiest months May & June each year



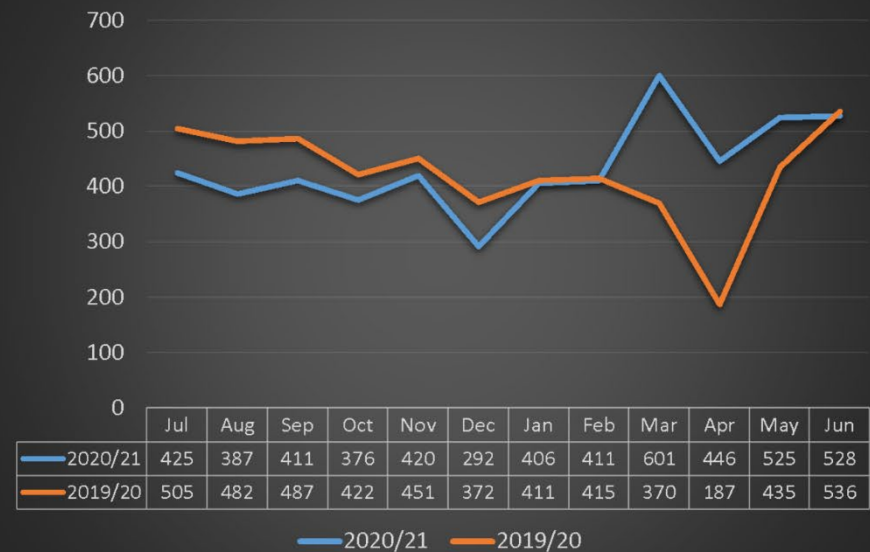
Number of Customer Service Requests by Activity



2020/21 Requests by Source

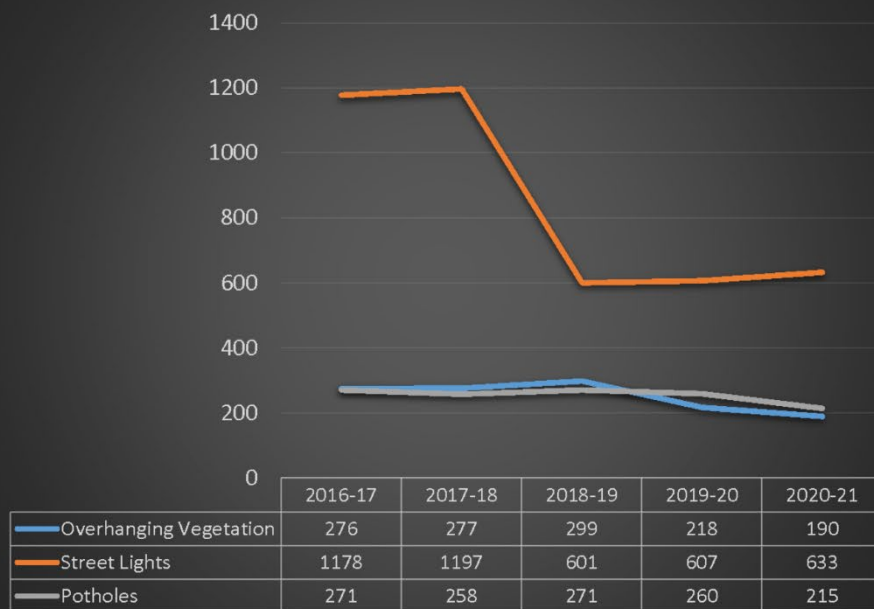


Customer Requests 2020/21 vs 2019/20

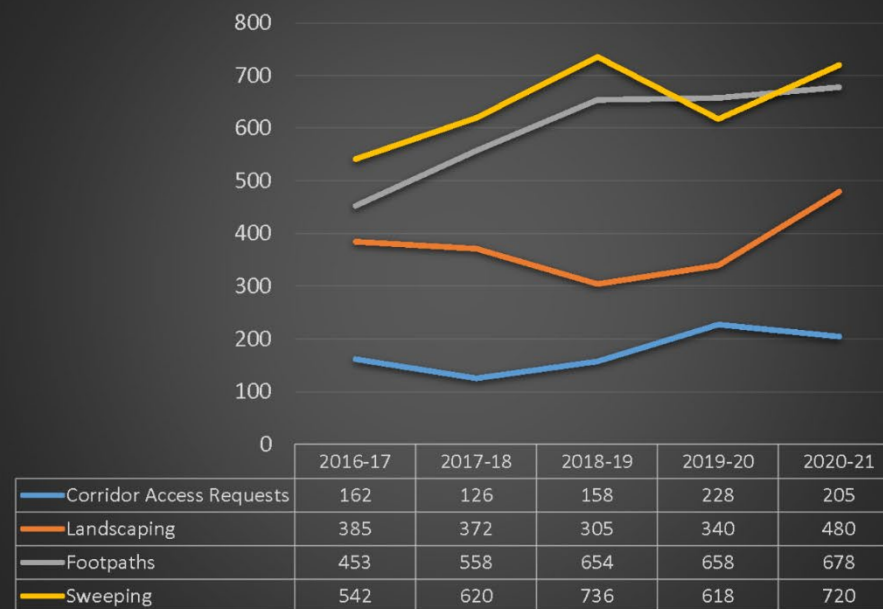


- March 2021 spike due to localised weather event which caused flooding
- May/June annually are peak months due to leaf fall
- March/April 2020 shows impact of level 4 Covid-19 lockdown on requests

Requests trending down over past 5 years



Requests trending up over past 5 years



- Reduction in 2018-19 street light requests result of LED rollout
- Increase in corridor access requests reflect works being undertaken around network

Pavement Resurfacing 2020/21

Total Resurfacing City Wide
257,777m²

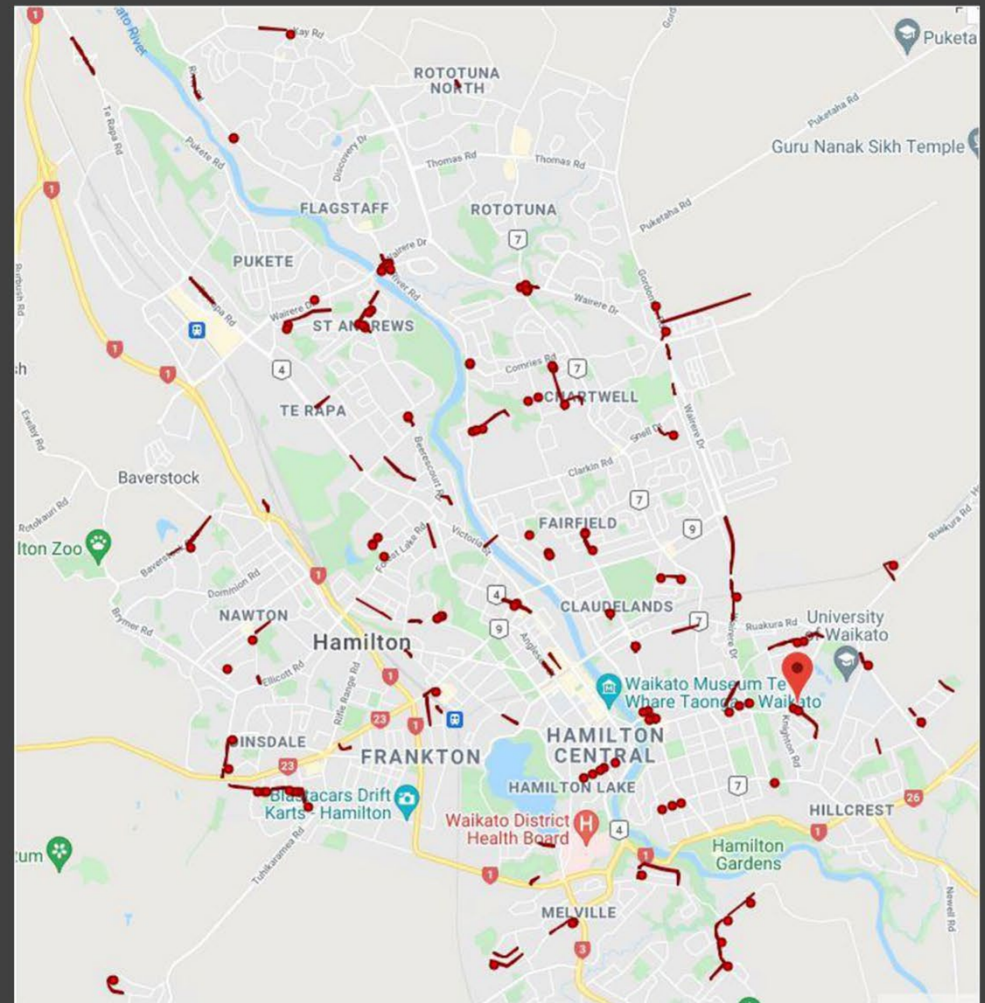
Chipseal Renewals - 170,553m²

Asphalt Renewals - 72,050m²

Pavement Rehabs - 15,174m²

The total size of the Hamilton network is
6,017,140m²

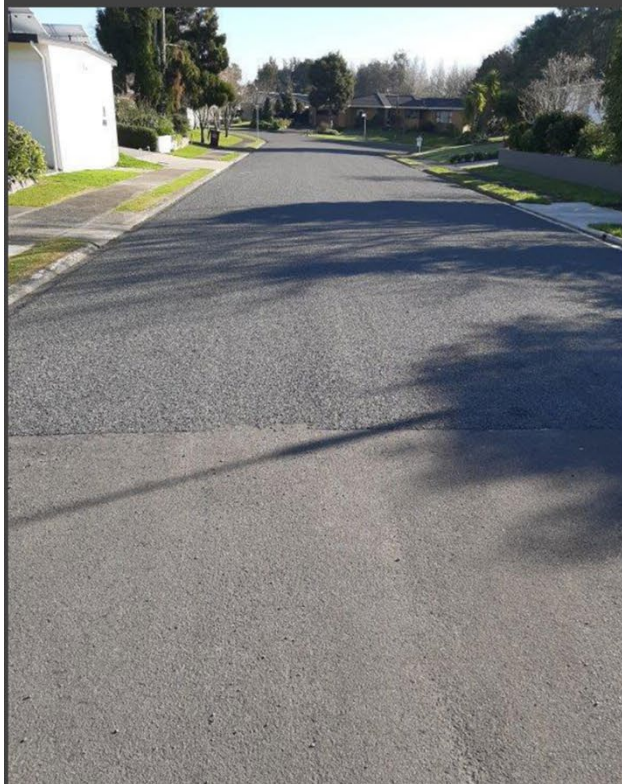
KPI for percentage of network sealed was
4.3% (exceeding the KPI target of 4%)



Map: Pavement Resurfacing Sites 2020/21

Chipsealing Sites

Donny Avenue
3,757m²



Madill Road
5,369m²

Yvonne Street
4,246m²



Footpath Renewals 2020/21

Total Footpath Renewals City Wide
31,832m²

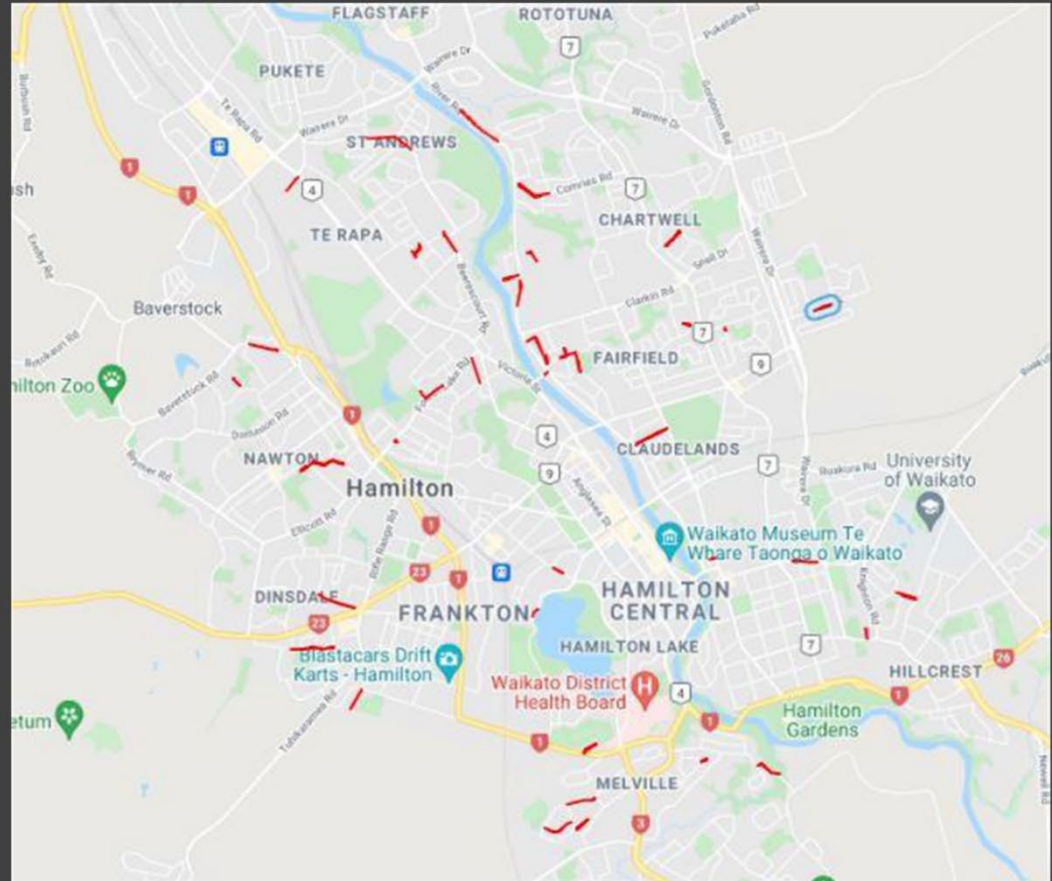
Asphalt Footpath Renewals - 29,372m²

Concrete Footpath Renewals - 2,460m²

Footpath Maintenance 2020/21

Asphalt Footpath Maintenance - 4,936m²

Concrete Footpath Maintenance - 1,829m²



Map: Footpath Renewal Sites 2020/21

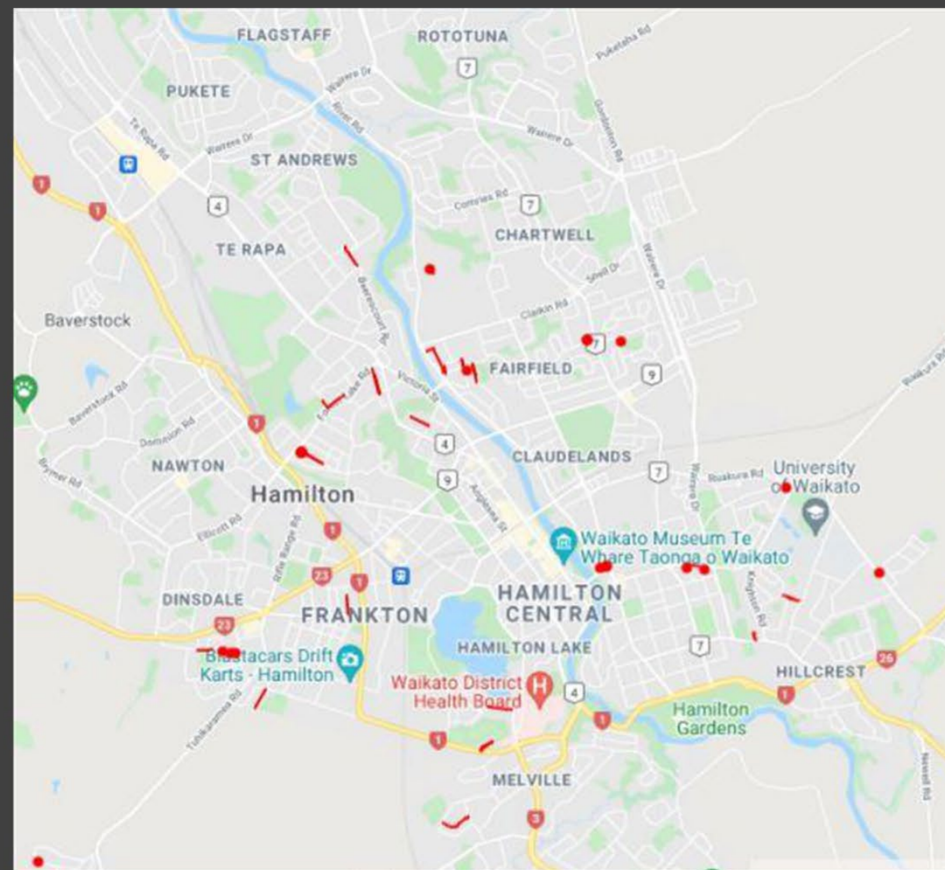
Kerb & Channel Renewals 2020/21

Total Kerb & Channel Renewals City Wide
6,709m



Kerb & Channel Maintenance 2020/21

Total Kerb & Channel Maintenance City Wide
1,083m



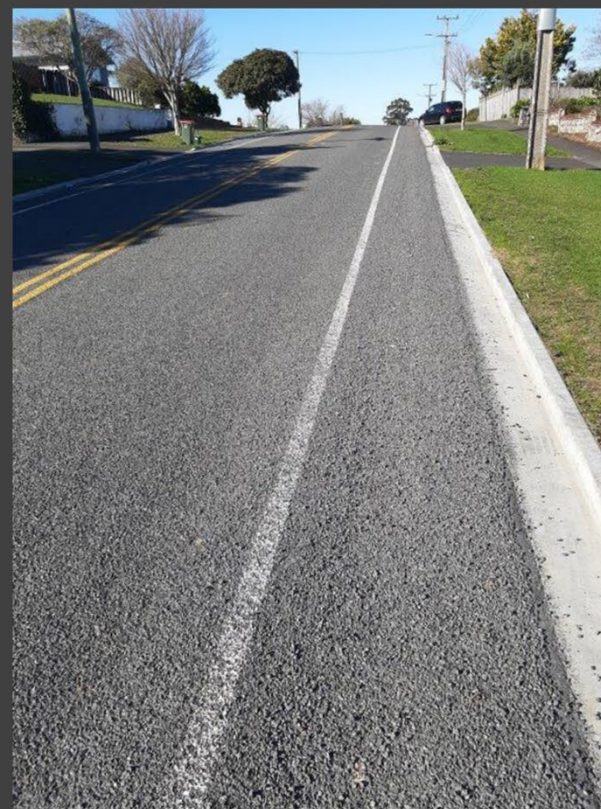
Map: Kerb & Channel Renewals 2020/21

Asphalt Footpath and K&C Renewals

Thornton Place
791m² of AC Footpath



Rata Street
741m² of AC Footpath
655m of Kerb & Channel



Asphalt Footpath and K&C Renewals

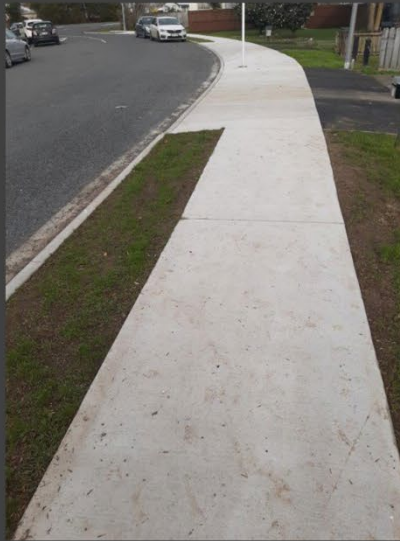
Clyde Street

626m² of AC Footpath
230m of Kerb & Channel



Ranfurly Avenue
540m² of AC Footpath
286m of Kerb & Channel

Concrete Footpath and K&C Renewals



Crescent Court
628m² of Concrete Footpath
341m of Kerb & Channel



Manchester Place
420m² of Concrete Footpath



Project Highlights

Palmerston Street Rehabilitation

The road rebuild and safety improvements along Palmerston Street were a major project for the Alliance this year due to the traffic volume, proximity to a school, the hospital and a retirement village.

Works included:

- 5500m² of pavement reconstruction
- removal of existing pavement layers 500mm deep and imported new pavement materials
- safety improvements such as footpath crossing improvements, new raised safety platforms and streetlights.

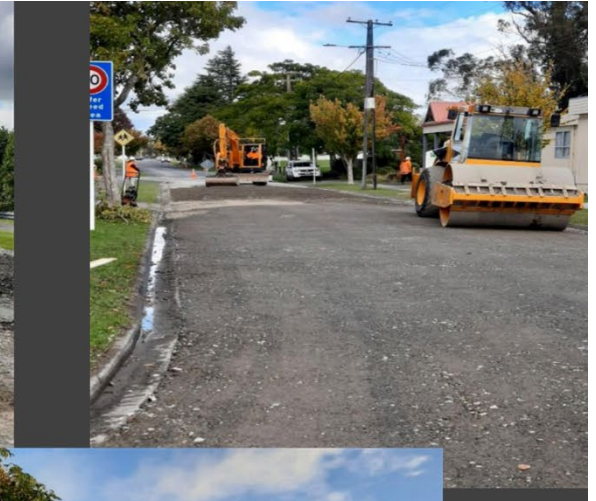


Bellmont Avenue

Bellmont Avenue was a 360m² road renewal done under a road closure and included the IA's first in-house stabilizing. The road was closed for three weeks in order to provide a longer life treatment.

Works included:

- 300mm digout with bitumen grid cloth installed over the subgrade
- 200mm of recycled millings used as a sub base
- 100mm of AP40 base course stabilized with 1.5% cement
- A double coat grade 3 and 5 chip seal



Fairfield Bridge

The closure of this bridge was maximised with almost a dozen different crews working in and around the bridge to make the most of the time available. The closure was well promoted, with no complaints from the public regarding the works. The bridge was closed for a period of two days and four nights for works to take place.

Works completed:

- tree removal
- footpath renewal
- renewal of the asphalt surface on the bridge
- upgrade of archway lights
- refurbishment of historic lanterns
- installation of CCTV cameras



River Road Phase One

Minor Safety and Footpath Improvements

Our team worked closely with residents to ensure the least amount of disruption was caused during the works. We worked in environmentally sensitive areas around an old tree with the help of the HCC Arborist team to ensure no damage was caused.

Works completed:

- renewal of existing footpaths
- construction of a new footpath
- improvements to existing pedestrian refuge islands and pedestrian crossings
- widening residents' driveways
- liaison with residents to reinstate private berm sprinkler systems post-completion



River Road Phase Two

Safety Improvements

This safety improvement project focused around positive pedestrian, cyclist and vehicle interactions and consisted of:

- new road marking including the new Apple green cycle lane indicator paint
- precast cycle delineators and precast pedestrian refuge islands
- new kerb & channel alignments, improved pedestrian crossings and drainage
- new shared cycle/pedestrian footpath, tactiles and signage
- bus stop improvements and new street lighting



River Road Retaining Wall

90m long Steel I beam retaining wall has been built to retain and support the existing crib wall structure for the next 50 years as per the design. In addition, all the required drilling (up to 1.7m deep) to drive the piles into the ground has been done using the hydro-vac truck to prevent the underground services. We have also removed the 90m long existing kerb & channel and constructed a new one.



Before

After



Innovating Streets Project – Rostrevor Street & Ward Street

Working with HCC on the innovative street designs at Rostrevor Street and Ward Street.

Works involved:

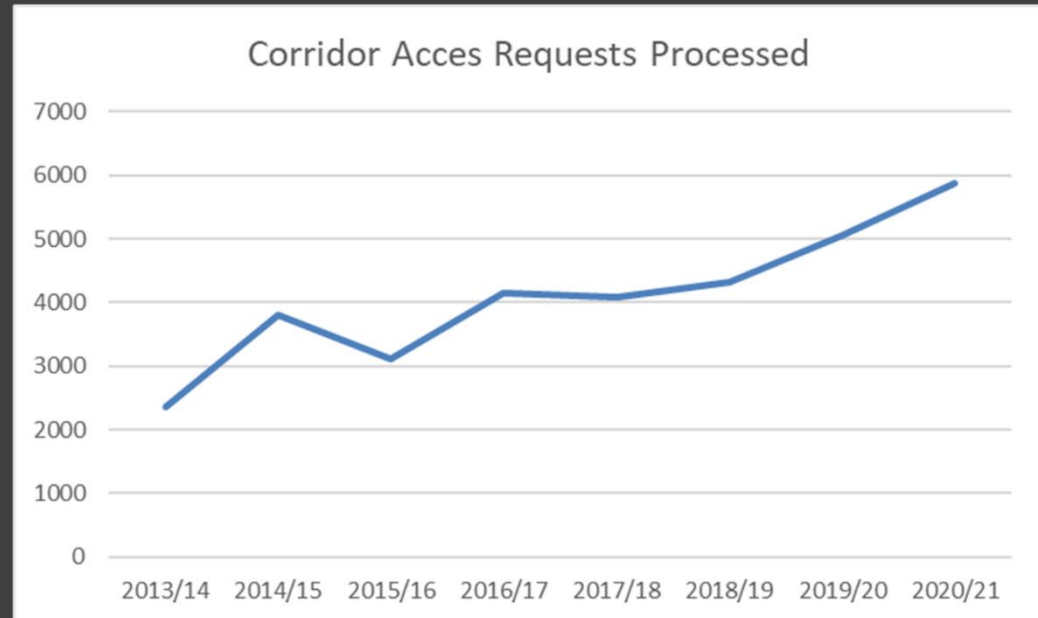
- installation of precast planter boxes and benches
- pedestrian crossings at roundabouts
- rubber speed humps
- colourful road artwork was designed and barriers taken down to create a continuous recreation area for pedestrians and cyclists



Corridor Access Requests

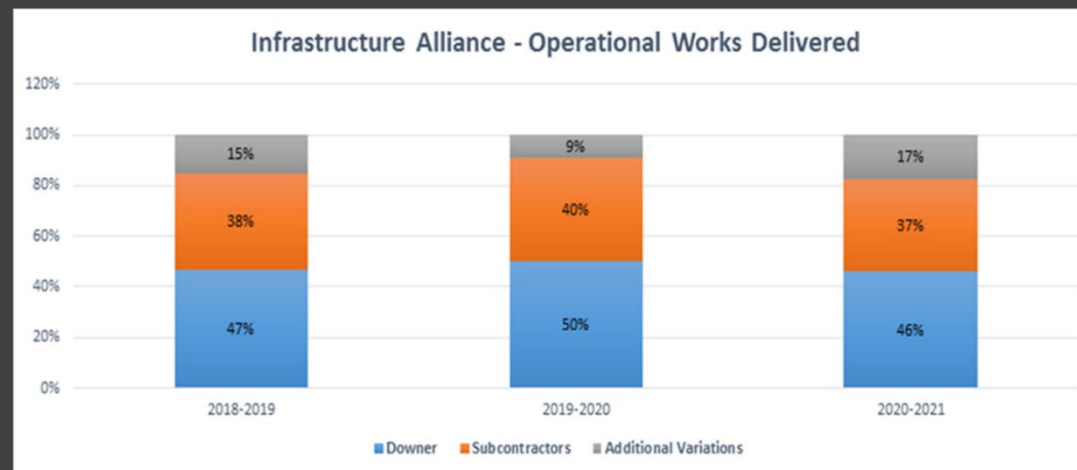
The volumes of request to work within the roading corridor continued to increase.

- Increased construction activity across the city
- Increased awareness by industry of what is required to work within the corridor



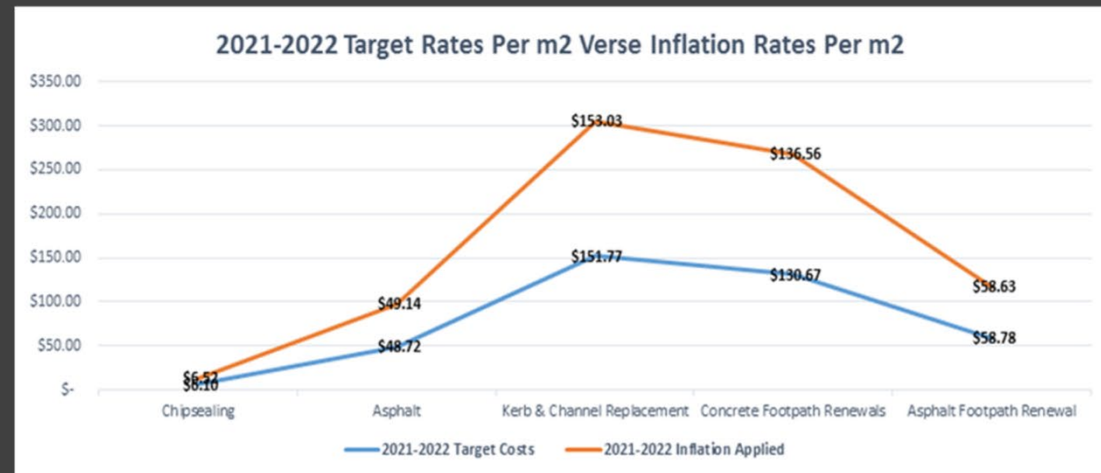
Added Value/ Local Impact

- We pride ourselves on working closely with the local contracting community
- In 2020/21, 37% of our direct costs were with local sub contractors.
- In 2020/21 we completed \$5.3m in variation work which do not attract overhead costs.
- Effectively resulting in a \$318k overhead saving.



Providing Value for Money

- Unlike traditional contracts, our rates are based on actual costs incurred.
- Our target rates, are considerably lower than taking the previous year plus inflation.



Innovations

100% Electric Litter Motorbike

- used for the cyclic picking up of litter around the CBD
- cheaper and environmentally friendly alternative to petrol powered motorbikes



100% Electric Compactor Truck

- used to empty litter bins in the CBD with low noise and zero carbon emissions
- provides an environmentally friendly alternative to diesel trucks

Halo Helmets

- increased the safety of streetscape team
- team is highly visible while working and task being completed more visible to the wearer



Recycling of Pavement Material

- implemented recycling of pavements and concrete into various construction activities
- provides a more sustainable construction practice
- used as subbase etc on footpath renewals and maintenance
- results in cost savings and less waste to landfill



Technology in the Field

- pursuing more sustainable practice and better use of technology
- provision of tablets on site to utilise technology for data collection
- minimises paper use and reduces overall time spent on jobs, improving customer satisfaction

Investigating LIDAR Scanning with the iPhone 12



Potential uses:

- kerb & channel renewals (kerb profiles)
- geo-fencing excavators (safety, minimising service strikes etc)

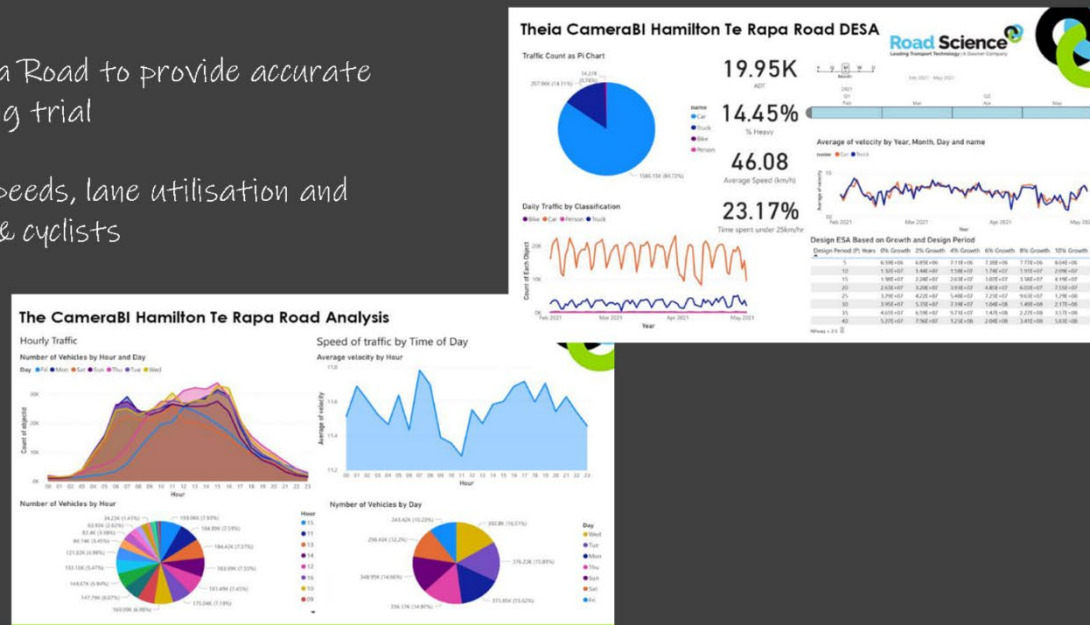


Underpass Climbing Opportunity

- investigating a fun installation that increases public participation and 'play' within the road reserve area
- improves people's experience within the road reserve and promotes the concept of enjoying the journey

Traffic Counting Camera

- smart camera installed on Te Rapa Road to provide accurate traffic count data for a resurfacing trial
- camera detects traffic volumes, speeds, lane utilisation and traffic type including pedestrians & cyclists
- developing a mobile version



Battery Operated Mowers

- eco-friendly, quiet and more efficient
- requires less resource

Battery Operated Sprayers

- new sprayer technology does not require manual pumping
- reduces effort required to spray weeds, minimising fatigue and making task more manageable

Dome Wizard

- used to clean CCTV cameras without having to use ladders or a bucket truck
- reduces costs of traffic management, time and exposure to live traffic



Manual Walk Behind Sweepers

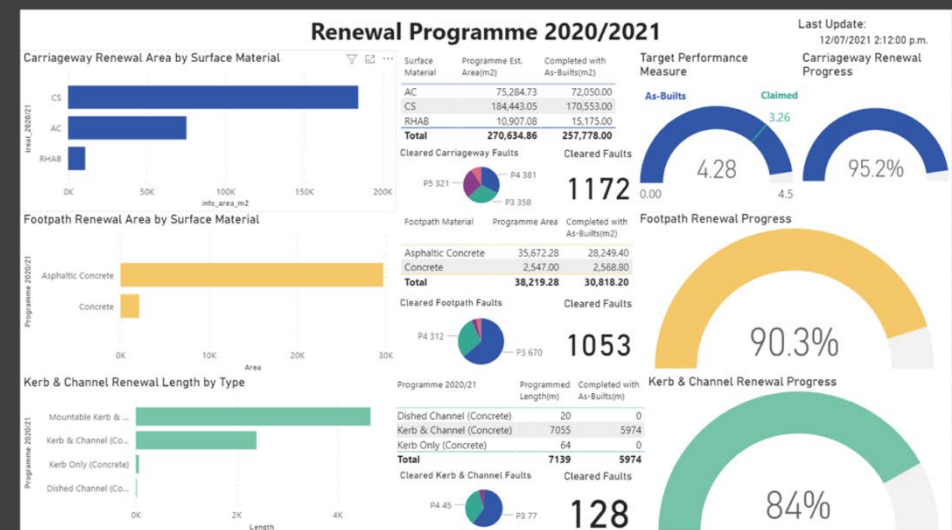
- enables the lane to be kept clear and traffic flowing
- saves time, costs and lessens delays to motorists
- improves response times for minor cycleway sweeping jobs

Asset Management

2020/21 achievements include:

- capitalised \$30M of transportation work in progress (WIP)
- Vested asset collections to help with capitalisation
- set-up central network model for the Rotokauri Transport Hub
- improved RAMM data quality report
- matched RAMM fault codes with standard codes
- progressed AMIP actions prior to the next review
- updated landscaping layers for City Parks team
- RAMM refresher training for Traffic Services team
- RAMM refresher training for Streetlight team
- 147 retaining wall inspections completed
- All Faults for carriageways across the network

Example of Renewals Dashboard





Council Report

Committee: Infrastructure Operations Committee
Date: 24 February 2022
Author: Phoebe Flexman
Authoriser: Eeva-Liisa Wright
Position: Transport and Urban Mobility Planner
Position: General Manager Infrastructure Operations
Report Name: Speed Management Plan Review- Statement of Proposal 24 February 2022

Item 15

Report Status

Open

Purpose - *Take*

1. To seek approval from the Infrastructure Operations Committee of the Statement of Proposal for the Hamilton Speed Management Plan review and to commence public consultation.

Staff Recommendation - *Tuutohu-aa-kaimahi*

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

Executive Summary - *Whakaraapopototanga matua*

3. The Speed Management Plan sets out the principles and prioritisation methodology that will be used to deliver speed management related activities including education, engineering, and speed limit changes throughout Hamilton City.
4. The Speed Management Plan is supported by the legal setting of speed limits via the Hamilton City Speed Limit Bylaw 2018 (the Bylaw). The Bylaw sets out the speed limits for all local (not state highway) roads in the city.
5. The Speed Management Plan sets out what work needs to be done, by who, where and finally an indication of funding to implement this work through Council's Long-Term Plan process.
6. A Statement of Proposal (SOP) (**Attachment 1**) for public consultation on the review of the Speed Management Plan has been developed along with a draft 2022 Hamilton Speed Management Plan which is a track change copy of the 2019 Plan (**Attachment 2**).

7. Two options are considered within the SOP which are:
 - i. retain the current plan and make minor amendments; and
 - ii. retain the current plan and do not refresh/update.

Staff recommend **Option 1** – Amend the Current Speed Management Plan, as detailed in this report.

8. This review is a regular planned operating activity funded through the Long Term Plan and is included within existing operating budgets. The total cost to complete the review will be approximately \$10,000-\$15,000.
9. Subject to this Committee's approval, these documents will form the basis of the public consultation that is scheduled for 28 February to 25 March 2022, in accordance with the Special Consultative Procedure set out in section 83 of the Local Government Act (LGA).
10. Staff consider that the recommendations comply with Council's legal and policy requirements, including consultation requirements prescribed under the LGA.

Background - *Koorero whaimaarama*

11. The [Growth and Infrastructure Committee](#) meeting on 20 June 2017 adopted Vision Zero for Hamilton City Council's road safety target by 2028 as part of the review of the Access Hamilton Strategy. Vision Zero, as the philosophy for road safety in the city, is an aspiration to achieve zero road deaths and serious injuries within Hamilton City.
12. Hamilton City Council (HCC) is a Road Controlling Authority (RCA). This means HCC has the legal ability and responsibility to set speed limits under the [Land Transport Rule 54001/2017](#) – Setting of Speed Limits 2017.
13. The [Council meeting](#) on 6 September 2018 adopted the updated Hamilton City Speed Limits Bylaw 2018. The key change to the bylaw was to enable the Council to set speeds limits by resolution on any road within its jurisdiction. This change was made to enable timely and efficient speed limit changes to be made in the future.
14. The relationship between speed and road trauma is well-established internationally and that is why managing speed is one pillar of the Safe System approach to road safety.
15. Under Councils Vision Zero road safety philosophy we can make a big difference in the number of deaths and serious injuries on our roads by implementing a good speed management programme.
16. We need people and goods to move efficiently around our transport network and we need to see a reduction in deaths and serious injuries. If we can increase the number of drivers driving at a safe and appropriate speed, we can reduce the number of people in our community whose lives are devastated by road trauma.
17. The original development of Hamilton's Speed Management Plan involved a series of workshops with industry stakeholders and politicians. Represented in this group were councillors from Hamilton City Council and Waikato Regional Council, and staff from Hamilton City Council, Waikato Regional Council, Waikato District Council and Waipa District Council, Waka Kotahi, AA, NZ Police, Road Transport Association and Waikato District Health Board.
18. In completing the review of this document, we have undertaken early engagement with these representatives to ensure we have their ongoing support for our plan.
19. The Speed Management Plan for Hamilton City was adopted at the Council meeting on 27 June 2019. The plan sets out the principles and prioritisation methodology that will be used to deliver speed management related activities including education, engineering and speed limit changes throughout Hamilton City.

20. The following **principles** have been adopted to guide the application of speed management within Hamilton:
- i. the speed environment around schools at school times the start and end of the school day will be 30km/h;
 - ii. where there are high numbers of people walking, biking and crossing the road the speed environment will be 30km/h;
 - iii. residential local roads will be constructed for a 40km/h environment;
 - iv. new roads will be constructed appropriate to the function and to create a safe and appropriate environment;
 - v. existing roads may be upgraded appropriate to the function and to create a safe and appropriate environment;
 - vi. a logical, area-based approach will be used for the implementation of speed management;
 - vii. investment will be targeted to achieve the best access and safety outcomes; and
 - viii. we will work with partnering Road Controlling Authorities to provide a consistent approach in line with the Speed Management Guide.
21. The following **priorities** guide us in our approach to implementing speed management:
- i. high benefit routes which deliver maximum benefit in reducing deaths and serious injuries;
 - ii. places where there is strong community demand for change;
 - iii. supporting changes in neighbouring areas to achieve consistent and logical implementation; and
 - iv. places where lots of people walk or bike, or where they will soon walk and bike.

Discussion - *Matapaki*

22. Waka Kotahi NZ Transport Agency (Waka Kotahi) is working on a new regulatory framework for speed management to improve how road controlling authorities (RCA) plan for, consult on, and implement speed management changes. This process now takes a whole-of-network approach, so that decisions about safety-related infrastructure improvements, speed limit changes and safety camera placement are made together.
23. The whole of network plan process emphasises speed management planning at a higher (regional) planning level. The plans contain principles and approaches to give a 10-year view – prioritisation, sequencing and parameters outlined in a 3-year implementation plan. With area speed limit reviews, focusing on the application of principles to an area, like Hamilton City.
24. Alongside this, the new Land Transport Rule: Setting of Speed Limits (the Rule) is expected to be enacted in 2022 and will replace the current Land Transport Rule: Setting of Speed Limits 2017. The primary purpose of the Rule is to enable an improved approach to speed management planning on New Zealand roads.
25. All changes proposed in the review of the Speed Management Plan are in alignment with the following:
- i. the Speed Limit Rule changes that are expected in 2022 ([see here](#));
 - ii. New Zealand's Road to Zero Road Safety Strategy and Action Plan;
 - iii. the National Speed Management Guide from Waka Kotahi;

- iv. the Waka Kotahi Sustainability Action Plan, Toitū te Taio;
 - v. the National Safer Journeys Road Safety Strategy; and
 - vi. the new movement and place based One Network Framework approach to categorising New Zealand's streets and roads.
26. The decision to review the Hamilton Speed Management plan now is to ensure HCC is prepared to respond to the upcoming legislation changes in late 2022. Alongside preparing for the legislative change, HCC is limited with its ability to follow the special consultative process alongside committee dates and seek approval before the local body elections in October 2022.
 27. More information as to [current speed management planning](#) for Road Controlling Authorities (RCAs) how the new Setting of Speed Limits Rule is changing and its impacts can be found [here](#).
 28. The purpose of this review is to manage speeds on Hamilton roads to achieve and increase road safety and allow for better pedestrian accessibility.
 29. The review of the Speed Management Plan is consistent with the national Speed Management Guide from Waka Kotahi and the National Safer Journeys Road Safety Strategy.
 30. Speed management is about more than just speed limits and requires input from the community, policy makers, engineers, educators and the police to educate, encourage and influence road users to adopt safe and appropriate speeds.
 31. Early engagement on the proposal to review and update the plan has been completed with the following key stakeholders:
 - i. Waikato-Tainui and Te Haa a Whenua Kirikiriroa
 - ii. CCS Disability Action
 - iii. Living Streets Aotearoa
 - iv. Generation Zero
 - v. Bike Waikato
 - vi. Blind Foundation
 - vii. Disabled Persons Assembly
 - viii. Age Concern
 - ix. Go Eco
 - x. Parents of Vision Impaired NZ Inc
 - xi. HCC Disability Advisor
 - xii. Automobile Association (AA)
 - xiii. NZ Police
 - xiv. Road Transport Association
 32. There has been minimal feedback received from the key stakeholders as a result of the early engagement but there had previously been a high level of engagement in the development of the original Speed Management Plan.
 33. Staff will continue to re-engage with the key stakeholders alongside the community during the full consultative period from 28th February- 25th March 2022.
 34. If the speed management process shows a need for a speed limit change, a legal process must be followed using the Hamilton Speed Limit Bylaw 2018. Staff will always consult with stakeholders and the community before asking Council to decide on whether to approve a change to the bylaw's register of speed limits.

Options

35. Staff have assessed that there are two reasonable and viable options for the Infrastructure Operations Committee to consider at this stage in the process:

- i. **Option 1 (recommended) – Approve** the SOP, draft proposed plan and agree to progress to public consultation; or
 - ii. **Option 2 – Do not approve** the SOP, draft proposed plan and do not agree to Public consultation. If this is the preferred option, then HCC will not be “certified” when the legislative changes happen to the “Land Transport Rule: Setting of speed limits (the rule)”.
- 36. Staff recommend **Option 1** because it allows for the plan to be amended to incorporate the following:
 - i. recent and proposed legislative changes, e.g. Speed Limit Rule Changes;
 - ii. new regulatory framework from Waka Kotahi on Speed Management; and
 - iii. to ensure ‘certification’ from Waka Kotahi on our Speed Management.
- 37. If the recommendation to consult on the draft Speed Management Plan is not approved, then the review of the plan will not be able to continue to move forward.
- 38. Without public consultation of the revised plan then Hamilton’s current Speed Management Plan will be inconsistent with:
 - i. Hamilton Cities Councils commitment to Vision Zero;
 - ii. Hamilton’s Access Hamilton Strategy (*currently getting refreshed*);
 - iii. the Speed Limit Rule – legislative changes that are happening in 2022;
 - iv. the National Speed Management Guide from Waka Kotahi; and
 - v. the National Safer Journeys Road Safety Strategy.
- 39. A draft SOP (**Attachment 1**) for the review of the Hamilton Speed Management Plan 2022 has been prepared. This document along with a draft Hamilton Speed Management Plan 2022 (**Attachment 2**) are proposed to form the basis of the public consultation. **Attachment 3** is the proposed speed limit map for consultation, and this will be used to update the draft speed management plan following this Infrastructure Operations Committee meeting, in order to capture any Elected Member feedback.

Financial Considerations - *Whaiwhakaaro Puutea*

- 40. The total cost to complete the review on the plan including adopting a revised Hamilton Speed Management Plan and any anticipated consultation will be approximately \$10,000-\$15,000.
- 41. This is a planned operating activity funded through the approved 2021-31 Long-Term Plan and is included within existing operating budgets.
- 42. The total costs will include staff time, legal review, consultation and advertising.

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

- 43. Staff confirm that the staff recommendations comply with 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. Social wellbeing is defined as the capacity of individuals, their families, whaanau, iwi, hapuu and a range of communities to set goals and achieve them.
48. The proposed speed limit changes improve safety for all road users but especially for those who are walking and biking in the community.
49. The review of the Speed Management Plan is an opportunity to consider how speed can be managed to ensure Hamilton continues to be a great place to play and be active and that its community remains accessible, safe and healthy.
50. The review will also ensure that a revised Hamilton speed management is available as a tool for community education on the impacts of speed management, pedestrian movement, sustaining networks and further improving safety.

Economic

51. Economic wellbeing is defined as the capacity of the economy to generate employment and wealth necessary for present and future financial security.
52. It is not considered that the review of the plan will be inconsistent or contrary to economic wellbeing outcomes.

Environmental

53. Environmental wellbeing is defined as the capacity of the natural environment to support, in a sustainable way, the activities that constitute community life.
54. The review of the Speed Management Plan will ensure that the transport networks speeds continue to be operated as efficiently as possible thereby minimising the adverse effects on the environment. The Speed Management Plan will also reduce directly greenhouse emission associated with faster speeds and car-centric urbanisation.
55. The proposed Speed Management Plan supports the increased use of active travel (walking and biking) within the community and therefore reduce the negative impact on the environment.

Cultural

56. Cultural wellbeing is defined as the capacity of communities to retain, interpret and express their shared beliefs, values, customs, behaviours, and identities.
57. Early engagement has been completed with Te Haa o te whenua o Kirikiriroa (THaWK) and further engagement will be undertaken as part of the formal consultation process along with Ngaati Wairere.
58. The Speed Management Plan was developed in alignment and is consistent with the Hamilton Cities Pillars of Wellbeing Strategy 'He Pou Manawa Ora'.
59. No specific cultural considerations were identified in the development of this report in relation to the proposed speed limit plan review.

Risks - *Tuuraru*

60. There are no known risks associated with the decisions required for this matter.
61. There is a risk that if approval is not provided for consultation on the reviewed Speed Management Plan that the current plan will not meet the requirements being established with the new Speed Limits Rule.

62. If the Speed Management Plan does not meet the requirements of the Rule it will not be certified by Waka Kotahi NZ Transport Agency and Hamilton City will not be able to make speed management changes.

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

Significance

63. 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

64. Early engagement has been undertaken with key stakeholders as outlined in paragraph 31 of this report. These stakeholders will also be included in the formal consultation process and will be specifically invited to make formal submissions on the proposal.
65. While there is a statutory requirement to consult in accordance with the consultative process outlines in section 82 of the LGA, staff will be following the Special Consultative Procedure as set out in section 83 of the LGA.
66. Staff will invite the public and stakeholders to provide formal feedback through the public consultation from 28 February to 25 March 2022 so that their views can be captured on the proposal to review and update the Plan.
67. 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.
68. Submitters also have an opportunity to present their views in a spoken form at the Hearings and Engagement Committee at a hearing planned for 21 June 2022.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Draft Statement of Proposal for the review of the Speed Management Plan

Attachment 2 - Proposed Speed Management Plan Refresh 2022 - V1 Feb 2022

Attachment 3 - Proposed Map for Consultation



Speed Management Plan Review STATEMENT OF PROPOSAL

28 February – 25 March 2022

He aha te mea nui o te ao? He tangata, he tangata, he tangata

What is the most important thing in the world? It is the people, it is the people, it is the people

Hamilton City Council (Council) is seeking feedback on a proposal to make changes to the Hamilton Speed Management Plan to comply with recent legislative changes and a new national 'certification' process.

WHY ARE WE DOING THIS?

Waka Kotahi NZ Transport Agency (Waka Kotahi) is working on a new regulatory framework for speed management to improve how Road Controlling Authorities (RCA's) plan for, consult on, and implement speed management changes. This process now takes a 'whole-of-network' approach, so that decisions about safety-related infrastructure improvements, speed limit changes and safety camera placements are made together and reflected in a Speed Management Plan.

The proposed plan would contain principles and approaches to give a 10-year view – prioritisation, sequencing and parameters outlined in a three-year implementation plan. With area speed limit reviews, focusing on the application of principles to a specific area, like Hamilton City.

Alongside this, the new Land Transport Rule: Setting of Speed Limits 2022 (the Rule), will replace the current Land Transport Rule: Setting of Speed Limits 2017 and will enable an improved approach to speed management planning on New Zealand roads.

Hamilton City already has a Speed Management Plan, so we have completed a review and refresh of our current plan to ensure that it will be current and in compliance with the new requirements when they come into place.

All changes made are aligned with the following:

- The Speed Limit Rule changes that are happening in 2022 ([see here](#));
- New Zealand's Road to Zero road safety strategy and action plan;
- The National Speed Management Guide from Waka Kotahi;
- The Waka Kotahi Sustainability Action Plan, Toitū te Taio;
- The National Safer Journeys Road Safety Strategy; and,
- The new movement and place based [One Network Framework](#) approach to categorising New Zealand's streets and roads.

HAMILTON'S STEP IN THE RIGHT DIRECTION

Hamilton's Speed Management Plan was first adopted in June 2019. Council is required to review the existing Speed Management Plan to align with the changes from Waka Kotahi on speed management in New Zealand for our Speed Management Plan to be "certified" by Waka Kotahi.

Hamilton City Council had adopted Vision Zero as the philosophy for road safety in the city, as an aspiration to achieve zero road deaths and serious injuries within Hamilton. The relationship between speed and road accidents is well-established internationally, and managing speed is one pillar of the safe transport system approach.

We want everyone who calls Hamilton home, or visits our city, to be safe when using our streets and roads. That means we need the right speeds on our roads for all, whether you are walking to the shops, biking to school, driving to work or making deliveries. All our road users are affected by vehicle speeds.

The Speed Management Plan is about achieving safe and appropriate speeds that reflect road functions, design, safety, and use. The plan is the guiding document that sets out what work needs to be done by who, where, how and finally an indication of funding to implement this work, with a focus on the next two financial years leading into the Regional Land Transport Fund and Council's 2021-2031 Long Term Plan.

The following **principles** have been adopted and guide the application of speed management within Hamilton:

- i. The speed environment around schools at the start and end of the school day will be 30km/h;
- ii. Where there are high numbers of people walking, biking and crossing the road, the speed environment will be 30km/h;
- iii. Residential local roads will be constructed for a 40km/h environment;
- iv. New roads will be constructed appropriate to their function and to create a safe and appropriate environment;
- v. Existing roads may be upgraded appropriate to their function and to create a safe and appropriate environment;
- vi. A logical, area-based approach will be used for the implementation of speed management;
- vii. Investment will be targeted to achieve the best access and safety outcomes; and
- viii. We will work with partnering RCA's to provide a consistent approach in line with the Speed Management Guide.

The following **priorities** guide us in our approach to implementing speed management:

- i. High benefit routes which deliver maximum benefit in reducing deaths and serious injuries;
- ii. Places where there is strong community demand for change;
- iii. Supporting changes in neighbouring areas to achieve consistent and logical implementation; and,
- iv. Places where lots of people walk or bike, or where they will soon walk and bike.

PROPOSAL

Council are proposing minor changes to the current Hamilton Speed Management Plan to ensure its alignment with Waka Kotahi under their new speed management guidance and prepare it for the certification process.

Alongside this review, we are also keeping it up to date to ensure it reflects current best practice, the city's long-term philosophies, plans, policies and strategies such as:

- Council's commitment to the Vision Zero philosophy;
- Council's Access Hamilton Strategy (which is currently under review);
- Hamilton Waikato's mode-shift plan.

We are seeking feedback on the review of the plan from people who will or may be affected by, or have an

interest in, the proposed changes.

After reviewing all roads within the Hamilton City boundary, in alignment with the approved guiding speed management principals and priorities and tools ([MegaMaps](#)) provided by Waka Kotahi, we have mapped a speed management vision for Hamilton, please see the attached map.

It is important to note that the scope of the plan review excludes the setting/changing of speed limits, these are addressed and controlled by the Hamilton Speed Limit Bylaw.

If our speed management process shows a need for a speed limit change, a legal process must be followed using the Hamilton Speed Limit Bylaw 2018. We will always consult with stakeholders and the community before asking Council to decide on whether to approve a change to the bylaw's register of speed limits.

REASONS FOR THE PROPOSAL

Council are proposing a review of the Speed Management Plan to support changes to the city's long-term vision for speed management, and the recent legislative changes that have been made in the previous two years.

The purpose of this review is to manage speeds on Hamilton roads to achieve and increase road safety and allow for better pedestrian accessibility.

Option Description	Advantages	Disadvantages
Option One: Amend the current plan (preferred)		
Retain the current plan and make minor amendments.	<ul style="list-style-type: none">• Updates based on recent and proposed changes to legislation would ensure that the plan reflects current best practice and legal requirements, for example Land Transport Rule: Setting of Speed Limits.• Data insights and advancements are used to guide the update of maps.• The plan reflects recent changes to the long-term vision of speed-limits for the city and the growth it is currently experiencing.• Changes to increase clarity in the bylaw will improve ease of interpretation and effective administration.	<ul style="list-style-type: none">• Nil.
Option Two: Do not refresh the plan		
Retain the current plan and do not refresh/update.	<ul style="list-style-type: none">• Nil.	<ul style="list-style-type: none">• Council and the public would need to rely on the plan as it is currently written and interpreted for the public.• The maps would not reflect current data insights, will be outdated and not

		<p>support the growth Hamilton is experiencing.</p> <ul style="list-style-type: none"> • The plan will not reflect recent changes to legislation or accommodate changes that are outlined in the Land Transport Rule: Setting of Speed Limits. • The plan would not reflect recent changes to the long-term vision of speed-limits for the city. • The plan is not likely to be certified by Waka Kotahi and we would be unable to make speed limit changes and access vital funding until a refresh/update was completed
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The purpose of this document is to create an implementation plan related to safer speeds in Hamilton. The plan works alongside the Hamilton Speed Management Bylaw (2018). The plan covers all roads (excluding state highways) in Hamilton City Council's district. Waka Kotahi controls the setting of speed limits on state highways.

The key reasons for the proposal are:

- Recent and proposed legislative changes and guidance, for example Land Transport Rule: Setting of Speed Limits;
- Government Policy Statement – Road to Zero, Land Transport;
- Preparing for the certification process;
- Provide certainty of the programme of work coming up by developing an implementation plan;
- Alignment with Council's long-term vision for speed limits for the city; and,
- Recent data collection and associated insights.

OPTIONS

The following options have been identified as a means of achieving improved speed management in Hamilton and alignment with national direction on speed management. An analysis of the advantages and disadvantages of each option is provided in the table below.

TELL US YOUR THOUGHTS ON THE PROPSAL

Before making any final decisions, we'd like to have your input. You can give us feedback from Monday 28 February to Friday 25 March 2022 online at hamilton.govt.nz/haveyoursay, or fill out the feedback form included with this Statement of Proposal.

For any queries, please ring 07 838 6699 or email haveyoursay@hcc.govt.nz.

NEXT STEPS

Council will collect and analyse all feedback at the close of the submission period. The analysis of this feedback will be presented to the Hearings and Engagement Committee on Tuesday 3 May 2022. At this meeting, submitters who want to speak to their written submission will be able to do so. Council will then consider all the views and make a decision.

FEEDBACK FORM

Speed Management Plan Review: Monday 28 February – Friday 25 March 2022

Hamilton City Council is proposing to review its Speed Management Plan.

FEEDBACK FORMS CAN BE:

- Completed online at hamilton.govt.nz/haveyoursay
- Posted to: Freepost 172189, Hamilton City Council, Communication and Engagement team, Speed Management Plan Review, Private Bag 3010, Hamilton, 3240.
- Delivered to the Municipal Building Reception or any branch of Hamilton City Libraries.
- Email the completed form to: 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 may 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 for further information.

Do you agree with Council's proposal to amend the current Speed Management Plan?

- ☐ Yes – Amend the current plan revisions so the plan aligns with recent legislative requirements (Land Transport Rule: Setting of Speed Limits), current best practice, and the long-term vision for Hamilton City.
- ☐ No – Retain the current plan with no revisions

Help us understand the reason for your response *(Please print clearly):*

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

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

How often in last month have you used each as a form of transport?

	Every day	Several times each week	Once or twice each week	2-3 times over the month	Less often than this
A car or van	1	2	3	4	5
Bicycle or electric bike	1	2	3	4	5
Push scooter or electric scooter (without a motor)	1	2	3	4	5
Walking	1	2	3	4	5
Public transport (e.g. trains, buses)	1	2	3	4	5

Would you like to make a verbal submission?

Note: A verbal submission is around 5 - 10 minutes and is a chance for you to strengthen the key points in your written submission at the Council meeting.

- ☐ Yes
☐ No

Verbal submissions will take place Tuesday 3 May 2022 (confirmed by Governance) and we will contact you to arrange a time.

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.

Contact details (Please print clearly)

We will use this to get in touch with you if you would like the opportunity to make a verbal submission.

Name: _____

Organisation (if responding on behalf of): _____

Phone: _____ Email: _____

Where do you live?

I live in Hamilton, my suburb is: _____

I live outside Hamilton city:

☐ Waipa ☐ Waikato ☐ Elsewhere in New Zealand ☐ Overseas

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 with? (tick all that apply)

☐ NZ European ☐ Maaori ☐ Indian ☐ Chinese ☐ Samoan
☐ British ☐ Filipino ☐ Tongan ☐ South African ☐ Cook Islands Maori
☐ Not listed (please specify if you wish) _____

Which of the following best describes your household situation?

☐ Living alone ☐ Household with dependants (e.g. children/other family)
☐ Living with others that are not family ☐ Household with no dependants (e.g. no children/no other family)

Please get your feedback to us by Friday 25 March 2022.

SPEED MANAGEMENT PLAN

Version 1,
February 2022

HAMILTON CITY COUNCIL

*He aha te mea nui o te ao?
He tangata, he tangata, he tangata
What is the most important thing in the world?
It is the people, it is the people, it is the people*

Safer
ROADS
FOR
All



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

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1. PURPOSE OF THIS DOCUMENT

The purpose of this document is to take the information provided in Waka Kotahi NZ Transport Agency's (Waka Kotahi) Speed Management Guide and create an implementation plan related to safer speeds in Hamilton.

Hamilton has a Vision Zero goal for road safety. We don't believe any loss of life on our city's roads is acceptable. With more and more people using our roads, we need to make sure they're as safe as they can be.

Road safety risk can be reduced by investing in infrastructure improvements to make a road safer at current speeds, or by managing speeds down through a combination of road design, risk targeted enforcement and education on safe behaviour, all reinforced by speed limits appropriate for the roads.

The plan sets out what work needs to be done, by who, where and finally an indication of funding to implement this work, with a focus on the next two financial years leading into the 2021-2031 Long Term Plan.

2. WHAT IS SPEED MANAGEMENT AND WHY DO WE NEED IT?

2.1. Government Policy Statement (GPS) on land transport

The GPS is central to investment decisions across the land transport system, and sets four strategic priorities to achieve a land transport system that:

- **Safety:** Developing a transport system where no-one is killed or seriously injured.
- **Better transport options:** Providing people with better transport options to access social and economic opportunities.
- **Improving freight connections:** Improving freight connections for economic development.
- **Climate change:** Developing a low carbon transport system that supports emission reductions, while improving safety and inclusive access.

The GPS supports investment in state highways and local roads to accelerate the implementation of the Speed Management Guide, focusing on treating the top 10 percent of the network, which will result in the greatest reduction in deaths and serious injuries as quickly as possible.



2.2. Road to Zero

Road to Zero is the Government's strategy to guide improvements in road safety from 2020 to 2030. The strategy's vision is for New Zealand to be a country where no one is killed or seriously injured in road crashes. This means that no death or serious injury while travelling on our roads is acceptable.

This strategy articulates our vision, guiding principles for how we design the road network and how we make road safety decisions, as well as setting targets and outcomes for 2030. It sets out the five areas we want to focus on over the next decade, and a framework for how we will hold ourselves accountable.

We all make mistakes, but these mistakes should not cost us our lives. We take a safe system approach, which recognises that crashes are inevitable but deaths and serious injuries are not. By placing safety at the foundation of all transport decisions and turning our attention towards building a safe road system that is designed for people, we can anticipate and adapt to the changes ahead while continuing to strive for our vision.

A step towards achieving this vision is by setting a target of 40% reduction in deaths and serious injuries by 2030. This will be achieved by through actions in five key areas with infrastructure improvements and speed management being one of them.



2.3 Hamilton's transport strategy (Access Hamilton)

Access Hamilton (Strategy on a Page 2019) identifies four key outcomes for Hamilton's transport system.

- Safe - Everyone experiences a safe and enjoyable journey.
- Choice - Everyone has travel options for moving around the city.
- Smart - Our transport network is adaptable and resilient to change.
- Growth - We are forward thinking with our city planning and create attractive neighbourhoods, which keep our city moving.



The vision is to ensure that Hamilton's transport network enables everyone to connect to people and places in safe, accessible, and smart ways.

Purpose statement of Access Hamilton: To improve the health and wellbeing of Hamiltonians by ensuring the transport network supports good travel choices that are safe, easy, and connected.

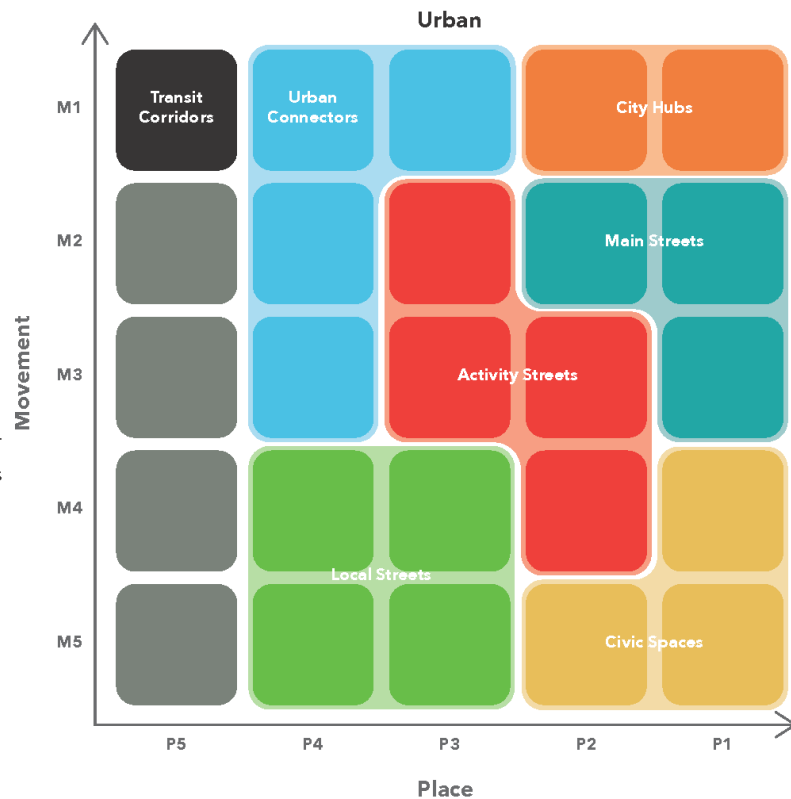
Speed management has a key role to play in all of these.

2.4. One Network Framework (ONF)

The One Network Framework (ONF) is the new national classification system. It will be used to determine the function of our roads and streets and inform decision making. The framework recognizes that shared, integrated planning approaches between transport and land-use planners will result in better outcomes.

The ONF acknowledges the transport network has a 'Place' and 'movement' functions. This means roads and streets are destinations for people, as well as transport corridors making it fit for purpose in complex urban environments, Like Hamilton City. The framework includes classifications for different modes of transport, recognizing that our roads and streets have different functions for different modes.

The ONF enables Road Controlling Authorities (like Hamilton City) to better define and articulate the differences between metro, urban and rural transport needs and provide a consistent, level playing field for future investment conversations, based on locally recognised needs rather than broad categories.



2.5. Speed management

Speed management is about achieving safe and appropriate speeds that reflect road function, design, safety and use.

We need people and goods to move efficiently around our transport network; however, aligned to the safe system approach, we also need to see a reduction in deaths and serious injuries.

Speed management is more than just speed limits and requires input from policy makers, engineers, educators, and the Police to educate, encourage and influence road users to adopt safe and appropriate speeds.

2.6. The Speed Management Guide

The [Speed Management Guide](#) provides a national single assessment framework for determining safe and appropriate speeds on New Zealand's entire road network. It provides guidance on how to progressively align travelling speeds with road function, design, safety and use, utilising the ONRC to take traffic volumes, freight volumes and place functions into account.

Previous speed limit frameworks were developed when there was no overarching road classification system. While speed limit reviews involved a consistent process that took land use and road use into account, they did not give sufficient weight to road classification, design, geometric characteristics, network efficiency or the safe system approach. The result is that on some routes, travel speeds are not appropriate to the road use and function.

The Speed Management Guide includes a set of best practice principles to inform decisions to ensure outcomes support the broader goal of national consistency. This is especially important where some roads don't easily fit into various classifications and different lengths along a road may be classified with different functions.

The guide draws on the four key principles from the Dutch Sustainable Safety Programme:

1. **Functionality** - Differentiate speeds and speed limits according to a hierarchical classification, with clear differences between levels, to support self-explaining road systems.
2. **Predictability and consistency** - Support road user expectations through consistency and continuity of design, speed limit setting, enforcement, communication, adherence to standards and collaboration between partners.
3. **Homogeneity** - Keep like with like (mode separation) and encourage speeds within a narrow band to increase both safety and efficiency.
4. **Credibility** - Identify and manage safe and appropriate speeds for an entire route (and manage out-of-context risks by exception) to support the overall credibility of the limits and of enforcement.

The guide sets out safe and appropriate speed ranges which consider road function, design, safety, and use. It is intended that this guide should begin to underpin all speed management activity, such as engineering and investment decisions, land use planning, fleet management, communication, and enforcement, and become embedded into planning, engineering and network management moving forward.

The proposed safe and appropriate speeds for different types of roads fall within the ranges shown in the figure below. The proposed speed ranges are not in themselves speed limits.

Classification	Straight open road/ urban motorways	Curved open road	Winding open road	Urban (not motorway)
Class 1 High volume national	100-110km/h Depends on design and safety risk (e.g. divided 4-5 star, grade separated intersections, safety barriers) and factoring in enforcement thresholds	80-100km/h	60-80km/h	
Class 2 National, Regional, Arterial	80-100km/h Depends on safety risk and whether volumes justify investment to bring the road up to 3 star equivalent, also enforcement thresholds			50km/h
Class 3 Primary and secondary collector				60-80km/h where safety risk allows, e.g. fewer intersections, mode separation for active users
Class 4 Access and low-volume access All winding/tortuous	60-80km/h Depending on roadside development, pedestrian and cyclist volumes, whether sealed or not			30-50km/h 30km/h if high volumes of cyclists/pedestrians Recognise access and place 10km/h for Shared Spaces

Figure 1: Recommended Safe and appropriate speed ranges for Road Classes

Waka Kotahi NZ Transport Agency (Waka Kotahi) is working on a new regulatory framework (Mid-2022) for speed management to improve how road controlling authorities (RCA) plan for, consult on, and implement speed management changes. This process will now take a whole-of-network approach, so that decisions about safety-related infrastructure improvements, speed limit changes and safety camera placement are made together.

Alongside this, the new Land Transport Rule: Setting of Speed Limits 2022, will replace the current Land Transport Rule: Setting of Speed Limits 2017 and will enable an improved approach to speed management planning on New Zealand roads.

2.7. Is speed an issue for Hamilton?

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 injuries within Hamilton.

The total number of fatalities in the city from 2019 to 2021 was ten.

Crashes that are attended by the New Zealand Police (NZ Police) have a Traffic Crash Report (TCR) completed and the information from that report is then entered into the national Crash Analysis System (CAS) which is managed by Waka Kotahi.

The analysis of the data for fatal and serious crashes, which occurred in Hamilton from 2016 to 2020 (including the state highways), indicates the following:

- There have been 24 fatalities and 262 serious crashes.
- These crashes resulted in 24 deaths, 262 serious and 1551 minor injuries.
- A total of 1837 injured road users.

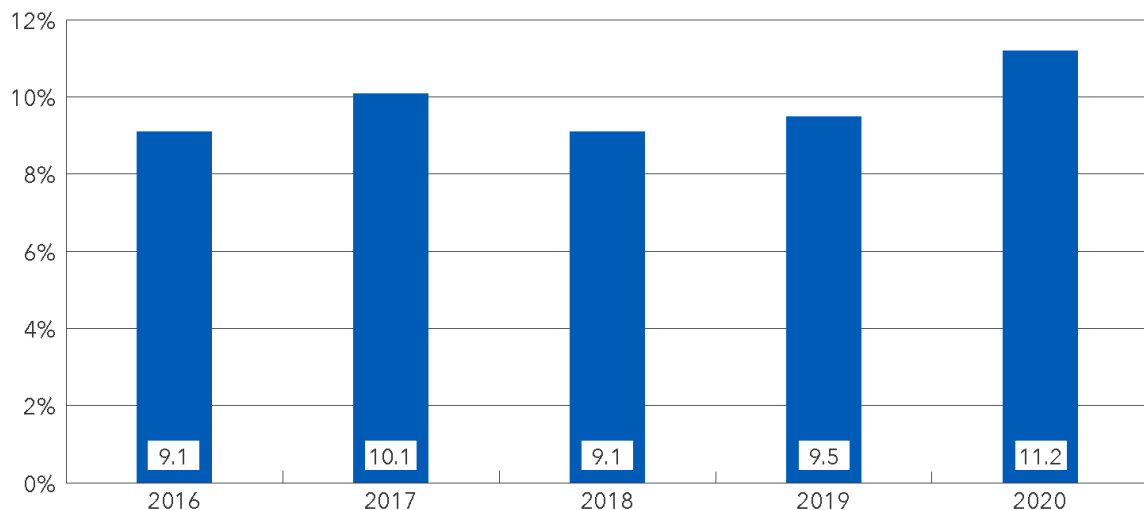
The top four contributing factors to fatal and serious injury crashes were:

- Poor observation (36%).
- Failed to give way/stop (25%).
- Alcohol related (23%).
- Driving too far left (16%).

The relationship between speed and road trauma is well-established internationally and that's why managing speed is one pillar of the safe system approach.

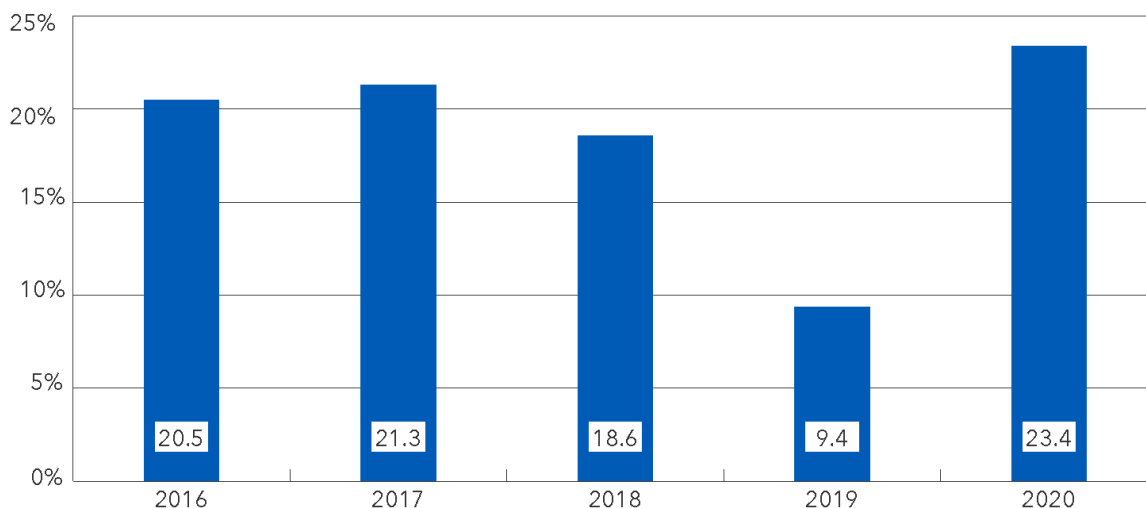
For Hamilton, the percentage of all crashes involving inappropriate speed from 2016 to 2020 has varied from 10% up to 14%.

Percentage of all crashes involving inappropriate speed



However the percentage of death and serious injury crashes involving inappropriate speed is much higher, varying from almost 14% up to almost 24%.

Percentage of death and serious injury crashes involving inappropriate speed

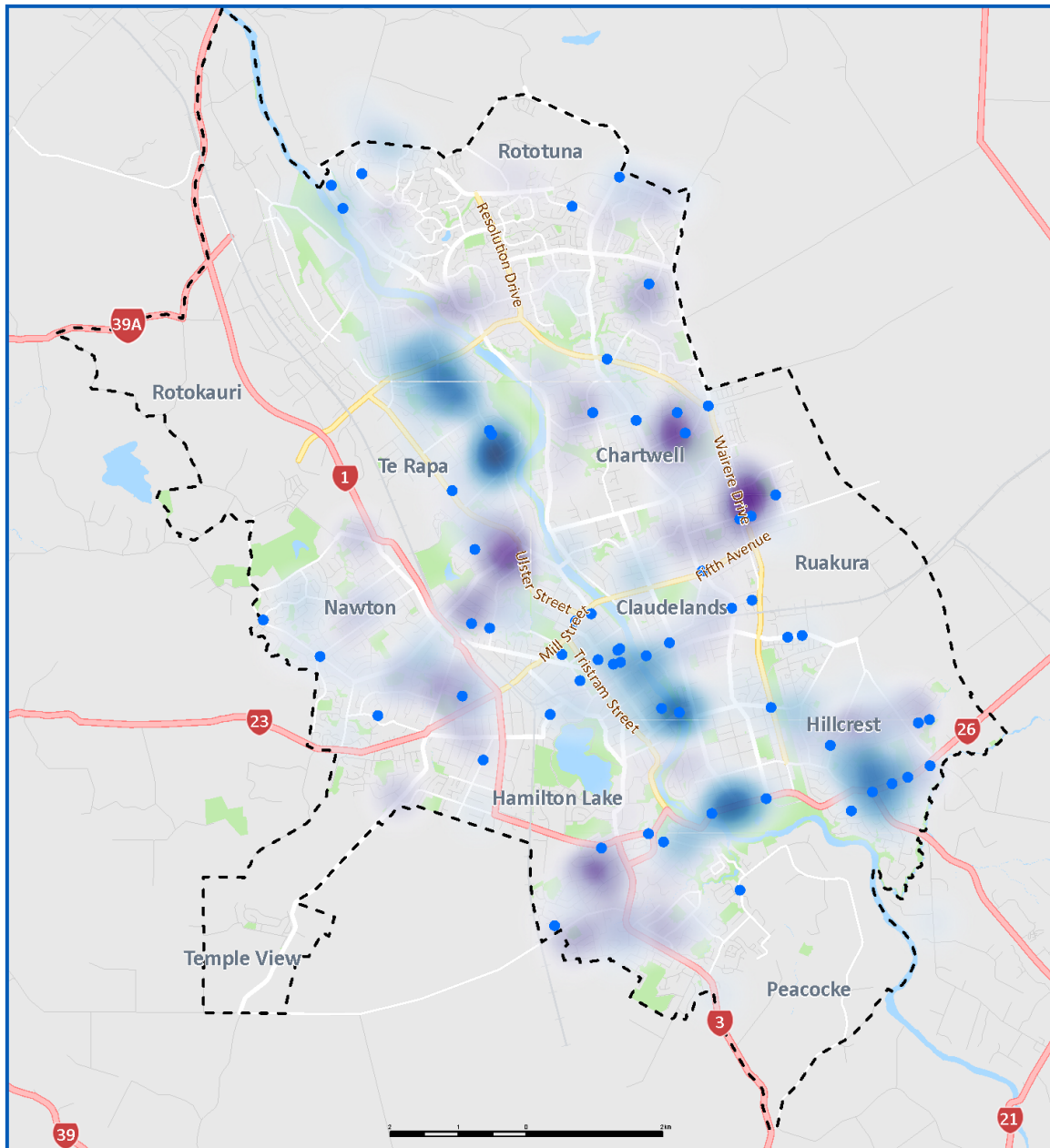


This means that under our Vision Zero road safety philosophy we can make a big difference in the number of deaths and serious injuries on our roads by implementing a good speed management programme. If we can increase the number of drivers driving at safe and appropriate speeds, we can reduce the number of people in our community whose lives are devastated by road trauma.

We also know that:

- Most of our crashes involving inappropriate speed happen in areas with a 50km/h speed limit (61% 2016-2020).
- 58% of our crashes involving inappropriate speed (2016-2020) occur during the day.
- Just under half of crashes involving inappropriate speed occur at intersections (47%, 2016-2020).

Our community has also told us that speed is an issue around the city. Below is a heat map illustrating where they have told us speed is a safety issue, either through our engagement process or customer service complaints and feedback.



2.8. What has Hamilton city done about speed in the past?

Hamilton has in the past been very active in the area of speed management and had developed a speed management policy, which set out the high-level approach to speed management that was used for a number of years to guide Council's decision making.

The initial programme of works focused on the introduction of 40km/h speed limits outside schools via electronic variable signage. Once all these sites were completed, a solution was needed for the school sites that didn't meet the warrant requirements for the electronic signage. A 'Safer Speed Areas' programme on local residential streets was developed and ultimately led to the introduction of over 380 streets with a permanent 40km/h speed limit, throughout the city. Engineering and education around speed limits also played a key part in rolling out the programme.

3. DEVELOPMENT OF THE SPEED MANAGEMENT PLAN

3.1. Stakeholder engagement

The original development of Hamilton's Speed Management Plan involved a series of workshops with industry stakeholders and politicians. Represented in this group were councilors from Hamilton City Council and Waikato Regional Council, and staff from Hamilton City Council, Waikato Regional Council, Waikato District Council and Waipa District Council, Waka Kotahi, AA, NZ Police, Road Transport Association and Waikato District Health Board.

Drawing on the principles set forward in the national Speed Management Guide, this working group defined eight principles and four prioritisation tools for the application of speed management across Hamilton.

In completing the refresh of this document, we have undertaken early engagement with these representatives to ensure we have their ongoing support for our plan.

3.2. Community engagement

A key element of speed management is community input and buy in. Council recognised it was crucial to take the work by the stakeholder group to the community to understand their views in the development of the original plan. The proposed principles and priorities were related to real-life situations and people in the community were asked to share their views. The opportunity was also given to share on maps where they think there are issues with speed on Hamilton's transport network.

While there were a small number of people who spoke against any reduction in speed and would like all roads to be faster, the overwhelming majority were supportive in principle. The key themes identified regarding speed management were:

- Changing the speed limit alone isn't sufficient.
- The infrastructure must reflect the required speed of the road, and this must be maintained.
- Behaviour change and education is essential, and speed is not the only problem - distracted driving and school gate behaviour is a significant road safety issue.
- There is greater enforcement required, including of current speed limits.
- Targeting vulnerable users, particularly children, should be given priority.

Overall, the response to speed management was positive and continues to be positive. Engagement with the community in advance of any proposed speed management change has been maintained and a wraparound approach including supporting infrastructure and education, with a strong focus on protecting children and vulnerable users to encourage more people to walk and bike, has been well received.

4. SPEED MANAGEMENT PRINCIPLES

The following principles will guide the application of speed management within Hamilton:

- i. The speed environment around schools at school times will be 30km/h.
- ii. Where there are high numbers of people walking, biking and crossing the road the speed environment will be 30km/h.
- iii. Residential local roads will be constructed for a 40km/h environment.
- iv. New roads will be constructed appropriate to their function and to create a safe and appropriate environment.
- v. Existing roads may be upgraded appropriate to their function and to create a safe and appropriate environment.
- vi. A logical, area-based approach will be used for the implementation of speed management.
- vii. Investment will be targeted to achieve the best access and safety outcomes.
- viii. We will work with partnering RCAs to provide a consistent approach in line with the Speed Management Guide.

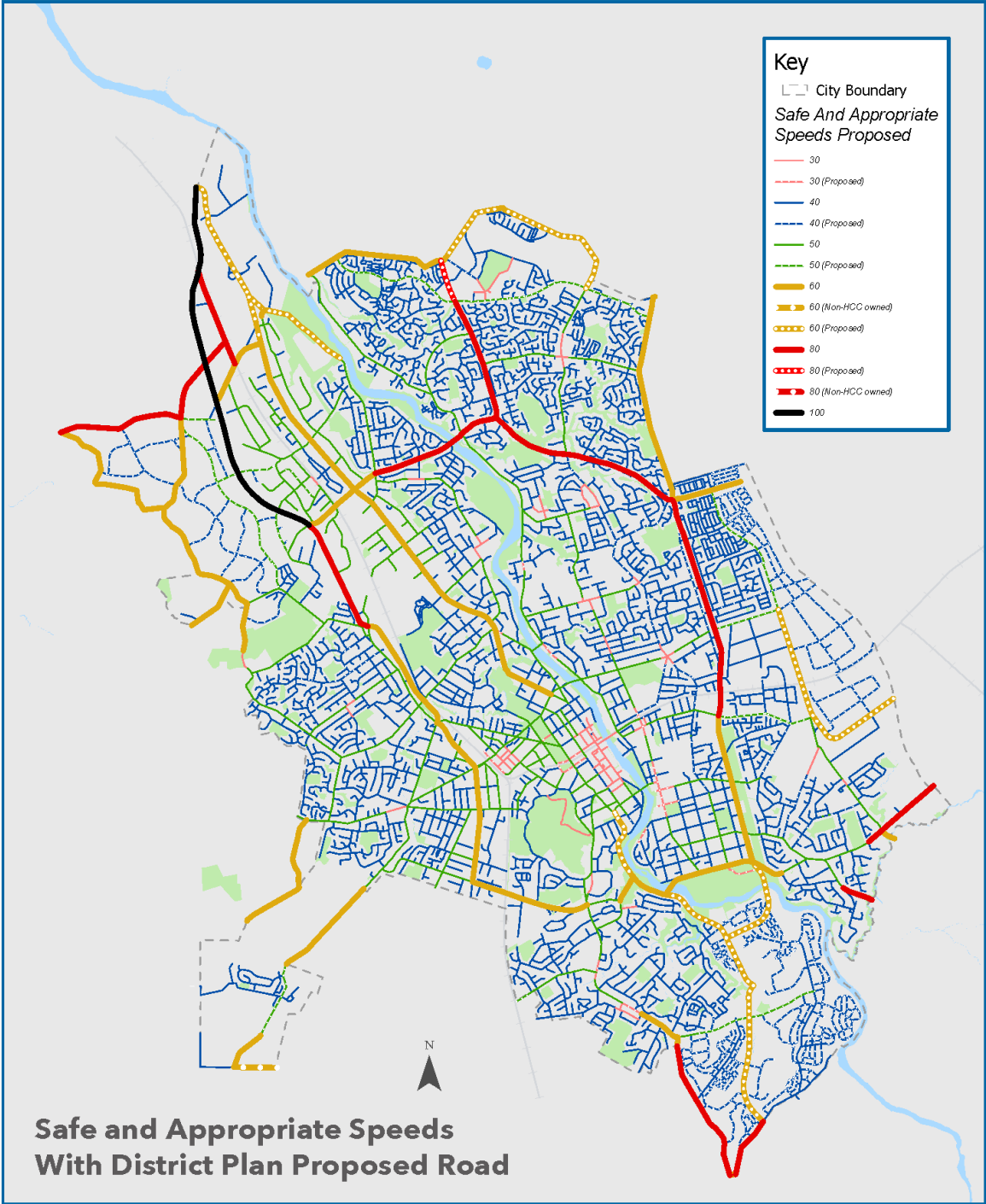
5. SPEED MANAGEMENT PRIORITIES

We need to be able to prioritise our work. The following priorities will guide us in our approach to implementing speed management:

- High benefit routes which deliver maximum benefit in reducing deaths and serious injuries.
- Community demand.
- Supporting changes in neighbouring areas to achieve consistent and logical implementation.
- Activities which generate high numbers of people walking or cycling.

6. SPEED MANAGEMENT MAPS

Using these principles, as well as tools provided by the NZ Transport Agency, we have mapped a speed management vision for Hamilton.



Attachment 2

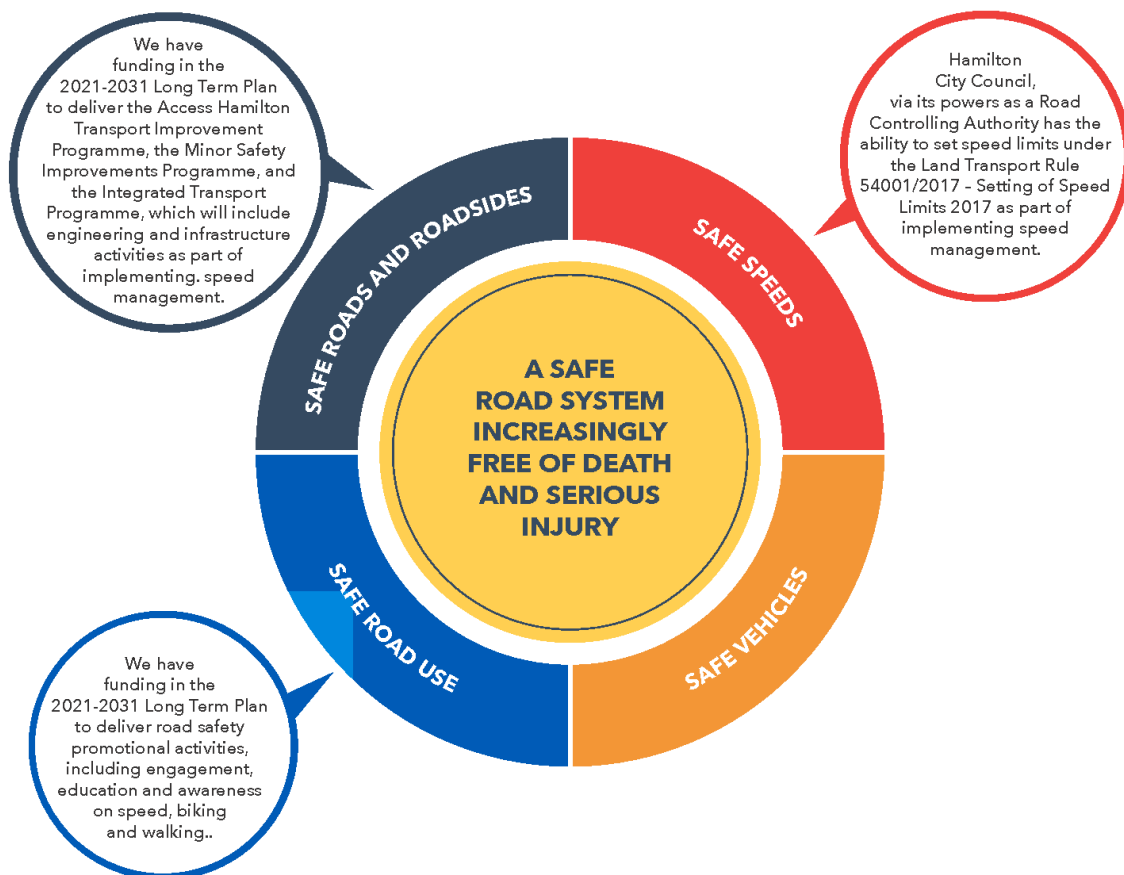
Item 15

7. SPEED MANAGEMENT ACTIVITIES

Our delivery of this vision for speed management will be governed by the priorities identified above and will be consulted with and communicated to stakeholders and the community.

7.1. What role does Hamilton City Council play in speed management?

Council has the following roles under the safe system approach:



7.2. The speed management toolbox

Speed management is about more than just speed limits. Achieving safe and appropriate speeds for roads also requires engineering and infrastructure, education and communication, and enforcement.

If Council's speed management process shows a change to a speed limit is required or desirable there is a legal process to change the registers to the Hamilton City Speed Limit Bylaw 2018. To do this, consultation must take place with stakeholders and the community, before asking Council to approve a change to the register of speed limits in the bylaw. It is likely this will be undertaken in conjunction with consultation on physical infrastructure changes.

Speed limits aren't the only tool in the speed management toolbox to ensure drivers are driving at safe and appropriate speeds. Roads must also be built appropriately for their use and function. For example, on residential streets raised

safety platforms, pedestrian refuge islands, or lanes for people on bikes may be installed. These are all visual signals to drivers to expect to see more people walking and biking, and to drive at a lower speed in these environments. On roads expected to move more vehicles at faster speeds, such as Wairere Drive, off-road walking and biking paths would be expected to be built and include other safety features such as separating oncoming traffic through median barriers or plantings.



We work with local communities, schools and businesses to ensure proposed infrastructure delivers safety benefits, improves access for all and fits with what the community has told us about their streets. Local communities will always be kept informed on any proposed infrastructure changes in their area.

Council works closely with our road safety partners at Waka Kotahi and NZ Police on campaigns to inform and educate all road users on speed and road safety and support the Police in their enforcement activities.

Our road safety promotions are targeted to risk and include activities like:

- Road risk information campaigns, including the 'Safer Roads for All' campaign.
- Seasonal campaigns targeted to road safety issues, such as driving behaviour in winter or awareness of motorcycles.
- Annual campaigns focused on intersections, such as roundabout education and a focus on intersection use.
- Promotional activities around speed and speed limit changes. Supporting the national speed campaign.
- School-based campaigns, such as 'Mix It Up at School Pick-Up', which supports active travel.

More information

You can find out more about the work we are doing and key reference documents via the following useful links:

The 'Safer Roads for All' campaign:

hamilton.govt.nz/saferroadshamilton

Current safety improvement projects:

hamilton.govt.nz/our-services/transport/safetyaccessimprovementprogramme

Myths and FAQs about speed:

hamilton.govt.nz/our-services/transport/safetyaccessimprovementprogramme/road-risk/Pages/FAQs-on-Road-Risk.aspx

Waka Kotahi NZ Transport Agency Speed Management Guide, including toolbox:

nzta.govt.nz/safety/speed-management-resources/

8. PROPOSED PROGRAMME OF WORK FOR THE NEXT FEW YEARS

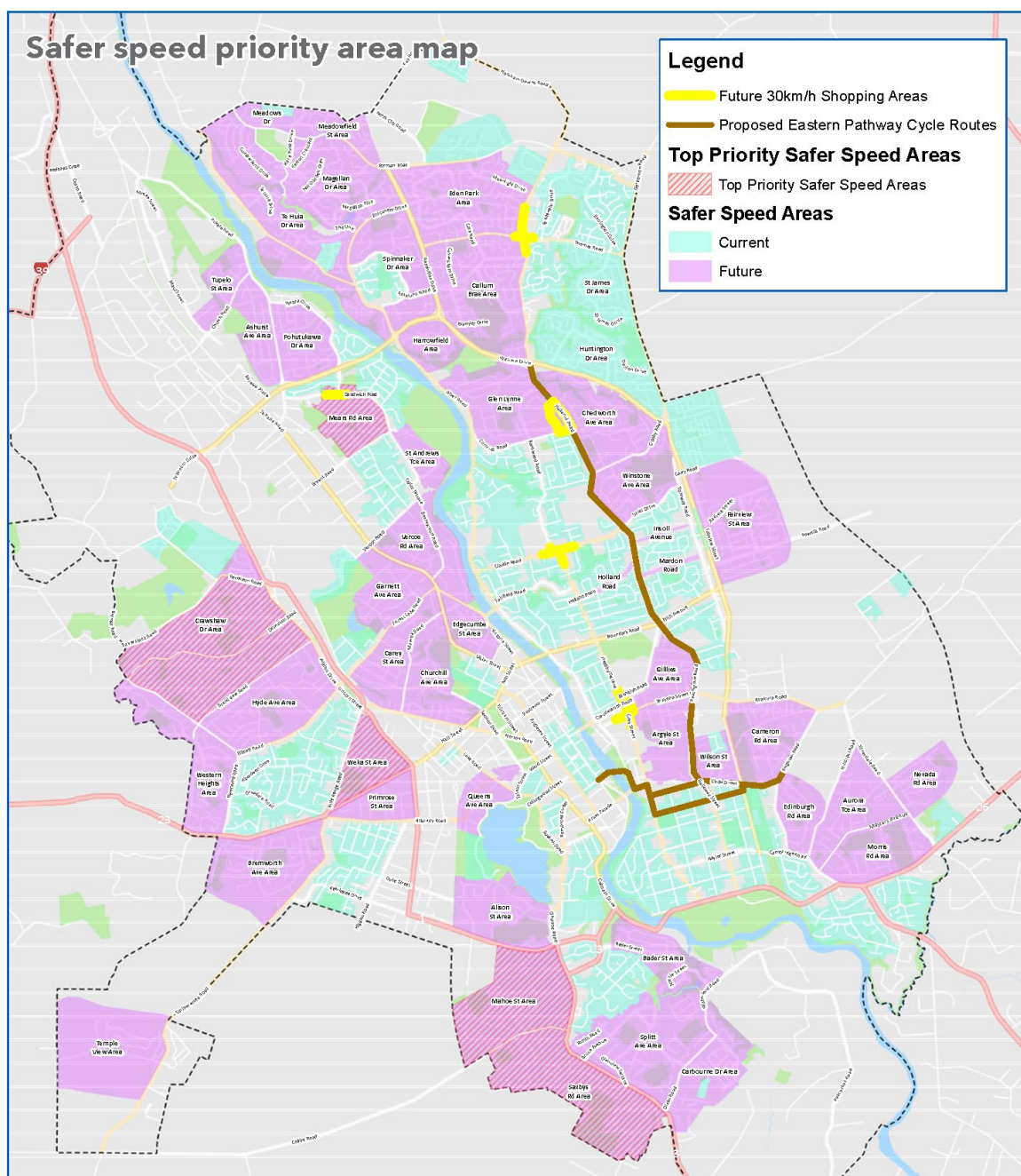
We will be completing a regular refresh of the Hamilton Speed Management Plan moving forward so that this document can be used to inform the funding requirements needed for implementing speed management changes throughout the city. These funding requirements will be fed into the development of Hamilton's Long-Term Plan and the National Land Transport Programme (for co-investment by Waka Kotahi).

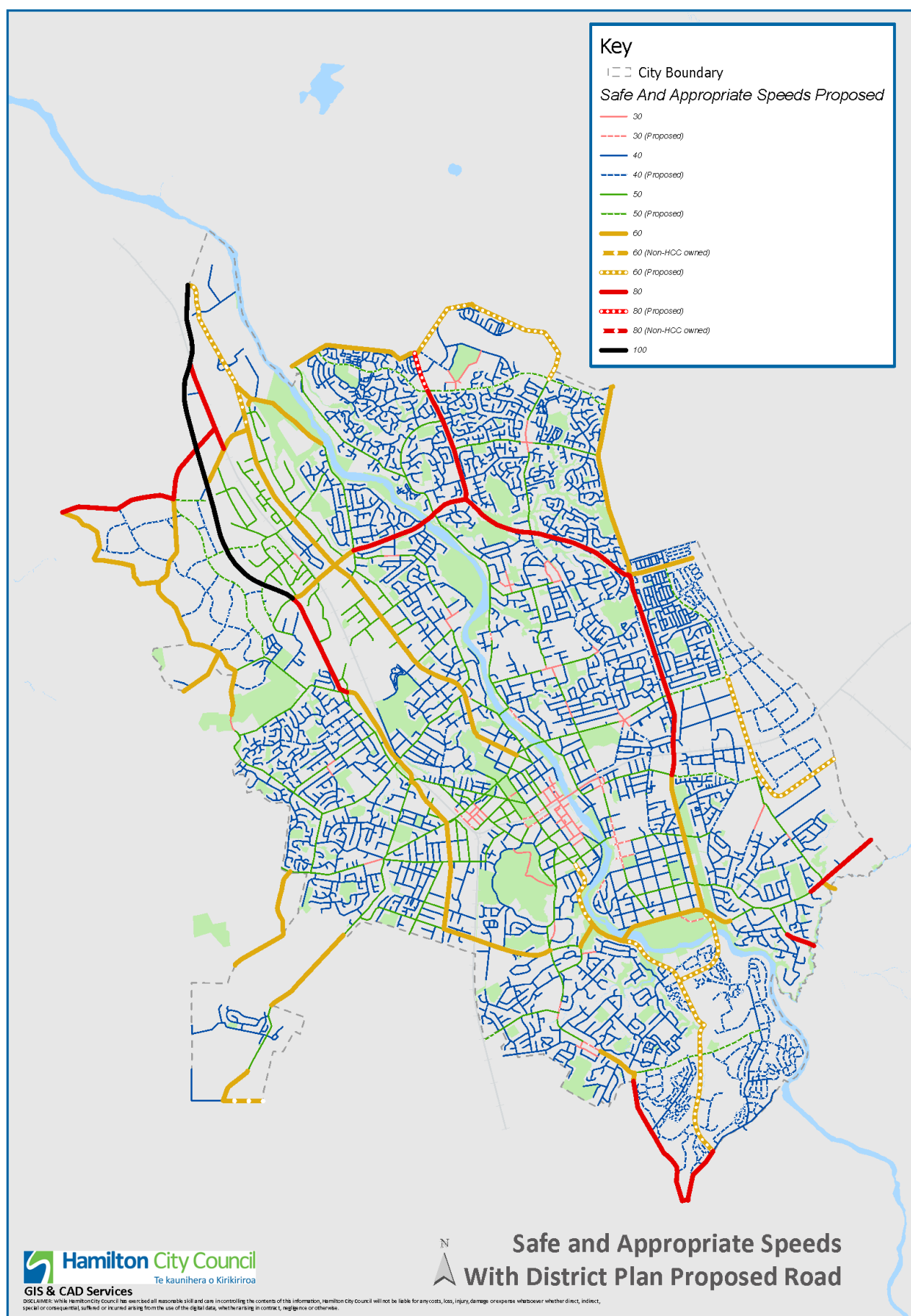
We are proposing to undertake the following speed management activities in the upcoming years:

- Safer speed areas (permanent 40km/h speed limits) – as shown in the following map.
- Preparation for 30km/h rollout for all schools via electronic signs upgrades and safety improvements in these areas.
- Shopping areas transitioning to 30km/h speed limits.
- Speed limits as part of major projects such as:
 - o Eastern Pathways
 - o Biking and Micro-mobility Programme
- New roads as they are vested in Council.
- Consultation for any proposed speed limit changes.
- Education campaigns including use of speed trailers and advertising – with a specific campaign to be developed for the change of speed limits around schools.

The funding we have in the current Long-Term Plan 2021-31 for these activities is:

Safer Speed Areas		
Area	Proposed Year	Comments
Mahoe Street	2022	
Mears Road	2023	
Saxbys Road	2024	
Weka Street	2025	
Crawshaw Drive Area	2026	
Shopping Areas		
Location	Proposed Year	Comments
Clarkin/Heaphy/Bankwood	2022	Signs only
Sandwich Road	2023	As part of Mears Road Area SSA
Chartwell, Davies	2024	As part of Schools Link
Grey Street	2025	As part of Uni Link
Thomas/Horsham	2026	As part of Rototuna bus hub upgrade
Future Cycle Projects		
Projects	Comments	
Eastern Pathways	Implement speed limit changes in conjunction with physical works	
Biking and Micromobility		





Council Report

Item 16

Committee: Infrastructure Operations Committee

Date: 24 February 2022

Author: Eeva-Liisa Wright

Authoriser: Eeva-Liisa Wright

Position: General Manager
Infrastructure Operations

Position: General Manager
Infrastructure Operations

Report Name: Infrastructure Operations General Managers Report

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

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

Staff Recommendation - *Tuutohu-aa-kaimahi*

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

Executive Summary - *Whakaraapopototanga matua*

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

4. The following updates are included in this report:
 - i. Vision Zero Progress Update
 - ii. Eastern Pathways – School Link and Connections
 - iii. Transport Centre Rejuvenation Project Update
 - iv. Personal Hire (Transport) Device Update – Lime and Neuron
 - v. Electric Vehicle Charging
 - vi. Council Policy reviews update
 - vii. Ruffell Onion Temporary Level crossing closure
 - viii. Collaborative Corridor Agreement (Transport Maintenance and Renewal) update
 - ix. Waikato District Speed Limit Reviews
 - x. Mobility Carpark Survey
 - xi. Wastewater Overflow Mitigation Update
5. Staff consider the recommendations in this report to have a low level of significance and that the recommendations comply with Council’s legal requirements.

Discussion - *Matapaki*

Vision Zero Progress Update

6. Hamilton City Council (HCC) 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 2021 to 31 December 2021 inclusive).
8. 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 on the local roads (excluding State Highways) for the period.

Road User Type	Number Seriously Injured 2021/22 as at 10 January 2022				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	2				0	2	18%	1%
Driver	4	2			0	6	55%	87%
Passenger					0	0		
Pedestrian		2			0	2	27%	12%
Wheeled pedestrian (wheelchairs, mobility scooters)		1			0	1		
Total	6	5			0	11	100%	100%

Eastern Pathways – School Link and Connections Business Case

9. At the Waka Kotahi NZ Transport Agency Board meeting on 16 December 2021, the Board formally approved the following regarding Eastern Pathways School Link and Connections programme:
- i. endorsed the Eastern Pathways School Link Single Stage Business case;
 - ii. approved pre-implementation funding for Sections 1 and Section 2a of Eastern Pathways School Link of \$2.8m with a funding assistance rate of 51% (National Land Transport Fund (NLTF) share \$1.43m) from the Walking and Cycling Activity Class; and
 - iii. approved delegation for future pre-implementation and implementation funding for the remaining sections of the programme to the Waka Kotahi Chief Executive
10. The proposed sections for the programme are shown in the table below along with an indication of the timing for design and construction:

Packages / Sections	NLTP 2021-24		NLTP 2025-28	
	Design	Construct	Design	Construct
Section 1a: Peachgrove Road - Clyde Street to Te Aroha Street	X	X		
Section 1b: Peachgrove Road/Te Aroha Street/Ruakura Road Intersection	X	X		
Section 1c: Clyde Street/Peachgrove Road/Galloway Street Intersection	X	X		
Section 1d: Ruakura Road - Wairere Drive to Peachgrove Road/Te Aroha Street	X	X		
Section 1e: Te Aroha Street – Peachgrove Road/Ruakura Road to Grey Street	X	X		
Section 2a: Hukanui Road - Wairere Drive to Davies Corner	X			X
Section 2b: Crosby Road	X	X		
Section 2c: Comries Road/Hukanui Road Intersection	X	X		
Section 2d: Clarkin Road	X			X
Section 2e: Pickering Crescent Connection			X	X
Section 3: Peachgrove Road - Davies Corner to Claude Street			X	X
Section 4: Peachgrove Road - Claude Street to Te Aroha Street/Ruakura Road (Including Five Crossroads Roundabout)			X	X

11. The procurement process to engage a consultant to undertake pre-implementation work associated with the approved sections of the programme has commenced. It is anticipated this process will be completed by mid-April 2022.

Transport Centre Rejuvenation Project Update

12. The first stage of securing a design team for the Transport Centre Rejuvenation has now closed. Staff are currently reviewing the submissions and will be shortlisting this to three to go through to the next stage being a formal proposal. This process is expected to be finalised with a contract awarded in May 2022.
13. Staff have met with Waikato Regional Council staff to look at temporary bus stop locations that will be utilised whilst construction is in progress. This will serve a dual purpose as lessons and locations learnt will be incorporated into their business continuity programming. As soon as this has been agreed in principle, Elected Members will be provided the details.
14. On 2 February 2022 there was a Member briefing to review and seek guidance on the design and scope of the Transport Centre Rejuvenation project.
15. The purpose of the briefing was to ensure the scope for the design included requirements and considerations regarding the Governments COVID-19 restrictions, and environmental best practices. Several questions/issues were raised at the briefing by Elected Members. Of particular interest were the following:
 - i. **Complimentary organisations** – *Could other organisations be accommodated in the new layout e.g., I site, City Safe, NZ Police? This will be worked through with these organisations (and potentially others) as part of the design process.*
 - ii. **Safety** – *Will the scope include smart lighting design/technology, CPTED (Crime Prevention Through Environmental Design) related issues, and improved passive surveillance? These matters will be included as part of the design process.*
 - iii. **Project Governance** – *Waka Kotahi and Waikato Regional Council are both on the Project Control Group for this project.*
 - iv. **Environmental matters** – *Will 'Green Star' principles and enhanced environmental solutions be included in the design scope? The existing budget will not accommodate a full green star scope, however the design will include the use of lower CO2 emission materials in production, transport, and demolition. Stormwater solutions, such as rain gardens and a green roof (partial) will be considered, subject to structural loading requirements. More planting will be incorporated into design, especially in the area fronting Bryce Street. Solar panels have been investigated, however the payback period is not viable over the planned life of the project.*
 - v. **Lifecycle of building** – *Direction from Council and the through business case process it was stated that the project had a 'life' of 10 years (possibly 15 years). The project scope has been carefully considered as to not over capitalise in the building over its expected lifecycle.*
 - vi. **Future Proofing** - *Will the design allow for integration with a future potential rail station? Direction from Council and through business case process it was determined the project scope is limited to the property boundary. Work outside this area will be picked up by others. However, there will be 3 main entrances to the rejuvenated Transport Centre: Bryce St near the new pedestrian crossing, the corner of Bryce Street & Anglesea Street (existing), & Anglesea Street (near Intercity). These entrances will be able to handle the additional expected patrons.*
 - vii. **Billboards** - *Is there an opportunity for Council to utilise these at no cost? Yes, and generate revenue. Currently there are 6 billboards in and around the Transport Centre, and there is a contract in place for these. This contract will be reviewed as part of the overall project.*

Personal Hire (Transport) Device – E-Scooter and E-Bike update

16. Ridership of hire e-scooters in the city has continued to increase in the second half of 2021 as the settled warm summer weather has continued.

17. In the period between September and December 2021 the average number of rides taken per day more than doubled from 421 trips in August 2021 to 925 trips in December 2021. The rides per vehicle per day (RVD) for each operator have likewise steadily increased from 0.85 (Lime) and 0.5 (Neuron) to 1.75 and 1.65 respectively during this period.
18. Since Neuron commenced their operations in September 2021, they have steadily built up their share of rides to the point where they now have close to 40% of the market share. The operational flexibility contained within our existing permitting arrangements allows each operator to make deployment decisions based on their own research, demand profiles and current and future weather forecasts. The total numbers of e-scooters available for hire each day has consistently averaged between 500 and 650 scooters.
19. To support the ongoing casual or incidental hireage of their scooters both operators have introduced a range of daily, weekly or monthly passes that provide for scooter use under the pass scheme at discounted rates. The uptake of the discounted pass scheme continues to grow as it is viewed as an attractive option for regular users.
20. A condition of the permits to operate was that both operators were required to introduce a minimum of 50 e-bikes into their Hamilton fleet by October 2021. The date for achievement of this was later extended until February 2022 due to supply chain issues and delays in goods entering Auckland because of Covid restrictions.
21. Lime introduced their e-bike fleet in December 2021 and Neuron followed suit in January 2022. While their e-bikes are still new to the market and developing, the operators combined are currently averaging 85 trips per day with a median distance of 1.60 km travelled and the hires for an average of 13 minutes. The demand for use of these e-bikes is expected to continue to increase.

Electric Vehicle Charging

22. As reported in the 7 December 2021 Infrastructure Operations meetings General Managers report, Council has been approached by a growing number of companies interested in partnering with Council to install Electric Vehicle (EV) charging stations at key Council owned sites and on Council owned land.
23. Staff have been continuing conversations with these companies over recent weeks. At the same time, staff have been working to understand more broadly what the best EV charging station network for Hamilton users would look like.
24. Some factors to consider in planning Council's involvement in developing and strategically designing the network are:
 - i. What is HCCs role – a provider of infrastructure, an enabler and/or partner for commercial providers, solely a promoter of EV use, or a mix of these?
 - ii. What are HCCs priorities in terms of community and organisational outcomes required to enter into a partnership on EV charging stations – eg. Revenue generation, free to use for the public, comms and marketing benefits?
 - iii. Does HCC want to be involved in both DC and AC charging stations or focus on one over the other? For example, focus on an AC charging network across Council facilities and allowing the private sector to manage DC charging on key arterial routes?
 - iv. Various secondary implications of different types of chargers or site choices – eg. potential impact on aesthetics or road safety of roadside chargers with digital advertising.

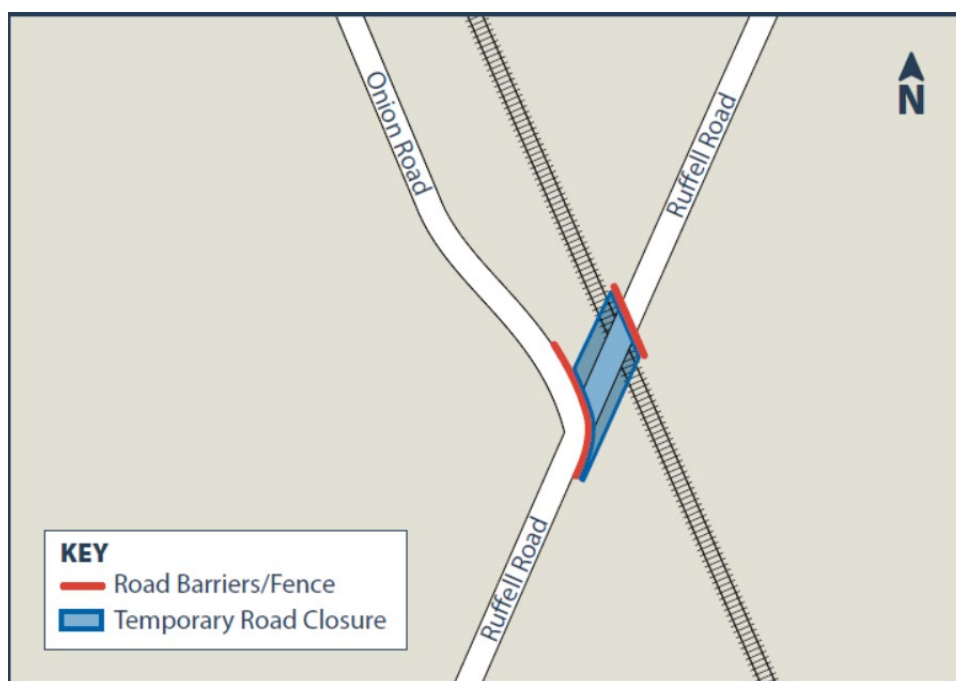
25. Staff have been engaging with a local provider of AC charging stations and would like to progress discussions to enter into an MOU with them for a pilot/trial of these at certain appropriate Council sites as approved by Council.
26. There are other providers seeking to partner with Council, focusing on the provision of Electric Vehicle chargers that include digital billboards. Staff would like to continue to explore the proposals being put forward to better understand what type of partnership, if any, is appropriate to engage in regarding Electric Vehicle charging infrastructure.
27. If staff consider it appropriate, an Expression of Interest (EOI) process open to all providers would then be undertaken to progress this following committee review and approval if appropriate.

Council Policy Reviews Update

28. At the 14 May 2020 Strategic Growth meeting, it was approved that the review of the Gateway Policy be delegated to the Infrastructure Operations Committee to align with the review of the Streetscape and Beautification and Verge Maintenance Policy
29. Due to staff resourcing, the impacts of Covid and increased work, the review of these Council policies has not progressed.
30. It is now anticipated that the review of these policies will be reviewed in the 2022/23 financial year.

Ruffell Onion Temporary Level crossing closure

31. The closure of Ruffell Road, at the rail crossing near Onion Road was completed on Tuesday 1 February 2022.
32. Road barriers/temporary fencing were installed on either side of the rail crossing on Ruffell Road and all traffic is no longer able to travel north on Ruffell Road over the rail crossing from the Onion Road intersection. Traffic is instead redirected along Arthur Porter Drive to the Arthur Porter/Te Kowhai East roundabout.
33. The plan below illustrates the location and extent of the temporary road closure:



Plan of Ruffell Road temporary road closure

34. Following the closure, traffic volumes are expected to increase in other parts of the network. The roundabout at Te Kowhai East Road and Arthur Porter Drive was installed to keep traffic flowing and provide some relief to the impacts of this increase in traffic. The asphalt platforms are a safety requirement to ensure that the traffic slows sufficiently and approaches the roundabout at safe speeds. This is particularly important to ensure all road users can use the roundabout safely, including people on bikes.
35. Communications plan with stakeholders, community and interested parties undertaken from 20 January 2022 resulted in a number of queries relating to concerns with the length of time this temporary closure must remain before the Onion Road Realignment work can be undertaken, and also in regard to the impact this closure will have on traffic navigating this area.
36. The realignment of Onion Road to link up with the Arthur Porter Drive / Ruffell Road intersection is currently under review as part of the 2022/23 Annual Plan process noting the impact on residents, businesses and development in the area that the closure and detour will have.
37. Latest updates can be found at our website: [Road Safety Improvements - Hamilton City Council](#)

Collaborative Corridor Agreement Update – (Transport Maintenance and Renewal)

38. At the [16 April 2020 Infrastructure Operations Committee](#) meeting (Item 11), a decision was made to support the 3-year extension of Contract 12080 with Downer from 1 July 2020 to 30 June 2023. This decision noted that staff will investigate and identify a preferred procurement model for its Transportation Corridor Maintenance and Renewal Activities to be ready to start from 1 July 2023.
39. A General Manager update was provided to the [17 August 2021 Infrastructure Operations Committee](#) meeting noting that, the City Transportation Unit has chosen to refresh the contract and procurement model develop a similar 'collaborative-style' contract that introduces some improvements identified as a result of the investigation. The new contract model will clearly define the scope of works and levels of service, whilst allowing for innovation, enabling efficient contract delivery through clear governance and reporting, and providing for transparent pricing to deliver optimal outcomes within the Long Term Plan.
40. The renewed draft contract document set, now being called the Collaborative Corridor Agreement (CCA), is currently being drafted. Early market engagement was initiated in October 2021 to inform the existing supply market of the new contract opportunity and provide for market feedback. A second workshop will be held in March 2022 to provide the supplier market with further information to help them prepare their resources ready for tendering from July 2022.
41. **Attachment 1** is a flow chart which provides an overview of the proposed procurement process we will follow to finalise the contract, prepare for procurement and manage the tender and supplier selection phases. This includes details of the control and assurance measures in place to ensure all necessary checks are undertaken, and the decisions required to ensure appropriate delegated approvals.
42. Alongside the procurement process, we have another workstream underway to plan for communicating and engaging with the council staff that are currently working within the Infrastructure Alliance model. It is important that we protect and support these staff, so a thorough process is being developed with HR support to prepare and plan well for this process of transition to a new collaborative arrangement from 2023.

Staff submission on Waikato District Council Proposed speed limit changes

43. Waikato District Council completed consultation on a number of changes to speed limits within their district over the Christmas period. Submissions closed on 23 January 2022 so a staff submission was prepared and submitted.

44. The sites that had proposed speed limit changes included several which adjoin Hamilton City in the Rototuna and Rotokauri suburbs. The information on the proposed changes can be found at: <https://shape.waikatodistrict.govt.nz/speed2021>
45. As per previous submissions, staff requested the opportunity to present to the Waikato District Hearings Committee as this has provided a good opportunity for Elected Members of Hamilton City to support their Waikato District Council counterparts in their decisions to change speed limits to improve safety.
46. A copy of the staff submission is included as **Attachment 2** to this report.
47. At the time of writing this report, the hearings were set to be held at the Waikato District Council offices on 17 February 2022.

Mobility Carpark Survey Results

48. To gain an understanding of what Council can do to improve mobility parking within the central city, staff engaged via a survey with users of mobility parking in our city from 3 October to 1 November 2021.
49. The scope and intention of the survey was to gain an understanding of what Council can do to improve mobility parking within primarily the central city. It also provided an opportunity to gain useful insights around mobility parking within the wider Hamilton boundary. The scope of mobility carparking is limited to areas and public spaces controlled or managed by Council.
50. The survey was distributed by CCS Disability Action to all of their Mobility Card holders.
51. Staff received responses from 93 respondents, who made 164 comments on mobility parking within Hamilton city.
52. Survey respondents could drop as many location pins as they liked within the Hamilton boundary map. Their first pin prompted a survey questionnaire for user data (which 62 respondents answered, 67% of unique users). Subsequent pins could also be dropped by respondents. Data from the 62 survey responses has been analysed as respondent data, and data from all 164 comments has been analysed as commentary.
53. The majority of respondents identified themselves as being mobility park permit holders that drive themselves and use a side-loading vehicle. Ramps and hoists were uncommon.
54. The results have now been analysed and a copy of the report is included as **Attachment 3** to this report.
55. Staff are working with CCS Disability Action, Disabled Persons Assembly and the HCC Disability Advisor to work through the development of a programme of works to implement changes where possible.
56. Staff are also working through the NZ Parking Association to progress the development of 'SMART' mobility cards which will aim to enable easy and targeted enforcement of any illegal parking within Mobility Carparks in the future.

Commuter parking progress delayed due to COVID-19 restrictions:

57. As advised at the Infrastructure Operations Committee on the 28 September 2021, the implementation of the 2020/21 annual plan approved CBD commuter parking areas (within CBD 2-hour free approved zones) confirmed at the 17 August 2021 Infrastructure Operations committee will be delayed as a result of continued COVID-19 alert level restrictions.
58. Following the approval of the locations at the 17 August 2021 Infrastructure Operations Committee, the country moved into Alert Level 4 overnight. This had impacted the preparation and delivery of the targeted consultation which has proved challenging during alert level 4, 3 and 2 restrictions.

59. The targeted consultation has now been completed and will be reported through to the March 2022 Traffic Panel meeting.

Waste Water Overflows Mitigation

60. As previously reported to the Infrastructure Operations Committee 7 December 2021, staff are continuing to review and remove the 24 unmonitored overflow points that are located within the wastewater network. This work was requested by the Infrastructure Operations Committee 9 November 2021 in relation to the Delia Court overflow.
61. To date six engineered overflow points have been removed, including Delia Court. Survey works are ongoing to determine how many more of the remaining 18 overflows points can be removed without impacting in network operations.
62. For the overflow points that cannot be removed, it is proposed to install battery powered loggers connected to our alarm system to enable immediate action if an overflow occurs. These devices are currently being trailed in other parts of the network.
63. Streams into which the engineered overflows discharge continue to be monitored. In some instances, the engineered overflow is connected to the stormwater network, in others there is an immediate connection from the wastewater network to the natural environment. Visual and odour stream inspections completed to date show no evidence of overflows occurring recently at any identified overflow sites.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

65. 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').
66. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.
67. The recommendations set out in this report are consistent with that purpose.
68. There are no known social, economic, environmental or cultural considerations associated with this matter due to this report being for information only.

Risks - *Tuuraru*

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

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

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

Attachments - *Ngaa taapirihanga*

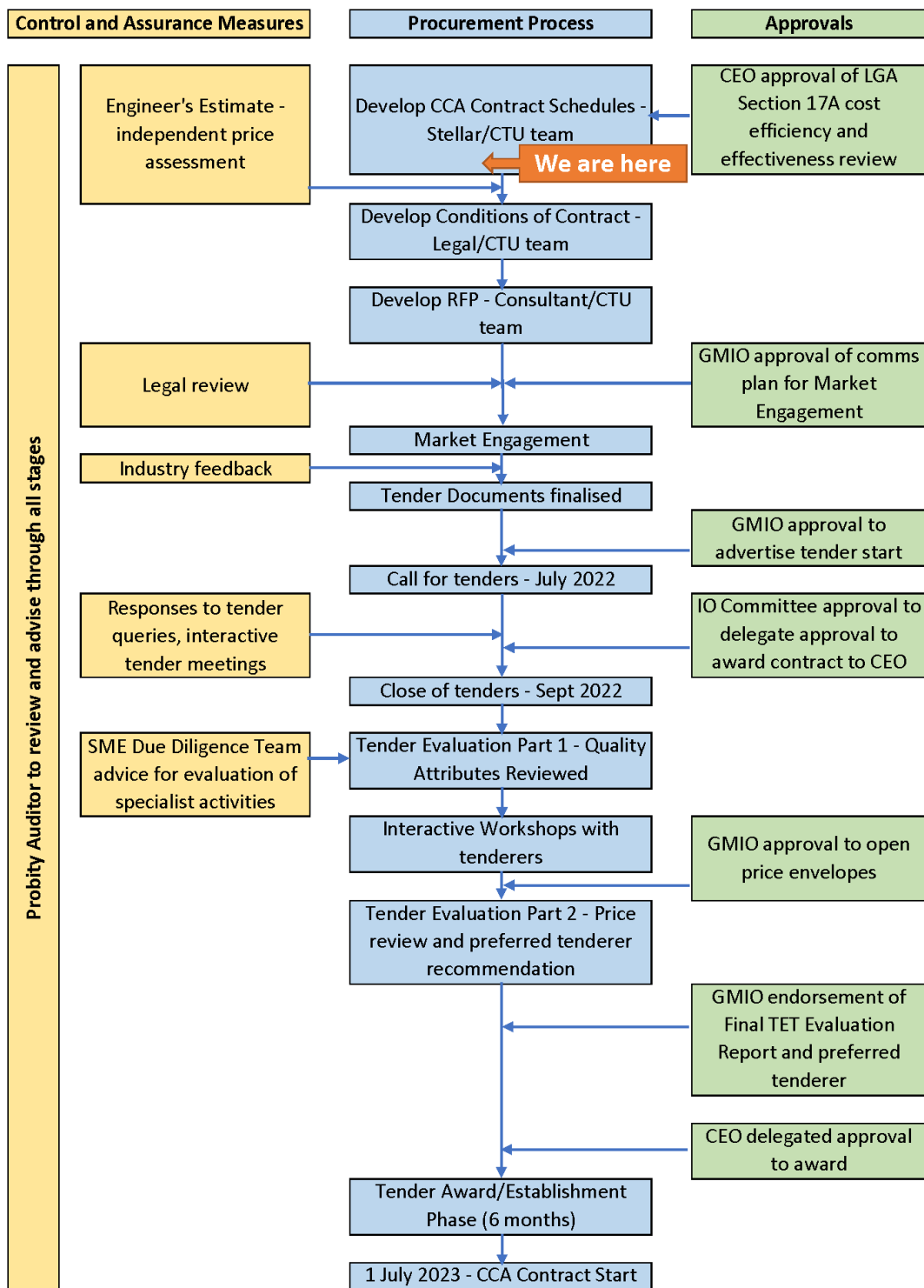
Attachment 1 - Collaborative Corridor Agreement process flowchart

Attachment 2 - Staff submission on Waikato District Council proposed speed limit changes

Attachment 3 - Mobility Carpark Survey Results

Collaborative Corridor Agreement (CCA) - Procurement Process Map

Updated: 24-Jan-22



HAMILTON CITY COUNCIL STAFF SUBMISSION ON:

Speed Limits Bylaw Proposed Amendments 2021

Waikato District Council



21 January 2022



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

Improving the Wellbeing of Hamiltonians

Hamilton City Council is focused on improving the wellbeing of Hamiltonians through delivering to our five priorities of shaping:

- A city that's easy to live in
- A city where our people thrive
- A central city where our people love to be
- A fun city with lots to do
- A green city

The topic of this submission is aligned to the priority '**A city where our people thrive**'.

As a city we want to have safe routes for people to move around our city, alongside efficient transport connections to connect Hamilton to other places.

Council Approval and Reference

This submission by Hamilton City Council staff was approved by Hamilton City Council's Chief Executive on 21 January 2022.

Hamilton City Council Reference D-4052104 - submission # 675.

It should be noted that the following submission is from staff at Hamilton City Council and does not necessarily represent the views of the Council itself.

Key Messages

1. Hamilton City Council staff are generally supportive of Waikato District Council's Speed Limits Bylaw Proposed Amendments 2021.
2. However, we do have a number of recommendations for sites for inclusion in any future speed limit reviews and seek support for a number of changes that Hamilton City staff wish to make on roads that are jointly managed by both Waikato District Council and Hamilton City Council. These are outlined below.

Introduction and Specific Comments

3. Hamilton City Council staff would like to thank Waikato District Council for the opportunity to make a submission to the Speed Limits Bylaw Proposed Amendments 2021.
4. Hamilton City Council staff are supportive of the approach being taken by Waikato District Council in reviewing its speed limits in accordance with the Waka Kotahi New Zealand Transport Agency's Speed Management Guide.
5. The proposed changes have good alignment with the Hamilton City Speed Management Plan and are a positive step towards consistent and safe speed limits in the greater Waikato Region.
6. It is recognised that Waikato District Council has had significant growth in many urban and country living zones and support the introduction of 40km/h speed limits for some residential roads to create safer speeds where people live, work, and go to school.
7. Hamilton City Council staff are keen to see reviews of speed limits in these areas alongside the top 10 percent high-risk routes and intersections being implemented to reduce the deaths and serious injuries currently being suffered on the Waikato and Hamilton networks.
8. While Hamilton City Council staff are generally supportive of the Speed Limits Bylaw Proposed Amendments 2021, there are a number of recommendations for sites for inclusion in any future speed limit reviews. We are also seeking support for a number of changes Hamilton City Council wish to make on roads that are jointly managed by both Waikato District Council and Hamilton City Council.

Speed Limits Being Reviewed in Waikato District on the Outskirts of Hamilton City

9. Hamilton City Council staff are pleased to note the following proposed changes for Waikato District roads on the outskirts of Hamilton City:
 - **Wallace Road** – proposed reduction to 50km/h for the full length. Given the rural nature of this road, Hamilton City Council staff recommend that 60km/h would be more consistent with the speed limits in adjacent roads within Waikato District and Hamilton City. It is noted that the lower limit will improve safety for Hamilton City residents from the city who regularly use this road to walk and cycle to the Taitua Arboretum – but that a separate unsealed path has been provided for this purpose.
 - **Puketaha Road** – proposed introduction of a 60km/h speed limit between 330m south of Sainsbury Road to 480m north of Sainsbury Road supplemented by a variable 40km/h schools speed zone between 150m south of Sainsbury Road to 270m north of Sainsbury Road is supported for improved safety around the school.

- **Sainsbury Road** – proposed introduction of a 60km/h speed limit between Puketaha Road and 370m north of Puketaha Road supplemented by a variable 40km/h schools speed zone between Puketaha Road to 20m north of Puketaha Road is supported for improved safety around the school.
- **Horsham Downs Road** – proposed introduction of 60km/h between 130m south of Henderson Road to 350m north of Osborne Road is supported for improved safety around the school.
- **River Road (Ngaruawahia)** 300m south of Paterson Road to 90m west of Lake Road is supported in the vicinity of the recently completed rural roundabout at the River Road Horotiu Bridge Road intersection.

Request for Consideration of Further Roads in Next Review

10. While the proposed speed limit reviews being considered this year are fully supported, Hamilton City Council staff also request that the following roads be considered in the next round of reviews:

- **Bagust Road** – existing 70km/h between 50m south of Rotokauri Road and Brymer Road along with associated roads including O'Brien Road and Hillview Road. Request that these roads are lowered to 60km/h to be consistent with similar roads in both Waikato District and Hamilton City.
- **Rotokauri Road** – existing 70km/h between 145m southwest of Bunyard Road to 70m west of Pheasant Close. Request that this road is lowered to 60km/h to be consistent with similar roads in both Waikato District and Hamilton City.
- **Horsham Downs Roads** – existing 80km/h between Kay Road and 130m south of Henderson Road. Request reduction to 60km/h to reflect the substandard road alignment immediately south of this section and to tie in with proposed changes on the section between Kay Road and Borman Road as outlined in paragraph 13 below.

Please note also that the section of Kay Road between Resolution Drive and Horsham Downs Road has been recently renamed Ennion Rise. Further information on the change can be found [here](#)

- **Great South Road (Ngaruawahia)** – existing 80km/h speed limit from 345m south of Horotiu Bridge Road to SH1. Request that a 60km/h speed limit be considered for this section of road to tie into the proposed 60km/h speed limit on the northern section of Te Rapa Road within Hamilton City which is immediately south of this section. This will enable a consistent speed limit to be introduced across the two council boundaries.
- **Powells Road (shared)** from City boundary to end – currently 80 km/h. Given the short length, the recent introduction of an underpass as part of the Waikato Expressway and the unsealed surface, we request that a 60km/h speed limit be introduced to this section. The adjacent section within Hamilton City is currently 80km/h commencing 40m east of Aldona Place, but we would like to lower our section to 60km/h also.

11. Further to Hamilton City Council's 20 November 2019 submission to the Proposed 2019 Amendments to the Waikato District Council Speed Limits Bylaw 2011 (refer [here](#)) we are still requesting speed limits reviews on the following roads:

- **Gordonton Road** – request a reduction to 80km/h from the Hamilton City boundary to join up with the section introduced in 2019 800m south of Taylor Road (State Highway 1B intersection).
- **Ruakura Road** – request a reduction to 80km/h for the section of road between the realigned SH26 and the Hamilton City Council boundary.

Request for Support of Roads to be Reviewed by Hamilton City Council

12. Finally, there are a number of roads on the immediate outskirts of Hamilton City where the legal road boundary results in shared responsibility between Waikato District and Hamilton City.
13. Hamilton City Council is proposing to complete a review of the speed limits on the following roads in early 2022 and will be seeking Waikato District Council support for these changes:

Current SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	Proposed SPEED LIMIT (km/h)
80	Brymer Road	425m north of Baverstock Road to 75m south of Rotokauri Road	60
80	Ennion Rise	Resolution Drive to Horsham Downs Road	60
80	Exelby Road	340m north west of Lee Road to Te Kowhai Road	60
80	Horsham Downs Road	Ennion Rise to 155m north of Borman Road	60
80	River Road	City boundary to Kay Road	60
80	Rotokauri Road	From a point 250m south west of Exelby Road to a point 235m northeast of Bagust Road	60

14. These changes are being proposed as these are rural roads with increasing residential development accessing them and more people walking and cycling.
15. Other adjacent roads in Waikato District and Hamilton City need to reflect Hamilton City Council's desire to achieve consistency of both speed limits to the road environment and avoid frequently chopping and changing speed limits on roads that are on the Waikato District Council and Hamilton City Council boundary and the immediate surrounds.

Further Information and Hearings

16. Should Waikato District Council require clarification of the submission from Hamilton City Council staff, or additional information, please contact **Robyn Denton** (Acting City Transportation Unit Manager) on 07 838 6910 or 021 971 127, email robyn.denton@hcc.govt.nz in the first instance.
17. Hamilton City Council staff **do wish to speak** at the hearings in support of this submission.

Yours faithfully



Lance Vervoort
CHIEF EXECUTIVE

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MOBILITY CARPARKS: SUBMISSIONS INSIGHTS & ANALYSIS

Report prepared by:
Tegan Andrews, Insights Analyst
November 2021.

Report reviewed by:
Julie Clausen, Unit Manager, Strategy and Corporate Planning
November 2021.

D-3960895

1

EXECUTIVE SUMMARY

To gain an understanding of what Hamilton City Council can do to improve mobility parking within the central city, we engaged via a survey with users of mobility parking in our city from 3 October to 1 November 2021.

The survey, which was hosted on Social Pinpoint, generated 62 responses and 164 comments.

The majority of respondents identified themselves as being mobility park permit holders that drive themselves and use a side-loading vehicle. Ramps and hoists were uncommon.

Overall, respondents wanted the number of mobility parks within the central city to increase.

- Most requested locations for carparks to be added in Hood Street, Bryce Street, Barton Street, Victoria Street South, Ward Street (near Garden place) and near parks and outdoor spaces.
- Respondents liked mobility carparks that were close to amenities, well-sized, and easy and safe to use.
- Respondents did not like mobility carparks that were too far from amenities, not long or wide enough, or had safety concerns when entering or exiting the vehicle.
- People also reported that carparks were frequently used by people without mobility permits and would like more preventative measures to stop people without mobility permits using the carparks.
- 87% of respondents said they would use the Access Aware app when it's made available.

SUBMISSIONS INSIGHTS

FEEDBACK THROUGH SUBMISSION FORMS (ONLINE)

Summary

The scope and intention of the survey was to gain an understanding of what Hamilton City Council can do to improve mobility parking within the central city primarily. It also provided an opportunity to gain useful insights around mobility parking within the wider Hamilton boundary. The scope of mobility carparking which Hamilton City Council can have input into is limited to Council areas and public spaces.

A Social Pinpoint survey was open for feedback from 3 October 2021 to 1 November 2021. We received responses from 93 respondents, who made 164 comments on mobility parking within Hamilton city. Survey respondents could drop as many location pins as they liked within the Hamilton boundary map. Their first pin prompted a survey questionnaire for user data (which 62 respondents answered, 67% of unique users). Subsequent pins could also be dropped by respondents. Data from the 62 survey responses has been analysed as respondent data, and data from all 164 comments has been analysed as commentary.

About the respondents:

About the respondents

- Majority of respondents (46 of 62) respondents identified themselves as being mobility park permit holders that drive themselves (74%).
- 11 respondents were people that drive someone who holds a mobility pass (18%).
- 5 respondents (8%) identified as being mobility park permit holders that are driven by others.
- 4 people (6%) identified as mobility permit holders that travelled via bus, but they were also people who held mobility permits who drove themselves.

About the cars

- 8 respondents (12%) said they used a rear loading vehicle, and 54 (87%) said they used a vehicle that was side loading.
- Only 3 respondents (5%) said they had ramps fitted to vehicle.
- Only 1 respondent had a hoist fitted to their vehicle.

About future app use

54 of 62 (87%) respondents said they would use the Access Aware app when it's made available.

- *"The app will be amazing because I constantly come across vehicles parked in mobility parks without displaying a mobility card and they are clearly not entitled to use the park."*

Types of comments:

Respondents could drop four different types of icons on a Hamilton map, which were associated with the respondents' comments. There were 164 total.

- There were 54 'I prefer this mobility park' icons.
- There were 16 'I don't prefer this mobility carpark' icons.
- There were 28 'Improve this mobility park' icons.
- There were 66 'Need a mobility carpark here' icons.

Features that people liked about parks	Features people did not like about parks
Close to amenities	Too far from amenities

Less roads to cross to get to amenities	Carpark located on a hill
Easy carpark to get in and out of when driving	Carpark located too close to roundabouts
Preference for angled parking	Carpark next to a high curb
Decent size (good length and width)	Carparks that were not wide or long enough
Easy access to footpath	Difficult access to footpath
No safety concerns entering or exiting vehicle once parked, related to other road-users	Carpark is located next to uneven, slippery surfaces or other features that impact accessibility
	Safety concerns entering or exiting vehicle once parked, related to other road-users

I prefer this mobility park

There were 54 comments that related to the 'I prefer this mobility park' icon.

39 were positive in nature generally indicating this was a "good spot" and most commonly related to high frequented areas in the CBD (Victoria Street, Ward Street, Barton Street and Alexandra Street). CBD locations accounted for 21 of those deemed 'useful'

- *Good spot, easy access and near nice shops. Would like to see more mobility parks further down the road. (Barton Street)*
- *It is close to several restaurants I like to go to (Sapper Moore-Jones place)*
- *convenient for center place shopping (Victoria Street)*

There were 8 comments related to parks that were often in use – Both Grey Street and Alexandra Street both came up twice.

- *Great spot to park but always full. (Alexander Street)*
- *Well placed park and room to get out but it's often full. Would like to see more mobility parks in ham East. (Grey Street)*

I don't prefer this mobility park

There were 16 comments related to the 'I don't prefer this mobility park' icon.

The most common reason why people did not prefer parks as they didn't feel safe entering or exiting their vehicle (related of 5 of the comments). These parks were located at the southern end of Victoria Street (near Grantham Street), and Collingwood Street. These two locations had 2 comments each, and the fifth comment was related to the carpark on Ward Street.

- *I use an abiliquip hoist to bring my wheelchair from the boot of my wagon to the driver's door. This is in a live traffic lane and because the concrete median makes the road narrow vehicles are very close to my wheelchair and me when I've transferred into it. Feels dangerous as vehicles are often going quite fast especially when they turn left from Alexandra Street to Collingwood Street. (Collingwood Street)*

Size related to five comments. The three that related to not feeling safe entering or exiting their vehicle, as well as two more general size related comments. 1 at 5 crossroads, and 1 and on Halberg Crescent (outside Insoll Kindergarten), both being generally not big enough.

- *This parking is not big enough it needs improving (Halberg Crescent)*

Two carparks were deemed not useful as too far from amenities - Ward Street South (Carpark closest to Tristram Street), which is consistent with lower occupancy data, and Knox Street, though this is inconsistent with occupancy data (high use).

- *This car part is too far way from the shops, it's a busy street and can be hard to get in and out of this car park. (Ward Street)*

Improve this mobility carpark

There were 28 comments related to improving mobility carparks using the improve icon.

8 comments related to size (3 mentioned the carparks not being long enough, and 3 mentioned not being wide enough).

- *The front park is to small for a mobility park. if you need to get a wheelchair out of your boot the park behind is to close. Most city mobility parks are not long or wide enough. (Alexandra Street)*
- *Down the road from a day service no one uses it because often cars are behind and hoist cannot be lowered. Would have been better further up street with larger space and with no park behind (Victoria Street, North)*
- *Need more wider disability car parks near Fairfield Medical Centre and Fairfield Pharmacy and Heaphy Terrace Shops (Heaphy Terrace)*

There were 5 comments which related to physical features impacting safety, and or accessibility. 4 of the 5 pins were in the CBD, with one being at Claudelands Event Centre.

- *The curb by this park is very high and makes getting in and out of the car difficult. (Victoria Street, North)*
- *With the disabled person in the passenger side, they're having to negotiate big grates, not ideal when you're already unsteady on your feet. (Alexandra Street)*
- *At a concert at Claudelands Event centre with mainly an older age group, the ONLY mobility parking was right over on the grass in wet weather while people with no mobility issues were parking on the concrete immediately in front of the stadium. LOTS more mobility parking is needed in this venue (Claudelands Events Centre)*

5 comments related to non-mobility permit users using the carparks, which occurred across four separate CBD locations (Worley Place came up twice). These comments were also some of the most 'liked' or 'upvoted' comments on improving carpark spaces.

- *These 2 car parks are often used by non permitted users
Maybe more enforcement spot checks as well as signage about the cost of an infringement ticket as a deterrent
Unfortunately education of people who infringe is a waste of time as they don't care about the users of the parks but hit them in the pocket (Worley Place)*

Other feedback included making carparks closer to amenities, including on the other side of the road, moving carparks away from roundabouts or narrow roads (e.g., where there is a median that prevents other cars from going wide), and ensuring the footpath is easily accessible from the mobility carpark.

- *Would be more helpful to be on the same side of the road as the park and event centre. (Claudelands Events Centre)*
- *I would like to see extra parking along the Victoria st restaurants, in front of the restaurants not across the road. (Victoria Street, South)*
- *these parks need to be further back off the road, as the flow of traffic comes too close to ones vehicle , especially when you're trying to get into a wheelchair that's positioned half in the lane of traffic. Also there's no way to get onto the footpath. (Victoria Street, South)*
- *Hard to get onto footpath (Silverdale Road)*

Need a mobility park here

There were 66 requests for mobility parks using the 'Need a mobility park here' icons. Themes from the comments were essentially add mobility carparks closer to amenities such as restaurants and cafés. The top three locations for new carparks were Hood Street, Bryce Street, and Victoria Street South.

- *There needs to be more disability parking along the restaurant quadrant. People with permits are not going out as getting central parking is impossible (Victoria Street, South)*

- *Would be great to have more parks here with so many restaurants in this vicinity. (Hood Street)*

People also requested carparks that allowed access to rivers/parks/the Hamilton Lake and the Hamilton Gardens. The top three locations for new carparks in relation to outdoor spaces included the Hamilton Gardens, on Jellicoe Drive for access to the Waikato River/Hayes Paddock, and at Memorial Park.

Other areas of interest included:

Schools:

- Frankton Primary School
- Knighton Normal School

Outdoor spaces:

- Melville Skate Park (Dog Agility Course)
- Resthills Park
- Hamilton Lake (west side)
- Delamare Road (river access)

Shops:

- Dinsdale shops (near Ministry of Social Development)
- Beerescourt shops (Victoria Street, North)
- Grey street (Steele Park/Cook Street) – preference for angled parking along Cook Street
- Flagstaff shops (Borman Road)
- Rototuna shops (near Post shop)
- Braid Road shops

Events:

- FMG Rugby Stadium
- Claudelands Events Centre

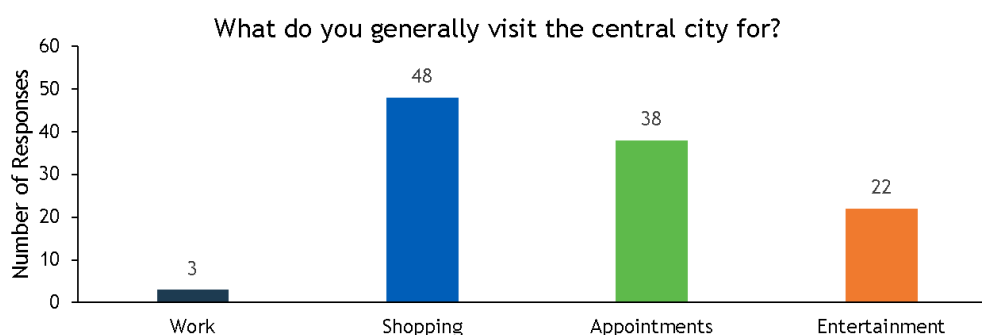
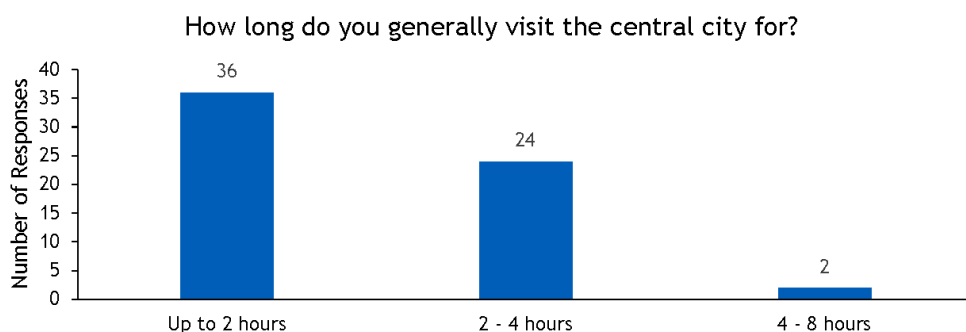
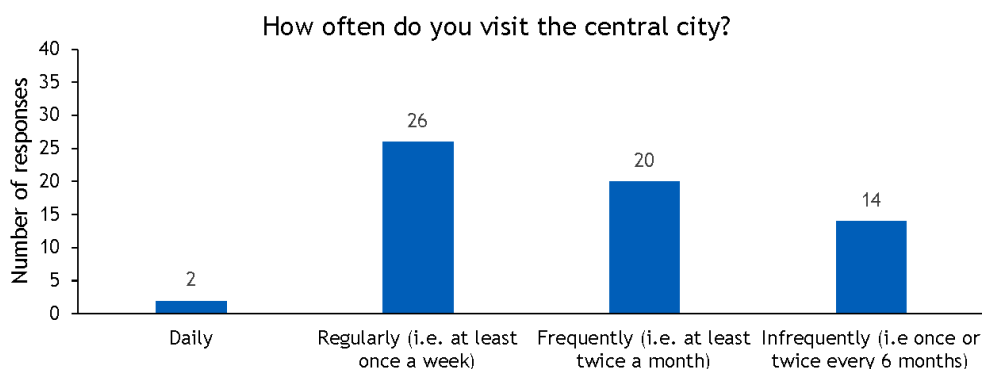
Upvoted comments

The use of social pinpoint for this survey allowed users to up- or downvote existing comments when they answered the survey. The top five most upvoted comments were all “Need a mobility park here” and the top three most downvoted comments were all “I don’t prefer this park”

- *“This end of town used to have a mobility park but it doesn’t any more. It is close to restaurants and would be very helpful to have one or two down in this area”*
 - Pin located: Hood Street
 - Liked by 15 others
- *“There is not enough mobility parking in Barton St”*
 - Pin located: Barton Street
 - Liked by 12 others
- *“You need parking here for easy access to library council and mall”*
 - Pin located –Ward Street (shared zone)
 - Liked by 12 others
- *“Access to Court”*
 - Anglesea Street (South)
 - Liked by 10 others
- *“Access to Centreplace and Barton St”*
 - Pin located: Barton Street
 - Liked by 10 others

Central city visits:

- Majority of respondents were regular visitors (at least once a week) to the central city (26 of 62 respondents, 42%). Only two respondents were daily visitors to the central city.
- Majority of respondents who visited the central city visited for less than two hours (36 of the 62 respondents, 58%).
- The most common reason for visiting the central city was shopping, followed by appointments.
- The least common reason for visiting the central city was for work.
- Of the three respondents who visited the central city for work, none of them visited the central city daily.

**What would make you access the CBD more?**

62 respondents answered this question – 19 answers were deemed not relevant/out of scope, 5 specifically said they were satisfied with the mobility parking service available and 8 indicated they had nothing to add. Other comments made included a request for an adult changing and toilet facility, additional seating to stop and rest, and requests for the traffic lights at the Ward

Street/Anglesea intersection to allow for pedestrian movement in any direction.

Of the 43 relevant comments, 31 requested more mobility parking in the CBD. 9 requested easier or more accessible parking options (non-specific around what this may look like) and 11 people referenced specific location which they would like to see more parking implemented, namely Ward Street near Garden Place, and Victoria Street south (near the restaurants and cafes).

Other comments included – knowing where the mobility carparks were, having more angled parking rather than parallel parking, and having cheaper parking. An additional comment was made regarding difficulty using public transport as bus drivers do not always lower the ramp for easier accessibility so accessing the CBD was difficult.

What else would you like to tell us in relation to mobility carparks within Hamilton?

28 of 62 (45%) respondents answered this question.

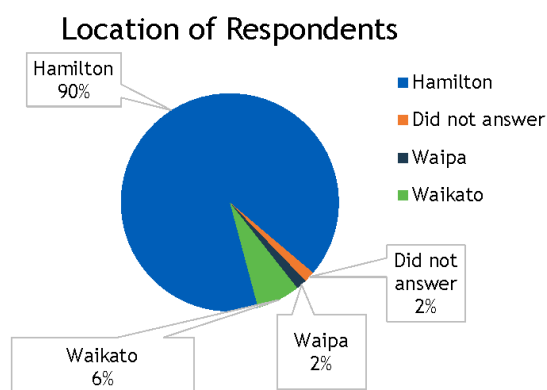
The key themes identified were:

- Mobility carparks are often used by people not displaying permits, and they need more policing to ensure that carparks are available for those with permits when they need them.
- There needs to be more carparks in general for mobility permit users.
- Existing carparks need to be made wider

DEMOGRAPHIC COMPARISON OF RESPONSES FROM INDIVIDUALS

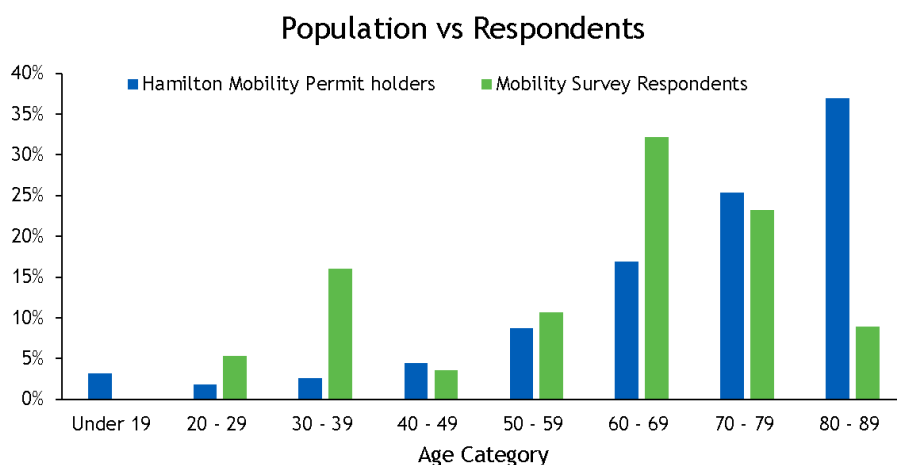
RESPONDENTS BY LOCATION

While 93 people provided feedback around mobility carparking within the city, only 62 respondents provided demographic information. From this, we could ascertain that 56 of the 62 who provided information were respondents from Hamilton (90%). For context, there are 6662 mobility permit holders Hamilton City.



RESPONDENTS VS HAMILTON MOBILITY CARPARK PERMIT HOLDERS - AGE GROUP

Older residents are more likely to hold a mobility parking permit. We had a low representation from those over 80 years. We had a high representation from those between 20-39, and 60-69 years.



RESPONDENTS VS HAMILTON MOBILITY CARPARK PERMIT HOLDERS - ETHNIC GROUP

Of the 62 respondents who provided data, 50 of the 62 identified as New Zealand European, and 6 identified as Maaori. 2 respondents identified as British, and 1 respondent each identified as Indian, Samoan, and South African. While NZ European respondents made up 81% of the sample surveyed, they make up approximately 71% of Hamilton Mobility carpark permit holders (4714 of 6662). Maaori made up 8% of the survey respondents, they make up approximately 15% of the Hamilton mobility carpark permit holders (1018 of 6662). In summary, NZ Europeans were overrepresented and Maaori were underrepresented in response data.

ENGAGEMENT TACTICS AND RESULTS

This was a targeted survey, whereby the Social Pinpoint link was only sent to Hamilton mobility parking permit holders. It was not promoted city-wide or on other channels.

The results are as above – 62 responses received, and 164 comments generated into the Social Pinpoint platform.

WHAT'S NEXT

The results of this engagement will inform projects that the City Transportation team will be working on, to help shape the central city into a place where people love to be.

D-3960895

Council Report

Committee: Infrastructure Operations Committee

Date: 24 February 2022

Author: Eeva-Liisa Wright

Authoriser: Eeva-Liisa Wright

Position: General Manager
Infrastructure Operations

Position: General Manager
Infrastructure Operations

Report Name: External Committees Updates

Item 17

Report Status	Open
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Purpose - *Take*

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

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee receives the report.

Executive Summary - *Whakaraapopototanga matua*

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

Discussion - *Matapaki*

Waikato Regional Council – Regional Transport Committee

6. The objective of the Regional Transport Committee (RTC) is:
'To undertake the functions as prescribed in the Land Transport Management Act 2003 (LTMA), and to provide a regional forum for the consideration of regionally significant transport matters.'
7. Councillor O'Leary is the Hamilton City Council (HCC) nominated representative with Councillor Macpherson being the nominated alternative representative.

8. The RTC meeting was held on 21 February 2022. A copy of the link to the agenda is provided [here](#).
9. The 21 February 2022 RTC agenda covered the following topics:
 - i. Request from Hamilton City Council for Councillor Dave Macpherson to be appointed as a non-voting member to the Regional Transport Committee - The purpose of the report is to provide the Regional Transport Committee (Committee) with a request from Hamilton City Council for appointment of its councillor Cr Dave MacPherson to the Committee as a non-voting member in addition to its voting representative member Cr Angela O'Leary (refer attached). and To seek the Committee's response to that request.
 Staff recommendation –
 1. That the report be received.
 2. The Regional Transport Committee, having considered the following matters, recommends that Council appoints / does not appoint Cr D MacPherson of Hamilton City Council as a non-voting member of the Regional Transport Committee in addition to Hamilton City Council's voting member Cr A O'Leary.
 - ii. Waka Kotahi New Zealand Transport Agency - The purpose of the report is to provide the Committee with an update from Waka Kotahi New Zealand Transport Agency Director Regional Relationships (Waikato and Bay of Plenty), David Speirs.
 Staff recommendation – That the report be received
 - iii. KiwiRail Report - The purpose of the report is to provide the Committee with an update from KiwiRail Manager Policy and Shareholder, Angus Hodgson
 Staff recommendation – That the report be received
 - iv. Regional Road Safety Update - The purpose of the report is to update the Committee on regional road safety issues including speed management and regional road safety statistics.
 Staff recommendation – That the report be received
 - v. Transport Projects and Planning Report - The purpose of the report is to update the Committee on current regional transport policy and planning matters as of 4th February 2022
 Staff recommendation – That the report be received
 - vi. Te Huia passenger rail governance arrangements - The purpose of the report is to confirm the preferred governance arrangements to oversee service improvements for the Te Huia passenger rail service.
 Staff recommendation –
 1. That the report be received.
 2. That the Waikato Regional Council establishes a Te Huia sub-committee reporting to the Waikato Regional Transport Committee with the terms of references set out in Appendix 1 and to be reviewed upon completion of the two-year service review.
 - vii. Regional Transport Issues forum
 To provide the Committee with an opportunity to raise and discuss regionally significant transport issues in an open forum
 Staff recommendation –
 1. That the report be received.
 2. The following Issues (per the numbering of the action table in attachment 1 of report) are 'Closed' having reached a functional conclusion to the satisfaction of the Committee: a.(3), (4), (5), (11), (19), (20), (21), and (22)

10. The next RTC meetings scheduled for 2022 are:

- i. Monday 16 May, and
- ii. Monday 22 August.

Waikato Regional Council – Regional Connections Committee update

11. 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.

12. 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.’

13. A RCC meeting was held on Friday 11 February 2022. A copy of the link to the agenda is provided [here](#). The minutes of the meeting are currently unconfirmed.

14. The 11 February 2022 RCC agenda covered the following topics:

- i. Matters arising from the previous minutes
- ii. Network Performance Update - including Te Huia – update on the performance of Waikato Regional Council’s public transport services (including bus and rail) for Q4 2021:
 - A) Staff recommendation - that the report be received
- iii. Network Planning Update (Hamilton focus) - update on the Hamilton bus service improvement programme. The wider regional programme will be the subject to a separate report for the next regionally focussed Regional Connections Committee meeting
 - B) Staff recommendation - that the report be received.
- iv. Waikato Regional Public Transport Plan (RPTP) development timeline – update on the proposed approach and timeline for the review of the Waikato Regional Public Transport Plan.
 - C) Staff recommendation –
 - a. That the report be received; and
 - b. the proposed approach and timeline for the 2022 Regional Public Transport Plan review be approved.
- v. Public transport studies, Proposed Improvements and funding allocations – update on public transport infrastructure studies, improvements, and funding allocations for Hamilton City and endorsement of the public transport infrastructure projects identified in the report.
 - D) Staff recommendation –
 - a. That the report be received; and
 - b. That the Regional Connections Committee endorses the public transport infrastructure projects identified in this report to be progressed.
- vi. Public transport financial update – update on public transport finances, cost and funding pressures.
 - E) Staff recommendation - That the report be received.
- vii. Update on Access Hamilton Refresh (including update on draft parking principles) – update on the scope and purpose of the Access Hamilton refresh and the Hamilton City parking principles by Hamilton City Council.
 - F) Staff recommendation - That the report be received.

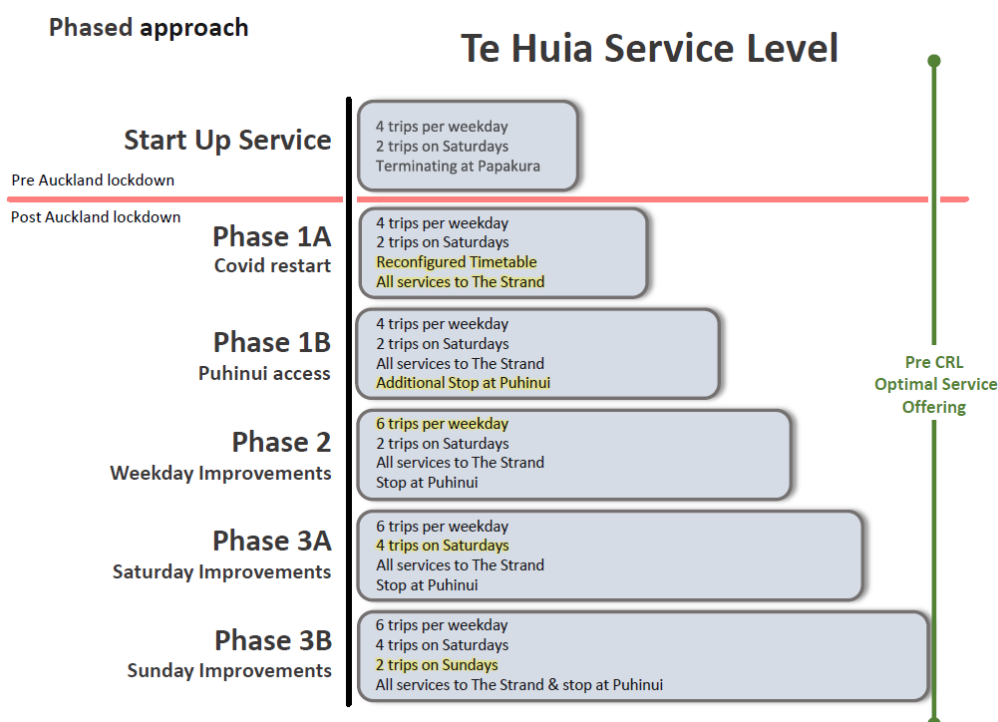
Waikato Regional Council – Te Huia Governance Working Group

15. The infrastructure Operations Committee were advised at its 7 December 2021 meeting that;
- depending on the Covid situation, it was proposed to re-launch Te Huia on 24 January 2022
 - that the re-launched service would travel all of the way into the Strand for both weekday and weekend services as well as the scheduled stop at Papakura (Phase 1A)
 - that the timetable was to be reconfigured to scale back to one morning peak return service from Hamilton, adding an afternoon off-peak service from Hamilton returning to pick up the afternoon peak from Auckland as per following

Weekday Services to Auckland				
Frankton	Rotokauri	Huntly	Papakura	Strand
6:15 AM	6:23 AM	6:45 AM	7:54 AM	8:42 AM
2:07 PM	2:15 PM	2:37 PM	3:46 PM	4:33 PM

Weekday Services to Waikato				
Strand	Papakura	Huntly	Rotokauri	Frankton
9:18 AM	10:02 AM	11:06 AM	11:36 AM	11:45 AM
5:15 PM	6:05 PM	7:08 PM	7:38 PM	7:47 PM

- Access to Puhinui station (with transfer available to rapid bus services to Airport) was confirmed and would be added once ticketing issues were resolved with Auckland Transport (Phase 1B)
 - Further service improvements could be added depending on other factors such as funding.
16. The following figure shows the phased approach that the Governance Working Group is considering in regard to further service improvements.



17. Te Huia commenced services on 24 January 2022 as planned with all Phase 1B components.
18. Further information on Te Huia can be found on the website www.tehuiatrain.co.nz including the timetable with Puhinui added as a stop.
19. The Governance Working Group met on 14 February 2022 and received a performance report and a financial report. The performance report is below and the financial report is attached (**Attachment 1**)

Patronage Performance Update

2021 Operations (6 of April to 17 of August 2021)

Total passengers	15,169
Weekdays*	137
Weekdays (School holidays)*	203
Saturdays*	292
On-time performance	<ul style="list-style-type: none"> • 372 on time • 15 > five minutes late

*average per day

2022 Operations (24 of January to 4 of February 2022)

Total passengers	929
Weekdays*	94
Weekdays (School holidays)*	98
Saturdays*	88
On-time performance	<ul style="list-style-type: none"> • 28 on time • 10 > five minutes late

20. Performance and Financial reporting from this point on is proposed to be through the Regional Connections Committee, together with other Public Transport services.
21. Discussions are ongoing about implementing the Phase 2 level of service and a verbal update will be given at the Committee meeting.

Medium to Long-Term Improvements

22. Access to the Strand, whether it be on the weekend or during the week may be compromised once the CityRail Link (downtown Auckland) project is completed. A business case for enduring access to the Auckland network post CRL is being developed and overseen by the Governance Working Group.
23. WRC has approved \$300k to complete a business case for the replacement of the Te Huia rolling stock. This work is being overseen by the Governance Working Group and will get underway this year.
24. The Governance Working Group also has actions to consider broader inter-regional rail between Auckland-Hamilton-Tauranga and to consider additional Waikato stops. This work is being largely progressed through an interconnectivity business case project being reported through to Future Proof as part of the Hamilton to Auckland Corridor work. Ministry of Transport are leading this business case.

Legal and Policy Considerations - Whaiwhakaaro-aa-ture

25. Staff confirm that the recommendations in this report comply with 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. The recommendations set out in this report are consistent with that purpose.
28. There are no known social, economic, environmental or cultural considerations associated with this matter due to this report being for information only.

Risks - *Tuuraru*

29. There were no known risks identify during the formation of this report.

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

30. 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.

Council Report

Committee: Infrastructure Operations Committee

Date: 24 February 2022

Author: Robyn Denton

Authoriser: Eeva-Liisa Wright

Position: Network Operations and Use Leader

Position: General Manager
Infrastructure Operations

Report Name: Waka Kotahi NZ Transport Agency Update

Item 18

Report Status	Open
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Purpose - *Take*

1. To inform the Infrastructure Operations Committee about Waka Kotahi NZ Transport Agency (Waka Kotahi) activities in the greater Hamilton area via a verbal update from Jo Wilton, Regional Manager Infrastructure Delivery, Waka Kotahi.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee:
 - a) receives the verbal report; and
 - b) thanks Waka Kotahi NZ Transport Agency for their update.

Attachments

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

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

Item C1.	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
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