

Notice of Meeting:

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

Date: Tuesday 26 May 2020

Time: 10.00am

Meeting Room: Audio Visual Meeting

Richard Briggs
Chief Executive

Infrastructure Operations Committee

Komiti Hanganga

OPEN AGENDA

Membership

Chairperson - *Heamana*

Deputy Chairperson - *Heamana Tuarua*

Members

Cr A O'Leary

Cr M Gallagher

Mayor P Southgate

Deputy Mayor G Taylor

Cr M Bunting

Cr M Forsyth

Cr R Hamilton

Cr D Macpherson

Cr K Naidoo-Rauf

Cr R Pascoe

Cr S Thomson

Cr M van Oosten

Cr E Wilson

Maangai Maaori N Hill

Quorum: A majority of members (including vacancies)

Meeting Frequency: Six weekly

Becca Brooke
Governance Manager
Menetia Mana Whakahaere

19 May 2020

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Purpose

The Infrastructure Operations Committee is responsible for:

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

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

Terms of Reference:

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

The Committee is delegated the following powers to act:

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

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

The Committee is delegated the following recommendatory powers:

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

Recommendatory Oversight of Policies and Bylaws:

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

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1 Apologies - *Tono aroha*

2 Confirmation of Agenda - *Whakatau raarangi take*

The Committee to confirm the agenda.

3 Declaration of Interest - *Tauaakii whaipanga*

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

4 Public Forum - *AAtea koorero*

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

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

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

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

Council Report

Committee: Infrastructure Operations Committee

Date: 26 May 2020

Author: Rebecca Watson

Authoriser: Amy Viggers

Position: Governance Advisor

Position: Governance Team Leader

Report Name: Confirmation of the Infrastructure Operations Open Minutes 16 April 2020

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

That the Committee confirm the Open Minutes of the Infrastructure Operations Committee meeting held on 16 April 2020 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Draft Infrastructure Operations Committee Open Minutes - 16 April 2020.

Infrastructure Operations Committee

OPEN MINUTES

Minutes of a meeting of the Infrastructure Operations Committee held via Audio Visual on Thursday 16 April 2020 at 10.03am.

PRESENT

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

In Attendance:	Richard Briggs – Chief Executive
	Eeva-Liisa Wright - General Manager Infrastructure Operations
	Jen Baird – General Manager City Growth
	Raewyn Simpson – Senior Planner
	Paul Blewman – City Safe Operations Manager
	Liam Blackwell – Online Specialist
	Kelvin Powell – City Safe Unit Manager
	Adam Donaldson – Project Manager Treatment Plants
	James Clarke – Director of Mayor’s Office
	Surya Pandey – Programme Manager City Wide Waters
	Simon Young – Delivery Manager
	Rebecca Robinson – Communication and Engagement Advisor
	Maire Porter – City Waters Manager
	Robyn Denton – Network Operations & Use Manager

Governance Staff:	Becca Brooke – Governance Manager
	Amy Viggers – Governance Team Leader
	Rebecca Watson - Governance Advisor

1. Apologies

Resolved: (Cr O’Leary/Cr Bunting)

That the apologies for partial absence from Cr Hamilton, for lateness from Mayor Southgate, Crs Naidoo-Rauf, Macpherson and Hamilton are accepted.

2. Confirmation of Agenda

Resolved: (Cr O’Leary/Cr Taylor)

That the agenda is confirmed.

3. Declarations of Interest

No members of the Committee declared a Conflict of Interest.

4. Public Forum

Dr Rebekah Graham provided the following written submission to Item 8 (Suburban Response Team Trial).

The 3 key areas that I have questions/commentary on re the City Safe report are as follows:

1. *There seems to be a conflation of terms, in that the word 'homeless' or 'vagrant' is typically used to cover anyone who is deemed to be scruffy and/or poor looking and/or begging in the street. It is unclear how many of these folk are actually homeless and there is some anecdotal suggestion that many have a home and are simply bored/in need of social engagement/lonely/looking to make a few dollars. It isn't clear from the report how many people being moved on actually have a home and really just need somewhere to go during the day to interact socially with others (this is currently an identified need for this group, in that many so-called spaces are spaces for wealthier groups to spend money/consume items, and there are few spaces for those without funds to congregate/interact/have a cup of tea etc).*
2. *Business owners are well represented in the survey and clearly find City Safe a reassuring presence and appreciate having someone to call when a scruffy/poor-looking person is loitering in the street. I appreciate that Business Owners are a key stakeholder and it is great to see Council doing their best to meet their needs. However, no other key stakeholders seem to be represented in the report/survey. There seems to be little input from social workers, community groups, or homeless people themselves. What is the perspective of The People's Project, or Western Community Centre, or Drug and Alcohol centres, for example? Where is the evidence that City Safe are making a difference in any way other than helping Business Owners feel safe? What are the other measures of success? Who are the other key stakeholders who need to be consulted when considering what works?*
3. *On the surface of this report, other than assisting some stakeholders to feel safe, City Safe are not addressing the underlying issues contributing towards begging/hustling/poverty, and are merely recycling people around the city. This was noted in the report in the comments around "homeless" people returning after a short absence. This suggests that there is a strong need for some type of staffed day centre (with heating, free tea and coffee, social worker support etc) where people who have limited means (and who would usually loiter in the streets) can go during the day. Such a facility may well do more to reduce numbers of people classed a 'social nuisance' than simply shuffling them across the city.*

5. Confirmation of the Infrastructure Operations Open Minutes 27 February 2020

Resolved: (Cr O’Leary/ Cr Bunting)

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

6. Chair's Report - 16 April 2020

The Chair took the report as read. She responded to questions from Committee Members concerning the previous resolution of Council regarding the Central Business District (CBD) 2 hour Free Parking Trial.

Resolved: (Cr O'Leary/Cr Pascoe)

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) approves that the Central Business District (CBD) 2 hour Free Parking Trial Update Report be deferred to the Infrastructure Operations Committee meeting of 26 May 2020.

Cr Wilson left the meeting (10.09am) during the discussion of the above item. He was not present when the matter was voted on.

7. Contract 16296 - Pukete 3 WWTP Upgrade - Approved Contract Sum Increase

The General Manager Development spoke to the report noting that the projects were funded in the 2018-28 10-Year Plan. Staff responded to questions from Members concerning the overall budgeted cost, the timeline for the projects, reason for the increase, cultural considerations, timeline of works and risks to the projects.

Resolved: (Cr O'Leary/Cr Forsyth)

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) approves an increase to the Approved Contract Sum of Contract 16296 with Downer NZ, for the capacity upgrades of the Pukete Wastewater Treatment Plant and the new Chemical Storage Facility at the Waiora Water Treatment Plant from \$28,850,000 to \$32,500,000 (excl. GST).

Cr Hamilton in at 10.11am during the discussion of the above item. He was present when the matter was voted on.

Mayor Southgate and Cr Macpherson joined at 10.14am during the discussion of the above item. They present when the matter was voted on.

Cr Wilson re-joined the meeting at 10.15am during the discussion of the above item. He was present when the matter was voted on.

8. Suburban Response Team Trial (Recommendation to Council)

The General Manager City Growth spoke to the report noting the positive feedback on the Suburban Response Team. Staff responded to questions from Committee Members concerning the survey process, scope of the area that the City Safe team covered, response time, work completed with cultural organisations, costs, and the impact of being in Level 3 alert.

Staff Action: Staff undertook to provide a breakdown of the costs for the provision of monitoring of CCTV in the city.

Staff Action: Staff undertook to organise an information session concerning potential alternatives and additions to the City Safe service.

Motion: (Cr Bunting/Mayor Southgate)

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) recommends to the Council the Suburban Response Team trial is extended for a further twelve months with consideration of \$237,000 being funded in the 2020/21 Annual Plan.

Amendment: (Cr O'Leary/ Cr Forsyth)

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) recommends to the Council that the Suburban Response Team continues and becomes a fully-funded operational activity, with consideration of \$237,000 being funded in the 2020/21 Annual Plan and a further \$2,370,000 being funded in the 2021/31 Long Term Plan.

Foreshadowed Amendment: (Cr Wilson/ Cr Thomson)

That the Infrastructure Operations Committee receives the report.

The Amendment was put.

Those for the Amendment: Councillors O'Leary and Forsyth.

Those against the Amendment: Mayor Southgate, Deputy Mayor Taylor, Councillors, Bunting, Gallagher, Macpherson, Naidoo-Rauf, Pascoe, Thomson, van Oosten, Wilson and Maangai Hill.

The Amendment was declared LOST.

The Foreshadowed Motion was then put.

Those for the Foreshadowed Motion : Deputy Mayor Taylor, Councillors Wilson, van Oosten, and Thomson.

Those against the Foreshadowed Motion: Mayor Southgate, Councillors O'Leary Forsyth, Bunting, Gallagher, Macpherson, Naidoo-Rauf, Pascoe and Maangai Hill.

The Foreshadowed Motion was declared LOST.

The Motion was then put.

Those for the Motion: Mayor Southgate, Councillors Bunting Gallagher, Macpherson, O'Leary, Naidoo-Rauf, Pascoe, Forsyth and Maangai Hill.

Those against the Motion: Deputy Mayor Taylor, Thomson, van Oosten and Wilson.

The Motion was declared CARRIED.

Resolved: (Cr Bunting/Mayor Southgate)

That the Infrastructure Operations Committee:

- a) receives the report; and

- b) recommends to the Council the Suburban Response Team trial is extended for a further twelve months with consideration of \$237,000 being funded in the 2020/21 Annual Plan.

Cr Naidoo-Rauf joined the meeting (11.19) during the discussion of the above item. She was present when the matter was voted on.

Cr Hamilton left the meeting (12.10pm) during the discussion of the above item. He was not present when the matter was voted on.

9. Hamilton Stormwater Bylaw Review - Determination and Consultation (Recommendation to Council)

The General Manager introduced the report noting that the purpose of the report was to determine if a Stormwater Bylaw is the most appropriate mechanism for addressing issues relating to stormwater management in Hamilton.

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

That the Infrastructure Operations Committee recommends that the Council:

- a) receives the report;
- b) approves **Option 1** as outlined in this staff report and determine that a Stormwater Bylaw is the most appropriate mechanism for addressing issues relating to stormwater management in Hamilton;
- c) approves the preparation of a Statement of Proposal for a reviewed Bylaw subject to (b) above being approved by the Council; and
- d) notes that due to the Central Government Covid-19, Alert Level 4 restrictions in place, a public consultation process will be undertaken for a period of one month between July 2020 and December 2020.

10. HCC’s Draft Submission to the Waka Kotahi NZ Transport Agency Accessible Streets Regulatory Package

The Network Operations & Use Manager introduced the report. Staff responded to questions from Committee Members concerning cyclist safety and enforcement delegation.

Resolved: (Cr Wilson/Cr Bunting)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves the Hamilton City Council’s **Draft 2** Submission (Attachment 2 of the staff report) to the Waka Kotahi NZ Transport Agency on the Accessible Streets Regulatory Package; and
- c) notes that the approved submission will be sent to the Waka Kotahi NZ Transport Agency following the Infrastructure Operations Committee approval, to meet the 22 April 2020 submission closing date.

The meeting was adjourned 12.54 to 1.15pm

Cr Macpherson and Gallagher left the meeting during the above adjournment.

11. Extension of Transportation Corridor Maintenance and Renewal Contract (12080)

The General Manager Infrastructure Operations spoke to the report noting the extension of the contract was an procedural matter. Staff responded to questions from Committee Members

concerning the impacts of Covid-19 and potential further changes to the contract sum.

Resolved: (Cr Wilson/Cr O’Leary)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves the final 3 year extension of the Hamilton Transportation Corridor Maintenance and Renewal Contract 12080 with Downer New Zealand Ltd from 1 July 2020 to 30 June 2023;
- c) approves a \$100,000,000 increase in the Approved Contract Sum for Contract 12080 from \$161,459,000 to \$261,459,000 to correspond with the 3-year extension to 30 June 2023;
- d) notes staff will commence work to investigate and identify a preferred procurement model for its Transportation Corridor Maintenance and Renewal activities, following the conclusion of Contract 12080 on 30 June 2023; and
- e) notes that the approved contract sum total will be reassessed following receiving the funding response from Central Government to the transport stimulus package funding applications as a result of the COVID-19 situation.

Cr Hamilton and Cr Macpherson re-joined the meeting (1.24pm) at the conclusion the discussion of the above item. They were not present when the matter was voted on.

12. General Managers Report

The General Manager of Infrastructure Operations took the report as read. Staff responded to questions from Committee Members concerning Vision Zero data,

The Chair and Crs Macpherson, Thomson and Wilson provided an update to Committee Members on the Waikato Regional Connections Committee meeting that took place on 21 February 2020.

Cr Wilson as the Council representative on the Hamilton to Auckland Start-up Passenger Rail Service Committee provided Members with an update on the project, noting the delay due to Covid-19 was not yet known.

Staff responded to questions from Committee Members concerning the facilities planned at the Rotokauri Transport Hub.

Staff Action: *Staff undertook to provide Elected Members with a breakdown and context concerning the Vision Zero data.*

Resolved: (Cr O’Leary/Cr Wilson)

That the Infrastructure Operations Committee receives the report.

Cr Gallagher re-joined the meeting (1.33pm) during the above item. There had been issues with the technology running the meeting preventing him being able to re-join earlier.

Mayor Southgate retired from the meeting (1.51pm) during the above item. She was not present when the matter was voted on.

13. Resolution to Exclude the Public

Resolved: (Cr O’Leary/Cr Bunting)

Section 48, Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

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

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

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

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

Item C1.	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
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The meeting went into a public excluded session at 1.53pm.

The meeting was declared closed at 1.55pm.

Council Report

Committee: Infrastructure Operations Committee

Date: 26 May 2020

Author: Rebecca Watson

Authoriser: Amy Viggers

Position: Governance Advisor

Position: Governance Team Leader

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 Attachments - *Ngaa taapirihanga*

Attachment 1 - Chair's Report - 26 May 2020

Attachment 2 - Accessibility Report



Chair's Report

Improving accessibility for people living with disability

An important role this committee has is to provide infrastructure to meet the current and future needs of the city, and to enhance the wellbeing of its communities.

I've been a strong advocate for one of those communities, the disability sector over the years, and for the most part as a city we do OK in providing good outcomes for them; but we could do better.

And in this new 'Covid world', now more than ever, a 'safe and well' city must be planned for.

On 10 March 2020 Councillor Thomson and myself held a day of stakeholder meetings with the disability sector. We asked them what their priorities were, and what action they'd like to see this term from this committee.

We met with the Disabled Persons Assembly, Parents of Vision Impaired NZ, NZ Foundation for the Blind, and CCS Disability Action. These groups have some innovative ideas to help improve our infrastructure, our engagement and our outcomes for their community.

I am pleased to present a discussion piece from Councillor Sarah Thompson (**attachment 2**). From here we will work with staff and the relevant committees to seek better outcomes now and in the future so Hamilton can truly become an accessible city.

Special thanks

As we move into Level 2 under Covid-19 restrictions I wanted to formally thank the General Manager Infrastructure Operations, Eeva-Liisa Wright and her team for the outstanding work during a very challenging past 8 weeks.

Every day we drive on our roads, turn on our taps, flush our toilets and have our rubbish and recycling collected all without much thought as to who and what goes on behind the scenes to make that happen.

I know the committee will join me in thanking all the staff in our waters, transportation, rubbish and recycling areas for continuing to provide our residents and city with safe and efficient services through these unprecedented times.

Central Business District 2 Hour Free Parking Trial Update report:

At the 16 April 2020 Infrastructure Operations Committee, due to the impacts of COVID-19, the Central Business District 2 Hour free parking trial update report was deferred to the 26 May 2020 with further deferrals being acceptable should they be required.

It is important that the Central City and River Plan Advisory Group consider the future of Central City parking. The Central City and River Plan Advisory Group provides recommendations and advice to the Council and on matters relating to the Central City including initiatives and projects that have an impact on the Central City, the Central Business District 2 hour free parking trial being one of those projects. Due to the impacts of COVID-19

and timing of meetings, the future of the parking trial has not been able to be considered by the Central City and River Plan Advisory Group.

Attachment 1

Therefore, I recommend that the Central Business District 2 Hour Free Parking Trial Update report be further deferred and delegated to the Central City and River Plan Advisory Group meeting to consider and provide a recommendation to Infrastructure Operations Committee by 30 June 2020.

Recommendation:

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) approves the Central Business District 2 Hour Free Parking Trial Update report be deferred and delegated to the Central City and River Plan Advisory Group to provide a recommendation to Infrastructure Operations Committee by 30 June 2020.

Item 6

Summary

In Hamilton, disabled people are more likely to report a 'trip not made', and they report problems with public transport and general accessibility as reasons for not making as many trips as they would like.

Through its Disability Policy, Hamilton City Council recognises that disabled people need equity of access enabling them to participate fully in and contribute to community and civic life in Hamilton City. The Policy states that:

- The Council facilities and infrastructure will be accessible and meet best practice standards; and
- Public transport infrastructure managed by the Council will meet the needs of disabled people.

The goal of the below actions is to ensure that everyone in Hamilton has transport choices that are accessible, affordable, dignified, safe, and sustainable.

It's important to note that this is just a starting point. What I have heard clearly from my conversations with members of the disability sector is the need to co-design, not just consult, so whatever approach we ultimately take needs to be determined together.

Action one: accessibility audits

A key recommendation (previously raised in our stakeholders meetings) is that HCC carry out accessibility audits to ensure our streets are safe, obvious, and have clear step-free routes.

An accessibility audit is where a trained auditor walks around designated streets to identify access defects. These audits should be prioritised in the busiest places first. As discussed previously, the city centre would be an ideal place to carry out an initial pilot audit.

Below is an example audit from Waipa District Council:

<https://ccsdisabilityaction.org.nz/assets/Uploads/street-audit-report.pdf>

Hamilton has previously carried out a pedestrian survey (around 2009 or 2010) which I understand staff are currently locating.

While accessibility audits aren't new in themselves, my understanding from Bridget is that nowhere has done them *really well*, particularly because they fail to properly monitor and measure outcomes. This is something Hamilton could lead on.

Judy Small has recommended that we take a two step approach to the accessibility audits. The first step would be to have a qualified engineer carry out the audit (for example, an auditor from be.Lab, formerly known as be.Accessible). The second step would be to hold structured

workshops with the disability sector so that they can use that information and add their own thoughts and co-develop a plan.

To ensure that the accessibility audits lead to tangible actions and results, I think it would be beneficial to:

1. Set clear and measurable targets (e.g. to complete 30% of the improvements over the coming financial year); and
2. Ring fence funding for implementation and measurement.

Doing this would enable the council to take a strategic approach to prioritising and remedying defects identified in the audit. (In contrast, our low risk low cost programme is largely reactive to complaints and requests from people in the community).

Measuring the success of our efforts would be critical. We need to know whether what we are doing is working and what impact it is having. In terms of how we could measure outcomes, Bridget Burdett had made the following comment:

I recommend both asking people about attitudes and behaviour (done, see last year's 'Moving Together' survey), and measuring diversity of participation at actual places. Here's a report that looked at people using mobility aids in different parts of Hamilton. See in particular the graph on Page 11 which shows the proportions of people using mobility aids in different places in Hamilton:

<https://www.ccsdisabilityaction.org.nz/assets/Uploads/measuring-accessible-journeys-tdg-final-report.pdf>

Action two: work together with WRC to improve public transport infrastructure and services

Disabled people rely more heavily on public transport and so improving the accessibility of public transport infrastructure and services has been raised as a priority. Actions that HCC could take to improve public transport include:

- Working with Waikato Regional Council to identify opportunities to improve the 'first and last mile' connectivity for public transport and to improve other PT infrastructure such as bus stops and signage;
- Advocating through the Regional Connections Committee for the continued roll-out of accessibility initiatives on buses such as audio announcements;
- Working with WRC to improve the frequency of public transport services; and
- While not strictly public transport, another key action may be to work with Waikato Regional Council, Community Waikato and the Waikato District Health Board to identify

and support community transport groups and to advocate for access to Total Mobility services.

Workshops could help to inform priorities for investment. Of course, it's also important to acknowledge and celebrate the progress that has already been made in this area and the things that work well (such as level boarding facilities, audio announcements at key stops on the Orbiter etc).

Action three: embedding accessibility into 'business as usual'

This is about making sure that we get good outcomes for accessibility whenever we invest money in infrastructure. Bridget Burdett has recommended two main ways to refresh the way HCC delivers new infrastructure and maintenance.

1. The first is using inclusive access audits. This can be done in parallel with a road safety audit to make sure that all new street design is as accessible as possible. The attached example ("15035 Report Glen Innes NMU") is a combined Road Safety and Access report. I understand that this approach has also been taken in regard to the transport system design in Peacocke - we could ask for a copy of this report.
2. The second is to tweak the way Council prioritises footpath, kerb and channel maintenance. At the moment footpaths are resealed based on how deteriorated they are. Council could also use 'community need' factors to target the areas where people rely on accessible footpaths the most. This would mean if we had lots of footpaths in need of repair, we would fix the ones in 'high need' locations first.

Once key actions have been identified by the Infrastructure Operations committee, these can be documented in the Action Plan.

Other process and engagement to consider:

Refresh the Disability Action Plan

The Disability Action Plan falls under the Community Committee and is monitored and refreshed annually. Judy Small, as HCC's disability advisor, helps to implement, monitor and report on the Action Plan and plays a key role in supporting other staff to implement actions under the plan.

To promote accountability, Judy and I discussed that it is important that actions include clear and measurable targets, and that the Disability Action Plan comes back as its own separate report (unlike last year where it was combined with another report).

Disability sector engagement

As mentioned earlier, taking a co-design approach is critical and the disability sector engagement should inform every step. My understanding is that disability liaison groups are hugely important, but not enough to cover every project and initiative. The disability community

is really diverse and it is difficult for advisory groups to cover every need and ensure infrastructure/public transport improvements serve everyone. We currently have an access advisory group, but we should also be having conversations with the disability sector around how we can further improve engagement going forward.

Workshops

Judy will be able to speak on this much better than me, but when we caught up she suggested that HCC could partner with the disability sector to hold workshops/huis to help inform the key actions in the Disability Action Plan, for example a workshop or hui on “The Future of Footpaths” which explore emerging issues around the increased number of e-bikes, e-scooters and other devices on footpaths, what this means for people with disabilities and elderly, and what we could aspire for in the future.

Councillor Sarah Thomson

Council Report

Item 7

Committee: Infrastructure Operations Committee

Date: 26 May 2020

Author: Rebecca Watson

Authoriser: Amy Viggers

Position: Governance Advisor

Position: Governance Team Leader

Report Name: Recommendation from the Community Committee to the Infrastructure Operations Committee

Report Status	Open
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Purpose – *Take*

1. To seek the Infrastructure Operations Committee's approval of the recommendation from the Community Committee meeting on 19 May 2020, in respect of the Council Owned Dwellings Report.
 - The Agenda of the Community Committee meeting on 19 May 2020 is available [here](#).
 - The Minutes of the Community Committee meeting on 19 May 2020 are available [here](#).

Recommendation from the Community Committee:

2. That the Infrastructure Operations Committee approves the renting of **2447 River Road** property at market rates, and holds **2483 River Road**, until the future use of the entire former landfill site is determined; at which time this be reported back to the Infrastructure Operations Committee with a proposal for the future use of the two residential properties, including the option of selling all or one of the properties and taking into account the First Rights of Refusal considerations

Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

Council Report

Committee: Infrastructure Operations Committee
Date: 26 May 2020
Author: Robyn Denton
Authoriser: Eeva-Liisa Wright
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Report Name: Access Hamilton - Transport Improvement Programme Update

Report Status	<i>Open</i>
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Purpose – Take

1. To inform the Infrastructure Operations Committee on progress made in the delivery of the Access Hamilton Transport Improvement Programme.
2. To seek approval from the Infrastructure Operations Committee for the 2020/21 financial year for the Low Cost Low Risk Programme and Innovating Streets and Stimulus Package projects.

Staff Recommendation - *Tuutohu-aa-kaimahi*

3. That the Infrastructure Operations Committee:
 - a) receives the report;
 - b) approves the proposed programme of Innovating Streets projects for the Round 1 application (as attached in this report) for completion in 2020/21 financial year utilising reassignment of local share funding of \$149,000 from the Transport Improvement Programme;
 - c) approves the proposed design programme of Stimulus Package projects (as attached in this report) for 2020/21 financial year utilising reassignment of local share funding of \$1,350,000 from the Transport Improvement Programme;
 - d) approves the proposed Low-Cost Low Risk (Discretionary Transport) programme (as attached in this report) and as budgeted for 2020/21 financial year;
 - e) notes that funding the permanent physical works in Ward Street between Anglesea Street and Tristram Street (estimated valued \$4.5M) will be considered as part of the development of the 2021-31 Long Term Plan; and
 - f) notes that consideration will be given to bringing forward the current funding in 2025/26 – 2027/28 of \$4.875M for installation of traffic signals at the intersection of Boundary Road and Heaphy Terrace as part of the development of the 2021-31 Long Term Plan.

Executive Summary - *Whakaraapopototanga matua*

4. The Access Hamilton Transport Improvement Programme was developed based on a refresh of the 2010 Access Hamilton Strategy and formed a key component of the current 2018-28 Long Term Plan.
5. Good progress has been made on the delivery of the majority of the Transport Improvement Programme. There are a few projects/programmes that have had a delay in implementation and there are opportunities to reassign this funding for the 2020/21 financial year.
6. COVID 19 has resulted in opportunities for investment into two additional activities. Applications for Innovating Streets for People and Shovel Ready Infrastructure Projects (Stimulus Projects) have been submitted. Funding of the local share for the Innovating Streets projects and early development of concept or detailed design (Ward Street and associated intersections only) for the Stimulus Projects has been proposed from reassign funding from the 2020/21 Transport Improvement Programme.
7. Investigations into safety and accessibility concerns (particularly for people walking and biking) for Ward Street (Anglesea Street to Tristram Street) and Boundary Road / Heaphy Terrace intersection have been undertaken following requests from Elected Members. Recommendations for immediate improvements for these two sites have been included in within proposed programmes of work for Low Cost Low Risk and Innovating Streets for 2020/21 with opportunities identified for larger works to be considered in the 2021-31 Long Term Plan process.
8. The Low Cost Low Risk (Discretionary Transport) Programme for 2020/21 has been developed and the draft list considered by Elected Members via a workshop on 15 May 2020. The programme includes projects that individually cost no more than \$1M in order to meet the Waka Kotahi NZ Transport Agency (NZTA) requirements. Co-investment from NZTA is at 51% with the local share funded from the following programmes:
 - Bus Stop Infrastructure
 - Minor Improvements
 - Integrated Transport Initiatives
 - Biking Plan Implementation (Connectivity).
9. Staff consider the matters in this report have low significance and that the recommendations comply with the Council's legal requirements.

Access Hamilton Transport Improvement Programme Overview

10. The original Access Hamilton strategy was adopted by Council in 2010.
11. In 2017 a refresh of Access Hamilton was undertaken along with the development of a Transport Improvement Programme for inclusion in the 2018-28 Ten Year Plan.
12. A timeline for this review is included as Attachment 1 to this report and a copy of the Transport Improvement Programme is included as Attachment 2 to this report.
13. A document has also been developed for the Access Hamilton Strategy which communicates it in a way that is easy to understand and community friendly.
14. A copy of 'Access Hamilton On A Page' is included as Attachment 3 to this report and sets out the key outcomes: Safe, Choice, Smart, Growth.
15. Progress on the delivery of the Transport Improvement Programme was presented at an Elected Member briefing on 19 February 2020.

16. This report provides an update on progress in the Access Hamilton Transport Improvement Programme and recommends opportunities to reassign funding in the 2020/21 financial year including:
- the Innovating Streets for People funding applications
 - Shovel Ready Infrastructure Projects (Stimulus Projects)
 - providing a cycle and pedestrian-friendly environment that continues eastwards from the Western Rail Trail along Ward Street between Tristram Street and Anglesea Street
 - improving safety and accessibility for active transport at the intersection of Boundary Road and Heaphy Terrace and associated routes.
17. The report also sets out the proposed Low-Cost Low Risk (Discretionary Transport) Programme for the 2020/21 financial year for approval.

Access Hamilton Transport Improvement Programme Update

18. Progress on the delivery of the Access Hamilton Transport Improvement Programme was presented at an Elected Member briefing on 19 February 2020. Staff undertook to come back to Elected Members with an overview of opportunities for use of the projected underspend.
19. A copy of the presentation is included as Attachment 4 to this report. It was noted at the briefing that good progress has been achieved for the majority of the programme but there are a few projects where there have been delays in implementation.
20. The following table sets out the latest data on projects where there has been opportunity to reassign funding identified based on projected figures for the three-year period through to June 2021.

Project	Funding Opportunities
	Gross (includes 51% subsidy)
Intersection Safety and Capacity upgrades	\$2.3M
Gordonton Road Corridor	\$7.5M
Mass Transport	\$5.4M
Eastern Pathways (School Link/University Link)	\$6.8M

22. The completion of business cases for Mass Transit (Metro Spatial Plan) and Eastern Pathways, along with the Biking and Mobility business case are expected to be completed by early 2021. These pieces of work will inform the necessary expenditure and timing to implement those programmes.
23. The following opportunities to reassign funding have been identified:

Project	Local share	Total cost
Innovating Streets	149,000	1,490,000
Stimulus Projects	1,350,000	1,350,000

24. Further detailed information on these opportunities is detailed below.

Innovating Streets and Stimulus Projects

25. Covid-19 had a significant impact on our transport systems and services, and as a result Government have been creating opportunities for Councils to apply for additional funding to complete projects that will provide employment and stimulate the economy.
26. Hamilton City has been active in applying for funding from three areas:
- Innovating Streets
 - Shovel Ready Infrastructure Projects (Stimulus projects)
 - Waikato Region and Hamilton 'Roading Corridor Works' Employment Creation Proposal

Innovating Streets

27. The Innovating Streets programme provides Councils with an opportunity to adapt their streets to better support active and safe transport needs by contributing to the creation of more people-friendly spaces in our towns and cities.
28. If the application is successful, the pilot fund will provide Councils with a 90% funding assistance rate (FAR) as well as capability building support including participation in a community of practice.
29. Use of 'tactical urbanism' is made – temporary, low cost initiatives specifically targeted at retrofitting streets to reduce vehicle speeds and create more space for people to advance a future permanent change. This approach enables 'testing' of proposed ideas and engagement with the community before a final finished product is built.
30. Following the Councillor workshop on 17 April 2020 several projects were identified for staff to complete funding applications. It is proposed that the local share be funded via reassignment of budget from within the 2020/21 Transport Improvement Programme.
31. Innovating Streets has two funding rounds with the first round due 8 May 2020. Attachment 5 sets out the timelines and a summary of the applications that have been submitted to the first funding round and details the local share funding requirements that will be required to complete them. The Ward Street project has been included in this application and is further detailed later in this report.
32. Updates on the applications for Round 2 and progress on approval of any of the applications will be provided in Executive Updates and the General Managers Report to subsequent Infrastructure Operations Committee's.
33. It is recommended that \$149,000 be reassigned from the local share of the Transport Improvement Programme for the Round 1 Applications to the Innovating Streets for People projects, utilising reassignment of funding from the 2020/21 Transport Improvement Programme.

Shovel Ready Infrastructure Projects

34. In early March 2020 a letter was received from Mark Binns – Chair of Crown Infrastructure Partners Ltd (CIP) setting out a request for a list of 'shovel ready' infrastructure projects.
35. Several packages have been developed and presented to CIP for consideration. An update on this work was presented at the [14 May 2020 Strategic Growth Committee meeting](#).
36. To maximise the opportunity, it is proposed that preparation of the concept designs be commenced on several safety focused projects that have been included in the Stimulus Package applications.

37. It is proposed that the funding will enable the investigation of options and working with key interested parties/stakeholders to then determine a preferred option. Concept plans for the preferred option will enable identification of any issues that need to be progressed ahead of any construction (eg consents or landtake). The concept design will also determine the expected timing that the work would need to be implemented, funding estimates and opportunities (including NZTA and Developer Contributions).
38. The projects for which this early work is proposed are also projects that would be likely to meet the criteria for funding via other mechanisms (eg Standard Safety Interventions) if the Stimulus Funding was not received. This early work is therefore considered worthwhile and will be useful in the development of the next Long Term Plan.
39. A list of proposed Stimulus projects is included as Attachment 6 to this report. The draft programme was pre-circulated to Elected Members on 8 May 2020 and discussed via a Zoom workshop on 15 May 2020.
40. It is recommended that funding be reassigned from the local share of the Transport Improvement Programme to a value of \$1.35M with NZTA subsidy for this work to be sought retrospectively when funding for the individual projects is approved.

Waikato Region and Hamilton 'Roothing Corridor Works' Employment Creation Proposal.

41. This is an initiative led by Hamilton City Council and Waikato Local Authority Shared Services (WLASS) in conjunction with Councils in the Waikato Region.
42. The proposals to government were made at short notice and outline a range of immediate job creation projects across operating, maintenance and capital works in the road corridor.
43. Details on these projects can be found on the HCC website - [Roothing Corridor Works Proposal](#).

Ward Street Background

44. At the 21 May 2018 Access Hamilton Taskforce meeting discussions regarding opportunities for improvements on Ward Street between Anglesea Street and Tristram Street commenced. These were in response to a presentation given at the Long-Term Plan hearings where a proposal for upgrading Ward Street was tabled by a local developer.
45. A subsequent walkover of site was undertaken by a group of Elected Members following the access Hamilton Taskforce meeting on 19 June 2018 where opportunities for improving accessibility for those walking and on bikes was discussed.
46. It was anticipated that the improvements could be included in the Low-Cost Low Risk Programme of works (<\$1M) and be timed to be completed at a similar time to the construction of the new building on the Kmart site on the corner of Ward Street and Tristram Street – early to mid-2020.
47. The construction of the new building has taken longer than expected and subsequently a proposal for development of land directly opposite this site on Ward Street has commenced discussions.
48. The 28 November Council meeting resolved the following:

notes that the Ward Street corridor, between Tristram Street and Anglesea Street will be part of a cycle and pedestrian-friendly environment that continues eastwards from the Western Rail Trail, and that staff be requested to report back to the Infrastructure Committee on the design and implementation of this by the end of April 2020.

49. At the 19 February 2020 Elected Member briefing an update on the progress in delivering the Access Hamilton Programme. Ward Street was discussed as a possible project that could be funded via the local Hamilton City Council share of the underspend that was being forecast.
50. At the 11 March 2020 Elected Member briefing an interactive session was held seeking Elected Members thoughts and ideas for the redevelopment of Ward Street to assist with the scoping of the improvement project.
51. Staff from various parts of Hamilton City Council have worked with a consultant to pull together the key issues and concerns with the current layout and the desired outcomes for any improvement works that may be undertaken in this area. These are summarised in Attachment 7 to this report.
52. The announcement by NZTA in early April 2020 of the Innovating Streets for People (Innovating Streets) pilot fund provided a new opportunity to consider how this project could best be delivered.
53. An Elected Member workshop on 17 April 2020 agreed that the Innovating Streets approach would work well in Ward Street and would also address the timing of the construction of the two buildings either side of Ward Street at the Tristram Street intersection.
54. Based on the results of this work a phased approach is being recommended for this site:
 - **Short term solution – Innovating Streets**
This project has been included in the Innovating Streets Round 1 Application (Attachment 5) with work estimated to cost \$780,000 (with local share being \$78,000) and work expected to be undertaken in 2021.
 - **Long term solution – Stimulus Package or Long-Term Plan**
Development of the long term (permanent) solution will be informed by the Innovating Streets approach. Detailed design could be completed in parallel with the aim of commencing physical works in late 2021 for completion in mid-2022.

Funding for the detailed design costs (\$100,000) and has been included in the Stimulus Projects list (Attachment 6) to be reassigned from the local share of the Transport Improvement Programme.

It is recommended that consideration be given funding the permanent physical works (estimated valued \$4.5M) be included as part of the development of the 2021-31 Long-Term Plan.

Boundary Road and Heaphy Terrace Intersection and Associated Routes - Safety and Accessibility Improvements

Background

55. At the [12 September 2019 Regulatory and Hearings Committee meeting](#), the committee approved speed limit bylaw changes for a number of locations throughout the city. Judy McDonald (a member of Living Streets) presented at the meeting and while in support of the proposed speed limit changes, she highlighted concerns with the Heaphy Terrace – Boundary Road intersection noting it was dangerous for pedestrians and cyclists and suggested some improvements.
56. As a result of this verbal submission, the Regulatory and Hearings committee resolved the following:

‘Requests staff to report back to the appropriate committee in the new triennium on options for speed management and active transport safety options at the Heaphy Terrace-Boundary Road intersection and associated routes in time for potential inclusion in 2020/2021 annual plan;’

Discussion

57. Some early investigation work was completed prior to Christmas 2019 with the aim of reporting back to the Infrastructure Operations Committee at its February 2020 meeting. Following discussions with Judy McDonald and the Mosque it was determined that there would be value in completing more detailed monitoring of pedestrian and cycle movements in March once the University and High Schools were fully operational. This would have enabled on-site surveys to understand originations and destinations of the people walking and biking to determine where the actual desire lines were – rather than just noting where people were currently crossing.
58. The intent was to have completed the investigation work prior to reporting back to Committee, but with the COVID 19 lockdown there have been delays created in gathering all of the information needed. The following is an update on the work completed to date, along with recommendations on improvements that can be included in the 2020/21 Annual Plan.

Options and Recommendations

59. Although the surveys were not able to be completed due to COVID 19, some work has been completed primarily for the intersection of Boundary Road and Heaphy Terrace utilising existing data sets and early site monitoring results.
60. The investigations into options for improving safety and accessibility at the intersection identified a wide range of possible treatments and associated costs that could be implemented to improve safety and accessibility.
61. These options were all collated into a long list and then a ‘multi criteria analysis’ process was used to determine a short list of these options, or combination of options, which would best achieve the desired outcomes.
62. The shortlisted options were then discussed with Judy McDonald and Mosque representatives to confirm that they were comfortable with our proposed way forward.
63. The details of this process and the information gathered to date for the intersection are summarised in Attachment 8 to this report.
64. It is proposed that in the short term, raised pedestrian platforms at the intersection should be further investigated. These will slow the speeds of the vehicles both entering and leaving the roundabout and provide a safer environment for pedestrians to cross the road and for people on bikes to negotiate the roundabout or cross the road with the pedestrians and linking into the shared paths that are already in place at this intersection.
65. In the longer term, removal of the roundabout and installation of traffic signals is recommended. This option will take longer to deliver because land take will be required to create an intersection that can provide good facilities for people walking and biking as well as the vehicles.
66. A location for the installation of a signalised pedestrian crossing facility on Boundary Road (just west of Casey Avenue) has been identified. This location will not only be useful for the two bus stops in this vicinity, but also will be close enough to Casey Avenue that it will be useful for people coming from that area as well as those coming from the Heaphy Terrace (and beyond) direction.
67. Based on the results of this work a phased approach is being recommended for this site:
 - **Short term solutions – Low Cost Low Risk Programme.**
 - installation of raised safety platforms on all approaches to the Boundary Road / Heaphy Terrace roundabout.

- installation of a signalised pedestrian crossing across Boundary Road just west of Casey Avenue
- this work is estimated to cost \$700,000 and can be delivered in the Low-Cost Low Risk programme of works in the 2020/21 financial year.
- **Long term solution - Stimulus Package or Long Term Plan**
 - funding for the long-term solution detailed design, designation and land take process costs (\$100,000) has been included in the Stimulus Projects list (Attachment 6) to be reassigned from the local share of the Transport Improvement Programme.
 - it is recommended that consideration be given to bringing forward the current funding in 2025/26 – 2027/28 of \$4.875M for installation of traffic signals at the intersection of Boundary Road and Heaphy Terrace as part of the development of the 2021-31 Long Term Plan.

Low Cost Low Risk (Discretionary Transport) Programme

68. The Discretionary Transport Programme is the name given to a number of programmes of work for which we receive co-investment (subsidy) from NZTA under their Work Activity Class 'Low Cost Low Risk' (LCLR). The Work Activity Class accommodates a wide range of projects but has a number of guidelines as to the scope of work that can be included. The key requirement is that the total value for any one project must be <\$1M.
69. The following describes the intended scope of the key Hamilton City programmes that traditionally make up the Hamilton City Discretionary Transport Programme:
 - *Bus Stop Infrastructure:* the budget allows installation of new bus stops and concrete pads for new shelters and retrofit of bus stop kerbs to a full wheelchair accessible standard ('Kirsty Kerbs').
 - *Minor Improvements:* the budget allows for miscellaneous (mostly safety) minor improvement projects and for new minor road infrastructure assets
 - *Integrated Transport Initiatives:* the budget allows for the provision of new and improved infrastructure to grow the walking, biking and public transport mode share, and to respond to the community needs in these areas.
70. The prioritisation of Bus Stop Infrastructure programme is undertaken in consultation with the Waikato Regional Council who manage the public transport services. The final list of sites will be presented to the Regional Connections Committee meeting.
71. The application to Waka Kotahi for the 2018/19 – 20/21 period for LCLR also included funding for:
 - *Biking Plan implementation:* budget allows implementation of the smaller connectivity projects along with infrastructure such as signage and bike parking.
72. The NZTA consider the Low Cost Low Risk programme to be a 3 year programme, so any under or over spend in the initial two years is accommodated within the third and final year. A 51% co-investment (subsidy) from NZTA was assumed for all these programmes.

73. The following table sets out the funding allocation that was included in the 2018-28 10 Year Plan for these programmes (includes inflation adjustment):

Low Cost Low Risk - Approved budget (gross)		2020/21
Bus Stop Infrastructure		
Minor Improvements		\$4.5M
Integrated Transport Initiatives		
Biking Connectivity		\$3.5M
Total Capex		\$8M

74. A draft programme of projects was developed by staff based on requests received from Elected Members, advocacy groups, the community and safety analysis undertaken by staff. The programme includes the ongoing delivery of the Speed Management Plan and the Biking Plan. It also continues the focus on ensuring facilities at the school gate are safe along with the upgrade and installation of pedestrian crossing facilities at key locations like shopping centres and near aged care facilities.
75. A copy of the programme is included in Attachment 9 to this report. The draft programme was pre-circulated to Elected Members on 8 May 2020 and discussed via a Zoom workshop on 15 May 2020.
76. As part of the delivery of the projects within this programme, engagement and consultation will be undertaken with adjacent property owners and residents/businesses along with key stakeholders including:
- Waka Kotahi
 - Road Transport Association
 - Automobile Association (AA)
 - CCS Disability Action
 - Disabled Persons Assembly
 - Blind Foundation
 - Bike Waikato
 - Generation Zero
77. It is expected that there will be some changes made to the list of sites, proposed works and timing as the designs are progressed and the consultation process is undertaken. There are also likely to be other issues/concerns raised throughout the year that we will want to respond to quickly.
78. Any changes to the programme will be noted in future reports to the Infrastructure Operations Committee in the General Manager Updates. Progress on the implementation of the projects will be provided via the Executive Updates.
79. A full list of sites and information is also made available throughout this process on the Hamilton City website on the [Safety and Access Improvement Programme page](#). This includes updating with the concept and consultation plans as they are developed.

Financial Considerations - *Whaiwhakaaro Puutea*

80. The total costs to complete the proposed projects are funded through the 2018-28 10 Year.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

82. 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').
83. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.
84. The recommendations set out in this report are consistent with that purpose
85. Further opportunities for promotion of the 4 wellbeings will undertaken as part of the development process for each of the projects as they are further developed and implemented.

Social

86. The projects and activities outlined in this report 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.
87. The programme of work provides Council with an opportunity to adapt streets to better support active and safe transport needs by contributing to the creation of more people-friendly spaces in our towns and cities.

Economic

88. The proposed Innovative Streets and Shovel Ready Projects that have been submitted for funding consideration will support economic stimulus and provide opportunities for the city that have seen an impact from COVID-19.

Environmental

89. Completion of these projects support alternative modes of transportation and the ability for the community to traverse across and around the city in a safe way without the need for a vehicle.

Cultural

90. The project plans that will be developed for this programme of work will consider how to properly engage with tangata whenua.

Risks – *Tuuraru*

91. There are no known risks associated with the decisions required for this matter.
92. There are risks that if the recommendations are not approved that there will be delays in the implementation of the 2021/22 programme of works.

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

Significance

93. 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

94. Engagement and consultation will be undertaken with the community and key stakeholders as the projects are developed and implemented.
95. Given the low level of significance determined, the engagement level is low. No engagement is required.

Item 8

Attachments - *Ngaa taapirihanga*

Attachment 1 - Access Hamilton Refresh Timeline

Attachment 2 - Access Hamilton Transport Improvement Programme

Attachment 3 - Access Hamilton On a Page

Attachment 4 - Elected Members Briefing - Transport Improvement Programme Update 19.2.20

Attachment 5 - Innovating Streets - Timelines and Round 1 applications

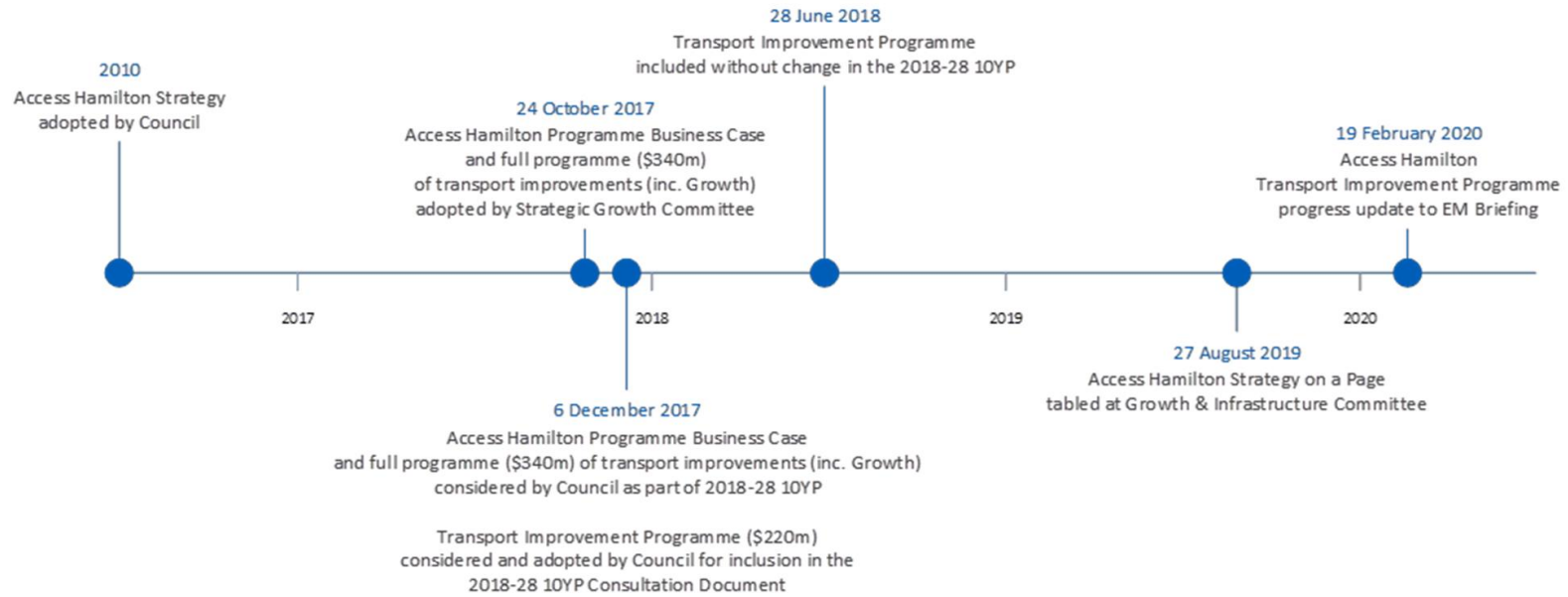
Attachment 6 - Stimulus Projects list

Attachment 7 - Ward Street safety and accessibility improvements investigation summary

Attachment 8 - Boundary Road and Heaphy Terrace Intersection safety improvements investigation summary

Attachment 9 - Low Cost Low Risk Programme.

Access Hamilton – Refresh timeline

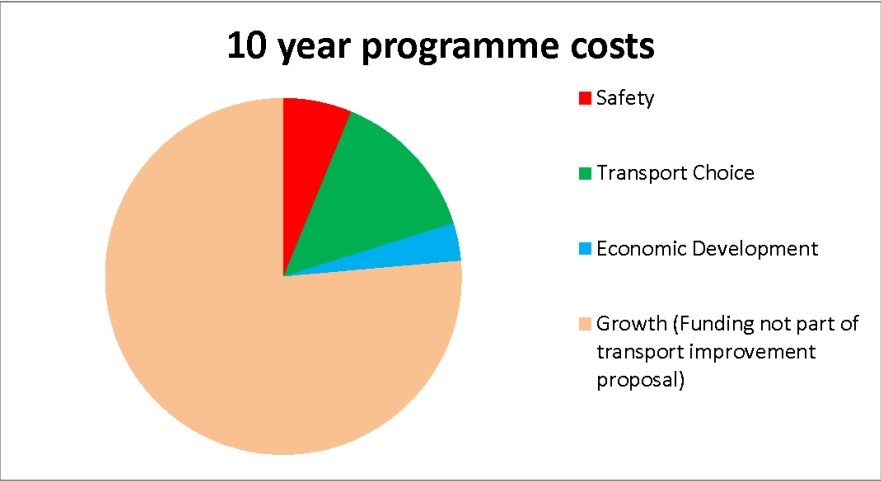


AHS Outcome	Project	Total	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
Safety	341 Minor Improvements	\$20,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
Safety	Gordonton Road roundabouts -Thomas/Puketaha & ped/cycle path	\$11,700,000	\$4,700,000	\$2,000,000	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0
Safety	324 Grey/Cook Safety Upgrade	\$2,040,000	\$40,000	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0
Safety	324 Grey/Beale Safety Upgrade	\$1,530,000	\$30,000	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Safety	324 Grey/Wellington Safety Upgrade	\$2,040,000	\$40,000	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0
Safety	324 Tristram/Rostrevor Safety Upgrade	\$4,080,000	\$0	\$0	\$0	\$0	\$80,000	\$4,000,000	\$0	\$0	\$0	\$0
Safety	324 Lake/King Safety Upgrade	\$3,060,000	\$0	\$0	\$0	\$0	\$60,000	\$3,000,000	\$0	\$0	\$0	\$0
Safety	324 Pembroke/Ruakiwi/Palmerston Safety Upgrade	\$6,120,000	\$0	\$0	\$0	\$0	\$120,000	\$0	\$6,000,000	\$0	\$0	\$0
Safety	324 Anglesea/Bryce Safety Upgrade	\$1,550,000	\$50,000	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Safety	Wairere/Huntington	\$5,750,000	\$150,000	\$0	\$0	\$0	\$5,100,000	\$500,000	\$0	\$0	\$0	\$0
Choice	Bus Stop Infrastructure	\$6,500,000	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000
Choice	Integrated Transport Modes	\$15,000,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Choice	Mass Transit Corridor Priority	\$21,000,000	\$200,000	\$0	\$1,500,000	\$2,500,000	\$2,500,000	\$5,250,000	\$3,000,000	\$0	\$3,250,000	\$2,800,000
Choice	531 Mass Transit Interchanges	\$4,300,000	\$200,000	\$0	\$0	\$0	\$100,000	\$2,000,000	\$2,000,000	\$0	\$0	\$0
Choice	531 Mass Transit Intersection Priority	\$10,700,000	\$200,000	\$1,500,000	\$1,500,000	\$500,000	\$3,500,000	\$1,500,000	\$1,000,000	\$1,000,000	\$0	\$0
Choice	531 Rotokauri Park and Ride	\$9,650,000	\$6,150,000	\$500,000	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Choice	Rotokauri Rail Platform	\$2,000,000	\$750,000	\$0	\$0	\$1,250,000	\$0	\$0	\$0	\$0	\$0	\$0
Choice	Transport Centre Rejuvenation	\$5,480,000	\$150,000	\$5,330,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Choice	Bus Maintenance Shed Upgrade	\$800,000	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Choice	452 BP Biking Connectivity Projects	\$15,500,000	\$1,000,000	\$2,000,000	\$2,000,000	\$3,000,000	\$3,000,000	\$0	\$1,000,000	\$1,500,000	\$1,000,000	\$1,000,000
Choice	452 BP School Link PT and Cycleway	\$20,000,000	\$2,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$0	\$0	\$0	\$0	\$0	\$0
Choice	452 Te Awa South River Ride	\$4,000,000	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Choice	452 BP Central City	\$3,100,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$0
Choice	452 BP Citywide Biking Signage	\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Choice	452 BP University Route	\$7,650,000	\$150,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$3,500,000	\$0	\$0
Choice	Whitiora Bridge Shared Footpath	\$1,100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$1,000,000
Choice	Kirikiriroa Bridge Widening	\$3,100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$3,000,000
Economic Development	cross city connector - Heaphy terrace signals	\$4,875,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000	\$2,250,000	\$2,275,000
Economic Development	324 Pembroke/Selwyn Capacity Upgrade	\$4,080,000	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0
Economic Development	324 Tristram/Collingwood Capacity Upgrade	\$5,100,000	\$0	\$100,000	\$0	\$0	\$0	\$5,000,000	\$0	\$0	\$0	\$0
Economic Development	324 Peachgrove/Clyde Capacity Upgrade	\$4,080,000	\$0	\$80,000	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0
Economic Development	324 Fairfield Br/River Rd Capacity Upgrade	\$3,060,000	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$0
Economic Development	324 Horsham/Thomas Capacity Upgrade	\$3,570,000	\$0	\$70,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$0
Economic Development	324 Grey/Te Aroha Capacity Upgrade	\$5,100,000	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$0	\$0
Economic Development	324 Pembroke/Ohaupo Capacity Upgrade	\$2,040,000	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$0
		\$219,955,000	\$21,160,000	\$27,510,000	\$23,650,000	\$22,400,000	\$22,610,000	\$25,400,000	\$21,150,000	\$22,500,000	\$19,350,000	\$14,225,000

Total Programme Target\$ 220,000,000

Expected Revenue-\$112,177,050

Gross Cost (Excl. Opex)\$219,955,000



ACCESS HAMILTON ON A PAGE

Below is a high-level outline of Hamilton City Council's Access Hamilton Strategy.

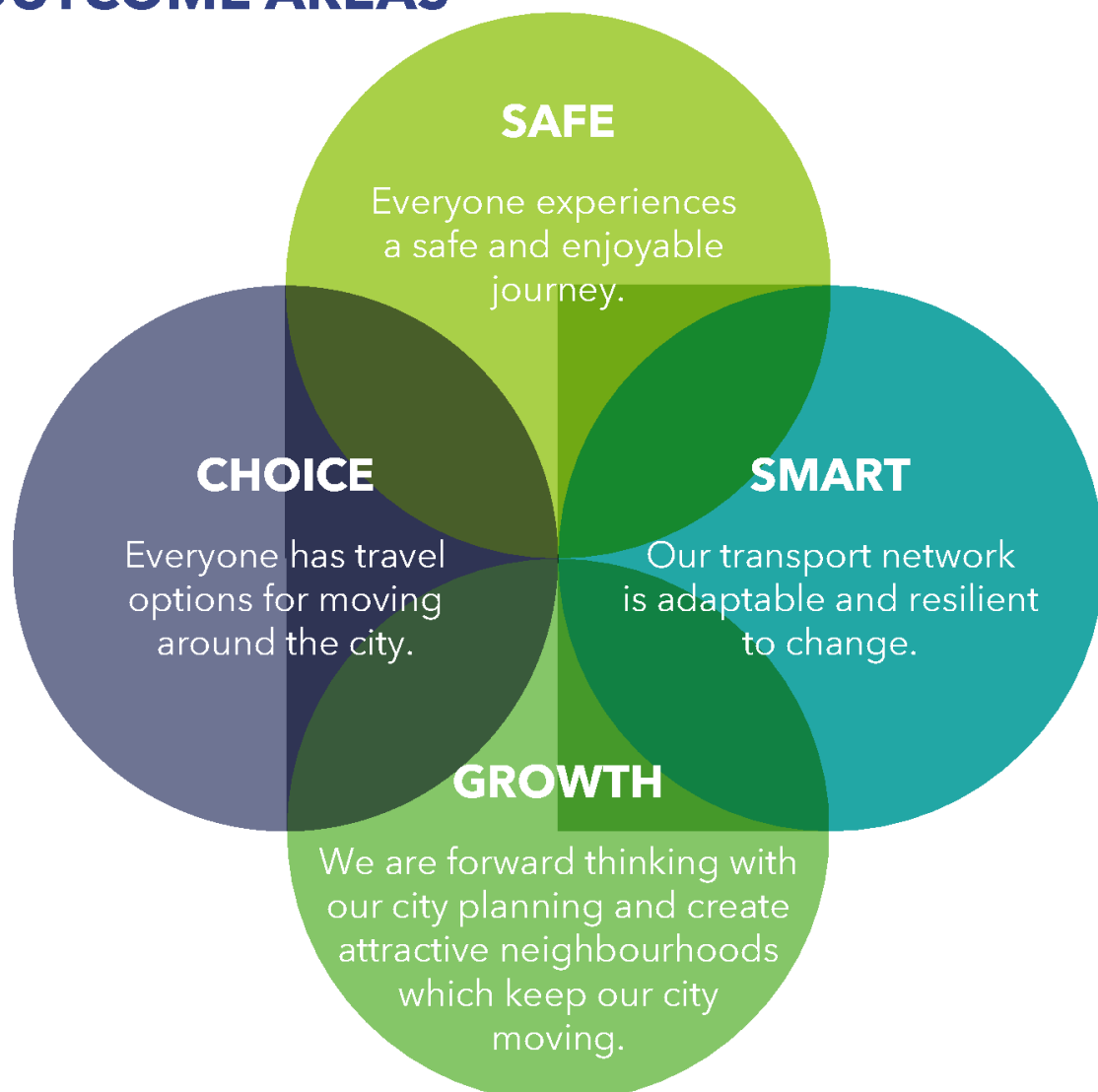
VISION

Hamilton's transport network enables everyone to connect to people and places in safe, accessible and smart ways.

PURPOSE STATEMENT

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

OUTCOME AREAS



Transport Improvement - Programme Update

➔ Councillor Briefing 19 February 2020

(D-3228382)



Purpose

To provide Elected Members the opportunity to

- reassess the Transport Improvement Programme for the period 2018-21
- Confirm their future direction for transport improvements



Transport Improvement Programme

Item 8

AHS Outcome	Project	Total	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
Safety	341 Minor Improvements	\$20,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
Safety	Gordonton Road roundabouts -Thomas/Puketaha & ped/cycle path	\$11,700,000	\$4,700,000	\$2,000,000	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0
Safety	324 Grey/Cook Safety Upgrade	\$2,040,000	\$40,000	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0
Safety	324 Grey/Beale Safety Upgrade	\$1,530,000	\$30,000	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Safety	324 Grey/Wellington Safety Upgrade	\$2,040,000	\$40,000	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0
Safety	324 Tristram/Rostrevor Safety Upgrade	\$4,080,000	\$0	\$0	\$0	\$0	\$80,000	\$4,000,000	\$0	\$0	\$0	\$0
Safety	324 Lake/King Safety Upgrade	\$3,060,000	\$0	\$0	\$0	\$0	\$60,000	\$3,000,000	\$0	\$0	\$0	\$0
Safety	324 Pembroke/Ruakiwi/Palmerston Safety Upgrade	\$6,120,000	\$0	\$0	\$0	\$0	\$120,000	\$0	\$6,000,000	\$0	\$0	\$0
Safety	324 Anglesea/Bryce Safety Upgrade	\$1,550,000	\$50,000	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Safety	Wairere/Huntington	\$5,750,000	\$150,000	\$0	\$0	\$0	\$5,100,000	\$500,000	\$0	\$0	\$0	\$0
Choice	Bus Stop Infrastructure	\$6,500,000	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000
Choice	Integrated Transport Modes	\$15,000,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Choice	Mass Transit Corridor Priority	\$21,000,000	\$200,000	\$0	\$1,500,000	\$2,500,000	\$2,500,000	\$5,250,000	\$3,000,000	\$0	\$3,250,000	\$2,800,000
Choice	531 Mass Transit Interchanges	\$4,300,000	\$200,000	\$0	\$0	\$0	\$100,000	\$2,000,000	\$2,000,000	\$0	\$0	\$0
Choice	531 Mass Transit Intersection Priority	\$10,700,000	\$200,000	\$1,500,000	\$1,500,000	\$500,000	\$3,500,000	\$1,500,000	\$1,000,000	\$0	\$0	\$0
Choice	531 Rotokauri Park and Ride	\$9,650,000	\$6,150,000	\$500,000	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Choice	Rotokauri Rail Platform	\$2,000,000	\$750,000	\$0	\$0	\$1,250,000	\$0	\$0	\$0	\$0	\$0	\$0
Choice	Transport Centre Rejuvenation	\$5,480,000	\$150,000	\$5,330,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Choice	Bus Maintenance Shed Upgrade	\$800,000	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Choice	452 BP Biking Connectivity Projects	\$15,500,000	\$1,000,000	\$2,000,000	\$2,000,000	\$3,000,000	\$3,000,000	\$0	\$1,000,000	\$1,500,000	\$1,000,000	\$1,000,000
Choice	452 BP School Link PT and Cycleway	\$20,000,000	\$2,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$0	\$0	\$0	\$0	\$0	\$0
Choice	452 Te Awa South River Ride	\$4,000,000	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Choice	452 BP Central City	\$3,100,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$0
Choice	452 BP Citywide Biking Signage	\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Choice	452 BP University Route	\$7,650,000	\$150,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$3,500,000	\$0	\$0
Choice	Whitiora Bridge Shared Footpath	\$1,100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$1,000,000
Choice	Kirikiri Bridge Widening	\$3,100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$3,000,000
Choice	cross city connector - Heaphy terrace signals	\$4,875,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000	\$2,250,000	\$2,275,000
Choice	324 Pembroke/Selwyn Capacity Upgrade	\$4,080,000	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0
Choice	324 Tristram/Collingwood Capacity Upgrade	\$5,100,000	\$0	\$100,000	\$0	\$0	\$0	\$5,000,000	\$0	\$0	\$0	\$0
Choice	324 Peachgrove/Clyde Capacity Upgrade	\$4,080,000	\$0	\$80,000	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0
Choice	324 Fairfield Br/River Rd Capacity Upgrade	\$3,060,000	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$0
Choice	324 Horsham/Thomas Capacity Upgrade	\$3,570,000	\$0	\$70,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$0
Choice	324 Grey/Te Aroha Capacity Upgrade	\$5,100,000	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$0	\$0
Choice	324 Pembroke/Ohaupo Capacity Upgrade	\$2,040,000	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$0
		\$219,955,000	\$21,160,000	\$27,510,000	\$23,650,000	\$22,400,000	\$22,610,000	\$25,400,000	\$21,150,000	\$22,500,000	\$19,350,000	\$14,225,000

Attachment 4

Growth and Economic Development

	2018-21 Green- on track Orange- delays Red- Unlikely	B.Case	Construction	Opportunity Blue- Unlikely to spend Yellow- yet to assign
City-Wide	Ring Road	approved	approved	In Construction
City-Wide (Economic Development)	Intersection Capacity Upgrades (Business case only)	Unlikely	Unlikely	Intersections to be considered as part of Mode Shift Plan
Rototuna	Resolution Drive	approved	approved	In Construction
Rototuna	Borman Road West	N/A	N/A	Complete
Rototuna	North City Road and Park Lane	N/A	N/A	Stage 1 Complete
Rototuna	North Ridge Urban Upgrade	N/A	N/A	In Construction
Rototuna	Borman/Horsham Urban Upgrade	N/A	N/A	Construction not funded until year 7 (2024). Investigation progressing
Rototuna	Collector Upsizes	N/A	N/A	Working with Developers
Peacocke	HIF programme of Work	approved	approved	In Progress
Peacocke	Non-HIF Programme of work	N/A	N/A	In Progress
Rotokauri	Arterial Designations	likely	unlikely	In Progress
Rotokauri	Baverstock Road Upgrade	N/A	N/A	In Construction
Rotokauri	Tasman Road Upgrade	N/A	N/A	Under construction
Rotokauri	Collector upsizes	N/A	N/A	Working with Developers
Ruakura	Ruakura Road Urban Upgrade	Likely	Unlikely (now confirmed as likely)	Business case underway- some delays due to Expressway delays

Safety

	2018-21 Green- on track Orange- delays Red- Unlikely	B. Case	Construction	Opportunity Blue- Unlikely to spend Yellow-yet to assign
Safety	Minor Improvements	Approved	Approved	In Progress as Low Cost/ Lo Risk
Safety	Thomas/ <u>Gordonton</u>	Approved	Approved	Complete
Safety	<u>Gordonton Road</u> Cycle Path	Likely	N/A	Being developed as a Cyclir Connectivity Project under Low Cost/Low Risk
Safety	<u>Gordonton-Puketaha Road</u>	Likely	Likely	Not justified by Business ca Elected members to advise priority alongside growth C R2 (Likely to be considered part of Ruakura Spine Road Business case) – Potential t require funding for land purchase
Safety	<u>Anglesea/Bryce</u> Intersection	Likely	Likely	Complete
Safety	Grey Street Intersections (Cook/Beale and Wellington with Beale only planned for construction in 2020/21)	Likely	Likely	Unable to demonstrate Priority through Standard safety Intersection- will be reconsidered through University Link (Eastern Pathway) Business Case
Safety	<u>Wairere/Huntington</u>	Not in NLTP	Not in NLTP	Construction not scheduled until Year 5 (2022/23)- No indications on site that

Item 8

Attachment 4

Safety - education

Motorbike skills training

HERE'S A CHANCE TO IMPROVE
YOUR RIDING SKILLS, NO MATTER
WHAT YOUR RIDING LEVEL. GIVE
YOUR BIKE THE SKILLS IT DESERVES.



STOP ON
RED



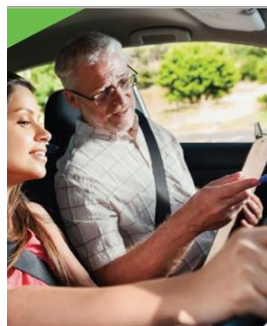
COURTESY CROSSING



These crossings are raised and designed to slow traffic. They provide obvious cues to all road users, especially pedestrians, that it is a safe place to cross. Vehicles are not obligated to stop, but if they do, a friendly wave of acknowledgement is a way to show courtesy.



Look out for our new courtesy crossing signs around Hamilton.



DRIVEWISE NZ

Parents, how safe is your young driver?

Driving course for young drivers (16-24 years)

This full day course aims to promote good driving habits and attitudes. It includes both theory and practical components.

- Suitable for drivers who are about to sit their restricted licence, or who already have a restricted or full licence.
- Students must bring their own warranted and registered vehicle.
- Parents and caregivers are welcome to attend.
- The programme covers emergency braking, reversing, parallel parking, tyre safety, drink driving, distractions, speed, intersections and more.

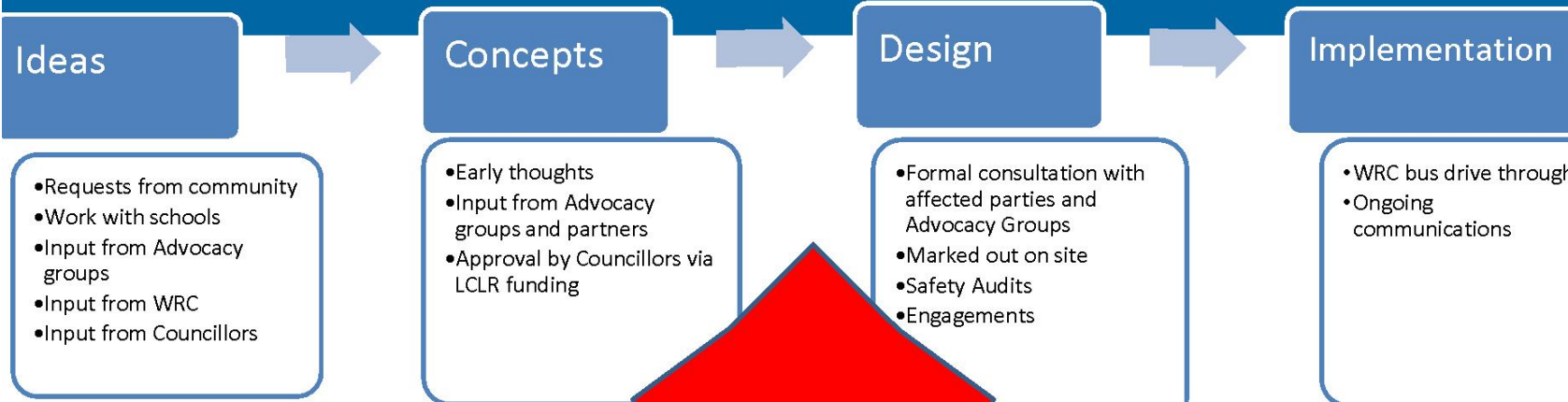
To register phone 0800 855 7521

Date: Sun 23 Feb
or Sun 15 Mar
Time: 8.15am to 4pm
Location: Hamilton
Cost: \$50 (lunch
provided)

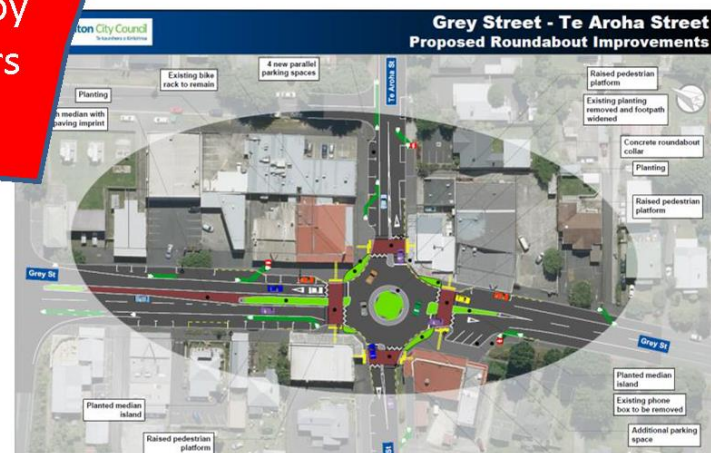
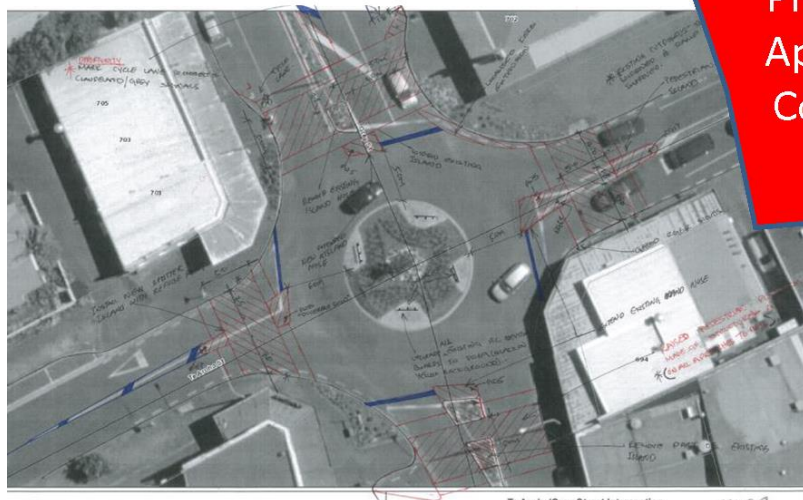
Hamilton
City Council
Te kaunihera o Kiriikiriroa



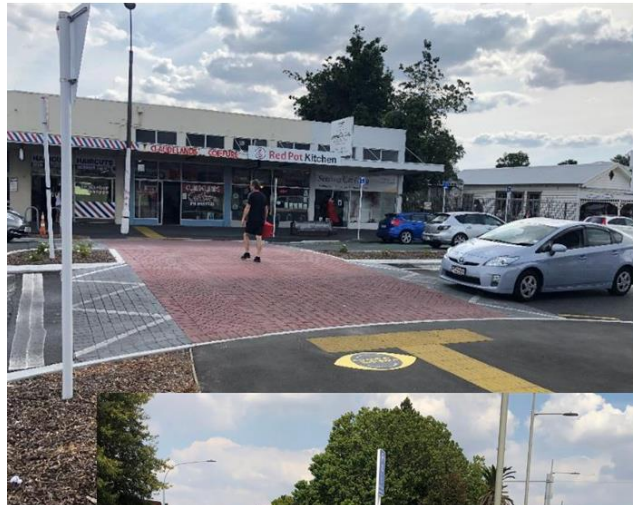
Developing the LCLR programme



Programme Approval by Councillors



Physical workds



Speed Management

Item 8



- Adopted by Council in June 2019
- Sets out the future view for speed management in the city
- Includes the desire for 30km/h past schools
- Legislative change currently being worked through
- Rules changes expected mid 2020

Attachment 4

Choice

	2018-21 Green- on track Orange- delays Red- Unlikely	B. Case	Construction	Opportunity Blue- Unlikely to spend Yellow-yet to assign
Choice	Bus Stop Infrastructure	Approved	Approved	In Progress as Low Cost/ Low Risk
Choice	Integrated Transport modes	Approved	Approved	In Progress as Low Cost/ Low Risk
Choice	Mass Transit Plan	Likely	Unlikely	Work underway as part of Metro Spatial Plan and also emergence of Mode Shift Plan
Choice	Rotokauri Rail and Park and Ride	Likely	Likely	Under construction
Choice	Transport Centre Rejuvenation	Likely	Unlikely	Delays in Having Business cas developed and approved. Shifted to 2020/21 and Hopeful of funding availability
Choice	Bus Maintenance Shed Upgrade	Likely	Unlikely	Under Construction- achieved through Low cost/Low Risk
Choice	Biking Connectivity	Likely	Unlikely	Projects being delivered Low Cost/Low Risk Business case (Biking and Micro Mobility) for next tranche of projects underway
Choice	School Link University Link	Likely	Unlikely	Business case underway- combined into Eastern Pathways.
Choice	Te Awa South River Ride	Likely	Likely	Business case approved, waiting for resolution of Heritage issue- Construction in 2020/21 expected
Choice	City Wide Biking	approved	approved	Part complete with some funding allocated in years 2

Choice



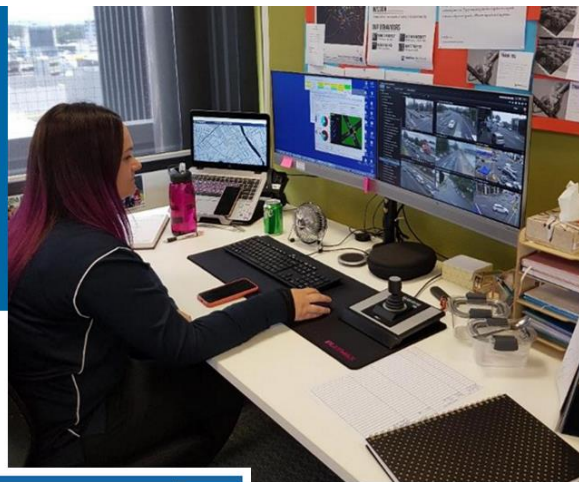
Getting Hamilton kids on bikes



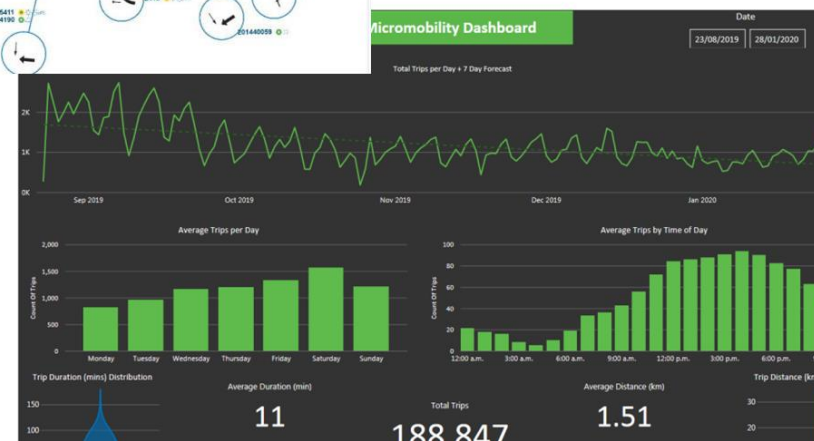
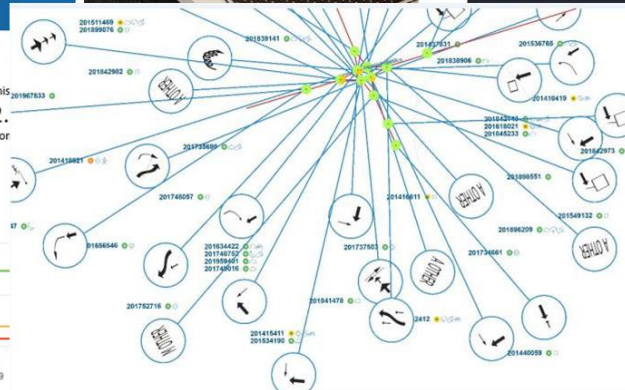
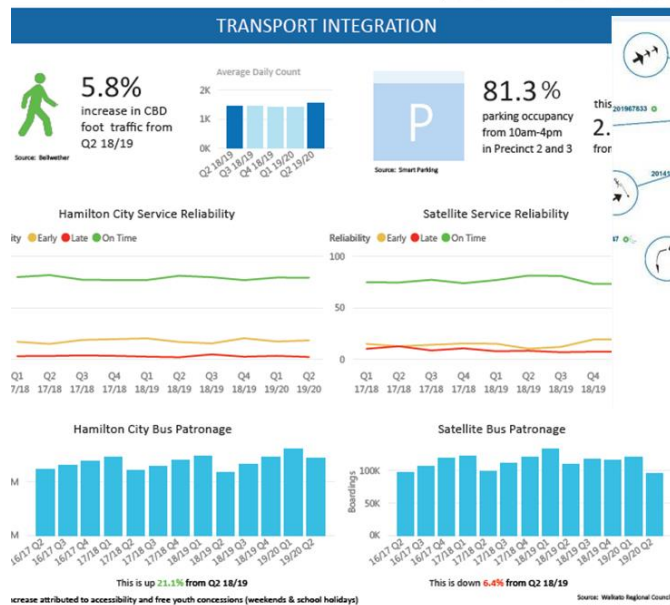
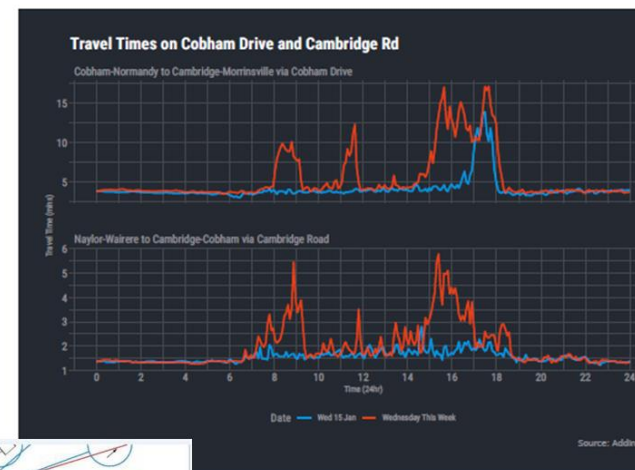
Item 8

Attachment 4

Smart



Wednesday 5th February 2020



Electric Vehicle (EV) uptake

	Light passenger electric vehicles	Change from Q1 19/20	% of population
Hamilton	473	+ 53	0.29%
Waikato	966	+ 82	0.21%



Funding Opportunities

Blue – Unlikely to Spend

Item	2019/20 (\$'000)	2020/21 (\$'000)	Total (\$'000)	
			Gross (incl. subsidy)	Net
Intersection Capacity upgrades (CE19063)				
Item	551.8	0	551.8	270.4
Cost	100.0	0	100.0	49.0
Balance	451.8	0	451.8	221.4
Puketaha Road Intersection (CE15092)				
Item	3,113.36	4,330.56	7,443.92	3,647.52
Cost	2,843.44	0	2,843.44	1,393.28
Balance	269.92	4,330.56	4,600.48	2,254.23
Grey Street Intersections (CE19052)				
Item	247.53	1,624.50	1,872.03	917.29
Cost	10.00	0	10.00	4.90

Yellow – Yet to Assign

Project	2019/20 (\$000)	2020/21 (\$000)	Total (\$000)	
			Gross (incl. subsidy)	Net
Mass Transit (Corridor, Interchanges, Intersections- CE19058)				
Budget	2,180.32	3,249.72	5,430.04	2,660.00
Forecast	0.00	0.00	0.00	0.00
variance	2,180.32	3,249.72	5,430.04	2,660.00
School Link- University Link (CE19057)				
Budget	8,081.97	6,495.84	14,577.81	7,143.00
Forecast	574.37	0.00	574.37	281.44
variance	7,507.60	6,495.84	14,003.44	6,861.56

Funding Opportunities

Summary

Project	Gross (\$000)	Net (\$000)
Intersection Capacity	451.8	221.4
Puketaha Road	4,600.48	2,254.23
Grey Street Intersections	1,862.03	912.39
Mass Transit Corridor	5,430.04	2,660.71
Total	12,344.35	6,048.73

School Link/University Link	14,003.44	6,861.69
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Innovating Streets

Funding Round Timelines

Activities Timeline	Round 1	Round 2
Applications Open	3 April 2020	8 June 2020
Applications Due	8 May 2020	3 July 2020
Assessed and Approved	8 June 2020	31 July 2020
Agreements signed and funding in place	3 July 2020	28 August 2020
Design, plan, deliver	June 2021	June 2021

Round 1 Application Projects

Location	Scope of Works	Local Share \$
Ward Street (Tristram Street to Anglesea Street)	Street activation, trial biking and pedestrian improvements, ecological improvements, creating a slower speed environment, community engagement and monitoring	78,000
Victoria St - VOTR (Collingwood Street to Garden Place)	Street Party / Launch event - how community can engage with the Central City Activities, what it is all about, where they can see events and when.	10,000
Grey Street shopping centre (Clyde Street to Cook Street.	Eastern Pathways Launch event (1 day) – providing information how community can engage, what it is all about, where they can see activities/trials and when	8,000
Rostrevor St (Tristram Street to Seddon Road)	Improving pedestrian connectivity - trial biking and pedestrian improvements, creating a slower speed environment, community engagement and monitoring	53,000
Total (local share)		149,000

Stimulus Projects

Design work proposed for funding via reassignment of funding from
Access Hamilton Transport Improvements Programme 2020/21

Location	Scope of works for designs	Design stage	\$ (000)	Indicative total Project Cost
Tristram St & Collingwood St Intersection	Installation of traffic signals to cater for increased numbers of people walking and cycling associated with proposed ACC development and poor safety record of roundabout	Concept	70	\$3M
Boundary Rd & Heaphy Tce intersection	Installation of traffic signals to cater for increased numbers of people walking and cycling associated and poor safety record of roundabout	Concept	100	\$5M+
Ward Street (Anglesea St to Tristram St)	Installation of improvements to create an environment orientated to people walking and biking based on Innovating Streets project providing link from CBD to West Town Belt and Rail Trail.	Detailed	100	\$4.5M
Anglesea St & Ward St intersection	Upgrade of traffic signals to cater for increased numbers of people walking and cycling – providing link from CBD to West Town Belt and Rail Trail.	Detailed	120	\$1.2M
Tristram St & Ward St intersection	Upgrade of traffic signals to cater for increased numbers of people walking and cycling – providing link from CBD to West Town Belt and Rail Trail.	Detailed	150	\$1.5M
Ruakiwi Rd & Lake Domain & Tainui St intersection	Installation of traffic signals to cater for increased numbers of people walking and cycling – providing link within West Town Belt. Poor safety record.	Concept	100	\$5M
Grey St & Beale St intersection	Upgrade of existing intersection to improve safety and accessibility for walking, cycling and PT – Eastern Pathways	concept	50	\$1.5M
Grey St (Clyde St to Cook St)	Upgrade of existing intersections to improve safety and accessibility for walking, cycling and PT – Eastern Pathways	concept	50	\$2M
Anzac Parade (Grey St to Victoria St)	Upgrade of route to improve safety and accessibility for walking, cycling and PT – Eastern Pathways	concept	50	\$1M
Peachgrove Rd	Upgrade of existing intersection to improve safety	concept	50	\$1.5M

& Te Aroha St intersection	and accessibility for walking, cycling and PT - Eastern Pathways			
Peachgrove Rd & Clyde St intersection	Upgrade of existing intersection to improve safety and accessibility for walking, cycling and PT. LTP has funding of \$4M in 21/22. Eastern Pathways	detailed	200	\$4M
Comries Rd & Hukanui Rd intersection	upgrade of existing intersection to improve safety and accessibility for walking, cycling and PT – Eastern Pathways	concept	50	\$3M
Wairere Dr & Te Rapa Rd intersection	upgrade of existing intersection to improve safety and accessibility for walking, cycling and PT.	concept	70	\$3M+
Wairere Drive & Pukete Road intersection	upgrade of existing intersection to improve safety and accessibility for walking, cycling and PT.	concept	70	\$3M
Ohaupo Rd & Pembroke Street intersection	Installation of traffic signals to improve safety and accessibility for walking, cycling and particularly PT access to the hospital	concept	60	\$2M
Tristram St & Rostrevor St	Installation of traffic signals to improve safety and accessibility for walking and cycling	concept	60	\$2M
		total	1,350	\$43.2M+

Ward Street (Tristram Street to Anglesea Street) Summary of analysis and options assessments

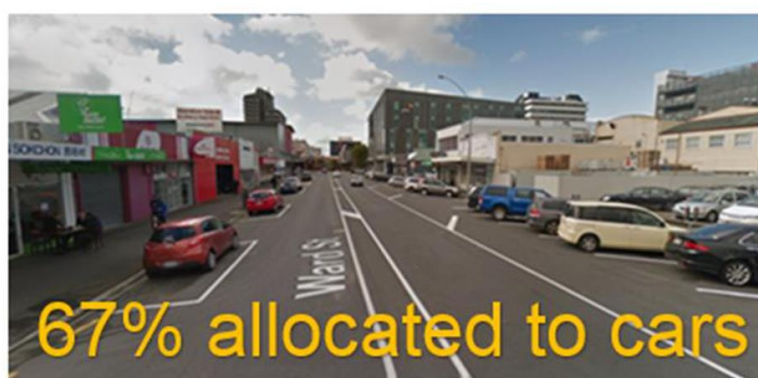
Project Scope:

Ward Street -Tristram Street to Anglesea Street. Intersections at either end will also need to be upgraded to fit/compliment the upgraded section of Ward Street.

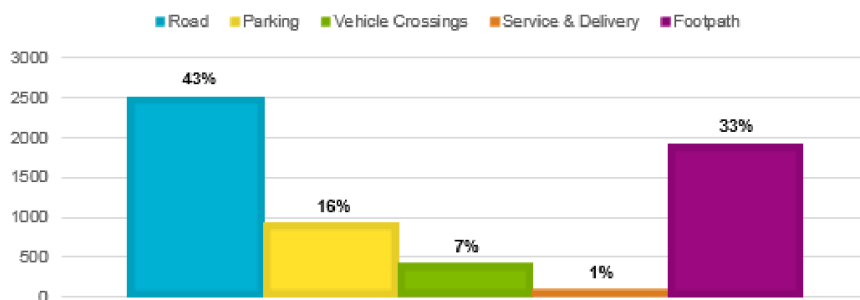


Attributes of the Existing Corridor

- ±26m wide corridor
- District Plan: Collector Road with Pedestrian overlay
- Designed primarily for through movements by vehicles or parking
- High volume of walking / cycling activity – both along and across
- Poor urban environment
- Unsafe environment for active modes
- Not an attractive CBD entrance for active modes



EXISTING ALLOCATION



Opportunities

- Wide street so we have lots of room to change the modal priority
- An existing, engaged community
- Diverse mix of use surrounding the street
- Important location in the city that is well connected to our key destinations.
- Land use redevelopment and increase in population
- Delivery on strategic plans (see table below)
- Placemaking – recreate the street as a place

Strategic Alignment

Benefits	Strategic Documents					
	Access Hamilton	Hamilton Bike Plan	GPS 2021	West Town Belt Master Plan	Central City Transformation Plan	River Plan
Improved safety for all modes	✓	✓	✓	✓	✓	
Improved accessibility and connectivity for all modes	✓	✓		✓	✓	✓
Improved transport choice and reduced reliance on cars	✓		✓			
Improved quality of the urban environment				✓	✓	✓
Wider benefits (health, wellbeing, social and environmental)		✓		✓		✓

Design Principles

- **Streets for everyone:** Equitable and inclusive, in particular people with disabilities, seniors and children, and regardless of income, gender, culture or language.
- **Streets for safety:** Safe and comfortable for all users, priority shift
- **Streets are multimodal:** Pedestrians are prioritized
- **Streets for health:** Supports healthy environments and lifestyle choices
- **Streets as ecosystems:** Trees, vegetation, low impact stormwater devices
- **Streets are public spaces:** designed as places for cultural expression, social interaction, celebration, and public demonstration.
- **Streets create value:** public space stimulates the local economy

What this could look like in Ward Street:

- Widened footpaths that meet universal design and CPTED principles
- Narrow road carriageway and slow vehicle speeds
- Easy to cross at multiple points
- Dedicated separated cycle lanes and facilities
- Reduced car parking
- cycle path connection from Western Rail Trail into the city centre
- Material palettes and street furniture tell the story of the area
- Increased public amenities – seats, bike racks, shelters, e-bike charging facilities, places for stopping and connecting with others
- Street trees that green the city, provide shelter and shade, and provide habitat for biodiversity
- Opportunities for play, such as ‘play along the way’ features

Options for Implementation and Pricing

- Tactical urbanism opportunity via the NZTA Innovating Streets for People funding streams announced in April 2020
- Longer term, permanent solution funding will need to be considered via 10 Year Plan

1 Light Touch	2 Modal Priority Upgrades	3 Improved Amenity	4 High Quality Urban Amenity
Tactical Urbanism		Brick & Mortar	
Minimal work Temporal changes to the street Limited in design features Suitable for trial	Road space reallocation Temporal changes to the street Higher quality street amenities Usually combined with street activation Suitable for trial	Civil works are expected Relocate kerbs where required Some additional trees and grass berms Good finish to the spaces Will impact services for part of the street	High quality spaces and finish Additional trees and planting spaces Encourages and supports active frontage Provides sheltered spaces for people Includes street level activity zones Less vehicle focused
\$	\$\$	\$\$\$	\$\$\$\$
~\$1mil*	\$1-2mil*	\$2-4mil**	\$4-6mil+**



Boundary Road and Heaphy Terrace Intersection Safety Improvements

Summary of analysis and options assessments

Existing Attributes and Problems

- a busy roundabout adjacent Claudelands Park and on the Boundary Road cross-city connector. Boundary Road runs east-west across the city through Five Cross Roads and over the Whitiara Bridge, providing access to the north of the CBD as well as connecting the eastern and western suburbs across the River.
- the roundabout is relatively small in diameter and without formal pedestrian crossing facilities at the intersection and vicinity.
- The area around the intersection is predominantly residential however to the north of the intersection is a busy local shopping area and several places of worship.
- On the south side of Boundary Road is a mosque, recreational area, businesses and event facilities. Access between the north and south areas by bicycle and by foot is severely hampered by the difficulty in crossing Boundary Road at the intersection.
- On site facilities for cyclists and pedestrians is inconsistent in respect to cycle lane continuity and pedestrian crossing quality.
- There is a large the volume of pedestrians crossing Heaphy Terrace in the direction of the Jamia Masjid Mosque, but there is also the demand of Claudelands park and events centre, and it is observed that pedestrians cross away from the crossing to avoid traffic.
- The low number of cyclists in relation to the number of vehicles despite being a main route into the CBD and surrounding suburbs indicates that more can be done to facilitate cyclists.
- There are no marked cycle lanes on Boundary Rd and traversing the roundabout requires cyclists to either stay on-road within a vehicle lane (owning the lane) or to utilise the shared paths at the roundabout
- The One Network Road Classification states that both Boundary Road and Heaphy Terrace are arterials.
- There is conflict between this road use and the adjacent land use and other functions that the road performs, notably access and connectivity for more vulnerable road users such as pedestrians and cyclists.
- 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 be resulting in a suppressed demand by these user groups.
- The queue length is variable with Boundary Road west and Heaphy Terrace north yielding the longest queues in the AM peak. During the PM peak both eastern and western legs of Boundary Road have the longest queues. Boundary Road has more congestion than Heaphy Terrace
- Boundary Road towards Whitiara Bridge is very busy with 26,600 vpd in 2018, representing a high risk for vulnerable road users.
- Despite only one severe injury in recent crash records the risk to vulnerable road users is high and is supported by the low number of cyclists in relation to vehicle volumes as well as the tendency of pedestrians to cross further from the busy intersection.
- There are strategic initiatives to support improving the journey through the roundabout particularly relating to speed, safety and improving access and mode choice.
- Incorrect give way procedure is the major cause of crashes on the roundabout. This may be attributed to the combination of higher than desirable speeds, limited visibility and heavy corridor congestion

Mosque Activities and Concerns

The Mosque, as with most places of worship, undertakes a number of community activities alongside prayer meetings which include a Maddrassah (school) and a day care. The Mosque serves the region around Hamilton with members coming from Te Aroha and other outlying towns.

Indicative numbers of people visiting the Mosque vary throughout the day and week, but they are summarised in the following table:

Prayer / Activity	Frequency and Times	Number Attending
Fajr	Daily, varies between 4.05 am and 5.40am	60
Thuhur	Daily, varies between 12.15 pm and 1.10 pm	90
'Asr	Daily, varies between 3.10 pm and 5.10 pm	90
Maghrib	Daily, varies between 5.20 pm and 8.30 pm	120
'Ishā	Daily, varies between 6.50 pm and 10.15 pm	120
Congregational Prayer	Fridays - Afternoons	500 - 700
Maddrassah	Monday to Thursdays 5.30pm to 7.30pm Saturdays and Sundays 10:00am to 12.00pm	60
Iqra (Day Care)	Daily, 8.00am to 3.00pm	20 - 40

In the meeting with member of the Mosque key concerns expressed were:

- Parking – insufficient parking on site is a key issue;
- Difficulty turning right into the Mosque from Boundary Road; and
- Safety of parents and caregivers crossing the road to attend the Mosque activities; and
- With increasing followers, the Mosque is looking for an additional venue in ten years' time.

Crash Data

Crash statistics were extracted from the NZTA CAS database for the ten-year period starting 2009 and ending 2019. Over this period there were no fatalities however there were 83 crashes, mostly non-injury:

- many of the intersection crashes, including those on the approaches, are due to congestion and queuing
- Of the 83 crashes, 58 crashes were as a result of incorrect give way procedure
- 72% of the crashes occurring on a dry surface and 82% fine weather on the day of the crashes suggests weather is not a major problem.
- 41% of crashes were in bright sun and 33% of crashes were while overcast, suggesting visibility could be an influencing factor

Crossing through the intersection for pedestrians and cyclists is an issue – of the 7 crashes recorded in the 2012-16 time period four have occurred in the intersection and three further away (2 cyclists, 1 pedestrian).

The Collective Risk can be described as Medium, and the Personal Risk as Low Medium. Based on the crash data, the intersection is classified as a 'High Risk Intersection'

Strategic Alignment

- Safety, access to transport alternatives and reduction of emissions are key focusses of the GPS and Road To Zero based on the history of crashes, injuries and current lack of facilitation for cyclists and pedestrians.
- This project aligns well with Access Hamilton as there is the opportunity to improve both choice and growth, central principles of the initiative. Choice is improved by providing accessibility to alternate modes of transport.

Possible Solutions

There are number of conflicting demands on the intersection whether it be motorists requiring the highest level of service or pedestrians requiring a direct and safe crossing point. There is no 'one size fits all' solution hence a number of potential solutions have been first long listed, then short listed and compared under a Multi Criteria Assessment process to determine which solutions were more preferable to others.

The options developed and assessed are shown indicatively below. Following the Short Listing the following options for the short and long term are recommended to be taken forward for further consideration:

- Short Term – Raised pedestrian crossing platforms – Option 2A; and
- Long Term – Traffic signal controlled intersection with pedestrian facilities – Option 3C.

Long List of Options Considered

Low Cost Low Risk (<\$1M) Options.

Option 2A – Speed management 30km/h

- Upgrade footpaths and off-road approaches to shared use facilities
- Speed reduction to 30km/h through the intersection
- Raised platforms on Heaphy legs and Boundary legs to promote safer crossing for vulnerable users and manage approach and exit speeds from roundabout, set back approx. one car length from the limit line
- Additional refuge island on Heaphy south to protect vulnerable users accessing the Mosque and play school, in the vicinity of the bus stop.

Option 2B – Ramp metering

- New signals set back approx. 30m from the limit line that are SCATS coordinated to manage traffic flows by intermittently stopping approaching traffic on one leg and creating gaps for approaching traffic on the preceding leg to the left.
- The new signals also double as protected pedestrian/cycle crossing facilities allowing them to cross the road in half widths.
- New median island at each signal for pedestrian/cycle refuge.
- Upgrade footpaths and off-road approaches to shared use facilities.

Option 2C – Midblock platform crossings

- New raised platform crossings for pedestrians/cyclists, upstream from intersection to limit the traffic disruption at the actual intersection.
- Upgrade footpaths and off-road approaches to shared use facilities.

Option 2D – Midblock signalised crossings

- New raised signalised platform crossings for pedestrians/cyclists, upstream from intersection to limit the traffic disruption at the actual intersection.
- Upgrade footpaths and off-road approaches to shared use facilities.

Major Project Options (>\$1M)

Option 3A – Large roundabout

- Upgrade the intersection by introducing a larger roundabout with increased diameter circulating radius, increased traffic capacity with dual circulating lanes and dual approaches and exits to accommodate queuing and merging manoeuvres.
- Pedestrian and cycle facilities include capacity within the median islands for users waiting to cross, and off-road plus on-road cycle facilities.
- Upgrade footpaths and off-road approaches to shared use facilities.
- Land purchase and consenting required.

Option 3B – Large roundabout with grade separation

- Upgrade the intersection by introducing a larger roundabout with increased diameter circulating radius, increased traffic capacity with dual circulating lanes and dual approaches and exits to accommodate queuing and merging manoeuvres.
- Introduce grade separated facilities, either overbridge or underpass (similar to the Wairere/Gordonton roundabout), with appropriate ramps back to surface level.
- Upgrade footpaths and off-road approaches to shared use facilities.
- Land purchase and consenting required.

Option 3C – Traffic signals

- Upgrade the intersection by introducing traffic signals with increased traffic capacity, left and right turning lanes, and dual approaches and exits with sufficient capacity to accommodate queuing and merging manoeuvres.
- Raised platform for full extent of intersection.
- Upgrade footpaths and off-road approaches to shared use facilities.
- Land purchase and consenting required.

Option 3D – Vulnerable user grade separation

- New overbridge or underpass to provide priority to the north-south and east-west walking and cycling movements, bypassing any potential traffic conflict.
- Upgrade footpaths and off-road approaches to shared use facilities.
- Land purchase and consenting required.

Low Cost Low Risk (Discretionary Transport) Programme 2020/21 – Proposed Sites

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ites	Location	Problem Description	Proposed Treatment
Minor Safety Improvements – School Patrols and Kea Crossing Upgrades			
1	Melville Primary - rear entrance to the school (Ulrich Ave).	Lack of safe crossing point for vulnerable users to get across Ulrich Ave.	Raised pedestrian platform with kea crossing. This will also improve access to existing bus stops at this location.
2	Insoll Primary - outside 214 Tramway Road	Existing zebra crossing, failure to give way to pedestrians at priority crossing point.	Raised pedestrian platform with zebra removed. Existing refuge island to remain in place to help narrow the road carriageway.
3	Nawton Primary - outside 74 Grandview Road	Speeds issues along this road and a lack of safe crossing points for vulnerable users. Schools, park and mall etc within close vicinity.	A raised kea crossing at the existing zebra with signals closer to the Nawton Shops.
4	Girls High - Hill Street at Ruakiwi Road	Lack of safe facility for pedestrians to get across Hill Street. Vehicles cutting corner.	Raised pedestrian platform, footpath improvements and kerb radius tightening
5	Glenview Primary - outside 65 Bruce Ave	Lack of safe facility for vulnerable users to get across Bruce Ave outside school.	Raised pedestrian platform with kea crossing.
6	Forest Lake School - outside 8 Mitcham Ave and 70 Storey Ave	Speed is an issue and a common rat run. Lack of safe facility for vulnerable users to get across the Road.	Raised pedestrian platform with kea crossing at both the sites.
7	Vardon Primary - 32 Vardon Road	Speeds along Vardon Road specially at the existing school crossing point.	Raised pedestrian platform with Kea crossing. Existing zebra removed.
8	St Peter Chanel - 8 Vardon Road	Lack of safe facility for vulnerable users to get across Vardon Road.	Raised Kea crossings outside #8 Vardon Road.
Minor Safety Improvements – Speed Management			
9	Huntington Drive Area, St James Drive Area, Fairview Street Area, Mahoe Street Area, Crawshaw Drive Area.	Implementation of Speed Management Plan (Safer Speed Areas) in local residential streets.	Implementation of 40 km/h Safer Speed Areas – signage, road marking, other associated physical works.
10	Safer School Areas	Implementation of lower speeds around schools – moving to 30km/h	30km/h safe school zone demonstration with NZTA (Melville Intermediate and Crawshaw Primary)
11	River Road (Between Dulverton Rise and River/Discovery RAB)	Vehicles speeds travel up and down hill.	Change in environment - speed management treatment. Road marking, lane narrowing, 50k with red coloured pavement surfacing.
12	I) Heaphy Terrace Shops (Alfred to Marshall St) II) Clarkin/Heaphy Shops (Heaphy to Bankwood Rd) III) Grey Street/Te Aroha St shops	Speeds issues at shopping areas.	Speed limit reduction to 30km/h. Gated 30km/h threshold signage and 30k pavement marking at these shopping precincts.
Minor Safety Improvements – Intersection Safety Improvements			
13	Lake Crescent /Ohaupo Road	Narrow footpath/pedestrian refuge point, lack of vulnerable user safety	Pedestrian and cycling safety improvements. Tighten kerb. Consider

Low Cost Low Risk (Discretionary Transport) Programme 2020/21 – Proposed Sites

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		facilities, Large kerb radius entry into Lake Cres. Crash problem.	raised pedestrian platform outside #27.
14	Thackeray Street /Tristram Street	High approach/exit speeds, insufficient gaps in traffic for pedestrians.	Raised platforms on all four approaches to the roundabout.
15	Boundary Road /Heaphy Terrace	Lack of safe crossing points for pedestrians to get across Heaphy and Boundary Road. Vehicle approach/exit speeds - dual lane roundabout.	Raised pedestrian platform on all four approaches.
16	Te Rapa Road /Church Road roundabout	Traffic speeds south bound approach resulting in crashes. Traffic queuing north bound future issue for buses Turning out of Te Kowhai Road. No safe pedestrian crossing point.	Ramp metering signals for north bound traffic, threshold treatment for south bound approach. Safety and PT improvements for buses getting out of Te Kowhai intersection.
Minor Safety Improvements – Pedestrian Accessibility			
17	Master Ave O/S 33 by the Hillcrest Park Playground.	Insufficient safe crossing facility outside the park.	Install raised pedestrian platform with pedestrian refuge island.
18	Tristram Street /Norton Road	Speeds on the Left Turn slip lane. Vulnerable road user safety risk.	Raised pedestrian platform at the Left Turn slip lane.
19	Tristram Street /Mill Street	Speeds on the Left Turn slip lane. Vulnerable road user safety risk.	Raised pedestrian platform at the Left Turn slip lane X2. Raised pedestrian platform on Tristram south of Mill Street
20	Anglesea/Thackeray/Hood	Speeds on the Left Turn slip lane. Vulnerable road user safety risk.	Raised pedestrian platform at the Left Turn slip lane - Anglesea into Thackeray and Anglesea into Hood.
21	River Road at O' Neil Street	Demand to get across River Road with no pedestrian priority crossing point. Reduced approach sight distance for drivers due to the north bound crest curve on River Road.	Install midblock signalised pedestrian crossing point outside 206 River Road.
22	Palmerston Street/Anglesea Street South Corridor	Speeds, through traffic, pedestrian and cyclist safety concerns	Raised pedestrian platforms, throat islands, minor intersection improvements.
23	Radiata Street and Raymond Street - at Raymond Park, Fairview Downs	No safe facilities for pedestrians to cross the road. Located at Raymond Park and close to bus stops.	Install pedestrian refuge island outside 15 Radiata St and O/S 44 Raymond Street.
24	Victoria St outside Awatere Rest Home and Village	Existing signalised pedestrian crossing requires further safety interventions.	Add raised pedestrian platform and traffic island to existing signals
25	Tuhikaramea Road outside 391	Out of context curve, loss of control and head on type crashes evident.	Curve advisory signage, edge marker posts, RRPM etc
26	Heaphy Terrace shops	Current zebra crossing at the shops is not safe	Raised pedestrian platform to reinforce pedestrian priority and lower 30km/h speed environment
Minor Improvements - Other			
27	Advanced Transport Management	Rapid population growth and increased congestion across the transport network is demanding a more proactive and smart approach to safely manage the network.	Turning data into useful information. To help improved decision making on the network, optimization and better-informed customer.

Low Cost Low Risk (Discretionary Transport) Programme 2020/21 – Proposed Sites

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28	LED Infill lighting Works city wide.	Gaps in street lighting network identified as part of LED change over.	Additional street light columns to ensure lighting standards are met
29	Strata Street	Flooding of private properties from water running off the road	Installation of kerb and channel in the cul-de-sac along with additional drainage
30	Powells Rd/Wairere Dr Signalised intersection	Traffic exiting Powells Road east getting caught behind left turning traffic. Currently only a one lane exit.	Remove the splitter island on Powells Rd east at Wairere Dr, install detector loop and mark two lane exit. One LT and one straight through and RT.
31	Guard Rail installations - City Wide	To check the length of need and leading and trailing end terminal construction/design and installation on site.	Hazard removal, clear zone improvements where possible – and guardrail installation where needed.
Integrated Transport Improvements – Public Transport			
32	River Road/Clarkin Road Intersection minor improvements	Footpath missing link – 600m to get to bus stop. River/Clarkin intersection safety concerns.	Install new section of footpath on River Road western side from 567 River Road to outside 655 River Road. Improvements to the Clarkin/River intersection and refuge island.
33	Bryce Street (Tristram Street to Anglesea Street)	Lack of safe crossing opportunity across Bryce Street between Anglesea and Tristram, buses having problems turning left out.	Remove existing refuge island on Bryce Street and install a raised safety platform. Install 30km/h speed limit. Investigate more on street bus stops to improve cycle safety
34	Anglesea Street (Bryce Street to London Street)	Crossing safety concerns on Anglesea Street between Bryce and London.	Create safe crossing point on Anglesea between Bryce and London potentially mid-block signals TBC. Install more on street bus stops
35	Comet Route PT priority technology	Bus reliability impacted by traffic signal operations at key locations on route	Installation of transponders in 6 buses and changes to traffic signal controllers to enable priority at signals.
Integrated Transport Improvements - Cycling			
36	River Road (Wairere Drive to Flagstaff shops)	Lack of safe cycle facilities and gap in the existing cycle network. Cycle lane southbound is blocked by vehicles as they form two lanes.	Shared path on River Road – western side. Raised pedestrian platform various locations.
37	Te Kowhai Road (The Boulevard to Te Rapa/Church roundabout)	Provide better linkage to the existing cycle network. Crash problem.	Improved/provide new cycle facilities e.g. cycle lanes, shared paths, etc.
38	Resolution/Thomas Road, Resolution/Discovery Drive	Safety of vulnerable road users at roundabouts.	Improvements for cyclists at the existing roundabout – wide path, cutdowns and refuge etc.
39	Crosby Road (Full length)	Speeds, pedestrian safety and cycling safety	Pedestrian refuge islands with planting, lane narrowing, improved link to bus stops. Trial of cycle separators
40	St James / Huntington – Gordonton Road parallel route	Cyclist safety along Gordonton Road no alternative safe route	Cycle parallel route along with cycle bridge, speed management works and recreational bike signage.

Low Cost Low Risk (Discretionary Transport) Programme 2020/21 – Proposed Sites

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Integrated Transport Improvements - Walking			
41	Collingwood Street at Ruakiwi Road	Inappropriate vehicle behaviour. Vehicle speeds along Ruakiwi Road. Deficiency in safe pedestrian crossing facilities.	Refuge island on Ruakiwi Road outside NZI and a throat/refuge Island in Collingwood Street at the Ruakiwi Road end.
42	Railway Crossings - Killarney Road and Claudelands Road	Low level of safe pedestrian crossing facility at level crossings. Near misses been recorded.	Pedestrian Flashing lights and bells, full maze on the both sides to cater for walking and cycling, rubber matting.
43	Manuka Street at Pohutukawa Drive	No pedestrian cutdowns, large kerb radius and narrow footpath widths	Install throat island with kerb cutdowns
44	Bryant Road - Northern side from Te Rapa Road to 67 Bryant Road	No footpath in place - missing link. High pedestrians use area given adjacent land use.	Install new footpath - 400m at 1.8m wide
45	Memorial Dr – From the steps down from Dawson through to the footpath south of that point	No footpath in place - missing link on an important pedestrian route. Users needing to cross the road to get to destination.	Install new footpath - 220m at 1.8m wide
46	Meadow View Lane	No Footpath in place along Meadow View Lane. Connects to Fonterra and is part of Te Awa cycle link.	Install temporary metal compacted footpath - 800m at 1.8m wide
47	Boundary Road	Lack of crossing opportunities between Whitiara Bridge and Five Cross Roads	Install signalised pedestrian facility just east of Casey Ave – link to bus stops and to footpath on southern side of Whitiara Bridge
48	Accessibility improvements	Citywide audit of accessibility to identify barriers in the network	Minor changes to crossing points, tactile pavers etc to address identified issues.
49	Footpath widening - City Wide	Narrow footpath widths in high priority areas.	Additional cost to enable footpath widening in association with footpath renewals programme.
Biking Plan – Connectivity Projects			
50	Citywide Biking Plan Activities	Lack of safe cycling facilities and connections to key destinations and existing cycle infrastructure.	City Wide Bike Racks Green Cycle lane markings Recreational bike signage Hit Stick/barrier protection at pinch points
51	Brooklyn Rd, Heaphy Tce (Clarkin to Brooklyn Road), Claudelands Road cul-de-sac end including Heaphy/Claudelands/Brooklyn intersection	Lack of cycling safety interventions, demand for cycling in this area.	Intersection safety works, on road cycle lanes, level crossing improvements, cycl greening etc
52	Te Awa Slip on the River Path	Gap in Te Awa path as it runs through the Hamilton CBD -closed due to a slip.	Slip remediation works including a retaining structure etc.
Bus Stop Infrastructure			
53	Bus Stop Infrastructure Works - City Wide	Lack of PT facilities in some areas, increase in user demands.	New bus stop infrastructure works e.g. bus shelters, high kerbs and hard stand areas etc.

Low Cost Low Risk (Discretionary Transport) Programme 2020/21 – Proposed Sites

54	Bus Shelters - City Wide	Requirement for bus shelters at various sites across Hamilton City.	New bus shelters in high demand areas across the city
Intersection Improvements – Standard Safety Intervention (SSI)			
55	Bankwood/Comries Road intersection improvement	Increasing crash trend at this site, speeds along Comries Road, busy intersection, lack of walking and cyclist facility. High number of crashes	Mini roundabout, with shared path and RSP on all approaches to the roundabout. Improve safety and accessibility. Funded under SSI with local share to come out of LC/LR Transport Improvements budget.

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Attachment 9

Council Report

Committee: Infrastructure Operations Committee
Date: 26 May 2020
Author: Eeva-Liisa Wright
Authoriser: Eeva-Liisa Wright
Position: General Manager
 Infrastructure Operations
Position: General Manager
 Infrastructure Operations
Report Name: General Managers Report

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

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

Tuutohu-aa-kaimahi - Staff Recommendation

2. That the Infrastructure Operations Committee receives the report.

Discussion

3. This report provides updates to 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.

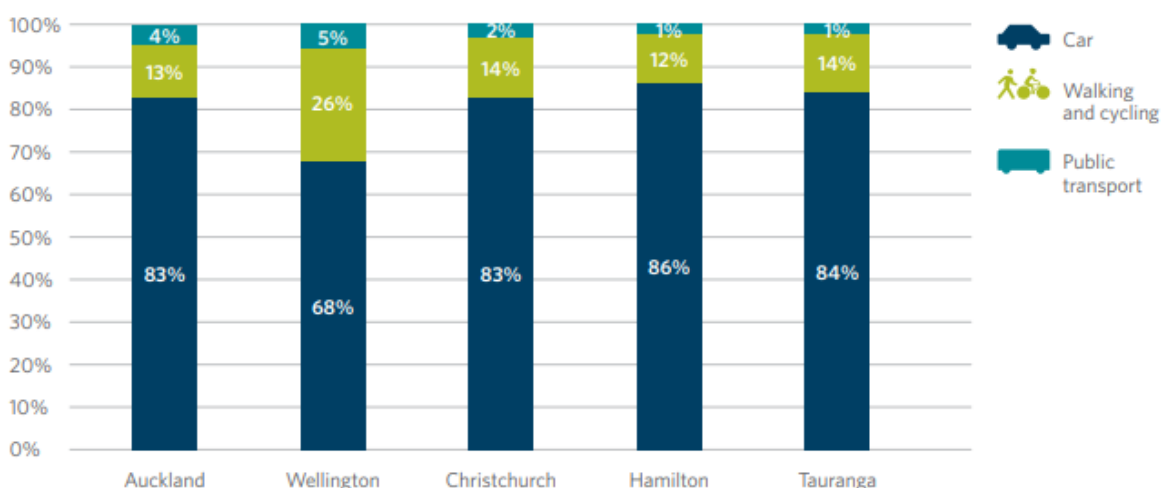
Vision Zero Update (General Manager Infrastructure Operations)

4. Hamilton City Council has adopted Vision Zero as the philosophy for road safety in the city, an aspiration to achieve zero road deaths and serious injury within Hamilton city.
5. There have been no road deaths that have occurred within Hamilton City since July 2019 (9 months). The total number of fatalities in the city for the 2019 calendar year was two.
6. 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 2019 to 12 May 2020 inclusive). The data is based on NZ Police reports which are prepared when they attend the crash and it is noted that some crash data can be a little slow in getting entered into the system, so the figures below are subject to change, but are a general reflection of safety performance for the period.
7. Further to requests at the last Infrastructure Committee meeting, additional information has been included in the table to indicate the percentage of serious injuries suffered by each of the key mode share groups (cyclists, pedestrians, those in vehicles), along with the mode share of total trips for each of these groups.

Road User Type	Number Seriously Injured 2019/20 as at 12.5.20						Mode share of total trips
	July to Sept	Oct to Dec	Jan to March	March to June	TOTAL	%age by mode	
Cyclist	1	2	2	0	5	14%	1%
Driver	7	6	5	1	19	62%	86%
Passenger	0	1	3	0	4		
Pedestrian	3	2	3	0	8	24%	12%
Wheeled pedestrian (wheelchairs, mobility scooters)			1	0	1		
Total	11	11	14	1	37		

8. As a comparison, the following graph sets out the Mode Share of total trip legs in New Zealand based on 2014-18 data for the five main metro centres in New Zealand.

Figure 2 - Mode share of total trip legs in New Zealand (2014-18)



SOURCE: New Zealand Household Travel Survey data (2014-2018)

Waikato Regional Council - Regional Transport Committee (General Manager Infrastructure Operations)

9. The Regional Transport Committee (RTC) met virtually via 'Teams' on 4 May 2020 with Councillor O'Leary representing Hamilton City Council and Councillor Macpherson in attendance as the alternate Hamilton City representative.
10. The objective of the Regional Transport Committee is:
'To undertake the functions as prescribed in the Land Transport Management Act 2003 (LTMA), and to provide a regional forum for the consideration of regionally significant transport matters.'
11. The key topic's covered in the meeting were:
 - i) **Interim delegations to the Chair for submissions and Regional Land Transport Plan variations.** The Regional Transport Committee to delegated certain functions (approval of submissions and variations) to the Chair during COVID-19 lock-down to enable the business of the committee to continue efficiently.

- ii) **Variations to the 2018 Update to the Waikato Regional Land Transport Plan 2015-2045.** The Committee considered and approved a request from Waipā District Council to vary the operative 2018 Update to the Waikato Regional Land Transport Plan (RLTP) 2015–2045 to include a new activity the ‘Waipā Urban Mobility Business Case’.
 - iii) **Development of Regional Land Transport Plan 2021 28.** An overview of the timeline, process, key milestones and principles for preparing a new regional land transport plan, as required under the Land Transport Management Act 2003 was provided.
 - iv) **Update from Waka Kotahi NZ Transport Agency.** Acting Regional Relationships Manager Steve Mutton provided an update on the activities being undertaken by the Transport Agency noting that COVID 19 will have some impact on programmes of work but the extent of these are not yet fully known.
12. A copy of the full agenda and presentations can be found via the following link:
<https://www.waikatoregion.govt.nz/assets/Agenda-Regional-Transport-Committee-4-May-2020.pdf>
13. The next Regional Transport Committee is scheduled for 27th July 2020.

Waikato Regional Council – Regional Connections Committee (General Manager Infrastructure Operations)

14. The last Waikato Regional Council’s (WRC) Regional Connections Committee Meeting was held on the 21 February 2020.
15. An update from this meeting was included in the GM Update to the 16 April 2020 Infrastructure Operations Committee.
16. Since our last update there has been one Regional Connections Committee workshop held (via a Zoom meeting) on Friday, 24 April 2020. The purpose of this workshop was to:
- a) Brief Committee members on the impact of Covid19 on Public Transport (PT) to date and immediate next steps,
 - b) Share some initial thinking regarding PT recovery
 - c) Outline and discuss a concept for implementing the new ticketing system in light of Covid19
17. The next Regional Connections Committee (held as a virtual meeting via Microsoft Teams) is scheduled for Friday, 15 May 2020. The agenda can be found on the link [here](#).
18. Waikato Regional Council staff advised that this meeting focus on the impact of COVID-19 and the WRC suggested response(s) for Public Transport. A verbal update will be provided at this meeting.

Hamilton to Auckland Start-up Passenger Rail Service (General Manager Development)

19. The previously advised date of early August 2020 for commencement of the service has been delayed by COVID-19 impacts on the various projects that are required to successfully launch the service.
20. The Passenger Rail Project Governance Working Group met on 15 May 2020 to consider the anticipated project delays and to consider a revised commencement date.
21. A decision was made for a provisional commencement date of 2 November 2020 but it was agreed to monitor the situation carefully over the next few months in regard to ongoing COVID implications on project delivery and on Public Transport patronage trends.
22. The Public Transport patronage numbers will be closely monitored for Auckland and Waikato/Hamilton over the next short while and this will factor into confirmation of the commencement date.

23. The various project teams are yet to fully understand the practical implications of working under level 2 and the impacts on their supply lines, but the 2 November 2020 represents a realistic start date.
24. Generally, the loss of productivity is greater for vertical infrastructure (buildings) rather than horizontal infrastructure (roads) as a result of spacing limitations. For this programme it places a greater risk on the bridge fabrication and installation as well as the toilet and driver facility (which are supply issues) which are part of the Rotokauri Transport Hub and for the KiwiRail Te Rapa maintenance facility.
25. By the end of October, in time for the expected new commencement date, it is expected that the section of bridge from Tasman Road to the rail platform will be ready including the elevators, with the section across to the Base to follow 4 weeks later.
26. Over the previous months there has been elected member discussions about the provision of an out of scope further building facility on site that would provide a fully accessible toilet and a future commercial opportunity (Kiosk type facility) in addition to the current toilets and Driver facility.
27. These are being progressed at an additional cost of \$400-\$450,000. These are unlikely to be supported by Waka Kotahi for subsidy but they can be funded within the delegation given to staff at the Council October 2019 meeting. The timing of installation is still to be agreed.
28. Any additional COVID contractual costs will be shared by Waka Kotahi and HCC and may require an increase to the Approved Contract Sum. Council will be updated on the emerging portfolio COVID costs at the next Finance Committee report.

Recycling Industry Engagement Update (General Manager Infrastructure Operations)

29. During May 2020 two key industry engagement processes were undertaken by WasteMinz and the Ministry for the Environment (MfE) that could have impacts on future rubbish and recycling services in Hamilton and across New Zealand.

Standardisation of kerbside recycling

30. Earlier this year, WasteMINZ asked the Territorial Authorities Officers (TAO) Forum, a sector group within WasteMINZ, to collate a report to MfE with recommendations for the standardisation of kerbside recycling, including the types of materials collected and options for kerbside collection systems. Kerbside collections of residual rubbish and organic waste is also considered as part of this project.
31. The engagement aspect of this project involved regional hui being held with Councils and contractors from around New Zealand. The Waikato region hui occurred (online) on Wednesday 6 May 2020. Hamilton City Council was represented at this Hui by Councillor O'Leary, Eeva-Liisa Wright - General Manager Infrastructure Operations, and Kirsty Quickfall - Resource Recovery Advisor (and TAO Forum representative). A copy of the presentation from the Waikato region hui can be found in **Attachment 1**.

Proposed amendments to Plastic Imports and Exports Order

32. New international requirements (under the Basel Convention) for the trade in plastic waste come into effect on 1 January 2021. The Government is proposing amendments to the Imports and Exports (Restrictions) Prohibitions Order (No 2) 2004 (Imports and Exports Order) to meet this international requirement.
33. Under the proposed amendments, imports and exports of most mixed plastic waste will require a permit. Imports and exports of separated plastic waste suitable for recycling, and mixtures of Polyethylene terephthalate (PET), Polyethylene (PE) and Polypropylene (PP) type plastics, will not require a permit.

34. During May 2020, MfE sought feedback from industry on the two proposed approaches to amend the Imports and Exports Order. Both proposals would amend the Imports and Exports Order to include mixed plastic waste in the permitting system.
 - Option 1 (preferred option) – Permits for mixed plastic waste, without specifications for imports and exports of separated plastic waste
 - Option 2 – Permits for mixed plastic waste, with specifications for imports and exports of separated plastic waste (such as a specific maximum rate for contamination).
35. A more detailed explanation of the two proposed approaches can be found within the following MfE documents:
 - [Summary](#) document
 - [Proposal](#) document
36. Due to the short timeframe available for feedback, MfE proposed a more informal methodology for providing feedback, requesting a ‘yes’ or ‘no’ approach rather than the provision of a written submission. Additionally, MfE requested that the WasteMINZ TAO Forum provided feedback, so they were able to identify if there is a shared local council view on the proposals.

Waste Minimisation Grant (General Manager Infrastructure Operations)

37. Up to \$50,000 is allocated annually by Hamilton City Council via a contestable waste minimisation grant for the community. Funding for this grant is received via the Government’s national waste levy. The aim of the grant is to encourage and support projects that provide benefit to the Hamilton community and that champion long-term waste minimisation and behaviour change, in line with the vision of the Council’s [2018-20204 Waste Management and Minimisation Plan](#).
38. Iwi, businesses, education and community groups were invited to apply for funding grants of up to \$5000 towards their project or feasibility study, or up to \$15,000 for larger projects that have a significant waste reduction impact between 8 October and 18 November 2019.
39. Ten applications were received with the total value of funding requested was \$89,903.64, which exceeded the \$50,000 funding allocation by \$39,903.64.
40. The assessment of each application was undertaken in January 2020 by the Application Assessment Panel made up of council waste minimisation staff, 2 external community representatives and 1 Elected Member representative (Councillor Thomson) using a standard set of assessment criteria. Of the ten projects assessed, six were successful and received a combined total funding allocation of \$40,000.

41. A summary of the successful applicants, their proposed projects and the value of the grants received is outlined in the table below:

<i>Project Group</i>	<i>Project Title</i>	<i>Project Summary</i>	<i>Grant Value</i>
Waikato Community Hospice Trust	Recreate Fashion Awards	Fashion awards that invites secondary school entrants to celebrate fashion, creativity and sustainability using re-purposed or upcycled items and clothing sourced from Hospice Waikato Shops	\$8,000
Fraser High School	Fraser High Waste Minimisation 2020	Purchase equipment to further develop and build on the success of the re-purposing of plastics project, to extend the range of products by increasing the volume of low value plastic diverted from landfill.	\$6,000
Waikato Environment Centre Trading as Go Eco	The Six R Project	To allow the expansion of the E-Waste collection, purchase of a shipping container for storage and associated electric fit out.	\$8,500
TechLeap Ltd	Repair Detectives – Repair & Waste Minimisation programme for schools	To expand on the successful project funded by Waipa District Council previously by bringing this school based repair programme to Hamilton schools	\$5,000
Para Kore Marae Incorporated	Kura Para Kore Ki Kirikiriroa (Pare Kore in Hamilton Schools)	To further promote and build on its very successful waste reduction programme by delivering to more Marae and Maaori communities within Hamilton City	\$7,500
Waikato Winter Show Association	Waikato Show – Project 1 Landfill Reduction & Project 2 Vendor Waste Reductions	Reduce the amount of vendor waste generated at the Waikato Show by providing the event with the Silver Service, This builds on the 3-year relationship between Hamilton City Council and the Association.	\$5,000

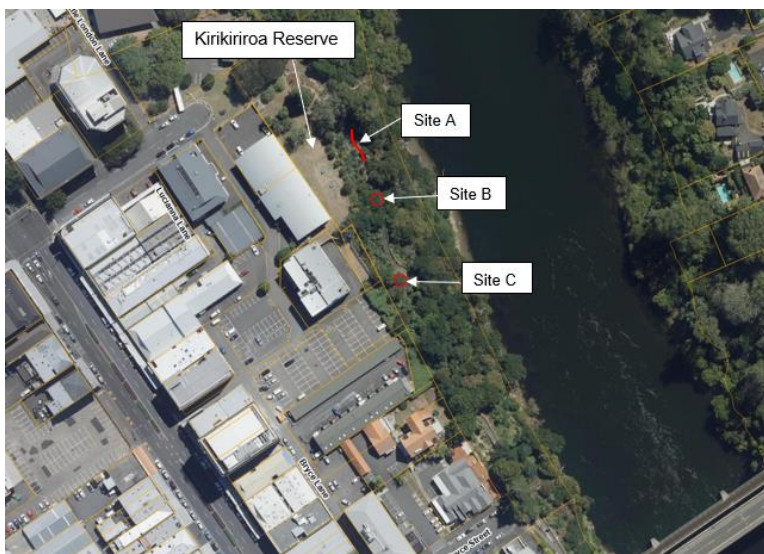
Launch of the new ANTENNO App (General Manager Infrastructure Operations)

42. From 1 April 2020, Hamilton City Council (HCC) 'soft-launched' a new App called Antenno that allows residents an additional way to engage with HCC that is both easy and effortless.
43. The Antenno App is being used by a number of other Council's within the Waikato LASS and replaces the Snap, Send, Solve App that has been previously trialled by staff internally.
44. Waikato Regional Council also launched the ANTENNO App on the same day. Having a similar platform will mean that residents can be updated on key messages between both organisations.
45. The Antenno App allows for push-notifications to be sent out by HCC to users based on their preferences and are map-defined.
46. The initial promotion and push-notifications of Antenno by HCC will focus on the new rubbish and recycling kerbside service, however the App is fully functional and we will slowly roll out to the community so they are able to send through photos and details of any faults so these will be addressed following our current processes.
47. Once the App is downloaded, Antenno is easy to setup and navigate – allowing the user to receive posts about topics they care about and to report non-urgent issues anywhere, at any time. The Antenno App integrates with existing systems which allows for a more seamless flow of information.



Te Awa Cycleway Remediation (General Manager Development)

48. Staff were asked for an update of the Te Awa Cycleway remediation project to be brought back to this Committee meeting. Elected members expressed a desire to expediate this work through the winter period.
49. The slip occurred in 2017 and has not been fixed largely due to the high cost of remediation.



50. Waka Kotahi NZ Transport Agency were approached to provide a subsidy, but they did not support a high cost option given the inherent instability of the river banks.

51. This has led to a lower cost fix being pursued and, on this basis, together with them being satisfied on technical matters, Waka Kotahi have agreed to provide 51% subsidy within the Low Cost Low Risk programme.
52. The project is budgeted at \$1,000,000.
53. The project proposed provides a localised solution that will bring the pathway back into use, but not protect it from any deep-seated failure. There is no evidence of any deep-seated failure in the area and while there is a low probability of a future slope failure encompassing the entire slope, the probability is likely to be no greater than that at any other section of the river walkway where the slopes are steep.
54. Staff have expedited the project and satisfied themselves that the risks of working through winter are manageable and the project is ready to go subject to obtaining consents which are also being expedited.
55. Resource consent is required from Waikato Regional Council for earthworks (less than 1000m³) as a controlled activity within the high-risk erosion area as the works are adjacent to the Waikato River. Archaeological assessments of the 2 Pa sites are currently in progress. These form part of the Resource Consent Application and staff are working closely with IWI and Heritage New Zealand to get the necessary assessments done. This will determine if any further approvals are required. The application will be lodged by 5 June 2020. Staff believe that the risks of working through winter are low.
56. HCC consents will also be required for the proposed retaining wall and other construction activities. These will be expedited when the applications are received.
57. Staff are also working together on a tactical urbanism approach and other improvements to the current alternate route to improve the current user experience.

Borman Road West (General Manager Development)

58. At the 28 April 2020 Finance Committee staff undertook to provide an update to Elected Members on the Borman Road West area (west of Resolution Drive).
59. Borman Road is a minor arterial that extends the full width (east to west) of the city. It serves the northern section of the Rototuna Growth Area and gives frontage to schools, early childhood educational facilities, a supermarket and two suburban centres.
60. Borman Road has been progressively constructed in conjunction with developers over the past 15 years.
61. The new connection between Borman Road and Kay Road (the Borman Road West project) has been operational now for about 4 months.
62. Kay Road between River Road and Borman Road has been widened to accommodate a right turn bay and the shoulders sealed to produce complying tapers at the Borman Road intersection.
63. The work undertaken at the time of developing the Borman Road West intersection indicated that it could be safely undertaken independently of the Kay Road/River Road intersection which is about 500 m to the west.
64. Kay Road is generally the boundary between Hamilton City Council and Waikato District Council but with the length between River Road and Borman Road being fully within Waikato District Council's including the intersection. The balance of Kay Road has a boundary largely along the centre line.

65. HCC and Waikato District Council (WDC) staff worked together to develop the intersection and to look at Kay Road to the west. The speed has been dropped to 60kph on Kay road and a process is underway to reduce the speed on the Waikato District Council side of the River road intersection to match the City side.
66. There has been some discussion with the local community over the road condition and safety of Kay Road east of Borman Road all the way through to Resolution Drive. The road has sub-standard vertical and horizontal geometry and there has been no opportunity to work with developers on the Hamilton Side to make major improvements due to the jurisdictional boundary and no development rights in Waikato District Council.
67. Council has responded by having the Infrastructure Alliance monitor the condition and safety of Kay Road and to work with the Hamilton side developers to put in what improvements they could to Kay Road. Kay Road will be severed at the Resolution Drive Intersection as part of the Waikato Expressway works meaning that any traffic volumes will be low.
68. Staff note that a more substantial upgrade of Kay Road could be considered for the next 10-Year Plan as well as consideration of Kay Road/River Road intersection improvements if it becomes a priority.
69. **Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga***
70. 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').
71. 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.
72. There are no known social, economic, environmental or cultural considerations associated with this matter due to this report being for information only.

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

73. This report is for information purposes only.

Attachments - *Ngaa taapirihanga*

Attachment 1 - WasteMinz Hui Presentation Why standardisation 6 May 2020

Welcome to the West Coast Regional Hui for Standardising Kerbside Collections



Mihi

Anei te mihi ki ngā mana whenua o ā tātou rohe mo rātou kaitaikitanga

This is an acknowledgement of the mana whenua of our areas for their guardianship

Ngā mihi nui ki a koutou, nau mai haere mai ki te hui nei

Greetings to you and welcome to this hui.

Tuatahi, he whakatakui nei ki te kī te kaupapa

First, a proverb to set the tone



Mahia i runga i te rangimārie me te
ngākau māhaki

With a peaceful mind and respectful heart,
we will always get the best results



Agenda

1. Standardising of colours
2. Standardising materials collected
3. Standardising presentation of materials collected

Break

4. Standardising kerbside collections

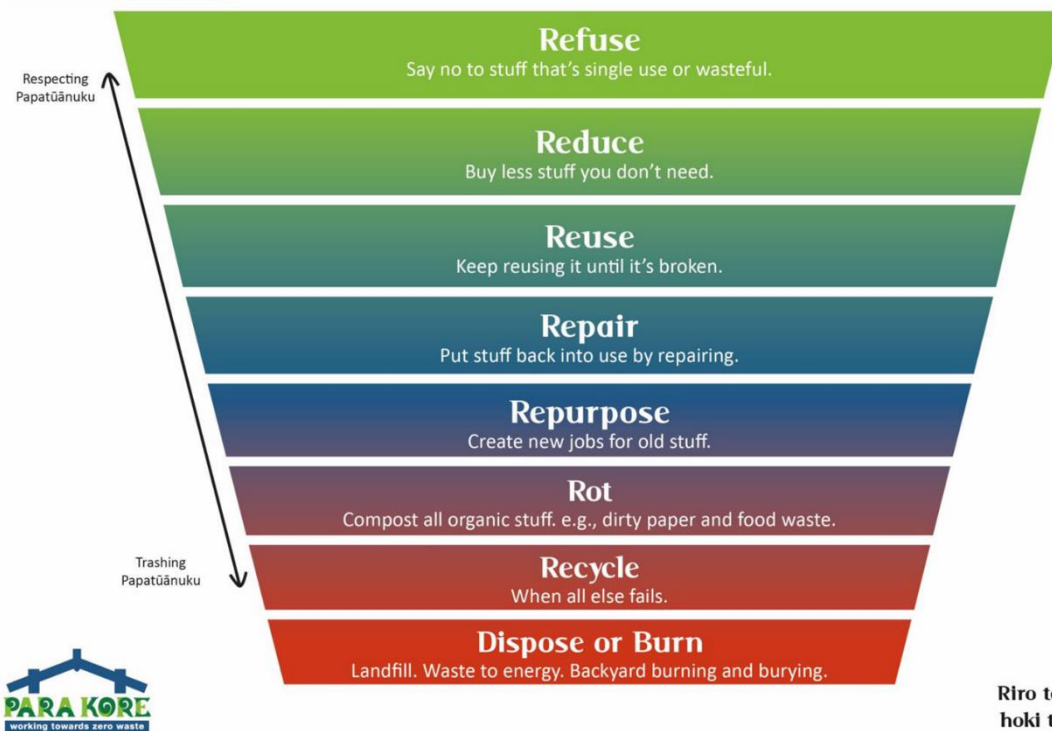


Objectives of standardisation

- ✓ Increase consistency in household rubbish and recycling collections across the nation
- ✓ Reduce confusion for householders and provide the basis for national messaging
- ✓ Improve recyclable material quality through the reduction of contamination
- ✓ Decrease residual waste to landfill



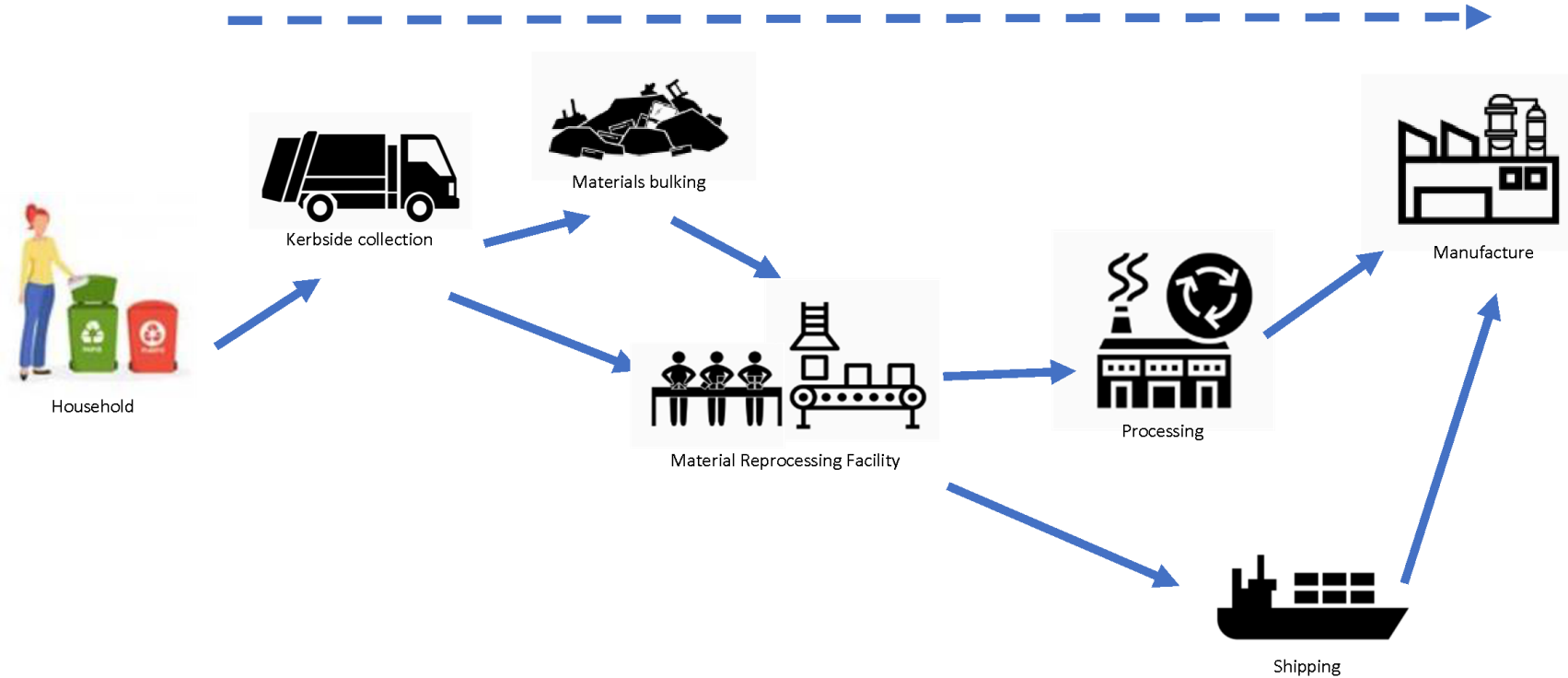
The Waste Hierarchy



Riro taonga mai,
hoki taonga atu.



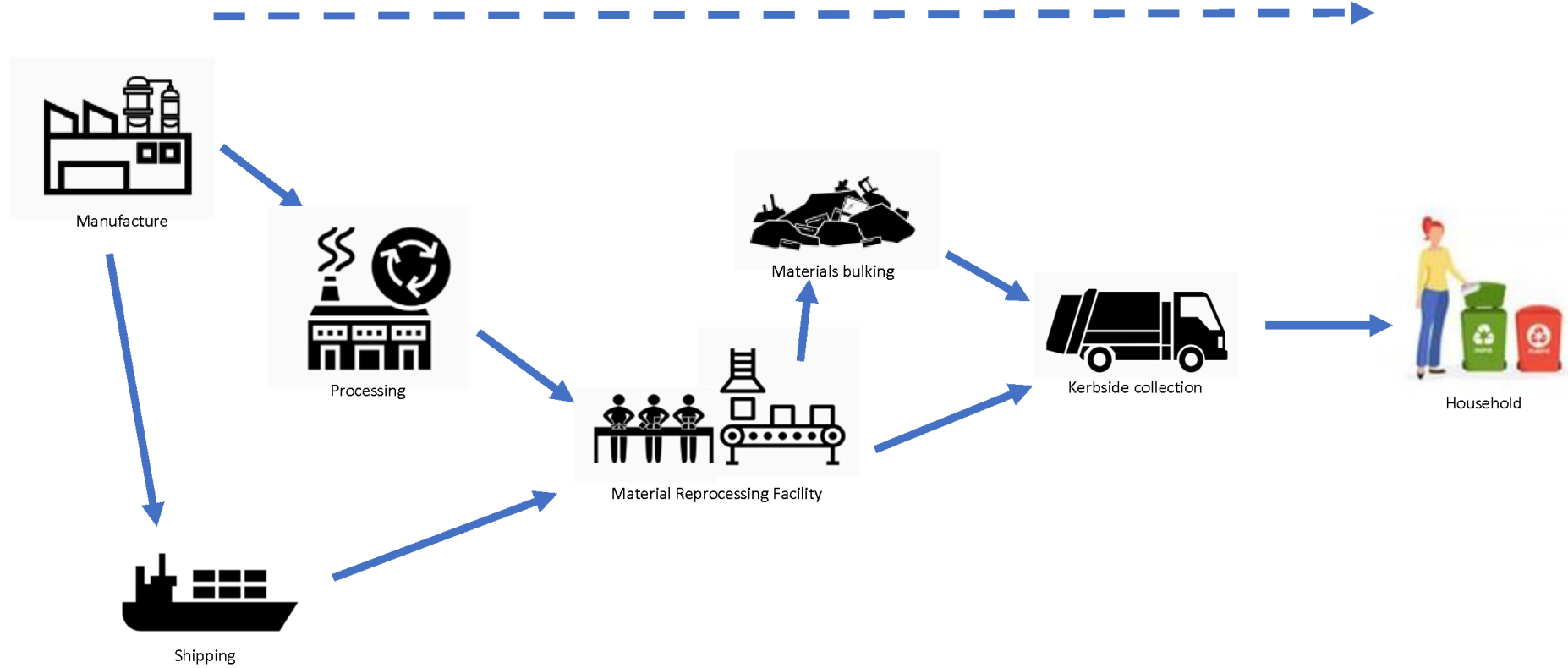
View 1 – Material flows



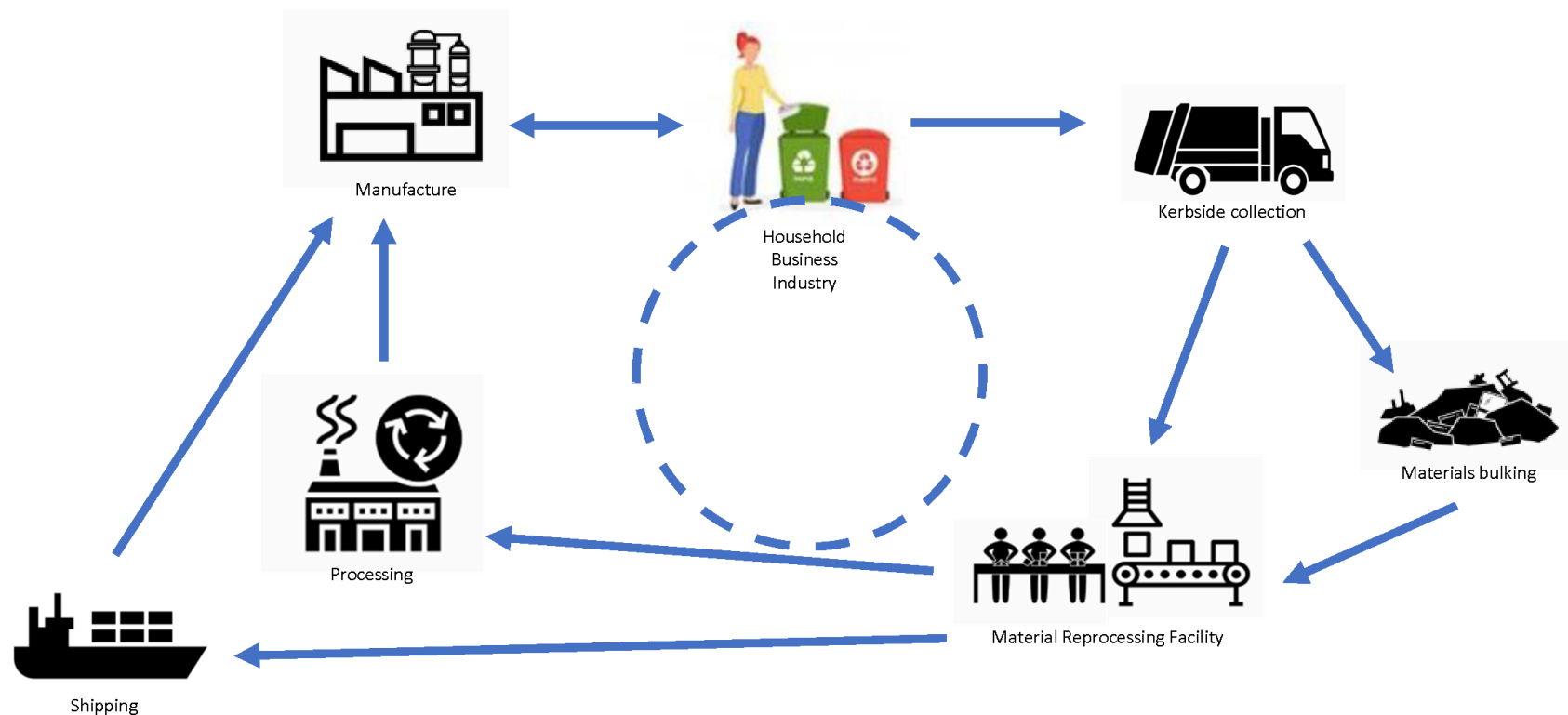
View 2 - Demand

Attachment 1

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View 3 - Circular



Interviews with industry	Prefer glass collected separately	Prefer fibre collected separately	Prefer source separated/kerb side sort	Prefer lids on or off	Recommend collecting PP at kerbside
Plastic reprocessor 1	Yes	NA	Yes	Either	Yes
Plastic reprocessor 2	Yes	NA	Yes	Off	Yes
Plastic reprocessor 3	Yes	NA	Yes	Off	NA
Plastic reprocessor 4	Yes	Yes	Yes	Either	NA
Plastic reprocessor 5 / collection contractor	Yes	Yes	H&S concerns	Off	Yes
Metal industry body/metal collector	Yes	NA	Yes	Off	NA
Glass reprocessor	Yes	No preference	Yes	Off	NA
MRF/Glass sorter	Yes	Yes	Yes	Off	Yes
Glass industry body	Yes	Yes	Yes	Off	NA
Fibre reprocessor 1	Yes	No preference	Yes	NA	NA
Fibre reprocessor 2	Yes	Yes	Yes	NA	NA
Fibre reprocessor 3	Yes	Yes	Yes	NA	NA

Standardised colours for domestic kerbside rubbish and recycling





Colours for kerbside rubbish and recycling

Rubbish - red

Comingled recycling - yellow

Food - light green

Plastic - orange

Glass - blue

Paper - grey

Cans - black

Garden - dark green



Recommendations for Standardisation of Materials Accepted for Domestic Kerbside Recycling





Plastic – PET and HDPE

ACCEPTED

- Plastic pots, tubs and trays:
 - Jars (e.g. mayo, peanut butter)
 - Punnets (e.g. fruit, veg, cake packaging)
 - Meat and biscuit trays
- Plastic bottles, clear and coloured, from around home:
 - Drinks bottles (e.g. juice, fizzy drink, milk)
 - Cleaning product bottles
 - Personal care bottles (e.g. shampoo, shower gel)
 - Ready to use plant food

CONDITIONS

- Rinsed clean
- Removed and placed in rubbish:
 - Lids
 - Film lids and wrap
 - Absorbent pads in trays
 - Pumps and triggers



Plastic – PP

ACCEPTED



- Plastic pots, tubs and trays:
 - Tubs (e.g. ice cream, yoghurt, margarine, etc.)
 - Take-away containers
- Plastic bottles, clear and coloured, from around home:
 - Medicine bottles
 - Shampoo bottles

CONDITIONS

- Rinsed clean
- Lids removed and placed in rubbish
- No chemicals containers e.g. anti-freeze, pesticides





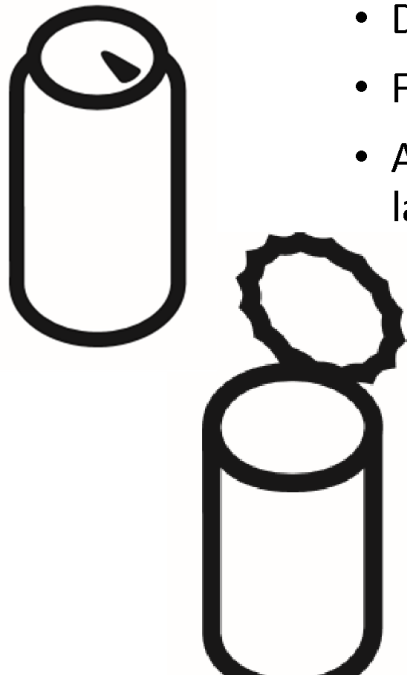
Other plastic

NOT ACCEPTED

- All plastic #3, #4, #6 and #7
- Non-PET and coloured chocolate, biscuit, cracker trays
- Film lids from the pots or trays
- Laminated pouches (e.g. cat food/coffee pouches)
- Plastic bottles containing chemicals (e.g. anti-freeze, pesticides)
- Plastic toys
- Plant pots
- Medicine packs (e.g. headache pills, etc.)
- Toothpaste tubes and toothbrushes
- Expanded polystyrene e.g. packaging inserts
- Hose, tubing, PVC pipe
- Buckets and washing baskets
- Strapping
- Carrier bags/plastic wrapping film e.g. bread bags and bubble wrap

Metal

ACCEPTED



- Drink cans
- Food cans
- Aerosols from kitchen, bathroom, laundry only

CONDITIONS

- Emptied
- Rinsed

No:

- Loose tabs
- Laminated foil
- Metal lids – including from glass bottles and jars
- Biscuit/chocolate tins and their lids
- Aluminium tubes (e.g. tomato paste)
- Aluminium foil



Glass

ACCEPTED

- Glass food and beverage packaging from around the home, including:
 - Bottles (e.g. wine, beer, spirits, olive oil)
 - Jars (e.g. sauces, jam, baby food)



CONDITIONS

- Rinsed clean
- Emptied
- Lids removed and placed in rubbish

No:

- Non-food or beverage bottles (e.g. perfume, aftershave, face creams)
- Other glass (e.g. Pyrex, drinking glasses, ceramics, nail varnish bottles, microwave plates, mirrors, windscreen glass etc)





Fibre



ACCEPTED

- Newspapers and supplements
- Magazines, brochures and catalogues
- White paper (e.g. computer paper, letters)
- Telephone directories
- Leaflets and flyers
- Envelopes (including with windows)
- Brown paper
- All card from around the home (e.g. card boxes, corrugated cardboard boxes, egg boxes, pizza boxes...)

CONDITIONS

- Only clean paper and empty boxes

No:

- Liquid paperboard beverage containers
- Disposable coffee cups
- Hygiene/sanitary products (i.e. nappies, wet wipes, sanitary towels)
- Paper towels, tissues, cotton wool
- Shredded paper
- Post-it notes, sticky labels, paper tape

No:

- Non-paper gift wrap (e.g. foil-based gift wrapping) or bags
- Glitter covered greeting cards or wrapping paper
- Lolly packets/wrappers
- Wallpaper and decoration paper
- Fish & chip paper/ butcher paper that has wrapped takeaways



No small items

No items less than 55mm diameter

Issues with small items include:

- Fall out during collection
- Too difficult to pick out of a manual sort line
- End up with glass in mechanical sort due to 55mm holes in trammel
- Have no commercial value and are difficult to bale



No squashing of containers

- Automated MRFs need 3D shapes or they are perceived as 2D objects (i.e. paper) by optical sorters
- Squashed items that end up in paper line are not salvaged
- Councils may prefer squashed items to maximise recycling collected, but this could be a false saving if these items end up in landfill



Item 9

Attachment 1

No lids

Issues with lids include:

- They get stuck in equipment
- Blow away in wind
- Slip through trammel and contaminate glass
- Can be made of multiple materials
- Larger lids, such as ice cream containers, can be sorted as paper



Lids off means more chance the container will be empty

OI specifies no lids for glass bottles and jars



No triggers or pumps

- Issues with triggers and pumps:
- Can be made from different plastic to bottle
- Can contain metal spring





Reviewing the literature

- Focus to date has been on the literature on kerbside recycling collection systems
- Predominantly from the United Kingdom but also Europe, Australia, Canada and NZ
- 19 reports have been drawn on so far
- Looked at
 - Contamination
 - Yield and missed capture
 - Employment
 - Health and safety
 - Financial cost
 - Environmental impact



Summary of the literature to date

	Source separated/kerbside sort	Two stream with glass separate	Comingled
Contamination (7 reports)	Lowest	Middle	Highest
Yield (11 reports)	Higher net	Middle	Highest gross
Employment (1 report)	Highest with capture rates below 70%	Highest with capture rates above 70%	Second highest for both with capture rates above and below 70%
H&S (2 reports)	Inconclusive	Inconclusive	Inconclusive
Cost for whole system (10 reports)	Lowest	Middle	Highest
Environmental impact (2 reports)	Lowest	Middle	Highest



Rubbish collections

- Maximum 120-litre capacity per week, with option of reducing to fortnightly collection



or



Item 9

Attachment 1

Kerbside recycling - Option A

Three stream collection:

- Plastic and cans
- Glass
- Fibre

Kerbside sort or not



Kerbside recycling - Option B

- Wheelie bin for plastic and metal
- Crate for glass
- Crate for fibre



Kerbside recycling - Option C

Three stackable crates

- Glass
- Fibre
- Plastic and cans



Organic waste

- Weekly collection of 27-litre food waste bin
- Provision of food caddy and corn starch bags



Item 9

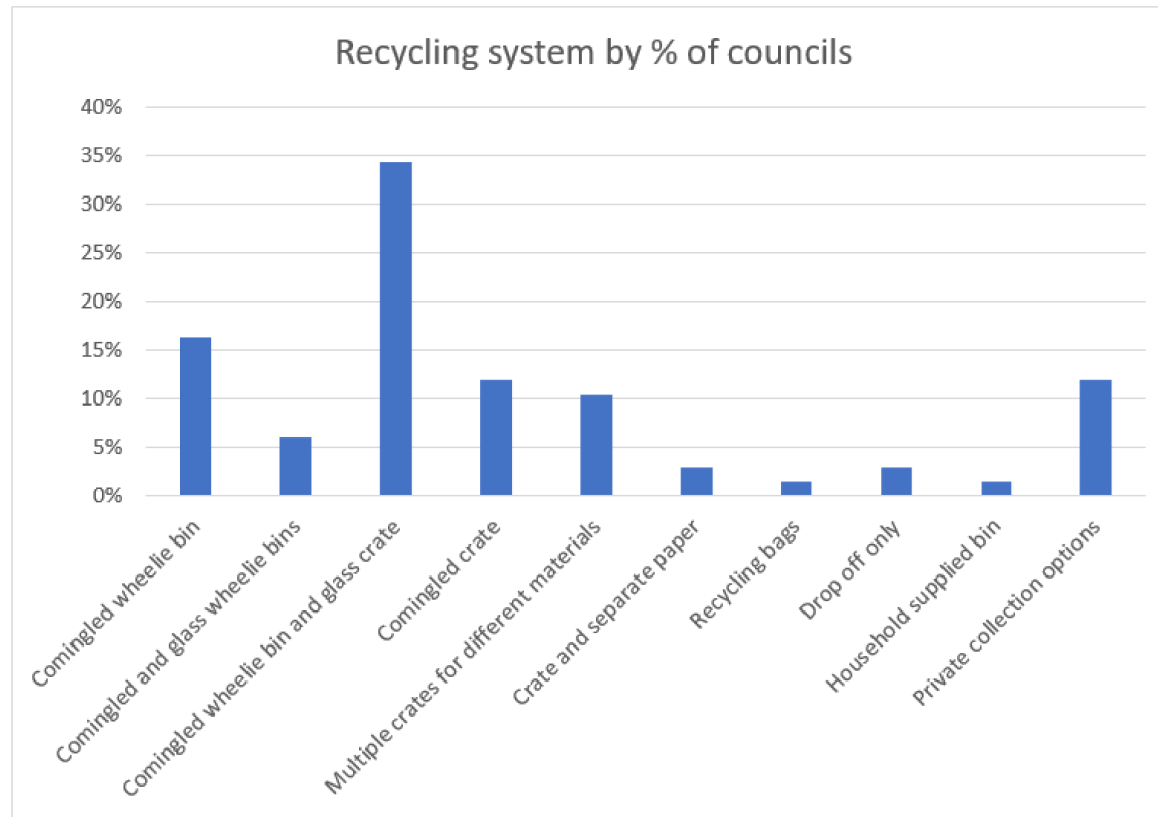
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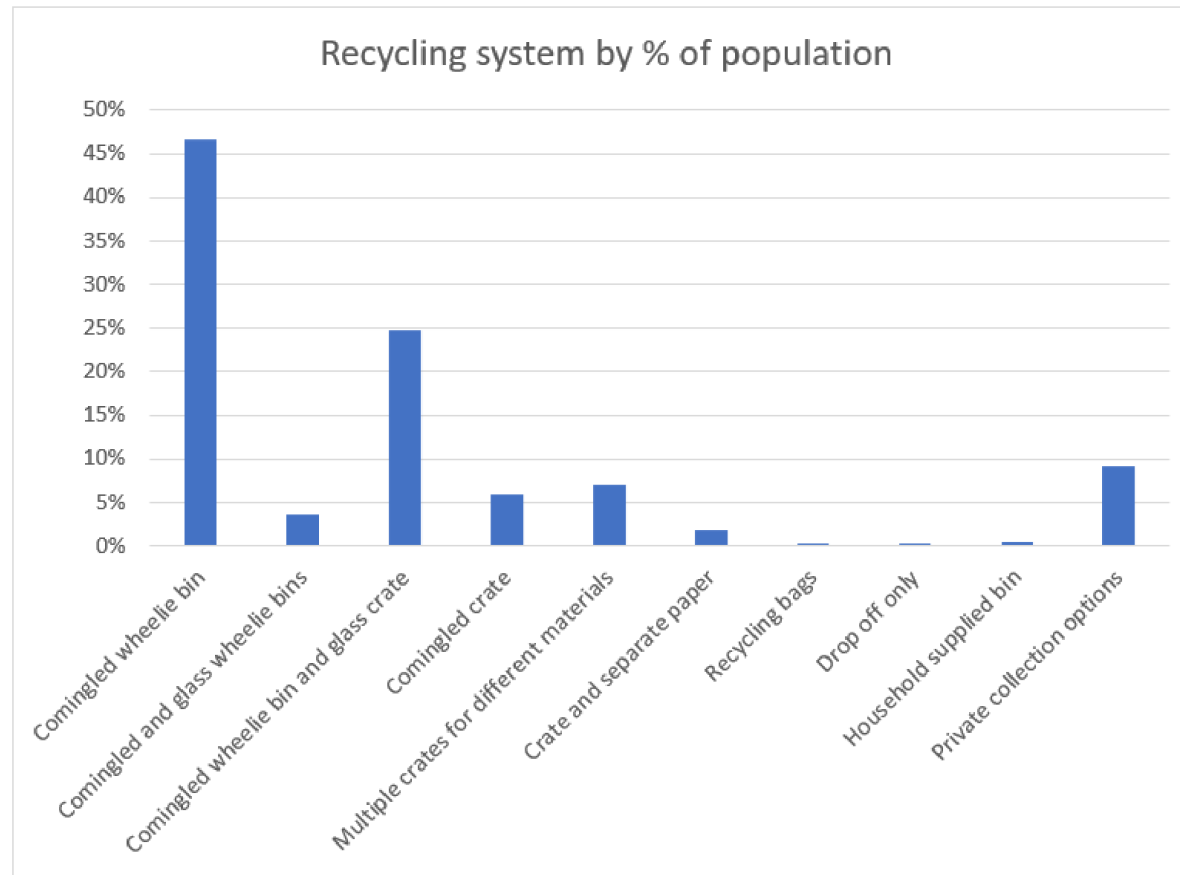
Mutunga

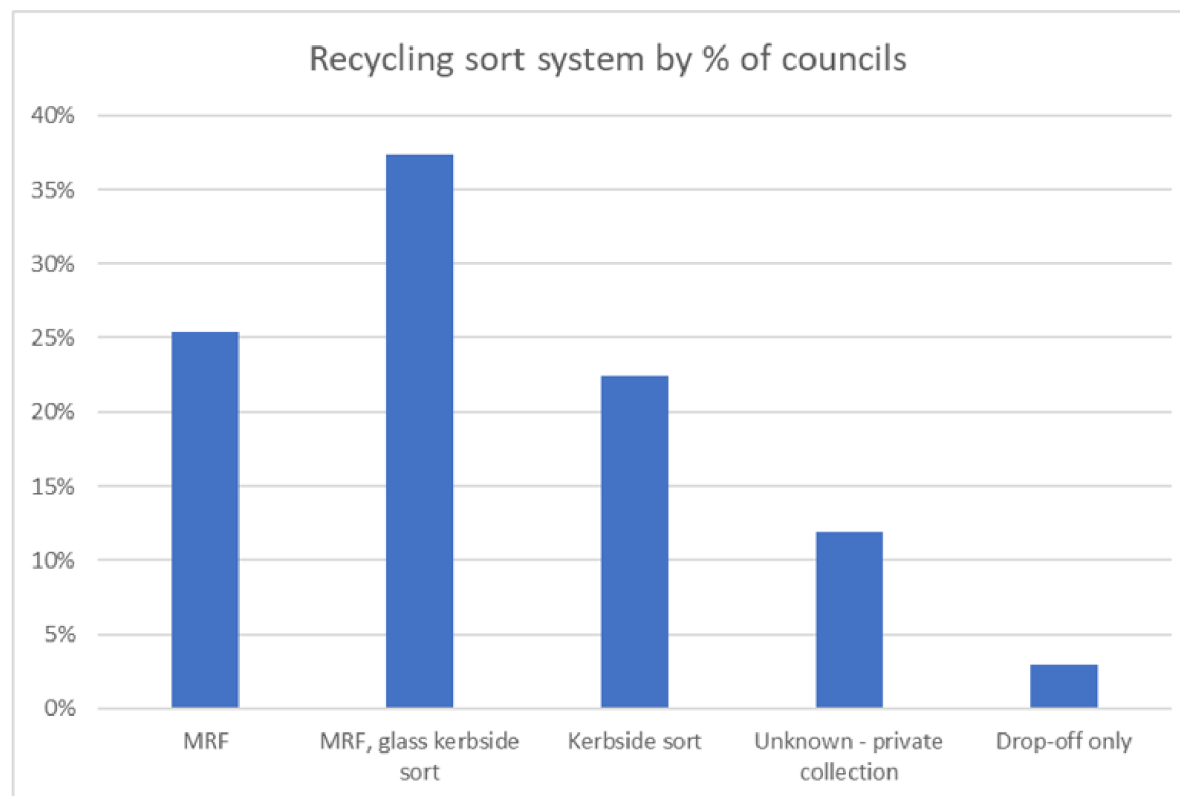
E hara taku toa
i te toa takitahi,
He toa takitini

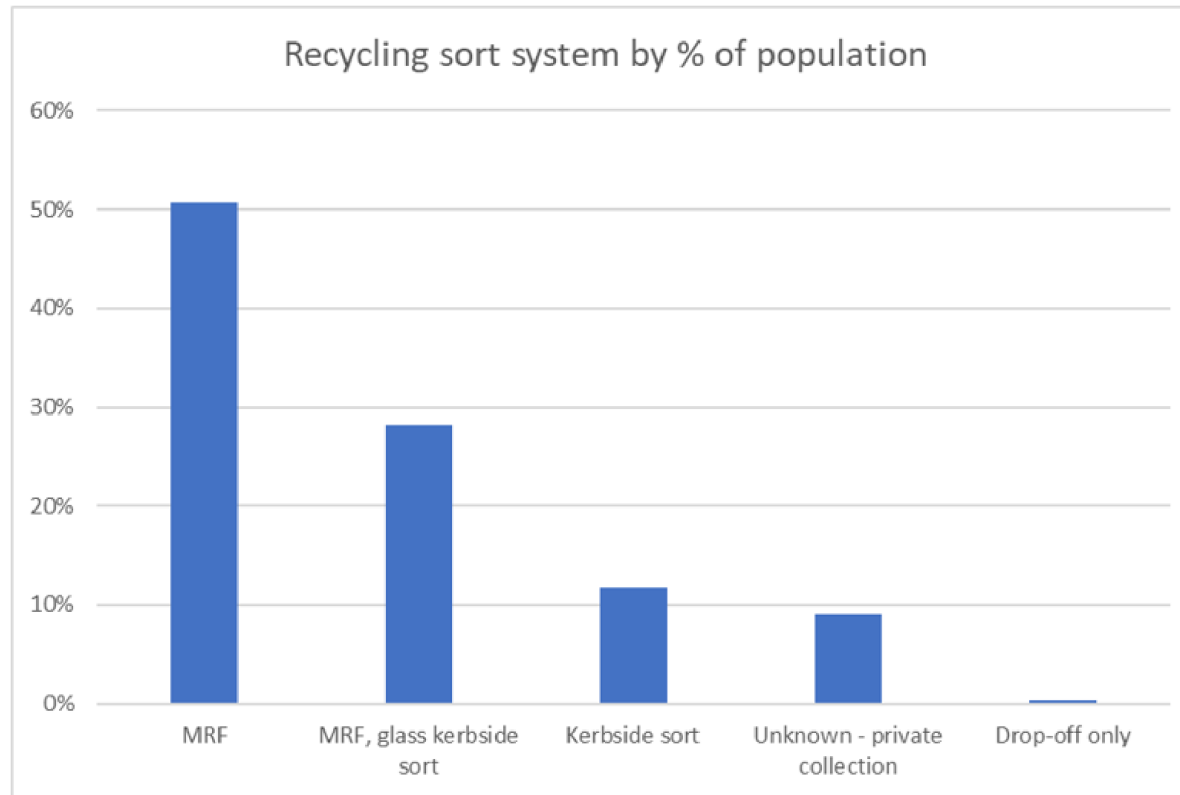
My strength is not as an individual,
but as a collective











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. Supply of Specialised Process Equipment and Maintenance Services for the Water, Wastewater and Landfill Activities) 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 enable Council to carry out negotiations	Section 7 (2) (i)
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