

Notice of Meeting:

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

Date: Thursday 27 August 2020
Time: 9.30am
Meeting Room: Council Chamber / Audio Visual Link
Venue: Municipal Building, Garden Place, Hamilton

Richard Briggs
Chief Executive

Infrastructure Operations Committee

Komiti Hanganga

OPEN AGENDA

Membership

Chairperson Cr A O'Leary
Heamana

Deputy Chairperson Cr M Gallagher
Heamana Tuarua

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

Quorum: A majority of members (including vacancies)

Meeting Frequency: Six weekly

Becca Brooke
Governance Manager
Menetia Mana Whakahaere

20 August 2020

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Purpose

The Infrastructure Operations Committee is responsible for:

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

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

Terms of Reference:

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

The Committee is delegated the following powers to act:

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

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

The Committee is delegated the following recommendatory powers:

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

Recommendatory Oversight of Policies and Bylaws:

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

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1 Apologies – *Tono aroha*

2 Confirmation of Agenda – *Whakatau raarangi take*

The Committee to confirm the agenda.

3 Declaration of Interest – *Tauaakii whaipanga*

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

4 Public Forum – *Aatea koorero*

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

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

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

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

Council Report

Item 5

Committee: Infrastructure Operations Committee

Date: 27 August 2020

Author: Carmen Fortin

Authoriser: Amy Viggers

Position: Governance Advisor

Position: Governance Team Leader

Report Name: Confirmation of the Infrastructure Operations Open Minutes 30 June 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 30 June 2020 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Infrastructure Operations Committee - Open Unconfirmed Minutes - 30 June 2020

Infrastructure Operations Committee

OPEN MINUTES

Minutes of a meeting of the Infrastructure Operations Committee held in the Council Chambers, Municipal Building, Garden Place, Hamilton on Tuesday 30 June 2020 at 9.33am.

PRESENT

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

In Attendance:	Eeva-Liisa Wright – General Manager Infrastructure Operations
	Chris Allen – General Manager Development
	Tania Hermann – Group Business Manager Infrastructure Operations
	Robyn Denton – Network Operations and Use Leader
	Jason Harrison – Unit Manager
	Marie Porter – City Waters Manager
	Trent Fowles – Compliance Manager
	Rebecca Robinson – Communications and Engagement Advisor
	James Clarke - Director Mayor's Office
	Jennifer Parlane - Parks Planner
	Katherine Johns - Strategic Transport and Engagement Leader

Governance Staff:	Amy Viggers – Governance Team Leader
	Carmen Fortin and Rebecca Watson – Governance Advisors

Cr Thomson and Cr Wilson took part in the meeting and voted via Audio Visual link.

1. Apologies

Resolved: (Cr O'Leary/Cr Bunting)

That the apologies from Cr Macpherson and Cr Forsyth for absence, Mayor Southgate, Cr Wilson and Cr Pascoe for lateness and Cr Naidoo-Rauf for early departure are accepted.

2. Confirmation of Agenda**Resolved:** (Cr O'Leary/Cr Gallagher)

That the agenda is confirmed, noting the following:

- a) that the General Managers Report be taken after Item 9 (Innovating Streets for People - Round 2 Application); and
- b) that late Item C3 (Watercare Request for Assistance) be accepted and taken following Item C2 (3 Waters Operations and Maintenance Contract Extensions - Contracts 15023 and 12046). This item is late due to the timing of information received by staff.

3. Declarations of Interest

No members of the Committee declared a Conflict of Interest.

4. Public Forum

Vanessa Williams (representing HCBA) spoke to Item 11 (Recommendation from the Central City and River Plan Advisory Group to the Infrastructure Operations Committee) in support of the continuation of the Central City Parking 2 hour free trial.

Don Good (representing Waikato Chamber of Commerce) spoke to Item 11 (Recommendation from the Central City and River Plan Advisory Group to the Infrastructure Operations Committee) in support of the continuation of the Central City Parking 2 hour free trial.

Deputy Mayor Taylor left the meeting (9.40am) at the conclusion of the above item.

5. Confirmation of the Infrastructure Operations Open Minutes 26 May 2020**Resolved:** (Cr O'Leary/Cr Bunting)

That the Committee confirm the Open Minutes of the Infrastructure Operations Committee meeting held on 26 May 2020 as a true and correct record.

Deputy Mayor Taylor re-joined the meeting (9.43am) at the conclusion of the above item. He was not present when the matter was voted on.

6. Waka Kotahi NZ Transport Agency Update

Steve Mutton (Director regional Relationships Upper North Island) provided Members with an verbal update in relation to their response to Covid-19 and the areas of focus for Waka Kotahi NZ Transport Agency going forward. He responded to questions from Committee Members concerning regional relationships, early NZTA representation in planning discussions with the Council, current thinking in Waka Kotahi concerning mode shift, funding, urban development programme, and iwi settlements and the impact on Waka Kotahi.

Resolved: (Cr Gallagher/Cr O'Leary)

That the Infrastructure Operations Committee:

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

Mayor Southgate joined the meeting (9.55am) during the discussion of the above item.

Cr Wilson joined the meeting (10.13am) during the discussion of the above item. He was present when the matter was voted on.

Mayor Southgate left the meeting (10.20am) during the discussion of the above item. She was not present when the matter was voted on.

Cr Pascoe joined the meeting (10.26am) at the conclusion of the above item. He was not present when the matter was voted on.

7. Speed Management and proposed speed limit changes on the State Highway within Hamilton

The Network Operations and Use Leader introduced the report and introduced Junine Stewart, Craig McKibbin from Waka Kotahi NZ Transport Agency. They provided Members with a update in relation to speed management controls to reduce deaths and serious injuries. Along with HCC staff, they responded to questions from Committee Members concerning speed limit on Avalon Drive, treatment available to increase roading safety, tools available to encourage compliance of speed zones and speed zone changes, plan for roading on Cobham Drive, process for additional infrastructure for crossings, data available to inform any changes, and timeframes for consultation feedback.

Staff Action: *Staff undertook to provide feedback on effectiveness of speed changes to a future meeting of the Committee.*

Resolved: (Cr O'Leary/Cr Gallagher)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) notes that a report from Waka Kotahi NZ Transport Agency concerning proposed speed limit changes on the state highway network within Hamilton City was received during this meeting; and
- c) delegates Councillors O'Leary and Bunting to work with staff to develop a formal submission to Waka Kotahi NZTA, based on the Committee's feedback, on the proposed speed limit changes to the state highway network within Hamilton City.

Mayor Southgate re-joined the meeting (10.20am) during the discussion of the above item. She was not present when the matter was voted on.

The meeting was adjourned 11.30am to 11.51am.

8. Waste Management and Minimisation Bylaw 2019 - Service Controls (Recommendation to Council)

The Compliance Manager introduced the report and provided background concerning the service controls. He responded to questions from Members concerning weight limitations of the bins, communications strategy, process for overweight bins, possibility of bylaw to regulate timing of bin placement on berm and application of this to private contractors, licencing for private contractors, discretion of charges and education for non-compliance, and the allocation of resources for education.

Resolved: (Cr O'Leary/Cr Bunting)

That the Infrastructure Operations Committee:

- a) recommends that the Council approve the specification of the following controls for the matters in relation to the collection, transportation, or disposal of waste from any property in accordance with clause 4.1 and clause 5.15 of the Waste Management and Minimisation Bylaw 2019:
 - i. Clause 5.15.d - The maximum number of hours prior to or following the collection period that a container may be placed in a public place:

Specified Bylaw Control:

Other than as specified in conditions set by Council in any written approval or licence

to collect waste from a public place as per the Waste Management and Minimisation Bylaw 2019, no container may;

- Be placed in a public place for collection more than 14 hours prior to the commencement of the collection period.
- Be left in a public place for more than 14 hours after the collection period ends.

ii. Clause 5.15.e - The maximum weight of waste put in individual containers:

Specified Bylaw Control:

For Council provided services that the maximum weight allowed in approved containers is;

- 120 litre rubbish bin – 40 Kg of refuse
- 240 litre recycling bin – 40 Kg of dry recyclable material
- Glass crate – 20 Kg of glass bottles or jars
- Food scraps bin – 15 Kg of organic material

For non-standard approved containers;

- The General Manager Infrastructure Operations is delegated to approve the maximum weight that may be set for non-standard approved containers.

- b) notes that the specified bylaw controls will be made available to the public as a document on the Hamilton City Council website alongside the Waste Management and Minimisation Bylaw 2019; and
- c) notes that communication of the specified bylaw controls will be completed using a public notice as required by clause 4.1a of the Waste Management and Minimisation Bylaw 2019.

9. Innovating Streets for People - Round 2 Application

The General Manager Infrastructure Operations introduced the report and explained the Innovating Streets for People Project. Staff responded to questions from Members in regards to the implications of the planned works at Worley Place, cost of the street party launch event, consultation process for approved projects, and opportunities for multi-modal options such as holding markets.

Staff Action: *Staff undertook to report back to the Infrastructure Operation's Committee in regard to applications for funding of short falls.*

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

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) approves the proposed project for the Innovating Streets for People for the Round 2 application for completion in the 2020/21 financial year utilising reassignment of local share funding of \$30,000 from the Transport Improvement Programme.

Cr Bunting Dissenting.

The meeting is adjourned 12.59pm to 1.50pm.

10. Information Only Reports to be received

The reports were taken as read, noting the below.

- Network Operations and Use Leader provided a verbal update of Vision Zero following an incident involving a cyclist.
- The Network Operations and Use Leader, as well as Cr Thomson and Cr Gallagher provided a verbal update of the Regional Land Transport workshop which had taken place.
- Cr Wilson provided an update regarding Passenger Rail. He indicated that taggers had broken into the Wellington KiwiRail facilities and tagged all the carriages, therefore anti-graffiti technology is now a major consideration. He responded to questions from Elected Members concerning the Frankton station, customer facilities available for commuters, and best practice in terms of the facilities and staff training. Cr Wilson indicated that VIP invitations for a trial run in October will be sent out shortly.

Resolved: (Cr O'Leary/Cr Bunting)

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

- Speed Management Programme for Hamilton Local Roads 2020/21; and
- General Managers report.

Cr Naidoo-Rauf retired from the meeting (2.15pm) during the discussion of the above item. She was not present when the matter was voted on.

11. Recommendation from the Central City and River Plan Advisory Group to the Infrastructure Operations Committee

The report was taken as read.

Resolved: (Deputy Mayor Taylor/Cr Wilson)

That the Infrastructure Operations Committee:

- a) receives the report presented to the Central City and River Plan Advisory Group (**attachment 1 of the staff report**); and
- b) approves the Central City and River Plan Advisory Group's recommendations to:
 - i. extend the Central Business District 2 Hour Free on-street parking trial to 30 June 2021 to align with the completion and approval of the Central City Transformation Plan (CCTP) refresh;
 - ii. request staff investigate a reduced 2 hour free parking area and removal of some 2-hour free parking from 1 July 2020, to enable increased commuter revenue of \$400,000
 - iii. request staff provide an update report by April 2021 on the Central Business District 2 Hour Free on-street parking trial to the Infrastructure Operations Committee; and
 - iv. request Central City parking, including areas for shoppers and commuters, be included for consideration as part of the 2021-31 Long Term Plan process, and is to be aligned with:
 - Hamilton Parking Principles
 - CBD Parking Precinct Plan
 - Central City Transformation Plan (CCTP) Refresh
 - Parking technology improvements.

12. Resolution to Exclude the Public**Resolved:** (Cr O'Leary/Mayor Southgate)**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 26 May 2020) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
C3. Watercare request for assistance)	
C2. 3 Waters Operations and Maintenance Contract Extensions - Contracts 15023 and 12046		

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

Item C1.	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
Item C3.	to enable Council to carry out negotiations	Section 7 (2) (i)
Item C2.	to enable Council to carry out negotiations	Section 7 (2) (i)

The meeting went into a public excluded session at 2.27pm

The meeting was declared closed at 3.32pm

Council Report

Item 6

Committee: Infrastructure Operations Committee

Date: 27 August 2020

Author: Robyn Denton

Authoriser: Eeva-Liisa Wright

Position: Network Operations and Use Leader

Position: General Manager
Infrastructure Operations

Report Name: Waka Kotahi NZ Transport Agency Update

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

1. To inform the Infrastructure Operations Committee about Waka Kotahi NZ Transport Agency (Waka Kotahi) activities in the greater Hamilton area via a verbal update from Waka Kotahi staff.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee:
 - a) receives the verbal report; and
 - b) thanks Waka Kotahi NZ Transport Agency for their update.

Attachments

There are no attachments for this report.

Council Report

Committee: Infrastructure Operations Committee
Date: 27 August 2020
Author: Eeva-Liisa Wright
Authoriser: Eeva-Liisa Wright
Position: General Manager
 Infrastructure Operations
Position: General Manager
 Infrastructure Operations
Report Name: Joint Committee Updates

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

1. To provide an update to the Infrastructure Operations Committee on Joint Committees that have Elected Member or Hamilton City Council staff appointments.
2. To seek endorsement from the Infrastructure Operations Committee for the Hamilton-Waikato Mode Shift Plan developed by Waka Kotahi NZ Transport Agency in conjunction with Hamilton City, Waikato and Waipa District councils.

Staff Recommendation - *Tuutohu-aa-kaimahi*

3. That the Infrastructure Operations Committee:
 - a) receives the report; and
 - b) endorses the Hamilton-Waikato Mode Shift Plan.

Executive Summary – *Whakaraapopototanga matua*

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

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

5. The Regional Transport Committee (RTC) met on the 27th July 2020. Councillor Macpherson represented Hamilton City Council with apologies being provided by Councillor O'Leary (nominated representative). Mayor Southgate and Councillor Gallagher were also in attendance.
6. 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.'

7. The key topic's covered in the meeting were:
 - i. **Waka Kotahi New Zealand Transport Agency update** included a presentation provided by Steve Mutton (Waka Kotahi New Zealand Transport Agency Director Regional Relationships Upper North Island).
 - ii. **Regional Road Safety Report** updated the Committee on regional road safety issues, the review of the operative Waikato Regional Road Safety Strategy and speed management. A copy of the Hamilton City Council staff submission on the proposed Regional Road Safety Strategy is included in the General Manager's information only report to this committee.
 - iii. **The Regional Transport Story** sought the Committee's endorsement of the Waikato Regional Transport Story. This document has been developed as a communications tool for regional transport stakeholders to help explain the value for the Waikato of the regional layer in New Zealand's transport planning and investment system.
 - iv. **Transport Planning and Projects Report** provided an update on current regional transport policy and planning matters.
 - v. **Regional Public Transport Projects Update** provided an overview of the implementation of the [Waikato Regional Public Transport Plan 2018-28](#) and key regional public transport projects.
 - vi. **Regional transport issues forum** was an opportunity for members to raise and discuss regionally significant transport issues in an open forum
 - vii. **Development of the Regional Land Transport Plan 2021 Report** considered recommended changes to the 2021 Regional Land Transport Plan Vision, objectives and priorities as workshopped by the Committee on 29 June 2020.
8. Two workshops were held following the completion of the RTC meeting:
 - **Regional Land Transport Plan 2021 development** – discussed objective weightings, headline targets and the prioritisation methodology.
 - Speed Management discussed the Ministry of Transport discussion document which sets out early thinking on the proposed changes to the Speed Limit Rule.
9. A copy of the Waikato Regional Council RTC full agenda, minutes and presentations can be found via the following [link](#).
10. The next RTC meeting is programmed for 28 September 2020.

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

11. The last Regional Connections Committee (RCC) meeting was held Friday 15 May 2020.
12. The agenda, minutes, and key resolutions from this meeting were presented to the Infrastructure Operations Committee (30 June 2020) via the General Managers Report (Item 12).
13. The latest RCC Meeting was held on Friday 14 August 2020. A copy of the Waikato Regional Council RCC agenda can be found via the following [link](#).
14. Key items on this agenda include:
 - a) a presentation by Sarah Loynes from Waka Kotahi NZ Transport Agency on the draft Mode Shift Plan and seeking Regional Connections Committee endorsement of the Plan;
 - b) seeking Committee endorsement of the proposed East / West bus route alignment for public consultation;

- c) to update the Committee on public transport patronage and implementation of the new Bee Card Ticketing system; and
 - d) Seeking Committee endorsement of the draft 2020/2021 Joint Public Transport Improvement Programme for Hamilton and to update the Committee on implementation risks
15. At the RCC meeting (14 August 2020) the following was resolved regarding the Waka Kotahi NZ Transport Agency Draft Hamilton-Waikato Mode Shift Plan (refer Attachment 1) which required the plan be referred to HCC's Infrastructure Operations Committee for its consideration and endorsement:
- Moved By: Cr A O'Leary*
- Seconded By: Cr S Thomson*
- Resolved: (Section A under delegated authority)*
- 1. That the report Draft Mode Shift Plan August 2020 (Regional Connections Committee 14 August 2020) be received*
 - 2. That the Regional Connections Committee endorses the draft Mode Shift Plan and recommends the plan be referred to Hamilton City Council's Infrastructure Operations committee for consideration and endorsement.*
 - 3. That the Regional Connections Committee notes that the Draft Mode Shift Plan may need to be updated to reflect the final outcomes for the Regional Land Transport Plan and respective Long Term Plans, that are currently in the process of being developed by respective partner Councils.*
16. Three RCC workshops have been held between the Committee meetings.
17. The first RCC workshop was held Friday 26 June 2020. Staff from WRC and HCC workshoped a draft joint works programme with Committee members. HCC staff also provided an update on the Transport Centre Rejuvenation business case.
18. The second RCC workshop was held on the 14 July 2020. Sarah Loynes from Waka Kotahi NZ Transport Agency and staff (including Waikato Regional Council) workshoped with Committee members the draft Mode Shift Plan.
19. The third RCC workshop was held Friday 31 July 2020. WRC staff workshoped with Committee members a new East/West bus route alignment.

Waikato Regional Council – Start up Passenger Rail (General Manager Development)

20. A separate report is being presented within this agenda for 27 August 2020 Infrastructure Operations Committee – Te Huia Service Update.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

22. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').

23. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report as outlined below. The recommendations set out in this report are consistent with that purpose.
24. There are no known social, economic, environmental or cultural considerations associated with this matter due to this report being for information only.

Risks – *Tuuraru*

25. There were no known risks identify during the formation of this report.

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

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

Attachments

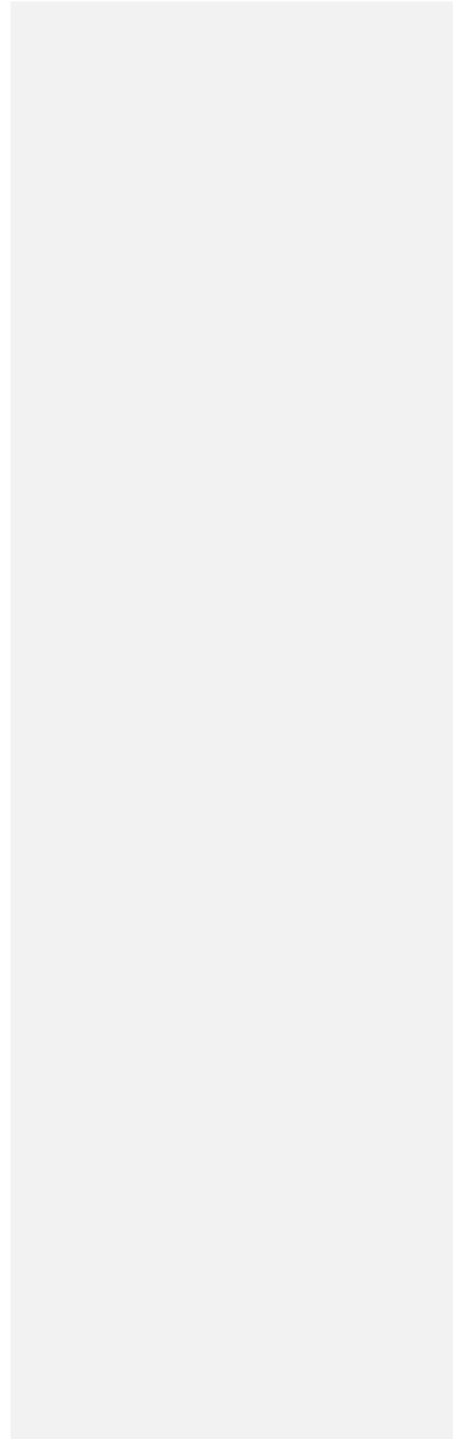
Attachment 1 - Hamilton-Waikato Mode Shift Plan FINAL DRAFT July 2020

HAMILTON-WAIKATO

MODE SHIFT PLAN

FINAL DRAFT (TO BE FINALISED FOR GRAPHIC DESIGN
– ILLUSTRATIONS TO BE IMPROVED – NOTE VERY
MINOR AMENDMENTS TO BE MADE FOLLOWING RCC
COMMITTEE/COMMENTS FROM HCC)

JULY 2020



1.6 CONTEXT

Background

Waka Kotahi NZ Transport Agency have recently framed the requirement for mode shift in our rapidly growing cities through both Arataki (Waka Kotahi's 10 year plan) and through Keeping Cities Moving. Mode Shift Plans for the fastest growing cities were part of the KCM Action Plan and are a requirement of the Minister of Transport. The primary goal of these plans is to 'increase the share of travel by public transport, walking and cycling'¹.

Keeping Cities Moving set out the case for change:

Over the past 70 years New Zealanders have become increasingly reliant on private vehicles to meet their travel needs. While private vehicles are well suited to many transport tasks due to their flexibility and speed, such a high level of reliance in cities where space is constrained, and the population is growing, is not sustainable.

Current reliance on private vehicles also means that owning and regularly using a car has become a pre-requisite to fully participating in society. This is contributing to a number of problems like congestion, poor quality urban environments, pollution and carbon emissions, poor public health and high travel costs.

Growth in our population and economy means we need to work now to develop a modern transport system that addresses these issues and supports our cities to be thriving places with great quality of life.

Increasing the share of travel by public transport, walking and cycling in New Zealand's cities (what is known as 'mode shift') has a critical role to play in improving the wellbeing of New Zealanders by shaping a more accessible, safe and sustainable transport system.

It's not possible to accommodate more and more private vehicles within limited street space. They are a relatively inefficient means of moving people. And adding road capacity without providing alternative travel options tends to encourage more vehicle travel, often negating any initial congestion relief over time. The 'space efficiency' of public transport and active modes means that we can help people move around more easily without reducing their quality of life.²

This Mode Shift Plan is intended to align and supplement the Urban Growth Agenda, the longer term transport planning and spatial planning for the Hamilton Waikato Metro Area. This reflects the National Policy Statement on Urban Development 2020³ which "aims to ensure that New Zealand's towns and cities are well-functioning urban environments that meet the changing needs of our diverse communities".

The geographical focus of this plan is Hamilton City and the main towns of Te Awamutu and Cambridge in Waipa and Ngaruawahia in Waikato District. This aligns with the Metro Spatial Plan and reflects the local travel-to-work patterns. This is also the area of which higher travel demands are being forecasted and this Mode Shift Plan is intended to target on addressing.

Longer term spatial planning confirms the need to use appropriate public transport and walking/cycling investment to deliver affordable growth in employment and housing. This acknowledges that reduced and dispersed density development results in high servicing costs in terms of three waters and transport but more importantly loss of habitat and other associated poor environmental outcomes.

Focus of Mode Shift

Keeping Cities Moving identified the priority journey purposes and time periods that are the focus of mode shift and why. Figure 1 below shows the key priority, trips, modes and times for mode shift and why these have been chosen.

Commented [SL1]: Added as a result of comments from Luke O Dwyer

Commented [SL2]: Added as a result of conversation with Melissa and Katherine at HCC on the 21st July

¹ Keeping Cities Moving, Waka Kotahi, 2019 pg 5

² Keeping Cities Moving, Waka Kotahi 2019 pg 5

³ <https://www.hud.govt.nz/urban-development/national-policy-statement-on-urban-development-nps-ud/>

WAKA KOTAHI NZ TRANSPORT AGENCY

DOCUMENT TITLE // 2

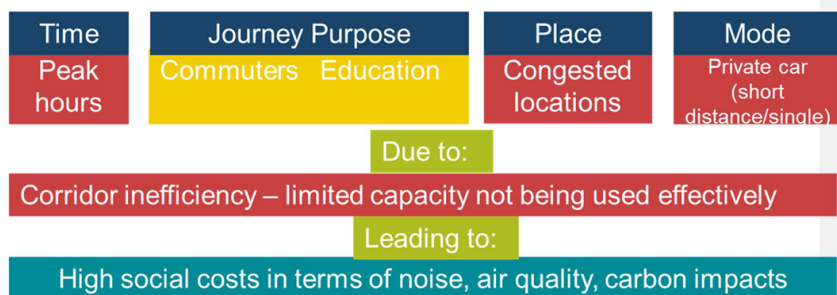


Figure 1: The focus areas for Mode Shift

KCM also provided guidance on three main focus areas for delivering mode shift:

- **Shaping urban form** – Encouraging good quality, compact, mixed-use urban development will result in densities that can support rapid/frequent transit (and vice versa), shorter trips between home and work/education/leisure, and safe, healthy and attractive urban environments to encourage more walking and cycling.
- **Making shared and active modes more attractive** – Improving the quality, quantity and performance of public transport facilities and services, and walking and cycling facilities will make more people want to use them. This can involve both optimising the existing system (e.g. through reallocating road space) and investment in new infrastructure and services, and providing better connections between modes.
- **Influencing travel demand and transport choices** – Changing behaviour may also require a mix of incentives and disincentives (or 'push' and 'pull' factors) to either discourage use of private vehicles (by making them less attractive relative to other options) or making people more aware of their options and incentivising them to try something new. This may include parking policies, road pricing, travel planning and education.

Purpose

The purpose of the mode shift plan in Hamilton and surrounds is to set out the 'why' and 'what' to achieve Mode Shift over the next 0-6 years. This document sets out:

- The trends that are influencing the demand for travel and mode choice in Hamilton and surrounds.
- The relative scale of these travel demands within the City, within the towns and between these locations.
- The barriers to achieving mode shift and therefore where investment should focus by each mode.
- The key locations for investment based on the above travel demands, congestion points and future growth plans.

The development of Mode Shift Plans is a central government requirement with the projects identified intended to be prioritised in the Regional Land Transport Plan and through the Waka Kotahi Investment Decision Making Framework. This document sets out the Strategic Case behind the investments in the document. It is also likely that projects that can demonstrate a high alignment with the parameters outlined in this plan will be given high alignment scores through the investment process.

Updates to this plan, particularly the implementation section, will be considered as part of annual reviews and LTP updates. It may also be necessary to amend the document if the drivers of the challenges and opportunities **change**.

The Mode Shift Plan is also well aligned to the Ministry of Transport Outcomes Framework, this alignment is discussed towards the end of this document.

Commented [SL3]: Text added as per email from Eva-Liisa

Importance of Mode Shift to the partners

Waka Kotahi have a remit to develop mode shift plans and assist in the delivery of mode shift across the high growth Cities. Here in the Waikato, the partners have long recognised the need for mode shift through their plans and strategies.

Hamilton City Council developed the Access Hamilton Strategy of 2010; the aims of the strategy are to:

- Support Hamilton's economic, social, environmental and cultural well-being.
- Support the land use, sustainability and economic development objectives for a compact city with consolidation and intensification around key nodes and a vibrant city centre.
- Manage incremental change in the transport and land use system necessary to achieve Hamilton's strategic objectives.
- Position infrastructure and land development to meet the city's long term needs.

Hamilton City Council, Waikato Regional Council (WRC) and Waka Kotahi jointly developed the Access Hamilton Programme 2018 which was adopted by HCC and the strategic direction endorsed by WRC and Waka Kotahi. The Access Hamilton Programme has a strong alignment with the prioritisation of mode shift and provides mode shift targets for the City.

Waipa District Council have an Integrated Transport Strategy that set out the following vision:

"People and freight in Waipa have access to an affordable, integrated, safe, responsive and sustainable transport system that supports community aspirations".

Waikato District Council have completed a community consultation process through 'Blueprint' this identified a vision of:

"Liveable, Thriving and Connected Communities /He noohanga aahuru, he iwi whai ora, he hapori tuuhono tahi". For many communities this was also linked to improved walking, cycling and public transport.

Waikato Regional Council have identified the need for mode shift in the Regional Land Transport Plan:

"[Encourage] mode shift from private vehicle trips to walking, cycling and public transport by providing more transport choice (enhancing public transport services and cycling networks, particularly in Hamilton but also for our regional towns, and advocating for an interregional passenger rail option between Hamilton and Auckland) and focusing on providing transport choice for people with less or limited access to transport."

Overall therefore all the partners have identified the following desirable outcomes in relation to mode shift:

- Supporting sustainable growth through mode shift
- Improving affordability and choice of transport for all
- Improving safety
- Integration of transport modes

These elements specifically relate to the local context of the area which is described below.

Climate Change Response (Zero Carbon) Act

It is noted that both Waka Kotahi and the partners to the Plan are also fully aware of the increasing pressure to reduce carbon emissions from transport. This is legislated within the Climate Change Response (Zero Carbon) Act. Mode Shift Plans are also a critical component in the response to this Act and delivery of a change in carbon use associated with transport. Mode shift achieves this in two key ways:

- Through creating the right conditions for people to use less carbon intensive transport modes
- Through assisting in controlling and reducing congestion in cities

Hamilton City Council have committed to a developing a Climate Change Accord with Waikato-Tainui and the Regional Council supporting this. Reports undertaken by the Council have identified that 62% of carbon emissions in the city relate to land transport and have identified significant funding within the LTP for cycling to reduce these emissions⁴.

⁴ <https://www.hamilton.govt.nz/our-city/climate-change/Pages/default.aspx>
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DOCUMENT TITLE // 4

2.6 CURRENT SITUATION: CHALLENGES, OPPORTUNITIES AND BARRIERS

Challenges

Population growth

Hamilton City and surrounds are growing quickly, population and growth between 2006 and 2018 in each of the main centres is shown in Figure 2 below.

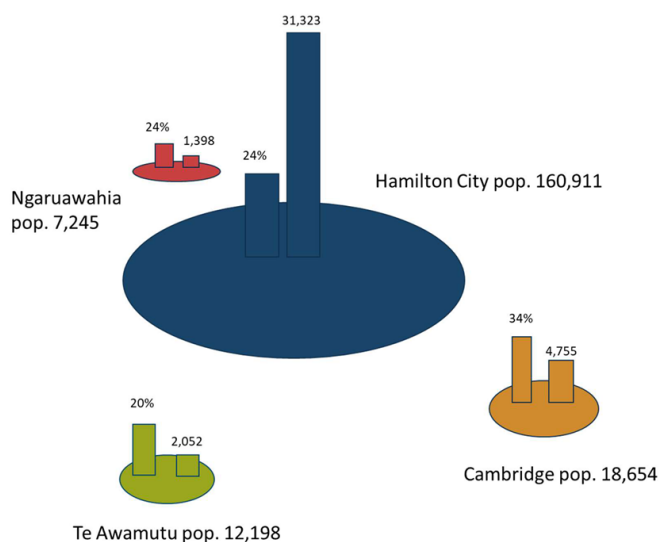
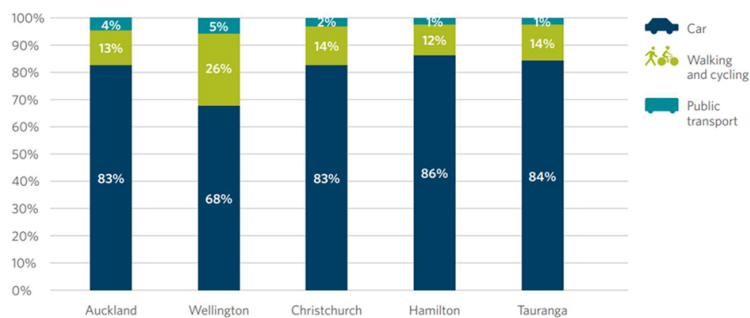


Figure 2: Population growth (percentage and absolute) in Hamilton City and surrounding Towns between 2006-2018⁵.

Challenge: High car use facilitated by high roading investment

Hamilton currently has some of the highest car use rates for trip making in the country. This is likely to reflect the high levels of roading investment within the city, such as the delivery of the Waikato Expressway and SH1 around the west of the City. This investment has supported the growing importance of Hamilton as part of the Upper North Island freight system and also as a centre for manufacturing. However, many of these strategic roads have also enabled short distance vehicular movement within the city and result in additional separation of communities making it preferable to drive.

⁵ Population data taken from Stats NZ – Place Summaries This includes latest data from selected urban Statistical Areas (SAs). Pop data: <https://www.stats.govt.nz/tools/2018-census-place-summaries/>
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SOURCE: New Zealand Household Travel Survey data (2014-2018)

Figure 3: Mode Share of total trip legs in NZ (2014-18)

Local spending on roading is documented through predicted RLTP spending (based on the 2018 RLTP). This sees 94% of all transport spending on roads. Looking at the areas associated with Hamilton, Ngaruawahia, Cambridge and Te Awamutu (the wider metro area) the per person spending by mode is estimated at:

- \$2,400 per person on roading;
- \$100 per person on public transport; and
- \$40 per person on walking and cycling⁷

Whilst roading spend might incorporate some of those other modes (e.g. a new road might be constructed with a bus or cycle lane), the level of spending on public transport and walking and cycling schemes is extremely low. The funding for walking and cycling is only a sixtieth of what is being spent on roading.

Continued growth and high car use creates congestion and reduces productivity

This population growth is resulting in increasing traffic congestion on key roads in the City and towns. Figure 4 below shows an extract from Google Maps illustrating the relative levels of congestion on a typical weekday evening peak. The orange colour represents the lowest level of speed change with red representing the highest levels. At around 5:20pm on a typical weekday there are a number of hotspots around the bridges and the hospital. By 6pm most roads have returned to largely free-flowing conditions (see Figure 5). It should be noted that though orange areas are shown in this figure these exist at 12 noon (and in the middle of the night in some cases) these are therefore likely to reflect free flowing conditions when a trip between the CBD and Te Rapa takes only 15 minutes.

Whilst congestion tends to currently be restricted to key roads and a one-hour period, peak spreading can be expected if the current car use trends shown in Figure 4 continue. This congestion creates issues with poor air quality, high carbon emissions, journey time reliability and significantly reduced amenity for walking and cycling. In the long term it creates demand for further urban sprawl.

⁶ A trip is one journey to or from a location, so for example a journey that starts at home, stops at a school and then finishes at work is made up of two trip legs, the first leg from home to school then a second leg from school to work.

⁷ Figures provided by Waikato Regional Council

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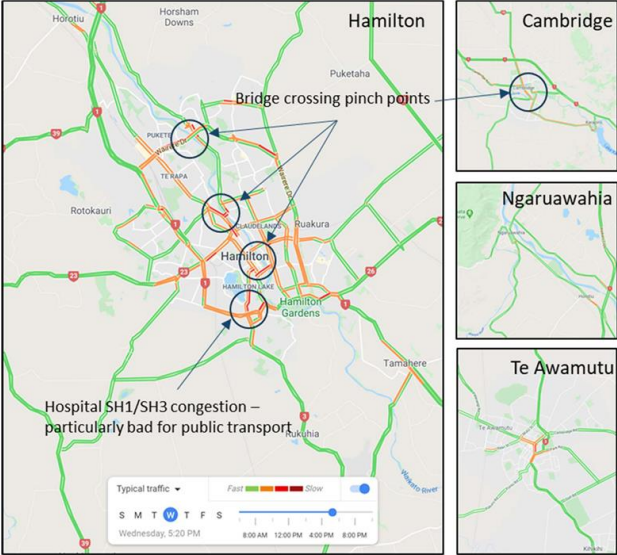


Figure 4: Traffic speeds on key routes 5.20pm (Map data ©2020 Google): note orange lines represent the lowest level of delay red the highest.

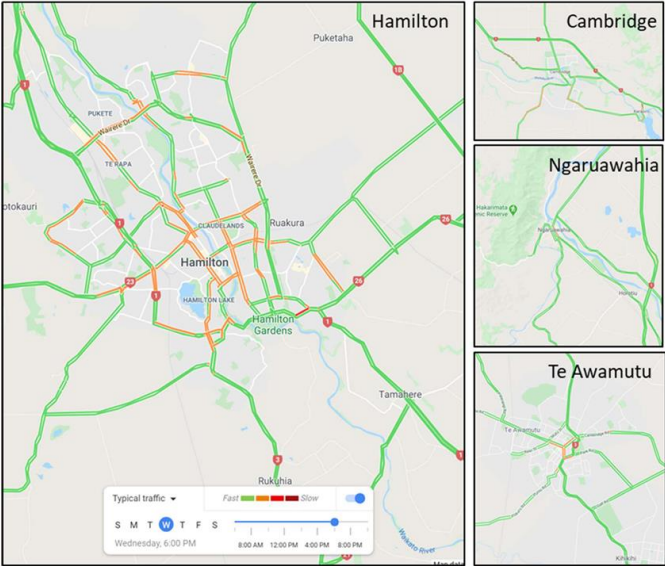


Figure 5: Traffic speeds on key routes 6.00pm (Map data © 2020 Google): note orange lines represent the lowest level of delay, red the highest.

Movement in the City and surrounding towns

Figure 6 below shows the modelled car journeys between the key Districts in the Waikato in the morning peak period. The figure below illustrates that Hamilton City internal trips dominate peak hour travel in region, making up approximately 73% of all trips. Internal journey demands by car in Waipa are a larger share of journeys for this District than external trip making between Waipa and Hamilton, this is likely to reflect the relatively high employment/residential ratios in the towns of Cambridge and Te Awamutu, reflecting a longer-term heritage of these locations serving a wider local hinterland. Waikato District currently shows the reverse, with higher car journeys coming into Hamilton City than internal to the District. These travel patterns support the investment being made in considering improved walking and cycling in these towns and the demand patterns into Hamilton suggest there is a potential for a gradual increase in bus mode share moving forward, with a focus on the northern routes.

Commented [SL7]: Figure needs to be more simple - work with design

Commented [SL8]: Note – HCC requested a % traffic from Cambridge – not data that is available so cannot be added...

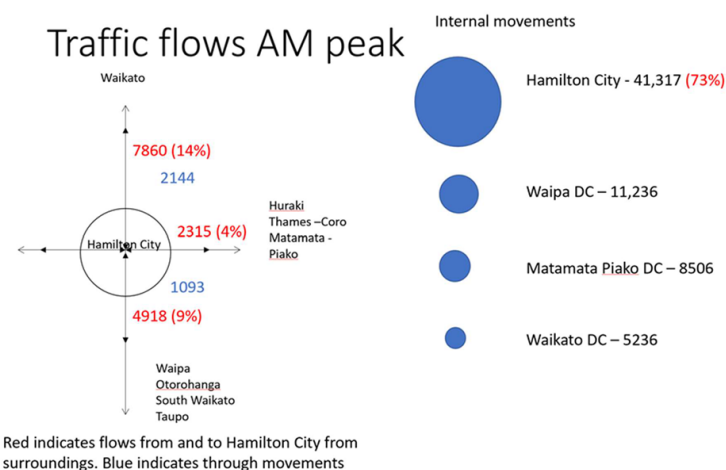


Figure 6: Modelled traffic demand within and between the Districts

The greatest gains through investment in alternative modes is both where high congestion and high travel demand exists.

This data above indicates that:

- Internal trip making within Hamilton City is the highest and is matched with more congested locations.
- That travel demand between Waikato District and areas to the north is currently modelled as higher than from the south.
- Travel demand to the east is significantly lower which is likely to reflect historic interaction between these Districts and Hamilton.

Current geographic features and land use has a high influence on where people are travelling and where congestion occurs.

Travel demand within Hamilton and each town is driven by a number of key land use and geographic features. Figure 7 below shows key current land use patterns. Key features to note are:

Hamilton City

- The largest employment areas and the hospital are mostly located to the western side of the Waikato River with mainly residential areas on the eastern side of the River.
- This drives high demand over the main bridges (approximately 44% of all traffic⁸), most of these bridges are not well designed for all modes, every existing bridge in the city is deficient for walking and cycling.
- There are a large number of schools that are accessed using one main corridor in the Eastern residential areas.
- The employment on the west largely follows the SH1/North Island Main Trunk rail line.
- The city has a number of growth cells open on the edges of the city, this combined with intensification in the existing urban core means that the transport network needs to be improved. Greenfield sites present the opportunity to get things right first time for walking and cycling and public transport. However, without linking improvements to employment and schools mode shift will be minimal.

Commented [SL9]: ADD RAILWAY SEPARATION

Cambridge, Ngaruawahia, Te Awamutu

- Cambridge has some similar issues around bridge crossings with the main link into the CBD being across an old bridge with limited space for walking and cycling, only to one side and less than 2m wide. The town is also developing a large area to the north of the city at Hatupu, connecting these new industrial areas will be important to reducing traffic on strategic roading corridors.
- Ngaruawahia has similar issues with the severance as a result of the river, with one bridge crossing linking the settlements to the east of the main town centre and another bridge to the west. Both of these bridges only contain a narrow footway to one side. Ngaruawahia has tended to grow to the south, moving the urban form down towards Horotui. Currently the SH network here is limited for other modes with the river path being used.
- Te Awamutu has less obvious geographic constraints but has SH3 running through the town resulting in conflict between walkers and cyclists and trucks. This is highlighted by the District Council with respect to the Cambridge Road/SH3 roundabout in the centre of Te Awamutu.

These geographic features – particularly the rivers represent an opportunity. If we want other modes to compete, they need to be comparable in terms of journey times. New infrastructure that provides walk and cycle links can help to create a competitive environment for these modes, thereby helping to reduce vehicular pressures on road bridges and other roading.

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⁸ Figure provided by HCC based on SCATS data
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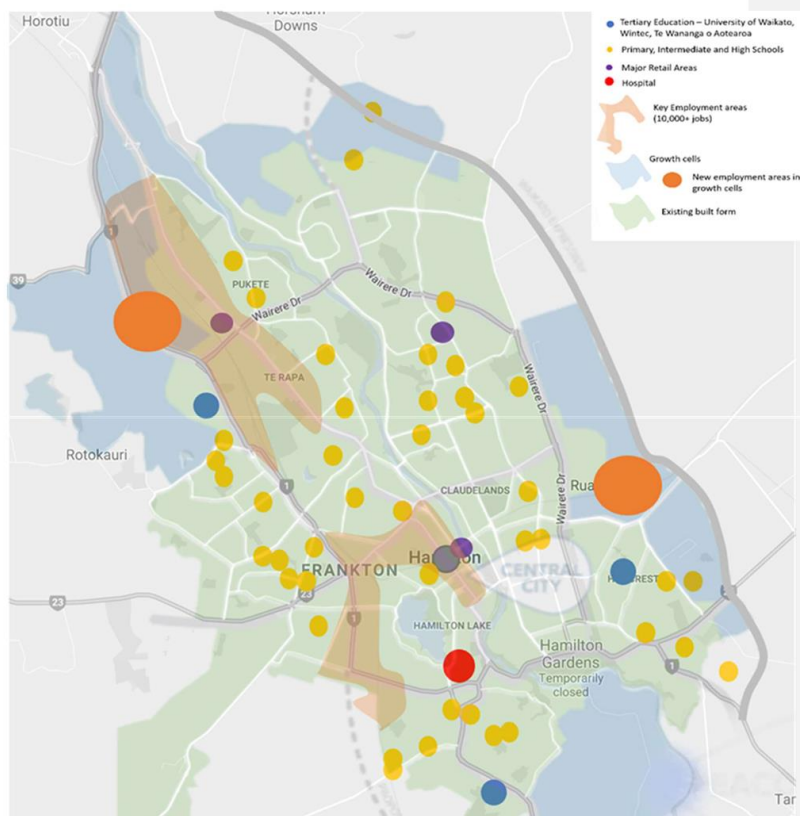


Figure 7: Hamilton City Employment areas, schools, hospital and growth cells

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Summary of Challenges

Current situation high growth, high car use leading to increased congestion that:

- Reduces efficiency of infrastructure: high car use is not an efficient use of what is a finite resource – land and bridges (see information box below).
- Increased car ownership⁹: this appears to be a continuing trend in NZ and if combined with increased density can lead to increased pressure for on-street parking. This makes it more difficult to use this space to deliver cycling and bus lanes, protection of valuable street space will be critical in cities and towns which want to reallocate space in the future.
- Drives poorer air quality, increased noise, reduced amenity for walking, cycling and public transport.
- Which creates an environment under which those without a car cannot participate fully in society.
- High carbon use for travel: single occupancy vehicle travel by car is very carbon intensive.

⁹ "For every one thousand New Zealanders (including children) there are 792 light vehicles (cars, vans, SUVs and utility vehicles). This is a 23 percent increase over the past decade." Ministry of Transport 2018 <https://www.transport.govt.nz/news/land/we-are-driving-further-and-more-than-ever-before/>

- Increasingly unaffordable infrastructure: delivering and maintaining the built infrastructure is increasingly costly.
- Increasing operational costs (fuel/wear and tear/parking) of transport both to individuals and providers.

If alternative modes are not able to be brought into dense employment locations like the CBD, there will be increasing demands for commercial space outside the centre as people choose to go to places where it is 'easier' to access.

Corridor efficiency – best use of scarce resource

Creation of efficient corridors can require the re-allocation of road space in some locations, in the first page of this Plan the importance of mode shift to achieving growth was outlined. This will also require a change in mindset about what efficient use of infrastructure represents, away from measures that consider solely vehicular carrying capacity and towards measures which relate to people carrying capacity.

In the figures below the carrying capacity of a single lane is shown, with just private cars, cycleways, mixed traffic with buses and with bus lanes. This shows how relatively inefficient cars are at carrying people. The example shows how a cycle lane can easily lift the carrying capacity of a road.

Maximising the people carrying capacity of existing corridors is critical in cities, due to the high costs and scarcity of land. But reallocation of road space can also mean land can be turned over to public realm space that businesses can use.

Carrying capacity of a single lane road



Application of one change – car parks to cycle lane



The mode shift plan therefore seeks to de-couple economic growth from its unwanted negative effects, creating affordable growth that does not jeopardise the environmental and liveable future that people desire.

It should be stressed that the aim is not to force people onto other modes for every trip but instead to create the optimal conditions for the majority of trips to be made via the most efficient modes. This does not mean that there will not be traffic or delays, it is normal that trips moved to other modes will be replaced, by those who cannot easily switch modes (for example freight movements or longer distance journeys). However, if mode shift is working then it should control peak spreading and ensure that congestion is limited to main network routes.

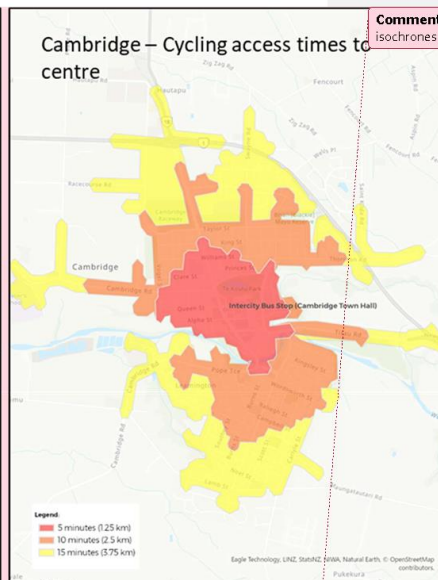
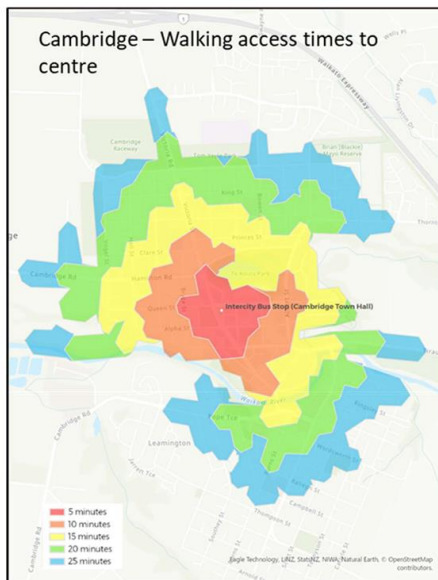
Commented [SL12]: Based on presentation given to councillors which drew a greater link between congestion, car use and growth. The concept that trying to achieve greater jobs or housing density requires more efficient use of precious space.

The Opportunities

Lots of short distance trips that could move to active modes

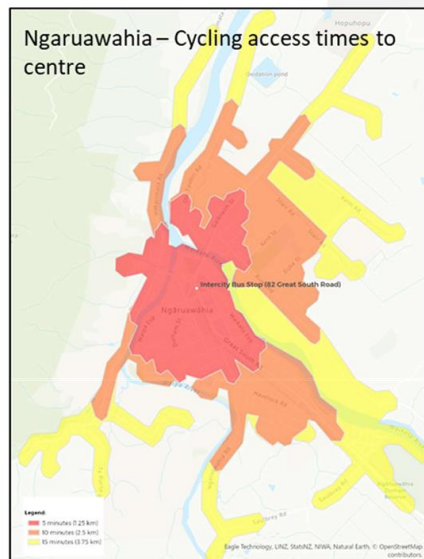
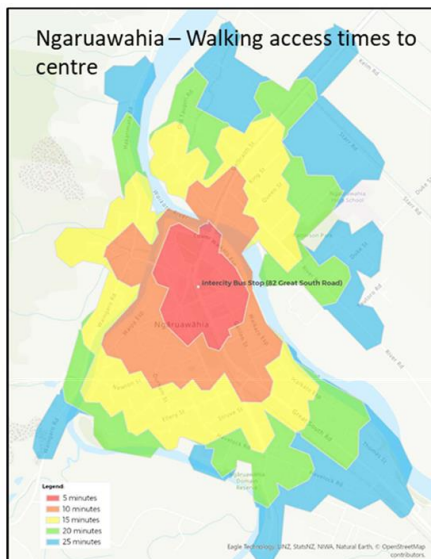
Hamilton City Council have identified that 60% of all car trips are under 5km long (a 20 minute bike ride or 45 minute walk) and just over a third are under 2km (10 minutes by bike or 20 minutes walk). The geography of the city (approximately 7km at its widest and 13km at its longest) means that this assessment is likely to be correct.

In the surrounding towns, travel to work data indicates that in the main areas comprising Cambridge 38% of people live and work in town, at Ngaruawahia approximately 19% work in the town (with 15% working at Te Rapa/Rotokauri) and in the urban parts of Te Awamutu approximately 45% of people travel to work within the town itself. Given that these towns are all relatively small, this indicates huge potential for

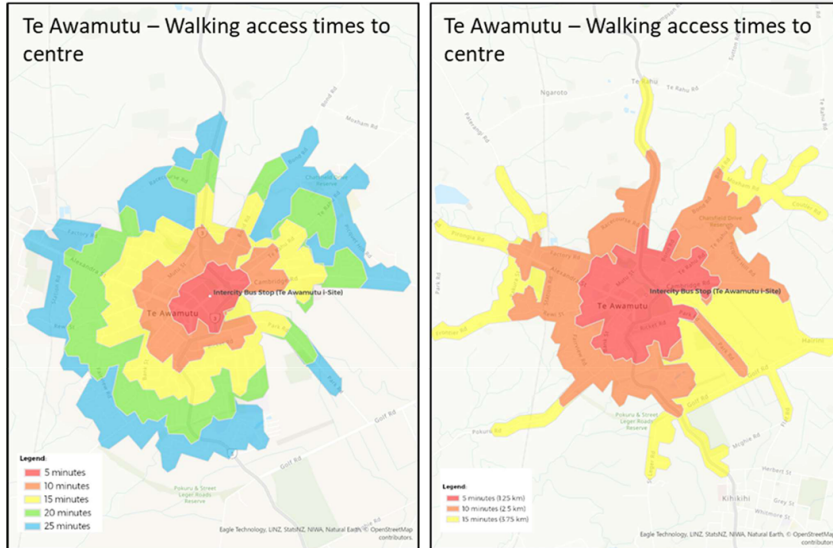


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Cambridge- Walking and cycling access times to centre



Ngaruawahia Walking and cycling access times to centre



Te Awamutu Walking and Cycling access time to centre

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Demonstrated success of high frequency public transport routes

Public transport is a key element in any city network, whilst walking and cycling offers huge opportunity in the City and the towns, sustaining these modes requires access to a reliable transport system for when the weather or the journey isn't suitable for active travel.

The city of Hamilton invested heavily in buses in the early 90s creating, over the intervening years, a coverage network to try and ensure that most people were not more than 400m from a bus service. Declining patronage, and surveys undertaken to explain the decline, informed the 2018 Regional Public Transport Plan. This identified the need to move towards 'high capacity, rapid and frequent bus corridors within Hamilton' and to move towards 'rapid and frequent public transport service between Hamilton and Cambridge, Huntly to Hamilton, and Te Awamutu to Hamilton'. The work to consider these is underway. It is worth highlighting a recent success which rationalised existing services to provide a faster and higher frequency cross city service in Hamilton.

The Comet

- North-South Hamilton corridor previously serviced by Mahoe, Glenview and City Express/Northern Connector routes, with passengers transferring in the CBD
- A lack of service improvements lead to waning patronage over time, with service reduction in September 2017 resulting in more dramatic decline
- Services replaced by the Comet in April 2019, which provides a direct route through the CBD and increases service frequency
- 60% increase in patronage measured for October and November 2019

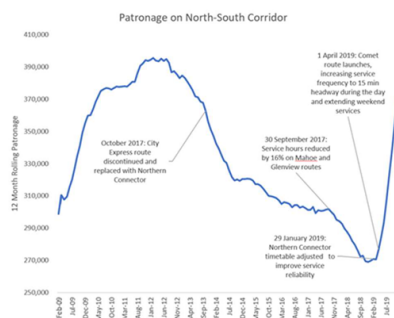


Figure 8: Fall and Rise; bus investment delivers results (information provided by WRC)

Moving to this frequent and fast network also means moving away from the current coverage network and this will raise different challenges moving forward, managing these will rely on more innovative solutions over the long term.

Barriers

Current Situation - What are the barriers?

There is a large amount of existing research that explains why people travel the way they do. The amount of time required and the cost of the journey are generally the key factors. However, it is well established that peoples perception of costs and time in relation to different modes is not always particularly clear and that other factors can dominate why people will not choose a particular transport mode.

In early 2019 Waka Kotahi undertook primary research to understand why people used (or didn't use) particular modes to travel in Hamilton and surrounding areas. This work highlighted the following key challenges and issues:

- Car users in Hamilton are all or nothing – they do not consider mixing modes or only using the car on days when they really need to.
- Car users are aware of growing congestion but are comforted that its not as bad as Auckland, this might actually prevent consideration of other, faster and cheaper modes.
- Mode decision is mostly judged based on 'in vehicle' travel time vs other modes. Car users do not factor in time required to find a car park and walk to their destination in choosing the car.
- Car mode choice is most likely to be reconsidered as a result of changes to parking, specifically cost: 'Paying for parking daily or a sizeable amount weekly/monthly means drivers see it, feel it and keep an eye on it'. However, most drivers are using other work arounds to avoid charges, such as: parking further away, arriving earlier, moving cars during the day.



"Hamilton is a driving city. It's what people do." (Chris, SOV)

"Most people are used to driving so it's the first option you take." (Chad, bus user)

"Everyone wants to get their license and drive to school but there's no parking." (Amy, SOV)

"I've never thought to take a bus. I just put up with it. Funny, because I walk or bus when I am in Auckland. And in Wellington it's normal to take a bus." (Matthew, SOV)

- The key elements of the bus service for potential users was frequency and reliability.
- Existing car drivers in Hamilton had very little knowledge of the current bus services and viewed buses with a degree of disdain.
- Those who used buses highlighted problems with information; unreliability of the Transit app and with at stop timetables.
- Those who were on frequent routes generally found the services cheap and good quality. Some users raised issues with AM peak overcrowding as a result of schoolchildren.

Ahil took the bus for a week when he first started his studies.

He then carpooled with a friend.

Finally he bought a car and pays \$60 per semester for the option to use the university car park.

While parking is not guaranteed, he always finds a park.

The trip is significantly quicker in the car, because he doesn't have to wait for the bus (which runs every 20-30 mins) and it's such a short trip in the car (3-4km). The bus journey is much longer.



"Who takes the bus? Noisy, giggling school kids and the 'less desirables'." (Matt, SOV)

"You do see a lot of buses around. School children. The older population. I think a few work colleagues do commute by bus. Sure, there's stigma. Those who own a car do not think past taking the car." (Tim, cyclist)

"I'm the only person I know who takes the bus but it is getting better. Before it was only people who didn't have cars. Now you see some corporate people. I think there might have been some council initiatives that have helped. And there are also incentives for uni and Wintec students." (Alice, bus user)

- For cycling and walking, the key issue is perception that it is not safe.

- This is a particularly big issue for parents who would like to allow their children to walk or cycle to school but are fearful of their children's safety.

Sabrina's four children were regularly biking to school, but her son got knocked off his bike - the driver clipped his back wheel - so that put an end to any of the kids cycling.

Now they are all 3-4 years older and at high school, she has thought about them going back on the bikes, but their new school is on a main highway. There is a bike lane but she's seen people driving on it.

She would prefer them to get to school on their own.

"If I don't have to drop them off, it takes the pressure off, one less thing to do before going to work, it gives me a little more time."

She also believes the cost of them taking the bus is too high *"It's \$50 per kid a week, so \$200 for all four, so it's cheaper driving."*



"I used to cycle all the time, it was heaps cheaper, free parking and good incidental fitness. But Hamilton is only half set up for cycling. Bike lanes get used by cars as a second lane for driving or as parking. So the bike lane gets clogged up with traffic. I've been clipped by wing mirrors. It's not safe. It's better to go on the footpaths."
(Chris, SOV, ex-cyclist)

"Hamilton is a small, compact centre, the creation of cycleways - I've seen the way people drive round cyclists, I wouldn't want to be a cyclist. But if you create safe pathways maybe you encourage more people to take that option." (Sarah, SOV)

Trip tours: Structural changes in the workforce, increases dependence on car but offers greater opportunity.

Liked to the above observations in relation to children cycling there is a growing trip tour association, for families with children there is a kind of chain reaction under which – if the parents think the journey on foot or by cycle is unsafe, they will accompany the children. However, over the past 40 years there have been big changes in labour participation by women and this is likely to have created the environment under which increasing numbers of children are 'dropped off' by parents by car.

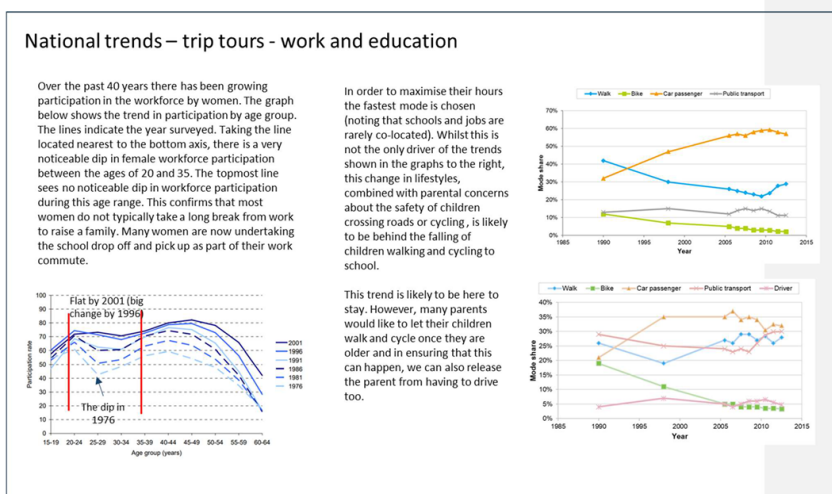
As a result, projects that can create safe access for children to education that is to a high standard (a route you would be content to put a 10 year-old on) releases both parent and child from the need to travel by car. If the child can travel unaccompanied then the parent does not have to factor accompanying into their journey and as such can then look at other modes. As a result improving education mode share can also assist in reducing commuting car mode share.

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Commented [SL15]: and walking

In addition to this specific example these tours are then sometimes extended to include the weekly shop, visiting family and so on. This can lead to an increasingly complex journey pattern which can be difficult to serve by public transport if services/employment and retail are not well clustered.



Summary of barriers

- Car use seen as the only real mode and it is all or nothing; this likely to be linked to high profile investment in roading making driving highly convenient
- The above issue is strengthened by access to free parking, with most people finding ways to avoid or significantly lower parking costs
- Car drivers do not really understand and would not actively seek alternative modes of transport.
- For buses, service frequency, reliability and information availability are critical to making the shift. Once people started using the services, satisfaction levels are generally high.
- For cycling, its perceived and real safety concerns, particularly around sharing road space, is impeding the shift. In Hamilton, trips to school I considered to be a particular area of opportunity to reduce car use. Urban cycle networks should be designed to be suitable for users of all ages and capability.

Commented [SL16]: and walking

3.0 DEVELOPING THE PLAN

The focus areas for achieving mode shift are set out in Keeping Cities Moving. The areas are:

- **Shaping urban form** – Encouraging good quality, compact, mixed-use urban development will result in densities that can support rapid/frequent transit (and vice versa), shorter trips between

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home and work/education/leisure, and safe, healthy and attractive urban environments to encourage more walking and cycling.

- **Making shared and active modes more attractive** – Improving the quality, quantity and performance of public transport facilities and services, and walking and cycling facilities will make more people want to use them. This can involve both optimising the existing system (e.g. through reallocating road space) and investment in new infrastructure and services, and providing better connections between modes.
- **Influencing travel demand and transport choices** – Changing behaviour may also require a mix of incentives and disincentives (or 'push' and 'pull' factors) to either discourage use of private vehicles (by making them less attractive relative to other options) or making people more aware of their options and incentivising them to try something new. This may include parking policies, road pricing, travel planning and education.

The challenges and opportunities section above identified that the city and towns covered by this plan should:

- Move towards a frequent and fast bus network to create a public transport network that is competitive to making the same trip using private car.
- Improve passenger information at stops to create consumer confidence in bus services and to create the right environment for further frequency increases
- Allocate bus infrastructure in accordance with bus service frequencies, with investment in frequency dovetailed with infrastructure delivery.
- For active modes, create high quality and inclusive infrastructure that is suitable for use by all ages and builds a network of safe routes.
- Focus on creating great pedestrian environments in City and Town Centres and provide priority for active modes over general traffic.

In addition, the primary locations for investment are:

Commented [SL17]: ADD IMPORTANCE OF WALKING LINKS TO BE WELL DESIGNED FOR DIRECT ROUTES

Hamilton City Improvements along the key corridors for employment - the L, namely the route between Rotokauri and the University as shown in **Figure 9** below. These helping to set the city up for longer term proposed investment in density increases and rapid transit. This should build upon the experience derived from the Comet regarding the reduction of the need to change buses. Concentrated efforts to maximise walking and cycling links into the CBD and across the river.

To the east of the city, in residential areas, identification of improvements to encourage mode shift related to high volumes of travel associated with education (schools and university) and other centres which attract high volumes of traffic (eg shopping centres).

Planning of new walking and cycling connections across the river and in other key locations that can create a competitive advantage over driving. The development and delivery of a network of safe and inclusive cycleways.

Waikato District In the short term, work with Waikato Regional Council to continue to deliver improvements to bus services that connect Ngaruawahia with Horotui, Te Rapa and Hamilton Central (along the L). This to include bus shelters and real time information.

Where development occurs on this corridor, begin to develop green networks to support long term walking and cycling connections away from the SH network where feasible.

Waipa District Continue to work on the development and delivery of comprehensive walking and cycling networks within Te Awamutu and Cambridge, capitalising on the current relatively small urban areas (that can be cycled in 15 minutes in some cases). Particular regard to be had to future growth locations and locations of high conflict with vehicles.

Improve access to bus as a mode choice through gradual increase in peak hour services to Hamilton City.

In keeping with Hamilton City, look to promote walking and cycling competitiveness through creating new links across landscape features such as at the river crossings.

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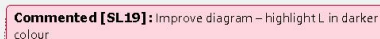


Figure 9: Mode Shift Plan areas of focus and key commuter connections

Longer term mode shift planning

This Mode Shift Plan has also been developed against a longer-term planning process for the Metro Area. The Hamilton Waikato Metro Spatial Plan considers a long term future growth scenario that accommodates a doubling of the current population in the Metro area and identifies key transport networks that would be used to support growth and intensification.

Much of the proposed intensification is around the 'L' shape in the above diagram, namely the corridor linking Rotokauhi CBD and Ngaurua/University. The envisaged future network sees this 'L' expanded further to the North to capture Rukauwahuia. The 'L' is also complimented by proposed frequent networks that connect the surrounding towns and create the networks to support further growth and land use intensification on the eastern side of the city. The proposed investment areas above align with this long term planning exercise which seeks to ensure that growth nodes are all connected to frequent or rapid services¹¹ in the future.

SECTION BREAK

¹¹ Definitions: Rapid transit: A quick, frequent, reliable and high-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic. Frequent: A public transport service that operates every 15 minutes or less (or every 30 minutes or less for a ferry) from Monday to Friday during the morning peak (7am-9am).

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4.o THE PROJECTS

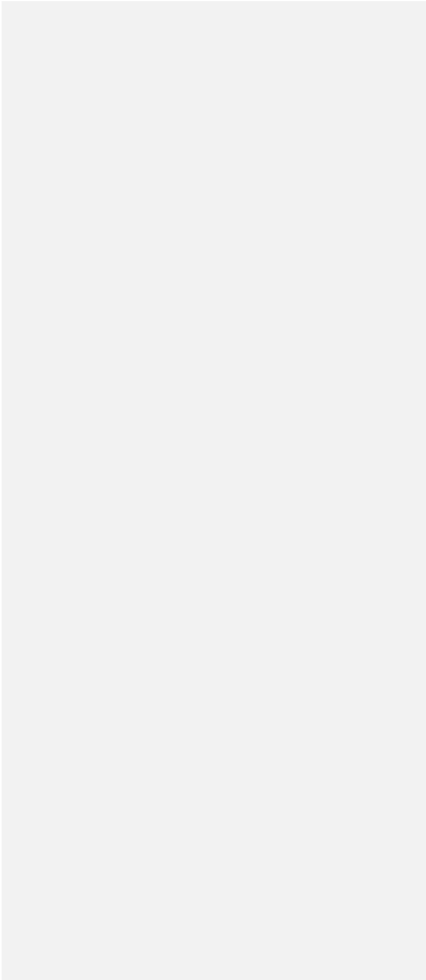
The projects that are included in the Mode Shift Plan are listed in the tables overleaf and are shown (where possible) in the Figure below. The Plan represents an investment of around \$350m¹² in total and represents the first step in a longer term plan to co-ordinate walking, cycling and public transport to make it a real and attractive choice for people living and working in the area. This follows the following key principles for investment in each mode and the geographic focus areas noted above.

Theses projects and implementation will be reviewed on a regular annual basis to reflect work completed and the available budgets of the relevant parties. It should also be noted that other funding streams and projects will not be represented in this plan. Examples include; safety projects being delivered as part of the Safer Networks Programme and minor works under the current \$1m threshold.

Shaping Urban Form

Intervention type	Sub type	Council/Lead Organisation	Intervention
Shaping urban form	Place shaping: Ensuring layout and design of new urban areas supports the use of public transport, walking and cycling	All Councils and Waka Kotahi	Structure Plans generally should ensure good public transport penetration, direct walking routes with suitable natural surveillance and protected cycleways are provided. In addition, the long term planning has identified further density increases in some areas Structure Plans in the following locations may require adjustment to achieve these aims:
			- Rotokauri
			- Rototuna TC
			- Ruakaura
			- Peacocke
			- Hautapu
			- Hamilton Airport

¹² This figure is based on high level estimates only



Intervention type	Sub type	Council/Lead Organisation	Intervention
Shaping urban form	Place shaping: Ensuring layout and design of new urban areas supports the use of public transport, walking and cycling	All Councils and Waka Kotahi	Identification of new street design guidance that sets out how to make streets suitable for all users. The focus of this guidance to be upon urban and potentially peri-urban settings. May or may not be linked to cycle and walk design guide as part of a 'nested series' of guidance. Consideration of whether this should be developed to be consistent across the metro area to be discussed with NZTA and District Councils. Potential to use RATA structure to develop common guidance and fund expert advice.
Shaping urban form	Place shaping: Ensuring layout and design of new urban areas supports the use of public transport, walking and cycling	All Councils and Waka Kotahi	There is a need to make provision in the city and towns for charging or refuelling infrastructure for new forms of bus power; WRC are exploring movements to improve bus fleets to electric or hydrogen fuel and new charging locations to serve these fleets will be required and should be considered as part of structure plans.
Shaping urban form	Place shaping: Identify locations where accessibility can be improved for walking and cycling.	Hamilton City Council	There are a number of locations within the city where walking and cycling could be promoted through the creation of new links over natural features. There are lots of gullies throughout the city that could either be breached or be used to support fast access.
Shaping urban form	Place shaping: Identify locations where accessibility can be improved for walking and cycling.	Hamilton City Council	In addition there is a significant deficit in fully mode enabled river crossings in the city. Every existing bridge has constraints with respect to delivering a high quality walking or cycling environment. The Ferrybank Crossing could provide a improved service and significant time savings to East Hamilton. There may also be scope for consideration of additional walk cycle bridge river crossings in the city - these could potentially offer a competitive advantage for these modes.
Shaping urban form	Place shaping: Identify locations where accessibility can be improved for walking and cycling.	Waipa District Council	Early thought has been given to creation of a separate walking and cycling link across the river in Cambridge to improve accessibility – this is in early stages but should be potentially identified for further work/POE
Shaping urban form	Place shaping: Ensuring layout and design of new urban areas supports the use of public transport, walking and cycling	All Councils and Waka Kotahi	Ensure that District Plans enable greater density on key public transport/major walk and cycle connections coming through the various business cases/spatial planning. Discuss creation of additional mixed use density in City and Towns. Examples might include mixed office/residential and retail blocks, increased building height allowances, reduce car parking requirements in town centres to support moving towards a more balanced transport system and efficient networks.

Intervention type	Sub type	Council/Lead Organisation	Intervention
Shaping urban form	Place shaping: Ensuring layout and design of new urban areas supports the use of public transport, walking and cycling		District Plans to be strengthened to ensure that new developments are enabled for future increases in active and shared modes. Additional guidance around cycling parking standards, clothing drying facilities, lockers and covered cycle parking to be included.
Shaping urban form	Place shaping: Protection of freight corridors through limiting access and providing mode choice on appropriate networks	All Councils and Waka Kotahi	Protection of freight corridors through limiting access and ensuring that District Plans recognise the appropriate land uses for these major national movement corridors. Waka Kotahi to provide further guidance on this with respect to Waikato Expressway. A revised Network Plan to be produced and guidance on text for the RPS to be produced.
Shaping urban form	Place shaping: Ensuring layout and design of new urban areas supports the use of public transport, walking and cycling	Hamilton City Council	Interventions in the CBD to provide additional public realm to support growing numbers of residents in the CBD

Making Shared and Active Modes more attractive

The public transport network that supports Hamilton and the key towns identified as part of this plan is currently transitioning from a coverage network to a frequent and fast network. This reflects the growing need for alternative modes to make better use of existing infrastructure.

The key issues associated with use of these modes have been identified as:

- For shared modes (public transport): frequency and reliability of services
- For active modes: safety, both real and perceived

In terms of public transport greater investment in frequency also requires investment in priority, this is based on the issue known to transport planners as the 'three bus problem'.

FREQUENCY AND BUS PRIORITY – THE THREE BUS PROBLEM.

A commonly experienced problem with bus networks running high frequency services is that unanticipated delays on the route can result in bus platooning (three buses turning up at once). This occurs because once a bus is delayed, more passengers build up at stops, this means a longer boarding time for the first bus, which then gets delayed at each stop. The bus behind isn't collecting as many passengers and so speeds up, and the bus behind that also picks up fewer passengers and before long, three buses arrive at once.

This why ensuring reliability is part of the key to increasing frequency to ensure that buses do not incur delays and can stay on timetable. This can be achieved through: providing good bus priority to reduce unreliability of services due to congestion, ensuring integrated ticketing reduces delays getting people on board, step free access to achieve rapid boarding, multiple doors to allow access and egress simultaneously and good at-stop information to reduce the need for passengers to query drivers. In addition, real time information at stops can reassure passengers that if the first bus doesn't stop (because it needs to make up time) the bus behind is not far away. In Hamilton, as the move is made towards a consolidated frequent network, investment in these other measures becomes increasingly key to avoiding bus platooning and creating reliable bus services.

In terms of active modes, both Hamilton City and Waipa are developing detailed plans to deliver networks for cycling. These projects are expected to result in significant investment programmes with Hamilton allocating around \$50 in their LTP towards these schemes.

Intervention type	Sub type	Council/Lead Organisation	Intervention
Making shared and active modes more attractive	Making other modes attractive: Continue the transition to a 'frequent and fast' public transport network.	Waikato Regional Council	Implementation of service enhancements on the Comet to achieve increased frequency
Making shared and active modes more attractive	Making other modes attractive: Continue the transition to a 'frequent and fast' public transport network.	Waikato Regional Council	Implementation of new bus service linking Rotokauri with the CBD and the University (the East-West).
Making shared and active modes more attractive	Making other modes attractive: Continue the transition to a 'frequent and fast' public transport network.	Waikato Regional Council	Continue to undertake and deliver network reviews to transition the bus network

Intervention type	Sub type	Council/Lead Organisation	Intervention
Making shared and active modes more attractive	Making other modes attractive: Continue the transition to a 'frequent and fast' public transport network.	Waikato Regional Council	Deliver complimentary 'demand responsive' services to provide high quality and affordable travel choice to people who cannot access the fast and frequent network
Making shared and active modes more attractive	Making other modes attractive: Continue the transition to a 'frequent and fast' public transport network.	Waikato Regional Council	In addition to the above 'gap filling' role, deploy demand responsive services to support early stages of new growth cells. To support positive mode shift habits.
Making shared and active modes more attractive	Making other modes attractive: Continue the transition to a 'frequent and fast' public transport network.	Waikato Regional Council	Finalise business case around increased Public transport to Cambridge and Te Awamutu and recommended new bus service to link Pirongia – Te Awamutu – Cambridge – Karapiro village
Making shared and active modes more attractive	Making other modes attractive: Continue the transition to a 'frequent and fast' public transport network.	All Councils and Waka Kotahi	Bus priority to be introduced at reliability hotspots, SH3/SH1 hotspot at the Hospital already identified, further roll out may be required.
Making shared and active modes more attractive	Making other modes attractive: Support public transport through investment in complimentary infrastructure	Waikato Regional Council	Undertake an urban bus infrastructure review in Hamilton, Waipa and Waikato to provide asset database and identify suitability of stop infrastructure and access to stops.
Making shared and active modes more attractive	Making other modes attractive: Support public transport through investment in complimentary infrastructure	Waikato Regional Council	Following on from the above project: Work with partners to define levels of infrastructure service required to support different network provision, ie the identification of routes with high frequency services that should be matched with high quality infrastructure.

Intervention type	Sub type	Council/Lead Organisation	Intervention
Making shared and active modes more attractive	Making other modes attractive: Support public transport through investment in complimentary infrastructure	Waka Kotahi	Glenview bus hub on SH3
Making shared and active modes more attractive	Making other modes attractive: Support public transport through investment in complimentary infrastructure	Hamilton City Council	Rototuna Transport Hub
Making shared and active modes more attractive	Making other modes attractive: Support public transport through investment in complimentary infrastructure	Waikato Regional Council	Increase peak hour bus services on the Northern Connector (noting higher demand flows from the north than the south) and strong connection between those living in Ngaruawahia and working in Te Rapa/Rotokauri.
Making shared and active modes more attractive	Making other modes attractive: Continue the transition to a 'frequent and fast' public transport network.	Waikato District Council	Potential station location at Ngaruawahia (depending upon determined next stage of H2A rail service) and consideration of walking and cycling links to existing and future PT services.
Making shared and active modes more attractive	Making other modes attractive: Support public transport through investment in complimentary infrastructure	Hamilton City Council	Consider further walking and cycling improvements at Frankton station to link to employment areas (note: linked to other areas for consideration of improved accessibility - not easy to get from the station to employment located around Elis Street or to Frankton High Street) - again - linked to H2A rail service longer term planning.
Making shared and active modes more attractive	Making other modes attractive: Support public transport through investment in complimentary infrastructure	Waikato Regional Council	The Transport Centre rejuvenation project is looking to improve passenger comfort and information over the coming years, this business case should result in infrastructure improvements for CBD passengers.

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Intervention type	Sub type	Council/Lead Organisation	Intervention
Making shared and active modes more attractive	Making other modes attractive: Accelerate delivery of the walk and cycling network through delivering infrastructure for these modes	All Councils and Waka Kotahi	Waipa's Urban Mobility business case will look at the integration of walking / cycling facilities with the bus services - considering cycle lane and footpath connections to a formal bus stop which has decent shelters, good lighting, live bus info system, wifi, bike rack and rubbish bin. Also a safe crossing point across to a similar bus stop across the road.
Making shared and active modes more attractive	Making other modes attractive: Accelerate delivery of the walk and cycling network through delivering infrastructure for these modes	Hamilton City Council	Undertake a review of international design guides for cycling infrastructure and determine suitable design guide for application in the area. Consider setting up a design panel that will ultimately make decisions where designs need to diverge from best practice. Similar guidance for promotion of walking that should identify locations where additional walking investment is required and how walking will be prioritised over other modes. In keeping with street design guide - consideration of whether this should be developed over the metro area.
Making shared and active modes more attractive	Making other modes attractive: Accelerate delivery of the walk and cycling network through delivering infrastructure for these modes	All Councils and Waka Kotahi	Delivery of micro-mobility business cases in Hamilton which will determine key routes and desired future primary, secondary and supporting networks. Once determined set up a 5 year programme for delivery of the networks at pace and scale - noting the isochrone data within this report.
Making shared and active modes more attractive	Making other modes attractive: Accelerate delivery of the walk and cycling network through delivering infrastructure for these modes	Hamilton City Council	Delivery of University and Schools link projects. Noting that these cover both cycling and PT enhancements
Making shared and active modes more attractive	Making other modes attractive: Accelerate delivery of the walk and cycling network through delivering infrastructure for these modes	All Councils and Waka Kotahi	Increase cycle parking in key locations in the city and (in line with the above) improve design of cycle parking. Improve cycle parking requirements in District Plans to encompass covered and secure parking for residents and workers in new developments.
Making shared and active modes	Making other modes attractive: Accelerate delivery of the walk and cycling network through	All Councils and Waka Kotahi	As part of walking strategy - increase opportunities for pedestrians to cross busier roads. Many streets operate with relatively high traffic volumes and road widths that make it hard for children and the elderly to cross the road. Increasing suitable refuge

Intervention type	Sub type	Council/Lead Organisation	Intervention
more attractive	delivering infrastructure for these modes		locations would assist pedestrians and help to decrease vehicle speeds through regular road narrowing features.
Making shared and active modes more attractive	Making other modes attractive: Accelerate delivery of the walk and cycling network through delivering infrastructure for these modes	Waipa District Council	Improvements to SH3/Cambridge Road Roundabout in Te Awamutu to improve pedestrian and cycle safety.
Making shared and active modes more attractive	Making other modes attractive: Accelerate delivery of the walk and cycling network through delivering infrastructure for these modes	All Councils and Waka Kotahi	Undertake detailed assessment of current and future multi-modal demand in key locations in the District, examples would include the CBDs, around schools or high trip attraction locations (offices, malls etc). Work towards reflecting the desired future state (ie place over movement/pedestrian over car) through delivery of street changes.
Making shared and active modes more attractive	Making other modes attractive: Accelerate delivery of the walk and cycling network through delivering infrastructure for these modes	All Councils and Waka Kotahi	General safety interventions to reduced speeds in line with the Speed Management Plans

Influencing Travel Demand

Influencing travel demand should be thought of as the method under which investment in infrastructure or service provision can be 'boosted' by undertaking smaller additional 'soft' measures. In Keeping Cities Moving these are split into three key areas:

- Make it safe, easy and intuitive for people to change the way they travel
- Combine policy, service and infrastructure initiatives to target areas to maximise mode shift
- Ensure financial incentives and disincentives support mode shift

It is also sometimes useful to undertake Travel Plans in locations where there are a lot of movements all taking place at the same time – eg Schools. Care should be taken that these travel plans are undertaken where there is a real chance of shifting people onto other modes. For example it is pointless to tell people to use the bus if the bus service isn't particularly good. Similarly, whilst Travel Plans can be excellent for gathering information on why people don't use modes, unless something can be done to tackle these issues it can be difficult to recommend alternatives.

It should be noted that many of the measures implemented under demand management are not a replacement for real investment in alternative modes. Travel demand cannot be imposed in isolation and is typically best deployed either as a complimentary measure or where there are good existing alternatives.

One of the most critical measures for increasing mode share is to set controls around commuter parking, particularly as investment in alternative measures grows and alternatives are delivered. This requires good data on the amount of parks available, how they are being used and who is using them. Enforcement of parking is a critical factor in ensuring that those who do need a park can get one and those who don't (or who could park elsewhere) are encouraged to change travel.

Intervention type	Sub type	Council/Lead Organisation	Intervention
Influencing travel demand and travel choices	TDM: Make it safe, easy and intuitive for people to change the way they travel	Waikato Regional Council	Introduction of the new ticketing system in the Waikato should assist in allowing passengers to quickly and easily travel and top up fares. Moving forward systems that use contactless credit cards or mobile based payment should be pursued.
Influencing travel demand and travel choices	TDM: Combine policy, service and infrastructure initiatives to target areas to maximise mode shift	All Councils and Waka Kotahi	<p>There is scope to introduce complimentary marketing and workplace travel planning along bus/cycle corridors where there are proposed service/infrastructure enhancements. Examples would include:</p> <p>Marketing and travel planning along the Comet and East-West bus routes. This would include major employers/institutions on the route including: University of Waikato, Hamilton City Council, Waka Kotahi, Waikato Regional Council, Inland Revenue, Waikato Hospital.</p> <p>Along cycle link corridors early engagement with schools and employers to deliver other infrastructure such as covered and secure cycle/scooter parking with cycling lessons provided.</p> <p>Community opening days where people who come along to cycle get free high visibility vests, lights.</p> <p>Identification of locations in the city where cycling might be faster than driving. Target these locations with marketing or personalised travel planning with free adult cycling classes.</p>
Influencing travel demand and travel choices	TDM: Combine policy, service and infrastructure initiatives to target areas to maximise mode shift	All Councils and Waka Kotahi	<p>In policy terms, items that could be considered moving forward are:</p> <p>Potential for District Plan changes to cross sections/or parking policies where significant investment in public transport or cycling has been undertaken.</p> <p>Policy changes that seek to reduce on-street car parking over time to increase footway/cycleway penetration into CBD areas.</p>

Intervention type	Sub type	Council/Lead Organisation	Intervention
			Policies to gradually increase priority of cyclists /pedestrians and public transport into dense activity areas over cars. This may include gradual expansion of shared streets or providing routes for access only (rather than through movement) for cars.
Influencing travel demand and travel choices	TDM: Combine policy, service and infrastructure initiatives to target areas to maximise mode shift	All Councils and Waka Kotahi	School and Workplace Travel Plans
Influencing travel demand and travel choices	TDM: Combine policy, service and infrastructure initiatives to target areas to maximise mode shift	All Councils and Waka Kotahi	Travel planning in growth cells: provide information to newly occupied areas on the availability of on demand/ public transport services, stop locations and fares. Ensure maps are available that show walking and cycling routes to key destinations. Provide suitable way finding in growth areas. Travel Packs for new residents that include taster tickets and local cycle maps
Influencing travel demand and travel choices	TDM: Combine policy, service and infrastructure initiatives to target areas to maximise mode shift	All Councils and Waka Kotahi	In line with travel planning consider offering grants for businesses to provide improved active modes infrastructure and adult cycle training
Influencing travel demand and travel choices	TDM: Ensure financial incentives and disincentives support mode shift	All Councils and Waka Kotahi	The main lever for all major cities and towns worldwide to boost or undermine investment in other modes is through parking policy. This requires close attention to parking demand and charging appropriately. The use of parking control and charges is a delicate process of evaluating demand, investment made in alternatives (and the suitability of these) and the required economic function of parking in different areas. Most cities take at least 10 years to deliver parking policies: charges, availability and investment change over time. However, it is important to set the direction of parking policy and how it will be monitored reviewed and adjusted over time to reflect investment made in other modes.
Influencing travel demand and travel choices	TDM: Ensure financial incentives and disincentives support mode shift	All Councils and Waka Kotahi	There should be scope to consider whether offering 'taster' discounted tickets or financial rewards to those who use active or shared modes. In some cities those who have a PT pass get discounted coffee.

6.6 IMPLEMENTATION

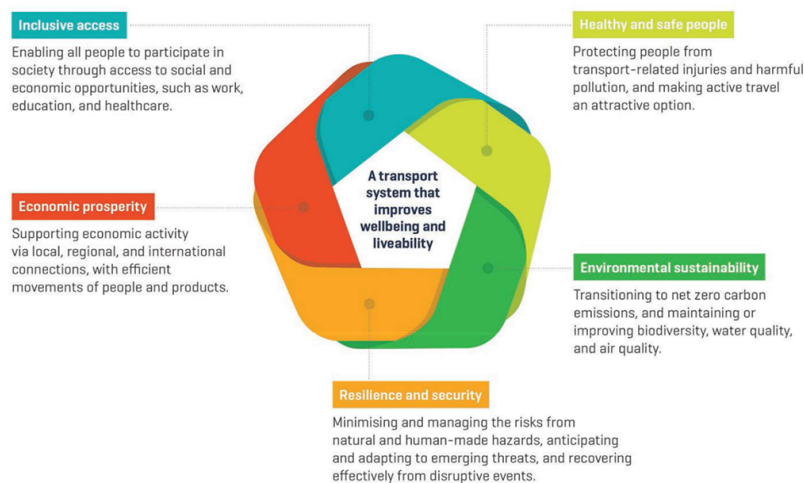
This Plan will inform the investment approach of Waka Kotahi over the coming years and it is expected that the projects recommended by this plan will be prioritised in the relevant Long Term Plans, Regional Land Transport Plan and through the Waka Kotahi Investment Decision Making Framework.

At this stage the relevant Councils and Waka Kotahi are not able to finalise funding and therefore implementation as a result of delays to budget confirmation caused by COVID 19. However, it is expected that an implementation plan will be developed by all parties once the RLTP process is finalised.

This plan has been anchored in line with the draft GPS and with the Ministry of Transport (MOT) outcomes framework.

Links to MOT Outcomes Framework

The mode shift plan in Hamilton also reflects the MOT Outcomes Framework, by removing barriers to use of public transport and active modes we can fulfil a number of outcomes noted in Figure XX below and the delivery of mode shift supports growth in residents and jobs. Improving non-car modes creates more labour market opportunities for those without a car or on lower incomes. In addition controlling and de-coupling growth from congestion improves the overall productivity of the urban areas.



<https://www.transport.govt.nz/assets/Import/Uploads/Our-Work/Documents/0e073f2afo/Transport-outcomes-framework.pdf>

Council Report

Item 8

Committee: Infrastructure Operations Committee

Date: 27 August 2020

Author: Christopher Barton

Authoriser: Chris Allen

Position: Capital Projects Manager

Position: General Manager Development

Report Name: Eastern Pathways Programme

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

1. To inform the Infrastructure Operations Committee on delivery of the Eastern Pathways programme and seek approval of key project investment objectives for the School Link and the University Link projects.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee:
 - a) receive the report;
 - b) approves the identified planned Eastern Pathways programme deliverables for the remainder of the 2020/21 financial year;
 - c) approves the School Link project strategic business case and investment objectives; and
 - d) approves the University Link project strategic business case and investment objectives.

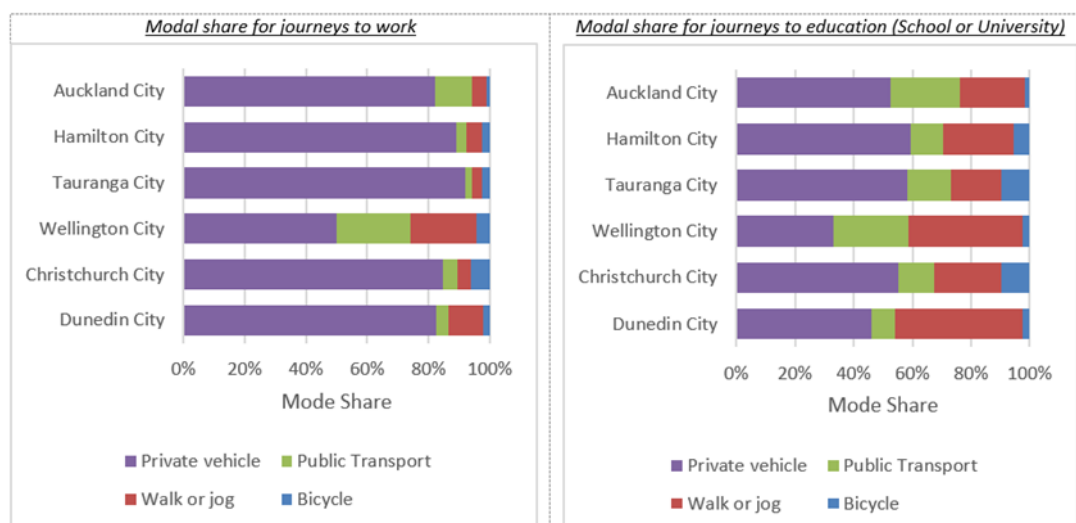
Executive Summary - *Whakaraapopototanga matua*

3. Eastern Pathways is a design and delivery programme that aims to resolve corridor safety concerns and promote mode shift initiatives for improved number of journeys by active mode, healthier communities and reduced dependency on private vehicles.
4. As discussed by Committee Members in a prior briefing, key programme delivery principles are:
 - be construction ready by December 2020;
 - quality first – get it right first time;
 - take the community and stakeholders on the journey; and
 - partnership for co-investment.

5. The planned and budgeted programme of activities for the 2020/21 financial year is \$4.4m of works encompassing:
 - \$3.5m to complete the School Link and University Link project business cases, implement stakeholder engagement and commence design and delivery stages of the School Link project (subject to approval of business cases by Hamilton City Council (HCC) and Waka Kotahi NZ Transport Agency).
 - Delivery of an additional \$900k of biking connectivity construction and intersection safety upgrade projects within the Eastern Pathways programme area.
6. The Eastern Pathways programme is also coordinating relevant transport activities that contribute to the programme objectives including network safety improvements, PT infrastructure works and the network renewals programme.
7. Delivery of the programme is budgeted to be jointly funded by Waka Kotahi NZ Transport Agency at a financial assistance rate of 51% noting that this will be dependent on the outcome of business case work.
8. Staff consider the decisions in this report have low significance and that the recommendations comply with the Council's legal requirements.

Background - *Kooreo whaimaarama*

9. In accordance with established 10-year goals within the approved Access Hamilton Strategy, in Hamilton City by 2028:
 - total trips by public transport, walking and cycling will increase from 14% to 29%; and
 - short trips (<2km) undertaken by walking will increase from 26% to 50%
10. The 2018-28 10 Year Plan also established a 10-year goal of increasing the total number of people accessing the CBD by cycle from 1,300 to 3,000 people per day.
11. Of the six NZ cities, currently Hamilton City has the lowest share of trips to/from education via public transport or active modes, and second lowest share for trips to/from work, as shown below:



12. Eastern Pathways is a programme to deliver against these existing strategies, plans and strategic objectives.

13. The vision for the Eastern Pathways programme is to create healthier and more connected communities and deliver strategic benefits of:
 - efficient and reliable access between key activities for all transport system users;
 - a transport system that is safe to use regardless of mode; and
 - infrastructure and service delivery that contributes to the strategic priorities of Hamilton City and its investment partners
14. The identified Eastern Pathways programme area is broadly encompassed by Wairere Drive, Waikato River and Clyde Street. This community includes approximately 13,000 households accessing services from over 1,000 businesses and community facilities such as schools, medical and local services.
15. As shown on **Attachment 1**, the Eastern Pathways programme is comprised of a number of existing budgeted project deliverables and workstreams, including:
 - the School Link corridor;
 - the University Link corridor;
 - delivery of components of the citywide biking connectivity programme within the Eastern Pathways area;
 - delivery of concept designs for six intersection safety upgrades approved by Council in May 2020;
 - public transport infrastructure upgrades within the Eastern Pathways area to support expanded public transport service offerings within the City; and
 - further integration of Council's safety improvement and renewals programme within the Eastern Pathways area to identify opportunities to deliver enhanced improvements through integrated programmes of work.
16. At a briefing on 17th June 2020, elected members endorsed the programme delivery principles of:
 - be construction ready by December 2020;
 - quality first – get it right first time;
 - take the community and stakeholders on the journey (**Attachment 2**); and
 - partnership for co-investment.
17. This report outlines the planned programme of activities to progress in the 2020/21 financial year, profiles the baseline programme in the 2018 Long Term Plan, and identifies forward workstreams to inform subsequent delivery scope, staging and cost decisions beyond 2021.

Discussion - *Matapaki*

Delivery Programme for 2020/21

18. Councils committed programme of works for the 2020/21 year within the Eastern Pathways is \$3.5m for the School Link and University Link projects plus a further \$0.9M of biking

connectivity and intersection safety upgrades, which will be delivered as an integrated and coordinated works programme. The core projects being progressed are:

- Complete the business case and community engagement processes for the School Link project. This phase will be completed by December 2020.
- Detailed design of the School link to commence early in 2021 following support of the business case from Council, Waka Kotahi NZ Transport Agency and the community.
- Complete the business case and community engagement process for the University Link project.
- Design and construction of the four priority biking connectivity projects.
- Completing the concept designs for the six identified intersection safety improvements, with delivery of these projects considered as part of the university link and school link business cases.

School Link Corridor

19. In the 2018-28 10 Year Plan, Council budgeted \$23.2m to deliver the 'School Link' project. The project stretches over 6.4km and connects a number of schools, nodes and communities, as well as intersecting with some areas of high traffic intensity (e.g. five cross roads intersection).
20. In order to achieve anticipated and budgeted co-investment for this project with Waka Kotahi NZ Transport Agency, the project is following the Agency business case approach which requires submission of a strategic case for investment, and subsequent development of a project business case to confirm the preferred option and inform an investment decision regarding progressing to design and construction.
21. The strategic case for investment is provided in **Attachment 3** of this report.
22. The investment objectives for the School Link reflect the specific objectives the Council wish to achieve through this project - and will inform further evaluation of options. The proposed investment objectives for the School Link are:
 - Reduce reliance on private vehicles and increase active mode and public transport uptake
 - Reduce harm to the community by reducing deaths and serious injuries
 - Improving the environmental outcomes for the community
23. The next steps to complete the business case are:
 - Late August 2020 - Assessment and confirmation of the local problems and option development
 - Late September 2020 - Option assessment workshop to confirm and endorse recommended option
 - Mid October 2020 - Confirm preferred option and finalise single stage business case (mid October 2020)
 - Late October 2020 - Business case complete (late October 2020)
 - 17 November 2020 - HCC endorsement and approval to proceed to detailed design

- December 2020 - Waka Kotahi NZTA endorsement and implementation funding approval
24. Early aspects of the business case have been developed in parallel with the Strategic Case. Following endorsement of the investment objectives, the business case team will engage with stakeholders and community on options and gather ideas and local knowledge to further understand the local issues and options.
 25. An intensive period of consultation will support the refinement of options through September and October 2020. A short list of preferred options will be more closely assessed to determine costs, alignment with the Council's investment objectives and respond to community feedback.
 26. Refer **Attachment 2** for an overview of the proposed programme communications and engagement strategy
 27. A recommended option will be determined and reported to the Infrastructure Operations Committee in November 2020. Funding commitments to the subsequent design and construction phases will then be sought from Waka Kotahi NZTA in December, moving the project into the design phase in early 2021.
 28. The cost estimate for completing the school link business case and community engagement is \$611,500 (including \$311,865 of Waka Kotahi NZTA funding at 51% Financial Assistance Rate).
 29. Waka Kotahi NZ Transport Agency funding for the business case development phase has not yet been confirmed. An application for funding has been submitted, and at the time of writing this report they have advised that a funding recommendation has been submitted to their decision-making committee and will be considered on 3rd of September.

University Link Corridor

30. In the 2018-28 10 Year Plan, Council budgeted \$9.19m to deliver the 'University Link' project.
31. Construction funding for the University Link is budgeted between mid-2024 and mid-2026 in the 2018-28 10 Year Plan, however development of the business case is occurring this year in parallel with the School Link project business case.
32. The strategic case for investment is provided in **Attachment 4** of this report.
33. The proposed investment objectives for the University Link are:
 - Improve the health of the community by increasing active mode and public transport uptake and reducing harmful emissions
 - Reduce the dependency on private vehicles by increasing the uptake of active and public transport travel modes
34. The cost estimate for completing the University Link business case and community engagement is \$403,700 (including \$205,887 of Waka Kotahi NZ Transport Agency funding at 51% Financial Assistance Rate).
35. The Waka Kotahi NZ Transport Agency funding application for this has been submitted in conjunction with the School Link project.

Biking Connectivity

36. In the 2018-28 10 Year Plan, Council approved \$20.5m to deliver a programme of biking connectivity projects across the city between 2018 and 2028 (\$3.7m budgeted in 2020/21 Annual Plan).

37. In conjunction with the school link and university link corridors, the Eastern Pathways programme is delivering components of the citywide biking connectivity programme for the purpose of:
- connecting local schools and key destinations to the school link and university link corridors;
 - connecting residential catchments to schools; and
 - improving connections to the central city.
38. Priority connections for the Eastern Pathways programme have been identified on **Attachment 1**.
39. The priority biking connectivity projects for the Eastern Pathways Programme in 2020/21 are outlined in the table below:

Biking Connectivity projects within Eastern Pathways

Project Location	Scope	2020/21 FY Budget*	Delivery (months)
Brooklyn Rd / Heaphy Terrace intersection	Providing a safer and more welcoming connection through the intersection, aligned with signals renewals work at this intersection, including concept design for intersection improvements at Claudelands Rd / Heaphy Terrace intersection for delivery.	\$250k	3-5 months including design
Anzac Parade Phase 1 Cycle Safety Improvements	Line remarking, cycle wands and similar semi-permanent features to improve cycling on Anzac Parade between Grey Street and Victoria Street.	\$250k	3-5 months including design
Crosby Road improvement (Concept design and engagement)	Speed, pedestrian and cycling safety. Pedestrian refuge, islands with planting, lane narrowing, improved linkages to bus stops. Trial of cycling separators. Construction planned for early FY21/22.	\$100k	10 months concept and engagement, construction in FY21/21
Clyde Street – Eastbound approach to Wairere Drive	Cycle wands to raise profile of cycling and discourage drivers from using cycle lane	\$30k	3 months

	TOTAL	\$630k	
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*Estimates are based upon concept designs. Detailed design of approved projects will be undertaken to confirm budget and delivery timeframes.

40. Additional city-wide biking connectivity initiatives such as bike parking replacement, cycle lane line marking also apply to the Eastern Pathways programme area, however are not specifically listed above.
41. It is anticipated that the scope of further biking connectivity projects to be delivered within the Eastern Pathways programme beyond 2020/21 FY. The priority projects will be further defined over the next 4-6 months and be reported to Council as part of the citywide biking and micro-mobility business cases. These projects will inform the 2021-31 10 Year Plan, the 2021 Regional Land Transport Plan and the 2021 National Land Transport Plan funding decisions.

Local Road Stimulus Package

42. On 26 May 2020, Committee resolved to progress the investigation and concept design at specific locations across the city. Six projects were identified in the Eastern Pathways area, as identified in the table below:

Local Road Safety Improvements within Eastern Pathways

Location	Scope of works for design	Design stage	Approved Investigation Cost	Indicative Delivery Cost
Grey Street & Beale Street Intersection	Upgrade of existing intersection to improve safety and accessibility for walking, cycling and PT.	Concept	\$50k	\$1.5m*
Grey Street (Clyde Street to Cook Street)	Upgrade of existing intersections to improve safety and accessibility for walking, cycling and PT.	Concept	\$50k	\$2m*
Anzac Parade (Grey Street to Victoria Street)	Upgrade of route to improve safety and accessibility for walking, cycling and PT.	Concept	\$50k	\$1m
Peachgrove Road & Te Aroha Street Intersection	Upgrade of existing intersection to improve safety and accessibility for walking, cycling and PT.	Concept	\$50k	\$1.5m
Peachgrove Road & Clyde Street Intersection	Upgrade of existing intersection to improve safety and accessibility for walking, cycling and PT. LTP has funding of \$4M in 21/22.	Concept	\$50k	\$4m*
Comries Road & Hukanui Road Intersection	Upgrade of existing intersection to improve safety and accessibility for walking, cycling and PT.	Concept	\$50k	\$3m

	TOTAL	\$300k	\$13m
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*Local share funded in 2018-28 10 Year Plan for delivery as part of intersection safety and capacity upgrade programme

43. Site investigations, option development and assessment are progressing for the six concept designs. Preferred concept options aim to be consistent with the investment objectives for the School Link and University Link projects.
44. Delivery of the preferred option for each location will be incorporated into the business case for the School Link and University link respectively. The delivery approach needs to consider the staging and timing of the corridor treatments, and the community feedback undertaken as part of the business case.

Ruakura Road Urban Upgrade

45. Development of the Ruakura Inland Port involves a new connection to the Waikato Expressway through a realignment of Ruakura Road from Wairere Drive east to the Waikato Expressway. These works are planned for delivery over the upcoming 18 months – as reported to Council on 6 August 2020.
46. Ruakura Road is identified as a primary biking corridor in the Hamilton Biking Plan and is an important link between the School Link and the Inland Port, University of Waikato and Waikato Innovation Park. Delivery of Ruakura Road realignment will have a strong influence on realisation of Eastern Pathways benefits.
47. The approved scope of the Ruakura Road urban upgrade is east of Wairere Drive, however it is noted that there will likely be a need to upgrade particularly walking and cycling facilities on Ruakura Road west of Wairere Drive (between Wairere Drive and Peachgrove Road)
48. At this stage it is proposed that this connection between Wairere Drive and Peachgrove Road is included for consideration within the scope of subsequent Eastern Pathways School Link and University Link business case development.

Local Road Minor Safety Programme

49. Council undertakes local road minor safety interventions across the City. Interventions are targeted to high priority local safety issues and result in standard safety treatments that are targeted at the cause of the safety issue (e.g. reducing speed, improving sight lines, reducing conflicts).
50. Opportunities to link priority sites identified in the local road minor safety programme to also deliver benefits for the Eastern Pathways programme are being actively pursued. For example, the Crosby Road corridor is identified for a local minor safety treatment and is also an important biking link between Wairere Drive and the School Link corridor.

Local Road Renewal Programme

51. Council's local road renewal programme provides opportunities to advance cycling facilities through remarking of the road corridor following a reseal or rehabilitation.
52. Opportunities are being scoped with the Infrastructure Alliance.

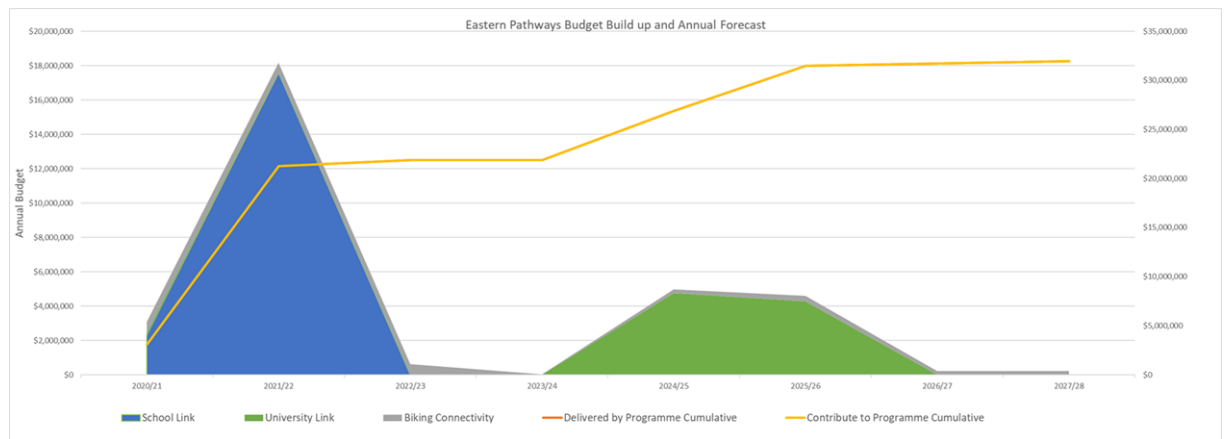
Consideration For 2021-31 Long Term Plan

53. The delivery of Eastern Pathways programme is an important consideration for the 2021-31 10 Year Plan. Subject to further business case development and associated work programme

definition, there may be opportunities for further investment to fully achieve the programme benefits.

Construction cost and delivery approach for School Link and University Link

54. In the 2018 Long Term Plan, Council prioritised delivery of the School Link corridor project.
55. The 2018 Long Term Plan investment profile is set out below. It shows the current investment profile for delivering the component parts of the Eastern Pathways programme.



56. Detailed design and delivery of the corridor treatment is likely to require consideration of a number of important factors including:
 - Taking the community and stakeholders on the journey to ensure their detailed needs are met
 - Minimising disruption during construction process to reduce cost to local businesses and inconvenience
 - Potential to trial local solutions through an innovating streets type approach using temporary urban design similar to those being adopted in Ward Street.
57. Given these considerations it is likely that the construction of the entire corridor will be spread over several years, and the speed of delivery will be linked to important factors such as 'community acceptance' as being technically ready to commence the project.
58. Details of the proposed delivery and staging approach for the School Link and University Link corridor projects will be detailed their respective business cases presented to the November 2020 Infrastructure Operations Committee meeting.

Other considerations

59. Council submitted an application for funding of 'shovel ready' projects to support economic recovery following Covid-19. Components of the Eastern Pathways were integrated into this, however response to these applications has not yet been received. Delivery of the Eastern Pathways programme enables Council to respond to any future announcement from the Crown through an established delivery structure.
60. Components of existing 2018-28 10 Year Plan funding programmes as below could be delivered as part of the Eastern Pathways programme scope, subject to further work programme definition and 2021-31 10 Year Plan deliberations:

- CE15085 – Transport Network Minor Improvements
- CE15095 – Integrated Transport initiatives
- CE15086 – Bus Stop Infrastructure
- CE19057 – Biking Plan Implementation
- CE19052 – Intersection Safety Upgrade Programme
- CE19063 – Intersection Capacity Upgrade Programme
- CE19058 – Mass Transit

Financial Considerations - *Whaiwhakaaro Puutea*

61. The Eastern Pathways programme and identified projects are consistent with 2018-28 10 Year Plan and 2020-21 Annual Plan budget allocations.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

63. 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').
64. 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.
65. The recommendations set out in this report are consistent with that purpose.
66. Further opportunities for promotion of the 4 wellbeings will be undertaken as part of the development process for each of the projects as they are further developed and implemented.

Social

67. The Eastern Pathways programme will contribute directly to the social wellbeing of people and communities by providing safe alternatives to vehicle use within the city, as well as reinforcing and ensuring that the right traffic is on the right roads to support and enhance community social wellbeing.

Economic

68. Delivery of the Eastern Pathways programme will involve significant construction, which will generate employment opportunities within the city and region.

Environmental

69. Environmental impacts will be considered as part of the business case.

The primary purpose of the project is to support transport modal shift from private vehicles to walking, cycling and public transport, which are more aligned with the capacity of the natural environment to support transportation activities. **Cultural**

71. Engagement with tangata whenua will be an integrated component of subsequent project delivery, to incorporate appropriate cultural consideration and recognition into options assessment, design and construction.

Risks - *Tuuraru*

72. The Eastern Pathways programme is currently budgeted on the assumption of Waka Kotahi NZ Transport Agency funding assistance at 51%. If this is not realised or funding approval is delayed, staff will report back to Council to seek further direction.
73. The School Link and University Link projects are still at business case stage, with the preferred option yet to be confirmed. Accordingly, project cost profiles are very uncertain.
74. A lack of engagement or alignment with key stakeholders could result in significant negative public perception or reputational damage, as seen in the media in other centres when implementing similar projects/programmes.
75. High potential for stakeholder scope expectations to be greater than existing budget allocations. Requires careful management throughout options assessment.
76. The programme has a developed risk register and is managing risk in accordance with HCC project risk management framework.

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

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

Engagement

78. Community views and preferences are already known to the Council through engagement over:
- the 2018-28 10-Year Plan and 2020-21 Annual Plan
 - the Hamilton City Operative District Plan; and
 - previous stakeholder engagement as part of School Link and University Link project development.
79. Given the low level of significance determined, the engagement level is low. No engagement is required.

Attachments - *Ngaa taapirihanga*

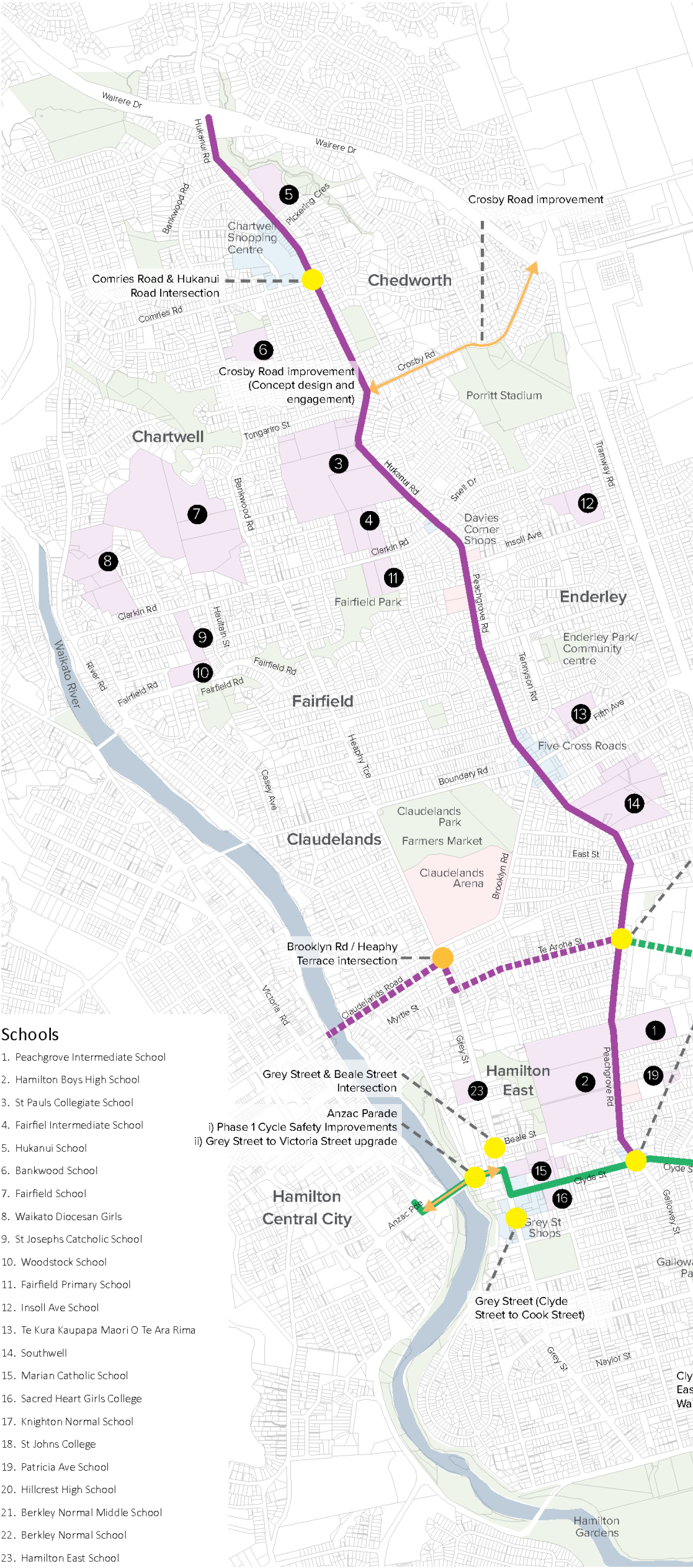
Attachment 1 - Eastern Pathways - Programme Overview Plan

Attachment 2 - Eastern Pathways Communication and Engagement Summary

Attachment 3 - School Link Strategic Case

Attachment 4 - University Link Strategic Case

FY20/21 EASTERN PATHWAYS



FY20/21 Projects

Project Location	Scope
Claudelands and Brooklyn Rd intersection with Heaphy Terrace	Providing a safer and more welcoming connection through the intersection, aligned with signals renewals work at this intersection, including concept design for intersection improvements at Claudelands Rd / Heaphy Terrace intersection for delivery in FY21/22
Anzac Parade Phase 1 Cycle Safety Improvements	Line remarking, cycle wands and similar semi-permanent features to improve cycling on Anzac Parade between Grey Street and Victoria Street. For construction FY 20/21.
Crosby Road improvement	Speed, pedestrian and cycling safety. Pedestrian refuge, islands with planting, lane narrowing, improved linkages to bus stops. Trial of cycling separators. Construction planned for early FY21/22.
Clyde Street – Eastbound approach to Wairere Drive	Cycle wands to raise profile of cycling and discourage drivers from using cycle lane. For construction FY 20/21.
Grey Street & Beale Street Intersection	Upgrade of existing intersection to improve safety and accessibility for walking, cycling and PT. Concept only FY20/21
Grey Street (Clyde Street to Cook Street)	Upgrade of existing intersections to improve safety and accessibility for walking, cycling and PT. Concept only FY20/21
Anzac Parade (Grey Street to Victoria Street)	Upgrade of route to improve safety and accessibility for walking, cycling and PT. Concept only FY20/21
Peachgrove Road & Te Aroha Street Intersection	Upgrade of existing intersection to improve safety and accessibility for walking, cycling and PT. Concept only FY20/21
Peachgrove Road & Clyde Street Intersection	Upgrade of existing intersection to improve safety and accessibility for walking, cycling and PT. LTP has funding of \$4M in 21/22. Concept only FY20/21
Comries Road & Hukanui Road Intersection	Upgrade of existing intersection to improve safety and accessibility for walking, cycling and PT. Concept only FY20/21.
School Link SSBC	Business case and community engagement in 2020. Detailed design of the School link to commence early in 2021 following support of the business case from Council, Waka Kotahi and the community. Connection option to CBD and Ruakura Road.
University to City SSBC	Business case and community engagement in 2020. Business case to determine preferred option.
Ruakura Road Upgrade	Completed in partnership with TGH - Commencing 2020/21

LEGEND

- Projects
- Open space (sports, neighbourhood etc)
- Schools
- Community Centre / Facilities
- Business / Shopping / Employment Centres
- Local Road safety improvements
- Biking connectivity projects
- School Link corridor
- University to City corridor
- Ruakura Road connection
- Ruakura Road Upgrade

Te Ara o te Rawhiti – Eastern Pathways

Delivering enhanced walking, cycling and public transport projects for Eastern Hamilton – creating healthier, more connected communities

ENGAGEMENT JOURNEY

Background: One of the four agreed governing principles for the Eastern Pathways Programme is "taking the community and stakeholders with us". It is generally acknowledged the Eastern Pathways Programme has had minimal partner, stakeholder and community engagement to date and is currently not well known or understood.

This plan aims to bridge that gap and outline an approach to develop the programme together with our partners, stakeholders and communities, while building lasting positive relationships and generating support and excitement.

Key engagement phases:

1. Setting the scene and understanding appetite for change (late 2020)

- Introduce the overarching programme, purpose, benefits, scope, timeframes and alignment with the city's long-term plans, goals and aspirations
- Consult on emerging recommendations from School and Uni Link business cases (will include preferred corridors, introduction of corridor segments, potential treatment concepts being considered and why, along with high-level benefits and potential impacts)
- Inform on construction of early works, high priority safety and connectivity projects and forward programme

"Phase one will enable the team to better understand partner, stakeholder and community sentiment towards the project and potential risks and issues. This will inform the timing and pace of future engagement phases and potential staging of design and construction. The below engagement phases are currently recommended and will need to be reviewed and updated accordingly"

2. Developing and testing the design options

- Consult on the design development of School and Uni Link, highlighting any changes as a result of phase one of engagement and identifying proposed specific treatment options for specific areas
- Targeted engagement with potentially impacted property owners, businesses and surrounding neighbours to understand individual impacts of potential options
- Potential to trial and experience different treatment options
- Inform on construction of early works, high priority safety and connectivity projects

3. Confirming the design

- Inform the outcomes of phase two, highlighting any changes or enhancements
- Inform or consult on the progression of the design for the different corridor segments of School and Uni Link and why treatment options are preferred in specific areas
- Targeted engagement with impacted property owners and businesses and surrounding neighbours

4. Preparing for implementation

- Inform the final design (confirming how any issues identified in earlier phases have been resolved)
- Consult on proposed construction methodology for School and Uni Link, approach and timeframes

EARLY WINS

Important components of the Eastern Pathways Programme include **intersection upgrades, minor safety improvements, renewals and maintenance programme deliverables and biking connectivity improvements.**

These improvements will generally have low complexity/impact and engagement will be mainly in the INFORM space. Typical communication channels will be tailored to suit each project but

will likely include letters and emails, website and social media updates, media releases and signage, developed under the Eastern Pathways branding and tactics set up during the establishment phase.

The scope of projects to be delivered under the Eastern Pathways banner is still being developed and will potentially include projects like, Crosby Road, Bike Parking Replacement and Anzac Parade improvements, for example.

COMMUNICATION AND ENGAGEMENT TACTICS

- Develop Eastern Pathways branding / Identifier
- Establish project webpage, email, phone number and CRM tool (Consultation Manager)
- Utilise online mapping and engagement tools like social pinpoint
- Partner with schools, libraries, info centres and resident & business associations to act as information distribution hubs
- Establish a mobile / relocatable info centre, a one-stop pop-up shop for walking and cycling to move around the city and temporarily set up in areas of high foot traffic (such as Garden Place, Centre Place and University)
- Use local voices to help tell our story and share perspectives and experiences (particularly of the trials of different treatment options in engagement phase 2)
- Stakeholder and community engagement events at each key engagement phase (with fun competitions or prizes to draw interest)
- Information brochures – mailed out to households and printed in distribution hubs and mobile pop-up shop
- Regular programme e-newsletters
- Visuals, artist impressions and short animations utilising digital model
- Tactical trials of different design options (proposed engagement phase 2)



ADVERTISING CHANNELS

- Digital geo-targeted web tiles on top websites including Stuff, Meterservice, EventFinda and NZ Herald
- Social media – Facebook, Instagram, Neighbourly
- Print – Waikato Times and Hamilton Press
- Radio – 30 sec adverts
- Free FM, Chinese Newspaper, Sky Kiwi, Radio Waatea

OUR COMMUNITIES

Demographics which shape our engagement approach:



School Link: A north-south 'spine' along Hukanui and Peachgrove Roads, between Clyde Street in the south and Wairere Drive in the north (including connections into and across these roads). It will connect **19 schools** and over **9,500 students** and provide a safer environment for active modes.

Uni Link: Connecting the **city centre, University and surrounding schools**, and will improve public transport priority, while also serving several **medical, educational and aged care** facilities which are likely to attract more vulnerable users.

Stakeholder Groups:

PARTNER	WORK CLOSELY	KEEP INFORMED	MONITOR
Elected representatives	Schools and Universities	Local residents and residents' associations	Media
Iwi	Advocacy groups (such as Bike Waikato)	Business owners and business associations	Broader community
Waka Kotahi NZ Transport Agency	Automobile Association, and Road Transport Association	Community groups	Motorists and road users
HCC Internal Groups	Kainga Ora		Pedestrians, cyclists
	Utility Groups		
	Waikato Regional Council		

BUSINESS CASE

A key deliverable for the programme is the School and Uni Link business cases, to seek funding for future design and implementation project phases.

During the first phase of engagement we will introduce the **approach to the business case development, the preferred corridor alignments, the different corridor segments and consult on the high-level treatment options** being considered for each route.

This will include identifying the benefits (connectivity, safety, economic stimulus etc) and impacts (such as costs, potential removal of carparks or trees, length and complexity of construction and encroachment on reserve space) of each option.

The concepts to be consulted on are likely to include a range of interventions including protected cycle lanes, raised safety platforms, changes to kerbing and road layout and at this early phase, will be presented in sketch / artist impression format, see examples.

Feedback will help determine the level of appetite the community and neighbourhoods have for change, identify concerns and issues that need to be considered and addressed and inform timing, tactics and approaches to future phases of engagement.



Schools Link Strategic Case

Hamilton City Council

11 August 2020

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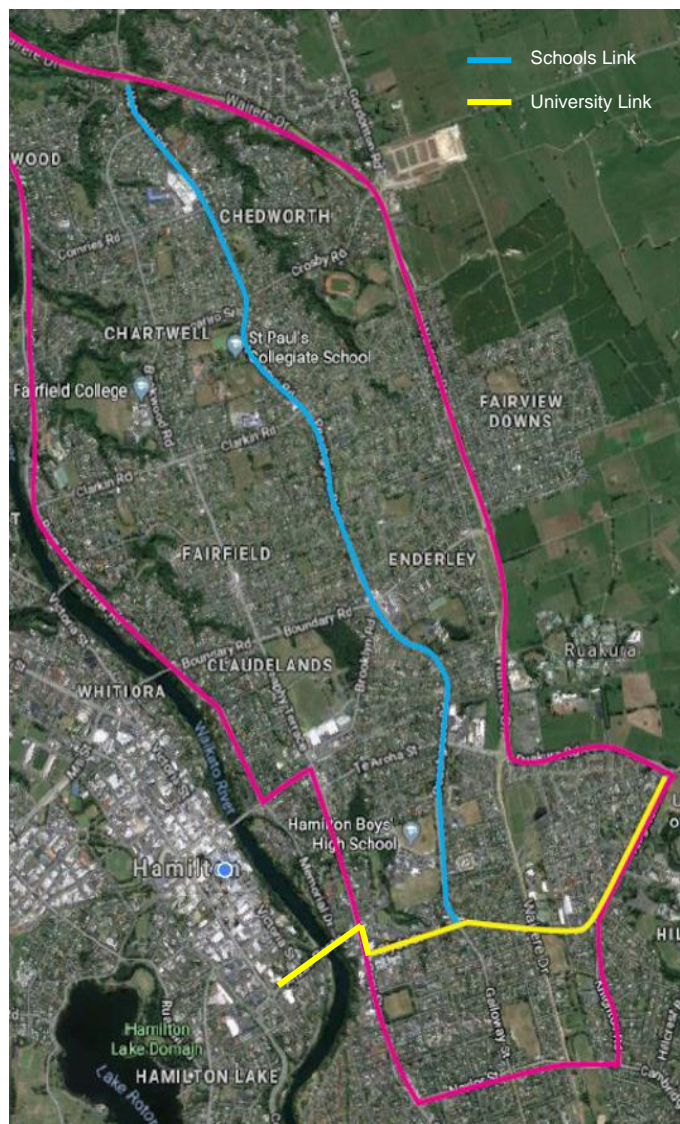
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Executive summary

Figure 1 - Schools Link and University Link corridors



The Schools Link Strategic Case outlines the case for transport investment in Hamilton East. The Schools Link corridor is a 5.9 kilometre corridor along Peachgrove Road and Hukanui Road, and provides an important link between a number of schools, businesses, and community facilities. The Schools Link Strategic Case is being considered alongside the University Link Strategic Case, both of which provide important connections to the recently developed shared path along Wairere Drive. The Schools Link and University Link corridors are shown left in Figure 1.

The Schools Link corridor provides a connection between Wairere Drive in the north, and Clyde Road in the South (University Link corridor). The purpose of the Schools Link Strategic Case is to identify and evidence the problems specific to this corridor, and to provide a clear and concise understanding of the strategic fit of the project and its overarching goals and objectives.

The Problem

The problems experienced along the Schools Link corridor relate primarily to a high dependency on private vehicles, and a low level of perceived and actual safety for all users. Three problems were identified during the Investment Logic Mapping (ILM) workshop, and refined following further development of the evidence base:

Problem 1: The corridor does not provide convenient journeys for active transport, resulting in a high dependency on private vehicles

The corridor does not provide convenient journeys for active transport: the infrastructure along Schools Link corridor is inconsistent, causing difficulty for users of active modes. This is evidenced through cycleways only existing along some parts of the corridor, and limited crossing facilities outside schools and shopping centres. This contributes to both a low level service and low level of perceived safety along the corridor, where people new to cycling or walking as a travel mode feel unsafe.

High dependency on private vehicles: both journey to work and journey to education data shows that Hamilton has a low uptake of active transport as a travel mode, when benchmarked against other New Zealand cities. Students attending school along the corridor tend to use active travel modes to get to school at similar rates to that of Hamilton City overall, with 31% of students walking or cycling to school. The low uptake of active transport has contributed to a high dependency on private vehicles for users of the corridor.

Problem 2: High movement demand coupled with no public transport priority is resulting in a limited uptake of public transport

High movement demand: high traffic volumes exist, demonstrated by high traffic counts particularly along the northern end of the corridor which experiences 18,300 vehicles per day (vpd). This has contributed to congestion along the corridor, which is worst during peak traffic times.

No public transport priority: there are no public transport priority systems in place along the Schools Link corridor. Because of this, public transport is perceived to be a slower travel time option when compared with private vehicles, and public transport will be more susceptible to travel time variability due to congestion. This is evidenced through the travel time reliability of buses traveling along the Schools Link corridor, which are less reliable than buses within Hamilton City as a whole.

Limited uptake of public transport: public transport uptake is low in Hamilton compared to that of other New Zealand cities, particularly for people traveling to work. Survey results indicate that Hamilton residents are satisfied with the bus services overall however small changes to bus services could result in a greater uptake in public transport.

Problem 3: There are poor crossings and cycle lane facilities for users of active modes, resulting in harm to the community, with a disproportionate level of harm for vulnerable users

Poor crossings and cycle lane facilities: narrow, disconnected cycleways and limited crossing facilities are evident along the corridor. Hamilton residents have also expressed their concerns regarding trip hazards along footpaths, poor visibility for pedestrians at crossings, and large volumes of people using the corridor during peak times.

Harm to the community: a large concentration of crashes have occurred along the Schools Link corridor. In the last five years there have been 247 recorded crashes along the corridor, with nine of these causing either serious injuries or fatality.

Disproportionate level of harm for vulnerable users: despite the limited presence of users of active travel modes along the corridor, pedestrians and cyclists account for a disproportionate amount of crashes and serious injuries. Over the last five years, users of active modes have been involved in 8% of crashes and 22% of serious and fatal crashes along the Schools Link corridor. Crash statistics also show high concentrations of crashes occurring outside schools along the corridor.

The Benefits and Objectives

After the identification of the problem statements discussed above in the ILM workshop, the following benefits, investment objectives and key performance indicators (KPIs) were developed. These outline the expected outcomes which could be achieved through investment in the Schools Link corridor, as well as methodologies for measuring and reporting on these objectives:

Benefit 1: People have a reduced reliance on private vehicles to improve the wellbeing of the community and provide positive environmental outcomes

The KPIs identified for a reduced reliance on private vehicles and improved wellbeing include:

- KPI 1: Decreased proportion of people using private vehicles for journey to work
- KPI 2: Reduced CO₂ emissions
- KPI 3: Increased proportion of people walking or cycling to work or school
- KPI 4: Increased proportion of people taking public transport to work or school

Benefit 2: Increased safety will reduce the number of DSIs, promote healthier communities and improve quality of life

The KPIs identified for reduced DSIs and healthier communities include:

- KPI 1: Decrease in DSIs
- KPI 2: Improved perception of safety (all users and vulnerable users)
- KPI 3: Reduced CO₂ emissions

This report: has been prepared by GHD for Hamilton City Council and may only be used and relied on by Hamilton City Council for the purpose agreed between GHD and the Hamilton City Council as set out in section 1.2 of this report.

GHD otherwise disclaims responsibility to any person other than Hamilton City Council arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

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Specifically, this Report does not take into account the effects, implications and consequences of or responses to COVID-19, which is a highly dynamic situation and rapidly changing. These effects, implications, consequences of and responses to COVID-19 may have a material effect on the opinions, conclusions, recommendations, assumptions, qualifications and limitations in this Report, and the entire Report may need to be re-examined and revisited in light of COVID-19. Where this Report is relied on or used without obtaining this further advice from GHD, to the maximum extent permitted by law, GHD disclaims all liability and responsibility to any person in connection with, arising from or in respect of this Report whether such liability arises in contract, tort (including negligence) or under statute.

1. Strategic Context

1.1 Introduction

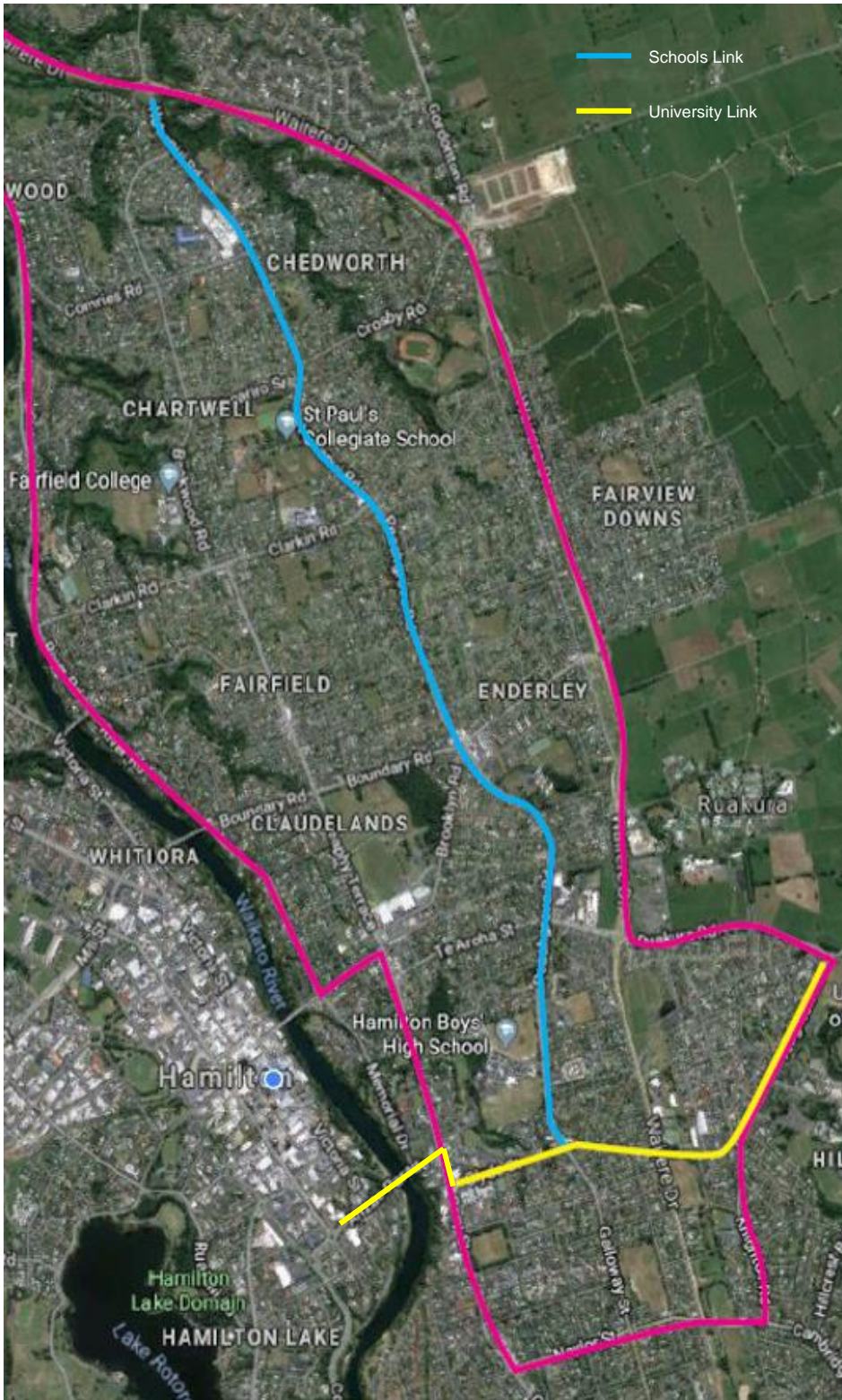
Hamilton City Council (the Council) has commissioned GHD to develop a Strategic Case which presents the case for investment in transport along Hukanui Road and Peachgrove Road in Hamilton (Schools Link corridor). This corridor is 5.9 kilometres in length and serves a number of schools, key trip destinations (including the Chartwell shopping centre and several supermarkets) and competing user needs. This report is structured into three main sections: Strategic Context, Problem Definition, and Outcomes. The remainder of this section will give an overview and outline the background for the project, and key stakeholders. Section 2 will discuss and evidence the three problems in detail, and Section 3 will outline the benefits of investment, investment objectives alignments with existing strategies and constraints.

1.2 Overview

The purpose of the Schools Link Strategic Case is to identify and evidence the problems specific to this corridor, and to provide a clear and concise understanding of the strategic fit of the project and its overarching goals and objectives. This case for investment runs in tandem with the University Link Strategic Case as the two projects both provide benefits in supporting the local community and economy by encouraging the use of active modes of transport. The two corridors are shown below in Figure 2, with the blue line representing the Schools Link corridor, and the yellow line representing the University Link corridor.

The Schools Link corridor is strongly aligned with the Council's Access Hamilton strategy by encouraging a greater uptake of active modes of transport such as walking and cycling, and the use of public transport. Access Hamilton is a strategy put together through collaboration between Hamilton City Council, NZ Transport Agency, the Waikato Regional Council and partners and aligns with the national and regional strategies. Access Hamilton aims to encourage informed decisions around transport choices, improve safety, and reduce dependence on cars, particularly single occupancy car trips.

Figure 2 - Schools Link and University Link corridors



1.3 Project Background

In recent years, Hamilton has experienced large population growth which has caused safety issues for all travel modes and increasing congestion for commuters on some key corridors in the city. These issues are expected to worsen as the city continues to grow. In response to this growth, the Council is looking at ways to improve user experience for both local residents and visitors to the Waikato region, and in doing so promote Hamilton as a liveable and sustainable destination.

Hamilton is the fourth largest city in New Zealand and is one of the country's fastest growing cities.¹ Hamilton currently has a population of approximately 160,000,² and this is projected to grow to 207,000 by 2036.³

The city is situated within the Waikato region, nestled along the banks of the Waikato River and is approximately two hours' drive South of Auckland. Hamilton is known for its agriculture, as well as being a destination for national and international events including sporting events, concerts and festivals.⁴ National Agricultural Field Days and Balloons over Waikato are both held annually in Hamilton, with each event attracting over 130,000 people.⁵ The city is the major service centre for the Waikato region, and is at the centre of the upper North Island's developing road network.

The Schools Link corridor is a key north-south corridor in Hamilton. The corridor consists of Hukanui Road in the north and Peachgrove Road in the south, between Clyde Street and Wairere Drive. The Schools Link corridor connects 19 schools, with over 9,500 students, and is surrounded by low density residential housing as well as shopping centres, churches, sports fields and retirement villages. The corridor is used by pedestrians and cyclists (active modes), public transport users, and motor vehicles. Travel by cars are the preferred mode of transport along and around the corridor.

Figure 3 below shows the Schools Link corridor (shaded in grey) and the surrounding spaces including schools, business zones and community facilities.

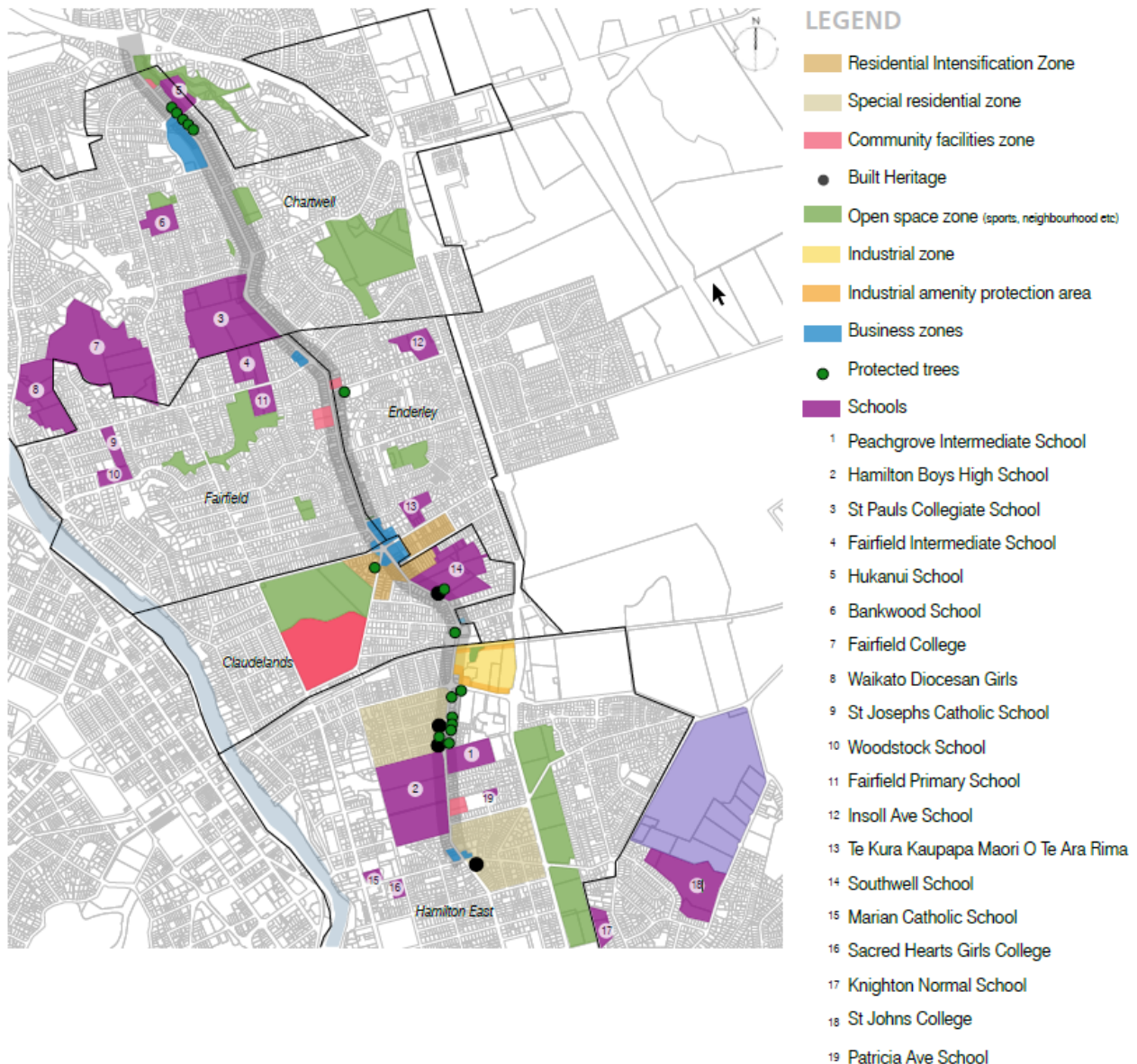
¹ <https://www.visithamilton.co.nz/welcome/about-hamilton>

² Statistics NZ, 2018

³ Access Hamilton Strategy, 2010

⁴ <https://www.visithamilton.co.nz/welcome/about-hamilton>

⁵ <https://balloonsoverwaikato.co.nz/about-b-o-w/> , <https://www.fielddays.co.nz/>

Figure 3 – Schools Link Corridor

The Schools Link is a multi-purpose corridor, with competing functions and conflicts between users of different transport modes. The function of the road will also change following the completion of the Waikato Expressway (WEX) and the Hamilton ring road (Wairere Drive). Subsequently, the corridor currently experiences competing demands between different travel modes. This is leading to both perceived and actual safety issues and decreased incentives for active modes of transport. These factors provide an opportunity for improvement along this corridor to enable efficient, safe and environmentally sustainable modes of transport.

1.4 Key stakeholders

Stakeholders from a range of organisations that have an interest in the expected outcomes for the Schools Link corridor, or can influence the investment proposal are listed in Table 1 below.

Table 1 - Key Stakeholders

Partners / Stakeholders	Organisation	Knowledge Area
Owner of Business Case	HCC	<p>Responsible for delivery of Access Hamilton Strategy and Programme outcomes.</p> <p>Specifically, responsible for developing, managing and maintaining the local road network.</p> <p>Responsible for implementation of the Waikato Expressway (WEX) Network Plan as part of the Future Proof Technical Implementation Group.</p>
Funding Partner / Stakeholder	NZ Transport Agency	<p>Responsible for delivery of GPS Land Transport Outcomes.</p> <p>State Highway Road Controlling Authority. Specifically, accountable for managing access and connectivity to the WEX.</p> <p>Planning and investment function extends across the land transport network.</p> <p>Responsible for implementing WEX. NZ Transport Agency has endorsed the Future Proof Plan.</p>
Stakeholder	Waikato Regional Council	<p>Responsible for delivery of Access Hamilton Programme outcomes.</p> <p>Responsible for development and implementation of the Regional Land Transport Plan (RLTP) and the Regional Public Transport Plan (RPTP).</p>
Stakeholder	NZ Police	NZ Police work with Safer Journeys partners to create a road system which is increasingly free of serious injuries and deaths.
Stakeholder	Waikato University	<p>Major employer and education centre.</p> <p>Represents views of staff, students and visitors, including people attending events at the University grounds such as Balloons over Waikato.</p>
Stakeholder	Automobile Association (AA)	Responsible for initiatives that involve road safety including safe roads, safe cars and safe drivers and represents views of transport users.
Stakeholder	Road Transport Association	Represent road freight operators and provide information to its members relating to regulations, legislation and compliance.

2. Problem Definition

A workshop was held on 7 December 2018 with key stakeholders, with a follow-up workshop on 1 April 2020, to agree and define the key problems. Through the Investment Logic Mapping (ILM) process, the following problems and weightings were agreed by stakeholders:

1. The corridor does not provide convenient journeys for active transport, resulting in a high dependency on private vehicles (40%)
2. High movement demand coupled with no public transport priority is resulting in a limited uptake of public transport (35%)
3. There are poor crossings and cycle lane facilities for users of active modes, resulting in harm to the community, with a disproportionate level of harm for vulnerable users (25%)

2.1 Problem One

The corridor does not provide convenient journeys for active transport, resulting in a high dependency on private vehicles (40%)

2.1.1 Evidence Statement One:

The corridor does not provide convenient journeys for active transport

In this context, providing convenient journeys for active transport refers to providing a service that is legible and intuitive, so that users of active transport are able to easily discern where they should be positioned on the road and the route they should take to get to their destination. Movement along the Schools Link corridor does not currently provide convenient journeys for users of active modes. This is contributed to by cycle lanes existing only in some sections along the corridor, with no cycle lanes along other sections. Figure 4 below shows the Schools Link corridor and the cycle facilities that currently exist, illustrating the on-road cycle lanes along some sections of the corridor, and the remaining sections which have no cycle lanes, including along the northern section of Hukanui Road.



Figure 4 - Existing Cycleways⁶

The above photographs demonstrate these existing levels of service at various points along the corridor, showing that the cycle lanes which exist are very narrow, and cyclists may be vulnerable to turning vehicles and parked cars. They also show that there are limited crossing facilities for pedestrians along some sections of the corridor. These inconsistencies create difficulty and uncertainty for those attempting to use active modes and results in a lower perceived level of safety, which acts as a barrier to the uptake of active transport.

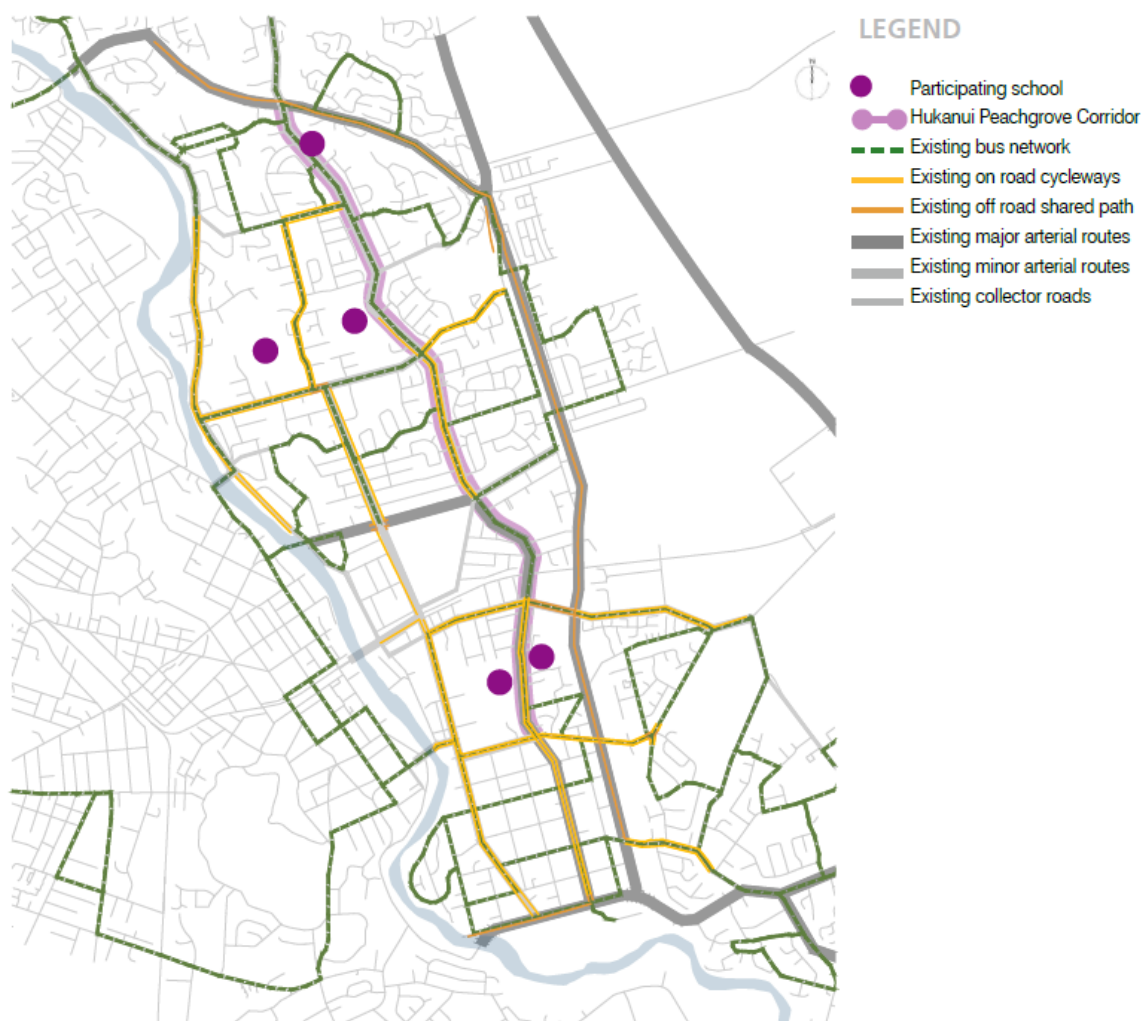
The inconsistencies of appropriate infrastructure provision is contributing to a lack of perceived and actual safety for cyclists and pedestrians using the Schools Link corridor. This is evidenced by cyclists and pedestrians being disproportionately represented in crashes, and in the findings from the Safe Ways to School survey. The Safe Ways to School survey is a collaborative community-government initiative between the Council and four participating schools (involving the parents from Hukanui Primary School, Fairfield Intermediate and Peachgrove Intermediate Schools and students at Hamilton Boys High School).

Figure 5 below shows the participating schools in the Safe Ways to School survey as well as the existing network surrounding the Schools Link corridor. The survey respondents indicated strong support for connected infrastructure in the form of visible and safe crossing points and traffic calming methods. The benefit of providing access and separation from vehicular traffic will enable pedestrians to move around schools safely.⁷

⁶ Bike Hamilton, 2018

⁷ Safe Ways to School Survey, 2018

Figure 5 – Existing network and participating schools in Safe Ways to School survey



Limited confidence and knowledge of safe cycling in Hamilton also acts as a barrier for people considering cycling as a travel mode, particularly if the cycle facilities are not intuitive to use. This is described in the quote below from a Hamilton resident:

“Lots of people feel unsafe to even begin and it would be great to be able to educate people to be safe - the cycle road code, defensive cycling - this would help motorists as well to have consistent behaviour from cyclists.”⁸

2.1.2 Evidence Statement Two:

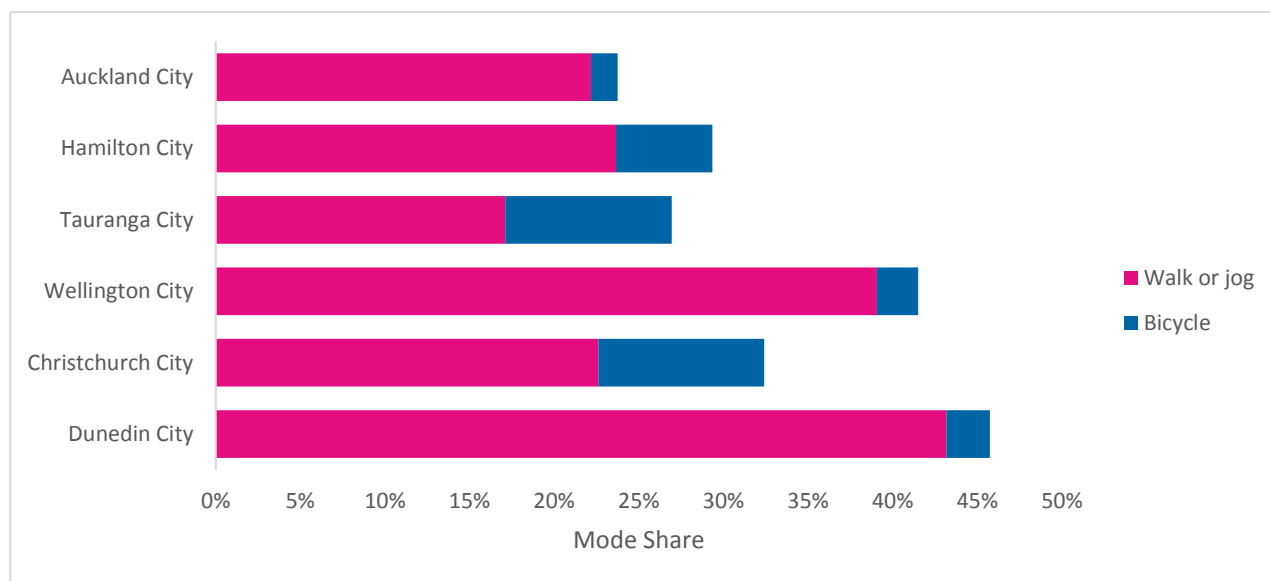
A high dependency on private vehicles

As a result of the Schools Link corridor not providing convenient journeys for active transport, there is a greater dependency on the use of private vehicles within the area. As the population within and surrounding Hamilton continues to grow, it is expected that this problem will be exacerbated unless there is specific action to encourage the use of active modes.

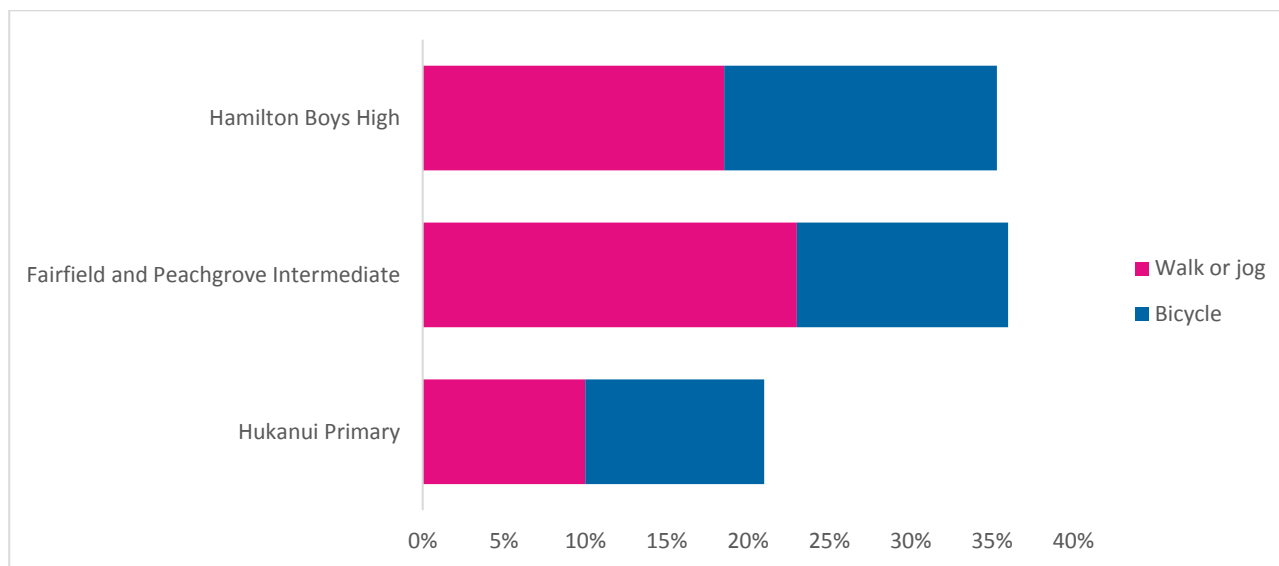
⁸ Hamilton City Cycling Survey, Hamilton City Council, 2014

Figure 6 below shows the proportions of people cycling or walking to school or university, based on the 2018 census data. The graph shows a large variation in the proportion of trips made by cycling and walking between the six cities. Based on this data, Hamilton has the third lowest proportion of active mode use of the six cities shown, with 30% of locals choosing to uptake active modes of transport to school. In comparison Dunedin, a city of a similar size, has 47% of residents choosing active modes to travel to education facilities. Whilst Dunedin tertiary students are located reasonably centrally and thus choose active transport on a daily basis this does highlight that there is an opportunity to increase active mode by students across Hamilton.

Figure 6 - Journey to education by city²



Analysing the data from Safe Ways to School survey shows that students going to school along the Schools Link corridor use active travel modes at a similar rate to that of Hamilton City, with 31% of students traveling to school by walking or cycling. Figure 7 illustrates this, and shows that students attending intermediate or high schools are more likely to use active transport to get to school than primary school students.

Figure 7 - Active travel to schools along Schools Link corridor⁹

Across the six New Zealand cities shown, there is a significantly lower proportion of people walking and cycling to work than to school or university, particularly with regard to walking. The journey to work data from the 2018 census shown in Figure 8 below illustrates that Hamilton has the third lowest uptake of active modes as a proportion of total travel, with walking and cycling accounting for 8% of travel to work.

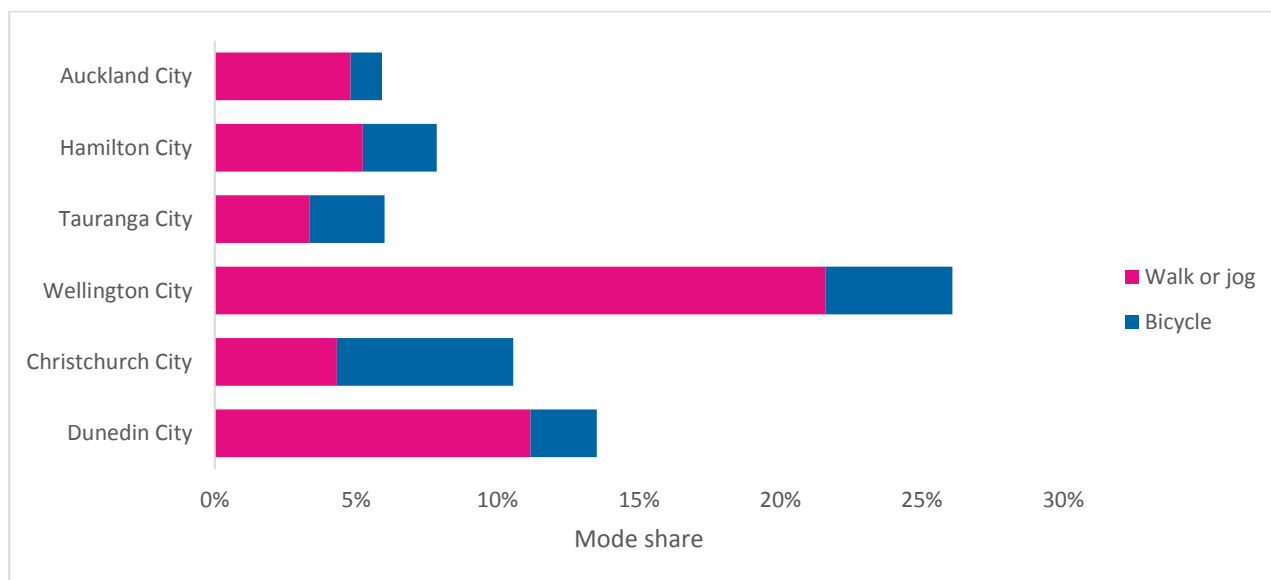
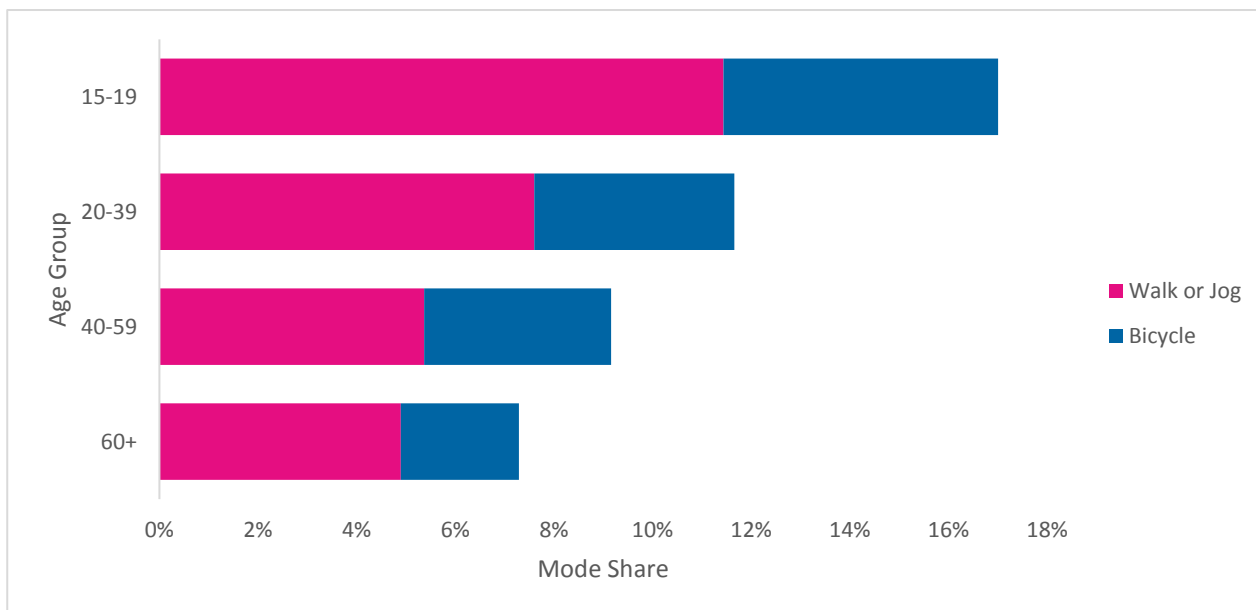
Figure 8 - Journey to work by city²

Figure 9 below shows the users of active modes based on age group within Hamilton. The graph clearly shows an inverse relationship between age and the use of active modes of transport, with active mode use decreasing as age increases.

⁹ Safe Ways to School Survey, 2018

Figure 9 - Mode share by age group¹⁰



As a result of the low uptake of active transport there is a high dependency on private vehicles. Driving is still the most popular mode of transport, with 89% of people living in Hamilton using a single occupancy vehicle as their main means of travel to work.² Additionally, 79% of parents and students at schools along the corridor predominantly use their cars to get to school.¹¹

2.1.3 Implications of the Evidence

Inconsistent levels of service along the Schools Link corridor create difficulty for people traveling by bike and along footpaths. There are no cycle lanes along large sections of the corridor, and the cycle lanes that do exist can be narrow and prone to conflict with parked cars and turning vehicles. There are also limited crossing facilities outside some schools and shops. This has led to a low level of perceived safety, and a limited uptake of walking and cycling as a mode of travel. Both journey to work and journey to education data shows that Hamilton has the third lowest uptake of active transport as a travel mode. Students attending school along the corridor tend to use active travel modes to get to school at similar rates to that of Hamilton City overall, with 31% of students walking or cycling to school. The proportions of students traveling to school by active travel modes tends to increase as they enter intermediate and high school. However for the general population the use of active modes decreases as age increases. The inconsistent levels of service along the corridor and limited uptake of active transport has resulted in a high dependency on private vehicles for commuting along the Schools Link corridor.

2.2 Problem Two

High movement demand coupled with no public transport priority is resulting in a limited uptake of public transport (35%)

¹⁰ Statistics NZ, 2013

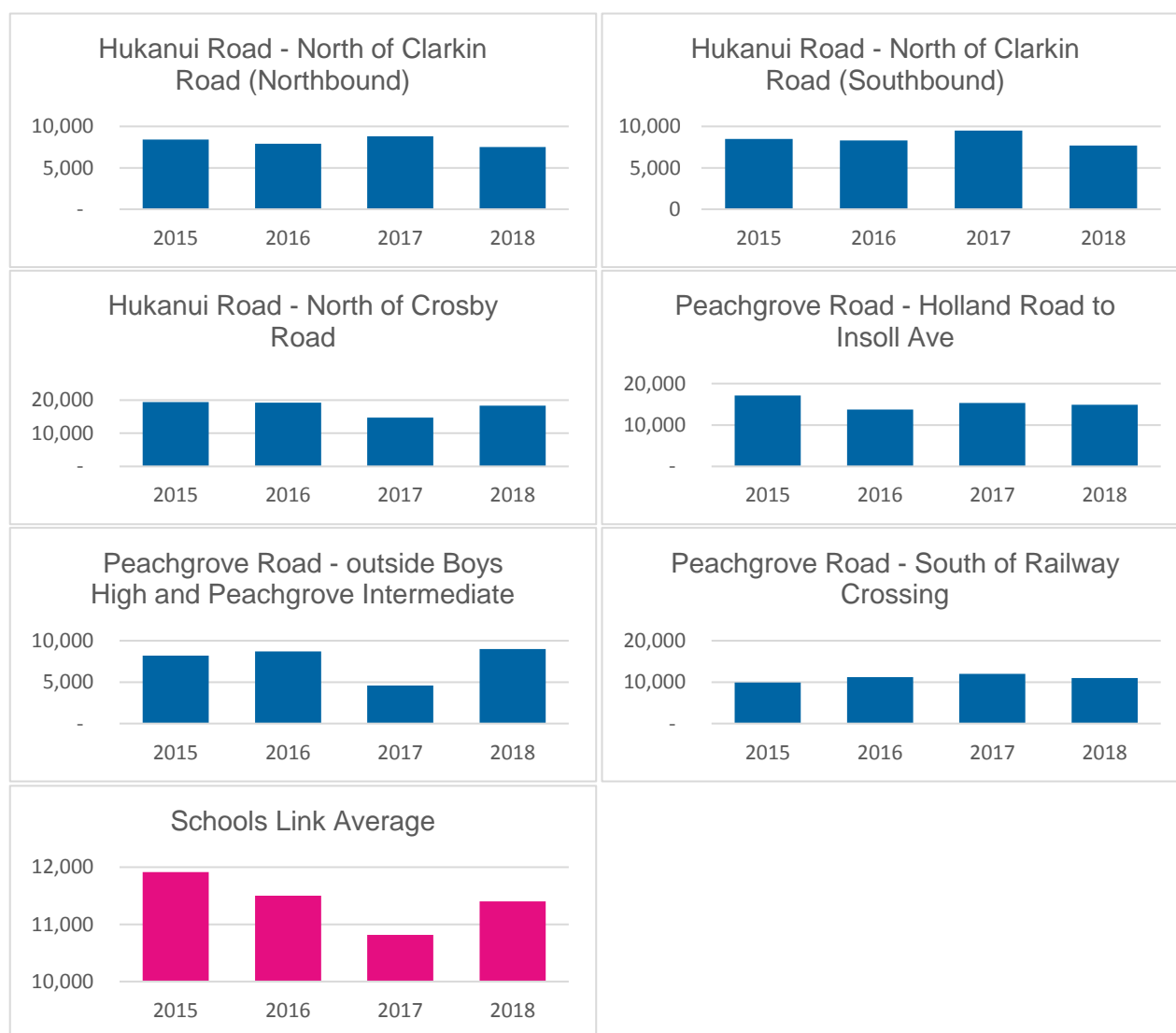
¹¹ Safe Ways to School, 2018

2.2.1 Evidence Statement One:

High movement demand coupled with no public transport priority

Competing movement demands exist along the corridor and for the respective catchment during peak times due primarily to the proximity to a number of schools and activity centres. Figure 10 below shows the traffic counts (vehicles per day (vpd)) along various parts of the corridor between 2015 and 2018. The graphs show that Hukanui Road – north of Crosby Street and Peachgrove Road – Holland Road to Insoll Ave experience the highest traffic volumes.

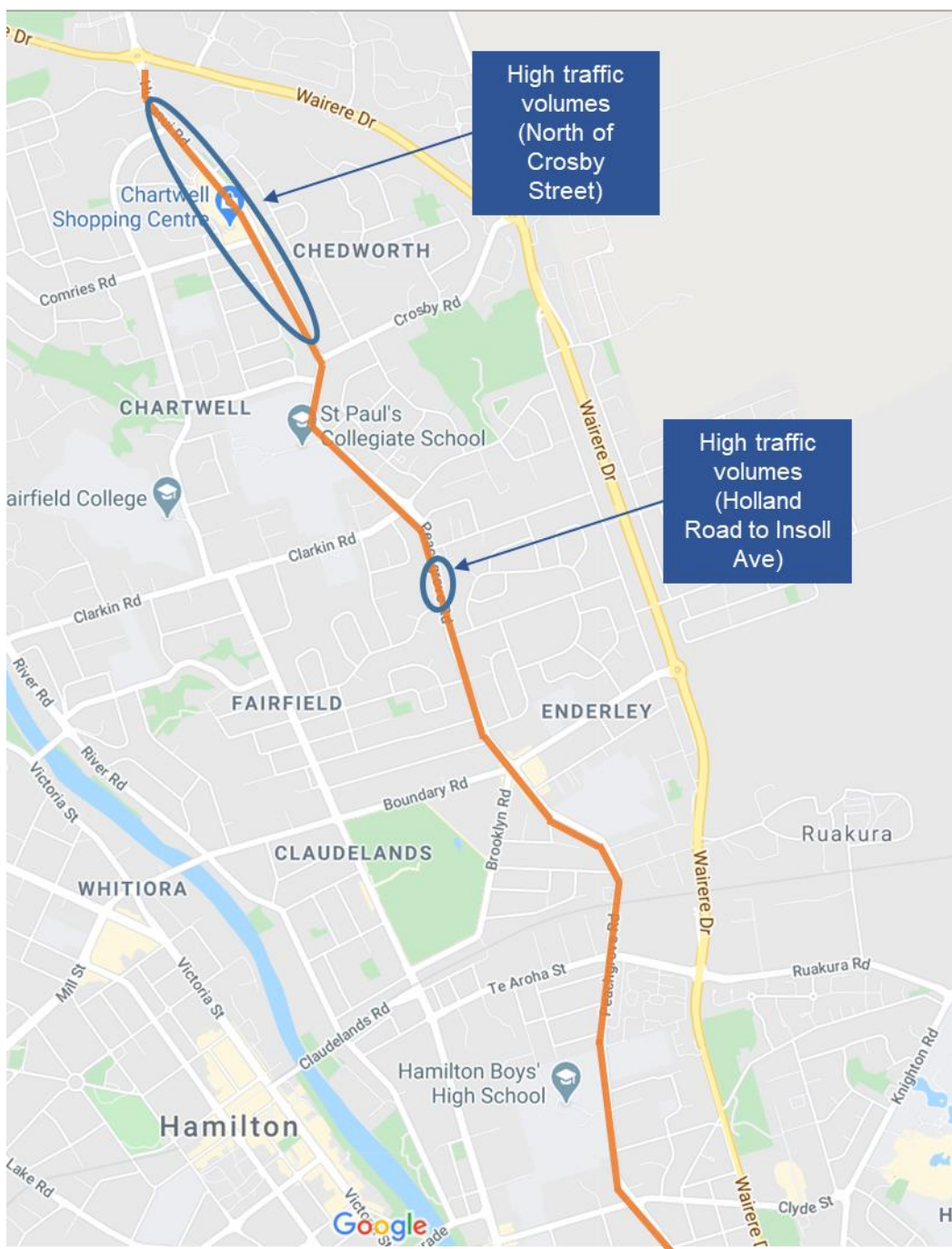
Figure 10 – School Link Traffic Counts¹²



These areas of the corridor with the highest traffic volumes (north of Crosby Street and Holland Road to Insoll Ave) are illustrated in Figure 11 below.

¹² Hamilton City Council Traffic Counting Data, 2018

Figure 11 – Traffic volumes along Schools Link corridor



Participants in the Community Engagement survey provided feedback on their concerns in relation to congestion, as follows:

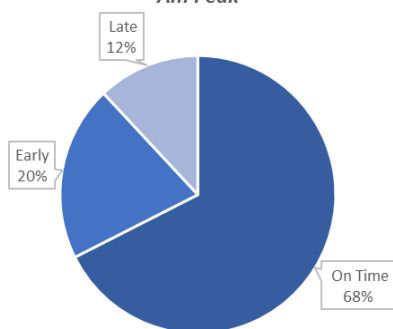
- People perceive that traffic congestion is worst at peak times, but acknowledge that some improvements to their travel times has arisen since the opening of Wairere Drive;
- People who raised concerns about congestion tended to report that they drive alone to get to and from work and other activities in Hamilton City. They suggested solutions such as road widening, including “more traffic lanes” and increased capacity at intersections so that queues are shorter.

The Schools Link corridor is serviced by nine bus routes that travel through the corridor and elsewhere in the city. Despite the high movement demand, there are no bus priority systems in place to improve travel times and reliability for public transport, meaning travel times using public transport during peak hours can vary significantly. The percentage of extra time taken for vehicles to travel key routes in the city during peak travel times is 42% longer compared to traveling during non-peak times.¹³ Because there is no bus priority system in place, this difference will be even greater for buses traveling along the corridor. Figure 12 and Figure 13 below show that buses arriving during the afternoon peak (3pm to 5.30pm) were less reliable than those traveling in the morning peak times (7am to 8.59am).

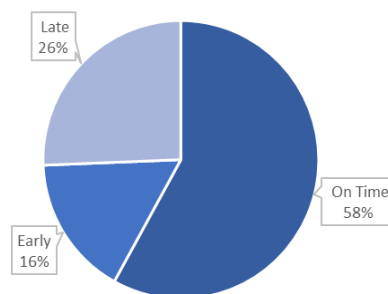
Figure 12 - Bus Reliability during morning peak

Figure 13 - Bus Reliability during afternoon peak

On Time Performance - School Link Corridor
Am Peak



On Time Performance - School Link Corridor
PM Peak



traffic

traffic

Overall, data collected in March 2019 revealed that buses on the Schools Link corridor arrived on time at bus stops 65% of the time. This shows that the buses traveling down the Schools Link corridor are less reliable than in the rest of Hamilton City, with citywide buses arriving on time at stops 69% of the time.



Buses on the schools link corridor arrived on time at stops **65%** of the time

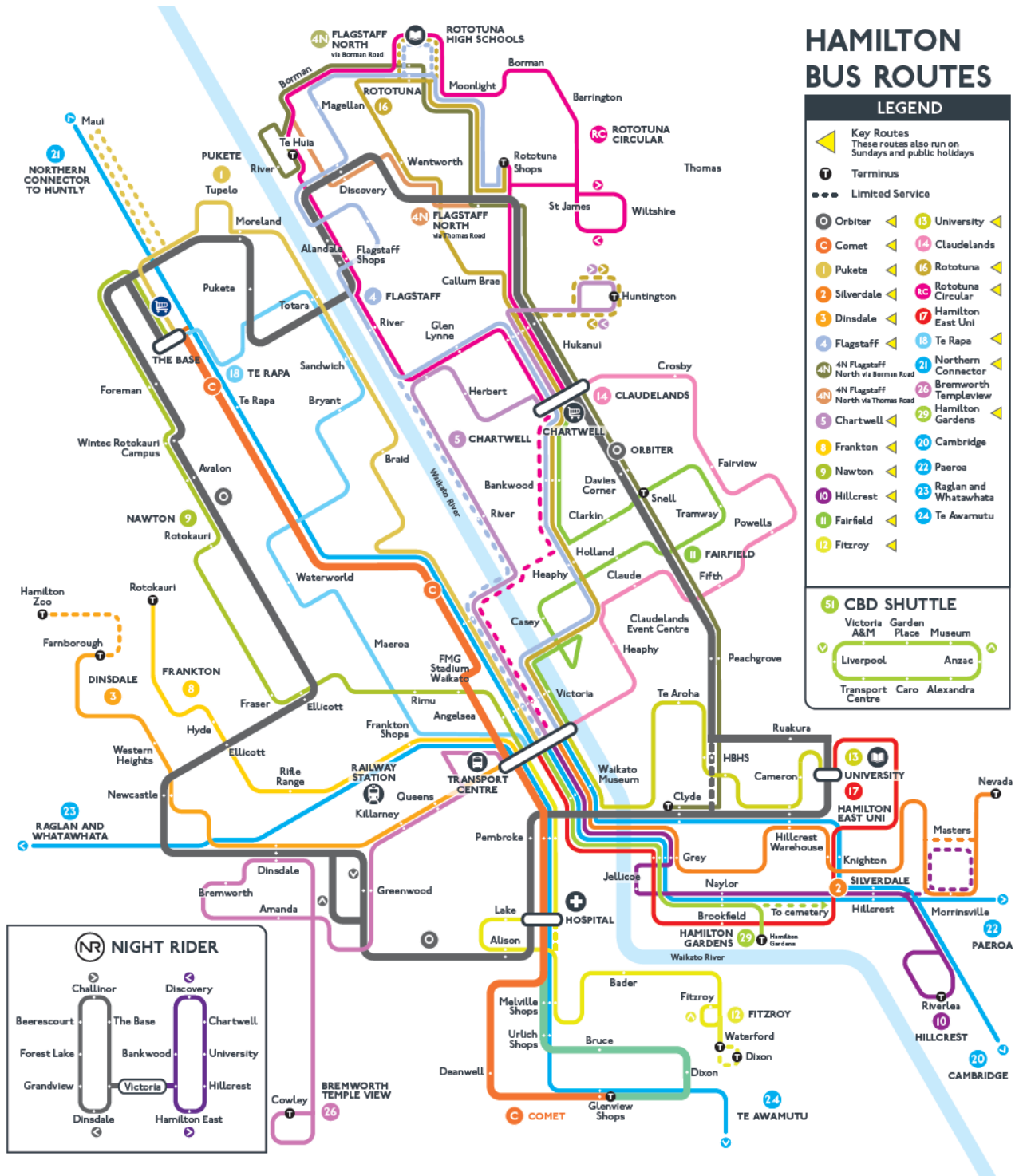


Citywide buses arrived on time at stops **69%** of the time

Figure 14 below shows the bus routes that currently exist within Hamilton, with a large number traveling past the Chartwell Shopping Centre.

¹³ Hamilton City Council Annual Report, 2019

Figure 14 - Hamilton Bus Routes¹⁴



¹⁴ <https://www.busit.co.nz/assets/Busit/Hamilton-routes/Eastern-timetable-booklet.pdf>

2.2.2 Evidence Statement Two:

Limited uptake of public transport

Encouraging greater public transport usage is an effective way of managing congestion and improving travel times as it can significantly reduce the number of cars on the road and limit the negative environmental impacts. Hamilton currently has a comparatively low uptake of public transport as a percentage of mode share, particularly for people commuting to work. Students traveling to school or university are seen to have a greater uptake of public transport, as seen in Figure 15 and Figure 16 below.

Figure 15 - Journey to work mode share by city

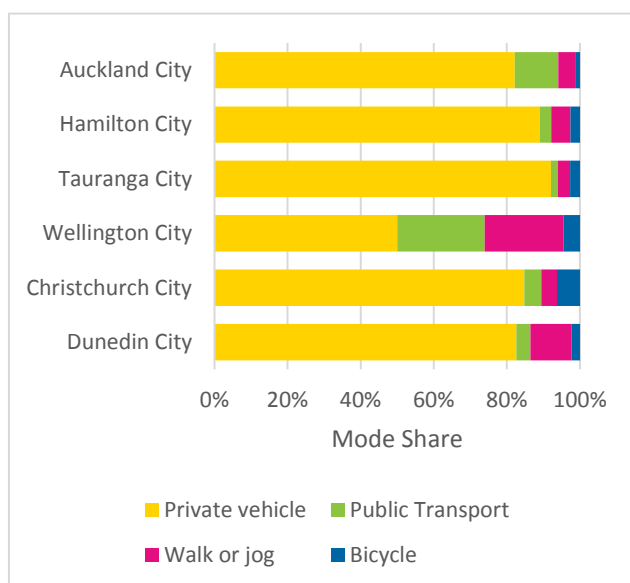
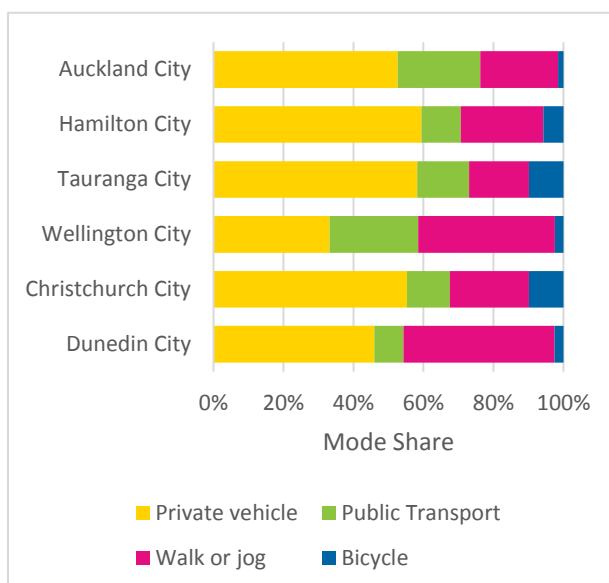


Figure 16 - Journey to education mode share by city



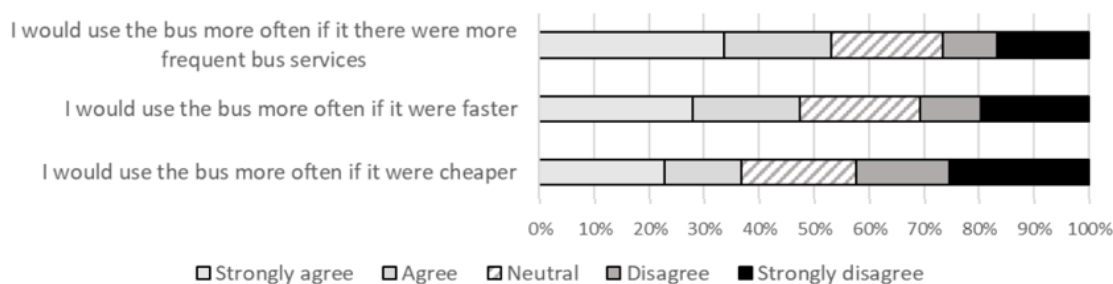
Public transport uptake for people commuting to and from work in Hamilton is the second lowest of the six New Zealand cities shown, at 3%, and is similar to that of Tauranga and Dunedin.

11% of students traveling to school or university use public transport, which is similar to that of Christchurch City, however significantly below the levels of uptake seen in Auckland and Wellington.

Of the 4,791 people that used public transport to get to education in Hamilton, 23% (1,107 people) of this was attributable to school buses.

Findings from the Access Hamilton Survey of Transport Attitudes and Behaviour are given below in Figure 17, showing how likely a variety of factors are to entice respondents to use the bus more.

Figure 17 - Access Hamilton Survey of Transport Attitudes and Behaviour



Overall, survey results indicated:

- 53% would use the bus more often if there were more frequent services
- 47% would use the bus more often if it were faster
- 37% would use the bus more often if it were cheaper.

Younger people were more likely to agree that they would use the bus more often if it were more frequent, faster or cheaper, indicating that this may be the demographic most easily influenced by minor changes to the service offered.¹⁵

Findings from the Waikato Regional Council Bus User Satisfaction survey support this. Frequency of service was also rated as the most important factor, with 67% of respondents rating this a 1 or 2 out of 6 in terms of importance, where 1 is very important and 6 is not important. Service reliability and value for money of the fare were also ranked as important factors, with 56% and 41% of respondents ranking these as a 1 or 2 out of 6, respectively.

Survey respondents were very satisfied with the overall service, with 66% of respondents stating they are very satisfied with the overall service, and 29% stating they are satisfied. However, the areas with the least satisfaction were the bus being on time, how often the services run, and value for money of the fare.¹⁶

Work has been carried out to increase the number of bus shelters in Hamilton, with 40 new bus shelters completed, giving a total 260 of bus shelters (representing 25% of the total bus stops).¹⁷ Customer survey data from the Waikato Regional Council shows that 92% of respondents are either satisfied or very satisfied with the availability of bus stops, and 90% of respondents are either satisfied or very satisfied with the walking route to the bus stop.¹⁸

Studies have shown that students have a higher propensity to use public transport than other demographics, implying that efforts to improve public transport could be very beneficial within this area, given the high number of students accessing the corridor. This is due in part to students typically having a lower income and lower rates of car ownership.

2.2.3 Implications of the Evidence

Traffic counts that the Schools Link corridor north of Crosby Street experiences the highest traffic volumes along the corridor, accommodating 18,300 vehicles per day. These high traffic volumes contribute to congestion particularly during peak traffic times. Because there is no bus priority system in place, this contributes to bus services being unreliable, demonstrated through a smaller percentage of buses arriving at stops along the corridor on time compared with those in Hamilton City overall. The subsequent business case processes will need to gain a better understanding as the specific causes of unreliability, for example is the unreliability a result of limited priority within this corridor or in the sections of the route leading to this corridor. Unreliability will be a factor leading to public transport uptake in Hamilton is low compared with other New Zealand cities, particularly with regard to people commuting to work. Survey results indicate that Hamilton residents are satisfied with the bus services overall, however these results also indicate that small changes to bus services could result in a greater uptake in public transport, particularly in younger people and students.

¹⁵ Access Hamilton – survey of transport attitudes and behaviour, 2019

¹⁶ Waikato Regional Council Bus User Satisfaction Survey, 2019

¹⁷ <https://ourhamilton.co.nz/on-the-move/better-by-bus/>

¹⁸ Waikato Regional Council Bus User Satisfaction Survey, 2019

2.3 Problem Three

There are poor crossings and cycle lanes for users of active modes, resulting in harm to the community with a disproportionate level of harm for vulnerable users (25%)

2.3.1 Evidence Statement One:

There are poor crossings and cycle lanes for users of active modes

Building on the evidence discussed in problem statement one, participants in the Community Engagement survey provided feedback on their concerns in relation to:

- Clear footpaths, free of obstacles such as advertising boards and temporary traffic management signage
- Flat footpaths, with a shallow cross-fall, and maintained to limit bumpiness from tree roots
- Road crossings that feel safe, with good visibility between pedestrians and people in cars or on bicycles; waiting areas free of vegetation that could limit visibility; and adequate refuge space in the middle of the road if it is not a zebra or signalised crossing
- Closely spaced bus stops (to limit the distance needed to travel to find a bus stop), with seating and shelter
- Road safety concerns were primarily related to the large volume and high speed of vehicular traffic
- Some participants said they avoided walking at peak times (typically the hours before and after school), because of the large number of people cycling and using scooters on footpaths
- Perception of safety problems with freight vehicles using the corridor.

Findings from the Safe Ways to School survey supports these statements and further highlight the concerns regarding cycle and walking facilities. The Safe Ways to School survey was a collaborative community-government initiative between the Council and four participating schools (involving the parents from Hukanui Primary School, Fairfield Intermediate and Peachgrove Intermediate Schools and students at Hamilton Boys High School).

Findings from the Survey included:

- 79% of parents and students predominantly use their cars
- The highest number of crashes occur in the peak school traffic times
- 86% of parents supported improved cycleways in and around the Hukanui project area
- 76% of parents would always, or sometimes, like their children to be able to walk/bike to school
- The primary reason not to walk/bike/bus is convenience and road safety
- Improved road safety would result in more people cycling and walking
- 82% would prefer some sort of separated cycleway to avoid pedestrian/cyclist conflict in live traffic.

In addition to this, feedback from the survey included suggestions to add road crossings to Hukanui Road opposite bus stops, outside the Chartwell entrance and Boys High, and upgrading the existing crossing on Clarkin Road. For example, some suggestions were to provide intersection and/or roundabout crossings

which could result in safe pedestrian and cyclist use at a number of intersections. This feedback is detailed in Appendix B.¹⁹

2.3.2 Evidence Statement Two:

Harm to the community, with a disproportionate level of harm for vulnerable users

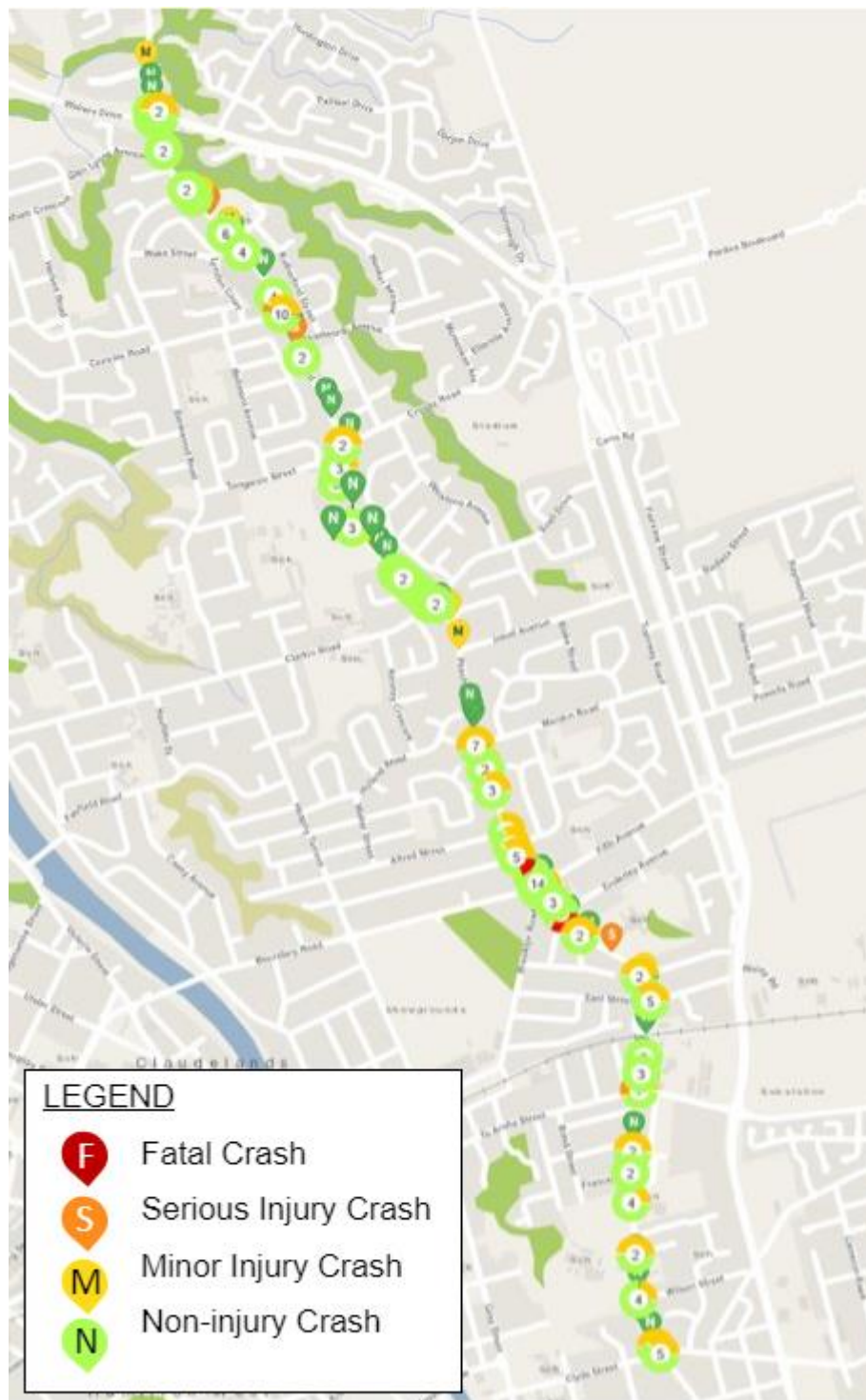
During the last five years users of active modes have been over-represented in crash statistics along the Schools Link corridor, with 8% of all crashes and 22% of all serious or fatal crashes involving either a pedestrian or cyclist.²⁰ This is despite the fact that active transport makes up only 8% of total transport trips in Hamilton.²

Figure 18 below shows the crashes that have occurred along the corridor during the period 2015 and 2019. This shows that there is a large concentration of crashes occurring surrounding schools and at major intersections along the School Link corridor.

¹⁹ Safe Ways to School Survey, 2018

²⁰ <https://maphub.nzta.govt.nz/cas/>

Figure 18 – Schools Link corridor road crashes, 2015-2019



There have been 247 recorded crashes which have occurred along the corridor since the 2015 financial year. Figure 19 below shows that while the non-injury crash count appears to be significantly lower in 2019, the serious and fatal crash count remains constant with two serious crashes occurring in 2019.

Figure 19 – Schools Link corridor crashes by crash severity²¹

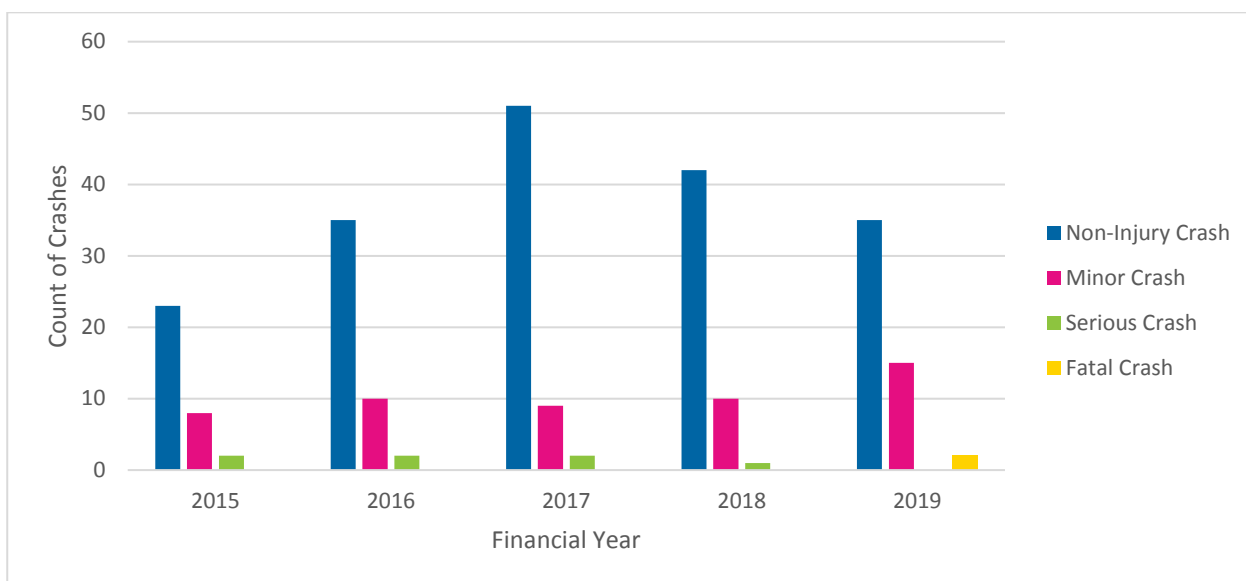
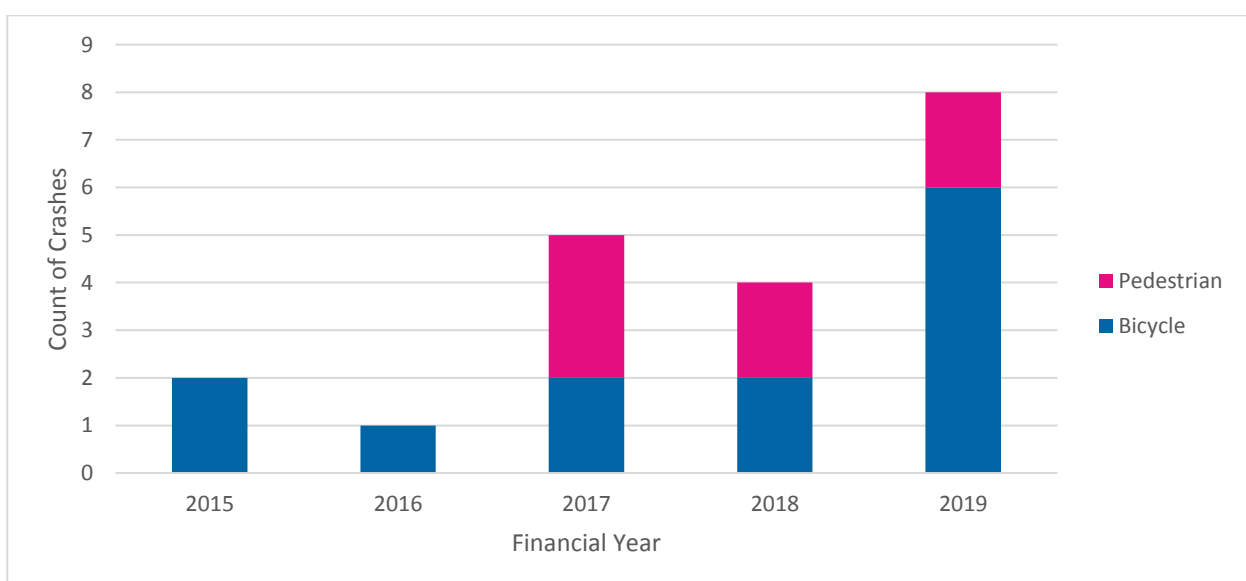


Figure 20 below illustrates all crashes involving a pedestrian or cyclist that have occurred during the period 2015 to 2019, shown by financial year. This shows that there is an increasing number of crashes occurring involving users of active modes along the corridor.

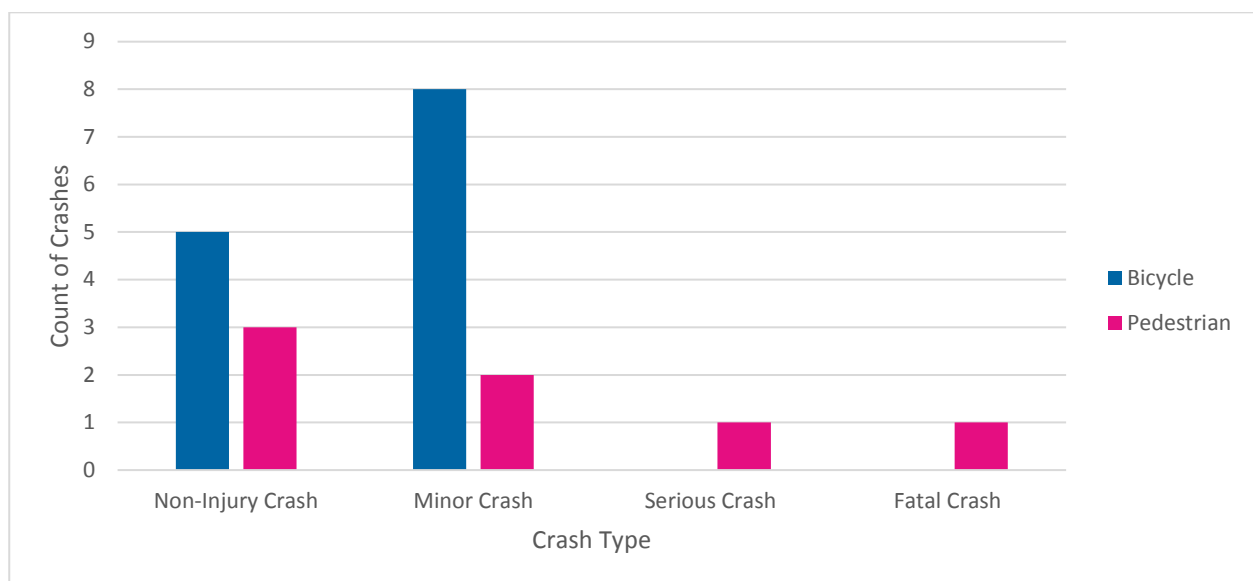
Figure 20 – Schools Link corridor crashes involving a cyclist or pedestrian



These crashes involving cyclists and pedestrians are outlined in Figure 21 below, shown by crash severity. The graph shows that both cyclists and pedestrians have been involved in non-injury and minor crashes along this corridor, while pedestrians have also been involved in DSI crashes.

²¹ <https://maphub.nzta.govt.nz/cas/>

Figure 21 – School Link corridor crashes involving a cyclist or pedestrian by crash severity



2.3.3 Implications of the Evidence

Poor crossings and cycle lanes for users of active modes are evident along the Schools Link corridor through limited crossing facilities with poor visibility and narrow, disconnected cycleways. Hamilton residents have expressed their concerns regarding trip hazards along footpaths and poor visibility for pedestrians at crossings. There are also concerns about the large volumes of both people on the footpath and vehicular traffic on the roads during peak travel times. Additionally, the narrow cycleways are a concern for users of active travel modes, with 82% of survey respondents stating that they would prefer to have cycleways which are physically separated from traffic. This lack of infrastructure has resulted in harm to the community, with a disproportionate level of harm for users of active modes. Two hundred and forty seven crashes have occurred along the corridor during the last five years, with large concentrations of crashes occurring near schools. Users of active modes were involved in 8% of crashes and 22% of serious and fatal crashes. These figures are worse when you consider the limited presence of active users on the road when compared with users of private vehicles, with active mode users only making up 8% of total transport trips.

3. Outcomes

3.1.1 Main Benefits

Following the development of the problem statements in the ILM workshop, the two main benefits of addressing these problems and investing in the Schools Link corridor were identified with input from key stakeholders. These benefits are:

1. People have a reduced reliance on private vehicles to improve the wellbeing of the community and provide positive environmental outcomes (60%)
2. Increased safety will reduce the number of DSIs, promote healthier communities and improve quality of life (40%)

Benefit One: People have a reduced reliance on private vehicles to improve the wellbeing of the community and provide positive environmental outcomes (60%)

The Schools Link corridor provides a significant opportunity to achieve greater mode shift towards active modes of transport such as walking and cycling as well as public transport. As a consequence of increased levels of outdoor activity, members of the community could benefit from an improved wellbeing. A reduced reliance on private vehicles could also decrease levels of stress through lower congestion and reduce vehicle emissions.

Implementing safe and connected walking and cycling facilities along the Schools Link corridor will have a positive impact on active transport uptake, with one of the key barriers of walking and cycling uptake being safety. This is particularly true for more vulnerable users such as children, elderly people and disabled people where safety and access have considerably more weight when making transport choices.

The provision of safer and connected walking and cycling routes will impact both the number of people choosing active modes for their daily commute, the number of people choosing to walk and cycle recreationally and the number of people choosing to use active modes for short trips or multimodal trips. The Schools Link Corridor Strategic Case aims to increase the walking and cycling uptake for all trip types and trip purposes. As part of this, the programme will also seek to improve active mode access and connections to public transport, allowing for safe and efficient interchange between modes. Subsequent business case stages will need to have a more detailed understanding as to the factors impacting customers and limiting the uptake of active modes and public transport. This will have the biggest impact on instilling active travel behaviours across the board and consequently result in healthier communities. Complementary to any infrastructure and educational measures implemented as a result of the Schools Link Corridor Strategic Case will be the Accessible Streets Regulatory Package, which aims to provide clearer rules and regulations concerning the use of footpaths and cycleways to improve safety outcomes.²²

The lack of prioritisation and integration of the public transport network along the Schools Link corridor was also identified as a barrier to reducing the dependency on private vehicles. This was evidenced by the poor reliability of the buses which use the Schools Link corridor, particularly in comparison with other key bus corridors in Hamilton city. Improving both public transport reliability and travel time will improve overall customer experience and provide a more competitive bus service when compared with private vehicles. It is expected that these improvements will drive a shift towards greater public transport mode share and therefore greater bus patronage. It is also expected to improve overall customer satisfaction with the public transport network and services.

²² NZ Transport Agency, 2020

Some of the flow-on benefits created through the improvement of the public transport network is the reduction of private vehicle traffic on the roads, meaning less congestion and a reduction in transport emissions. Additionally, individuals will likely be spending less on their commute, with public transport fares being less than the cost of operating a private vehicle and parking. This provides greater opportunities and benefits for people from lower socio-economic areas, reducing social inequalities and increasing access to jobs, services and education.

The business case approach requires specific Key Performance Indicators (KPIs) to be measured in order to determine the extent to which the project has achieved its objectives. The KPIs which best reflect a reduced reliance on private vehicles include:

- KPI 1: Decreased proportion of people using private vehicles for journey to work
- KPI 2: Reduced CO₂ emissions
- KPI 3: Increased proportion of people walking or cycling to work or school
- KPI 4: Increased proportion of people taking public transport to work or school

Benefit Two: Increased safety will reduce the number of DSIs, promote healthier communities and improve quality of life (40%)

Providing opportunity for increased use of active travel and public transport within Hamilton will achieve health benefits for the community both due to the reduced vehicle emissions and through encouraging a more active community. With a reduced number of vehicles on the road and an increased level of safety, we could also expect a decreased number of deaths and serious injuries occurring along the Schools Link corridor and an improved quality of life for local residents.

There are a number of strategic catalysts, driving this prioritisation of road safety. One of the biggest influences is the Vision Zero philosophy adopted by the government as part of the 'Road to Zero' National Road Safety Strategy. This philosophy states that deaths and serious injuries are not acceptable on New Zealand roads and embraces a transformative mind set in making all roads safe. The strategy outlines how the transport system needs to be designed to be more forgiving and protect road users when human error inevitably occurs. Infrastructure improvements and speed management is just one part of the problem. Unsafe road user behaviour, vehicle safety and system management also play a significant role when improving road safety (see Figure 22).

Improving road safety along the Schools Link corridor will lead to a greater perception of safety within Hamilton, encouraging more people to walk and cycle. It would encourage parents to let their children walk or cycle to school and improve accessibility for elderly and disabled people.

The safety related KPIs include:

- KPI 1: Decrease in DSIs
- KPI 2: Improved perception of safety (all users and vulnerable users)
- KPI 3: Reduced CO₂ emissions

Figure 22 - 'Road to Zero' Vision and Strategy for New Zealand Roads²³



3.1.2 Investment Objectives

The following key performance indicators (KPIs) were developed for each identified benefit, as a way of measuring the progress made towards the investment objectives for the Schools Link corridor. These are outlined in Table 2 below, along with baseline and target measures.

Table 2 - Main benefits and investment objectives

Benefits	Investment Objective	Investment KPI	Baseline measure
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²³ New Zealand's Road Safety Strategy, 2019

Benefits	Investment Objective	Investment KPI	Baseline measure
People have a reduced reliance on private vehicles to improve the wellbeing of the community and provide positive environmental outcomes (60%)	Reduce reliance on private vehicles and increase active mode and public transport uptake	<p>KPI 1: Journey to work by mode (single occupancy vehicle, car passenger)</p> <p>KPI 2: Reduced CO₂ emissions</p> <p>KPI 3: Number of people walking or cycling to work or school</p> <p>KPI 4: Number of people taking public transport to work or school</p>	<p>KPI 1: In 2018, 64,932 (89%) of people living in Hamilton stated that taking a private or company vehicle was their main means of travel to work.²</p> <p>KPI 2: No baseline measure (require modelling outputs)</p> <p>KPI 3: In 2018, 5727 (8%) of people living in Hamilton stated that cycling or walking was their main means of travel to work, while 12,522 (29%) of people studying in Hamilton stated that cycling or walking was their main means of travel to school.²</p> <p>KPI 4: In 2018, 2286 (3%) of people living in Hamilton stated that public transport was their main means of travel to work, while 4791 (11%) of people studying in Hamilton stated that public transport was their main means of travel to school.²</p>
Increased safety will reduce the number of deaths and serious injuries (DSIs), promote healthier communities and improve quality of life (40%)	<p>Reduce harm to the community by reducing DSIs</p> <p>Improving the environmental outcomes for the community</p>	<p>KPI 1: DSIs, crash types and crash severity</p> <p>KPI 2: Perception of safety surveys</p> <p>KPI 3: Reduced CO₂ emissions</p>	<p>KPI 1: Average annual DSIs along the corridor are 1.8 based on the last 5 years. There are also on average 10 minor crashes and 37 non-injury crashes annually.²⁴</p> <p>KPI 2: 63% of survey respondents stated they usually stay on the road and share the lane with traffic to get through an intersection when cycling²⁵</p> <p>KPI 3: No baseline measure (require modelling outputs)</p>

3.1.3 Alignment with Strategies

Table 3 below outlines existing government and local strategies and how their objectives align with the Schools Link corridor project objectives. These project objectives are a reduction in car dependency, the increased use of active and public transport and an increase in safety.

²⁴ CAS, 2019

²⁵ Hamilton City Council Cycling Survey, 2014

Table 3 - Project alignment with government objectives

Planning document	Local objective	Project objectives			
		Reduction in car dependency	Increase the use of active modes	Increase the use of public transport	Improve safety for all road users
Access Hamilton 2018	Improved connectivity	✓	✓	✓	
	Increased personal safety	✓	✓	✓	
	Sustainable travel options	✓	✓	✓	
	Promote cycling to work	✓	✓	✓	
Hamilton Biking Plan 2015-2045	Create a fully connected, primary and secondary biking network linking the city and the suburbs	✓	✓		✓
	The biking plan is integrated into transport and city planning	✓	✓		✓
	The biking plan is integrated into transport and city planning	✓	✓		✓
	Increase the number of people and the frequency of people biking	✓	✓		
Waikato Land Transport Plan (RLTP)	Protect the function of strategic corridors in the context of growth pressures	✓	✓	✓	
	Reduce the number of DSIs in the region				✓

Planning document	Local objective	Project objectives			
		Reduction in car dependency	Increase the use of active modes	Increase the use of public transport	Improve safety for all road users
	Provide for the access and mobility needs of our communities		✓	✓	✓
Waikato Regional Public Transport Plan (RPTP)	Create sustainable patronage growth for public transport	✓		✓	
	Improved integration of public transport services	✓		✓	
	Improved access to services to support community wellbeing	✓		✓	
Network Operating Framework 2015	Optimise network for all modes via a one network approach	✓	✓	✓	
Safer Journeys 2020-2030	Improve safety for road users				✓
Accessible Streets Regulatory Package 2020	Proposed rule changes to make public transport (buses) and active transport such as walking or cycling safer and more efficient	✓	✓	✓	✓
Investment Decision Making Framework (IDMF)	Put people and place, rather than vehicles and networks, at the centre of our decision-making		✓	✓	✓
	The inclusion of social, economic, cultural, and environmental outcomes in transport planning and investment	✓	✓	✓	
Metro Spatial Plan	Part of the Future Proof Strategy to plan for growth in the Waikato area and improve Auckland to Hamilton metro connections	✓		✓	

Government Policy Statement on Transport

The Government Policy Statement (GPS) 2018 makes it clear that transformation of New Zealand's land transport system is a priority. The four strategic priorities defined in the GPS are Safety, Access, Environment and Value for Money. The Schools Link corridor aligns with the GPS key strategic priorities of safety and access and supporting priorities of environment and value for money, as shown in Table 4.

Table 4 - Alignment of Government Policy Statement Objectives

Key Strategic Priority	Objective	Schools Link
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Key Strategic Priority	Objective	Schools Link
Safety	Is a safe system, free of death and serious injury	✓
Access	Provides increased access to economic and social opportunities	✓
Access	Enables transport choice and access	✓
Access	Is resilient	✓
Supporting Strategic Priorities		
Value for Money	Delivers the right infrastructure and services to the right level at the best cost	✓
Environment	Reduces greenhouse gas emissions as well as adverse effects on the local environment and public health	✓

Access Hamilton

The Access Hamilton Programme Business Case (PBC) 2018 v2.0 outlines a strategic transport programme for Hamilton City and sets out a direction for investment in land transport in Hamilton City over the next 10 years. The Access Hamilton Programme has been developed by Hamilton City Council in collaboration with Waikato Regional Council and the NZ Transport Agency. The preferred programme supports significant future national investment decisions for the city's transport system through the National Land Transport Fund (NLTF).

Access Hamilton describes what Hamilton is seeking to achieve and how this will contribute to an accessible and safe land transport system. It proposes to deliver a programme of works that includes maintenance activities, capital works, public transport services, and state highway improvements.

Access Hamilton aims to make the city more accessible with mode share by public transport and active modes. It has set a target of increasing these mode share of trips from 14% to 29% by 2028 and increase the percentage of short trips (<2km) undertaken by foot from 26% to 50%. It also aims to reduce the number of short distance trips (<2km) by car.

Schools Link corridor is considered an area in Hamilton where improvements on the corridor can result in a higher uptake of active modes in comparison to other areas of the city. Improvements to the Schools Link corridor has been agreed as an activity with a high priority in the programme. It is also acknowledged as a 'related activity' in the WEX Network Plan (v3.0). Given the imminent completion of the Hamilton section of the WEX, it is appropriate to start considering the potential for investment on the Schools Link corridor at this time.

Hamilton Biking Plan

The Schools Link corridor is identified as one of 10 projects that are key to delivering the outcomes and goals of the Hamilton Biking Plan 2015-2045. Concerns relating to road safety has resulted in an increasing number of parents not wanting their children riding a bike to school.

The Schools Link corridor consists of multiple schools with over 9,500 students using the corridor and surrounding area to travel to and from school. Reducing the number of cars on these roads at school pick up times will improve road safety, including for active modes and public transport.

The Biking and Micro-mobility Programme 2020-2045

The Biking and Micro-mobility Programme will develop a city-wide long-term strategy for biking and micro-mobility to benefit from safety, mode shift, health, and environmental improvements. It will include a programme for improving micro-mobility mode share. Components of this are expected to be a long-term end-state network plan for biking and micro-mobility, and a prioritised implementation plan of activities that implement Access Hamilton PBC targets for mode shift. Implementation activities will be mixed between infrastructure, end of trip facilities, demand management, and education. Some activities might start quickly, some will require further planning and study, and some are expected to require additional business cases.

Waikato Region Land Transport Plan 2016-2045

The 2018 update to the Region Land Transport Plan (RLTP) sets the strategic direction for land transport in the Waikato Region. The Hamilton Growth Package is a programme included for implementation in the RLTP and one of the key projects of the growth package is Access Hamilton strategic corridors, public transport services and infrastructure and the Mass Transit Plan.

Waikato Regional Public Transport Plan

The Waikato Regional Public Transport Plan (RPTP) 2018-2028 is aligned to the aims of the RLTP, and has specific goals for Hamilton relating to sustainable patronage growth, integration of services, infrastructure and land use, as well as improving access to services to support community well-being.

The Schools Link corridor supports the Mass Transit objectives of the RPTP by supporting a significant shift to public transport usage.

Waikato Expressway Network Plan

The Schools Link corridor is identified as Priority Group 02 – Wairere Drive (Hamilton Ring Road) in the WEX Network Plan. Completion of the Wairere Drive and WEX projects will reduce reliance on the Schools Link corridor for vehicular traffic travelling north/south and provides an opportunity to encourage greater use of public transport and active modes.

Network Operating Framework

The Network Operating Framework (NOF) shows the Schools Link corridor as being both a primary public transport corridor (PPTC) and a primary cycling corridor (PCC).

3.1.4 Key Issues, Constraints and Dependencies

Issues and Constraints

The project has some key issues and constraints which are listed in Table 5 below.

Table 5 - Key issues and constraints

Key issues and constraints	
Physical corridor constraints	<p>One of the key constraints of this project are the physical corridor constraints limiting the ability to widen or separate cycle lanes from the road.</p> <p>Lack of available carriageway width for the provision of a separated cycleway could result in the loss of on-street parking along some</p>

Key issues and constraints	
	sections of the corridor.
Community and stakeholder expectations	The project requires support from key stakeholders and the community.
Parking demand and constraints	There is a relatively high parking demand along the Schools Link corridor, with a number of schools and facilities nearby.
Travel time for on-road vehicles	Infrastructure-focused cycling interventions may reduce capacity for private vehicles along some corridors and therefore increase delays.

Dependencies

The Schools Link corridor runs perpendicular to the University Link corridor, which provides a link between Waikato University and Hamilton Central Business District (CBD). The University Link corridor and is being considered in a separate strategic case due to its differing function and customer profiles. Any interventions or initiatives will need to be consistent along the two corridors to enable ease of use and continuity by users.

Biking and Micro-Mobility Programme

The Biking and Micro-mobility Programme is a city-wide long-term strategy to identify how to improve biking and micro-mobility mode share in alignment with Access Hamilton PBC (2018) targets. Eastern Pathways is a precinct-specific capital programme for walking, cycling and PT improvements focused on two main corridors. The primary difference between the two is that the Biking and Micro-mobility Programme is looking ahead to determine how we can change and improve across the city, while Eastern Pathways seeks to deliver a series of capital projects already anchored in current policy and strategy documents for a specific area. The main aligned areas between the city-wide strategy and the integrated capital deliver programme are in the areas of communications/engagement, design approaches, and strategic fit. Given the differences (of strategy vs. implementation, and city-wide vs precinct) it is potentially compromising for project needs to fully combine the aligned areas into single workstreams.

The Eastern Pathways Programme

The Eastern Pathways Programme is an integrated capital delivery programme established to deliver 'shovel-ready' infrastructure projects as part of the Governments post Covid response. It is anticipated that the main components will be the School Link and University Link corridors, taking those projects forward from single stage business cases to design and construction. It also includes related capital implementation programmes within a defined precinct area that relate to the project. Related capital programmes include Ruakura Road Upgrade, Biking Connectivity Programme, Safety Improvement Programme, and asset renewals. Strategic decisions for the main components of this programme have been anchored in policy and strategy since 2014 in the Biking Plan. The Programme will also ensure that principles established by the School / Uni link business cases translate across to the related capital programmes that site outside the business cases per se.

3.2 Anticipated Strategic Fit and Effectiveness

3.2.1 Strategic fit

An indicative assessment of the strategic fit has been undertaken in accordance with the NZ Transport Agency's Investment Assessment Framework. The indicative Strategic Fit is assessed as High as the corridor reflects many of the outcomes sought through the current GPS. The subsequent business case processes will identify and confirm if the outcomes can be achieved through the implementation of a range of infrastructure, speed management and travel demand management investments

3.2.2 Effectiveness

The indicative effectiveness is assessed as high, as shown in Table 6.

Table 6 - Effectiveness of Components

Component Explanation		Rating
Outcomes focused	<ul style="list-style-type: none"> The corridor and wider catchment provides access to more than a dozen schools as well as local communities and businesses and requires improvement to encourage active mode and public transport uptake The investment will result in a tangible change in addressing the modal choice and safety problems identified. It benefits modal choice and access to active and public transport through reduction in the reliance on private vehicles. The investment benefits pedestrian and cycle safety through investment in crossings and cycle lane for users of active modes. 	High
Integrated	<ul style="list-style-type: none"> The investment is consistent with the current and future transport plans for NZTA, WRC and HCC. The investment will deliver outcomes that are consistent with the planned development of city-wide infrastructure, adjacent growth areas and supporting capital and renewal programmes. The investment supports the delivery of infrastructure envisaged by Access Hamilton and the Bike Plan. 	High
Correctly scoped	<ul style="list-style-type: none"> The investment will be scoped to complement the other investigations being undertaken by the Biking and Micro Mobility Business Case. This will ensure safety and facility investigations incorporate current thinking. 	High
Affordable	<ul style="list-style-type: none"> The investment will focus on whole of life cost effective solutions within a defined budget and should deliver significant long term benefits for the community including reduced carbon emissions, health benefits from active mode uptake reduced reliance on private vehicles. The National Land Transport Programme has allocated \$0.8M to pre-implementation and \$21M to construction of this corridor between 2020-22. 	High
Timely	<ul style="list-style-type: none"> The investment is proposed to be delivered in the short term (1 to 2 years) which means the modal choice and safety benefits identified will be realised soon and provide lasting benefits to the community. 	High
Confidence	<ul style="list-style-type: none"> There is considerable support from the community to improve access for the corridor and wider catchment for students and others who regularly use this corridor and local catchment. Effective management and quality systems are in place to manage project and wider programme delivery as well as known and yet identified risks. 	High

Component Explanation		Rating
Overall	<ul style="list-style-type: none"> All effectiveness components have scored high. 	High

4. Project Plan for the Next Phase

4.1 Scope

4.1.1 Purpose

The purpose of the single stage business case is to investigate and develop a long list to short list of options for implementation that will best achieve the benefits and outcomes defined in this strategic case. Hamilton City Council engaged Beca Ltd to commence development of the Business Cases in January 2019. However, development of the business case paused while this strategic case was developed to provide a more robust strategic underpinning for that phase. With that team still engaged, consideration of the above findings and interdependencies with other workstreams has been reviewed and updated.

The following are key considerations for the delivery of the single stage business case:

- There is limited information about the customer profiles of the users of the School Link catchment. It is recommended that during the SSBC stage that through the consultation and engagement processes that this be addressed to inform the option selection process. Customer insights such as understanding key destinations including confirming social and economic opportunities the community wants to access, purpose of trips, demographics targets for mode shift, and community requirements to 'shift'
 - There is some information regarding travel times for the major corridors in the area but not for the School Link corridor. If practicable additional information should be gathered for the School Link corridor as well as other key roads such as Waikare Drive.
 - The SSBC should gather specific information regarding the 9 bus services that service the School Link corridor, including frequency, catchment and other destinations it services.
 - PT travel time reliability is poorer in the afternoon peak than the morning. The cause of this is not well understood and should be confirmed in the SSBC stage.
 - The causes of bus unreliability need to be investigated through the SSBC to inform the option development and assessment.
 - The School Link project include a north-south corridor, it should be noted that the subsequent business case needs to also investigate the effectiveness of improvements for the local catchment. This includes investigating improvements for connecting paths, roads and areas that access the corridor as part of a comprehensive investment package.
 - Great level of detail for the crash data; i.e. where are the VRU crashes occurring, what types etc could include scrutinising police reports
 - Better understanding of network hierarchy since NOF 2015 and if there are fundamental changes
 - Understand attitudes and perceptions of cycling and walking (refer NZTA guidance).
- Current and future travel patterns – origin destination for trips types

- Demand for corridor including projections, network LoS and pinch points from shared evidence base
- Public transport uptake can be improved through a range of measures in Hamilton and for this project. Based on the available information it is predicted that targeted prioritisation may be sufficient and appropriate for the level of improvement rather than whole of corridor prioritisation however this needs to be thoroughly evaluated in the single stage business case.

4.1.2 Key benefits

The benefits of successfully investing to address these were identified at a project ILM workshop held on 1 April 2020. The stakeholder panel identified and agreed the following benefit:

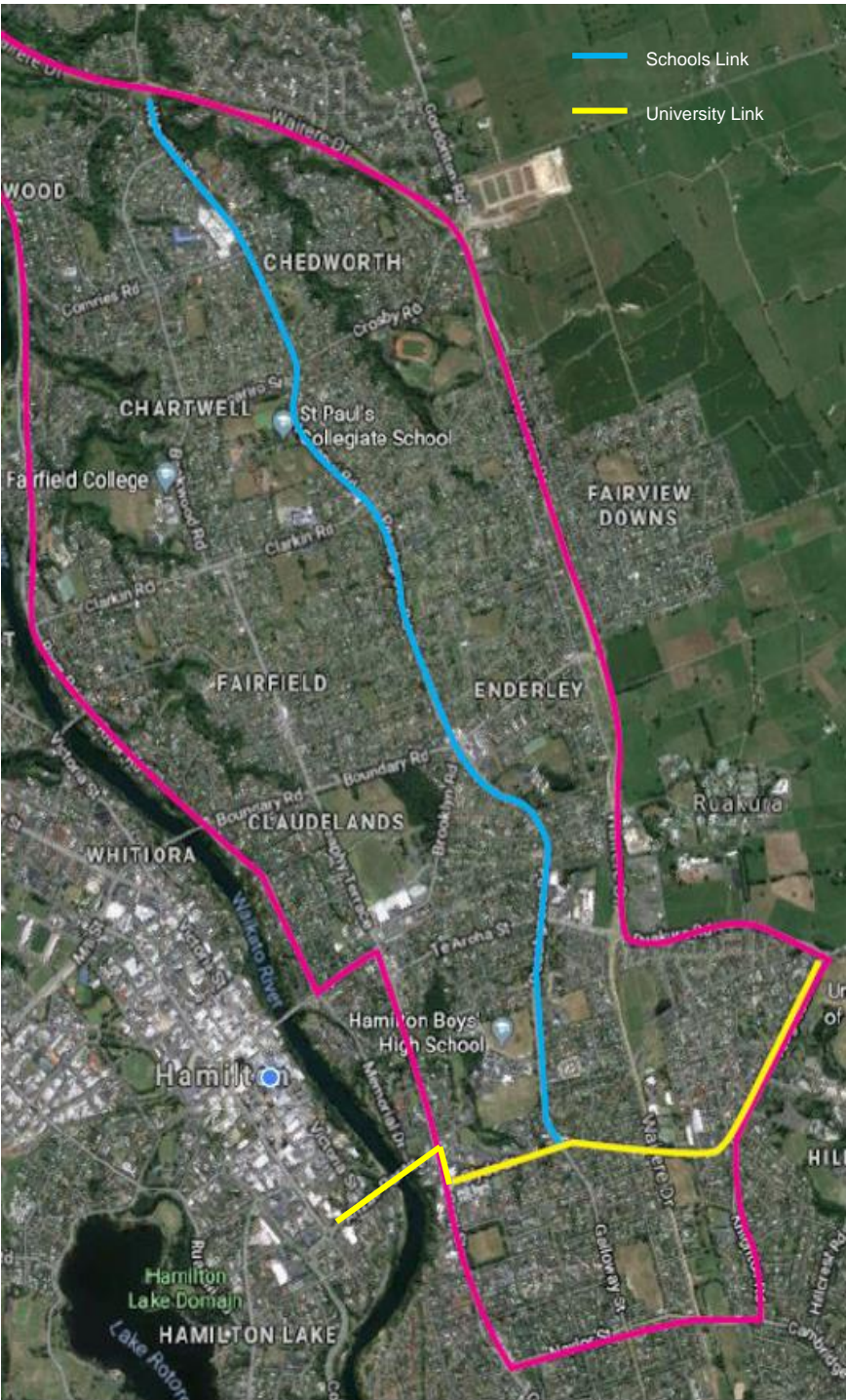
Benefit 1: People have a reduced reliance on private vehicles to improve the wellbeing of the community and provide positive environmental outcomes

Benefit 2: Increased safety will reduce the number of DSIs, promote healthier communities and improve quality of life

4.2 Geographic boundary

The project corridor is located along Hukanui Road and Peachgrove Road in east Hamilton. Including consideration of the linkages to the schools and community facilities along this route, the project scope is outlined in Figure 23, along with the University Link corridor.

Figure 23 - Project Scope



4.3 Single Stage Business Case Scope

The expected methodology for preparing a single stage business case for the School Link corridor is to:

- 1. confirm investment objectives
- 2. assess and confirm safety and access issues along the corridor

3. develop and access treatments
4. develop and assess long list options
4. assess long list options against the investment objectives
5. determine resource consent and designation requirements and consultation
6. identify recommended option
7. conduct option assessment workshop to confirm the recommended option
8. finalise detailed business case
9. obtain OPPP approval of the recommended option and funding approval to proceed to pre-implementation.

Table 7 – Single Stage Business Case Cost Estimate

Stage	Scope	Estimated Cost
Step 1a Long List	Based on Access Hamilton and ILM outputs a set of objectives will be developed for the options evaluation.	34,600
	Review network principles	
	Re-assess update treatments based on Strategic Case	
	Identification of key metrics that influence mode choice	
	Assess mode-shift contribution of options (high level analysis)	
	Development of Investment objectives	
	Workshop preparation	
	Preparation of best practice examples	
	Review of sub-options for each 3 sectors	
	Pre-implementation recommendations	
	Preparation and methodology for costings	
Step 1b Long List Workshop	Hold Workshop – including facilitator and attendance of four staff, write up of minutes etc	7,700
Step 2a Develop and Assess Short List Options	Evaluation of long list options	91,800
	Concept design of short-listed options	
	Development of three short-listed options in concept	
	Design Framework	
	Revise Design Framework against strategic case	
	Development and preparation of Multi-Criteria Analysis	
	Pre scoring and briefing of specialists	

Stage	Scope	Estimated Cost
	Shortlist evaluation MCA - 2hr workshop	
	Assessment against MCA criteria by up to 8 technical specialists	
	Revise detailed analysis of the mode-shift contribution	
	Development of funding	
Step 2b Short List Workshop	Hold Workshop – including facilitator and attendance of four staff, write up of minutes etc	7,700
Step 3 Recommended Preferred Option / Draft Business case report	Business case writing - including economics evaluation	51,700
	Preparation of Workshop 4 - preferred option	
	Hold workshop	
	Complete technical analysis	
	Confirm recommended preferred option with HCC	
	Design Philosophy Statement	
Step 4 Draft Business Case Report	Review of the Strategic Case element of the SSBC so that it can be sufficiently relied on for the proposed corridor SSBC.	16,400
	Complete review and assess level of changes required in the existing drafted deliverables	
Step 5 Final Business Case Report	Finalise SSBC	5,700
Management and Delivery	Fortnightly team meetings with NZTA	37,800
	Fortnightly project team meetings	
	Weekly team / HCC meetings	
	Coordination/Financial reporting/general reporting and reviews	
External Facilitator	ILM workshop	2,600
Engagement and Consultation support	Provisional sum to provide support and advice to HCC	11,400
Expenses	Provisional sum to cover venue hire and catering, facilitator etc.	8,000
Total		\$275,400

4.4 Timeframes

Table 8 – Project Timeframes

Scope	Estimated Completion
Assessment and confirmation of the problem statements	Currently underway
Option development	Late August 2020
Option assessment workshop to confirm and endorse recommended option	Late September 2020
Develop recommended (endorsed) option and finalise single stage business case	Mid October 2020
Business case complete	Late October 2020
HCC endorsement and approval to proceed to pre-implementation	17 November 2020
OPPP meeting and approval to proceed to pre-implementation	10 December 2020

4.5 Financial

The estimated cost for the delivery of the single stage business case is \$611,500, and is broken down as:

Table 9 – Project stage fee estimates

Item / Stage	Fee Estimate
Single Stage Business Case	\$275,400
Communications and Engagement	\$269,100
HCC Project Management and Administration Support	\$67,000
Total	\$611,500

4.6 Quality Management

4.6.1.1 Document management

All key electronic documents will be stored within the NZ Transport Agency's InfoHub file system with both hard and electronic copies stored within the Waikato Regional Office.

4.6.1.2 Quality assurance

The business case phase will be delivered in accordance with HNO Quality and Approvals processes and delegations, summarising the key QA processes, check/reviews/approvals and hold points.

In addition, Hamilton City Council's Programme Control Group will ensure that the Business Case is prepared in accordance with the requirements of the Local Government Act 2002, which includes the need to comply with New Zealand Generally Accepted Accounting Practice (NZ GAAP).

4.6.1.3 Risk/Issues and opportunities

The following table summarises the initial identified project risks and opportunities, which are managed within Hamilton City Council's Eastern Pathways Programme Control Group. The owner of these risks at this stage is the project manager, however, they will be transferred into a detailed risk register and an owner allocated to each risk at the start of the development phase.

Table 10 – Project Risks / issues and opportunities

Description	Risk or Opportunity
Wider community expectations	Project not well communicated to community so expectations don't match reality expectations/perceptions of "correct solution" poorly managed media build up community expectations / go on a tangent / pick up on details that de-rail the focus of discussions.
Wider community requirements	Poor engagement with wider community and not understanding community needs / requirements. Stakeholder communications are insufficient Little understanding or visibility of the project in the wider community (schools, businesses, people who use as rat run as opposed to industry stakeholders). Problem statements might be wrong
Local body elections	Changes in council make-up following local body elections
HCC and NZTA expectations mis-aligned	HCC and NZTA's delivery expectations do not align Insufficient internal communications
Resourcing (business case stage)	Timeframes are tight for completion of the business case. There is a substantial amount of work to be completed which will require further resource. It can be difficult for NZTA/HCC and other stakeholders to turn documents around quickly Three areas: investment case, C&E, options development

4.6.1.4 Change control

HNO change control processes will be applied during the next business case phase.

4.7 Organisation and Governance

4.7.1 Programme organisation

4.7.1.1 Resourcing and governance structure (internal/external)

The Single Stage Business Case will be developed through Hamilton City Council in collaboration with other nominated partners. The key organisations involved in this project are shown in Table 11.

Table 11 - Project resourcing and governance

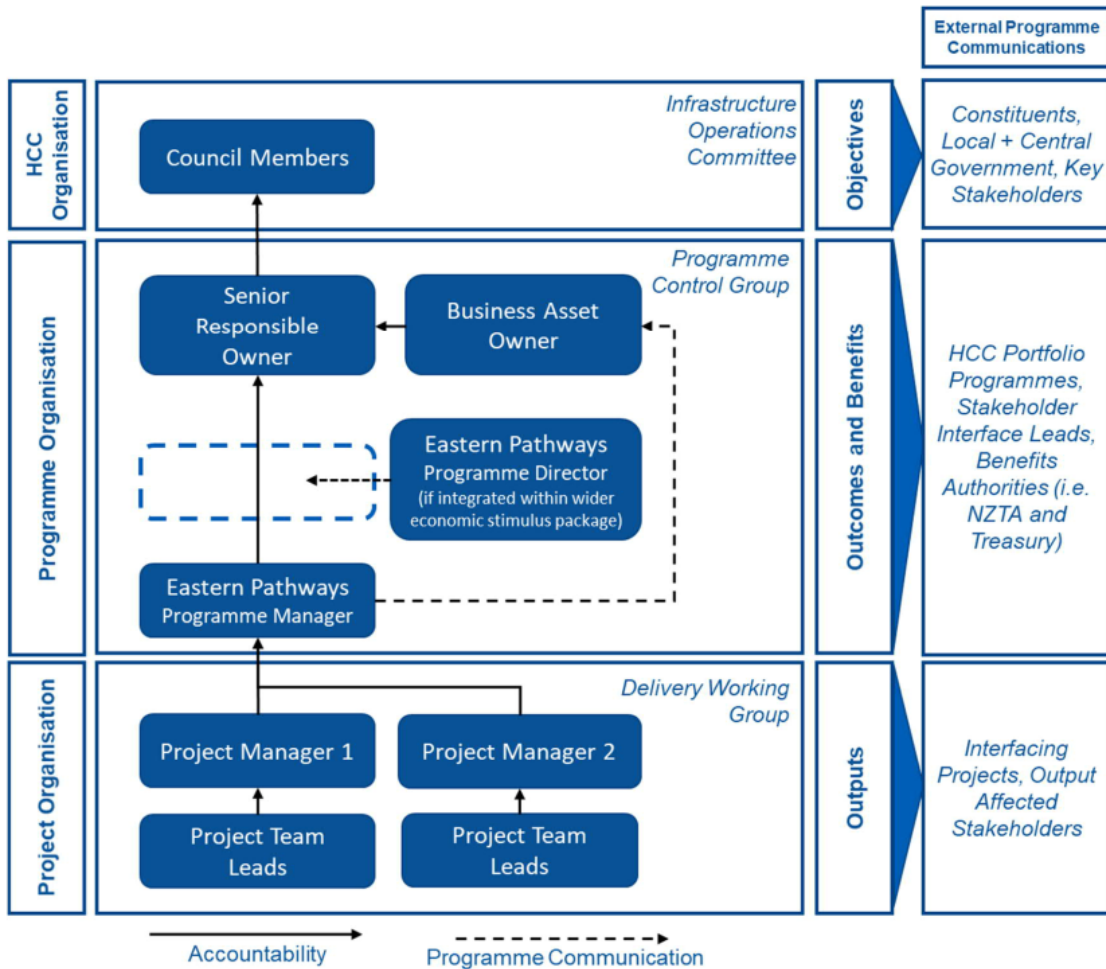
Role	Name
HCC Senior Responsible Owner (Project Sponsor)	Chris Barton
HCC Business Asset Owner	Martin Parkes
HCC Project Manager	Jeremy Froger
HCC Eastern Pathways Programme Director	James Bevan
Business Case Writer	Andrew Collings
Waka Kotahi Principal Investment Advisor	Kelly Jiang
Waka Kotahi Principal Planning Advisor	Bridget Spence
Waikato Regional Council Public Transport Manager	Andrew Wilson
Waikato Regional Council Network Planning and Performance	Andrew Carnell

4.7.1.2 Governance and organisational charts

The School Link and University Link projects will be delivered under HCC's Eastern Pathways Programme. The governance structure is set out below in Figure 24. The Eastern Pathways Programme establishes a dedicated Programme Organisation, separate to BAU, to deliver benefits:

- Promotes decision making through single line of accountability of individuals, not Groups.
- Clear integration with other parts of the organisation, however, retains separate governance
- Establishment of key roles (BAO and SRO) with clear Programme accountability
- Establish Programme governance forums
- Infrastructure Operations Committee (Alignment with strategy)
- Programme Change Group (Programme decision making)
- Delivery Working Group (Project decision making)
- Implement programme plans

Figure 24 - Governance Structure



4.8 Communications

4.8.1 Identify key stakeholders

A list of key stakeholders is provided below. Frequent and effective stakeholder engagement will be critical to the success of this project.

Stakeholder Group	Key Issues	Level of Engagement
Key stakeholders <ul style="list-style-type: none"> Elected Members Internal HCC departments, including City Transportation Unit, Development Group, Community Group and Communications Waka Kotahi NZ Transport Agency (Funding Partner) Mana whenua 	<ul style="list-style-type: none"> Design features and alignment Programme scope and timeframes Programme budget and funding requirements Interface with public transport Potential impacts to small businesses Environmental impacts Social procurement opportunities Impacts on local Indigenous values and 	Consult, Involve

Stakeholder Group	Key Issues	Level of Engagement
<ul style="list-style-type: none"> Waikato Regional HCC Iwi groups 	<ul style="list-style-type: none"> sites Vocal minorities dominating and influencing public perception Community and constituent impacts Media enquiries and reports 	
Stakeholders within Programme area <ul style="list-style-type: none"> Property owners and tenants on affected streets / neighbourhoods Business owners Chartwell Square Davies Corner Five Cross Roads Clyde Street Shops Waikato Tainui 	<ul style="list-style-type: none"> Design features and alignment Programme scope and timeframes Property resumptions, and property value impacts Access changes Potential impacts to small businesses Changes to parking Construction impacts 	Inform, Consult
Advocacy groups <ul style="list-style-type: none"> Chamber of Commerce Cycle Action Network CCS Disability Blind Foundation Living Streets Generation Zero Age Concern Community Groups Automobile Association Road Transport Association Go Bus Waste Management Organisations Neighbourhood Groups Neighbourly Youth Council 	<ul style="list-style-type: none"> Design features and alignment Programme scope and timeframes Property resumptions Access changes Small business impacts Interface with public transport and road corridor Changes to parking Construction impacts Potential impacts to amenity and natural environments 	Inform, Consult
Education sector <ul style="list-style-type: none"> Ministry of Education, and corresponding Government departments Hamilton Boy's High School Peachgrove Intermediate Hukanui School Fairfield Intermediate Fairfield Primary Fairfield Intermediate Fairfield College St Joseph's Primary Woodstock School St Paul's Collegiate Waikato Diocesan Girls Marion Catholic School Insoll School Te Kura Kaupapa Maori O Te Ara Rima 	<ul style="list-style-type: none"> Design features and alignment Programme scope and timeframes Access changes Interface with public transport and road corridor Changes to parking Construction impacts 	Inform, Consult

Stakeholder Group	Key Issues	Level of Engagement
<ul style="list-style-type: none"> Sacred Heart Girls' College Knighton Normal School St John's College Bankwood School Patricia Ave School Southwell School Waikato University 		
Other interested parties <ul style="list-style-type: none"> General public and motorists Kainga Ora developments NZ Police / FENZ / St John Ambulance Media HCC Transportation Group Infrastructure Alliance Kiwi Rail Kirikiroa Marae 	<ul style="list-style-type: none"> Design features and alignment Programme scope and timeframes Programme budget and funding requirements Interface with public transport 	Inform

To assist in delivering services to Maaori, Council currently has specific partnership and service agreements with:

- **Te Haa o te whenua o Kirikiriroa (THaWK)** - an iwi group representing local mana whenua (Maaori with historic ties to the Hamilton/Kirikiroa area) on issues relating to the management of Hamilton's natural and physical resources.
- **Te Runanga o Kirikiriroa (TeROK)** – an urban iwi authority representing maataa waka (Maaori/Pacific from other areas) on the impact of Council policies. Te Runanga provides a range of services, support, advice, and technical expertise that assist Council to meet the needs of the Maaori community in Hamilton.

These partnerships and agreements ensure mana whenua perspectives and maataa waka views are represented in decisions about the city, its community capacity and natural and physical resources.

4.8.1.1 Stakeholder engagement strategy

Key stakeholders will be engaged in alignment with the project delivery methodology. They will also be included in the circulation of related documentation for collaboration, review and agreement.

Communication between the team and external stakeholders is the Project Manager's responsibility. The stakeholder interactions will be supported by Hamilton City Council's Communications and Engagement team and administration resources.

4.8.1.2 Social Pinpoint

Social Pinpoint is an online platform built around interactive maps, allowing users to interact with proposed project designs and provide feedback via polls and discussion threads. The platform provides real time data and reporting on feedback received and visitor analytics. At each consultation phase, HCC can use Social Pinpoint to request feedback on specific element of the design and interact with users at the comment and engage with the map. The Social Pinpoint site can be embedded within HCC's existing website, and be supported by other collateral items, like fact sheets, posters, animations and videos with HCC representatives.

4.8.1.3 Relocatable Container / Drop-in Info Centre

A community space for people to stop by and find out information about biking, micromobility and active modes in Hamilton. This could initially be in the library or office space progressing to a relocatable container (or similar) to “pop-up” in areas of high foot-traffic (such as Garden Place, University Campus etc, and regularly moved around the city). This would provide opportunity for complementary projects and council staff to use this space for engagement and events, partnering with bike shops, gyms and retailers to offer discounts, incentives and promotional materials. Once the Eastern Pathways Programme moved into a construction phase, the drop-in info container could be relocated in a community space near the work to provide construction information.

4.8.1.4 Consultation events

To launch each phase of engagement, HCC could host information sessions and booths at key locations around the city. This includes school, universities, and places along the proposed project alignments. To generate excitement and encourage event attendance, competitions and prizes will be included within each engagement phase.

4.8.1.5 Local voices

This is about drawing on local people to talk about the project from their perspective, what they are excited or nervous about and how the project and the investment in such infrastructure contributes to their future Hamilton. Using a range of people from all different backgrounds (including those you would never typically see on a bike) will help others to connect to one of these voices and potentially understand other perspectives and opinions.

4.8.1.6 Connection with HCC events and Biking and Micro-mobility Programme

HCC currently has a large number of projects and events and is regularly engaging with partners, stakeholders and the community. The Eastern Pathway programme will connect with internal HCC teams to ensure that there is a joined-up approach to this engagement, and wherever possible we are having community focused conversations around a range of relevant and related topics.

4.8.1.7 Procurement strategy

It is likely the physical works contract will be procured through lowest price conforming tender in accordance with Hamilton City Council’s procurement guidelines. Additionally, a stage one procurement strategy will be developed alongside the identification of a preferred option in the Business Case. This will allow delivery opportunities to be more thoroughly considered, aligned to funding avenues, other work streams and the influence of adjacent works that may influence timing of delivery.

4.8.1.8 Health and safety management

Health and safety responsibilities are outlined in Hamilton City Council’s Management Policy Health and Safety (15 July 2016) and Waka Kotahi’s [Safety in Design requirements](#).

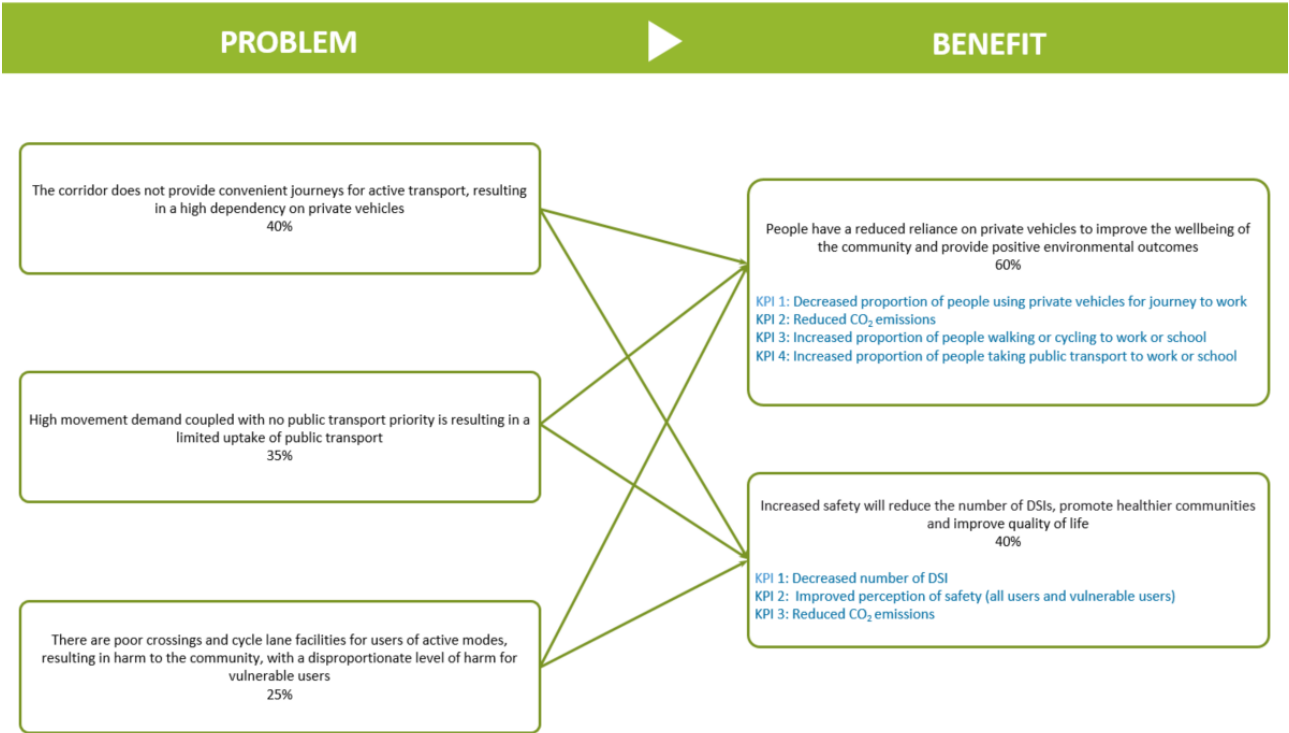
Appendix A – Investment Logic Map (ILM)

School Link ILM



Attachment 3

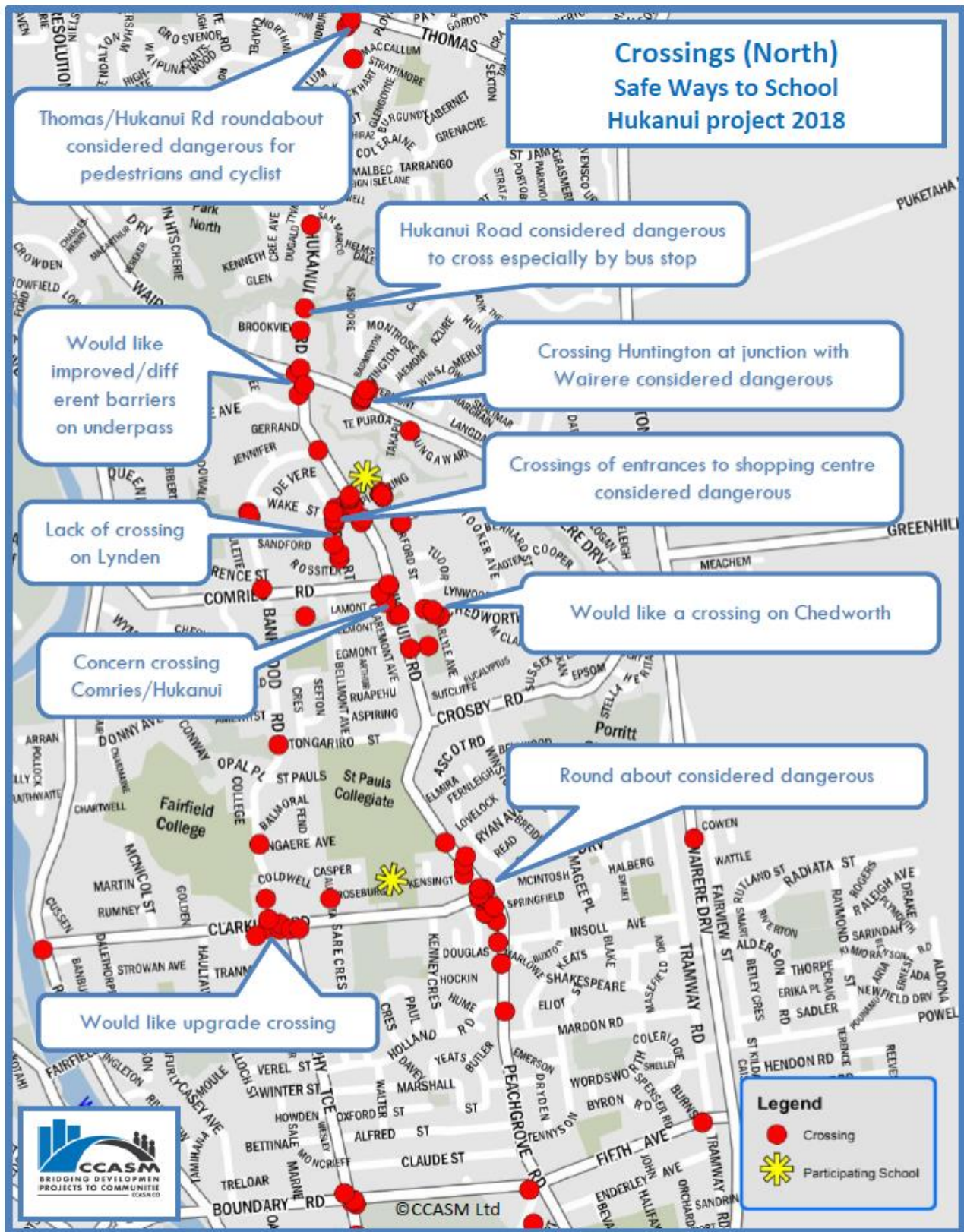
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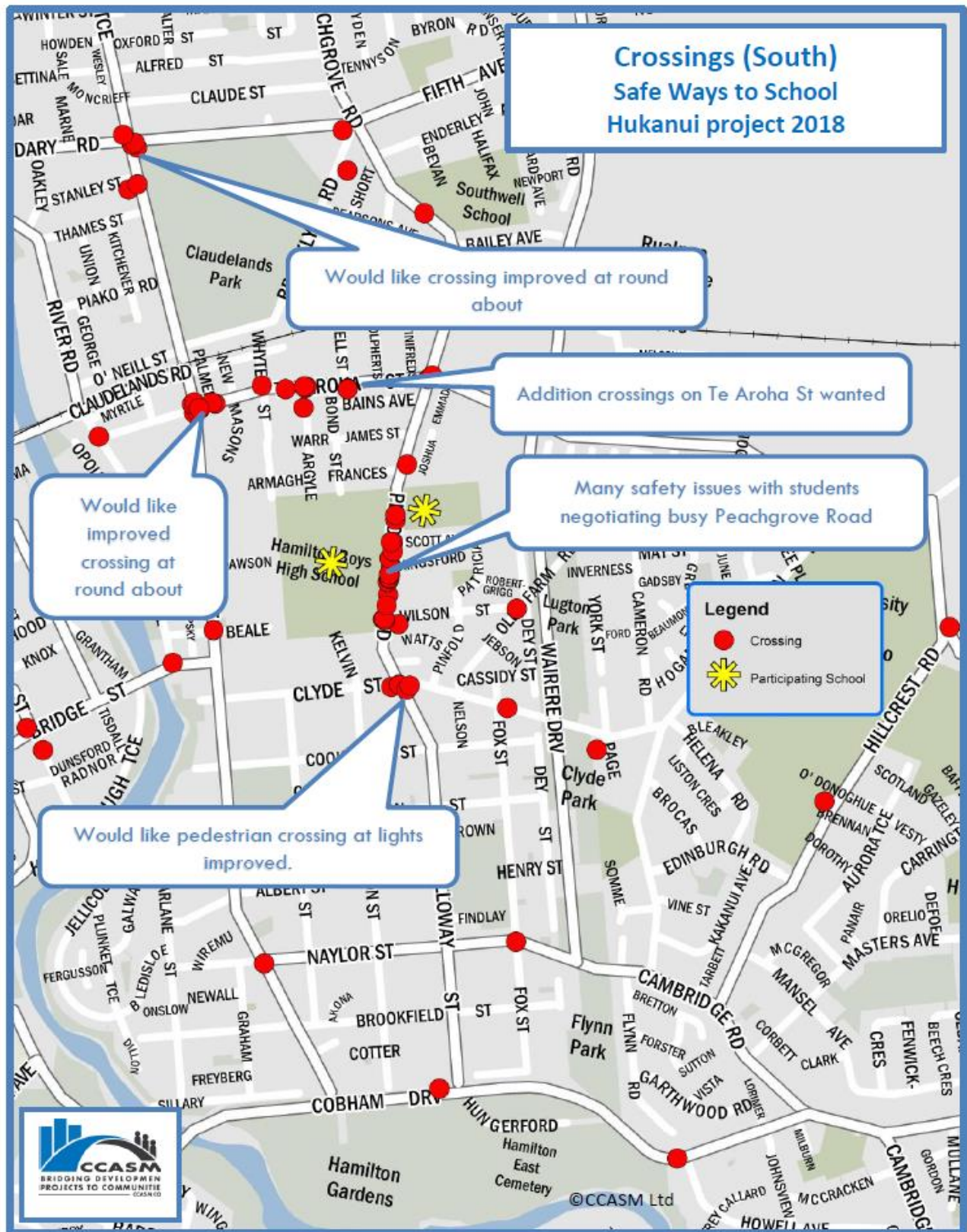


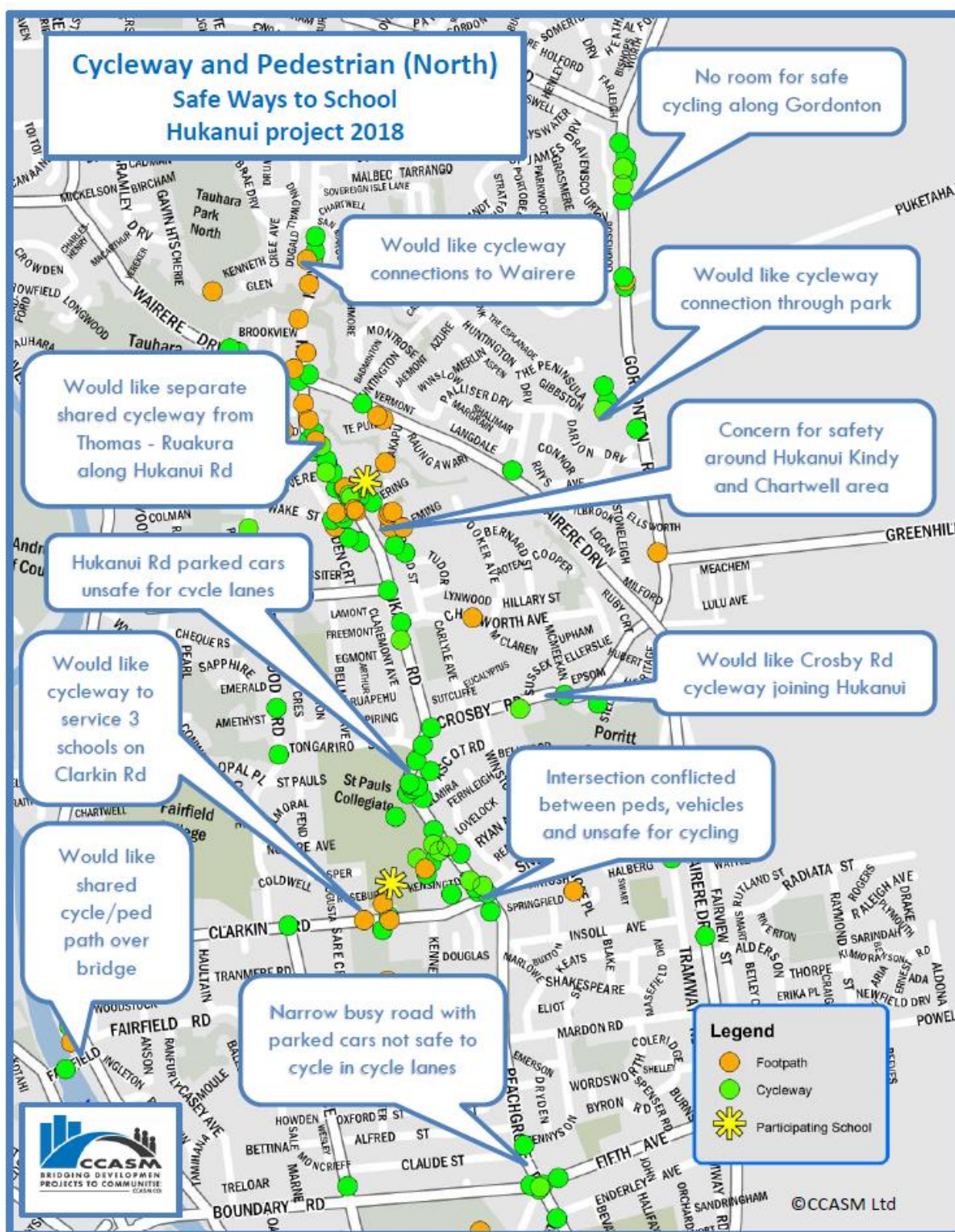
Appendix B – Safe Ways to School Survey

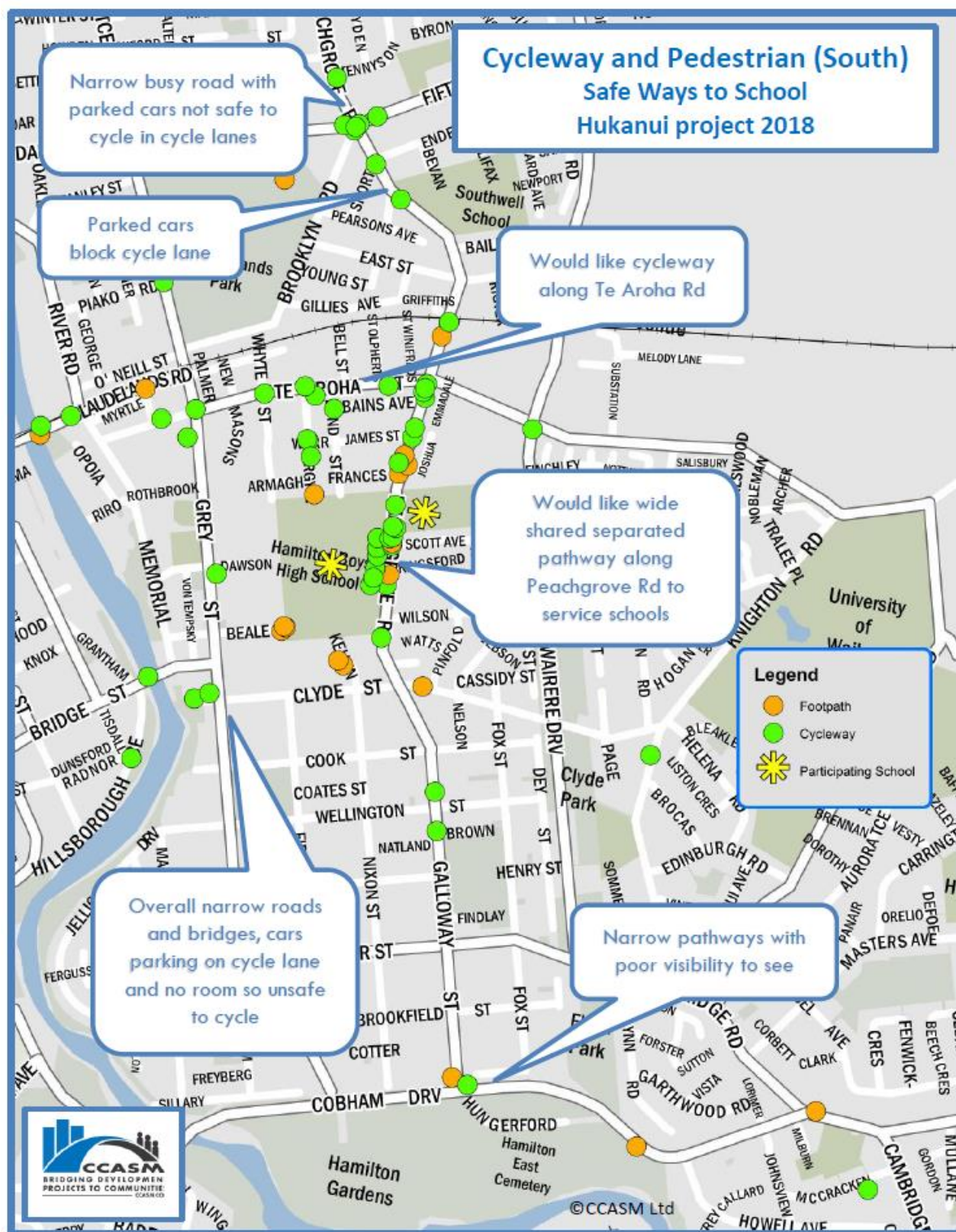
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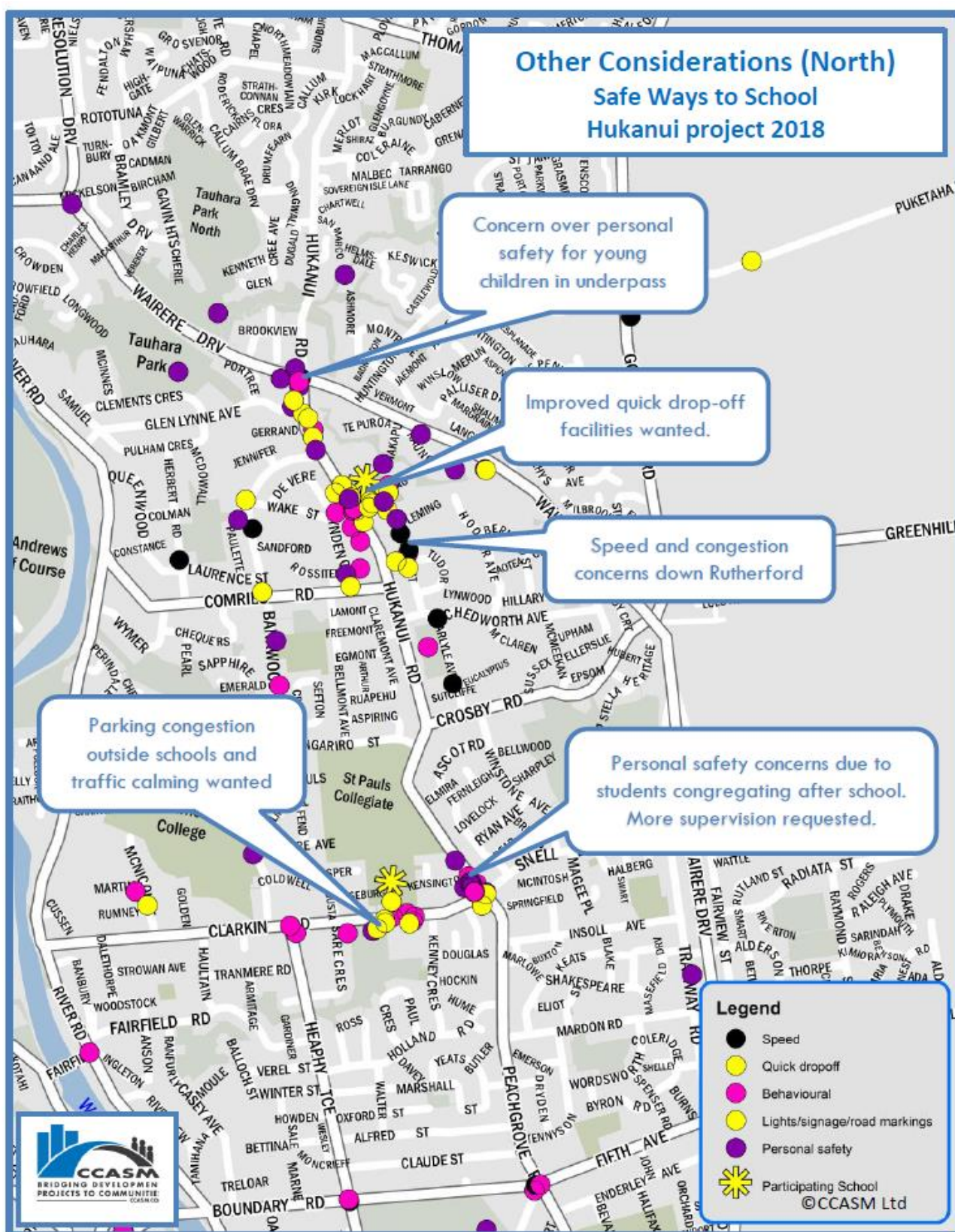
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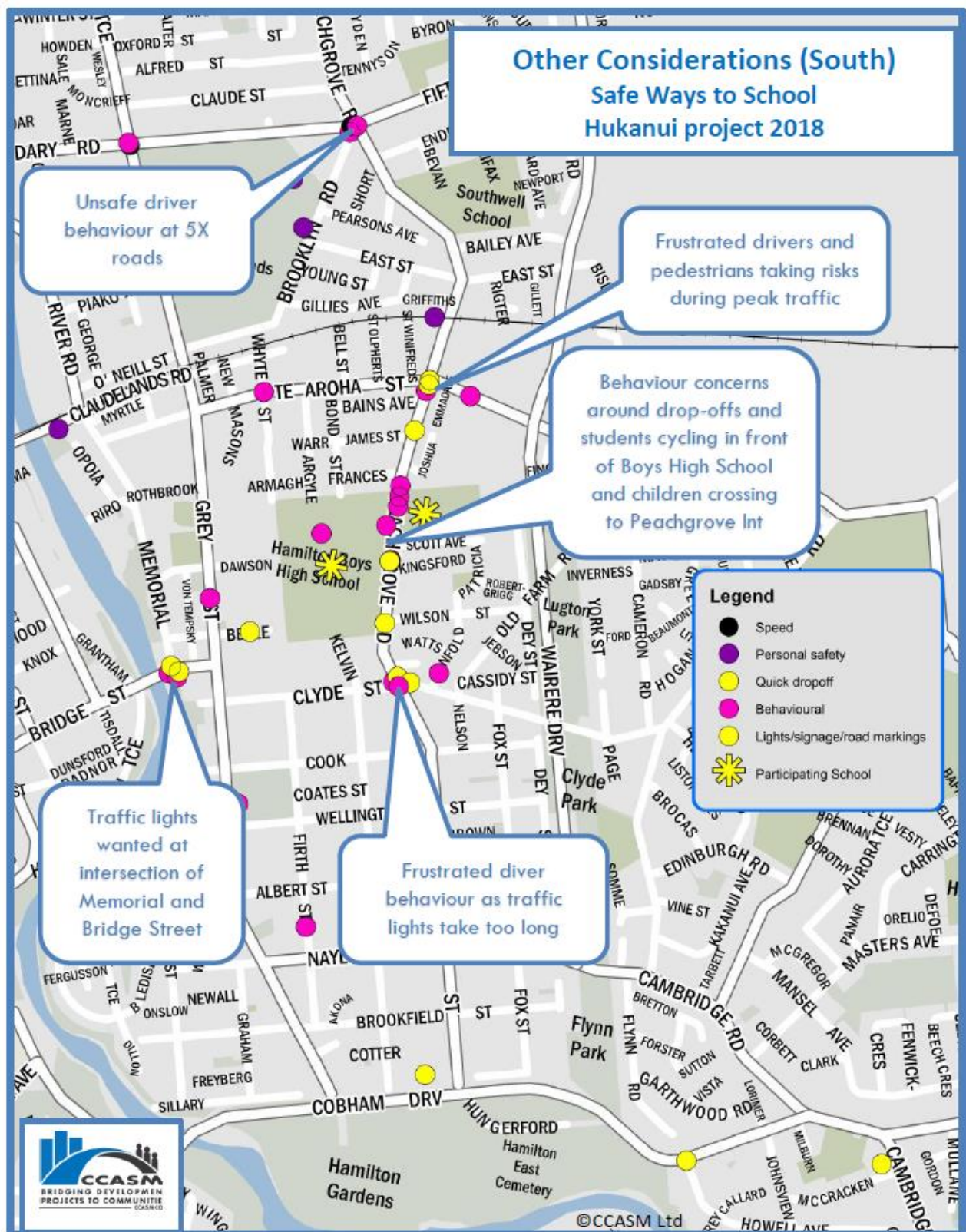












Appendix C – C&E Summary - Te Ara o te Rawhiti – Eastern Pathways

Delivering enhanced walking, cycling and public transport projects for Eastern Hamilton - creating healthier, more connected communities

Engagement Journey

Background: One of the four agreed governing principles for the Eastern Pathways Programme is “taking the community and stakeholders with us”. It is generally acknowledged the Eastern Pathways Programme has had minimal partner, stakeholder and community engagement to date and is currently not well known or understood.

This plan aims to bridge that gap and outline an approach to develop the programme together with our partners, stakeholders and communities, while building lasting positive relationships and generating support and excitement.

Key engagement phases:

1. Setting the scene and understanding appetite for change (late-2020)

- Introduce the overarching programme, purpose, benefits, scope, timeframes and alignment with the city’s long-term plans, goals and aspirations
- Consult on emerging recommendations from School and Uni link business cases (will include preferred corridors, introduction of corridor segments, potential treatment concepts being considered and why, along with high-level benefits and potential impacts)
- Inform on construction of early works, high priority safety and connectivity projects and forward programme

Phase one will enable the team to better understand partner, stakeholder and community sentiment towards the project and potential risks and issues. This will inform the timing and pace of future engagement phases and potential staging of design and construction. The below engagement phases are currently recommended and will need to be reviewed and updated accordingly

2. Developing and testing the design options

- Consult on the design development of School and Uni Link, highlighting any changes as a result of phase one of engagement and identifying proposed specific treatment options for specific areas
- Targeted engagement with potentially impacted property owners, businesses and surrounding neighbours to understand individual impacts of potential options
- *Potential to trial and experience different treatment options*
- Inform on construction of early works, high priority safety and connectivity projects

1.

3. Confirming the design

- Inform the outcomes of phase two, highlighting any changes or enhancements
- Inform or consult on the progression of the design for the different corridor segments of School and Uni Link and why treatment options are preferred in specific areas
- Targeted engagement with impacted property owners and businesses and surrounding neighbours

2.

4. Preparing for implementation

- Inform the final design (confirming how any issues identified in earlier phases have been resolved)

Consult on proposed construction methodology for School and Uni links, approach and timeframes

Early wins >>

Important components of the Eastern Pathways Programme include **intersection upgrades, minor safety improvements, renewals and maintenance programme deliverables and biking connectivity improvements.**

These improvements will generally have low complexity/impact and engagement will be mainly in the INFORM space. Typical communication channels will be tailored to suit each project but will likely include letters and emails, website updates and media releases, under the Eastern Pathways branding and tactics set up during the establishment phase.

Early projects identified to be delivered under the Eastern Pathways programme in the next 6-12 months include:

Communication and engagement tactics

- Develop Eastern Pathways branding / identifier
- Establish project webpage, email, phone number and CRM tool (Consultation Manager)
- Utilise online mapping and engagement tools like social pinpoint
- Partner with schools, libraries, info centres and resident & business associations to act as information distribution hubs
- Establish a mobile / relocatable info centre – a one-stop pop-up shop for walking and cycling to move around the city and temporarily set up in areas of high foot traffic (such as Garden Place, Centre Place and University)
- Use local voices to help tell our story and share perspectives and experiences (particularly of the trials of different treatment options in engagement phase 2)
- Stakeholder and community engagement events at each key engagement phase (with fun competitions or prizes to draw interest)
- Information brochures – mailed out to households and printed in distribution hubs and mobile pop-up shop
- Regular programme e-newsletters
- Visuals, artist impressions and short animations utilising digital model
- Tactical trials of different design options (proposed phase 2)
- **Advertising channels**
- Digital geo-targeted web tiles on top websites including Stuff, Metservice, EventFinda and NZ Herald
- Social media – Facebook, Instagram, Neighbourly
- Print – Waikato Times and Hamilton Press
- Radio – 30 sec adverts
- Free FM, Chinese Newspaper, Sky Kiwi, Radio Waatea

Our Communities

Demographics which shape our engagement approach (to be presented graphically):

- Hamilton’s median age is 32 (younger than any other NZ city)
- 63.6% European / 23.7% Maori / 18.5% Asian / 6.1% Pacific Peoples / 2.2% Middle eastern, Latin American / 0.8% New Zealander / 0.4% Other ethnicity (Hamiltonians represent more than 160 different ethnic groups)
- The three most common languages are English (95%), Maaori (6%) and Hindi (2%)
- Internet access stats
- Targeting the 63% current non-cyclists who are open to start and the 56% of current cyclists who want to cycle more (*source: NZTA Understanding Attitudes and Perceptions of Cycling and Walking*)

School Link: A north-south ‘spine’ along Hukanui and Peachgrove Roads, between Clyde Street in the south and Wairere Drive in the north (including connections into and across these roads). It will connect **19 schools** and over **9,500 students** and provide a safer environment for active modes.

Uni Link: Connecting the **city centre, University and surrounding schools**, and will improve public transport priority, while also serving several **medical, educational and aged care facilities** which are likely to attract more **vulnerable users**.

Stakeholder Groups:

Partner	Work closely	Keep informed	Monitor
Elected representatives	Schools and Universities	Local residents and residents’ associations	Media
Iwi	Advocacy groups (such as Bike Waikato)	Business owners and business associations	Broader community
Waka Kotahi NZ Transport Agency	Automobile Association, and Road Transport Association	Community groups	Motorists and road users
HCC Internal Groups	Kainga Ora		Pedestrians, cyclists
	Utility Groups		
	Waikato Regional Council		

Business Case >> A key deliverable for the programme and in order to secure funding for future project phases, is the School and Uni Link business cases.

During the first phase of engagement we will introduce the approach to the business case development, the preferred corridor alignments, the different corridor segments and consult on the high-level treatment options being considered for each route.

This will include identifying the benefits (connectivity, safety, economic stimulus etc) and impacts (such as costs, potential removal of carparks or trees, length and complexity of construction and encroachment on reserve space) of each option.

The concepts to be consulted on are likely to include a range of interventions including protected cycle lanes, raised safety platforms, changes to kerbing and road layout and at this early phase, will be presented in sketch/ artist impression format.

Feedback will help determine the level of appetite the community and neighbourhoods have for change, identify concerns and issues that need to be considered and addressed and inform timing, tactics and approaches to future phases of engagement.

As we progress through the engagement phases and as the design is developed in greater detail, engagement will become more targeted and specific to ensure those impacted neighbourhoods have greater opportunity to provide input and feedback along the way.



Crosby Road (detail)	- Bike Parking Replacement (detail) - Anzac Parade (detail)		
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https://projectsportal.ghd.com/sites/pp07_02/easternpathwaysbusin/ProjectDocs/Schools Link Strategic Case Draft.docx

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University Link Strategic Case

Hamilton City Council

11 August 2020

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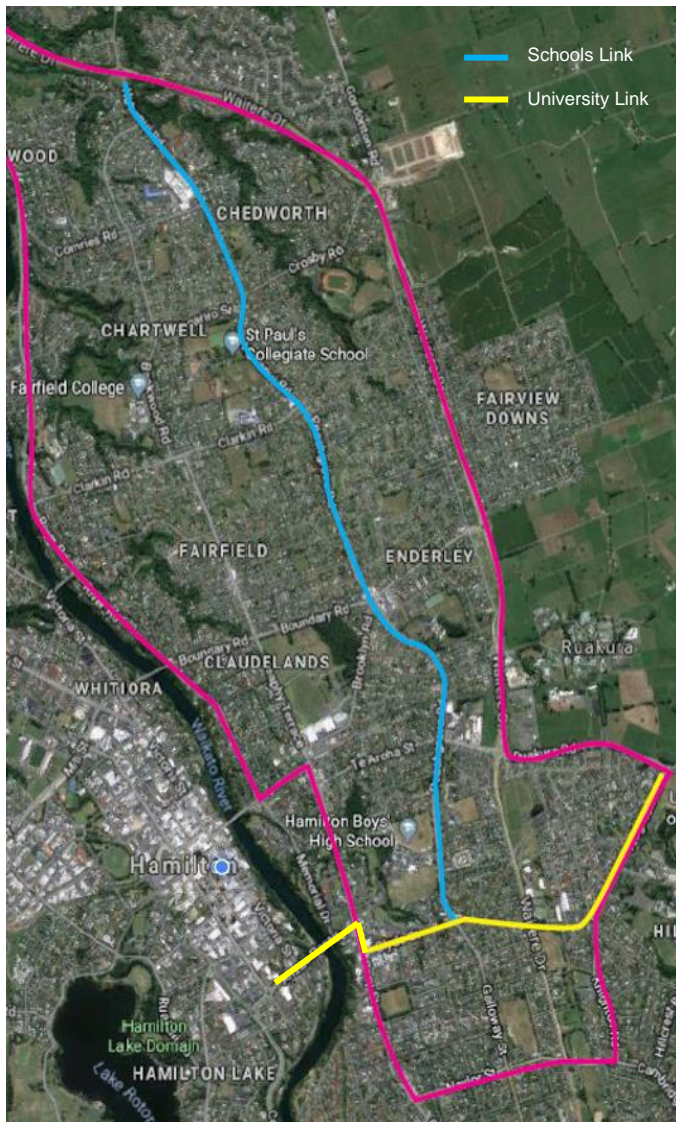
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Executive summary

Figure 1 - Schools Link and University Link corridors



The University Link Strategic Case outlines the case for transport investment in Hamilton East. The University Link corridor is a 3.2 kilometre corridor between the University of Waikato and Hamilton's Central Business District (CBD), with five key intersections. The University Link Strategic Case is being considered alongside the Schools Link Strategic Case, both of which provide important connections to the recently developed shared path along Wairere Drive. The University Link and Schools Link corridors are shown left in Figure 1.

Hamilton East is a suburb situated to the east of Hamilton's CBD. The area is home to a number of businesses, community facilities, schools and residential housing. The purpose of the University Link Strategic Case is to identify and evidence the problems specific to this corridor, and to provide a clear and concise understanding of the strategic fit of the project and its overarching goals and objectives.

The Problem

The problems experienced along the University Link corridor are contributed to by a high dependency on private vehicles, and a low level of perceived and actual safety for all users. Three problems were identified during the Investment Logic Mapping (ILM) workshop, and refined following further development of the evidence base:

Problem 1: The poor levels of service and conflict with high volumes of vehicle movements is resulting in limited trips by active modes for all ages

Poor levels of service: the University Link corridor has disconnected and unsafe infrastructure for users of active modes, with limited visibility and narrow, on-road cycle lanes. These factors contribute to a low level of perceived safety along the corridor.

High volumes of vehicle movements: high volumes of vehicles using the corridor create difficulty for pedestrians attempting to cross the road. These high traffic volumes also contribute to a low level of perceived safety for users of active modes along the corridor.

Limited trips by active modes for all ages: Hamilton has a lower uptake of active modes of transport when benchmarked against other New Zealand cities. Even though Hamilton East has a slightly larger proportion of people commuting by bike compared with Hamilton City as a whole, a smaller proportion of people commute by walking or jogging.

Problem 2: High movement demand coupled with no priority is resulting in limited uptake of public transport

High movement demand: Clyde Road and Anzac Bridge experience high traffic volumes, with Anzac Bridge accommodating approximately double the traffic volumes of Clyde Street. These traffic volumes appear to be increasing on an annual basis, with an average annual growth rate along the corridor of 1% per annum. Clyde Street experienced significant growth in traffic volumes in 2018 from the prior year, with traffic volumes increasing by 17% west of Nixon Street.

No public transport priority: there are no public transport priority systems in place along the University Link corridor. Because of this, public transport is perceived to be a slower travel time option when compared with private vehicles, and public transport will be more susceptible to travel time variability due to congestion.

Limited uptake of public transport: Public transport uptake is low in Hamilton compared to that of other New Zealand cities, particularly for people traveling to work. The uptake of public transport in Hamilton East is similar to that of Hamilton City as a whole.

Problem 3: There are poor crossings and cycle lane facilities for users of active modes, resulting in harm to the community, with a disproportionate level of harm for vulnerable users

Poor crossings and cycle lane facilities: narrow cycleways and limited crossing facilities are evident along the corridor. Survey respondents also voiced concerns in these areas, and showed their support for cycle infrastructure that allows them to be physically separated from vehicular traffic.

Harm to the community: a large concentration of crashes have occurred along the University Link corridor. In the last five years there have been 287 recorded crashes along the corridor, with eight of these causing serious injuries.

Disproportionate level of harm for vulnerable users: despite the limited presence of users of active travel modes along the corridor, pedestrians and cyclists account for a disproportionate amount of crashes and serious injuries. Over the last five years, users of active modes have been involved in 9% of all crashes and 50% of serious crashes along the University Link corridor.

The Benefits and Objectives

After the identification of the problem statements discussed above in the ILM workshop, the following benefits, investment objectives and key performance indicators (KPIs) were developed. These outline the expected outcomes which could be achieved through investment in the University Link corridor, as well as methodologies for measuring and reporting on these objectives:

Benefit 1: Healthier communities

The KPIs identified for healthier communities include:

- KPI 1: Decreased proportion of people using private vehicles for journey to work and journey to education
- KPI 2: Reduced CO₂ emissions
- KPI 3: Increased proportion of people walking or cycling to work or school

Benefit 2: A reduced dependency on private vehicles

The KPIs identified for reduced reliance on private vehicles include:

- KPI 1: Decreased proportion of people using private vehicles for journey to work
- KPI 2: Increased proportion of people walking or cycling to work or school
- KPI 3: Increased proportion of people taking public transport to work or school
- KPI 4: Improved perceptions of public transport

Benefit 3: A safe, convenient and accessible modal choice for locals and people accessing the area

The safety and convenience related KPIs include:

- KPI 1: Improved travel time reliability – public transport services on time (within 5 minutes of schedule)
- KPI 2: Decreased travel time variability
- KPI 3: Decreased Deaths and Serious Injuries (DSI)
- KPI 4: Increased proportion of local trips undertaken by active modes
- KPI 5: Improved perception of safety

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1. Strategic Context

1.1 Introduction

Hamilton City Council (the Council) has commissioned GHD to develop a Strategic Case which presents the case for investment in transport within the suburb of Hamilton East. This strategic case is focused on University Link corridor, which is 3.2 kilometres in length and provides a key route between the Waikato University and Hamilton central business district (CBD), via five key intersections. This report is structured into three main sections: Strategic Context, Problem Definition, and Outcomes. The remainder of this section will give an overview and outline the background for the project, and key stakeholders. Section 2 will discuss and evidence the three problems in detail, and Section 3 will outline the benefits of investment, investment objectives alignments with existing strategies and constraints.

1.2 Overview

The purpose of the University Link Strategic Case is to identify and evidence the problems specific to this corridor, and to provide a clear and concise understanding of the strategic fit of the project and its overarching goals and objectives. This case for investment runs in tandem with the Schools Link Strategic Case as the two projects both provide benefits in supporting the local community and economy by encouraging walking, cycling, public transport and other alternatives to private vehicles as modes of travel. The two corridors are shown below in Figure 2, with the blue line representing the Schools Link Corridor, and the yellow line representing the University Link Corridor. The University Link Strategic Case is strongly aligned with the Council's Access Hamilton strategy by encouraging a greater uptake of active modes of transport such as walking and cycling, and the use of public transport. Access Hamilton is put together through collaboration between Hamilton City Council, NZ Transport Agency and the Waikato Regional Council and partners, and aligns with the national and regional strategies. Access Hamilton aims to encourage informed decisions around transport choices, improve safety, and reduce dependence on cars, particularly single occupancy car trips.

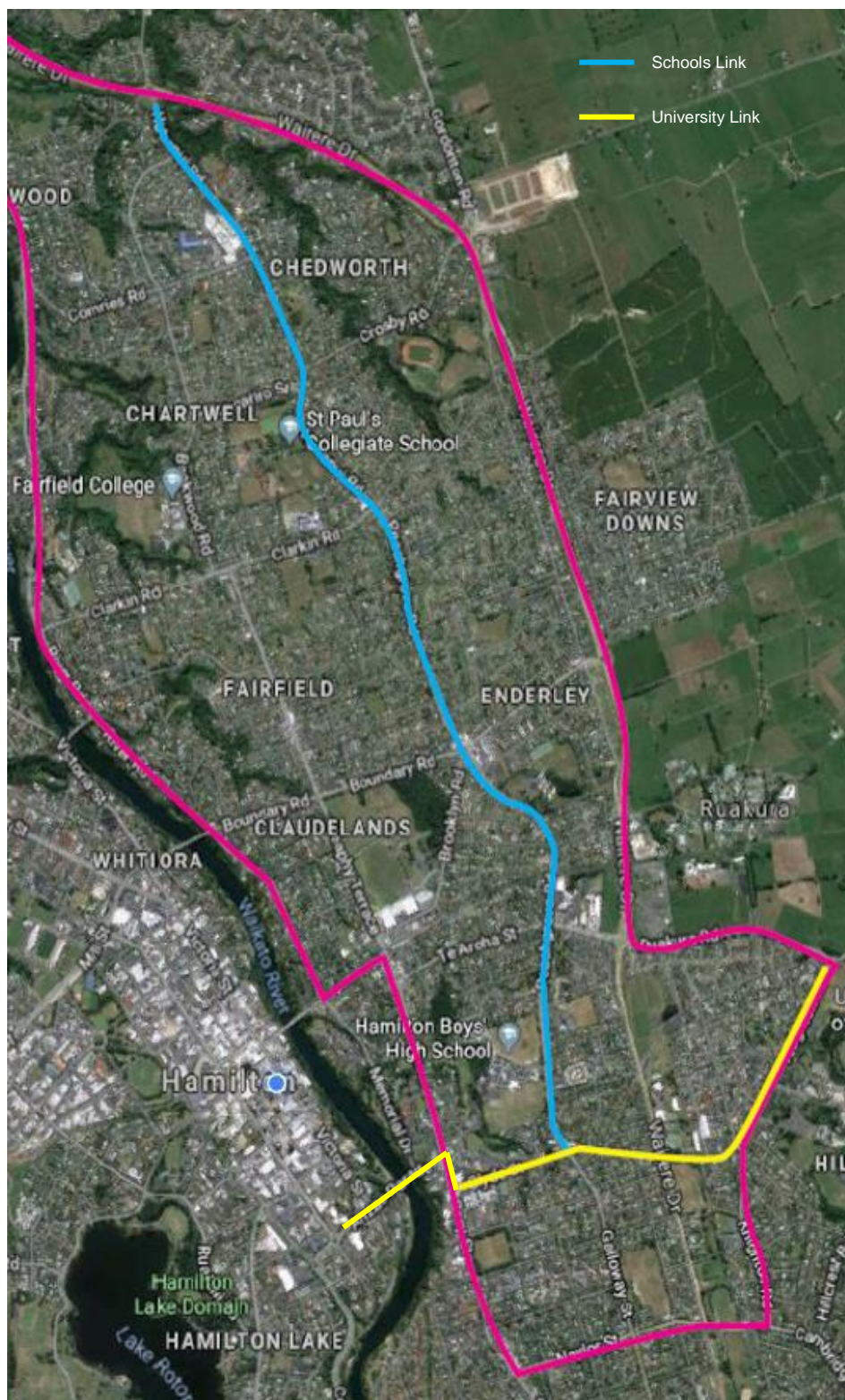


Figure 2 - Schools Link and University Link corridors

1.3 Project Background

In recent years, Hamilton has experienced large population growth which has caused safety issues for all travel modes and increasing congestion for commuters on some key corridors in the city. These issues are expected to worsen as the city continues to grow. In response to this growth, the Council is looking at ways to improve user experience for both local residents and visitors to the Waikato region, and in doing so promote Hamilton as a liveable and sustainable destination.

Hamilton is the fourth largest city in New Zealand and is one of the country's fastest growing cities.²⁶ Hamilton currently has a population of approximately 160,000 people²⁷ and this is projected to grow to 207,000 by 2036.²⁸

The city is situated within the Waikato region, nestled along the banks of the Waikato River and is approximately two hours' drive South of Auckland. Hamilton is known for its agriculture, as well as being a destination for national and international events including sporting events, concerts and festivals.²⁹ National Agricultural Field Days and Balloons over Waikato are both held annually in Hamilton, with each event attracting over 130,000 people.³⁰ The city is the major service centre for the Waikato region, and is at the centre of the upper North Island's developing road network.

Hamilton East is one of the most historic suburbs in Hamilton, with a number of early 20th century villas and bungalows still remaining. Located just over Anzac Bridge from Hamilton's CBD, Hamilton East has a population of 3951,² with a large number of tourists also drawn to the area. Hamilton Gardens is one of the most popular tourist attractions within Hamilton East, which sees approximately 1.3 million visitors annually.³¹ The suburb's centre is located around Grey Street, which is host to an array of shops and eateries. Hamilton East also hosts a large student population, with a number of schools located in the area along with Waikato University. While a number of the university students live nearby within Hamilton, a significant portion also travel in each day from surrounding areas such as Cambridge. The University Link corridor on Clyde Street provides an important connection between Hamilton CBD and Waikato University in East Hamilton as shown in Figure 3.

²⁶ <https://www.visithamilton.co.nz/welcome/about-hamilton>

²⁷ Statistics NZ, 2018

²⁸ Access Hamilton Strategy, 2010

²⁹ <https://www.visithamilton.co.nz/welcome/about-hamilton>

³⁰ <https://balloonsoverwaikato.co.nz/about-b-o-w/> , <https://www.fieldays.co.nz/>

³¹ <https://neatplaces.co.nz/neighbourhoods/hamilton-east>

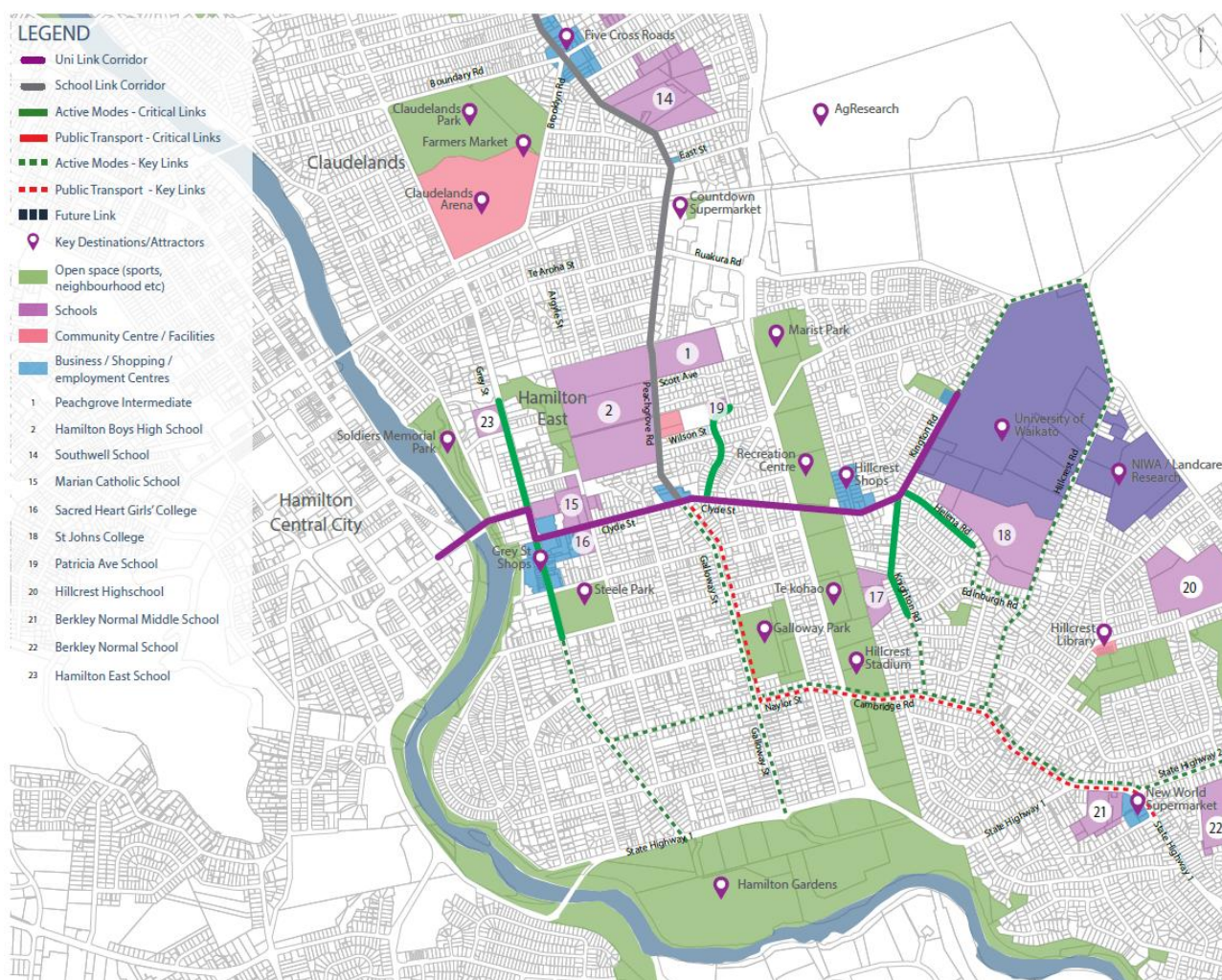


Figure 3 - University Link Corridor

Along this corridor are a number of key destinations, including the Peachgrove Road shops, retirement villages, as well as mental and physical rehabilitation centres. Given the proximity to schools and local amenities, the surrounding area is also very desirable as a residential zone and there is a large amount of high density housing surrounding the university. Subsequently the University Link corridor currently experiences competing demands between different modes of transport, such as cyclists, pedestrians, cars, and buses. This is leading to both perceived and actual safety issues and decreased incentives for active travel modes. These factors provide an opportunity for improvement along this corridor to enable efficient, safe and environmentally sustainable modes of transport.

1.4 Key stakeholders

Stakeholders from a range of organisations that have an interest in the expected outcomes or can influence the investment proposal are listed in Table 1.

Table 1 - Key Stakeholders

Partners / Stakeholders	Organisation	Knowledge Area
Owner of Business Case	Hamilton City Council	<p>Responsible for delivery of Access Hamilton Strategy and Programme outcomes.</p> <p>Specifically, responsible for developing, managing and maintaining the local road network.</p> <p>Responsible for implementation of the Waikato Expressway (WEX) Network Plan as part of the Future Proof Technical Implementation Group.</p>
Funding Partner / Stakeholder	NZ Transport Agency	<p>Responsible for delivery of GPS Land Transport Outcomes.</p> <p>State Highway Road Controlling Authority. Specifically, accountable for managing access and connectivity to the WEX.</p> <p>Planning and investment function extends across the land transport network.</p> <p>Responsible for implementing WEX. NZ Transport Agency has endorsed the Future Proof Plan.</p>
Stakeholder	Waikato Regional Council	<p>Responsible for delivery of Access Hamilton Programme outcomes.</p> <p>Responsible for development and implementation of the Regional Land Transport Plan (RLTP) and the Regional Public Transport Plan (RPTP).</p>
Stakeholder	NZ Police	NZ Police work with Safer Journeys partners to create a road system which is increasingly free of serious injuries and deaths.
Stakeholder	Waikato University	<p>Major employer and education centre.</p> <p>Represents views of staff, students and visitors, including people attending events at the University grounds such as Balloons over Waikato.</p>
Stakeholder	Automobile Association (AA)	Responsible for initiatives that involve road safety including safe roads, safe cars and safe drivers and represents views of transport users.
Stakeholder	Road Transport Association	Represent road freight operators and provide information to its members relating to regulations, legislation and compliance.

2. Problem Definition

A workshop facilitated by GHD was held on 6 June 2019 with key stakeholders including representatives from the Council, NZ Transport Agency, Waikato Regional Council and the consultant project team. This was followed with a workshop on 1 April 2020 to agree and define the key problems identified. Through the Investment Logic Mapping (ILM) process the following problems and weightings were agreed:

1. The poor levels of service and conflict with high volumes of vehicle movements is resulting in limited trips by active modes for all ages (40%)
2. High movement demand coupled with no priority is resulting in limited uptake of public transport (35%)
3. There are poor crossings and cycle lane facilities for users of active modes, resulting in harm to the community, with a disproportionate level of harm for vulnerable users (25%)

2.1 Problem One

The poor levels of service for active modes and conflict with high volumes of vehicle movements is resulting in limited trips by active modes for all ages (40%)

2.1.1 Evidence Statement One

There are poor levels of service for active modes and conflict with high volumes of vehicle movements

Many of the pathways and intersections along Clyde Street and adjacent streets are difficult to navigate for pedestrians and cyclists due to a lack of priority compared with private vehicles, and competing demands for space. As the population grows, these issues are likely to worsen.

Disconnected and unsafe active mode infrastructure

The following were identified factors which contribute to the poor levels of service experienced by users of active modes:

- There is limited visibility down footpaths along Clyde Street, making it difficult for road users to anticipate potential hazards in advance.
- There are a high number of access points and residential driveways, which act as hazards to footpath users and cyclists as there is the potential for drivers to pull out unexpectedly. The high number of access points also create disruption and contribute to increased travel times for active mode users due to their lack of mode priority.
- Cycle lanes throughout the corridor tend to be narrow and disconnected, making use of them difficult and unsafe for cyclists. The result of this is that a number of cyclists choose to use footpaths, leading to a decreased level of perceived safety for pedestrians and other footpath users. In a 2014 Hamilton cycle survey, 88% of respondents stated that they sometimes cycle on footpaths. The two major reasons stated for cycling on footpaths were not enough space on the road and to get through an intersection more safely. Over 60% of respondents stated these as major reasons.³² This shows that safety for the University Link corridor is a key concern for cyclists.

³² Hamilton City Cycling Survey, Hamilton City Council, 2014

- While some parts of the corridor are primarily pedestrian-oriented, other parts of the corridor experience varying levels of service. Limited crossings along the corridor create difficulty for pedestrians trying to cross, particularly at Anzac Bridge, which contributes to a perception of walking along the corridor as an unsafe mode of transport. On the crossings that do exist, there are often long wait times for crossing at traffic signals.
- Existing cycleways are not physically separated from vehicles using the road, leaving cyclists vulnerable to turning traffic or cars parked along the kerb pulling out.
- In the Hamilton City Council Cycling Survey, respondents were asked to list an intersection that they cycle through but do not enjoy. The Anzac Parade/Grey Street traffic signals was the third most cited intersection in the city.⁸
- Risks related to interaction with traffic is the main disincentive to adults cycling on-street for any particular trip segment.
- Personal security risk was also raised as a potential issue during the workshops as a disincentive to using active modes of travel. An example of this could be at Anzac Bridge, where pedestrians walk under the bridge to get across to the other side, and the lack of perceived surveillance in this area.

The poor levels of service described above contribute to a lack of perceived and actual safety for cyclists and pedestrians using the University Link corridor. This acts as a barrier to the increased uptake of active travel modes, as evidenced in the below quote from a Hamilton resident:

*"Hamilton has the ability to be a great city for cycling both on and off road through many gullies and riverside, with a few bits made safer I'm sure more people will cycle, I know I will."*⁸

High volumes of vehicle movements

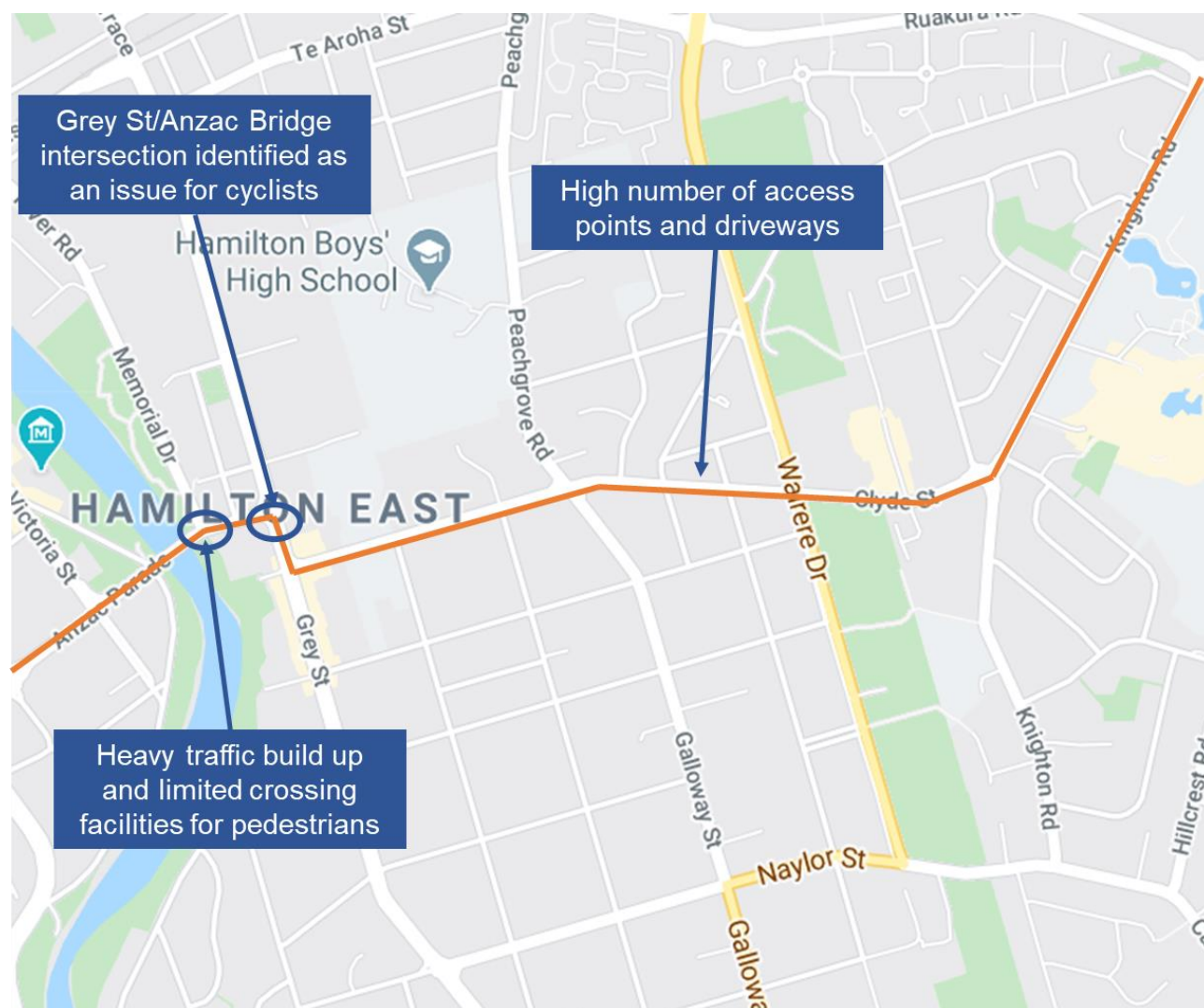
High volumes of vehicles are experienced along the corridor, particularly near Anzac Bridge, due to the limited number of river crossings nearby. This causes a funnelling effect and creates congestion for all travel modes.

- In 2018, Anzac Bridge accommodated 26,100 vehicles per day (vpd), whereas the traffic volume along Clyde Street (east of Wairere Drive) was 13,200.³³
- Due to the large traffic volumes and safety concerns, cyclists frequently use footpaths resulting in conflict with pedestrians and other footpath users.
- The high volumes of vehicles surrounding Anzac Bridge and limited crossing facilities create difficulty for pedestrians. Many pedestrians choose to take the stairs and walk under the bridge and up the path to the other side of the road, in order to avoid crossing the road directly due to safety issues.

Figure 4 below shows where on the network these issues are occurring, highlighting the disrupted active modes.

³³ Hamilton City Council Traffic Flow Data, 2018

Figure 4 – Identified issues along University Link corridor

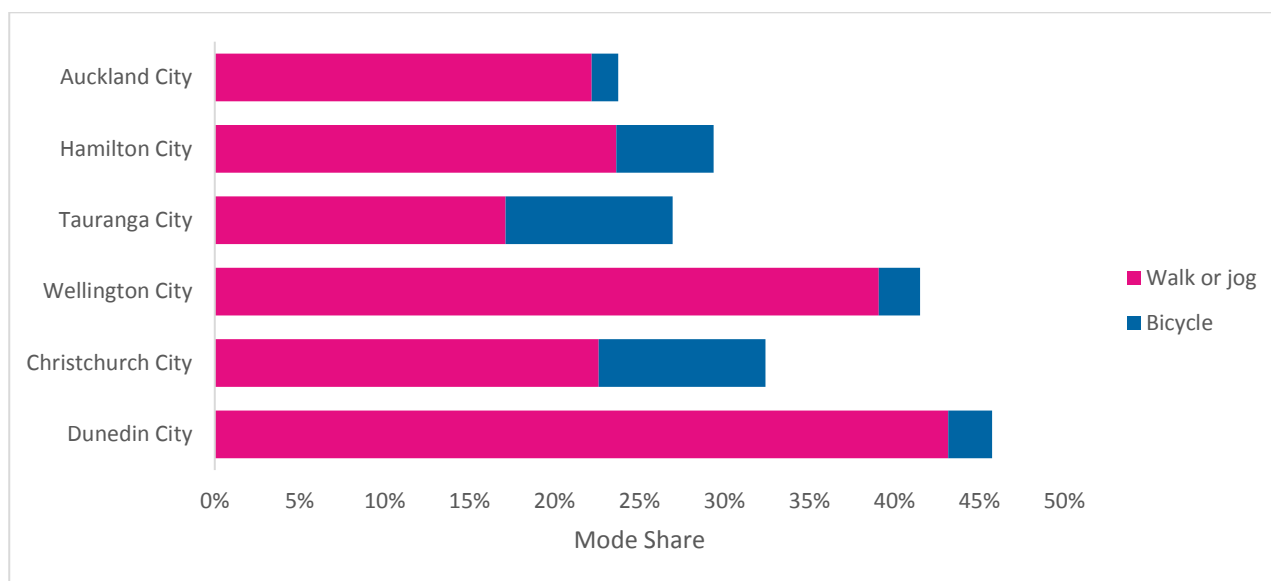


2.1.2 Evidence Statement Two

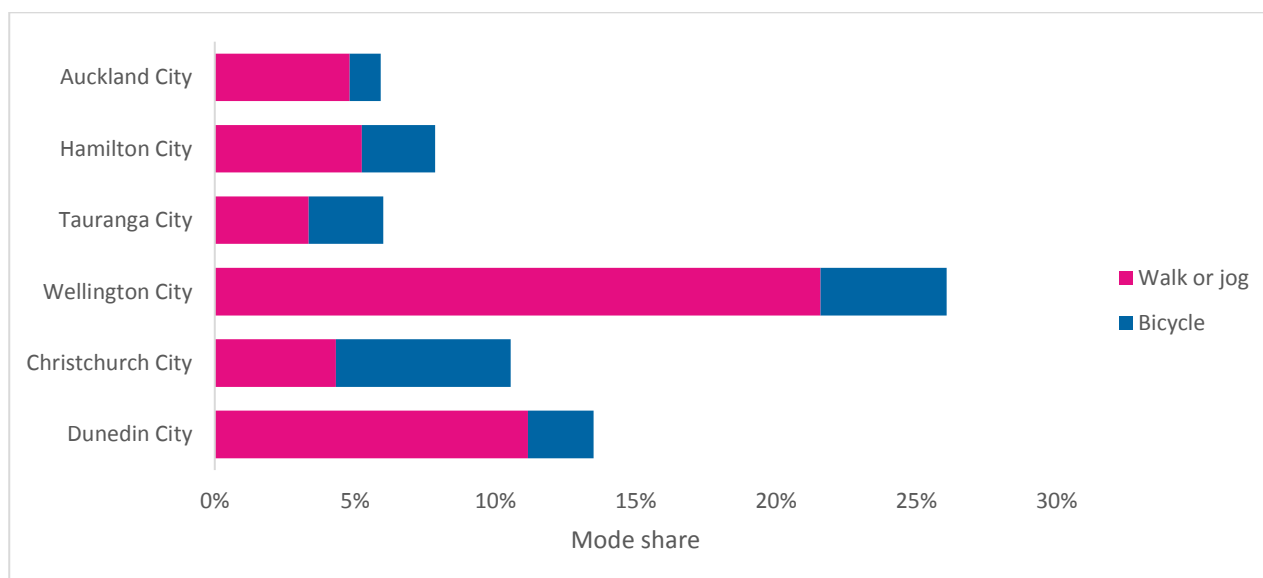
Limited trips are being made by cycling or walking for people of all ages

The poor levels of service for active modes is resulting in a greater dependency on the use of private vehicles within the area. As the population within and surrounding Hamilton continues to grow, it is expected that this problem will exacerbate unless there is specific action to encourage the use of active modes.

Figure 5 below shows the proportions of active modes of transport taken to education, based on the 2018 census data. The graph shows a large variation in the proportion of trips made by cycling and walking between the six cities. Based on this data, Hamilton has the third lowest proportion of active mode use of the six cities shown, with 30% of locals choosing to walk, jog or bike to school. In comparison Dunedin, a city of a similar size, has 47% of residents choosing active modes.

Figure 5 - Journey to education by city²

Across the six New Zealand cities shown, there is a significantly lower proportion of people walking and cycling to work than there is to school or university, particularly with regard to walking. The journey to work data from the 2018 census shown in Figure 6 below illustrates that Hamilton has the third lowest uptake of active modes as a proportion of total travel, with walking and cycling accounting for 8% of travel to work.

Figure 6 - Journey to work by city²

The active mode share in the suburb of Hamilton East compares favourably to Hamilton City for people traveling to and from work, with a larger proportion of people choosing to walk or bike on their commute. Conversely, people traveling to school or university in Hamilton East tend to walk and cycle less than people in Hamilton City do as a whole. This is shown in Figure 7 and Figure 8 below.

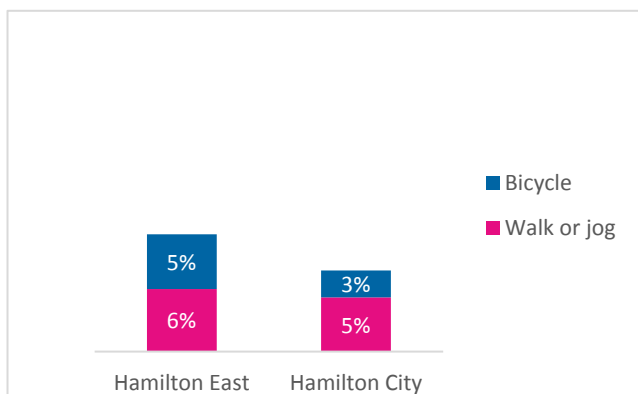
Figure 7 - Hamilton City and Hamilton East**Journey to Work**

Figure 7 shows that there is a significantly higher level of cycling to work in Hamilton East than Hamilton City, and slightly higher levels of walking and jogging. Overall the use of active modes of travel to work is 11% in Hamilton East, 3% higher than that of Hamilton city.

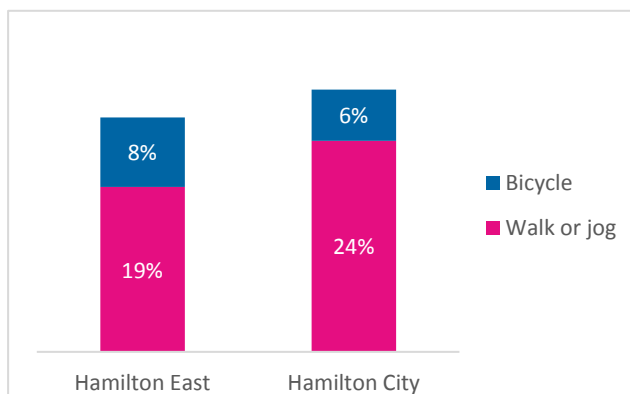
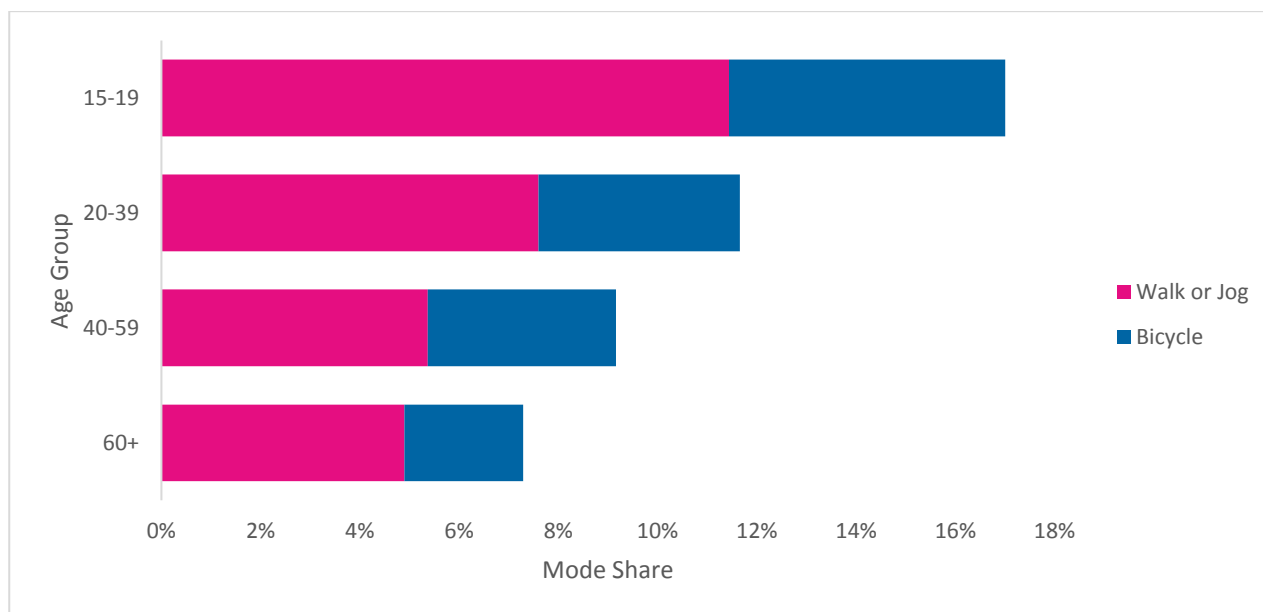
Figure 8 - Hamilton City and Hamilton East**Journey to Education**

Figure 8 shows that there is a slightly higher level of cycling to education in Hamilton East than Hamilton City but a significantly lower uptake of walking or jogging. Overall the use of active modes of travel to education is 27% in Hamilton East, compared with 30% in Hamilton City.

Figure 9 below shows the users of active modes based on age group within Hamilton. The graph clearly shows an inverse relationship between age and the use of active modes of travel, with active mode use decreasing as age increases.

Figure 9 - Mode share by age group³⁴

³⁴ Statistics NZ, 2013

2.1.3 Implications of the Evidence

Limited crossings along the University Link corridor and narrow cycle lanes with no physical separation between cyclists and vehicles is contributing to limited active trips being taken within Hamilton. High volumes of vehicles use the corridor, particularly around Anzac Bridge where there are a large number of buses and private vehicles converging to cross the river. This contributes to a low level of perceived safety for both pedestrians and cyclists and difficulty crossing the road.

Hamilton has a lower uptake of active modes of transport when benchmarked against other New Zealand cities, with only 8% of people using active modes of transport to work. Hamilton East has a larger proportion of people commuting by bike compared with Hamilton City as a whole, but a smaller proportion of people commuting by walking or jogging. The biggest users of active modes are those in the younger age brackets, with the use of active modes decreasing as age increases.

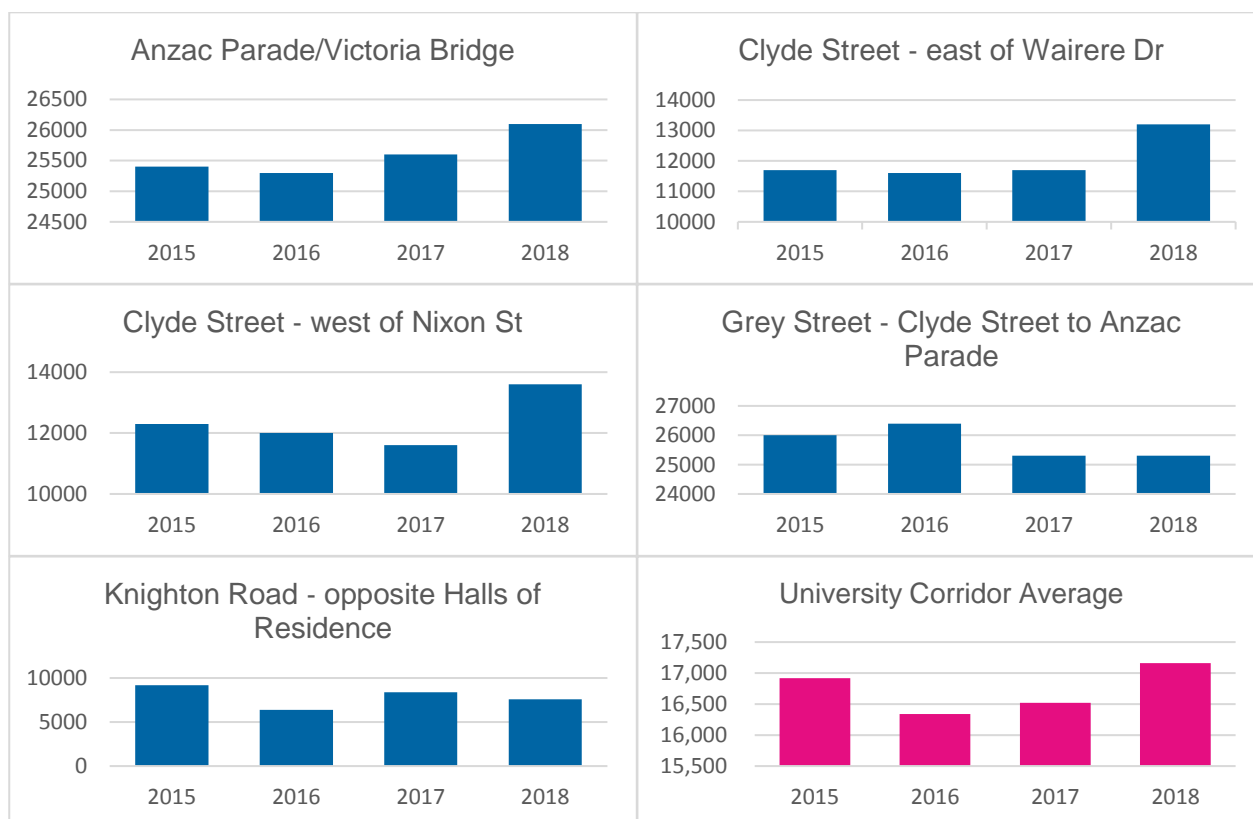
2.2 Problem Two

High movement demand coupled with no priority is resulting in limited uptake of public transport (35%)

2.2.1 Evidence Statement One

High movement demand coupled with no priority for public transport

Competing movement demands exist along the corridor during peak times due primarily to the university, CBD and the proximity to a number of schools. Figure 10 below shows the traffic counts along various parts of the University Link corridor between 2015 and 2018. The University Link corridor Average graph shows the average traffic count at any point along the corridor. This illustrates an increasing growth trend in traffic with 2018 having the highest traffic count over the four-year period shown.

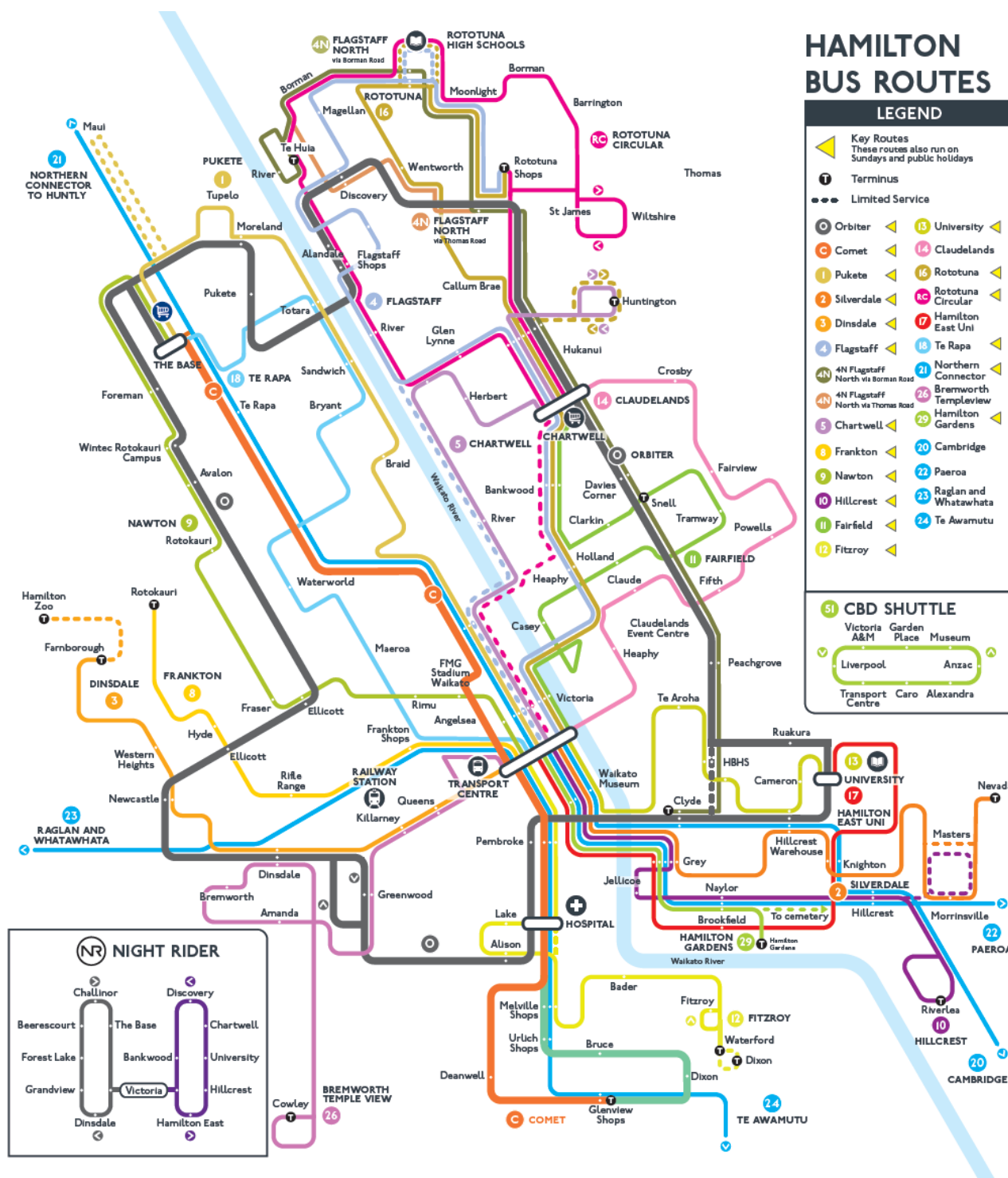
Figure 10 - University Corridor Traffic Counts³⁵

There are a large number of public transport services available during peak times. Inter-city bus routes also currently use the corridor, contributing to congestion. Despite the high number of bus services available, there are no bus priority systems which impacts travel times and reliability for public transport. This means that travel times using public transport during peak hours can vary significantly. The percentage of extra time taken for vehicles to travel key routes (including a section of the University Link corridor) in the city during peak travel times is 42% longer compared to traveling during non-peak times.³⁶ As there is no bus priority system in place, this difference will be even greater for buses traveling along the University Link corridor.

Figure 11 below shows the bus routes that currently exist within Hamilton, with a large number passing through the Grey Street to Anzac Bridge section of the corridor.

³⁵ Hamilton City Council Traffic Counting Data, 2018

³⁶ Hamilton City Council Annual Report, 2019

Figure 11 - Hamilton Bus Routes³⁷

2.2.2 Evidence Statement Two

Limited uptake of public transport

³⁷ <https://www.busit.co.nz/assets/Busit/Hamilton-routes/Eastern-timetable-booklet.pdf>

Encouraging greater public transport usage is an effective way of managing congestion and improving travel times. This is because it can significantly reduce the number of cars on the road and limit the negative environmental impacts. Hamilton currently has a comparatively low uptake of public transport as a percentage of mode share, particularly for people commuting to work. Students traveling to school or university are seen to have a greater uptake of public transport, as seen in Figure 12 and Figure 13 below.

Figure 12 - Journey to work mode share by city

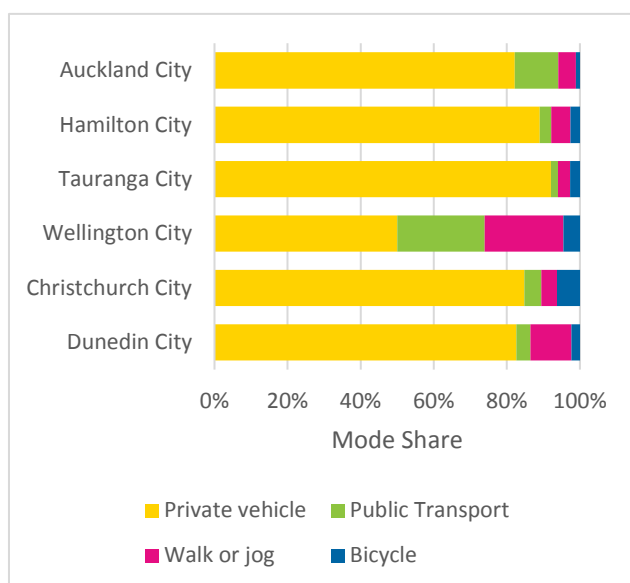
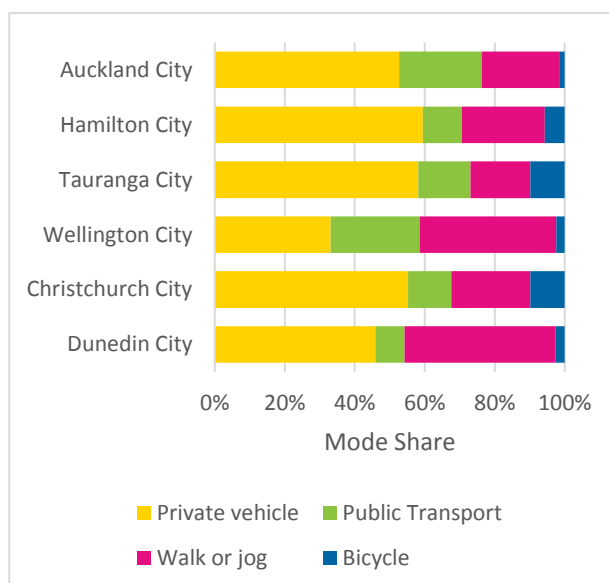


Figure 13 - Journey to education mode share by city

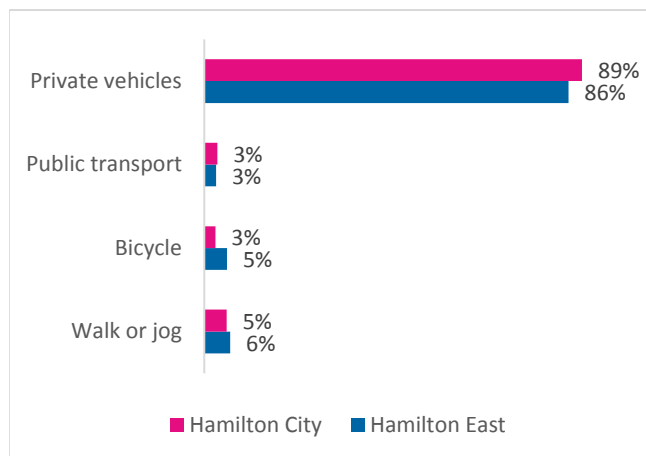


Public transport uptake for people commuting to and from work in Hamilton is the second lowest of the six New Zealand cities shown, at 3%, and is similar to that of Tauranga and Dunedin.

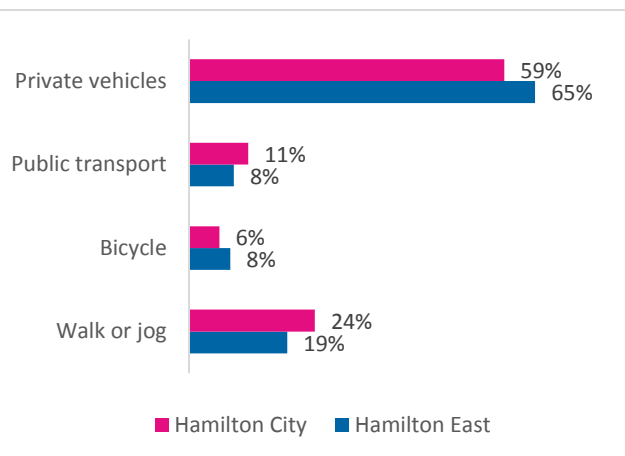
As shown above, 11% of students traveling to school or university use public transport. This is similar to that of Christchurch City, however significantly below the levels of uptake seen in Auckland and Wellington.

Of the 4,791 people that used public transport to get to education in Hamilton, 23% (1,107) of this was attributable to school buses.

Figure 14 and Figure 15 below show the proportions of people traveling to work and education by active modes in Hamilton East, and how this compares with Hamilton City.

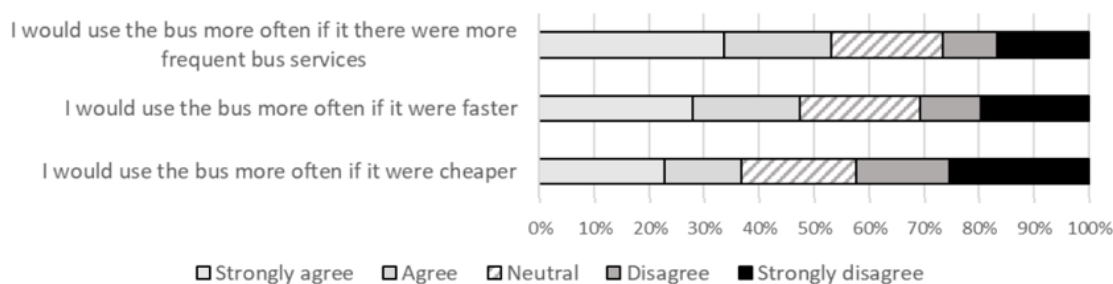
Figure 14 - Journey to work mode share for**Hamilton City and Hamilton East**

The above graph shows that public transport use in Hamilton East is similar to that of Hamilton City, with 3% of people traveling to and from work choosing to travel by bus.

Figure 15 - Journey to education mode share for**Hamilton City and Hamilton East**

As illustrated in the graph above, public transport use in Hamilton East is lower than that of Hamilton City for people accessing education, with 8% traveling by bus compared with 11% for Hamilton City.³⁸

Findings from the Access Hamilton Survey of Transport Attitudes and Behaviour report are given below in Figure 16, showing how likely a variety of factors are to entice respondents to use the bus more.

Figure 16 - Access Hamilton Survey of Transport Attitudes and Behaviour

Overall, survey results indicated:

- 53% would use the bus more often if there were more frequent services
- 47% would use the bus more often if it were faster
- 37% would use the bus more often if it were cheaper.

³⁸ Statistics New Zealand, 2018

Younger people were more likely to agree that they would use the bus more often if it were more frequent, faster or cheaper, indicating that this may be the demographic most easily influenced by minor changes to the service offered.³⁹

Findings from the Waikato Regional Council Bus User Satisfaction Survey support this. Frequency of service was also rated as the most important factor, with 67% of respondents rating this a 1 or 2 out of 6 in terms of importance, where 1 is very important and 6 is not important. Service reliability and value for money of the fare were also ranked as important factors, with 56% and 41% of respondents ranking these as a 1 or 2 out of 6, respectively.

Survey respondents were very satisfied with the overall service, with 66% of respondents stating they are very satisfied with the overall service, and 29% stating they are satisfied. However, the areas with the least satisfaction were the bus being on time, how often the services run, and value for money of the fare.⁴⁰

Work has been carried out to increase the number of bus shelters in Hamilton, with 40 new bus shelters completed, giving a total 260 of bus shelters (representing 25% of the total bus stops).⁴¹ Customer survey data from the Waikato Regional Council shows that 92% of respondents are either satisfied or very satisfied with the availability of bus stops, and 90% of respondents are either satisfied or very satisfied with the walking route to the bus stop.⁴²

Studies have shown that students have a higher propensity to use public transport than other demographics. These findings imply that efforts to improve public transport could be very beneficial within this area given the high number of students accessing the University Link corridor. This is due in part to students typically having a lower income and lower rates of car ownership.

2.2.3 Implications of the Evidence

Traffic counts indicate increasing numbers of vehicles using the corridor. With the levels of growth in population projected over the next 15 years, any issues relating to congestion will likely worsen if no action is taken to minimise this impact. Currently, the public transport uptake in Hamilton is low compared with other New Zealand cities, particularly with regard to people commuting to work. People living in Hamilton East use public transport at similar rates to Hamilton City as a whole, however there is a slightly lower proportion of people using public transport as a means of traveling to education within Hamilton East. Survey results indicate that small changes to bus services could result in a greater uptake in public transport, particularly in younger people and students.

2.3 Problem Three

There are poor crossings and cycle lanes for users of active modes, resulting in harm to the community with a disproportionate level of harm for vulnerable users (25%)

2.3.1 Evidence Statement One

There are poor crossings and cycle lanes for users of active modes

³⁹ Access Hamilton – survey of transport attitudes and behaviour, 2019

⁴⁰ Waikato Regional Council Bus User Satisfaction Survey, 2019

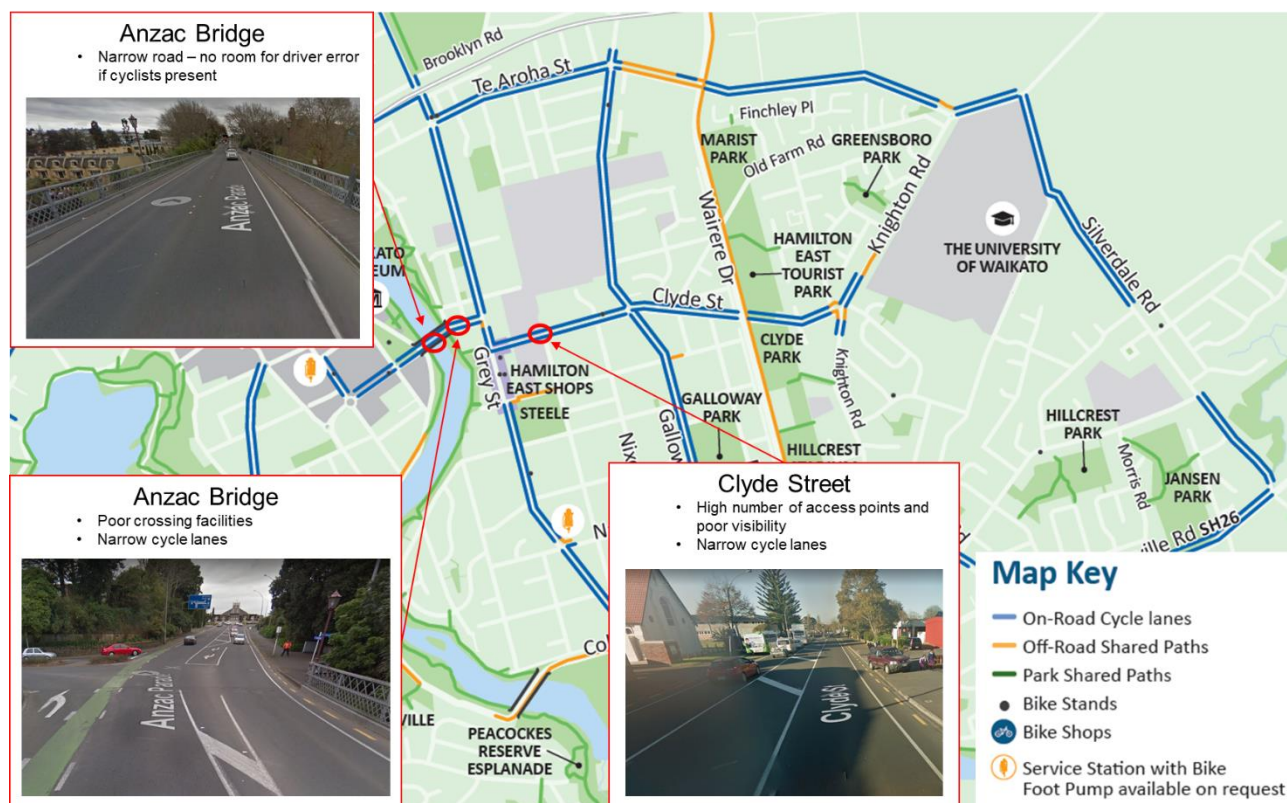
⁴¹ <https://ourhamilton.co.nz/on-the-move/better-by-bus/>

⁴² Waikato Regional Council Bus User Satisfaction Survey, 2019

Building on the evidence discussed in problem statement one, Figure 17 below shows the University Link corridor and the cycle facilities that currently exist in Hamilton East. This demonstrates that on-road cycle lanes exist along the corridor, with some small sections surrounding the university providing off-road shared paths.

It also illustrates the levels of service that exist for the cycleways and crossings, with photos demonstrating the narrow cycleways along the corridor, and where limited crossing facilities exist.

Figure 17 - Existing Cycleways⁴³



The poor levels of service illustrated above contribute to a lack of perceived and actual safety for cyclists and pedestrians using the University Link corridor. This acts as a barrier to the increased uptake of active travel modes, and is further evidenced in the below quote from a Hamilton resident:

"I would cycle much more frequently, and probably commute to work if it was safer. If there were bike paths separate from traffic then I am sure many more people would use them. Tracks along the river would be lovely. We should take a look at some of the most biker friendly cities in the world and adopt some of the ways they do things - there is no reason NZ couldn't be safer and inviting for cyclists."

Findings from the Hamilton City Council Cycle Survey showed that the clearest difference between roads that people like to cycle on compared with roads people don't like to cycle on were the traffic volumes and cycle infrastructure present. Due to safety concerns, people prefer to cycle along paths that are physically

⁴³ Bike Hamilton, 2018

separated from the traffic, such as shared paths, as evidenced in the below quotes from two survey respondents:

“Keep doing the great job of providing shared walking/cycle trails like Wairere Drive, they are fantastic and the more we can be off the road the better.”

“Essential we have dedicated cycle tracks around Hamilton that are physically separate from the traffic.”⁴⁴

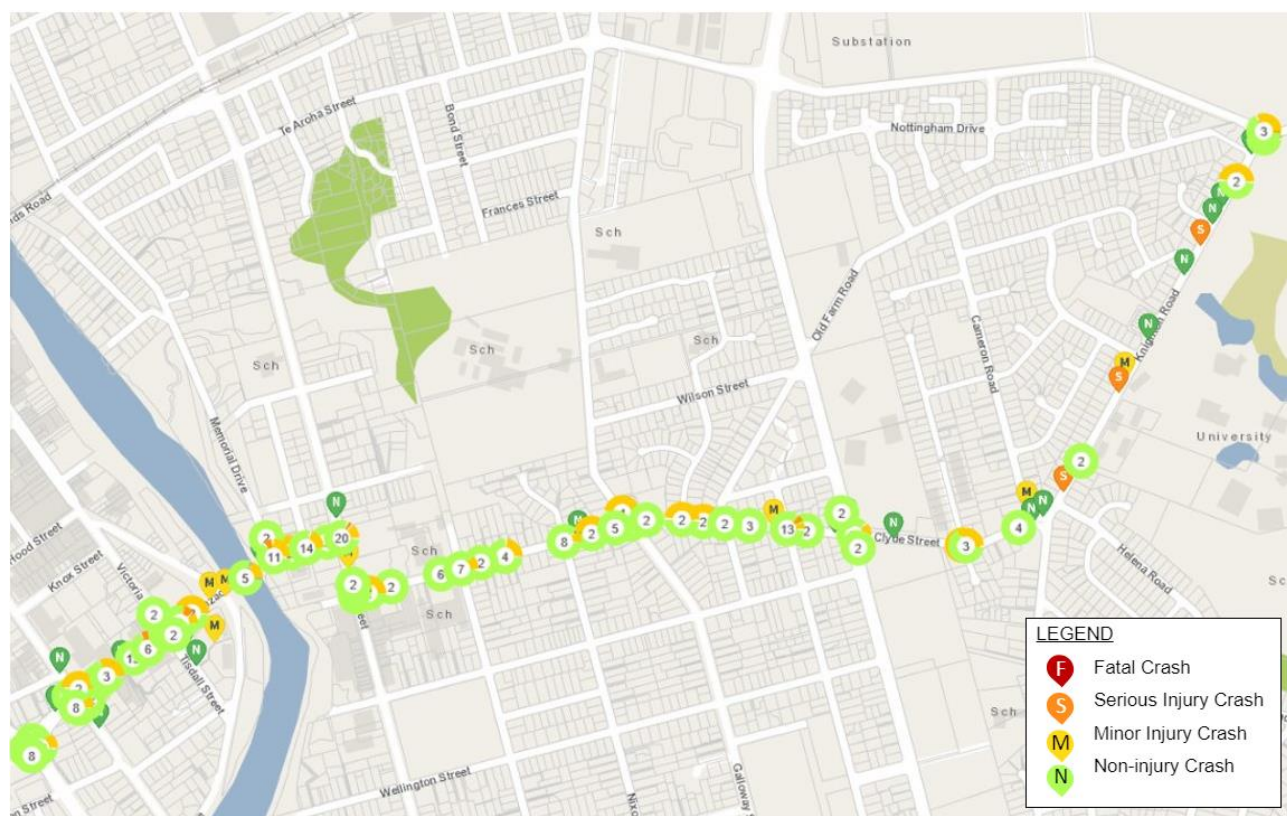
2.3.2 Evidence Statement Two

Harm to the community, with a disproportionate level of harm for vulnerable users

During the last five years, users of active modes have been over-represented in crash statistics along the University Link corridor. 9% of all crashes and 50% of all serious crashes involve either a pedestrian or cyclist.⁴⁵ This is despite the fact that active transport makes up only 8% of total transport trips in Hamilton.⁴⁶

Figure 18 below shows the non-injury, minor injury, serious injury and fatal crashes that have occurred surrounding the University Link corridor during the period 2015-2019. This illustrates that there is a large concentration of crashes occurring along the corridor, and a particular concentration approaching Anzac Bridge.

Figure 18 - University Link Corridor Crashes, 2015-2019



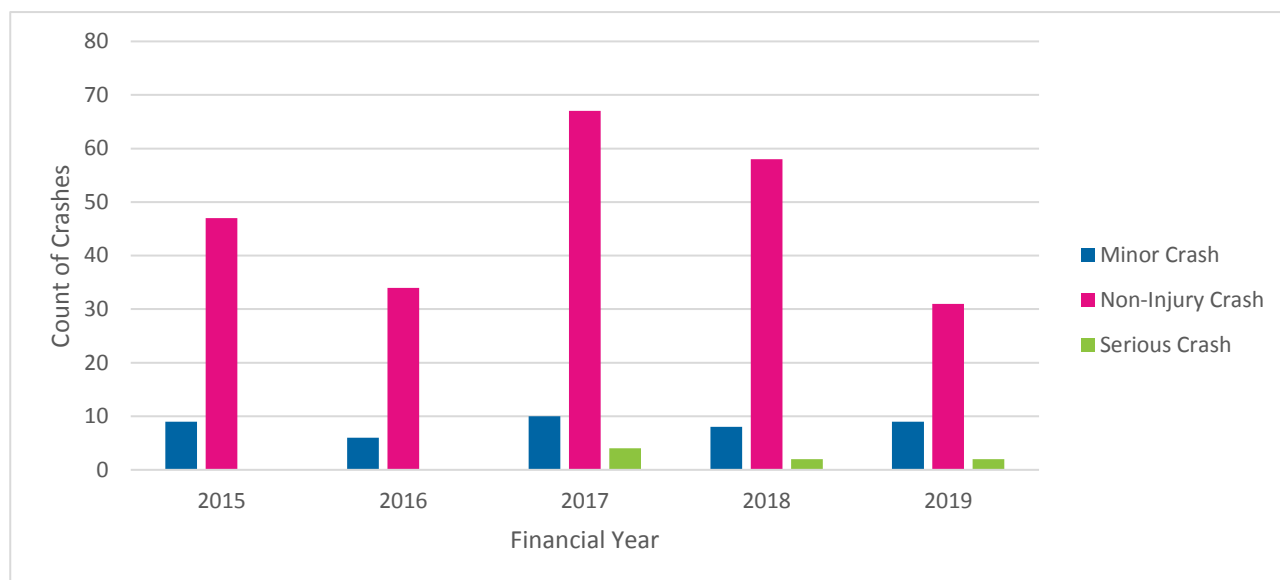
⁴⁴ Hamilton City Cycling Survey, Hamilton City Council, 2014

⁴⁵ <https://maphub.nzta.govt.nz/cas/>

⁴⁶ Statistics NZ Journey to Work, 2018

There have been 287 recorded crashes which have occurred along the University Link corridor since the 2015 financial year. Figure 19 below shows that while the total crash count appears to be significantly lower in 2019, the serious crash count remains constant with two serious crashes occurring in 2019.

Figure 19 - University Link Corridor Crashes by Crash Severity⁴⁷

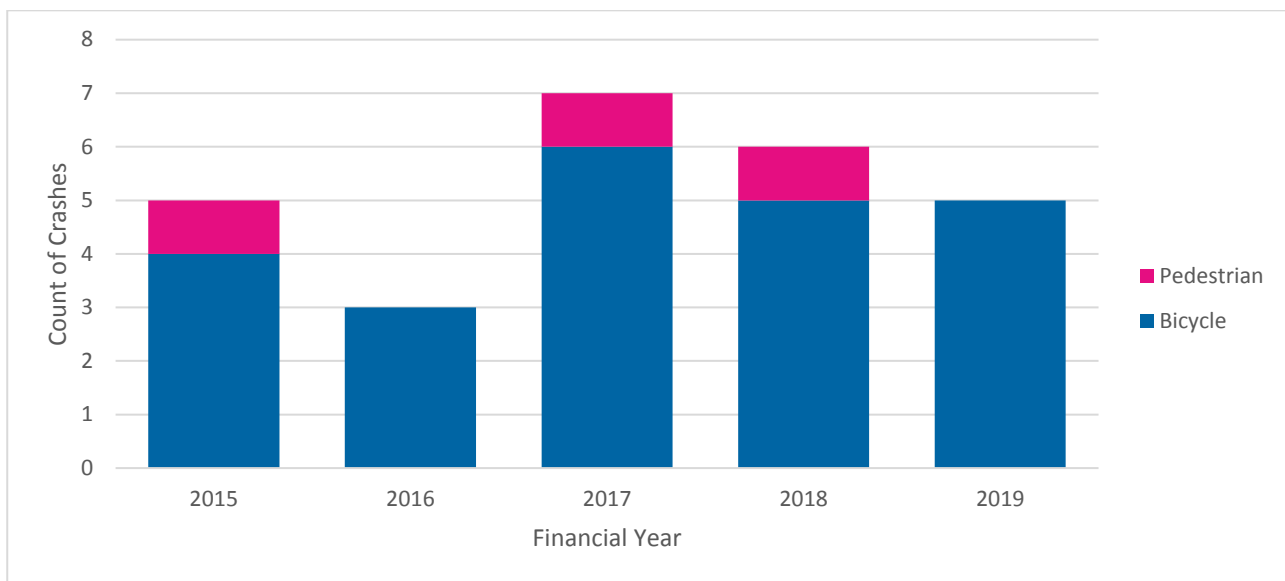


Of these crashes along the University Link corridor, 26 involved users of active modes accounting for 9% of all crashes. Of the active modes, cyclists were more likely to be involved in a crash, with 8% of crashes involving a bicycle and the remaining 1% involving a pedestrian.

Figure 20 below illustrates all crashes involving a pedestrian or cyclist that have occurred during the period 2015 to 2019, shown by financial year.

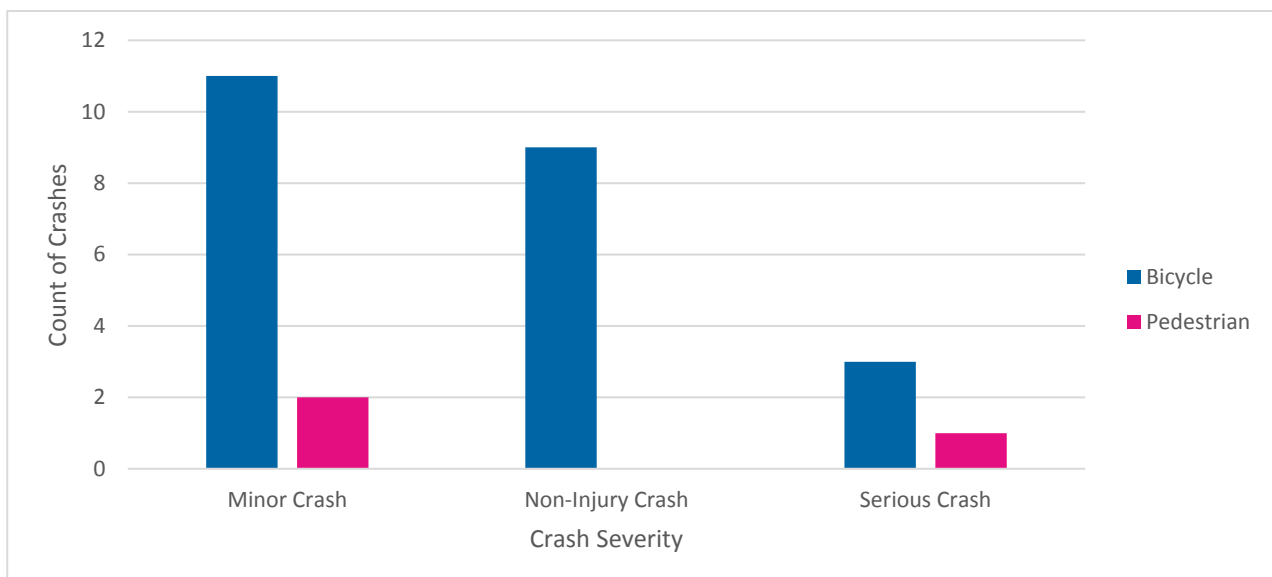
⁴⁷ <https://maphub.nzta.govt.nz/cas/>

Figure 20 – University Link corridor crashes involving a cyclist or pedestrian



Eight serious crashes occurred within the University Link corridor between financial years 2015 to 2019. Four of these (50%) involved a cyclist or pedestrian, demonstrating that a disproportionate level of harm exists for users of active modes. The crashes involving cyclists and pedestrians are outlined in Figure 21 below, shown by crash severity. The graph shows that cyclists are more likely than pedestrians to be involved in crashes along this corridor.

Figure 21 - University Link corridor crashes involving a cyclist or pedestrian by crash severity



2.3.3 Implications of the Evidence

The poor levels of service for active modes are demonstrated along the University Link corridor through narrow cycle lanes and limited crossing facilities. This lack of appropriate infrastructure for vulnerable road

users has resulted in harm to the community, with a disproportionate level of harm for users of active modes. Users of active modes are involved in 9% of crashes and 50% of serious crashes. These figures are worse when you consider the limited presence of active users on the road when compared with users of private vehicles, with active mode users only making up 8% of total transport trips.

3. Outcomes

3.1.1 Main Benefits

Following the development of the problem statements in the ILM workshop, the three main benefits of addressing these problems and investing in the University Link corridor were identified with input from key stakeholders. These benefits are:

1. Healthier communities (20%)
2. A reduced dependency on private vehicles (45%)
3. A safe, convenient and accessible modal choice for locals and people accessing the area (35%)

Benefit One: Healthier communities (20%)

The University Link corridor provides a significant opportunity to achieve greater mode shift towards active modes of transport such as walking and cycling. Providing opportunity for increased cycling and walking within Hamilton will achieve health benefits for the community both due to the reduced vehicle emissions and through encouraging a more active community. A greater number of people walking and cycling within Hamilton could also generate a greater sense of community for Hamilton residents.

Implementing safe and connected walking and cycling facilities along the University Link corridor will have a positive impact on active transport uptake, with one of the key barriers of walking and cycling uptake being safety. This is particularly true for more vulnerable users such as children, elderly people and disabled people where safety and access have considerably more weight when making transport choices.

The provision of safer and connected walking and cycling routes will impact both the number of people choosing active modes for their daily commute, the number of people choosing to walk and cycle recreationally and the number of people choosing to use active modes for short trips, or multimodal trips. The University Link Strategic Case aims to identify barriers to the uptake of active and public transport for all trip types and trip purposes. As part of this, subsequent phases of the programme will also seek to improve active mode access and connections to public transport, allowing for the smoother and safer interchanges between modes. This will have the biggest impact on instilling active travel behaviours across the board and consequently resulting in healthier communities. Complementary to any infrastructure and educational measures implemented as a result of the University Link Corridor Strategic Case will be the Accessible Streets Regulatory Package. This aims to provide clearer rules and regulations concerning the use of footpaths and cycleways to improve safety outcomes, thereby also improving the perception of safety for pedestrians and cyclists in Hamilton.

The business case approach requires specific Key Performance Indicators (KPIs) to be measured in order to determine the extent to which the project has achieved its objectives. The KPIs which best reflect healthier communities include:

- KPI 1: Decreased proportion of people using private vehicles for journey to work and journey to education
- KPI 2: Reduced CO₂ emissions
- KPI 3: Increased proportion of people walking or cycling to work or school

Benefit Two: A reduced dependency on private vehicles (45%)

A key outcome of achieving a greater mode shift towards both active travel modes and public transport is a reduced number of private vehicles, reduced congestion and shorter travel times. This is due to a reduced dependency on private vehicles, with driving not being the first and only option for people to get where they need to go.

The lack of prioritisation and integration of the public transport network along the University Link corridor was identified as a barrier to reducing the dependency on private vehicles. This was evidenced by the poor reliability of the buses in Hamilton. Improving both public transport reliability and travel time will improve overall customer experience and provide a more competitive bus service when compared with private vehicles. It is expected that these improvements will drive a shift towards greater public transport mode share and therefore greater bus patronage. It is also expected to improve overall customer satisfaction with the public transport network and services.

As outlined above in benefit statement one, improved walking and cycling facilities will also increase the uptake of active travel modes. Some of the flow on benefits created through the improvement of crossings, cycleways and the public transport network is the reduction of private vehicle traffic on the roads, meaning less congestion and a reduction in emissions. Additionally, individuals will likely be spending less on their commute, with public transport fares being less than the cost of operating a private vehicle and parking. This provides greater opportunities and benefits for people from lower socio-economic areas, reducing social inequalities and increasing access to jobs, services and education.

The KPIs which best reflect a reduced reliance on private vehicles include:

- KPI 1: Decreased proportion of people using private vehicles for journey to work and journey to education
- KPI 2: Increased proportion of people walking or cycling to work or school
- KPI 3: Increased proportion of people taking public transport to work or school
- KPI 4: Improved perceptions of public transport

Benefit Three: A safe, convenient and accessible modal choice for locals and people accessing the area (35%)

Creating modes of transport that are safe, convenient and accessible for all people within Hamilton helps to create a greater sense of inclusion and satisfaction for both locals and visitors to the region. Decreased congestion and improved safety within the area will help to reduce stress for commuters, as well as significantly reducing the number of deaths and serious injuries.

There are a number of strategic catalysts, driving this prioritisation of road safety. One of the biggest influences is the Vision Zero philosophy adopted by the government as part of the 'Road to Zero' National Road Safety Strategy. This philosophy states that deaths and serious injuries are not acceptable on New Zealand roads and embraces a transformative mind set in making all roads safe. The strategy outlines how the transport system needs to be designed to be more forgiving and protect road users when human error inevitably occurs. Infrastructure improvements and speed management is just one part of the problem. Unsafe road user behaviour, vehicle safety and system management also play a significant role when improving road safety (see Figure 22).

Improving road safety along the University Link corridor will lead to a greater perception of safety within Hamilton, encouraging more people to walk and cycle. It would encourage parents to let their children walk or cycle to school and improve accessibility for elderly and disabled people.

The safety and convenience related KPIs include:

- KPI 1: Improved travel time reliability – public transport services on time (within 5 minutes of schedule)
- KPI 2: Decreased travel time variability
- KPI 3: Decreased DSIs
- KPI 4: Increased proportion of local trips undertaken by active modes
- KPI 5: Improved perception of safety

Figure 22 - 'Road to Zero' Vision and Strategy for New Zealand Roads⁴⁸



3.1.2 Investment Objectives

The following key performance indicators (KPIs) were developed for each identified benefit, as a way of measuring the progress made towards the investment objectives for the University Link corridor. These are outlined in Table 2 below, along with baseline and target measures.

Table 2 - Main benefits and investment objectives

Benefits	Investment Objective	Investment KPI	Baseline measure
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⁴⁸ New Zealand's Road Safety Strategy, 2019

Benefits	Investment Objective	Investment KPI	Baseline measure
Healthier communities (20%)	Improve the health of the community by increasing active mode and public transport uptake and reducing harmful emissions	KPI 1: Journey to work by mode (Single occupancy vehicles, car passenger) KPI 2: Reduced CO ₂ emissions KPI 3: Number of people walking or cycling to work or school	KPI 1: In 2018, 64,932 (89%) of people living in Hamilton stated that taking a private or company vehicle was their main means of travel to work. 25,350 (59%) of people living in Hamilton stated that taking a private or company vehicle was their main means of travel to education. ² KPI 2: No baseline measure (requires model outputs) KPI 3: In 2018, 5727 (8%) of people living in Hamilton stated that cycling or walking was their main means of travel to work, while 12,522 (29%) of people studying in Hamilton stated that cycling or walking was their main means of travel to school. ²
A reduced dependency on private vehicles (45%)	Reduce the dependency on private vehicles by increasing the uptake of active and public transport travel modes	KPI 1: Journey to work by mode (Single occupancy vehicle, car passenger) KPI 2: Number of people walking or cycling to work or school KPI 3: Number of people taking public transport to work or school KPI 4: Perceptions of public transport	KPI 1: In 2018, 64,932 (89%) of people living in Hamilton stated that taking a private or company vehicle was their main means of travel to work. KPI 2: In 2018, 5727 (8%) of people living in Hamilton stated that cycling or walking was their main means of travel to work, while 12,522 (29%) of people studying in Hamilton stated that cycling or walking was their main means of travel to school. ² KPI 3: In 2018, 2286 (3%) of people living in Hamilton stated that using public transport was their main means of travel to work, while 4791 (11%) of people studying in Hamilton stated that using PT was their main means of travel to school. KPI 4: In 2019, 95% of survey respondents were satisfied or very satisfied with the overall bus service. ⁴⁹
A safe, convenient and accessible modal	Reduce harm to the community by reducing deaths and serious injuries Improve access to	KPI 1: Travel time reliability – public transport services on time (within 5 minutes of	KPI 1: Citywide buses arrived on time at stops 69% of the time. KPI 2: In 2019, peak hour traffic flows along key routes took 42% longer than during non-peak times. ⁵⁰

⁴⁹ Waikato Regional Council Bus User Satisfaction Survey, 2019

⁵⁰ Hamilton City Council Annual Report, 2019

Benefits	Investment Objective	Investment KPI	Baseline measure
choice for locals and people accessing the area (35%)	and perceptions of active travel modes and public transport	<p>schedule)</p> <p>KPI 2: Travel time variability</p> <p>KPI 3: Deaths and serious injuries (DSIs), crash types and crash severity</p> <p>KPI 4: Increased number or % of local trips undertaken by active modes</p> <p>KPI 5: Perception of safety surveys</p>	<p>KPI 3: Average annual DSIs along the corridor are 1.6 based on the last 5 years. There are also on average 8 minor crashes and 47 non-injury crashes annually.⁵¹</p> <p>KPI 4: In 2018, 5727 (8%) of people living in Hamilton stated that cycling or walking was their main means of travel to work, while 12,522 (29%) of people studying in Hamilton stated that cycling or walking was their main means of travel to school.²</p> <p>KPI 5: 63% of survey respondents stated they usually stay on the road and share the lane with traffic to get through an intersection when cycling⁸</p>

3.1.3 Alignment with Strategies

Table 3 below outlines existing government and local strategies, and how their objectives align with the University Link corridor project objectives of a reduction in car dependency, the increased use of active and public transport, and an increase in safety.

⁵¹ CAS, 2019

Table 3 - Project alignment with government objectives

Planning document	Local objective	Project objectives			
		Reduction in car dependency	Increase the use of active modes	Increase the use of public transport	Improve safety for all road users
Access Hamilton 2018	Improved connectivity	✓	✓	✓	
	Increased personal safety	✓	✓	✓	
	Sustainable travel options	✓	✓	✓	
	Promote cycling to work	✓	✓	✓	
Hamilton Biking Plan 2015-2045	Create a fully connected, primary and secondary biking network linking the city and the suburbs	✓	✓		✓
	The biking plan is integrated into transport and city planning	✓	✓		✓
	The biking plan is integrated into transport and city planning	✓	✓		✓
	Increase the number of people and the frequency of people biking	✓	✓		

Planning document	Local objective	Project objectives			
		Reduction in car dependency	Increase the use of active modes	Increase the use of public transport	Improve safety for all road users
Waikato Land Transport Plan (RLTP)	Protect the function of strategic corridors in the context of growth pressures	✓	✓	✓	
	Reduce the number of DSLs in the region				✓
	Provide for the access and mobility needs of our communities		✓	✓	✓
Waikato Regional Public Transport Plan (RPTP)	Create sustainable patronage growth for PT	✓		✓	
	Improved integration of PT services	✓		✓	
	Improved access to services to support community wellbeing	✓		✓	
Network Operating Framework 2015	Optimise network for all modes via a one network approach	✓	✓	✓	
Safer Journeys 2020-2030	Improve safety for road users				✓
Accessible Streets Regulatory Package 2020	Proposed rule changes to make public transport (buses) and active transport such as walking or cycling safer and more efficient	✓	✓	✓	✓
Investment Decision Making Framework (IDMF)	Put people and place, rather than vehicles and networks, at the centre of our decision-making		✓	✓	✓
	The inclusion of social, economic, cultural, and environmental outcomes in transport planning and investment	✓	✓	✓	
Metro Spatial Plan	Part of the Future Proof Strategy to plan for growth in the Waikato area and improve Auckland to Hamilton metro connections	✓		✓	

Government Policy Statement on Transport

Fulfilment of the benefits to the University Link corridor aligns with the Government Policy Statement (GPS) key strategic priorities of safety and access and supporting priorities of environment and value for money. This is shown in Table 4.

Table 4 - Alignment of Government Policy Statement Objectives

Key Strategic Priority	Objective	University Link
Safety	Is a safe system, free of death and serious injury	✓
Access	Provides increased access to economic and social opportunities	✓
Access	Enables transport choice and access	✓
Access	Is resilient	✓
Supporting Strategic Priorities		
Value for Money	Delivers the right infrastructure and services to the right level at the best cost	✓
Environment	Reduces greenhouse gas emissions as well as adverse effects on the local environment and public health	✓

Access Hamilton

The Access Hamilton Programme Business Case (PBC) 2018 v2.0 outlines a strategic transport programme for Hamilton City and sets out a direction for investment in land transport in Hamilton City over the next 10 years.

The Access Hamilton Programme has been developed by Hamilton City Council in collaboration with Waikato Regional Council and the NZ Transport Agency. The preferred programme supports significant future national investment decisions for the city's transport system through the National Land Transport Fund (NLTF).

Access Hamilton describes what Hamilton is seeking to achieve and how this will contribute to an accessible and safe land transport system. It proposes to deliver a programme of works that includes maintenance activities, capital works, public transport services, and state highway improvements.

Access Hamilton aims to make the city more accessible with mode share by public transport and active modes. It has set a target of increasing the mode share of trips from 14% to 29% by 2028 and increase the percentage of short trips (<2km) undertaken by foot from 26% to 50%. It also aims to reduce the number of short distance trips (<2km) by car.

The University Link corridor is considered an area in Hamilton where improvements can result in a higher uptake of active modes in comparison to other areas of the city. Improvements to the University Link corridor has been agreed as an activity with a high priority in the programme. It is also acknowledged as a 'related activity' in the WEX Network Plan (v3.0). Given the imminent completion of the Hamilton section of the WEX, it is appropriate to start considering the potential for investment on the University Link corridor at this time.

Hamilton Biking Plan

Concerns relating to road safety has resulted in an increasing number of parents not wanting their children cycling to school. Reducing the number of cars on these roads at school pick up times will improve road safety, including for active modes and public transport.

The Biking and Micro-mobility Programme 2020-2045

The Biking and Micro-mobility Programme will develop a city-wide long-term strategy for biking and micro-mobility to benefit from safety, mode shift, health, and environmental improvements. It will include a programme for improving micro-mobility mode share. Components of this are expected to be a long-term end-state network plan for biking and micro-mobility, and a prioritised implementation plan of activities that implement Access Hamilton PBC targets for mode shift. Implementation activities will be mixed between infrastructure, end of trip facilities, demand management, and education. Some activities might start quickly, some will require further planning and study, and some are expected to require additional business cases.

Waikato Region Land Transport Plan 2016-2045

The 2018 update to the Region Land Transport Plan (RLTP) sets the strategic direction for land transport in the Waikato Region. The Hamilton Growth Package is a programme included for implementation in the RLTP and one of the key projects of the growth package is Access Hamilton strategic corridors, public transport services and infrastructure and the Mass Transit Plan.

Waikato Regional Public Transport Plan

The Waikato Regional Public Transport Plan (RPTP) 2018-2028 is aligned to the aims of the RLTP and has specific goals for Hamilton relating to sustainable patronage growth, integration of services, infrastructure and land use, as well as improving access to services to support community well-being.

The University Link corridor supports the Mass Transit objectives of the RPTP by supporting a significant shift to public transport usage.

Waikato Expressway Network Plan

The University Link corridor is identified as Priority Group 02 – Wairere Drive (Hamilton Ring Road) in the WEX Network Plan.⁵² Completion of the Wairere Drive and WEX projects will reduce reliance on the University Link corridor for vehicular traffic travelling east/west and provides an opportunity to encourage greater use of public transport and active modes.

Network Operating Framework

The Network Operating Framework (NOF) shows the University Link corridor as being both a primary public transport corridor (PPTC) and a primary cycling corridor (PCC).³³

3.1.4 Key Issues, Constraints and Dependencies

The project has some key issues and constraints which are listed in Table 5 below.

⁵² Hamilton City Council School Link Strategic Case, 2019

Table 5 - Key issues and constraints

Key issues and constraints	
Physical corridor constraints	<p>One of the key constraints of this project are the physical corridor constraints limiting the ability to widen or separate cycle lanes from the road.</p> <p>Lack of available carriageway width for the provision of a separated cycleway could result in the loss of on-street parking along some sections of the corridor.</p>
Community and stakeholder expectations	The project requires support from key stakeholders and the community.
Parking demand and constraints	There is a relatively high parking demand on Clyde Street, with a number of schools and facilities nearby.
Travel time for on-road vehicles	Infrastructure-focused cycling interventions may reduce capacity for private vehicles along some corridors and therefore increase delays.

Dependencies

The University Link corridor runs perpendicular to the Schools Link corridor, which is situated along Peachgrove Road and Hukanui Road, and is being considered separately due to its differing functionality and customer journey profiles. Any interventions or initiatives will therefore need to be consistent along the two corridors to enable ease of use and continuity.

Biking and Micro-Mobility Programme

The Biking and Micro-mobility Programme is a city-wide long-term strategy to identify how to improve biking and micro-mobility mode share in alignment with Access Hamilton PBC (2018) targets. Eastern Pathways is a precinct-specific capital programme for walking, cycling and PT improvements focused on two main corridors. The primary difference between the two is that the Biking and Micro-mobility Programme is looking ahead to determine how we can change and improve across the city, while Eastern Pathways seeks to deliver a series of capital projects already anchored in current policy and strategy documents for a specific area. The main aligned areas between the city-wide strategy and the integrated capital deliver programme are in the areas of communications/engagement, design approaches, and strategic fit. Given the differences (of strategy vs. implementation, and city-wide vs precinct) it is potentially compromising for project needs to fully combine the aligned areas into single workstreams.

The Eastern Pathways Programme

The Eastern Pathways Programme is an integrated capital delivery programme established to deliver 'shovel-ready' infrastructure projects as part of the Government's post Covid response. It is anticipated that the main components will be the School Link and University Link corridors, taking those projects forward from single stage business cases to design and construction. It also includes related capital implementation programmes within a defined precinct area that relate to the project. Related capital programmes include Ruakura Road Upgrade, Biking Connectivity Programme, Safety Improvement Programme, and asset renewals. Strategic decisions for the main components of this programme have been anchored in policy and strategy since 2014 in the Biking Plan. The Programme will also ensure that principles established by the School / Uni link business cases translate across to the related capital programmes that sit outside the business cases per se.

3.2 Anticipated Strategic Fit and Effectiveness

3.2.1 Strategic fit

An indicative assessment of the strategic fit has been undertaken in accordance with the NZ Transport Agency's Investment Assessment Framework. The indicative Strategic Fit is assessed as High as the corridor reflects many of the outcomes sought through the current GPS. The subsequent business case processes will identify and confirm if the outcomes can be achieved through the implementation of a range of infrastructure, speed management and travel demand management investments.

3.2.2 Effectiveness

The indicative effectiveness is assessed as high, as shown in Table 6.

Table 6 - Effectiveness of Components

Component Explanation		Rating
Outcomes focused	<ul style="list-style-type: none"> The corridor and wider catchment provides access the university and schools, as well as local communities and businesses and requires improvement to encourage active mode and public transport uptake The investment will result in a tangible change in addressing the modal choice and safety problems identified. It benefits modal choice and access to active and public transport through reduction in the reliance on private vehicles. The investment benefits pedestrian and cycle safety through investment in crossings and cycle lane for users of active modes. 	High
Integrated	<ul style="list-style-type: none"> The investment is consistent with the current and future transport plans for NZTA, WRC and HCC. The investment will deliver outcomes that are consistent with the planned development of city-wide infrastructure, adjacent growth areas and supporting capital and renewal programmes. The investment supports the delivery of infrastructure envisaged by Access Hamilton and the Bike Plan. 	High
Correctly scoped	<ul style="list-style-type: none"> The investment will be scoped to complement the other investigations being undertaken by the Biking and Micro Mobility Business Case. This will ensure safety and facility investigations incorporate current thinking. 	High
Affordable	<ul style="list-style-type: none"> The investment will focus on whole of life cost effective solutions within a 	High

Component Explanation		Rating
	<p>defined budget and should deliver significant long term benefits for the community including reduced carbon emissions, health benefits from active mode uptake reduced reliance on private vehicles.</p> <ul style="list-style-type: none"> The National Land Transport Programme has allocated \$0.1M to pre-implementation and \$9.04M to construction of this corridor between 2020-22. 	
Timely	<ul style="list-style-type: none"> The investment is proposed to be delivered in the short term (1 to 2 years) which means the modal choice and safety benefits identified will be realised soon and provide lasting benefits to the community. 	High
Confidence	<ul style="list-style-type: none"> There is considerable support from the community to improve access for the corridor and wider catchment for students and others who regularly use this corridor and local catchment. Effective management and quality systems are in place to manage project and wider programme delivery as well as known and yet identified risks. 	High
Overall	<ul style="list-style-type: none"> All effectiveness components have scored high. 	High

4. Project Plan for the Next Phase

4.1 Scope

4.1.1 Purpose

The purpose of the single stage business case is to investigate and develop a long list to short list of options for implementation that will best achieve the benefits and outcomes defined in this strategic case. Hamilton City Council engaged Beca Ltd to commence development of the Business Cases in January 2019. However, development of the business case paused while this strategic case was developed to provide a more robust strategic underpinning for that phase. With that team still engaged, consideration of the above findings and interdependencies with other workstreams has been reviewed and updated.

The following are key considerations for the delivery of the single stage business case:

- There is limited information about the customer profiles of the users of the University Link catchment. It is recommended that during the SSBC stage that through the consultation and engagement processes that this be addressed to inform the option selection process. Customer insights such as understanding key destinations including confirming social and economic opportunities the community wants to access, purpose of trips, demographics targets for mode shift, and community requirements to 'shift'
- There is some information regarding travel times for the major corridors in the area but not for the University Link corridor. If practicable additional information should be gathered for the University Link corridor as well as other key roads such as Waikare Drive.
- The SSBC should gather specific information regarding the 5 bus services that service the University Link corridor, including frequency, catchment and other destinations it services.

- PT travel time reliability is poorer in the afternoon peak than the morning. The cause of this is not well understood and should be confirmed in the SSBC stage.
- The causes of bus unreliability need to be investigated through the SSBC to inform the option development and assessment.
- The University Link project includes an east-west corridor, it should be noted that the subsequent business case needs to also investigate the effectiveness of improvements for the local catchment. This includes investigating improvements for connecting paths, roads and areas that access the corridor as part of a comprehensive investment package.
- Great level of detail for the crash data; i.e. where are the VRU crashes occurring, what types etc could include scrutinising police reports
- Better understanding of network hierarchy since NOF 2015 and if there are fundamental changes
- Understand attitudes and perceptions of cycling and walking (refer NZTA guidance). Current and future travel patterns – origin destination for trips types
- Demand for corridor including projections, network LoS and pinch points from shared evidence base
- Public transport uptake can be improved through a range of measures in Hamilton and for this project. Based on the available information it is predicted that targeted prioritisation may be sufficient and appropriate for the level of improvement rather than whole of corridor prioritisation however this needs to be thoroughly evaluated in the single stage business case.

4.1.2 Key benefits

The benefits of successfully investing to address these were identified at a project ILM workshop held on 1 April 2020. The stakeholder panel identified and agreed the following benefit:

Benefit 1: Healthier communities

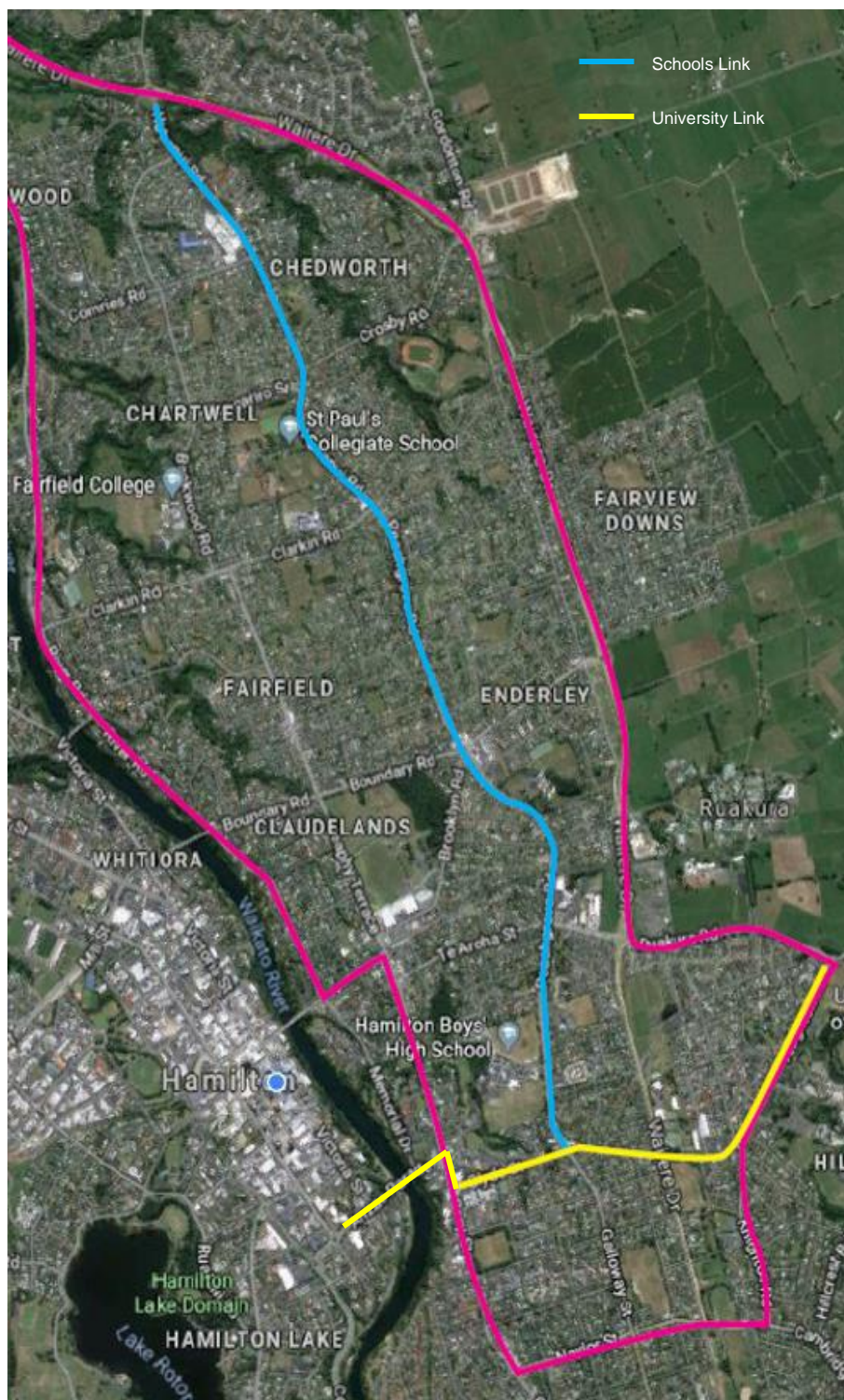
Benefit 2: A reduced dependency on private vehicles

Benefit 3: A safe, convenient and accessible modal choice for locals and people accessing the area

4.2 Geographic boundary

The project corridor for University Link is located along Knighton Road, Clyde Street, Grey Street and Anzac Parade Road in East Hamilton. Including consideration of the linkages to the schools and community facilities along this route, the project scope is outlined in Figure 23, along with the Schools Link corridor.

Figure 23 – Project Scope



4.3 Single Stage Business Case Scope

The expected methodology for preparing a single stage business case for the University Link corridor is to:

1. confirm investment objectives
2. assess and confirm safety and access issues along the corridor
3. develop and access treatments
4. develop and assess long list options
5. assess long list options against the investment objectives
6. determine resource consent and designation requirements and consultation
7. identify recommended option
8. conduct option assessment workshop to confirm the recommended option
9. finalise detailed business case
10. obtain OPPP approval of the recommended option and funding approval to proceed to pre-implementation.

Table 7 – Single Stage Business Case Cost Estimate

Stage	Scope	Estimated Cost
Step 1a Long List	Development of ILM and input in POE and strategic case	29,100
	Development of Investment objectives	
	Based on Access Hamilton and ILM outputs a set of objectives will be developed for the options evaluation.	
	Development of treatments based on Strategic Case	
	Develop network principles based on strategic case	
	Development of additional links for single sector	
	Pre-implementation recommendations	
	Preparation and methodology for costings	
	Identification of key metrics that influence mode choice	
	Assess mode-shift contribution of options (high level analysis)	
	Preparation and methodology for costings	
Step 1b Long List Workshop	Hold Workshop – including facilitator and attendance of four staff, write up of minutes etc	6,000
Step 2a Develop	Evaluation of long list options	54,000

Stage	Scope	Estimated Cost
and Assess Short List Options	Development of funding	
	Design Framework developed for University Link	
	Development and preparation of Multi-Criteria Analysis	
	Pre scoring and briefing of specialists	
	Shortlist evaluation MCA	
	Assessment against MCA criteria by up to 8 technical specialists	
	Development of three short-listed options in concept station	
	Detailed analysis of the mode-shift contribution	
Step 2b Short List Workshop	Hold Workshop – including facilitator and attendance of four staff, write up of minutes etc	6,000
Step 3 Recommended Preferred Option / Draft Business case report	Business case writing - including economics evaluation	38,000
	Preparation of Workshop 4 - preferred option	
	Hold workshop	
	Complete technical analysis	
	Confirm recommended preferred option with HCC	
	Design Philosophy Statement	
Step 4 Draft Business Case Report	Review of the Strategic Case element of the SSBC so that it can be sufficiently relied on for the proposed corridor SSBC.	14,000
Step 5 Final Business Case Report	Finalise SSBC	8,000
Management and Delivery	Fortnightly team meetings with NZTA	22,200
	Fortnightly project team meetings	
	Weekly team / HCC meetings	
	Coordination/Financial reporting/general reporting and reviews	
Engagement and Consultation support	Provisional sum to provide support and advice to HCC	14,500
Total		\$191,800

4.4 Timeframes

Table 8 – Project Timeframes

Scope	Estimated Completion
Assessment and confirmation of the problem statements	Currently underway
Option development	Late August 2020
Option assessment workshop to confirm and endorse recommended option	Late September 2020
Develop recommended (endorsed) option and finalise single stage business case	Mid October 2020
Business case complete	Late October 2020
HCC endorsement and approval to proceed to pre-implementation	17 November 2020
OPPP meeting and approval to proceed to pre-implementation	10 December 2020

4.5 Financial

4.5.1 Financial management estimated cost and financial plan

The estimated cost for the delivery of the single stage business case is \$403,700 and is broken down as:

Table 9 – Project stage fee estimates

Item / Stage Uni Link	Fee Estimate
Single Stage Business Case	\$191,800
Communications and Engagement	\$144,900
Project Management and Administration Support	\$67,000
Total	\$403,700

4.6 Quality Management

Keep in mind possible scope creep and preparation for the unknown in this section.

4.6.1.1 Document management

All key electronic documents will be stored within the NZ Transport Agency's InfoHub file system with both hard and electronic copies stored within the Waikato Regional Office.

4.6.1.2 Quality assurance

The business case phase will be delivered in accordance with HNO Quality and Approvals processes and delegations, summarising the key QA processes, check/reviews/approvals and hold points.

In addition, Hamilton City Council's Programme Control Group will ensure that the Business Case is prepared in accordance with the requirements of the Local Government Act 2002, which includes the need to comply with New Zealand Generally Accepted Accounting Practice (NZ GAAP).

4.6.1.3 Risk/Issues and opportunities

The following table summarises the initial identified project risks and opportunities, which are managed within Hamilton City Council's Eastern Pathways Programme Control Group. The owner of these risks at this stage is the project manager, however, they will be transferred into a detailed risk register and an owner allocated to each risk at the start of the development phase.

Table 10 – Project Risks / issues and opportunities

Description	Risk or Opportunity
Wider community expectations	Project not well communicated to community so expectations don't match reality expectations/perceptions of "correct solution" poorly managed media build up community expectations / go on a tangent / pick up on details that de-rail the focus of discussions.
Wider community requirements	Poor engagement with wider community and not understanding community needs / requirements. Stakeholder communications are insufficient Little understanding or visibility of the project in the wider community (schools, businesses, people who use as rat run as opposed to industry stakeholders). Problem statements might be wrong
Local body elections	Changes in council make-up following local body elections
HCC and NZTA expectations mis-aligned	HCC and NZTA's delivery expectations do not align Insufficient internal communications
Resourcing (business case stage)	Timeframes are tight for completion of the business case. There is a substantial amount of work to be completed which will require further resource. It can be difficult for NZTA/HCC and other stakeholders to turn documents around quickly Three areas: investment case, C&E, options development

4.6.1.4 Change control

HNO change control processes will be applied during the next business case phase.

4.7 Organisation and Governance

4.7.1 Programme organisation

4.7.1.1 Resourcing and governance structure (internal/external)

The Single Stage Business Case will be developed through Hamilton City Council in collaboration with other nominated partners. The key organisations involved in this project are shown in Table 11.

Table 11 - Project resourcing and governance

Role	Name
HCC Senior Responsible Owner (Project Sponsor)	Chris Barton
HCC Business Asset Owner	Martin Parkes
HCC Project Manager	Jeremy Froger
HCC Eastern Pathways Programme Director	James Bevan
Business Case Writer	Andrew Collings
Waka Kotahi Principal Investment Advisor	Kelly Jiang
Waka Kotahi Principal Planning Advisor	Bridget Spence
Waikato Regional Council Public Transport Manager	Andrew Wilson
Waikato Regional Council Network Planning and Performance	Andrew Carnell

4.7.1.2 Governance and organisational charts

The School Link and University Link projects will be delivered under HCC's Eastern Pathways Programme.

The governance structure is set out below in Figure 24. The Eastern Pathways Programme establishes a dedicated Programme Organisation, separate to BAU, to deliver benefits:

- Promotes decision making through single line of accountability of individuals, not Groups.
- Clear integration with other parts of the organisation, however, retains separate governance
- Establishment of key roles (BAO and SRO) with clear Programme accountability
- Establish Programme governance forums
- Infrastructure Operations Committee (Alignment with strategy)
- Programme Change Group (Programme decision making)
- Delivery Working Group (Project decision making)
- Implement programme plans

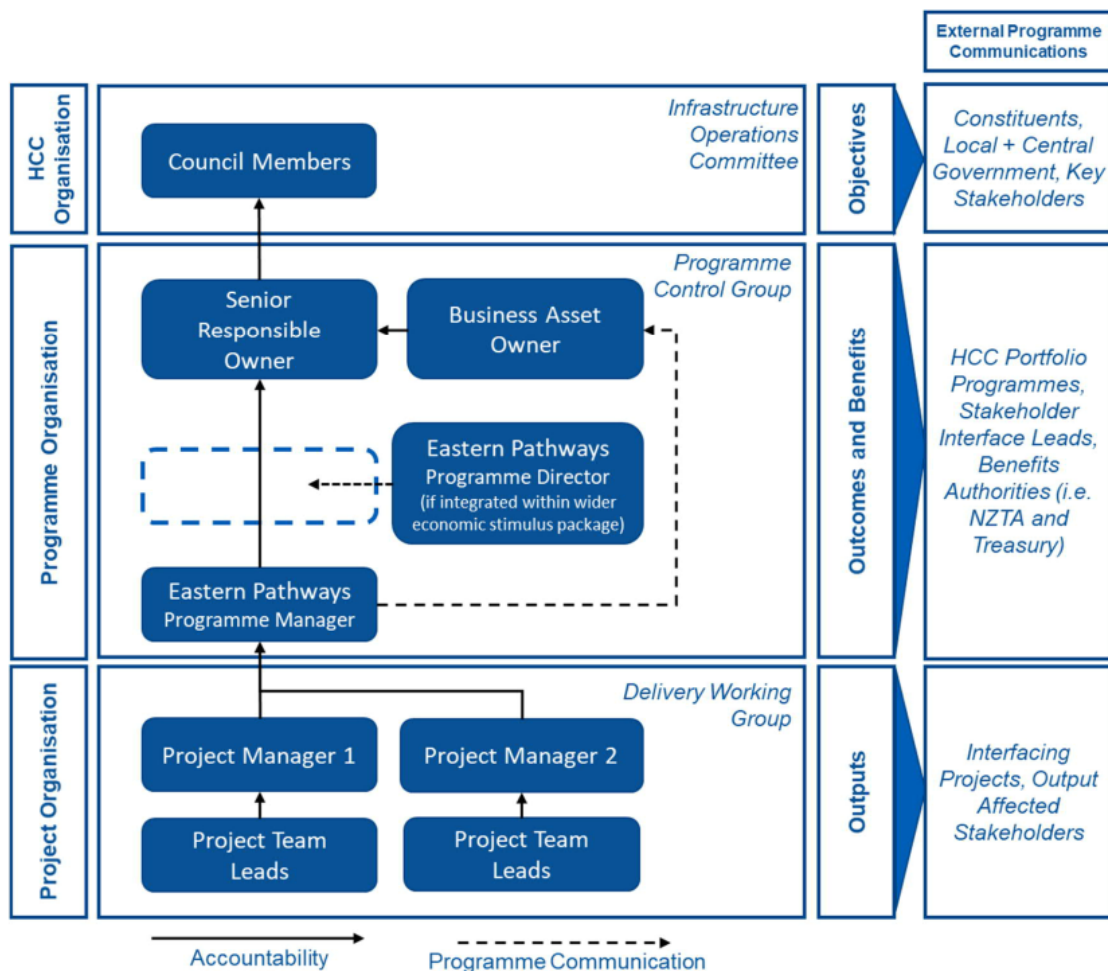


Figure 24 - Governance Structure

4.8 Communications

4.8.1 Identify key stakeholders

A list of key stakeholders is provided below. Frequent and effective stakeholder engagement will be critical to the success of this project.

Stakeholder Group	Key Issues	Level of Engagement
Key stakeholders <ul style="list-style-type: none"> Elected Members Internal HCC departments, including City Transportation Unit, Development Group, Community Group and Communications 	<ul style="list-style-type: none"> Design features and alignment Programme scope and timeframes Programme budget and funding requirements Interface with public transport Potential impacts to small businesses 	Consult, Involve

Stakeholder Group	Key Issues	Level of Engagement
<ul style="list-style-type: none"> Waka Kotahi NZ Transport Agency (Funding Partner) Mana whenua Waikato Regional HCC Iwi groups 	<ul style="list-style-type: none"> Environmental impacts Social procurement opportunities Impacts on local Indigenous values and sites Vocal minorities dominating and influencing public perception Community and constituent impacts Media enquiries and reports 	
Stakeholders within Programme area <ul style="list-style-type: none"> Property owners and tenants on affected streets / neighbourhoods Business owners Chartwell Square Davies Corner Five Cross Roads Clyde Street Shops Waikato Tainui 	<ul style="list-style-type: none"> Design features and alignment Programme scope and timeframes Property resumptions, and property value impacts Access changes Potential impacts to small businesses Changes to parking Construction impacts 	Inform, Consult
Advocacy groups <ul style="list-style-type: none"> Chamber of Commerce Cycle Action Network CCS Disability Blind Foundation Living Streets Generation Zero Age Concern Community Groups Automobile Association Road Transport Association Go Bus Waste Management Organisations Neighbourhood Groups Neighbourly Youth Council 	<ul style="list-style-type: none"> Design features and alignment Programme scope and timeframes Property resumptions Access changes Small business impacts Interface with public transport and road corridor Changes to parking Construction impacts Potential impacts to amenity and natural environments 	Inform, Consult
Education sector <ul style="list-style-type: none"> Ministry of Education, and corresponding Government departments Hamilton Boy's High School Peachgrove Intermediate Hukanui School Fairfield Intermediate Fairfield Primary Fairfield Intermediate Fairfield College St Joseph's Primary Woodstock School St Paul's Collegiate Waikato Diocesan Girls 	<ul style="list-style-type: none"> Design features and alignment Programme scope and timeframes Access changes Interface with public transport and road corridor Changes to parking Construction impacts 	Inform, Consult

Stakeholder Group	Key Issues	Level of Engagement
<ul style="list-style-type: none"> Marion Catholic School Insoll School Te Kura Kaupapa Maori O Te Ara Rima Sacred Heart Girls' College Knighton Normal School St John's College Bankwood School Patricia Ave School Southwell School Waikato University 		
Other interested parties <ul style="list-style-type: none"> General public and motorists Kainga Ora developments NZ Police / FENZ / St John Ambulance Media HCC Transportation Group Infrastructure Alliance Kiwi Rail Kirikiroa Marae 	<ul style="list-style-type: none"> Design features and alignment Programme scope and timeframes Programme budget and funding requirements Interface with public transport 	Inform

To assist in delivering services to Maaori, Council currently has specific partnership and service agreements with:

- **Te Haa o te whenua o Kirikiriroa (THaWK)** - an iwi group representing local mana whenua (Maaori with historic ties to the Hamilton/Kirikiroa area) on issues relating to the management of Hamilton's natural and physical resources.
- **Te Runanga o Kirikiriroa (TeROK)** – an urban iwi authority representing maataa waka (Maaori/Pacific from other areas) on the impact of Council policies. Te Runanga provides a range of services, support, advice, and technical expertise that assist Council to meet the needs of the Maaori community in Hamilton.

These partnerships and agreements ensure mana whenua perspectives and maataa waka views are represented in decisions about the city, its community capacity and natural and physical resources.

4.8.1.1 Stakeholder engagement strategy

Key stakeholders will be engaged in alignment with the project delivery methodology. They will also be included in the circulation of related documentation for collaboration, review and agreement.

Communication between the team and external stakeholders is the Project Manager's responsibility. The stakeholder interactions will be supported by Hamilton City Council's Communications and Engagement team and administration resources.

4.8.1.2 Social Pinpoint

Social Pinpoint is an online platform built around interactive maps, allowing users to interact with proposed project designs and provide feedback via polls and discussion threads. The platform provides real time data and

reporting on feedback received and visitor analytics. At each consultation phase, HCC can use Social Pinpoint to request feedback on specific element of the design and interact with users at the comment and engage with the map. The Social Pinpoint site can be embedded within HCC's existing website, and be supported by other collateral items, like fact sheets, posters, animations and videos with HCC representatives.

4.8.1.3 Relocatable Container / Drop-in Info Centre

A community space for people to stop by and find out information about biking, micromobility and active modes in Hamilton. This could initially be in the library or office space progressing to a relocatable container (or similar) to "pop-up" in areas of high foot-traffic (such as Garden Place, University Campus etc, and regularly moved around the city). This would provide opportunity for complementary projects and council staff to use this space for engagement and events, partnering with bike shops, gyms and retailers to offer discounts, incentives and promotional materials. Once the Eastern Pathways Programme moved into a construction phase, the drop-in info container could be relocated in a community space near the work to provide construction information.

4.8.1.4 Consultation events

To launch each phase of engagement, HCC could host information sessions and booths at key locations around the city. This includes school, universities, and places along the proposed project alignments. To generate excitement and encourage event attendance, competitions and prizes will be included within each engagement phase.

4.8.1.5 Local voices

This is about drawing on local people to talk about the project from their perspective, what they are excited or nervous about and how the project and the investment in such infrastructure contributes to their future Hamilton. Using a range of people from all different backgrounds (including those you would never typically see on a bike) will help others to connect to one of these voices and potentially understand other perspectives and opinions.

4.8.1.6 Connection with HCC events and Biking and Micro-mobility Programme

HCC currently has a large number of projects and events and is regularly engaging with partners, stakeholders and the community. The Eastern Pathway programme will connect with internal HCC teams to ensure that there is a joined-up approach to this engagement, and wherever possible we are having community focused conversations around a range of relevant and related topics.

4.8.1.7 Procurement strategy

It is likely the physical works contract will be procured through lowest price conforming tender in accordance with Hamilton City Council's procurement guidelines. Additionally, a stage one procurement strategy will be developed alongside the identification of a preferred option in the Business Case. This will allow delivery opportunities to be more thoroughly considered, aligned to funding avenues, other work streams and the influence of adjacent works that may influence timing of delivery.

4.8.1.8 Health and safety management

Health and safety responsibilities are outlined in Hamilton City Council's Management Policy Health and Safety (15 July 2016) and Waka Kotahi's [Safety in Design requirements](#).

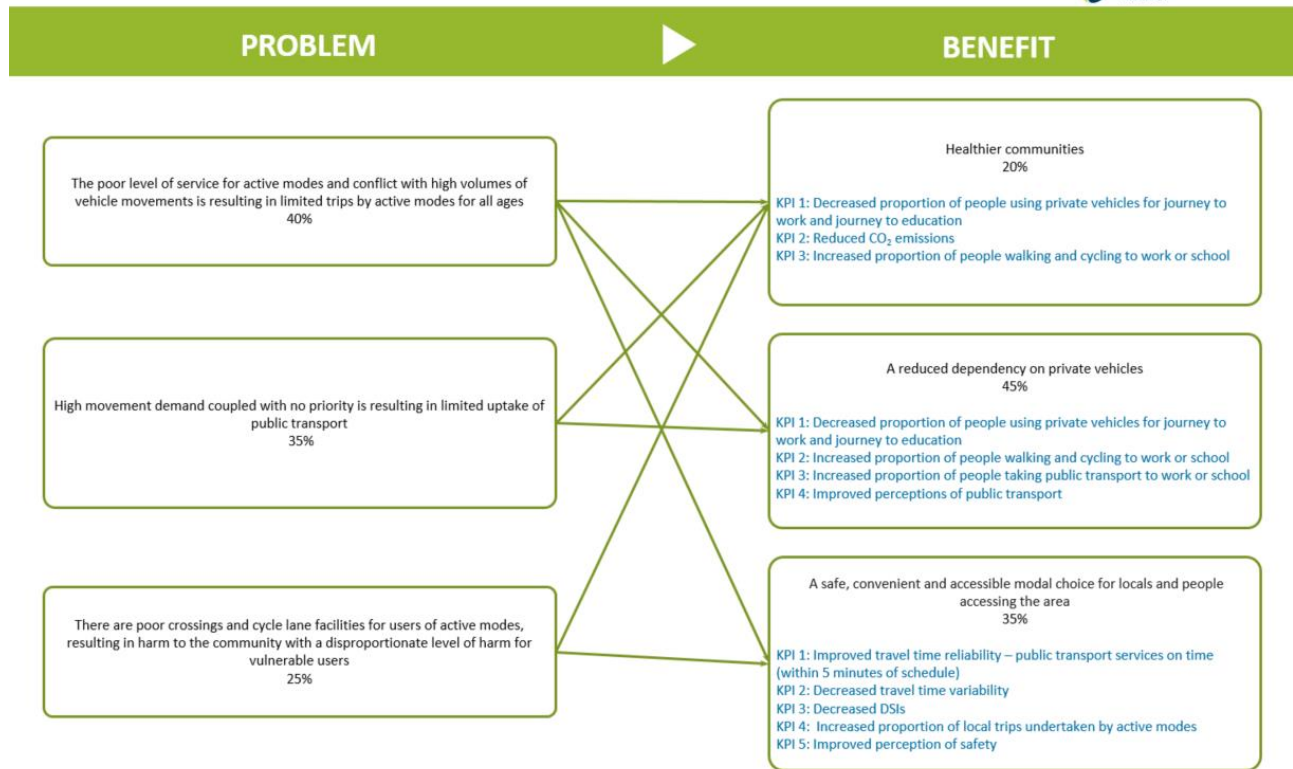
Appendices

Appendix A – Investment Logic Map (ILM)

Item 8

Attachment 4

University Link ILM



Appendix B – C&E Summary - Te Ara o te Rawhiti – Eastern Pathways

Delivering enhanced walking, cycling and public transport projects for Eastern Hamilton - creating healthier, more connected communities

Engagement Journey

Background: One of the four agreed governing principles for the Eastern Pathways Programme is “taking the community and stakeholders with us”. It is generally acknowledged the Eastern Pathways Programme has had minimal partner, stakeholder and community engagement to date and is currently not well known or understood.

This plan aims to bridge that gap and outline an approach to develop the programme together with our partners, stakeholders and communities, while building lasting positive relationships and generating support and excitement.

Key engagement phases:

1. Setting the scene and understanding appetite for change (late-2020)

- Introduce the overarching programme, purpose, benefits, scope, timeframes and alignment with the city’s long-term plans, goals and aspirations
- Consult on emerging recommendations from School and Uni link business cases (will include preferred corridors, introduction of corridor segments, potential treatment concepts being considered and why, along with high-level benefits and potential impacts)
- Inform on construction of early works, high priority safety and connectivity projects and forward programme

Phase one will enable the team to better understand partner, stakeholder and community sentiment towards the project and potential risks and issues. This will inform the timing and pace of future engagement phases and potential staging of design and construction. The below engagement phases are currently recommended and will need to be reviewed and updated accordingly

2. Developing and testing the design options

- Consult on the design development of School and Uni Link, highlighting any changes as a result of phase one of engagement and identifying proposed specific treatment options for specific areas
- Targeted engagement with potentially impacted property owners, businesses and surrounding neighbours to understand individual impacts of potential options
- *Potential to trial and experience different treatment options*
- Inform on construction of early works, high priority safety and connectivity projects

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3. Confirming the design

- Inform the outcomes of phase two, highlighting any changes or enhancements
- Inform or consult on the progression of the design for the different corridor segments of School and Uni Link and why treatment options are preferred in specific areas
- Targeted engagement with impacted property owners and businesses and surrounding neighbours

•

4. Preparing for implementation

- Inform the final design (confirming how any issues identified in earlier phases have been resolved)

Consult on proposed construction methodology for School and Uni links, approach and timeframes

Early wins >>

Important components of the Eastern Pathways Programme include **intersection upgrades, minor safety improvements, renewals and maintenance programme deliverables and biking connectivity improvements**.

These improvements will generally have low complexity/impact and engagement will be mainly in the INFORM space. Typical communication channels will be tailored to suit each project but will likely include letters and emails, website updates and media releases, under the Eastern Pathways branding and tactics set up during the establishment phase.

Communication and engagement tactics

- Develop Eastern Pathways branding / identifier
- Establish project webpage, email, phone number and CRM tool (Consultation Manager)
- Utilise online mapping and engagement tools like social pinpoint
- Partner with schools, libraries, info centres and resident & business associations to act as information distribution hubs
- Establish a mobile / relocatable info centre – a one-stop pop-up shop for walking and cycling to move around the city and temporarily set up in areas of high foot traffic (such as Garden Place, Centre Place and University)
- Use local voices to help tell our story and share perspectives and experiences (particularly of the trials of different treatment options in engagement phase 2)
- Stakeholder and community engagement events at each key engagement phase (with fun competitions or prizes to draw interest)
- Information brochures – mailed out to households and printed in distribution hubs and mobile pop-up shop
- Regular programme e-newsletters
- Visuals, artist impressions and short animations utilising digital model
- Tactical trials of different design options (proposed phase 2)
- **Advertising channels**
- Digital geo-targeted web tiles on top websites including Stuff, Metservice, EventFinda and NZ Herald
- Social media – Facebook, Instagram, Neighbourly
- Print – Waikato Times and Hamilton Press
- Radio – 30 sec adverts
- Free FM, Chinese Newspaper, Sky Kiwi, Radio Waatea

Our Communities

Demographics which shape our engagement approach (to be presented graphically):

- Hamilton’s median age is 32 (younger than any other NZ city)
- 63.6% European / 23.7% Maori / 18.5% Asian / 6.1% Pacific Peoples / 2.2% Middle eastern, Latin American / 0.8% New Zealander / 0.4% Other ethnicity (Hamiltonians represent more than 160 different ethnic groups)
- The three most common languages are English (95%), Maaori (6%) and Hindi (2%)
- Internet access stats
- Targeting the 63% current non-cyclists who are open to start and the 56% of current cyclists who want to cycle more (*source: NZTA Understanding Attitudes and Perceptions of Cycling and Walking*)

School Link: A north-south ‘spine’ along Hukanui and Peachgrove Roads, between Clyde Street in the south and Wairere Drive in the north (including connections into and across these roads). It will connect **19 schools** and over **9,500 students** and provide a safer environment for active modes.

Uni Link: Connecting the **city centre, University and surrounding schools**, and will improve public transport priority, while also serving several **medical, educational and aged care facilities** which are likely to attract more **vulnerable users**.

Stakeholder Groups:

Partner	Work closely	Keep informed	Monitor
Elected representatives	Schools and Universities	Local residents and residents’ associations	Media
Iwi	Advocacy groups (such as Bike Waikato)	Business owners and business associations	Broader community
Waka Kotahi NZ Transport Agency	Automobile Association, and Road Transport Association	Community groups	Motorists and road users
HCC Internal Groups	Kainga Ora		Pedestrians, cyclists
	Utility Groups		
	Waikato Regional Council		

Business Case >> A key deliverable for the programme and in order to secure funding for future project phases, is the School and Uni Link business cases.

During the first phase of engagement we will introduce the approach to the business case development, the preferred corridor alignments, the different corridor segments and consult on the high-level treatment options being considered for each route.

This will include identifying the benefits (connectivity, safety, economic stimulus etc) and impacts (such as costs, potential removal of carparks or trees, length and complexity of construction and encroachment on reserve space) of each option.

The concepts to be consulted on are likely to include a range of interventions including protected cycle lanes, raised safety platforms, changes to kerbing and road layout and at this early phase, will be presented in sketch/ artist impression format.

Feedback will help determine the level of appetite the community and neighbourhoods have for change, identify concerns and issues that need to be considered and addressed and inform timing, tactics and approaches to future phases of engagement.

As we progress through the engagement phases and as the design is developed in greater detail, engagement will become more targeted and specific to ensure those impacted neighbourhoods have greater opportunity to provide input and feedback along the way.


Early projects identified to be delivered under the Eastern Pathways programme in the next 6-12 months include: Crosby Road (detail) - Bike Parking Replacement (detail) - Anzac Parade (detail)		
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https://projectsportal.ghd.com/sites/pp07_02/easternpathwaysbusin/ProjectDocs/University Link Strategic Case.docx

Rev.No	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
Draft A	B. Malcolm	T. Eldridge		T. Eldridge		08 May 2020
Draft B	B. Malcolm	T. Eldridge		T. Eldridge		06 August 2020
Draft C	B. Malcolm	T. Eldridge	T. Eldridge	T. Eldridge	T. Eldridge	10 August 2020
Rev 1.0	B. Malcolm	T. Eldridge		T. Eldridge		11 August 2020

Council Report

Item 9

Committee: Infrastructure Operations Committee

Date: 27 August 2020

Author: Robyn Denton

Authoriser: Eeva-Liisa Wright

Position: Network Operations and Use Leader

Position: General Manager
Infrastructure Operations

Report Name: Ministry of Transport - Proposed Approach to Speed Management paper

Report Status	Open
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Purpose - *Take*

1. To inform the Infrastructure Operations Committee of a paper released by the Ministry of Transport (MOT) which sets out a proposed approach for speed management nationally.
2. To seek approval from the Infrastructure Operations Committee to delegate two Committee Members to work with staff to review and approve the Hamilton City submission on the MOT proposed approach to speed management.

Staff Recommendation - *Tuutohu-aa-kaimahi*

3. That the Infrastructure Operations Committee:
 - a) receives the report;
 - b) notes that the Ministry of Transport are undertaking targeted engagement on a proposed approach nationally to speed management and setting of speed limits; and
 - c) Delegates **Committee Member 1** and **Committee Member 2** to work with staff to develop a formal submission to the Ministry of Transport on the proposed speed management approach discussion document.

Executive Summary - *Whakaraapopototanga matua*

4. Speed management is considered a key activity for achieving the national, regional and local goal of Vision Zero for road safety.
5. In February 2020, Hamilton City Council (HCC) submitted on the Land Transport Legislative Amendment Bill regarding the proposed legislative mechanisms for a simplified process for speed limit changes. HCC were strongly supportive of the proposed changes and a copy of the submission can be viewed [here](#).
6. The Ministry of Transport (MOT) have now released a discussion document for targeted engagement setting out their proposed approach to speed management and in particular the

setting of speed limits via Regional Speed Management Plans. A copy of the discussion document is included as Attachment One to this report.

7. The document is intended to provide local government and key stakeholders with visibility of the direction of the proposed changes to the Setting of Speed Limits Rule 2017 and to be used to begin planning for implementation of the new speed management framework.
8. Feedback has been sought from the MOT to understand if the proposals outlined in the document are likely to create practical challenges when being implemented so that these issues can be addressed before the new draft Speed Limits Rule is finalised.
9. No date has been set for the feedback to be provided by, but it is expected that the formal consultation will be undertaken shortly after the 2020 General Election.
10. Staff recommend that two Committee Members are delegated to assist staff with the development of the formal submission from Hamilton City Council on the proposed changes.
11. A copy of the submission will be provided to Committee Members for feedback prior to the submission being sent to the MOT.
12. Staff consider the matters in this report have low significance and that the recommendations comply with the Council's legal requirements.

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

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

Wellbeing Considerations – *Whaiwhakaaro-aa-oranga tonutanga*

14. 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').
15. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.
16. The recommendations set out in this report are consistent with that purpose.

Risks – *Tuuraru*

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

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

Significance

18. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the recommendations in this report have a low level of significance.

Engagement

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

Attachments - *Ngaa taapirihanga*

Attachment 1 - MOT discussion document on proposed approach to speed management July 2020

Item 9

DRAFT FOR TARGETED ENGAGEMENT – NOT GOVERNMENT POLICY

Proposed approach to speed management Land Transport Rule: Setting of Speed Limits

July 2020



Ministry of **Transport**
TE MANATŪ WAKA

Enabling New Zealanders to
flourish



New Zealand Government

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DRAFT FOR TARGETED ENGAGEMENT – NOT GOVERNMENT POLICY**Purpose of this document**

The Government is developing the Setting of Speed Limits rule (the draft rule) as part of its *Tackling Unsafe Speeds* programme. This is intended to give effect to a new regulatory framework for speed management and the requirements for safer speed limits outside schools, and would replace the Land Transport Rule: Setting of Speed Limits 2017 (the 2017 rule).

This document is intended to provide local government and key stakeholders with visibility of the direction of the proposed changes to the 2017 rule. It is intended to allow key stakeholders to provide additional input into the drafting of the new Setting of Speed Limits Rule ahead of formal consultation on the draft rule. Formal consultation is expected to be carried out shortly after the 2020 General Election.

This document may also be used by local government to begin planning for implementation of the new speed management framework. However, while the overall approach has been agreed to by Cabinet, this document sets out proposed changes only. **It is not confirmed Government policy.** Some details outlined in this document may change subject to feedback from stakeholders, formal consultation, and during finalisation of the rule.

The Ministry welcomes any feedback you may have on the proposals in this document. While the overall policy has been agreed by Cabinet, we are interested to know whether the proposals outlined in this document are likely to create practical challenges when being implemented as there will be an opportunity to address these before the draft rule is finalised. Please send any feedback or questions to: speed@transport.govt.nz.

How to navigate this document

This document consists of four parts.

Part 1 sets out the background and what has been done to date.

Part 2 sets out the key components of the new regulatory framework.

Key component	For more information, refer to:
Speed management plans - The separate requirements for Waka Kotahi NZ Transport Agency (Waka Kotahi) (as an RCA) and territorial authority RCAs ¹ in conjunction with regional transport committees to develop, consult on, and finalise speed management plans. Regional speed management plans would be certified by Waka Kotahi (as regulator).	Section 2.2
Speed Management Committee - The establishment of a speed management committee to certify Waka Kotahi's State highway speed management plans and to provide oversight of the information and guidance on speed management that Waka Kotahi (as regulator) provides to RCAs.	Section 2.3
Register of Land Transport Records - The requirement for all permanent, variable and seasonal speed limits to be entered into a national publicly searchable register. This register would be a single source of truth, and would give legal effect to all permanent, variable and seasonal speed limits in the country. Existing speed limits in bylaws would be transferred to the register.	Section 2.4
Safer speed limits around schools - The requirement for RCAs to reduce speed limits around: <ul style="list-style-type: none"> • urban schools to 30 km/h (variable or permanent speed limits), with the option of implementing 40 km/h speed limits if appropriate • rural schools to a maximum of 60 km/h (variable or permanent speed limits). 	Section 2.5

¹ When the term "RCAs" is used in this document, we are referring to territorial authority RCAs. RCAs who are not territorial authorities are referred to as "non-territorial authority RCAs".

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Part 3 provides information on elements of the 2017 rule that would be replaced, as well as those that would remain unchanged.

Key component	For more information, refer to:
Components of the 2017 rule that would be replaced: <ul style="list-style-type: none">• 70 km/h and 90 km/h speed limits• variable speed limits• mean operating speed• urban traffic areas• Waka Kotahi's role as regulator.	Section 3.2
Components of the draft rule that would remain largely unchanged: <ul style="list-style-type: none">• default speed limits• temporary and emergency speed limits• signs and road markings• speed limits in designated locations²	Section 3.3

Part 4 contains information on transitioning to the new regulatory framework.

² While the types of designated locations would remain the same, speed limits in these areas must be entered into the Register of Land Transport Records, and RCAs have the option of using speed management plans to consult on speed limits in these locations.

1. Background

Faster travel speeds increase the risk of a crash and, when a crash happens, increase the trauma involved. We know that speed is a major contributing factor to deaths and serious injuries on New Zealand roads.

We want a consistent, transparent and coordinated approach taken to speed management across our road network where decisions about engineering upgrades, speed limit changes and the roll out of safety cameras are made together.

We'd like to see our speed management decisions support safe and accessible environments for walking, cycling and travelling with children.

We have heard from local government that:

- Road controlling authorities (RCAs) find the current process for setting speed limits (which requires RCAs to make bylaws) resource intensive, time consuming and complex. This leads to confusion, delays and some RCAs putting off making speed management decisions that are sorely needed on our highest risk roads. The current process does not encourage regional collaboration among RCAs and speed management can often be done on a road-by-road basis. This leads to communities having little visibility about speed management changes across their region.
- There are opportunities to improve safety and accessibility around schools. Current speed limits outside many schools do not make walking and cycling an appealing mode of transport. Increased rates of children walking and cycling to school may also have a range of co-benefits, including health and accessibility benefits.

In response to this feedback, on 11 November 2019, the Government agreed to the *Tackling Unsafe Speeds* programme. The programme includes three components. These are:

1. Introducing a new regulatory framework for speed management to improve how RCAs plan for, consult on and implement speed management changes.
2. Transitioning to lower speed limits around schools to improve safety and encourage more children to use active modes of transport.
3. Adopting a new approach to safety cameras to reduce excessive speeds on our highest risk roads.

As part of the new regulatory framework, the speed management process would be aligned with the land transport planning process and bring together decisions about infrastructure investment and speed management. This would help ensure a more transparent process to speed management infrastructure, planning and implementation around the country.

Where are we at in the process?

We are developing the draft rule, which would give effect to the new regulatory framework for speed management and the requirements for safer speed limits outside schools. This would replace the 2017 rule. Waka Kotahi is also progressing the delivery of its safety

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camera and infringement processing operating model, which would see these safety camera functions transfer from the New Zealand Police to Waka Kotahi.

The Ministry had previously indicated that we would be formally consulting on a draft rule in mid-2020. However, drafting of the Land Transport (NZTA) Legislation Amendment Bill (NZTA Bill) (which impacts how some provisions in the rule would be drafted) and the rule, have been delayed due to redeployment of resources to respond to COVID-19. Public consultation on the draft rule is now anticipated to occur after the 2020 General Election (subject to Cabinet agreement).

Further information on the NZTA Bill can be found [here](#).

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2. Key components of the new framework

2.1 Summary

The draft rule proposes to introduce a new speed management framework to improve the way RCAs plan and implement speed management changes. Once introduced, Waka Kotahi would be required to produce a State highway speed management plan. This plan would set out proposed speed management reviews and safety infrastructure changes on the State highway network over a 10 year period. Plans would be developed every six years, with allowance for variation every three years (plans would provide more specific details about proposals for the first three years of the plan). An independent speed management committee would be established to certify this plan.

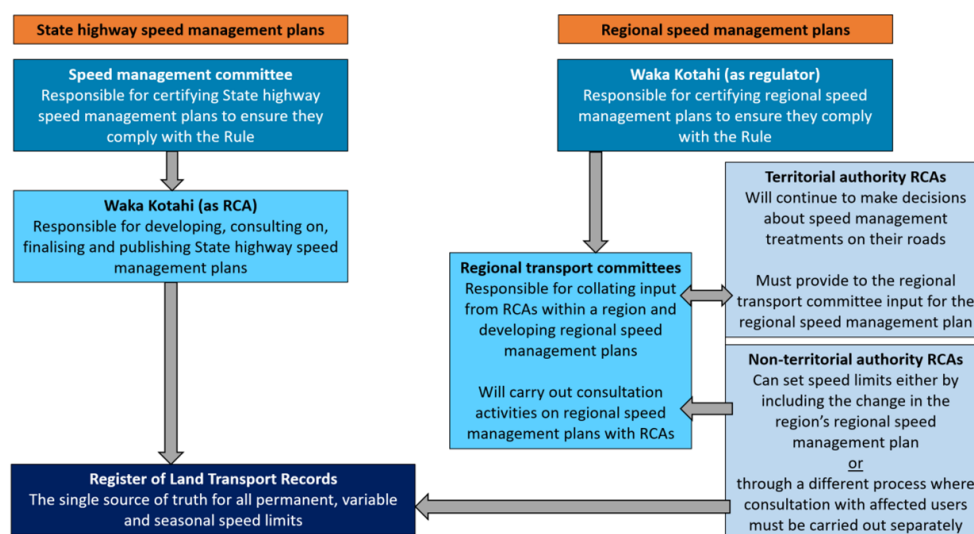
RCAs would be required to work collaboratively with their regional transport committee and Waka Kotahi to produce regional speed management plans, setting out speed management treatments in the region over a 10 year period. These plans would be developed every six years and would be updated every three years to align with the land transport planning process. Waka Kotahi (as regulator) would be responsible for certifying regional speed management plans. All speed management plans would be made publicly available on the Waka Kotahi website.

This approach would remove the current bylaw-making requirements. All speed limits would formally come into force through inclusion on a national register.

This framework would allow for a more coordinated and transparent approach to speed management. Through this planning process, RCAs would be required to reduce speed limits around urban schools to 30 km/h (or 40 km/h where appropriate) and around rural schools to a maximum of 60 km/h. These could be variable speed limits where appropriate, with the lower speed applying during school travel times.

The diagram and table below illustrate the key components of the new regulatory framework, and the new functions and responsibilities we are proposing to introduce. Under the new framework, there would be greater clarity of Waka Kotahi's role as a regulator and as an RCA, as there would be a clear distinction between Waka Kotahi's regulatory functions and RCA functions.

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Body	Responsibilities
Waka Kotahi (as an RCA)	<ul style="list-style-type: none"> Works with regional transport committees to develop, consult on, finalise and publish State highway speed management plans. <p><i>Note: Each regional transport committee includes a Waka Kotahi representative.</i></p>
Regional transport committees	<ul style="list-style-type: none"> Collate input from RCAs within a region and develop, consult on and finalise regional speed management plans. Provide a forum to encourage consistency across the network, managing interactions and implementation timing across RCAs, and working through any boundary issues with bordering regions.
Waka Kotahi (as regulator)	<ul style="list-style-type: none"> Certifies regional speed management plans prepared by regional transport committees to ensure they comply with requirements in the draft rule. Approves speed limit changes that are done outside the speed management planning cycle. Provides information and guidance on speed management to RCAs. Provides support and advice to the speed management committee, as well as playing an administration role.
Speed management committee	<ul style="list-style-type: none"> Certifies State highway speed management plans prepared by Waka Kotahi (as an RCA) to ensure they comply with the draft rule. Provides oversight of the information and guidance on speed management that Waka Kotahi (as regulator) provides under the draft rule, to ensure that the information is up to date and is fit for purpose.

<i>Note: Appointments to the speed management committee would be made by the Minister of Transport.</i>	
Territorial authority RCAs	<ul style="list-style-type: none"> Continues to make decisions about speed management treatments on their roads. Provides input into the regional speed management plan to the regional transport committee.
Non-territorial authority RCAs	<ul style="list-style-type: none"> Continues to make decisions about speed management treatments on their roads. Can set speed limits either: <ul style="list-style-type: none"> through the process for setting speed limits in designated locations, or by including the change in the relevant regional speed management plan.
Registrar	<ul style="list-style-type: none"> Certifies all permanent, variable and seasonal speed limits in the Register of Land Transport Records – the intent is that this would be the single source of truth for these speed limits.

More information on the proposed new requirements is set out in the sections below.

2.2 Speed management plans

What is being proposed?

Waka Kotahi (as an RCA) would prepare and consult on a State highway speed management plan for the State highway network.

Territorial authority RCAs would each contribute to a regional speed management plan coordinated by regional transport committees.

It is proposed that speed management plans would set out the objectives, policies and measures for speed management on relevant roads for at least 10 financial years from the start of the plan, and include changes to speed limits (other than temporary and emergency speed limits), safety cameras and infrastructure on the relevant roads. Plans would be updated and consulted on again every three years.

The timing of both the State highway and regional speed management planning and consultation processes would be aligned with regional land transport planning to bring together speed management and infrastructure investment decisions. Waka Kotahi would be responsible for determining specific deadlines for each planning cycle.

It is intended that speed management plans must also:

- indicate how the plan is consistent with the road safety aspects of the Government Policy Statement (GPS) on land transport and any Government road safety strategy
- include an explanation of the approach to deciding whether to propose speed limit changes or infrastructure investments (including safety camera proposals)

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- include an implementation programme for at least 3 financial years from the start of the plan that sets out the timelines at which changes to speed limits, safety cameras and infrastructure on the relevant roads would be implemented
- include information about any speed limit area that an RCA has designated over relevant roads (see section 3.2.4 for more information on speed limit areas)
- include information about speed management treatments around schools, including a rationale for why any speed limits outside schools during school travel periods would be above 30 km/h, (see section 2.5 for more information on speed limits around schools)
- include a summary of changes to speed limits, safety cameras and infrastructure that have yet to fully take effect but have already been included in the implementation programme in a previous plan
- for any changes to speed limits that do not align with Waka Kotahi's view (as regulator) of what is the safe and appropriate speed for the road, include an explanation for why the change to the speed limit is being made.

Speed management plans would also describe the interactions where speed management proposals affect roads that interact across RCA responsibilities. This would include, for example, between local roads and State highways, and at the boundaries of regional speed management plans.

It is intended that when preparing a plan, each regional transport committee and Waka Kotahi (as an RCA) must have regard to the guidance and information developed and maintained by Waka Kotahi (as regulator).

Speed management plans would be consulted on to ensure local knowledge and community feedback is accounted for. All RCAs would be required to implement their proposals in final speed management plans. In order to give legal effect to new speed limits, RCAs would be required to lodge all speed limit changes for inclusion on the Register of Land Transport Records (see section 2.4 for more information on the Register of Land Transport Records).

How is this different from the existing process?

The development of speed management plans would replace and remove the current bylaw-making requirements when setting speed limits. It would also require RCAs and regional transport committees to consider speed management treatments across an entire region, rather than just on a road-by-road basis. Likewise, consultation would be done on the entire plan, rather than on a road-by-road basis.

Under the new framework, there would be greater emphasis on the expectation of RCAs to take a 'whole of network' approach to considering speed management changes. This includes consideration of infrastructure treatments (including safety cameras) in addition to, or instead of, speed limit changes to help achieve optimal road safety outcomes.

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Regional transport committees would play a greater role in speed management under the new framework. They would be responsible for collating input from RCAs within a region and updating draft regional speed management plans every three years.

This new framework would create a more coordinated approach to speed management, and it would encourage collaboration between RCAs and regional transport committees. The development of speed management plans and the process for certifying them would ensure there is greater accountability for speed management across the country. This would be particularly beneficial to the public, who would have far greater transparency of proposed speed management changes in their regions and across the country.

2.2.1 Regional speed management plans

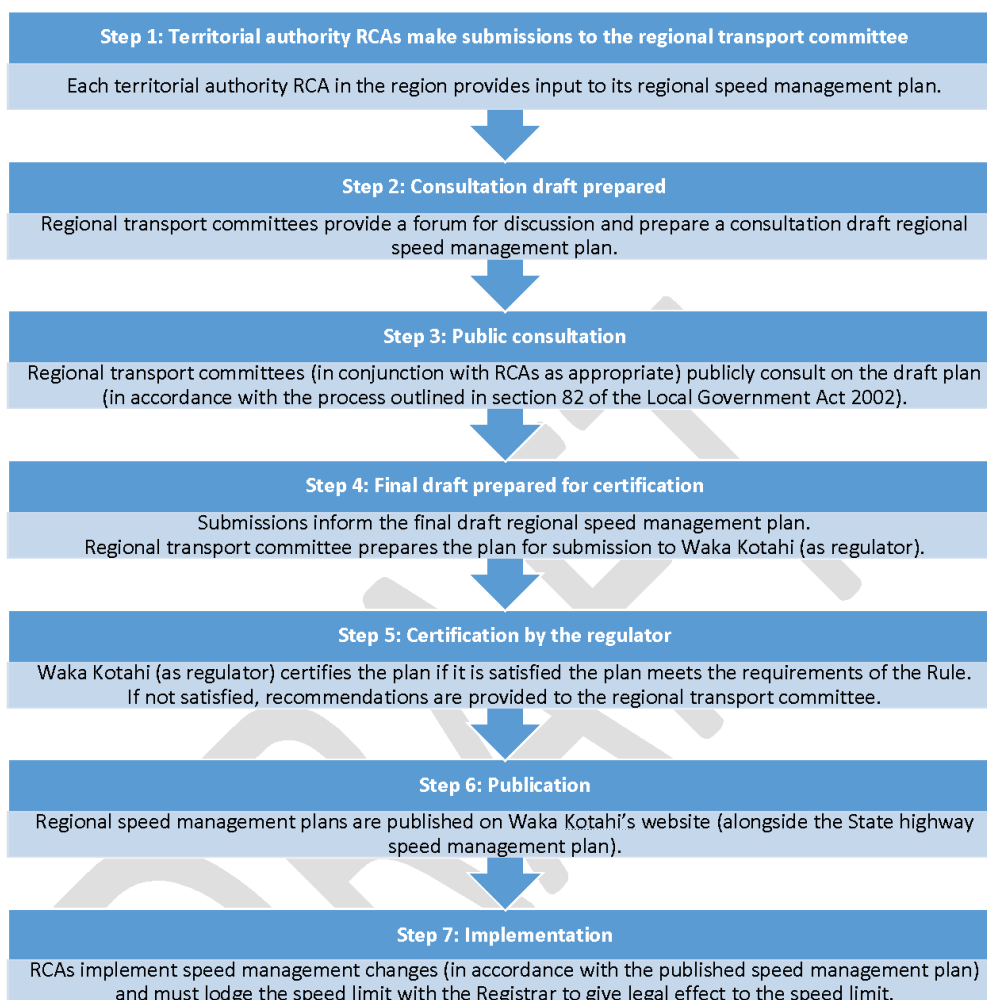
All territorial authority RCAs would continue to make decisions about speed management treatments on their roads.

Regional transport committees would be responsible for collating input from RCAs within a region and developing draft regional speed management plans.

It is intended that proposals must be included in a regional speed management plan, in accordance with the timelines set by the regulator. We expect the regulator would set timeframes to coincide with development of regional land transport plans, to allow for coordination of decisions about infrastructure investment and speed management. The contributions of RCAs would be coordinated by regional transport committees into regional speed management plans. These plans should be certified by the regulator.

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Process for making regional speed management plans



Role of regional transport committees

Regional transport committees would provide a forum to:

- encourage consistency across the network
- manage interactions and implementation timing across RCAs, including interactions between local roads and the State highway network
- work through any boundary issues with bordering regions.

Regional transport committees would also:

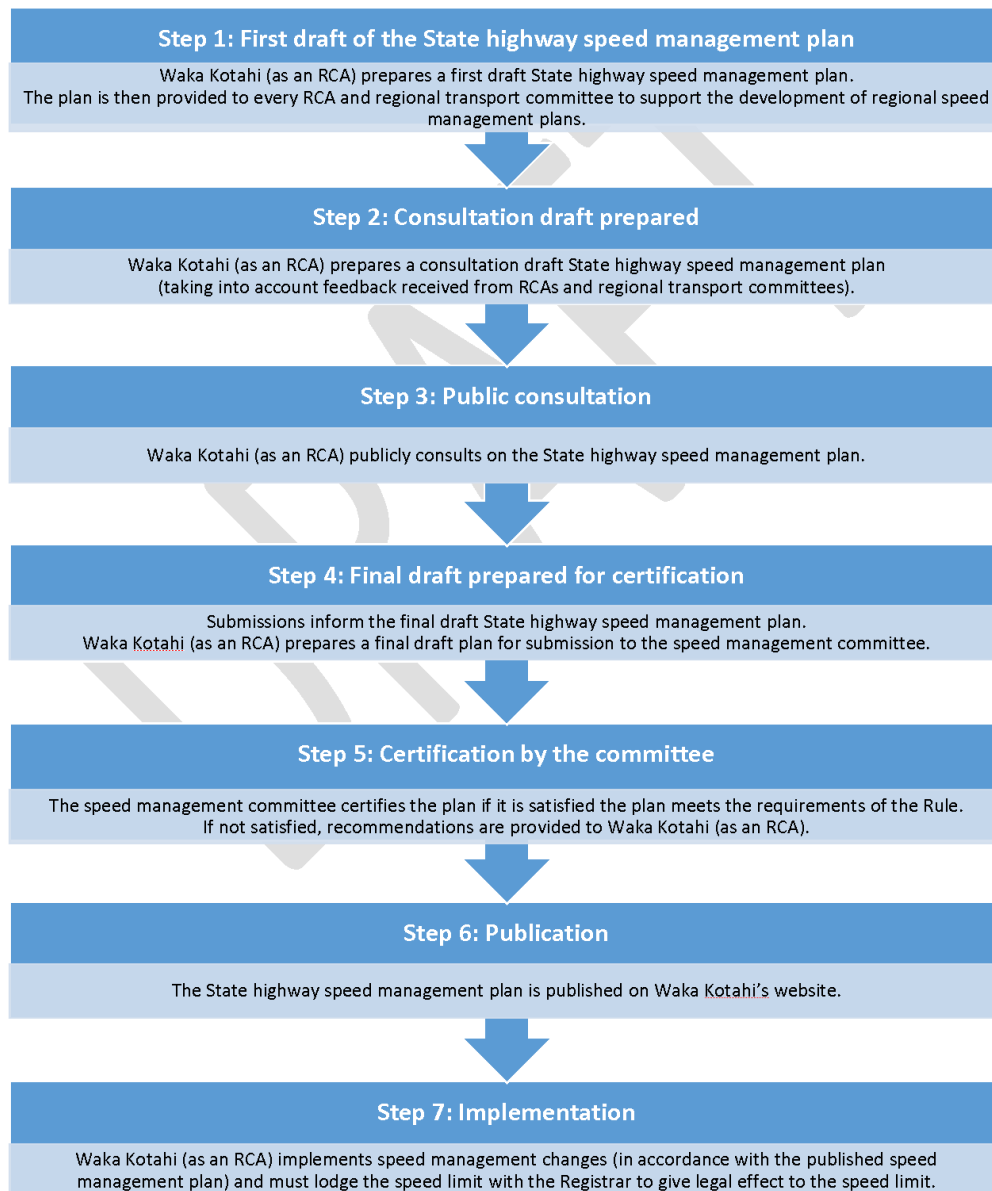
- carry out consultation activities on regional speed management plans with RCAs
- provide final draft regional speed management plans to Waka Kotahi (as regulator) for certification
- finalise regional speed management plans for publishing.

2.2.2 State highway speed management plans

Waka Kotahi (as an RCA) would continue to make decisions about speed management treatments on the State highway network.

It is intended that proposals must be included in a State highway speed management plan, in accordance with the timelines set by the regulator. These plans must be certified by an independent speed management committee (refer section 2.3).

Process for making State highway speed management plan



DRAFT FOR TARGETED ENGAGEMENT – NOT GOVERNMENT POLICY**2.2.3 Consultation on plans**

In general, the consultation process for speed management plans is expected to align with the consultation process for regional land transport plans.

The draft rule would provide flexibility for each region to determine the extent of the involvement of the regional transport committee, individual RCAs and Waka Kotahi (as regulator) in the consultation process. Consultation on regional and State highway speed management plans could be carried out in conjunction with one another and in conjunction with the relevant regional land transport plans, or the regional council's long-term plan or annual plan.

In order to fulfill the consultation requirements of the draft rule, regional transport committees and RCAs should meet similar requirements to those for regional land transport plans:

- consult in accordance with the consultation principles specified in section 82 of the Local Government Act 2002
- take reasonably practicable steps to consult Māori affected by any proposed change in a draft plan that affects or is likely to affect:
 - Māori land
 - land subject to any Māori claims settlement Act
 - Māori historical, cultural, or spiritual interests.
- establish and maintain processes to provide opportunities for Māori to contribute to the preparation of the plan.

2.2.4 Certification of plans

Waka Kotahi (as regulator) would formally certify regional speed management plans. Plans would be assessed against requirements set out in the draft rule.

An independent speed management committee would be established to certify Waka Kotahi's State highway speed management plan against the same requirements.

Certification would be a test to confirm that requirements in the rule had been met, rather than an opportunity to override decisions about individual speed management interventions. The regulator or the speed management committee would need to be satisfied that:

- the regional transport committee or Waka Kotahi (as an RCA), as the case may be, has confirmed that consultation has been carried out in accordance with the draft rule
- the plan complies with the content requirements as set out in the draft rule
- the plan takes a whole-of-network approach by including consideration of a range of speed management interventions
- the plan is consistent with the road safety aspects of the GPS on land transport and any Government road safety strategy

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- the plan includes an implementation programme for at least 3 financial years from the start of the plan that sets out the times at which the changes (if any) being proposed to speed limits, safety cameras and infrastructure on the relevant roads are proposed to come into force
- where the plan includes changes to speed limits that do not align with the regulator's view of what is the safe and appropriate speed for the road, the plan also includes an explanation for why the change to the speed limit is being proposed.

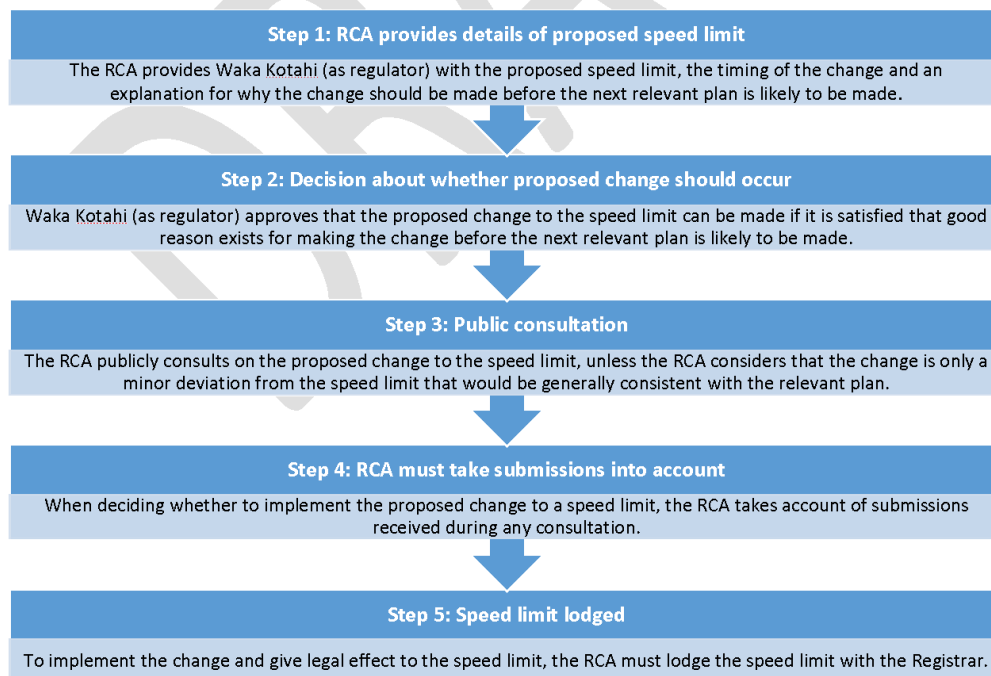
RCA's would need to provide a declaration that they have followed due process. If the regulator or the speed management committee is satisfied that the requirements in the rule have been met, it must certify the plan.

If the regulator or the speed management committee is not satisfied, it must refer the plan back to the regional transport committee or Waka Kotahi (as an RCA) with recommendations for how the plan should be varied to meet the requirements in the draft rule.

2.2.5 Out of cycle process for setting speed limits

We recognise that there could be situations where speed limits need to be set outside of the standard, three-yearly planning process. For example, if a new subdivision is built.

An RCA may change a speed limit, despite that change not being included in the relevant plan, by following the process below. Waka Kotahi must approve the speed limit.



DRAFT FOR TARGETED ENGAGEMENT – NOT GOVERNMENT POLICY**2.3 Independent speed management committee*****What is being proposed?***

An independent speed management committee (the committee) would be established under the draft rule to:

- certify State highway speed management plans prepared by Waka Kotahi (as an RCA) to ensure they comply with the draft rule
- provide oversight of the information and guidance on speed management that the regulator provides under the draft rule, to ensure that the information is up to date and is fit for purpose.

The committee may request that Waka Kotahi (as regulator):

- provide comment about any information or guidance the regulator has provided
- procure an independent review of any information or guidance the regulator has provided.

The committee would be supported, advised and administered by Waka Kotahi. Appointments to the committee would be made by the Minister of Transport, on advice from the Ministry of Transport.

The NZTA Bill includes an enabling provisions to allow rules to require Waka Kotahi to establish a committee for the purposes of speed management. This legislation would allow the draft rule to require Waka Kotahi to establish a speed management committee.

How is this different from the existing process?

The establishment of the committee is a new component under the new framework. At the moment, Waka Kotahi is the regulator for the speed management functions carried out by Waka Kotahi (as an RCA). However, Waka Kotahi would remain the regulator for some functions carried out by Waka Kotahi (as an RCA), including in relation to temporary speed limits and 110 km/h speed limits.

2.4 Register of Land Transport Records

What is being proposed?

The principal way a speed limit would be set is by entering the speed limit into a national publicly-searchable register. This register would be a single source of truth, and would give legal effect to all permanent, variable and seasonal speed limits in the country.

The NZTA Bill establishes a Register of Land Transport Records (the Register). This is intended to be a source of truth for, and give legal effect to, categories of land transport decisions that are specified in regulations under the Land Transport Act 1998 (LTA). Waka Kotahi is the Registrar of the Register.

We intend for speed limits to be the first category of decisions that are required to be included in the Register.

RCAs would be responsible for providing Waka Kotahi, as Registrar, with the necessary details of a speed limit change. These could include:

- geospatial information about the speed limit
- the date on which the speed limit enters into force (which must not be earlier than the date the speed limit is entered in the register)
- the category of speed limit (ie permanent, variable or seasonal speed limit)
- for seasonal limits, the relevant dates and corresponding speed limits
- for variable speed limits, the relevant conditions and corresponding speed limits
- any other information required by the Registrar.

Upon receiving this information, the Registrar would be required to create a land transport record and include the record on the Register (assuming the lodgment meets any criteria the Registrar must check against). RCAs would be responsible for ensuring speed limit signage is changed at the time a new speed limit comes into effect. Signage requirements are intended to remain consistent with the 2017 rule.

A speed limit would have legal effect from the in-force date on the Register.

In the short to medium term, temporary and emergency speed limits would not be entered into the Register. The process to enable temporary and emergency speed limits to be legally enforceable would be the same as the process under the 2017 rule. In the long term, we expect the Register to be able to accommodate temporary and emergency speed limits.

2.4.1 Bylaws

The NZTA Bill enables regulations under the LTA to require the creation of a land transport record³ for any bylaw and to manage conflicts and overlaps between land transport records and bylaws (including by requiring a bylaw, or part of a bylaw, to be amended, replaced or revoked).

³ A 'land transport record' would give legal effect to approved land transport decisions (for example, permanent speed limits).

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The intention is for bylaws to no longer form part of the speed limit setting process. RCAs would have a period of time to transfer all existing bylaws onto the Register. All future permanent, variable and seasonal speed limits would be given legal effect through inclusion on the register.

Once the draft rule is in place, if RCAs choose to set speed limits through a bylaw making power outside the rule, they would be required to immediately create a land transport record for the speed limit. In addition, the bylaw (or the speed limit component of the bylaw if the bylaw contains decisions on multiple things) would be required to be revoked once it is entered into the Register.

How is this different from the existing process?

The establishment of the Register is a new component under the new framework. As indicated above, the draft rule would no longer refer to the creation of bylaws.

The new framework would replace and remove the bylaw-making requirements under the 2017 rule when setting speed limits. Existing speed limits set out in bylaws and council resolutions would be required to be transferred to the Register. The draft rule would contain transitional provisions to enable this to happen (refer section 4).

This would ensure the Register is the single source of truth for all permanent, variable and seasonal speed limits and that bylaws are divorced from the speed limit setting process.

2.5 Mandatory speed limits around schools

What is being proposed?

In November 2019, Cabinet agreed that RCAs be required to transition to safer speed limits around schools over the 10 years of the *Road to Zero* strategy, which would include:

- reducing speed limits around urban schools to 30 km/h (variable or permanent speed limits), with the option of implementing 40 km/h speed limits if appropriate
- reducing speed limits around rural schools to a maximum of 60 km/h (variable or permanent speed limits).

2.5.1 Urban schools

It is intended that an RCA must set the speed limit outside an urban school as:

- a variable speed limit where 30 km/h is the speed limit in force during school travel periods
- a permanent speed limit of 30 km/h.

Under certain conditions, an RCA may set the speed limit outside an urban school as:

- a variable speed limit where 40 km/h is the speed limit in force during school travel periods
- a permanent speed limit of 40 km/h.

RCAs should include, in the relevant speed management plan, an explanation for setting the speed limit outside the school at 40 km/h instead of 30 km/h.

2.5.2 Rural schools

It is intended that RCA must designate a school as a rural school by indicating in the relevant speed management plan if:

- the school is not in a speed limit area of 50 km/h or lower
- the RCA has had regard to any guidance provided by the regulator about speed limits outside schools

An RCA must set the speed limit outside a rural school as:

- a variable speed limit where 60 km/h or less is the speed limit in force during school travel periods
- a maximum permanent speed limit of 60 km/h.

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2.5.3 Additional information

RCA's would be required to achieve lower speed limits around all schools within their area of responsibility over the 10 years of the *Road to Zero* strategy.

An RCA may determine what sections of road are considered "outside a school" (and therefore must have the lower speed limit applied), having regard to typical or expected routes for pedestrians to access the school and the purpose of encouraging children to make greater use of active modes of transport to and from school. Infrastructure changes on some roads may be installed to support the introduction 30 km/h speed limits.

RCA's would be encouraged to consider speed management treatments in the broader area around a school to improve safety and access for children who may use active modes of transport to get to and from school. Consideration of appropriate speed management interventions in the wider vicinity of a school requires more planning than simply reducing the speed limit on the road outside a school entrance. This is why RCA's have 10 years to make necessary changes.

How is this different from the existing process?

Currently, there is no requirement for RCA's to set certain speed limits around schools.

The Speed Management Guide and Safer Journeys for Schools Guide encourage:

- 40 km/h permanent or variable speed limits outside urban schools
- 60 km/h variable speed limits where there is an identified turning traffic risk. This generally applies outside rural schools, where there is a permanent 80 km/h speed limit or where the mean operating speed is 80 km/h if the posted speed limit is 100 km/h.

3. Other differences between the 2017 rule and the draft rule

3.1 Summary

The 2017 rule established a new speed limit setting mechanism focused on assisting RCA's to set safe and appropriate speed limits, in particular in areas where there are high-benefit opportunities for the optimisation of safety and efficiency. The 2017 rule established a new obligation for Waka Kotahi to develop and maintain information about speed for all roads, and to supply the above information to RCA's.

Feedback from local government and key stakeholders suggests that these elements of the 2017 rule are working effectively. However, through monitoring of the 2017 rule, we have heard that some components of the 2017 rule are not working so well in practice.

The 2017 rule is also focused on reviewing, proposing and setting speed limits on a road-by-road basis. The current process for setting speed limits does not encourage regional collaboration among RCA's and speed limit changes are often carried out on an ad hoc, road-by-road basis. In addition to being resource intensive, this leads to communities having little visibility about speed management changes across their region, and in some cases a lack of accountability around speed management.

The new regulatory framework would create a more transparent and coordinated approach to speed management through encouraging collaboration between RCAs and regional transport committees. Waka Kotahi would also be more involved in the early engagement with RCAs and providing speed management guidance, including guidance relating to the issues described in this section. The development of speed management plans and the process for certifying them would ensure there is greater transparency and accountability for speed management across the country.

To deliver the intent of the proposed planning process for RCAs, some of the requirements in the 2017 rule would no longer need to be prescribed in the draft rule. Instead, RCAs would determine what speed management changes are appropriate on their networks, having regard to the guidance provided by Waka Kotahi (as regulator).

3.2 Components of the draft rule that we are proposing to change

There are number of components of the 2017 rule that we are proposing to change under the draft rule to help embed the new regulatory framework. This reflects feedback the Ministry has received from local government and key stakeholders. These components are outlined below.

3.2.1 70 km/h, 90 km/h and 110 km/h speed limits

What is being proposed?

We propose to allow RCAs to set 70 or 90 km/h speed limits without the requirement to obtain approval from Waka Kotahi.

It is intended that these changes must be signalled in speed management plans, or set using the appropriate process if they are done outside of the speed management planning process.

RCAs would continue to be required to seek approval from Waka Kotahi (as regulator) before setting a 110 km/h speed limit.

How is this different from the existing process?

Under the 2017 rule, RCAs must obtain approval from Waka Kotahi before they can set 70 or 90 km/h speed limits. RCAs would be able to set 70 and 90 km/h speed limits, having regard to guidance prepared by Waka Kotahi as regulator.

Why is this change being proposed?

The requirement for RCAs to obtain approval from Waka Kotahi before they can set 70 or 90 km/h speed limits was to phase out 70 and 90 km/h speed limits. The reasons for this include:

- at higher travel speeds, road users can have trouble differentiating speed differences of just 10 km/h

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- when using 20 km/h increments for speed limits between 60 km/h and 100 km/h, there are fewer and more distinct speed limit categories for people to understand and recall.

However, we have heard from a number of RCAs that New Zealand roads do not necessarily fall into three distinct 60, 80 and 100 km/h self-explaining categories. On certain types of roads, 70 and 90 km/h speed limits may be suitable and some RCAs would like to have the ability to set these speed limits based on their knowledge of the local road network. RCAs may also find these speed limits are a useful 'interim' speed limit.

3.2.2 Variable speed limits

What is being proposed?

We propose to allow RCAs to set variable speed limits without the requirement to obtain approval from Waka Kotahi.

RCAs would be able to set variable speed limits in certain circumstances specified in the draft rule. Waka Kotahi would retain approval powers outside these circumstances for some variable speed limits (we expect these cases to be rare).

An RCA would be able to set a variable speed limit through the relevant speed management plan if it is satisfied that:

- a) the speed limit needs to vary in order to be safe and appropriate
- b) it is necessary to address or manage one or more of the following situations or environments:
 - i. different numbers and types of road users or different traffic movements
 - ii. the effects of changing traffic volumes, including to ease congestion
 - iii. for emergency or temporary traffic management
 - iv. a crash risk posed by turning or crossing traffic
 - v. changing environmental conditions
 - vi. the presence of a school (refer section 2.5).

If an RCA is not satisfied of the required matters above, it may only set a variable speed limit if it has Waka Kotahi's (as regulator) approval.

How is this different from the existing process?

The 2017 rule specifies the circumstances, when variable speed limits may apply, and requires RCAs to obtain approval from Waka Kotahi before they can set variable speed limits (Waka Kotahi has provided general approval for 40 km/h variable speed limits outside schools in the *New Zealand Gazette*). Under the draft rule, RCAs would be able to set variable speed limits, having regard to guidance prepared by Waka Kotahi (as regulator).

Why is this change being proposed?

A number of RCAs have indicated their desire to set variable speed limits without the requirement to obtain approval from Waka Kotahi. This change would provide greater flexibility for RCAs to be able to do this. The new framework would support this change through improved speed management transparency and accountability, and guidance from

Waka Kotahi (as regulator) on what variable speed limits are safe and appropriate in different situations.

3.2.3 Mean operating speed

What is being proposed?

Under the 2017 rule, when setting a permanent, seasonal, or variable speed limit, an RCA must aim to achieve a mean operating speed less than 10 percent above that speed limit.

We propose to remove this clause.

The mean operating speed would remain a component of Waka Kotahi's guidance as an issue RCAs must have regard to when setting speed limits. However, it would not be a regulatory requirement for RCAs to aim to achieve mean operating speeds less than 10 percent above that speed limit.

How is this different from the existing process?

As noted above, currently RCAs must aim to achieve a mean operating speed less than 10 percent above any permanent, seasonal, or variable speed limit. If they cannot do this, the proposed speed limit may not be approved.

Why is this change being proposed?

The requirement for RCAs to demonstrate how they will achieve a mean operating speed less than 10 percent above a speed limit prevents some speed limits from being implemented. This requirement is particularly strict for lower speed limit areas. For example, some RCAs have been unable to implement 30 km/h variable speed limits around schools.

Under the draft rule, RCAs would be required to set 30 km/h speed limits outside urban schools. In some cases, an RCA might consider a variable 30 km/h speed limit to be more appropriate than a permanent speed limit. There are a range of considerations to balance in this situations, but the installation of permanent infrastructure to slow traffic down is not always appropriate, where an RCA would like to support higher travel speeds outside school hours. Mean operating speeds would remain a key consideration for RCAs but would not be a formal restriction in the draft rule.

Waka Kotahi (as regulator) would provide guidance to RCAs on how they can encourage vehicles to travel at lower speeds in these situations.

3.2.4 Urban traffic areas

What is being proposed?

We propose to replace 'urban traffic areas' with 'speed limit areas' to allow RCAs to have greater flexibility in setting speed limit zones.

The 2017 rule provides for an urban speed limit of 50 km/h, which is set by designating an area as an 'urban traffic area'. We are proposing to replace these with 'speed limit areas'

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that would allow RCAs to set a speed limit across the area (and it would not have to be 50 km/h). RCAs are increasingly considering urban speed limit areas that are not 50 km/h, for example, low traffic volume, residential areas of 40 km/h.

It is intended that speed limit areas must be specified in speed management plans. A speed limit area would allow an RCA to define the boundaries of an area, propose a speed limit, consult on this proposal, and submit it to the Registrar.

How is this different from the existing process?

Under the 2017 rule, 50 km/h is the only blanket speed limit that can be set by defining the boundaries of an area. 'Speed limit areas' would allow a range of speed limits to be set in this way.

Why is this change being proposed?

As noted above, replacing 'urban traffic areas' with 'speed limit areas' would allow RCAs to have greater flexibility and ability to set widespread speed limits other than 50 km/h. This reflects feedback from a number of RCAs who have indicated their desire to do this.

3.2.5 Waka Kotahi's role as regulator

Waka Kotahi (as regulator) would continue in its role as regulator of speed management in New Zealand, although there would be some changes to its powers and functions as part of the new regulatory framework.

Waka Kotahi (as regulator) would continue in its regulatory stewardship role and provide guidance to support speed management throughout the country. However, as part of the new regulatory framework Waka Kotahi's (as regulator) role would change in the following ways:

- Removal of some of its approval powers (refer sections 3.2.1, 3.2.2 and 3.2.3)
- Providing additional guidance to the sector, including on speed limits around schools, setting 70 and 90 km/h speed limits and setting variable speed limits
- Certifying regional speed management plans (refer section 2.2.4)
- Establishing an independent speed management committee to perform some of its regulatory oversight of Waka Kotahi (as RCA) (refer section 2.3)
- Its existing role of ensuring compliance with the 2017 rule would be carried out in the context of the draft rule.

3.3 Components of the draft rule that would remain unchanged

There are number of components of the 2017 rule that we are proposing to keep the same (or keep relatively similar) under the draft rule. These are outlined below.

3.3.1 Default speed limits

Under the 2017 rule, the default rural speed limit is 100 km/h. This applies on all roads that are motorways and all roads not within a designated urban traffic area. We propose to retain the default speed limit of 100 km/h. This would apply on all roads in which a speed limit has not otherwise been set.

Note: As outlined in the previous section, the 2017 rule also provides for an urban speed limit of 50 km/h, which is set by designating an area as an 'urban traffic area'. We are proposing to replace 'urban traffic areas' with 'speed limit areas' to enable RCAs to apply a speed limit other than 50 km/h to a defined area.

3.3.2 Temporary and emergency speed limits

The process for setting temporary and emergency speed limits would be the same as the process under the 2017 rule.

Temporary and emergency speed limits do not have to be included in speed management plans and in the short to medium term, would not be entered into the Register.

Temporary and emergency speed limits would continue to take precedence over a permanent, variable or seasonal speed limit in the Register.

3.3.3 Signs and road markings

All signs and road marking requirements would remain the same as the requirements in the 2017 rule.

3.3.4 Speed limits in designated locations

An RCA (other than a territorial authority or Waka Kotahi (as an RCA)) may set a speed limit for a road in a designated location.

Examples of designated locations include a car park, airport or beach.

Before setting a speed limit on road in a designated location, an RCA must consult with Waka Kotahi (as regulator), the Commissioner of Police and any other persons or groups who the RCA considers to be affected by the proposed speed limit.

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In general, this section of the draft rule remains largely unchanged from the 2017 rule. However, under the draft rule a speed limit set in a designated location must be entered on the Register for it to be a legally enforceable⁴ speed limit.

A speed limit for a road in a designated location can also be set if the RCA makes a submission to the relevant regional transport committee for inclusion in the relevant regional speed management plan. In this case, consultation on the proposed speed limit(s) would be done as part of the consultation on the regional speed management plan.

⁴ By legally enforceable, we mean that infringement notices could be issued and prosecution action could be taken against drivers. The owner of a private car park can still, for example, trespass a person who breaches its conditions of use by not adhering to speed limit signs, even if these speed limits are not entered on the register.

4. Transition

The draft rule introduces a new regulatory framework for speed management and there are three key elements to the transition. These include:

- 1) Migrating existing bylaws into the Register
- 2) Preparing transitional speed management plans
- 3) Introducing safer speed limits outside schools

4.1 Migrating bylaws

The Register is being developed by Waka Kotahi to allow RCAs to submit their existing permanent, variable and seasonal speed limits set through bylaws to the Registrar. This would include urban traffic areas. Roads without a bylaw that sets the speed limit are deemed to have the default speed limit of 100 km/h.

Subject to the Register being fully operational, RCAs would be expected to work with Waka Kotahi to migrate all the speed limits on their road network into the Register over the 12 months from the draft rule coming into force.

4.2 Transitional speed management plans

The draft rule is expected to be signed in early 2021. We appreciate this does not provide enough time to coordinate a full speed management planning process alongside the GPS 2021 and Regional Land Transport Plan 2021 processes. However, RCAs would be encouraged to begin incorporating the new framework into their thinking during these 2021 planning processes.

Over the course of 2021 and 2022, RCAs and regional transport committees would work with Waka Kotahi to prepare transitional speed management plans. Over this time, RCAs and regional transport committees could choose to consult on and finalise these transitional plans. Transitional plans would provide the flexibility for RCAs to progress speed management changes while the new processes are implemented. Alternatively, RCAs individually could consult on and set speed limits.

From 2023, the new speed management framework would be in place. RCAs and regional transport committees would be required to prepare, consult on and finalise speed management plans alongside the GPS 2024 and RLTP 2024 processes.

4.3 Safer speed limits outside schools

As discussed above, the Government has agreed that RCAs would be required to ensure lower speed limits outside all schools by 2030 (ie over the life of the *Road to Zero* strategy).

Council Report

Committee: Infrastructure Operations Committee
Date: 27 August 2020
Author: Robyn Denton
Authoriser: Eeva-Liisa Wright
Position: Network Operations and Use Leader
Position: General Manager Infrastructure Operations
Report Name: Hamilton City Guide Signage - Background Colour

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

1. To inform the Infrastructure Committee on the investigation completed on renewing the guide signage within Hamilton City.
2. To seek approval from the Infrastructure Committee to alter a previous resolution to enable the background colour for guide signage on local roads in Hamilton City to remain blue.

Staff Recommendation - *Tuutohu-aa-kaimahi*

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



Executive Summary - *Whakaraapopototanga matua*

4. In September 2018 the Growth and Infrastructure Committee received a [report](#) on Hamilton City Guide signage which recommended changing the background colour on guide signs to green replacing the current blue colour.

5. Condition assessments have now been completed on the existing guide signage throughout the city and there are a large number that are in good condition and do not require replacement except to change the background colour.
6. Nationally, other metro's have since decided to remain with the blue background on their guide signage and due to cost savings, staff are seeking alteration to the resolution made in September 2018 in order to retain the blue background for the guide signage within Hamilton City.
7. Staff consider the recommendations to have low significance and that the recommendations comply with the Council's legal requirements.

Discussion – Matapaki

8. The 4 September 2018 Growth and Infrastructure Committee meeting received a report on Hamilton City Guide Signage which included several recommendations including:
approves green as the background colour for advance direction, intersection direction and confirmation direction signs in accordance with the Traffic Control Devices (TCD) Manual.
9. There are two type of signs on the Hamilton City local road network that will need to be upgraded or replaced as shown in Figures 1 and 2 below:

	<p>Figure 1: examples of Advance Direction signage (ADS)</p>
	<p>Figure 2: Intersection Direction Signage (IDS)</p>

10. A condition assessment of the ADS assets has been completed and the results are shown in Figure 3 below:

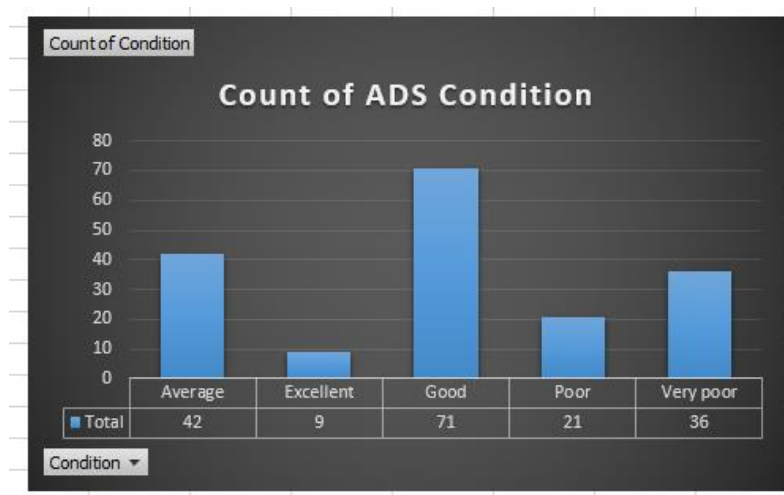


Figure 3: Condition assessment of ADS

11. The report noted that following an update in 2011, the NZ Transport Agency's Traffic Control Devices Manual (TCD manual) now states *"For local roads (ie non-state highway), the preferred background colour is green although in line with the TCD Rule, blue is acceptable"*. This advice remains unchanged.
12. At the time of the report there was an understanding that several other metro local authorities were in the process of renewing and upgrading their guide signage and that they were also intending to move to the green background colour. This has not occurred.
13. Funding for the renewal of signage was intended to be from the Minor Improvements Programme over a period of two years.
14. In completing a detailed assessment of the number of signs that would need to be replaced to move to a full suite of signs in the green background, it has been determined that the costs would be more than original estimate (\$500,000) and that this work should be considered a renewal activity rather than a capital activity.
15. Many of the signs are still in average to excellent condition (68%) and have little or no changes required to the information that they display and therefore do not warrant removal at this stage. However, there are some signs that are now in an unsafe and/or unreadable condition (32% or 57 signs) which do require replacement within the next 24 months.

Options:

16. Staff have assessed that there are two reasonable and viable options for the Infrastructure Operations Committee to consider. The options are:
 - **Option 1:** change all guide signage to a green background in accordance with the resolution of the 4 September 2018 Growth and Infrastructure Committee meeting.
 - **Option 2:** continue to have all local road guide signage retain the current blue background and only replace those signs that need to be replaced due to age/condition or significant changes of information.
17. Staff recommend **Option 2** because this approach will minimise the number of signs that need replacement and therefore minimise the cost associated with this renewal project.

Financial Considerations - *Whaiwhakaaro Puutea*

18. The estimate total costs to complete this work (**Option 2**) is \$235,000, which will be funded through the Traffic Services Renewal budget.

19. It is planned to complete this work over two financial years commencing with the work being prioritised as set out in the table below:

Work Required	Estimated Cost	Financial Year for Completion
Replacement of ADS rated 'Very Poor' (36 total)	\$110,000	2020/21
Replacement of ADS rated 'Poor' (21 total)	\$70,000	2021/22
Update of information on ADS signs that have not been replaced (100 signs)	\$35,000	2021/22

20. Funding has been prioritised within the Traffic Services Renewal programme for the 2020/21 financial year to address the signs that are in 'very poor' condition. Normally there is an allowance of approximately \$15,000 per annum for signs renewal within the Traffic Services Budget.
21. It will not be possible to prioritise the signs that are in 'poor condition' or with information amendments required next financial year due to other priorities (e.g. bus sign renewals). Therefore, additional funding will be sought via the development of the 2021-31 draft Long term Plan to enable the programme to be completed in the 2021/22 financial year.
22. If additional funding is not made available via the 2021-31 Long Term Plan process, the renewal will be completed within existing budget and will take seven years to complete.

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

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

Wellbeing Considerations – *Whaiwhakaaro-aa-oranga tonutanga*

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

Social

27. Having good quality guide signage throughout the city helps provide for a safe and connected city allowing communities to access employment, education, health and other essential services as well as access to recreational and social opportunities.

Economic

28. The physical works that will be required to renew the guide signage will support economic stimulus for local contractors and provide opportunities businesses and their employees that have seen an impact from COVID-19.

Environmental

29. By retaining the existing blue background there will be reduction in the number of signs being replaced and there will be no wastage of existing signs that are still in good condition and contain the correct information.

Cultural

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

Risks – *Tuuraru*

31. There are no known risks associated with the decisions required for this matter.
32. There are risks associated with not approving the recommendation in this report as set out as follows:
- The additional cost for full replacement of all guide signs (both ADS and IDS) to move to a green background is estimated at \$362,000 (resulting in a total cost of \$577,000) which would require additional funding to complete the project in the desired two years.

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

Significance

33. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the recommendations in this report have a low level of significance.

Engagement

34. Engagement with key stakeholders (Waka Kotahi NZ Transport Agency, Hamilton and Waikato Tourism) was undertaken in the development of the 4 September 2018 report to the Growth and Infrastructure Committee.
35. Given the low level of significance determine, the engagement level is low. No additional engagement is required.

Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

Council Report

Item 11

Committee: Infrastructure Operations Committee

Date: 27 August 2020

Author: Robyn Denton

Authoriser: Eeva-Liisa Wright

Position: Network Operations and Use Leader

Position: General Manager
Infrastructure Operations

Report Name: Contract 12117 Traffic Signals Communications (WiMAX) Extension

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

1. To inform the Infrastructure Operations Committee on an agreement that is in place for traffic signal and camera communications.
2. To seek approval from the Infrastructure Operations Committee for the extension of time and approved contract sum for Contract 12117 Traffic Signal Communications (WiMAX).

Staff Recommendation - *Tuutohu-aa-kaimahi*

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

Executive Summary - *Whakaraapopototanga matua*

4. Hamilton City Council (HCC) has an existing agreement with a telecommunications company called Lightwire Ltd (formerly NetSmart Ltd) for the provision of communication services for Traffic Signals and Traffic Cameras. These communication services provide access to and use of, a broadband network (WiMAX) that enables us to communicate to and receive information and images from our traffic signals and traffic cameras.
5. These services (WiMAX) are being charged "at-cost" (well below market value) until the end of 2027, in return for HCC relinquishing the licence for a wireless radio spectrum to Lightwire.
6. The telecommunications services are covered under Contract 12117 which expires in October 2020. The contract had an initial term of seven years (half the Lightwire licencing agreement term) with a right of extension for an additional seven years.
7. Service fees with Lightwire continue to be well below market rates so it is financially beneficial to continue using the current agreement with Lightwire by implementing the extension to Contract 12117.

8. Staff recommended that Contract 12117 be extended by a further seven years to end in October 2027, and the Approve Contract Sum be increased to \$1.3M as detailed in Option One in paragraph 25 below to match the remaining period of the licence agreement.
9. Staff consider the recommendations in this report has low significance and that the recommendations comply with the Council's legal requirements.

Background - Koorero whaimaarama

10. The [25 September 2013 Finance and Monitoring Committee](#) meeting (item 18) considered a report on work that had been completed on improving the effectiveness and efficiency of the traffic signals operations in the city.
11. One of the key improvements was in the method of telecommunications used in the management of the traffic signals and use of a network known as WiMAX was determined to be suitable and appropriate.
12. In investigating options for future communication needs City Transportation secured a licence from the Ministry of Economic Development (now the Ministry of Business Innovation and Employment (MBIE)) for a 20MHz spectrum of the wireless network as a future proof initiative.
13. The licence was secured in May 2011 for use as a long term and cost-effective citywide connectivity solution for traffic signals and associated monitoring cameras. The licence cost was \$15,000 to purchase with an annual licence fee depending on the number of connections.
14. The term for the licence was 14 years and gave exclusive use for this bandwidth for telecommunications activities.
15. An independent telecommunications service provider, NetSmart Ltd (now known as Lightwire Ltd), also secured a similar spectrum licence for the adjacent bandwidth to that held by City Transportation.
16. MBIE required that each party co-operate to avoid interference to the other's network, so discussions were held with Lightwire regarding sharing the bandwidth and working cooperatively to achieve the respective goals of each organisation, including being more efficient in the use of the spectrum.
17. Discussions with NetSmart Ltd were both timely and productive and concluded in a 14-year licence agreement being signed by Council that provided advantages to both parties in implementing WiMAX. The licence agreement resulted in services being charged "at-cost" (well below market value) in return for HCC relinquishing the licenced radio spectrum.
18. If Hamilton City Council had continued on its own it would have been required to develop a wireless network, the supply and installation for the network related equipment and hardware, estimated at the time to be a capital/renewal cost of \$379,000.
19. Subsequently, a contract for the provision of Traffic Signal Communications (WiMAX) was established and on 24 September 2013 it was resolved:
That the Chief Executive be delegated to enter into Contract 12117 with Netsmart Limited for Traffic Signals Communications-WiMAX and that the Approved Contract Sum be set at \$200,000 for a seven-year period commencing 1 October 2013.
20. The communication (WiMAX) services began in July 2014 following a small delay with setting up the infrastructure by Lightwire.
21. A variation was subsequently approved by the General Manager City Infrastructure in April 2014 to increase the Approved Contract Sum to \$460,000 due to increased sites and ongoing costs to achieve a higher quality network.

Discussion - *Matapaki*

22. Whilst there are still two months left on the Contract term, the Approved Contract Sum has now been exceeded by approximately \$51,000 due to three main reasons:

- **Capital costs being captured in this contract**
New CCTV fibre connections (including on behalf of Waka Kotahi NZ Transport Agency (Waka Kotahi)) have been installed. These total approximately \$60k and although these capital costs are from separate budgets they have been charged via this contract number rather than a separate commission. This approach will not be used in the future if the contract extension is approved.

- **Increased growth**

We have experienced a 50% increase in the number of traffic signal sites and 61 traffic cameras since the contract was established, which has been higher than expected and is shown in Figures 1 and 2 below:

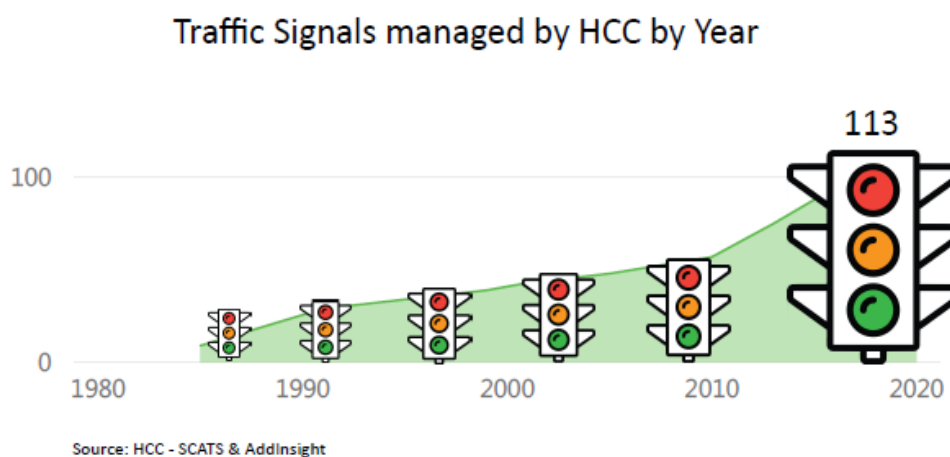


Figure 1: Number of Traffic signal sites management by Hamilton City Council

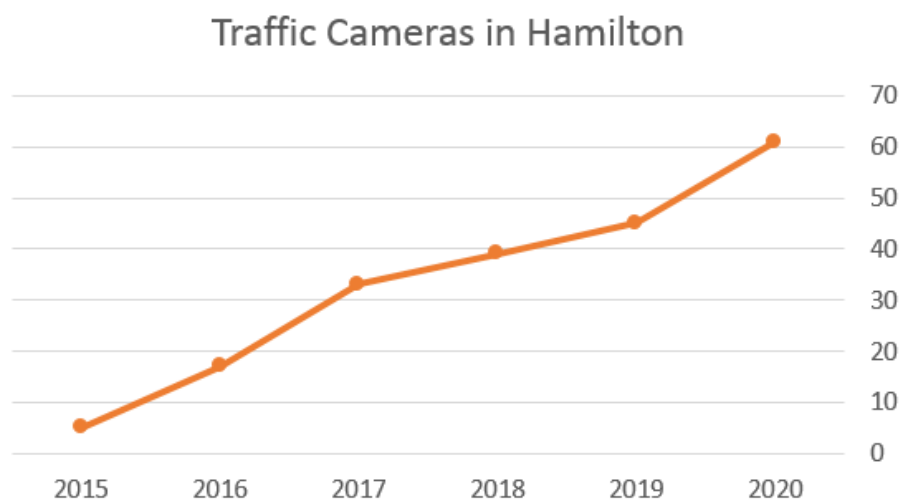


Figure 2: Number of Traffic Cameras managed by Hamilton City Council

In addition to managing the traffic signals and cameras on the local Hamilton City network, Hamilton City Council also provide services for Waka Kotahi (Waikato only), Waikato District Council and Waipa District Council for the traffic signals and cameras on their networks. This comprises 33% of the on-going costs.

- **Improved quality and resilience**

We have improved the quality and redundancy of the telecommunication network as part of a focus on advanced and secure transport operations.

23. The contract term for the services agreement was set initially at seven (7) years with a subsequent right of extension subject to Council approval. A term of seven years, being half of the current licence period, was deemed a reasonable period for commercial investment and provided Council with certainty over the short to medium term.
24. The contract commenced 1 October 2013 and staff are now seeking the extension of the contract for a further seven (7) years to match the remaining period of the licence agreement.

Options

25. Staff have assessed that there are two reasonable and viable options for the Infrastructure Operations Committee to consider. The options are:

Option one Extend the existing contract 12117 for a further seven years as proposed in the 25 September 2013 report to the Finance and Monitoring Committee.

Option two Go to market via a tender and establish a new contract.

26. Staff recommend **Option one** for the following reasons:

- The licence agreement in which HCC relinquished radio spectrum licences to Lightwire does not expire until 2028.
- Service fees with Lightwire are below market rates so it is financially beneficial to continue using Lightwire. The licence agreement with Lightwire does not expire until 2028, ensuring these competitive rates are secured until then.
- The current monthly operational cost is 30% lower than what it was in 2013 before this contract was established, noting we now receive significantly improved quality to a much higher number of connections.
- Discussions with Tauranga and Dunedin (having similar telecommunication requirements to Hamilton) confirmed that our current rates with Lightwire are well below market value. Whilst Dunedin has negotiated good rates with their service provider, if Hamilton used their rates our costs would still increase by 83%, costing an additional \$0.6M in cost over the next seven years.
- Continuing the current agreement with Lightwire will provide significant savings and ensures we receive full benefit in return for handing our radio spectrum licences over to Lightwire. When costs of tendering and re-establishing are considered, it is estimated that ending the agreement with Lightwire and going out to market would cost Council approximately double what it would if we continue in our current agreement.
- Lightwire have performed well under this contract and there is a good working relationship in place with this supplier.

Financial Considerations - *Whaiwhakaaro Puutea*

27. The total cost of the contract is approximately \$7,800 per month. This figure includes costs that Council on-charge to our stakeholders for services to their assets (Waka Kotahi, Waikato District Council, and Waipa District Council) which comprises 33% of this cost.
28. The Approved Contract Sum for the existing contract has been exceeded by \$51,000 for the period through to the end of July 2020.

29. It is expected that within the seven-year term of this contract that there will continue to be a growth in the number of traffic signals and cameras serviced under this contract, and that there will be an increase in the service costs themselves. A 3% growth rate has been used based on average growth over the last three years.
30. Funding for this activity is included in the existing 10 Year Plan under the Traffic Services Operations budget and is being planned for in the development of the upcoming Long Term Plan.
31. It is therefore proposed to seek approval for an increase of \$840,000 to the existing Approved Contract Sum to result in a new Approved Contract Sum of \$1.3M (which includes a \$71,800 contingency sum) for the seven-year extension of Contract 12117 Traffic Signal Communications (WiMAX).

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

33. 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').
34. 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.
35. The recommendations set out in this report are consistent with that purpose.

Social

36. Having a good quality communications system for the operation of the traffic signals and camera network throughout the city helps provide for a safe and connected city allowing communities to access employment, education, health and other essential services as well as access to recreational and social opportunities.

Economic

37. Lightwire is a local company and this contract will support their ongoing economic viability.

Environmental

38. Having a good quality communications system for the operation of the traffic signals and camera network throughout the city helps provide for an efficient transport system that minimises congestion and therefore emissions from vehicles.

Cultural

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

Risks - *Tuuraru*

40. There are no known risks associated with the decisions required for this matter.
41. There are risks associated with not approving the recommendation in this report as set out as follows:
 - Delays to signing up a new contract result in no telecommunications system being available to operate the traffic signals and cameras managed by Hamilton City Council.

- Costs for the telecommunications system are significantly higher than the current contract and additional budget provision is required to continue to operate the traffic signals and cameras managed by Hamilton City Council.

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

Significance

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

Engagement

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

Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

Council Report

Item 12

Committee: Infrastructure Operations Committee

Date: 27 August 2020

Author: Robyn Denton

Authoriser: Eeva-Liisa Wright

Position: Network Operations and Use Leader

Position: General Manager
Infrastructure Operations

Report Name: Proposal for declaring Korikori Green as a Pedestrian Mall

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

1. To inform the Infrastructure Operations Committee on a proposal to declare Korikori Green in Rototuna as a Pedestrian Mall.
2. To seek approval from the Infrastructure Committee for staff to prepare a Statement of Proposal and Communications Plan for the proposal to declare Korikori Green as a Pedestrian Mall.

Staff Recommendation - *Tuutohu-aa-kaimahi*

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

Executive Summary - *Whakaraapopototanga matua*

4. Korikori Green is a road that has recently been constructed in conjunction with Korikori Park and provides access and parking to the park. It also provides a link between the Rototuna Village and Rototuna Highschool and surrounds to the north east of the village.
5. The structure plan for Rototuna and subsequent planning associated with the design and construction of Korikori Green anticipated this to be a 'park lane' to service the park and is not expected to operate as a key link in the road network.
6. A raised pedestrian platform with electronic bollards has been formed midway along Korikori Green to provide a link between two cul-de-sacs which enable vehicles to turn around if the bollards are raised.

7. It was planned to generally have the bollards raised and to only lower them when Korikori Park is being used for training or events. There is still a need to formalise the ability to 'close' Korikori Green for a large portion of the day by having the bollards raised, so the bollards are currently sitting in the 'down' position meaning that vehicles can drive freely through, which is contrary to the planned use of Korikori Green.
8. In order to operate the bollards and have them up to create 'temporary road closure' it is recommended that Korikori Green is declared a Pedestrian Mall.
9. There are a number of steps that need to be followed in order to declare a road to be a Pedestrian Mall and these are set out in paragraph 28 of this report.
10. Staff consider the decisions in this report have low significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

11. Korikori Green is a road that connects North City Road and Kimbrae Drive providing a connection between the Rototuna Village and Rototuna High schools running alongside Korikori Park which was opened in February 2020 as shown in Figure 1 below:



Figure 1: Korikori Green

12. The Rototuna Structure Plan had referred to Korikori Green as 'Park Lane' and this was indicative of the role that this section of road was to play within the greater roading network

surrounding the Rototuna Village. An excerpt of this area from the structure plan is shown in Figure 2 below:



Figure 2: Excerpt from Operative District Plan – Rototuna Structure Plan

13. During the development of the construction plans for the Korikori Green (known then as Park Lane) there were discussions with Elected Members at the 9 October 2018 Access Hamilton Taskforce about how this road would operate in the future. It was specifically noted that:
 - Runs along Rototuna sports park, town centre and school
 - Low speed road and redesign elements so that it was not a rat race. It will be a slow speed and not a through road.
 - Pinched entry so only one vehicle entry at a time, cul-de-sacs and shared pathways, bollards used to service parks at different times. Up during school hours, lowered after school hours for park use. Up again at night to reduce through traffic. Narrow two lane road
 - Exploring around park bookings and access. Major events and coach/bus movement.
14. It was agreed that use of electronic bollards in association with a raised pedestrian and biking platform that linked the park to the accessway through to Hector Drive could achieve the desired style of operation for this road. This would be combined with a 30km/h speed limit.
15. Korikori Green has now been constructed and is already being well used. There are several raised pedestrian platforms along its length. Figure 3 below shows the raised pedestrian platform area where the bollards are installed.



Figure 3: Raised pedestrian platform with bollards in Korikori Green

16. Cul-de-sac heads either side of the platform provide room for vehicles to 'u-turn' and exit back the way that they came. These cater for the small trucks used by the Parks and Open Spaces team for maintenance but are not large enough to cater for buses to turn around. The Parks and Open Spaces team are able to lower the bollards when needed to cater for visiting teams when events are being held at Korikori Park.
17. Work is underway to formalise the 30km/h speed limit on Korikori Green and this is expected to be in place by late September/early October. There is still a need to formalise the ability to 'close' Korikori Green for a large portion of the day by having the bollards raised.
18. The operation of the bollards has caused a few concerns already, with one incident of a vehicle hitting and damaging a bollard so the bollards are currently sitting in the 'down' position.

Discussion - Matapaki

19. Legal advice has been sought to determine the best way to enable the temporary closure of a central section of Korikori Green to vehicular traffic while still enabling people walking and on bikes to utilise the road at all times.
20. Temporary road closures (as opposed to a permanent road closure) are generally dealt with under the provisions either of two pieces of legislation:
 - the Transport (Vehicular Traffic Road Closures) Regulations 1965
 - Local Government Act 1974 No 66, Schedule 10, Clause 11(e).
21. Both of these pieces of legislation are aimed at short term temporary closures orientated at events. Consideration is therefore being given to declaring Korikori Green as a Pedestrian Mall as being the best solution for this site and how it was intended to be managed when it was constructed ie with limited through access for vehicles most of the time.

22. If declared a Pedestrian Mall, Council can:
- ‘prohibit or restrict the driving, riding, or parking of any vehicle, or the riding of any animal, on all or any portion of the pedestrian mall either –*
- (i) generally; or*
- (ii) during particular hours.’*
23. Hamilton City currently has two roads declared as pedestrian malls:
- Garden Place – with the restrictions being in place 24 hours a day, 365 days a year.
 - Commerce Street between Kent Street and High Street – with the restrictions only being in place 7am to 2pm each Saturday, 52 weeks a year to accommodate Frankton Markets.
24. While the information relating to these Pedestrian Malls is contained in The Hamilton Traffic Bylaw 2015, this is only for ease of recording and having the information generally available to the public.
25. There are specific requirements set out in the Local Government Act 1974 section 336 Pedestrian Malls regarding the process that needs to be worked through to declare a section of road as a Pedestrian Mall. These requirements can be found [here](#).
26. Special Consultative Procedures are required to be followed before a council can declare a Pedestrian Mall and these are set out in Section 82 of the Local Government Act 2002 and can be found [here](#).
27. To date no early engagement has been undertaken with key stakeholders on this proposal.
28. If it was agreed to progress the option of declaring Korikori Green a Pedestrian Mall, the next steps would be:
- Staff complete early engagement with key stakeholders
 - Staff prepare a Statement of Proposal (SOP) and communications plan for working through the special consultative procedure requirements to declare Korikori Green a pedestrian mall under section 336 of the Local Government Act
 - Infrastructure Operations Committee approves the Statement of Proposal and commencement of Special Consultative Procedure
 - Special Consultative Procedure is undertaken - minimum 4 week consultation period required
 - Hearings and Engagement Committee consider the results of the consultation and hear any verbal submissions
 - Infrastructure Operations Committee consider a Deliberation report based on the hearing of submissions and then make a decision whether to proceed with declaring Korikori Green a Pedestrian Mall
 - A one-month appeal period is required until the declaration can take effect.
29. Appeals are made to the Environment Court, and if an appeal is received, the declaration cannot come into effect until a decision is made by the Environment Court to affirm the

declaration. The Environment Court can also quash the declaration or affirm the declaration with modification.

Financial Considerations - *Whaiwhakaaro Puutea*

30. The key costs will be consultation and staff time managing the consultation process and completing committee reports and these can be accommodated within existing Transportation Unit operational budgets.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

Social

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

Economic

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

Environmental

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

Cultural

38. There are no known cultural considerations associated with this matter. Specific engagement with iwi and tangata whenua will be undertaken as part of the early engagement process.

Risks - *Tuuraru*

39. There are no known risks associated with the decisions required for this matter at this stage. If Council did decide in the future to proceed with the proposed declaration of Korikori Green as a Pedestrian Mall there is a risk that the decision could be appealed in the Environment Court. This risk can be mitigated by ensuring that there is a robust Special Consultative Procedure undertaken which will enable Council to hear the public's views and make a decision that aligns with them.
40. There is a risk associated with not approving the recommendations in this report are that Korikori Green will become a short cut route between the Rototuna Village and Rototuna Highschool and surrounds and the benefits of Korikori Park will not be able to be fully realised.

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

41. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the recommendations in this report have a low level of significance.

Engagement

42. There is a statutory requirement to consult as per the Local Government Act 2002 Section 83: Special Consultative Procedure and this will be undertaken if a decision to proceed with the proposed to declare Korikori Green a Pedestrian Mall at a future Infrastructure Operations Committee meeting.

Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

Council Report

Committee: Infrastructure Operations Committee

Date: 27 August 2020

Author: Lyle Barker

Authoriser: Chris Allen

Position: Infrastructure Programme Engineer

Position: General Manager Development

Report Name: Te Huia Service Update

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

1. To inform the Infrastructure Operations Committee on the progress of the Hamilton to Auckland Start-up Passenger Rail Service, Te Huia, and in particular the development of the Rotokauri Transport Hub.
2. To seek approval from the Infrastructure Operations to support the interim names for the two Hamilton Rail Stations.

Staff Recommendation - *Tuutohu-aa-kaimahi*

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

Executive Summary - *Whakaraapopototanga matua*

4. The Hamilton to Auckland Start-up Passenger Rail Service is a programme of works consisting of the following projects:
 - Purchase and refurbishment of second-hand carriages and locomotives (by KiwiRail)
 - Construction of Maintenance Facility at Te Rapa (by KiwiRail)
 - Minor works at Frankton Station (by Hamilton City Council)
 - Construction of new Transport Hub at Rotokauri (by Hamilton City Council)
 - Refurbishment and renewal of Station at Huntly (by Waikato District Council)
 - Operation of service (by Waikato Regional Council)

5. The service has been named Te Huia.
6. The service is due to commence on 2 November 2020, but this date will need to be reviewed following the elevation of Covid alert levels across the Country until at least 26 August 2020.
7. The station names need to be decided for marketing purposes prior to service commencement and elected member endorsement of interim names for both the Frankton Station and the rail station which is part of the Rotokauri Transport Hub is sought.
8. Staff consider the decision in this report has low significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

9. On 13 December 2018, the Council resolved to approve the Single Stage Business Case for the Hamilton to Auckland Start-up Passenger Rail Service which was subsequently approved by Waka Kotahi NZ Transport Agency.
10. On 29 March 2019 the Growth and Infrastructure Committee approved the macroscope of the Rotokauri Public Transport Hub including the overhead structures connecting the rail platform to The Base and the PT facility site and requested work to start on establishing special vehicle lanes on Tasman Road.
11. On 21 August 2019 the Regulatory and Hearings Committee resolved to approve changes to the Hamilton Traffic Bylaw 2015 to create special vehicle lanes only for the section of Tasman Road in the vicinity of the Rotokauri Transport Hub (Attachment 1; Location and Network Map).
12. On 27 August 2019 the Growth and Infrastructure Committee delegated approval to the Chief Executive to award a Contract for the Rotokauri Transport Hub including the Park and Ride for an Approved Contract Sum of \$20,000,000. The contract was awarded on 27 September 2019 to Downer Construction and work commenced soon after.
13. Since August 2019, Members have been updated on the project through the General Managers Report to the Infrastructure Operations Committee. Councillor Wilson was appointed as Hamilton's nominated representative on the Passenger Rail Governance Group and the first meeting of the Triennium was held on 12 February 2020.
14. At the 12 February 2020 meeting "Te Huia" was approved as the name for the rail service and Councillor Wilson was included in a sub-group of the Governance Group to develop and oversee the marketing plan for the service.
15. At its 16 April 2020 meeting Infrastructure Operations Committee were advised that the proposed August 2020 service commencement date could not be met due to the impacts of Covid-19.
16. At its 26 May 2020 meeting Infrastructure Operations Committee were advised that a provisional commencement date of November 2020 was agreed for service commencement, but it was agreed to monitor the situation carefully over the coming months in regard to ongoing Covid-19 implications on project delivery and on public transport patronage trends.
17. Committee also resolved at its 26 May 2020 meeting to increase the scope of the Rotokauri Transport Hub project to include a fully accessible toilet and utility building at an expected cost of \$450,000.
18. At its 30 June 2020 meeting Infrastructure Operations Committee received as part of its routine update, a copy of the concept design for the Transport Hub on Tasman Road and noted that not all stages will be delivered as part of the current project (**Attachment 2**).

19. Stages 1 and 2, the standard toilet block, the fully accessible toilet and the utility building are in scope and will be delivered as part of the current project. Stage 2 (the shade/protection canopy) and stage 4 (future Buildings) are not in scope.

Discussion - *Matapaki*

Service Commencement Date

20. The Passenger Rail Project Governance Working Group decided at its 4 August 2020 meeting to set the service commencement date as 2 November 2020.
21. Manufacturing of the toilets and staff facilities at the Rotokauri Transport Hub are delayed due to impacts of Covid-19 and the arrival of these to site will not be until December 2020. Staff are investigating options to provide temporary toilet facilities for the rail service start date.
22. Since the date of 2 November 2020 was agreed, the government announced that Auckland would operate under Level 3 of the Covid alert levels while the rest of the country would operate at Level 2. On 14 August 2020, government confirmed that this arrangement would continue until midnight on 26 August 2020.
23. The Rotokauri Transport Hub project is affected with Auckland sub-contractors unable to attend site. At the date of writing this report the full implications are not known and a verbal update will be given at the meeting.
24. On 13 August 2020, KiwiRail and Auckland Transport released a joint media release advising that Auckland's commuter trains will operate at slower speeds from 17 August 2020 while KiwiRail carries out urgent work to replace and repair worn rail. This work may also have a material impact on the service level proposed for Te Huia (**Attachment 3** for Proposed service levels).
25. The implications of Covid and the rail repair work were yet to be discussed by the Passenger Rail Project Governance Working Group at the time of writing this report and a verbal update will be given.

Station Naming and Cultural Recognition

26. The issue of station names is being considered at Frankton, Rotokauri, Huntly and Papakura.
27. Elected members guidance is sought for Councillor Wilson in his discussions with the Passenger Rail Project Governance Working Group.
28. Waikato District Council are considering "Huntly" or "Raahui-Pookeka" or "Huntly- Raahui Pookeka".
29. There are 2 proposed stations in Hamilton for the Te Huia service. The service will commence at the Frankton Station which is currently named "Hamilton". The service will then stop at the Rotokauri Transport Hub followed by Huntly in the Waikato District Council.
30. It is likely to take some time for mana whenua and Council to agree on any potential name change for Frankton and so the following is recommended as an interim proposal.
- Hamilton-Kirikiroa (for Frankton)
 - Rotokauri (for the Rotokauri Transport hub)
31. It is proposed to have bilingual signage at the stations including bilingual on-board announcements for the Te Huia service.
32. KiwiRail have engaged an artist to carve a kohatu (Ooamaru stone) for the station at Rotokauri. Staff are working with the artist to confirm location of this carving.

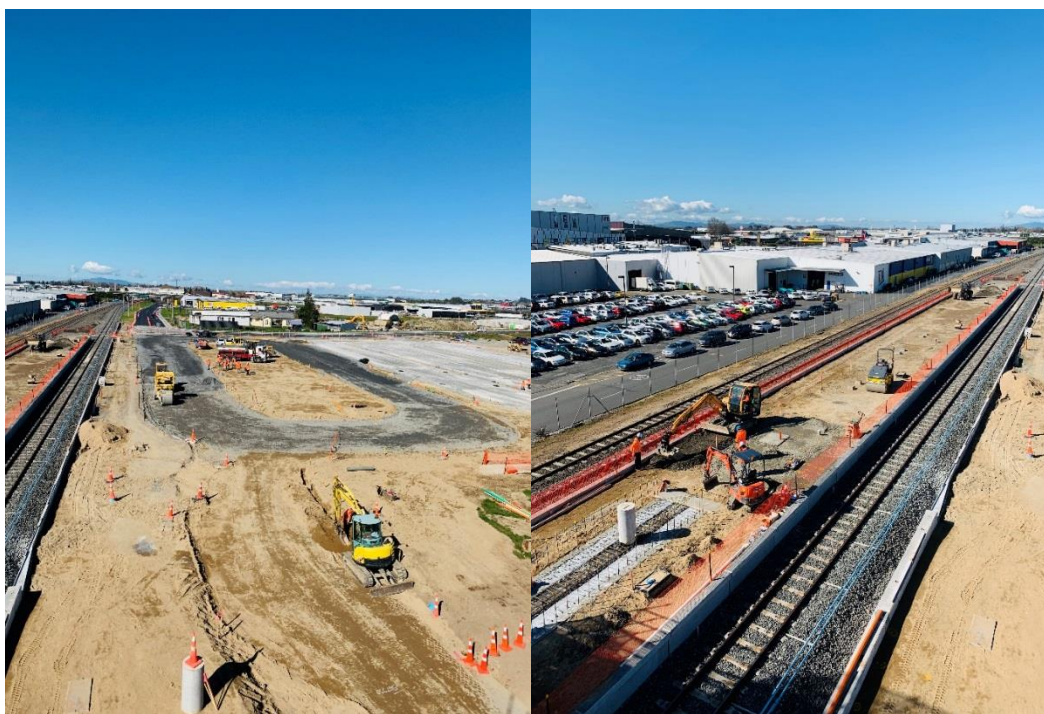
33. The refurbished carriages are nearing completion and an iwi blessing was arranged for 13 August 2020 in the KiwiRail Hutt Workshops in Wellington followed by a mihi when the carriages were due to arrive in Frankton Station on Saturday 15 August 2020. Unfortunately, the recent Covid announcement affected these plans and the mihi at Frankton was cancelled.
34. The blessing did take place in Wellington and was well attended by Waikato-Tainui including Don Turner the Tainui representative on the Passenger Rail Project Governance Working Group. The ceremony in Frankton will be postponed and details will be advised.

Frankton Station

35. A nominal allowance of \$30,000 was made in the programme estimates for upgrading works at Frankton Station. These works are to be at Hamilton City Councils cost with a substantive Waka Kotahi NZ Transport Agency Subsidy. Allowance was made for remarking the parking bays and a general tidy up including painting the toilet block inside the station for occasional passenger use.
36. It had been envisioned that the station would not be open for the commencement of the service, with departing passengers allowed to board the train which would be waiting on the platform some 20-30 minutes prior to departure with operational (including accessible) toilets.
37. The station would only be opened in the case of a service disruption, where the train did not arrive and alternative travel arrangements were necessary, or the train was significantly delayed. In this situation the station would be opened giving access to toilets.
38. The station is very dated however, and the toilet block does not include a toilet that is wheelchair accessible. Costs are being sought to alter the toilets to include a wheelchair accessible toilet and a decision will be made once this information is available.

Other Matters

39. The current scope of the project includes installation of HCC standard bus shelters on the rail and bus platform for passengers only. Attachment 2 shows a Stage 2 shade/protection canopy which is not in scope for the current project. A price and delivery time for the canopy has been requested for Infrastructure Operations Committee consideration as the standard shelters will provide a relatively low level of service for the Transport Hub.
40. The current scope also does not include physical barriers at the bus only entry to Tasman Road although the site will be future-proofed to allow them to be installed at a later date. A price and delivery time for the barriers has been requested for Infrastructure Operations Committee consideration, noting that this may have some implications for the bus fleet.
41. A site visit to the Rotokauri Transport Hub was carried out by members of the Passenger Rail Project Governance Working Group to inspect on 4 August 2020 with details of the site visit reported by media.



42. Immediately prior to commencement of Te Huia it is proposed to host public open days where the public can walk through the carriages. This will be part of the marketing strategy which will be reported to Infrastructure Operations Committee closer to the commencement date.

Long Term Planning

43. There are several work streams at local, regional and national scales that have been running in parallel which could affect the development of the Hamilton to Auckland passenger rail service.
44. The service is being considered in a number of stages including
- Stage 1 - Start-up Passenger Rail (this report and immediate)
 - Stage 1B - Service Enhancements (1 to 4 years)
 - Stage 2 - Growth Expansion (5-10 years); and
 - Stage 3 - Rapid and Metro Rail System (10+ Years)
45. An indicative investigation programme for all stages is attached (Attachment 4).

Financial Considerations - *Whaiwhakaaro Puutea*

46. The current Approved Contract Sum for Rotokauri is \$20,675,743.52, adjusted for Covid-19 costs to July 2020.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

48. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').

49. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report as outlined below.
50. The recommendations set out in this report are consistent with that purpose.

Social

51. There are significant social benefits in providing a public transport system and encouraging walking and cycling which provide connectiveness to opportunities.

Economic

52. Economic considerations were considered as a part to the report to the Council on 13 December 2018 at which point the Council resolved to approve the Single Stage Business Case for the Hamilton to Auckland Start-up Passenger Rail Service which was subsequently approved by the Agency.

Environmental

53. The start-up passenger rail service contributes to a number of Hamilton City Councils sustainability principles, including;
 - Principle 1- HCC includes environmental, economic, social and cultural considerations in its decision making (taking a business case approach);
 - Principle 4- HCC works with central government to deliver on national greenhouse gas emission reduction targets and supports resilience to climate change in our communities (encouraging use of public transport); and
 - Principle 5- HCC promotes walking, cycling, public transport and other low carbon transport options.

Cultural

54. The Hamilton to Auckland Corridor Plan is a government initiative, supported by Cabinet to progress the government urban growth agenda, being delivered in partnership with local government and iwi. It is overseen by a steering group which comprises senior officials from Waikato-Tainui, Auckland Council, Waikato Regional Council, Hamilton City Council, Waikato District Council, NZ Transport Agency, Ministry of Transport, Treasury and the new Ministry of Housing and Urban Development.
55. The Hamilton to Auckland Start-up Passenger Rail Service has arisen from the Hamilton to Auckland Corridor Spatial Plan. The purpose of the Spatial Plan is to increase connectivity within the Auckland to Hamilton corridor in a way that realises its social, economic, cultural and environmental potential.
56. Hamilton's contribution to this service is to establish a new PT Hub at Rotokauri. The location of the facility was consulted on in the development of Hamilton's District Plan and through this consultation submissions were received from Tainui Group Holdings supporting the PT Hub in its current location.

Risks - *Tuuraru*

57. The critical risk for completion of the Rotokauri Transport Hub project relates to lifting of the bridge structure into place. This crane lift is weather dependant and also requires a block of line for the rail. The first lift is currently planned for mid-September with the second section planned for mid-October 2020.
58. Covid-19 impacts are still a significant risk for delivery and commencement of Te Huia.

59. Covid-19 impacts have had an impact on the project cost for Rotokauri Transport Hub which were known prior to 13 August 2020. The Government decision to revert to Level 3 for Auckland and Level 2 for the rest of the country will have a further financial impact on the Project.
60. Covid-19 will have an unknown impact on patronage uptake for the service, particularly while downtown Auckland is still recovering.

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

Significance

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

Engagement

62. Community views and preferences are already known to the Council through the development stages of this project.
63. Given the low level of significance determined, the engagement level is low. No engagement is required.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Rotokauri Transport Hub - Location and Network Map

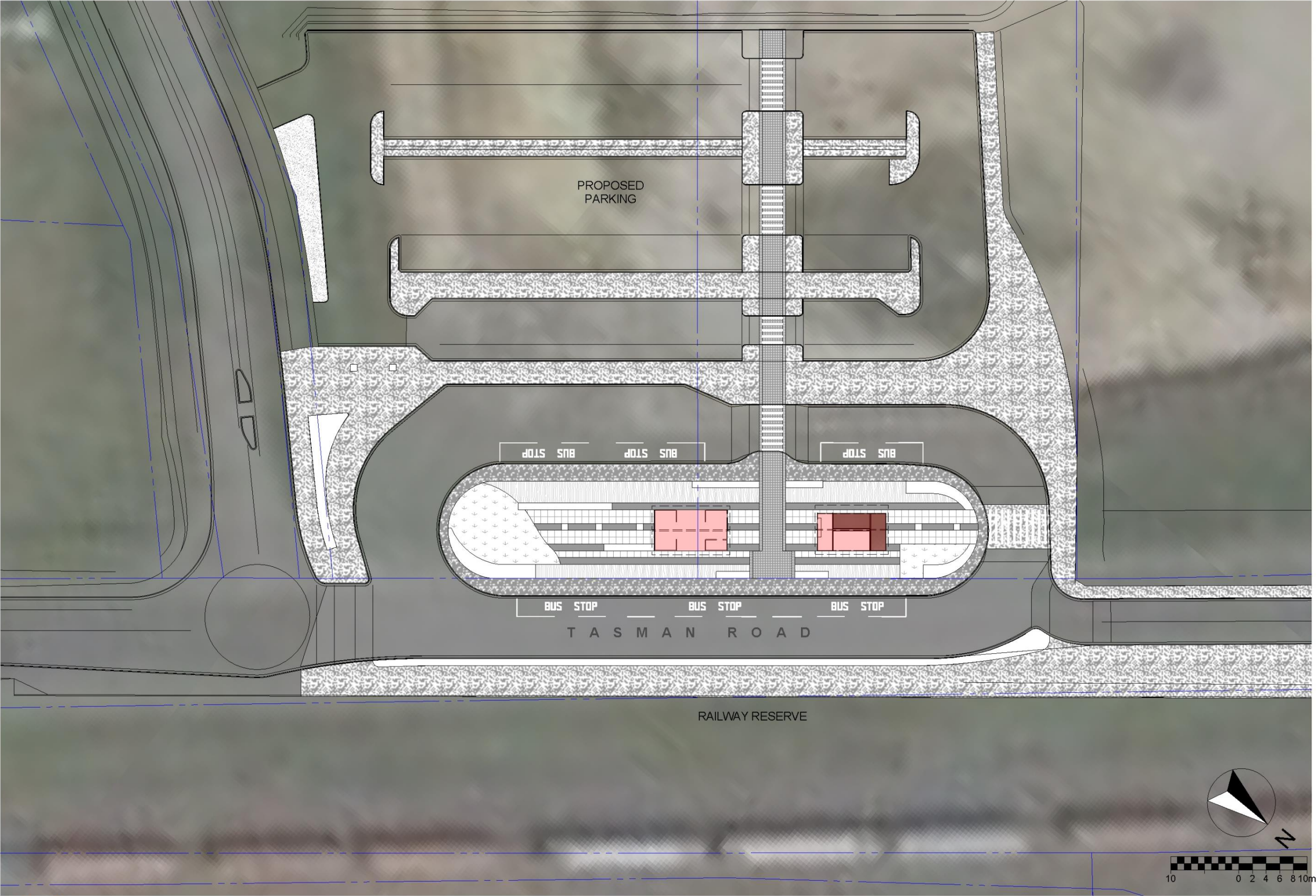
Attachment 2 - Rotokauri Transport Hub - Concept Design

Attachment 3 - Te Huia Service Levels

Attachment 4 - Indicative Investigation Programme - Rail

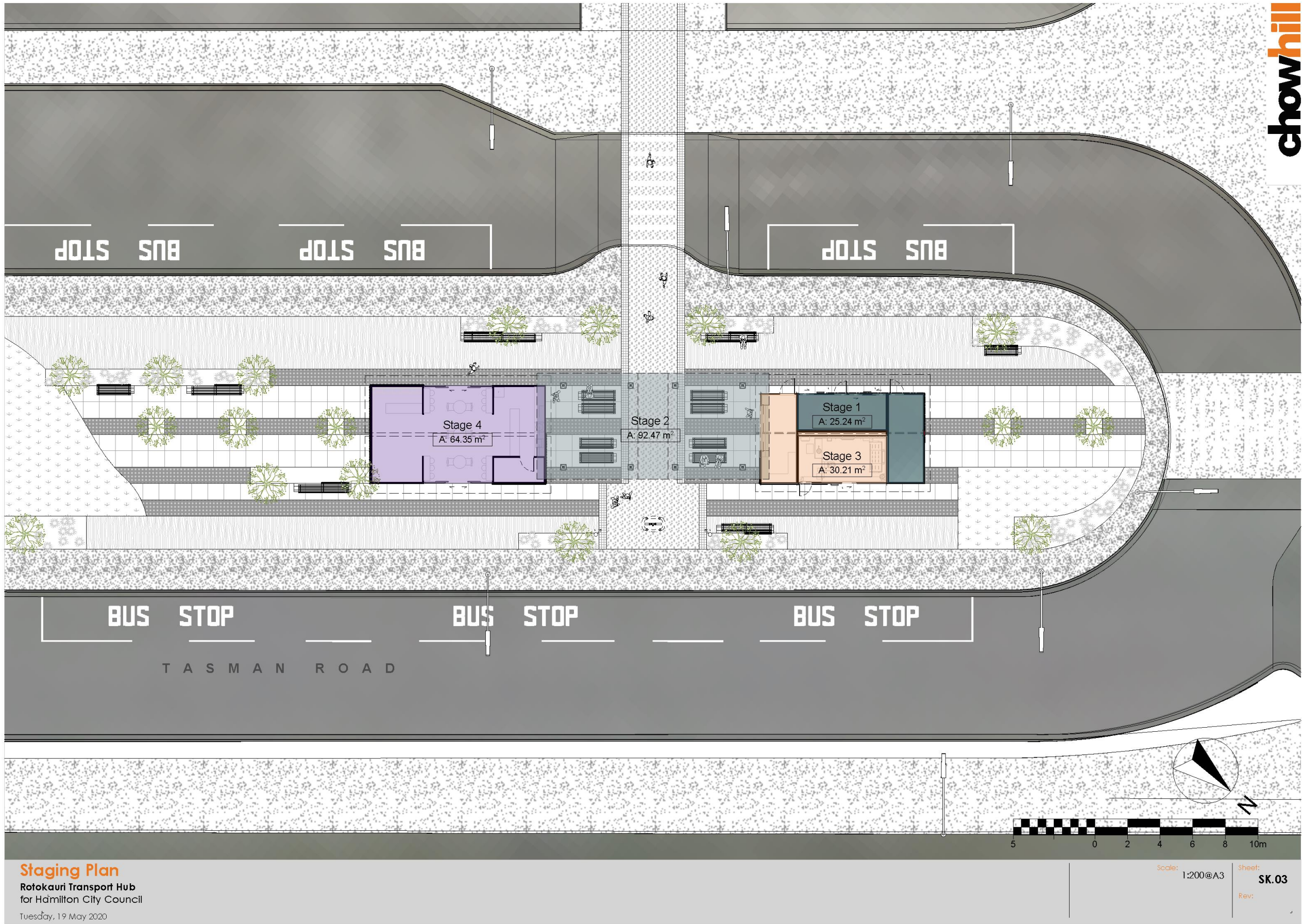






Site Plan
Rotokauri Transport Hub
for Hamilton City Council
Tuesday, 19 May 2020

Scale: 1:500@A3
Sheet: **SK.02**
Rev:





View from South



Night View from South

Perspectives
 Rotokauri Transport Hub
 for Hamilton City Council
 Tuesday, 19 May 2020

Scale: @A3
 Sheet: SK.04
 Rev:



Night View from North West



View from North West



View from North East - Close up



View from North East



View from South East



View from South East - Close up

Perspectives

Rotokauri Transport Hub
for Hamilton City Council

Tuesday, 19 May 2020

Scale:

@A3

Sheet:

SK.05

Rev:



Birds Eye View
 Rotokauri Transport Hub
 for Hamilton City Council
 Tuesday, 19 May 2020

Scale: @A3
 Sheet: SK.06
 Rev:



View from North West

Renders Rotokauri Transport Hub for Hamilton City Council Tuesday, 19 May 2020	Scale: @A3	Sheet: SK.07 Rev:
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View from South East - Close up

Renders
Rotorua Transport Hub
for Hamilton City Council
Tuesday, 19 May 2020

Scale: @A3
Sheet: SK.08
Rev:



View from South East

Renders
Rotokauri Transport Hub
for Hamilton City Council
Tuesday, 19 May 2020

Scale: @A3
Sheet: SK.09
Rev:

WAIKATO... THE TRAIN IS COMING

Establishing a passenger rail service between Hamilton and Auckland is a transformational project for the Waikato region.

It is being led by the Waikato Regional Council, with partners NZ Transport Agency, KiwiRail, Hamilton City Council, Waikato District Council and Auckland Transport.

The new Hamilton to Auckland passenger rail service is in the final stages of planning and development. The train carriages are being refurbished, stations are soon to be built and upgraded and we're finalising timetables, ticketing and on-board amenities.

Visit waikatoregion.govt.nz/rail to keep up-to-date with the latest news and updates.

Journey times

Estimated travel times will be:

- **88 minutes** from Frankton to Papakura
- **80 minutes** from Rotokauri to Papakura
- **57 minutes** from Huntly to Papakura.

The total journey from Frankton to Britomart in Auckland will take an estimated 2 hours 20-30 minutes (subject to transfer time).

A timetable that works for you

Two return services will operate each weekday, with times that suit commuters or people travelling to Auckland for meetings, conferences or training. There will also be one return service operating on Saturdays.

All trains will start from Frankton Station and travel via the new hub at Rotokauri (The Base) and Huntly, before terminating at Papakura Station in South Auckland.

Services from Papakura depart for Britomart (Auckland CBD) every 10 minutes in peak times.

WEEKDAY MORNING SERVICES to Auckland				
Indicative times	Frankton	Rotokauri (The Base)	Huntly	Papakura
	Depart	Depart	Depart	Arrive
	5.54am	6.02am	6.25am	7.22am
	6.33am	6.41am	7.04am	8.01am

WEEKDAY EVENING SERVICES to Hamilton				
Indicative times	Papakura	Huntly	Rotokauri (The Base)	Frankton
	Depart	Depart	Depart	Arrive
	5.27pm	6.23pm	6.45pm	6.52pm
	6.27pm	7.28pm	7.50pm	7.57pm

Saturday service

The train will also operate one return service from Hamilton to Auckland on weekends. It is likely the train will depart Hamilton between 9am and 10am and return between 4.30pm and 5.30pm.



Stations


The train will operate from:

Frankton Station – off Queens Ave. Forty car parks are available on site, with additional roadside parking available nearby.

Rotokauri Station – access is off Tasman Road, near The Base. 116 free park and ride car parks are available on site.

The station forms part of the Rotokauri transport hub, with a bus station adjacent, and direct access via a rail overbridge to The Base shopping centre.

Huntly Station – access is off Glasgow Street and a car park adjacent to the station will be available for rail passengers.

 We're working on bus access to and from all three stations to meet the train timetable.

How much is it going to cost?

The cost of a one way smartcard fare from Hamilton to Papakura will be \$12.20, with a trip into Auckland CBD costing a total of \$18.50.

Smartcard fares between Huntly and Papakura will be \$7.80.

Child fares will apply for people aged 5-18. Under 5s travel free.

There will be a smartcard ticketing system in place for the service launch, with tag on, tag off functionality – the same as Waikato's public bus network.

Free smartcard SuperGold travel will be available on Saturday services only due to the weekday services operating in peak times.

What's on board?

The refurbished trains will have air conditioning, Wi-Fi, a café bar and toilets, and be able to carry 147 passengers.

Each train will be made up of 4 carriages.

There will be plenty of tables, power and USB points on board to allow for productive working spaces.

There will be a toilet within each carriage, and plenty of space for luggage storage. The final carriage will have racking for four bikes.



Rail carriage currently undergoing refurbishment.

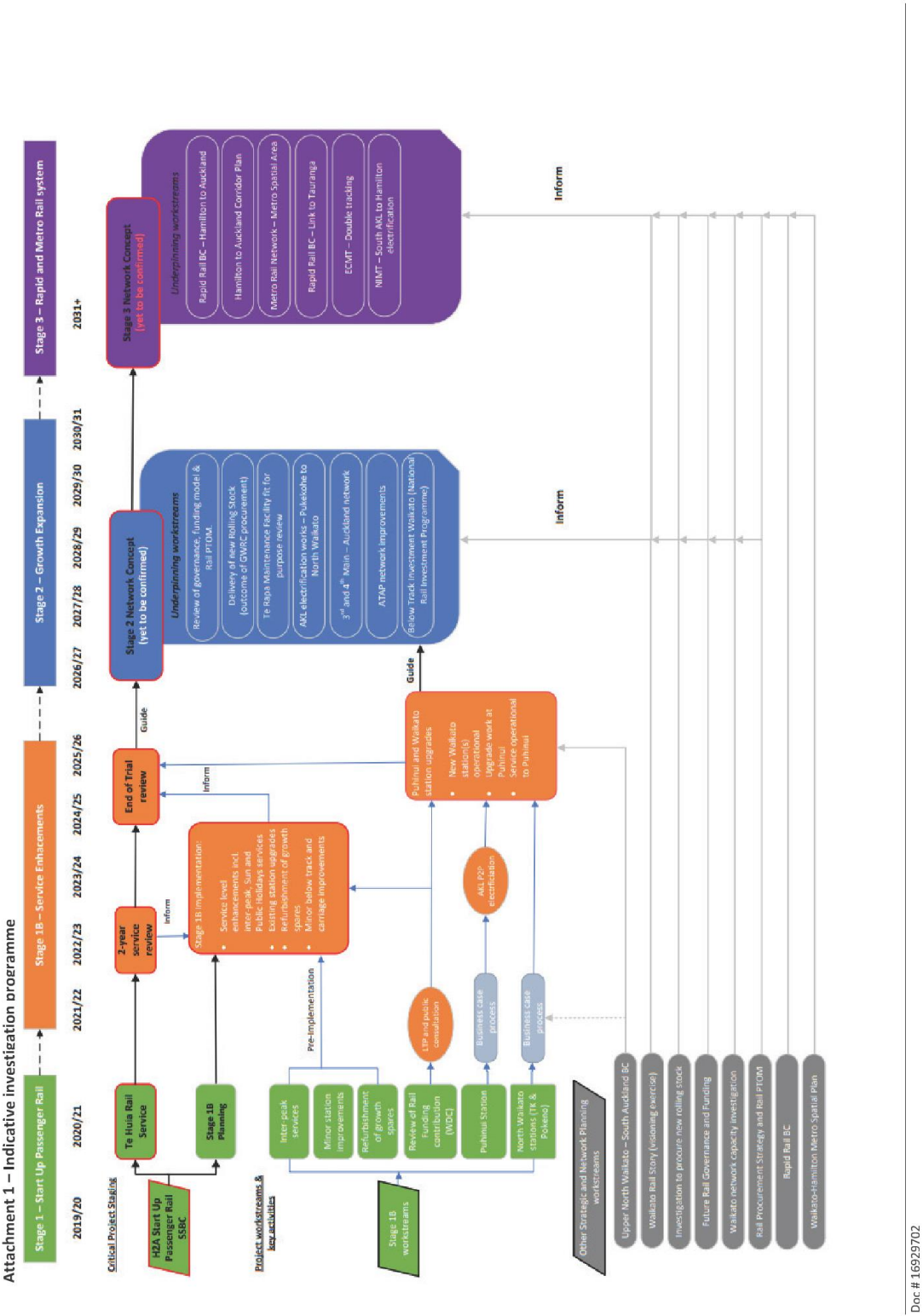
Funding

The rail service will be funded through passenger fares, a NZ Transport Agency subsidy and Waikato Regional Council rates.

Through Waikato Regional Council's long term plan, Hamilton ratepayers will pay a \$20 uniform charge, plus \$1.68 per \$100,000 of capital value capped at \$2.5 million.

The construction and upgrades to railway stations will be funded via a NZ Transport Agency subsidy, Hamilton City Council and Waikato District Council rates.





Council Report

Committee: Infrastructure Operations Committee

Date: 27 August 2020

Author: Raewyn Simpson

Authoriser: Eeva-Liisa Wright

Position: Senior Planner

Position: General Manager
Infrastructure Operations

Report Name: Connections and Charging for the Three Waters Policy Review

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

1. To inform the Infrastructure Operations Committee on the review of the Connections and Charging for Three Waters Policy.
2. To seek a recommendation from the Infrastructure Operations Committee to the Council for approval of the Three Waters Connection Policy.
3. To seek approval from the Infrastructure Operations Committee to lift of the moratorium for consideration of new high water use requests.

Staff Recommendation - *Tuutohu-aa-kaimahi* (Recommendation to the Council)

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

Executive Summary - *Whakaraapopototanga matua*

5. The Connections and Charging Policy for Three Waters 2013 has been reviewed and is now renamed Three Waters Connection Policy.
6. The purpose of the Three Waters Connections Policy (Policy) is to provide clear guidelines for service connections to the city's water, wastewater and stormwater networks for private properties; and charges for these services.
7. The policy has been reviewed to reflect key strategic drivers and legislative requirements.

8. On [18 June 2019](#), the Growth and Infrastructure Committee resolved:
- That the Growth and Infrastructure Committee:*
- a) approves a moratorium be put in place for consideration of further high-water use requests, except for applications approved by Council, until policy to assess high water use and wet industry activities is adopted by Council; and*
 - b) approves the guiding principles outlined in this report be used for targeted consultation to inform the development of a Council policy in relation to the provision of three waters (3 Waters) services for high water use and wet industry activities; and*
 - c) approves the incorporation of high water use and wet industry policy guidance into the current review of the Connections (3 Waters) and Charging Policy.*
9. The resolution included a moratorium until Policy could be developed.
10. Staff have worked with internal stakeholders, iwi, sub-regional partners and two high-water users to review and develop the Three Waters Connections Policy.
11. A number of issues emerged that relate to recognition of Te Mana o Te Wai, water availability, wet industry demand, infrastructure capacity, sub regional demand, and private infrastructure. The Policy revision has provided a means to address these issues and enable lifting of the moratorium on high water use requests.
12. New Water Assessment Criteria has been developed as part of the policy review to drive water efficiency and protect the network against compliance and levels of service issues. The revised Policy will also support existing Plans, Policy and Strategies.
13. The revised Policy and Water Assessment Criteria was developed through engagement with Waikato Tainui, Ngaati Hauaa, internal stakeholders, sub regional partners and two industry. Where appropriate, feedback has been incorporated. Council staff consider that this policy has the controls that will assist future growth and sub regional prosperity. Cultural, Social, Environmental and Economic wellbeing's have been taken into account and provided for.
14. The Significance and Engagement Policy has been considered. Staff consider the decision has low significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

Context

15. Council is required to acknowledge key legislation related to how we deliver three water services. This includes but is not limited to:
- a) Local Government Act 2002 which requires Council be effective and efficient and also take into account the 4 wellbeing's;
 - b) Waikato River Settlement Act 2010 (Te Ture Whaimana o te Awa o Waikato - Vision & Strategy for the Waikato River) which requires Council to work with iwi to protect and restore the River;
 - c) Health Act 1956 which requires Council to provide safe water;
 - d) Resource Management Act 1991 which requires council to manage effects of land use, effects of activities on rivers and lakes, and ensuring sufficient development capacity;
 - e) National Policy Statement for Urban Development which requires Council to provide for development in medium and high growth areas; and
 - f) National Policy Statement for Freshwater Management which requires recognition of Te Mana o Te Wai.

16. Freshwater reform since 2013 and recognition of Te Ture Whaimana o te Awa o Waikato requires a different approach to three water activity management.

Existing Policy

17. The purpose of the existing policy, which can be found in Attachment 1, is to provide clear guidelines for service connections to the city's water, wastewater and stormwater networks for private properties; and charges for these services.
18. The existing Policy was developed based on the following guiding principles:
- Council is the water supply, wastewater and stormwater service provider for the city;
 - Council shall work collaboratively with Waikato and Waipa District Councils with respect to the provision of three waters services in the sub-region;
 - Council shall respond consistently to requests to connect properties outside the city to its water supply, stormwater or wastewater systems; and
 - Council shall charge for these services.
19. The Policy was last reviewed in 2013.
20. On 18 June 2019 the Growth and Infrastructure Committee resolved to include policy guidance on high water use and wet industry. The resolution included:
- a) *Approved a moratorium be put in place for consideration of further high water use requests, except for applications approved by the Council, until Policy to assess high water use and wet industry activities is approved by Council;*
 - b) *Approved the guiding principles outlined in the report be used for targeted consultation to inform the development of a council Policy in relation to the provision of 3 water services for high water use and wet industry activities, and*
 - c) *Approved the incorporation of high water use and wet industry of Policy guidance into the current review of the Connections and Charging for Three Waters Policy.*

Policy Review

21. The Connections and Charging for Three Waters Policy review process completed has included stakeholder issue identification, and analysis of options to resolve issues. The outcome of the review process is a revised policy approach and guiding principles to managing requests for service connections (inside and outside the City) and new Water Assessment Criteria to assess high water users.
22. Using the Guiding Principles, staff worked with internal stakeholders, iwi, sub regional partners and two high-water users to develop policy that reflects:
- a) the need for effective and efficient water use;
 - b) recognises Te Ture Whaimana o te Awa o Waikato;
 - c) the needs of existing and future customers;
 - d) working with the subregion; and
 - e) the finite nature of water resources and the need to prioritize allocation of water.
23. A number of matters were raised by Elected Members during Policy review. In response to matters raised, policy provisions have been strengthened to consider economic prosperity and provide direction setting to future demand management implementation. This Policy will enable further assessment of implementation options and Council engagement with the community at the time of Water and Conservation Demand Management Plan reviews and Long Term Planning.

Discussion - *Matapaki*

24. A robust review of the existing Policy has been undertaken. A copy of the existing policy can be found in Attachment 1. A summary of the key issues and responses incorporated into the revised Policy are in Attachment 2. Key areas of change are in relation to:
 - a) Te Mana O Te Wai and Te Ture Whaimana o te Awa o Waikato
 - b) availability of water
 - c) wet Industry demand
 - d) infrastructure capacity
 - e) boundaryless city
 - f) private infrastructure
25. The proposed Three Waters Connections Policy can be found in **Attachment 3**.
26. The Three Waters Assessment Criteria can be found in **Attachment 4**.
27. Approval of the revised Policy will support the following:
 - a) Hamilton Urban Growth Strategy, Metrospatial Plan and Infrastructure Strategy - the Policy directs firmer water service efficiency and effectiveness to support the growth needs of the City and region;
 - b) Hamilton City's Sustainability Principles – the Policy seeks firmer sustainable management of water resources and avoidance or minimisation of environmental effects of connections;
 - c) Hamilton District Plan - the Policy seeks to support the direction of District Plan policies relating to integrated catchment management and urban development;
 - d) Hamilton River Plan – the Policy supports the vision of the River Plan which is 'The Waikato River will be the defining heart of Hamilton';
 - e) Resource consent compliance for water take, wastewater and stormwater discharge, and minimises risk of enforcement measures for wastewater overflows; and
 - f) Te Ture Whaimana o te Awa o Waikato and Councils commitment through the Waikato Tainui joint management agreement to support the Vision & Strategy.
28. In accordance with support and direction from the Growth and Infrastructure Committee to use the tabled draft Guiding Principles for further engagement with key stakeholders, the guiding principles have been reviewed and finalised and are found at the head of the Policy.
29. The guiding principles relate to the restoration and protection of the Waikato River, the relationship of iwi to the river, Councils obligations, water availability for growth and support of sub-regional prosperity.
30. At a targeted workshop for the proposed Three Waters Connections Policy held 27 June 2020, Elected Members sought consideration of decision making on water user applications. The revised Policy has provisions for delegation of decision making to Council Officers where an applicant's water use falls in Category One (Permitted Use). Policy provisions then direct Elected Members to have decision making for water use in Categories 2, 3 and 4. These decision-making delegations are referenced in clause 6 of the proposed policy.

Financial Considerations - *Whaiwhakaaro Puutea*

31. A number of Supply Agreements will be necessary to ensure water efficiency requirements and demand management requirements are understood and executed. In alignment with the revised Policy, monitoring of compliance with Agreements will be required.

32. The resourcing requirements for managing Agreements will be fully assessed and if required, an additional resource will be sought as part of the 2021-31 Long Term Plan Process.

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

33. Staff confirm that the staff recommendation complies with the Council's legal and policy requirements.
34. The revised Three Waters Connections Policy aligns with the Resource Management Act 1991, Waikato River Settlement Act 2010 and Local Government Act 2002 and with existing Council Policy and regulatory tools including the District Plan, Bylaws and the Development Contribution Policy.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

Social

38. The revised Three Waters Connections Policy considers how three waters can be managed to meet the following relevant outcomes:
- our city is a great place to play and be active; and
 - our city supports people to be healthy and happy.
39. The supporting Water Assessment Criteria also considers the ability of a high-water user to advance social wellbeing when considering a high-water user connection application.

Economic

40. The revised Three Waters Connections Policy considers how three waters can be managed to meet the following relevant outcomes:
- our city has a thriving, sustainable business sector and enables individual and businesses to prosper; and
 - our city provides appropriate housing options that meet the needs of all our people.
41. The supporting Water Assessment Criteria also considers the potential for prosperity of Waikato businesses as a factor when considering a high-water user connection application.
42. The revised Policy aims to drive water efficiency which optimises network capacity and opportunity for growth where this is appropriate.

Environmental

43. The revised Three Waters Connections Policy considers how three waters can be managed to meet the following relevant outcomes:
- Our city restores and protects the health and wellbeing of the Waikato River; and
 - Our city is actively responding to the challenges of climate change.
44. The revised Policy drives sustainability outcomes and requires network capacity considerations which in turn considers potential impacts on the health and wellbeing of the city's streams and

the Waikato River. Four of Councils 11 Sustainability Principles (adopted 2016) are recognised in the Policy and Guidelines.

45. The revised Policy requires recognition of Councils planning and regulatory systems which include environmental considerations and requires recognition of Councils resource consents. This strengthens the ability for Council to comply with its consents and consistently achieve good environmental outcomes.
46. The supporting Water Assessment Criteria also considers environmental management systems and risk as a factor when considering a high-water user connection application.

Cultural

47. The revised Three Waters Connections Policy considers how three waters can be managed to meet the following relevant outcomes:
 - our city supports the values, aspirations and growth of our taangata whenua; and
 - our city is a place we are proud of.
48. The revised Policy includes principles supported by iwi and policy direction on three waters management (water efficiency and network capacity considerations) to assist restoration and protection of the Waikato River and support Te Mana o te Wai.
49. The supporting Water Assessment Criteria also considers how a high-water user might contribute to iwi aspirations when a connection application is considered and require engagement with iwi for high water user applications.
50. Council has worked collaboratively with Waikato-Tainui and Te Haa a Whenua Kirikiriroa (THaWK) for this Policy review. Council met with iwi to discuss the outcomes sought by iwi and the Policy was drafted and shared between iwi, an iwi facilitator and Council. The outcome of this collaboration is that there has been effort made to have Policy recognition of maatauranga maaori, Te Ture Whaimana o te Awa o Waikato and additionally alignment with Tai Tumu Tai Pao Tai Ao and Te Rautaki Taamata Ao Turoa o Hauaa (Iwi Management Plans of Waikato Tainui and Ngati Hauaa respectively).

Risks - *Tuuraru*

51. The following risks are identified if the revised Three Waters Connections Policy and supporting Water Criteria Assessment is not approved:
 - a) No alignment with updated spatial planning, integrated catchment planning and legislative direction such as the Waikato River Settlement Act, Local Government Act, and National Policy Statements;
 - b) Significant Policy gap in the commitment to manage water resources more efficiently and effectively and manage network capacity. There will also be a lost opportunity to influence Out of District water supply services;
 - c) Infrastructure Operations Committee will need to consider how Councils resolution on a Wet industry moratorium is addressed;
 - d) Further water efficiency and allocation measures for high water users will need to be addressed using other mechanisms. This will not influence out of district services;
 - e) Water, wastewater and stormwater network capacity and consent compliance risks; and
 - f) Reputational risk of not recognising Te Ture Whaimana o te Awa o Waikato, the relationship of iwi with Waikato River and Joint Management Agreement principles relating to the Vision and Strategy and iwi management plans, and commitments made

under that Agreement including working together, engagement and sharing vision, knowledge and expertise.

52. If the revised Policy is approved, there is potential risk that there will be opposition from horticultural and agricultural sectors and water bottling companies due to the low water prioritisation proposed within the policy. There is nation-wide pressure to get a resolution on the provision of water to Water Bottling Companies, in this regard Hamilton City is leading the way with Policy direction. Direct engagement with Waikato Regional Council to request water is available to these sectors and companies.

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

Significance

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

Engagement

54. Community views are known to staff through targeted stakeholder consultation. No public community engagement is considered necessary due to the predominant key parties being iwi, wet industry and out of district customers.
55. Staff initiated discussions with Waikato Tainui and THaWK to understand how Council and iwi could work together to revise the Policy. Three meetings have been held, feedback received on principles and engagement processes and revisions of the Policy has been shared throughout the review process. Policy and criteria have been updated to reflect iwi views and feedback received.
56. In the Policy review process, staff sought feedback and undertook discussions with two wet industry high water users, Chair of Future Proof, Waikato and Waipa District Council's and Waikato Regional Council. Their views and feedback received have been considered when drafting the revised Policy and supporting Water Assessment Criteria.
57. Members and Maangai were briefed on strategic water matters on 18 June 2019, 16 March 2020 and then a targeted workshop on 27 June 2020 was held with Members to outline the principles and Water Assessment Criteria.

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

Attachments

Attachment 1 - Connections and Charging Policy for Three Waters - April 2013

Attachment 2 - Three Waters Policy - key issues and responses - August 2020

Attachment 3 - Proposed Three Waters Connection Policy

Attachment 4 - Three Waters Assessment Criteria

First adopted:	5 April 2013
Revision dates/version:	Updated for Governance Structure February 2017 By April 2016
Next review date:	
Engagement required:	
Document number:	D-847810
Associated documents:	Development manual and subsequent amendments
Sponsor/Group:	General Manager – City Infrastructure

Connections and Charging Policy for the Three Waters

Purpose and scope

1. The purpose of this Policy is to provide clear guidelines for, service connections to the city's water, wastewater and stormwater networks for private properties within and outside Hamilton City's boundary; and charges for these services.
2. The objective of this Policy is to provide administrative certainty in the way that Hamilton City Council ('Council'):
 - a. manages requests for new service connections to the water, wastewater and stormwater networks;
 - b. manages requests for new bulk water supply connections to the water network by Waikato and Waipa District Council; and
 - c. charges for water, wastewater and stormwater network connections and services.

Definitions

Definition	Detail
Gravity service connection	This is a connection, operating under gravity, to the city's wastewater system. If the city's wastewater system lies within a customer's property, then the gravity service connection for that property shall comprise only the pipe fitting forming the junction with the city's wastewater system. However, if the city's wastewater system lies outside the customer's property, the gravity service connection includes the pipe fitting forming the junction with the city's wastewater system and a wastewater pipeline with diameter not less than 100mm that extends from the city's wastewater system to the boundary of the customer's property being serviced.
Restricted flow supply	A type of water supply connection where a small flow is supplied through a flow control device, and storage is provided by the customer to cater for demand fluctuations.

Strategic Alignment

3. This policy assists in the delivery of Council's outcomes and goals as follows:

Prosperous and Innovative	Outstanding City Leadership	People Love Living Here
<ul style="list-style-type: none"> Hamilton has a strong, productive economy and we build on our economic strengths. We have a thriving Central Business District (CBD). It's easy to do business here. <i>Our city grows and prospers in a sustainable way.</i> 	<ul style="list-style-type: none"> The city is led by effective, open and responsive governance. Council's finances are sustainable for the long term. <i>We operate efficiently and provide exceptional service.</i> The city takes a leadership role regionally and nationally. 	<ul style="list-style-type: none"> <i>Hamilton embraces the Waikato River and it is the focal point of our city.</i> We value, preserve and protect Hamilton's natural, green environment. Our city is attractive, well-designed and compact with outstanding architecture and distinctive public spaces. Our city is a fun place to live with a vibrant arts scene. <i>Hamilton is a safe city.</i> It's easy to get around. We celebrate our people and many cultures.

Note: *Primary contributions are italicised.*

Principles

4. The guiding principles for this Policy are:
- Council is the water supply, wastewater and stormwater service provider for the city.
 - Council shall work collaboratively with Waikato and Waipa District Councils with respect to the provision of three waters services in the sub-region.
 - Council shall respond consistently to requests to connect properties outside the city to its water supply, stormwater or wastewater systems.
 - Council shall charge for these services.

Policy

5. Connections to Council's water¹, stormwater² and wastewater³ networks within and outside the city boundary:
- Council shall undertake the physical works to provide all connections to, and disconnections from, the city's operational water, stormwater and wastewater networks.
 - Council may approve private wastewater pump stations where there are no practical alternatives for gravity flow discharge to the city's wastewater network. Any such station approved shall remain in private ownership and comply with the requirements of the Building Act and the New Zealand Building Code, and its owner shall be responsible for its maintenance and operation.

¹ All water service connections shall comply with Council's *Water Supply Bylaw 2008*, or subsequent amendments.

² All stormwater connections to Council's stormwater network shall comply with Council's Comprehensive Stormwater Discharge Consent and any relevant catchment management plan or integrated catchment management plan.

³ All wastewater service connections shall comply with Council's *Trade Waste Bylaw 2006*, or subsequent amendments.

6. Three Waters services to private properties outside the city boundary:
 - a. Council shall not accept new requests from owners of private property outside the City boundary for service connections for such property to Council's water, wastewater or stormwater network.
 - b. Council shall continue its services to individual properties outside the city boundary that have an existing connection to Council's water supply or wastewater network, provided that any change to the nature, intensity or extent of the development or landuse serviced by the connection does not increase the volumes or rates of water supplied or wastewater generated.
 - c. Council shall consider requests from Waikato or Waipa District Councils for a bulk water supply connection between the district council's water network and Council's water network only if the requested connection will service development that is consistent with the Future Proof Growth Strategy and Implementation Plan 2009 and subsequent amendments.
 - d. Any bulk water supply from Council's water network to Waikato or Waipa district councils' water networks shall be undertaken in accordance with a specific agreement between Council and the relevant district council.
 - e. Unless agreed otherwise in an agreement specified in 6(d) above, all water supply connections outside of Hamilton city receiving water from Council's water network shall be limited to restricted flow supply.
 - f. Unless agreed otherwise, all wastewater connections outside of Hamilton City receiving wastewater shall comply with Council's Trade Waste Bylaw 2006 and subsequent amendments.
7. Charges⁴
 - a. All charges shall be in accordance with Council's Annual Schedule of Fees and Charges.
 - b. Council shall charge for the physical works it undertakes to provide a service connection to, or disconnection from, the water, wastewater or stormwater network, except for any part of the connection provided under 7(c) below⁵.
 - c. Where practicable, Council shall provide free of charge a gravity service connection, up to 30m long, to the Council's wastewater network for properties within the City boundary that are serviced by an existing septic tank.
 - d. Council shall charge for water supplied to, or wastewater received from, existing individual properties outside the city boundary that are not covered by a specific water supply or trade waste agreement.

Monitoring and implementation

8. The General Manager, City Infrastructure shall monitor the implementation of this Policy.
9. The Policy shall be reviewed every three years or at the request of Council, in response to changed legislative and statutory requirements or in response to any issues that may arise.

⁴ In addition to the charges listed in this section, Council shall also charge for an industrial and commercial water supplies in accordance with *Hamilton City Water Supply Bylaw 2008*, and for trade waste in accordance with Council's *Trade Waste Bylaw 2006*.

⁵ Council shall also charge these owners for contributions in accordance with Council's *Development Contributions Policy*.

References

The following documents and any subsequent updates or amendments to them are relevant to this Policy:

- Hamilton City Water Supply Bylaw 2008
- Council's Trade Waste Bylaw 2006.
- Council's Development Contributions Policy.
- Future Proof Growth Strategy and Implementation Plan 2009.
- Water supply agreement between Hamilton City Council and Waikato District Council August 2007.
- Council's Comprehensive Stormwater Discharge Consent.
- Building Act 2004.
- New Zealand Building Code.
- Council's Annual Schedule of Fees and Charges.

Key Issues and Responses

Item 14

Attachment 2

Te Mana O Te Wai and Te Ture Whaimana o Te Awa o Waikato	
Issue	<ul style="list-style-type: none"> Since Policy adoption in 2013, there has been the emergence of several national and regional directives, underpinned by the Resource Management Act 1991 and Waikato River Settlement Act 2010, that requires recognition of Te Mana O Te Wai and Te Ture Whaimana (Vision & Strategy). This includes the National Policy Statement for Freshwater Management 2014, 2017 and 2020, Waikato Tainui Iwi Management Plan 2013, and Ngaati Hauaaa iwi Management Plan 2019.
Policy Response	<ol style="list-style-type: none"> Expanded guiding principles to take account of Te Ture Whaimana o Te Awa o Waikato and Te Mana o te Wai. Acknowledgement of Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010, Te Ture Whaimana o Te Awa o Waikato – Vision and Strategy for the Waikato River, Te Mana O Te Wai and the relationship of iwi with the Waikato River and recognition of Tai Tumu Tai Pari Tai Ao, and Te Rautaki Taamata Ao Turoa o Hauaa (the Iwi Managements Plans of Waikato Tainui and Ngati Hauaa respectively). Increased focus on the need for water efficiency, and protection of network capacity (to minimise wastewater overflows and comply with stormwater quality requirements). Requirement for applicants to assess their proposal against Iwi Management Plans. Recognition of Papakainga, Marae and iwi business aspirations.
Availability of Water	
Issue	<ul style="list-style-type: none"> The Waikato River is close to fully allocated. Securing new allocation for both industry and municipal purposes will be extremely difficult in the Subregion. Council must provide water for health and sanitation purposes as well as consider community four wellbeing's. Council has Waikato Regional Council water take consent limits to comply with, increased climate considerations and a high population growth.
Policy Response	<ol style="list-style-type: none"> Expanded guiding principles to take account of the limited resource. Embed good management practice principles to manage water demand and use of all available planning and regulatory mechanisms and processes. Embed the use of forecasting on a local and sub regional basis and assessment of demand management. Requirement to use Water Assessment Criteria to drive water efficiency. Use of Agreements including measures to be undertaken to reduce water volume and rate of take.

Wet Industry Demand

Issue

- Council has water take and wastewater discharge consents based on forecasted municipal growth prior to the time of the consent applications in 2009 and 2007 respectively. These forecasts did not include provision for servicing additional high-water use or wet industry activities.
- Predicting the setup of new entry wet industry or expansion of existing wet industry is difficult. Uncertainty means Councils consented water allocation from Waikato Regional Council could be consumed earlier than projected. Restrictive demand interventions such as water restrictions or limiting economic development could be necessary to preserve existing Levels of Service and cater for population growth.
- Council has always had the provision to decline an application for a connection, however, there is no clear direction to an applicant on what Council will consider when deciding an application.

Policy Response

- Expanded guiding principles to take account of the current three waters environment
- New Water Allocation Priority Policy including four categories of water users.
- Direction on what Council will have regard to when decision making including principles, alignment with Spatial Planning and Integrated Catchment Management Plans, other council policies and consents and demand management.
- Policy requirement to use Water Assessment Criteria against which to assess water efficiency measures and the 4 wellbeing's (and effects on network capacity). Criteria will guide an applicant's proposal and will provide the template on which Council Officers can make recommendations to Council.
- Requirement for water agreements for all high-water Users and out of district properties (and a right to review).
- Policy will grandparent existing high-water users but will require an Agreement and appropriate water efficiency measures.
- Policy does not support inefficient use of treated municipal water and therefore does not provide for commercial and agricultural scale irrigation and water bottling.

Category 1 We will supply	Category 2 We May Consider Supply to	Category 3 We are Unlikely to Supply	Category 4 We will not supply
Residential land use Customers with a resource consent or agreement Customers using less than 15m ³ water per day in planned land-use areas.	Applicants using greater than 15m ³ water per day in planned land-use areas Applicants using less than 15m ³ water per day in unplanned land-use areas Applicants using greater than 15m ³ water per day in unplanned land-use areas	Commercial agriculture Commercial horticulture	Bottled water enterprises. New or increased water use to individuals outside the city boundary

Criteria Assessment Response

- h) To support the proposed policy, Water Assessment Criteria will assist both the customer and Council decision makers when determining if a high water use proposal should be approved for municipal water supply and connection. The intent is to drive water efficiency and to evaluate network capacity risk.
- i) An opportunity is taken to understand other risks that may emerge from a connection such as risk to the wastewater network, treatment processes and receiving environment. Factors such as the extent of water efficiency measures, time and rate of take, and the four wellbeing's is taken into consideration.
- j) A copy of the Waters Assessment Criteria can be found in Attachment 3.

Infrastructure Capacity**Issue**

- Servicing of high-water users and wet industry can impact on capacity of networks, treatment plants, the receiving environment and levels of service to existing and anticipated future customers if not adequately planned for.
- Treatment and network capacity upgrades may be required earlier than planned and additional network and treatment investment may also be required.
- There is low tolerance for wastewater network overflows.

Policy Response

- a) An allocation system provides clarity to potential high-water user customers on the ability to get an approved connection for water and wastewater.
- b) Use of Water Criteria Assessment to evaluate network capacity risk.
- c) Through Agreements, the measures to be undertaken are stipulated so that water volume and rate of take is minimised, network capacity is preserved, and level of service is not impacted.

Boundaryless City**Issue**

- Waikato is a high growth region and there is a drive nationally and regionally to consider boundary-less or expanded approaches for water services.
- High regional growth in adjacent districts means that Council receives requests to service private individual 'out of district' properties at various points on the city boundary. Adhoc supply to these properties may present a risk for future water supply, network risk and Levels of Service.
- Some private individual 'out of district' properties are or have potential to take more water than agreed through additional connections to existing connections.
- Sub-regional partners are also looking for efficiency and effectiveness for water servicing to fit with their growth strategies, however the inability for council to have jurisdiction in the subregion means that there is risk to being able to supply services both inside the city and outside the City under existing formalised agreements and supply commitments.
- Provision of services for adjacent councils can impact on network capacity.

Policy Response

- a) Council will not agree to any new connections (as per 2013 policy) or increased volumes to private properties outside of the city.
- b) Policy will provide for the existing service in adjacent territorial authority if there is inadequate network available but reserve the right to require properties to be provided by the territorial they belong to when there is a network available. Council will require written agreement.
- c) Requirement for bulk supply requests from adjacent Councils to align with the Metro-spatial plan and other key planning documents.
- d) Drive for water efficiency and network management so that there is potential for services to be expanded to outside the city in a controlled way.
- e) Direction on what Council will have regard to when decision making including principles, alignment with Spatial Planning and Integrated Catchment Management Plans, other council policies and consents and demand management.
- f) Stipulation of what will be assessed and included in an Agreement for water, wastewater and stormwater and provision for adjacent territory to upgrade a network to allow service provision without network risk.
- g) Council will consider sub regional growth forecasting when carrying out planning.

Private Infrastructure**Issue**

- Council can experience a backlog of connection service requests, but policy does not allow for external service providers.
- Emerging use of alternative wastewater systems and ownership models requires clarification for the customer.
- District Plan manages stormwater for quantity but is weak in managing stormwater for quality.

Policy Response

- a) Provision to allow for an authorised Agent to carry out physical works.
- b) Alternative and private system requirements can be provided for subject to written conditional agreement.
- c) Management of private infrastructure is retained with the property owner unless by agreement.
- d) Policy allows for Council to require implementation of private property on-site water and stormwater management measures to manage the effects of a connection.

First adopted:	5 April 2013
Approved Council:	
Revision dates/version:	May 2019 (last edited 5 August 2020)
Next review date:	At the time of review of any of the following Bylaws, to allow alignment and ability to manage network capacity: <ul style="list-style-type: none"> • Stormwater Bylaw 2015 – review 2020 • Tradewaste & Wastewater Bylaw 2016 – review 2021 • Water Supply Bylaw 2013 - review 2023
Document number:	D-3217435
Associated documents:	<ul style="list-style-type: none"> • Regional Infrastructure Technical Specifications 2018 (Waikato LASS) and subsequent amendments. • HCC Trade Waste and Wastewater Bylaw 2016 • HCC Water Supply Bylaw 2013 • HCC Stormwater Bylaw 2015 • HCC Development Contributions Policy • HCC Comprehensive Stormwater Discharge Consent (CSDC)
Sponsor:	General Manager – Infrastructure Operations

Three Waters Connections Policy

Foreword

In 2008 Waikato-Tainui and the Crown signed a Deed of Settlement in relation to the Waikato River (“the Deed”). This directed a new era of co-management of the Waikato River. The overarching purpose of the settlement is to restore and protect the health and wellbeing of the Waikato River for future generations.

The Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010 (the Act) was enacted to give effect to the Deed and provide recognition of the Vision & Strategy for Waikato River (Te Ture Whaimana o te Awa o Waikato). The Vision is set out in Schedule 2 to the Act, as follows: “A future where a healthy Waikato River sustains abundant life and prosperous communities who, in turn, are all responsible for restoring and protecting the health and wellbeing of the Waikato River, and all it embraces, for generations to come.” The Vision and Strategy is the primary direction setting document for the Waikato River and activities within its catchment affecting the river.

Hamilton City has a consented allocation of water from the Waikato River to provide for municipal supply needs and connection requests. There are limitations on the volume of water available to supply to the community and there is uncertainty around the Waikato River’s ability to continue to provide Hamilton City’s growing water needs.

Under the Act, the provision of three waters services and their planning and management instruments, such as this Policy, must give effect to the overarching purpose of The Vision and Strategy to restore and protect the health and wellbeing of the Waikato River.

Council has a duty of care to manage water efficiently, safeguard the mauri of the Waikato River, safeguard freshwater and drinking water quality and comply with resource consents. How Council allocates its municipal supply water and encourages the efficient use of water are critical factors to ensure the continued supply of water to the community now and in the future.

Purpose and scope

The purpose of this Policy is to provide clarity about Council's approach to service connections to the city's water, wastewater and stormwater networks for private properties within and outside Hamilton City's boundary; and charges for these services.

The objective of this Policy is to provide administrative certainty in the way that Hamilton City Council ('Council'):

- i. manages requests for new service connections to the water, wastewater and stormwater networks;
- ii. manages the allocation of municipal supply water to customers;
- iii. manages requests for new and existing cross -boundary water supply connections to the water network by Waikato and Waipa District Council or their Agents; and
- iv. charges for water, wastewater and stormwater network connections and services.

Definitions

Term	Definition
Adjacent Territorial Authority	A Territorial Authority (as defined under the Local Government Act 2002) that is located adjacent to Council's territory that has the ability to be physically connected to Council's three waters infrastructure network.
Authorised Agent	Any person authorised or appointed by Council to carry out physical works required to provide a service connection to, or disconnection from, the water, wastewater or stormwater network. References to Authorised Agent include Council itself.
Council	Hamilton City Council
Discretionary Supply	A supply of water from the Municipal Water Supply that will be subject to water availability, network capacity and scrutiny of the water efficiency measures taken by the applicant.
Domestic use	Water use that is described as Domestic Purpose in the Hamilton City Council Water Supply Bylaw 2013 (or subsequent updates).
Extraordinary Water Use	A category of On Demand water supply as defined in Council's Water Supply Bylaw 2013 or subsequent updates which is not deemed to be a critical use of water. Extraordinary Water Use is subject to water restrictions and emergency provisions and includes but not limited to: <ul style="list-style-type: none"> i. Domestic - spa or swimming pool in excess of 6m³, and fixed garden irrigations systems; ii. Commercial and Business; iii. Industrial; iv. Agricultural; v. Horticultural; vi. Viticultural; vii. Lifestyle blocks (rural supplies, peri-urban or small rural residential); viii. Fire protection systems other than sprinkler systems installed to comply with NZS 4517; ix. Out of District Supply; x. Temporary supply; xi. Water carriers; xii. Auxiliary supply.
High Water User	A business or non-domestic entity that uses more than 15m ³ /day of water from Council's water supply network. This volume is deemed discretionary
Metrospatial Plan (endorsed)	FutureProof are developing a Hamilton-Waikato Metrospatial Plan that will examine long term growth areas around Hamilton including consideration of spatially developed mass transit and three waters considerations. This project is anticipated to be completed in 2020 and will provide the long-term blueprint for growth in the metropolitan area around Hamilton.
Municipal Water Supply	Council's water allocation that is consented by Waikato Regional Council for municipal water supply use.
Municipal Use	Water used by Council for the operation and maintenance of infrastructure used for municipal activities to provide for the wellbeing of people. Includes but is not limited to public water and waste water facilities and networks, and public spaces.
Out of District	That area that is outside but adjacent to the Hamilton City territorial boundary.
Out of District Water Supplier	The Local Authority outside of Hamilton City that receives Council water and/or wastewater services to enable servicing of multiple properties under bulk supply arrangements (including tradewaste) to or from a defined network outside of the Hamilton City territorial boundary.
Planned Land Use Area	A land use activity is regarded as "planned land use" if the Hamilton City Operative District Plan provides for it as a permitted activity, or the activity requires a resource consent and the use of potable water is not a matter of discretion.

Planning and Regulatory Mechanisms	This includes but is not limited to: <ul style="list-style-type: none"> i. Council Bylaws ii. Council Policies iii. Hamilton District Plan iv. Integrated Catchment Management Plans v. Spatial Plans vi. Specifications vii. Consent notices
Private Three Waters Infrastructure	Infrastructure associated with water, wastewater or stormwater that is privately owned by a property owner and includes but is not limited to wastewater pump stations, low pressure sewer systems, rain tanks, retention tanks and rain gardens.
Prohibited Allocation	Water use that Council does not consider to be an efficient or appropriate use of municipal supply water and that water allocation will not be provided for.
Supply Agreement	Agreement between Council and an Adjacent Territorial Authority or a High Water User for the supply of water or receipt of wastewater or conveyance of stormwater through Council's supply and conveyance network.
Three Waters	Relates to water, wastewater including tradewaste, and stormwater where stormwater is through a piped connection to Council stormwater network.
Wet Industry	An industry that uses large quantities of water in its processes and generates industrial wastewater. Council defines large as being greater than 15m ³ water per day.

Principles

The following principles guide decision-making under this Policy:

- i. Restoring and protecting the health and wellbeing of the Waikato River is of utmost importance.
- ii. The intrinsic value and mana of the water resource is recognised and further degradation of water quality in the Waikato River shall be avoided.
- iii. Waikato-Tainui are Kaitiaki of the Waikato River
- iv. The availability of safe water for drinking and sanitation sustains life.
- v. As a custodian of potable water, Council has an obligation to minimise water take from the Waikato River, ensure water is safe to drink, managed effectively and used efficiently and sustainably.
- vi. The use of water is integrated with land use, stormwater and wastewater management and considers the effect of the use and development of land on the Waikato river.
- vii. Availability of water for commercial and industrial purposes enables economic growth and social wellbeing.
- viii. Hamilton is part of a wider sub regional community. Council is committed to supporting sub-regional prosperity.

Efficient Water Use Policy

This policy outlines Council's commitment to ensure Municipal Water Supply is managed and used efficiently.

1. Council will invest in water demand management programmes and technology to minimise the volume of municipal water used across all user groups.
2. Council will utilise available Planning and Regulatory Mechanisms and infrastructure planning processes to ensure the efficient use of municipal water and minimise the effects of three waters activities.

Water Allocation Priority Policy

Council has a finite volume of Municipal Water Supply to supply to customers. This policy outlines Council's approach to prioritising allocation of Municipal Water Supply to customers from its own allocation of water.

3. Council will not allocate water volumes to users which may cause Council to exceed its consented water take volumes from the Waikato River now or in the future.
4. Council will prioritise the allocation of existing consented Municipal Water Supply allocation from the Waikato River based on the following Priority Allocation Table for Municipal Water Supply.

Priority Allocation Table for Municipal Water Supply	
Category 1	
Critical Water Supply	Existing and planned human domestic use and animal drinking water, sanitation and public health facilities, public education accommodation facilities, cultural facilities (including Marae, Papakainga and religious centres), Municipal Use and lifeline utilities.
Reserved Allocation	Where an independent resource consent for water take has been granted for a particular land use (which may include industrial supply and Out of District Municipal Use) and that consent has been transferred to Council, the quantum of allocation will be reserved for use to the entity which obtained the consent until the time at which the consent would have expired, or where there is a Supply Agreement.
Planned Use	Extra-ordinary Water Use, that has been reasonably forecasted by Council and is, or will be located in an existing or Planned land-use area which is associated with commercial, research, private healthcare, iwi enterprises, private education facilities and private care facilities, retail, research, or dry industry activities. Water allocation is limited to <u>less than 15m3</u> per day per property.
Category 2	
First Priority	Extra-ordinary Water Use <u>greater than 15m3</u> per day in an existing or Planned land-use area which is associated with commercial, research, private healthcare, iwi enterprise, private education facilities and private care facilities, retail, or research activities except where that water use is associated with uses in Category 3 and 4.
Second Priority	Extra-ordinary Water Use <u>less than 15m3</u> per day in an area that is <u>not in a Planned land-use area</u> but which is associated with commercial, research, private healthcare, iwi enterprise, private education facilities and private care facilities, retail, research activities, or dry industry activities except where that water use is associated with uses in Category 3 and 4.
Third Priority	Extra-ordinary Water Use <u>greater than 15m3</u> per day in an area that is <u>not in a Planned land-use area</u> but which is associated with commercial, research, private healthcare, iwi enterprise, private education facilities and private care facilities, retail, or research activities except where that water use is associated with uses in Category 3 and 4.
Category 3	
Fourth Priority	Water use for commercial and agricultural irrigation activities. Water use for animal drinking water <u>greater than 15m3</u> per day.
Category 4	
Prohibited Allocation	Commercial water bottling activities
	New or increased water use to individual properties located outside the city boundary

5. Council will:
 - i. Provide water allocation for Category 1 as a Permitted Supply to customers but will reserve the right to require water demand management and apply restrictions.
 - ii. Consider providing water allocation to Category 2 as a Discretionary Supply to Customers and in doing so have regard to priority.
 - iii. Consider that water allocation to Category 3 is an inefficient use of Municipal Water Supply and only consider allocation of water to that part of the business for sanitation purposes.
 - iv. Not provide water allocation to Category 4 - Prohibited Supply customers.

6. Approval processes are as follows:
 - i. Officers have delegated authority to approve or decline a Category 1 application
 - ii. Officers will make a staff recommendation to Council to approve or decline a Category 2 application. Three Water Assessment Criteria guidelines will inform the Officers recommendation.
 - iii. Category 2, 3 and 4 applications will be approved or declined by Council resolution.

High Water Users Policy

This policy outlines Councils commitment to ensuring municipal supply water is allocated to established needs.

7. Council will only supply three waters services to High Water User by a written Supply Agreement.

8. In considering if Council will supply services to new High Water User, Council will have regard to:
 - i. adherence to the principles in this policy;
 - ii. consistency with Planning and Regulatory Mechanisms;
 - iii. the availability and priority of Water Allocation in accordance with the Water Allocation Priority Policy;
 - iv. the level of investment by the applicant and the duration of agreement;
 - v. the extent to which water efficiency is planned and can be monitored;
 - vi. the extent to which mitigation of network capacity effects is required.
 - vii. the extent to which the service provides for compliance with Council's resource consents⁵³.

9. Should Council agree to supply water, the Supply Agreement will consider (but is not limited to):
 - i. locations of supply;
 - ii. daily flow, volume and quality characteristic restrictions at the point of supply;
 - iii. approach to ensure water is used efficiently;
 - iv. documented procedures;
 - v. auditing, monitoring and reporting requirements;

⁵³ Water take consent, City wide Stormwater Consent

- vi. responsibilities of each party to the Supply Agreement for the supply and use of water;
- vii. any infrastructure requirements to address effects, support the service, and account for boundary changes;
- viii. Emergency Management Protocols which may include 12 hours onsite storage;
- ix. review clauses including the ability to reduce the volume of water.
- x. the term of the Supply Agreement and expiry date.

10. Council will reserve the right to:

- i. decline applications for more than 15m³ water per day
- ii. review a Supply Agreement to achieve efficiency gains and ensure that Critical Water supply needs can be met.
- iii. if necessary, reallocate municipal supply water in accordance with the Water Allocation Priority Policy to ensure that critical supply needs can be met and to support Hamilton City planned urban growth.

11. Council will assess all written applications for water use greater than 15m³ per day from Council's network against water allocation priority and water assessment criteria⁵⁴.

12. Council will supply water to existing High Water Users within the terms of a Supply Agreement. Where a Supply Agreement does not exist, Council will require the water use to be formalised into a Supply Agreement. Council may require that an existing High Water Users water take is assessed against Council's assessment criteria¹ and require water efficiency measures.

13. Council will reserve the right to:

- iv. Review a Supply Agreement to achieve efficiency gains and ensure that Critical Water supply needs can be met.
- v. If necessary, reallocate municipal supply water in accordance with the Water Allocation Priority Policy to ensure that critical supply needs can be met and to support Hamilton City planned urban growth.

⁵⁴ Council will use Three Water Assessment Criteria to guide assessments of High Water Use Applications. Criteria will be made available to the applicant.

Out of District Network Services

This policy outlines Council's commitment to ensuring municipal supply water that services Out of District areas under a Bulk Supply Arrangement is managed effectively and efficiently.

12. Supply to an Out of District area will not be considered if that allocation has potential to pose a risk to meeting the supply needs of Hamilton City unless there is an existing allocation that has been secured with an agreement.
13. Council will only supply three waters services to Out of District Water Suppliers by a written Supply Agreement.
14. The applicant for Council services must provide sufficient information that will enable Council to assess effects on Council's network capacity.
15. In considering if Council will supply services to an Out of District area Council will have regard to:
 - i. adherence to the principles in this policy;
 - ii. consistency with Planning and Regulatory Mechanisms;
 - iii. the availability and priority of Water Allocation in accordance with the Water Allocation Priority Policy;
 - iv. the level of investment by the applicant and the duration of an agreement;
 - v. the extent to which water efficiency is planned, implemented and can be monitored;
 - vi. the extent to which wastewater quality and volume can be managed;
 - vii. the effects of piped stormwater on downstream receiving environments, and the extent to which the stormwater quality aligns with the relevant Integrated Catchment Management Plan and Council's consents;
 - viii. the extent to which mitigation of water, wastewater or stormwater network capacity effects is required.
 - ix. the extent to which the proposal supports subregional growth.

Water Supply Service

16. Should Council agree to supply water services, the Supply Agreement will consider (but is not limited to):
 - i. locations of supply, area served and population equivalent;
 - ii. daily flow, and volume restrictions at the point of supply;
 - iii. approach to ensure water is used efficiently;
 - iv. documented procedures;
 - v. auditing, monitoring and reporting requirements;
 - vi. responsibilities of each party to the Supply Agreement for the supply and use of water;
 - vii. any infrastructure requirements to address effects, support the service, and account for boundary changes;
 - viii. Emergency Management Protocols which may include 12 hours onsite storage;
 - ix. review clauses including the ability to reduce the volume of water.
 - x. the term of the Supply Agreement and expiry date.

Wastewater Service

17. Should Council agree to supply wastewater services, the Supply Agreement will consider (but is not limited to):
- i. locations of supply;
 - ii. daily flow, volume and quality characteristic restrictions at the point of supply;
 - iii. approach to ensure wastewater generation is minimised;
 - iv. documented procedures;
 - v. requirement for a tradewaste agreement or consent
 - vi. auditing, monitoring and reporting requirements;
 - vii. responsibilities of each party to the agreement for the supply of a wastewater service;
 - viii. any infrastructure requirements to address effects, support the service, and account for boundary changes;
 - ix. emergency management protocols which may include onsite storage;
 - x. review clauses including the ability to reduce the service.
 - xi. the term of the Supply Agreement and expiry date.

Stormwater Service

18. Should Council agree to supply stormwater network services, the Supply Agreement will consider (but is not limited to):
- i. catchment served⁵⁵;
 - ii. flow, volume and quality characteristic at the point of entry into the Council piped network⁵⁶;
 - iii. auditing, monitoring and reporting requirements;
 - iv. any requirements to address accumulative effects and account for boundary changes;
 - v. notification protocols in the event of a non-routine contaminant discharge
 - vi. the term of the Supply Agreement and expiry date.
19. Council will reserve the right to:
- i. Review a Supply Agreement to achieve efficiency gains and ensure that critical water supply needs can be met and water, stormwater and wastewater network risk is managed;
 - ii. If necessary, reallocate municipal supply water in accordance with the Water Allocation Priority Policy to ensure that critical supply needs can be met and to support Hamilton City planned urban growth;
 - iii. Require that the Adjacent Territorial Authority require new High Waters User applications to be assessed against Water Allocation Priority Policy and Council's assessment criteria⁵⁷.

⁵⁵ Population equivalent will also be considered.

⁵⁶ New connections to Hamilton City stormwater network is required to be technically certified by Waikato Regional Council. In accordance with the Comprehensive Stormwater discharge Consent 105279, condition 3, a new connection into an existing connection must not increase the scale of intensity of effects.

Out of District Private Property Policy

Under historic agreements Council supplies water and wastewater services to individual properties located outside Council's city boundary by way of direct connections. This policy provides transitional direction on the management of individual Out of District connections and water use. Council intends to transition Out of District Private Property connections to adjacent Council bulk supply arrangements as provided for under Out of District Network Water Supply Policy.

20. Council will not accept new requests for individual service connections to Council's water, wastewater or stormwater network from owners of private property outside the City boundary. The property owner must seek new services from the Council with jurisdictional authority.
21. Council will not allow an Out of District private property to make an additional physical connection to an existing connection. The property owner must seek any new physical connection from the Council with jurisdictional authority that the property is located in.
22. Council shall only continue services to existing individual properties outside the City boundary that have an existing connection to Council's water supply or wastewater network, provided that:
 - i. there is a written agreement to supply the property; and,
 - ii. that any change to the nature, intensity or extent of the development or land-use serviced by the connection does not:
 - a) increase the volumes or rates of water supplied by Council;
 - b) increase the volumes of wastewater generated; or
 - c) change the characteristics of wastewater to the extent that there is risk to Council wastewater infrastructure and network utility operators.
23. Council shall assess Out of District Private Property water use against the average volume of water used recorded over 12 months prior to 5 April 2013⁵⁷ and in accordance with the Water Allocation Priority Policy. Where a connection has been approved subsequent to 5 April 2005, Council shall assess Out of District Private Property water use against the average volume of water recorded over 12 months after the date the connection was made.
24. Where no agreement currently exists, Council will reserve the right to require formalisation of supply through an agreement. In formalising existing supplies, Council will require the principles of this Policy and regulatory requirements to be applied.
25. Council will seek to transition existing Out of District private property connections to supply arrangements with the relevant Water Supplier where network infrastructure is available to service that property.

Land-use, Infrastructure and Activity Planning Policy

This policy outlines Councils commitment to planning for infrastructure capacity.

⁵⁷ Three Water Assessment Criteria to guide assessments of High Water Use Applications.

⁵⁸ Date of previous policy where it was agreed that Council would supply existing Out of District properties.

26. Council shall include provision for anticipated domestic and non- domestic water supply needs through water infrastructure and asset management planning.
27. Council will adhere to network operating philosophies that minimise water demand, operational costs and risk to Levels of Service.
28. Council shall monitor the projected City and Regional growth projections, three waters network capacity, wastewater and stormwater treatment capacity, and water availability for new industry entrants.
29. Council will participate in determining the most appropriate methods to achieve subregional integrated resource management outcomes that are effective and efficient and will support subregional growth.
30. Council facilities will use water efficiently and embrace new technologies to minimise the effects of water use, wastewater and stormwater effects.

New Connections Network Infrastructure Policy

This policy outlines the principles applied when considering physical connections to the water supply wastewater and stormwater networks.

31. For all connections to Council's water, wastewater and stormwater networks, Council will assess applications in terms of whole-of-life costs, network capacity, protection of supply, and cultural and environmental risks.
32. Connections must be designed and constructed in accordance with Regional Infrastructure Technical Specifications.
33. Where the connection is to Council's piped stormwater and wastewater networks, Council will require demonstration that the discharge complies with relevant conditions of Council's resource consents and/or tradewaste quality and volume restrictions.
34. Council may require upgrade of an existing network (or a financial contribution towards the works) to manage environmental effects and network capacity. All applications for service connection will be reviewed by Council's Development Contributions Team in the first instance. Any development contribution required by Council's Development Contribution Policy⁵⁹ for a service connection, must be received by Council prior to authorisation for staff to proceed with the work request.
35. If a connection supplying more than 15m³ water per day is approved, Council will require a Supply Agreement that sets out the terms of the water services provided.
36. Council will require recognition of Council Planning and Regulatory mechanisms when assessing a connection application. This includes the recognition of:
 - i. The Hamilton-Waikato Metrospatial Plan (endorsed);
 - ii. any relevant Integrated Catchment Management Plan;
 - iii. Council's Water, Stormwater, Tradewaste & Wastewater bylaw requirements

⁵⁹ Council's Development Contribution Policy can be located on Council's website.

- iv. requirements of any relevant resource consent held by Council;
- v. requirements and supporting assessment of any relevant resource consent for the land or activity being serviced by the connection;
- vi. requirements of Council's Development Contribution Policy
- vii. Regional Technical Infrastructure Specifications; and
- viii. consent notices.

Private Three Waters Infrastructure Policy

At times private water, wastewater and stormwater infrastructure is installed to enable a development to meet Council planning requirements. This policy provides clarity on Council's role in the management of such private infrastructure.

- 37. Council does not manage Private Three Waters Infrastructure unless by written agreement. The property owner will own private infrastructure and shall be responsible for its maintenance and operation.
- 38. Council may approve private on-lot wastewater pump stations and pressure sewer systems where there are no practical alternatives to gravity flow discharge to the city's wastewater network. Any such system approved shall comply with the requirements of the Building Act 1991, the New Zealand Building Code, and meet the requirements of the Regional Infrastructure Technical Specifications in place at the time of installation.
- 39. Property owners with an existing⁶⁰ on-site wastewater system that is not connected to the municipal wastewater network, that wish to connect, shall undertake all works required to connect to the network to the satisfaction of Council. The on-site wastewater system will be disestablished by the owner to the satisfaction of the Waikato Regional Council. All costs incurred are the sole responsibility of the owner.
- 40. Council reserves the right to require implementation of private property on-site water and stormwater management measures to manage the effects of a connection.

Charging for Water Use, and New Connections Policy

This policy outlines the basis on which the cost of water usage and connections will be recovered.

- 41. Council will charge for the usage of water in accordance with the Rating Policy.
- 42. Council will charge for Out of District metered water use through Annual Fees and Charges or by the terms of a written agreement.
- 43. Council, or an Authorised Agent, shall charge for the physical works undertaken and any administrative costs relating to providing a service connection to, or disconnection from, the water, wastewater or stormwater network.

⁶⁰ As at date of adoption of this policy

Monitoring and implementation

44. The General Manager- Infrastructure Operations, shall monitor the implementation of this Policy.

45. The Policy shall be reviewed every three years or at the request of Council, in response to changed legislative and statutory requirements or in response to any issues that may arise during review processes.

References

46. The following documents and any subsequent updates or amendments to them are relevant to this Policy:

- Consent conditions and notices
- Future Proof Growth Strategy
- Three Water Assessment Criteria for High Water Use Applications
- Hamilton City Council Trade Waste and Wastewater Bylaw 2016
- Hamilton City Council Water Supply Bylaw 2013
- Hamilton City Council Stormwater Bylaw 2015
- Hamilton City Council Development Contributions Policy
- Hamilton City Council Stormwater Management Plan
- Hamilton City Council Water Conservation and Demand Management Plan
- Hamilton City Council Annual Schedule of Fees and Charges
- Hamilton City Council Comprehensive Stormwater Discharge Consent (CSDC)
- Hamilton to Auckland Corridor Plan 2019
- Hamilton City Economic Strategies
- Hamilton-Waikato Metrospatial Plan
- Hamilton City Urban Growth Strategy
- Integrated Catchment Management Plans
- Ngati Hauaa Iwi Management Plan
- New Zealand Building Code
- Regional Infrastructure Technical Specification (RITS)
- Sub-Regional Three Waters Strategy 2012
- The Building Act 2004
- Waikato Tainui Environmental Management Plan
- Tradewaste Agreements and Consents
- Waikato Regional Economic Development strategy – Waikato Means Business (2014)
- Waikato Plan (2017) and Implementation Strategy

Three Water Criteria Assessment Guideline for High Water Use Applications

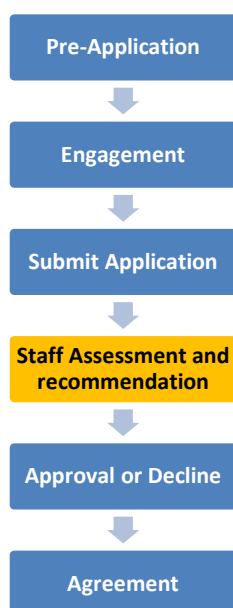
Purpose and scope

These Three Water Assessment Criteria Guidelines are to be used to guide staff in assessing Three Water Connection Applications. Based on this assessment, Council staff will determine if allocation of water and/or supply of three waters services should be recommended or approved.

These Guidelines apply to applications that are deemed to be high water use (>15m³ water per day). They are also to be used to assess wastewater and stormwater connection applications. The use of these Guidelines does not apply to applicants seeking water for residential subdivision.

The Guidelines include information requirements that are needed for a connection application to be considered and support Council's Three Waters Connection Policy.

The outcome of the assessment will direct approval or decline of the application and guide staff recommendations to Council Elected Members where decision making has not been delegated to staff.



These criteria should be read in conjunction with the Three Waters Connections Policy, Hamilton City Council Water Supply Bylaw 2013, and the Hamilton City Council Wastewater and Tradewaste Bylaw 2016, Stormwater Bylaw 2015, Hamilton City Council Development Contributions Policy and any subsequent updates.

The Criteria and information requirements should be shared with the applicant as soon as it is known that more than 15m³ water per day will be required.

Table 1 - Criteria Assessment

Criteria for High Water Use Applications and Information Requirements		
		Preapplication information
	a	Proposal shows the following:
	i)	Site Location
	ii)	Level of investment in the current business
	ii)	Existing operating water sensitive devices on site
	iii)	Level of commitment to incorporating future water sensitive devices required under the District Plan, relevant Integrated Catchment Management Plan, any approved Water Impact Assessment and Waikato Tainui and Ngaati Hauaa Iwi Management Plans.
	v)	Evidence of correspondence with Council showing that infrastructure is available to service the proposal.
		<p><i>Note</i> Outline and assessment of the proposal against the objectives of both Waikato Tainui and Ngaati Hauaa Iwi Management Plans shall be sent to Waikato Tainui to allow an opportunity for feedback. Where feedback is provided by Waikato Tainui this shall be included with the application (including an assessment against Te Ture Whaimana – Vision and Strategy for the Waikato River).</p> <p>Based on this information, Council will determine if the application for municipal supply water will be progressed further.</p>
1		Daily water volume requirement Average and maximum daily volume requirement for the site. This should be based on 12 months and show the following:
	i)	Projected average, 75 th percentile m ³ /day.
	ii)	Maximum m ³ /day.
		<p><i>Note:</i> Information used to assess Councils ability to supply high water use activities within current water allocation constraints while protecting Council ability to service planned domestic land use activity. (*)</p>
2		Peak Instantaneous Water Flow Rate measured at the proposed point of supply i.e. peak flow rate to be drawn from the network.
	i)	Flow rate L/s
	ii)	Proposed time of draw and days of draw
	iii)	Available network capacity (note that detailed technical assessments, which may include modelling, may be required to assess the available network capacity).
		<p><i>Note:</i> This will allow Council to assess the impact of the water take on overall network capacity and levels of service (i.e. headloss, pressure, flow)</p> <p>A low instantaneous flow rate and/or smart water metering and or/a storage tank that provides 12 hours of storage, as a minimum, will be favoured. Water conservation and</p>

		Criteria for High Water Use Applications and Information Requirements
		onsite water storage are methods of reducing peak instantaneous flow rate. If a connection is approved, Council will require smart water metering and a water storage tank to minimise instantaneous draw from the water network. (*)
3		Time of Year for Peak Water Consumption
	i)	Water demand projection for every month over 5 years
		Note: To assess risk to network capacity and Level of Service To assist Council water management planning. Hamilton City Council peak water use occurs in December – April. Applications with peak water use outside of this peak period will be favoured.
4		Degree of Water Efficiency and Best Practice Water Management
	i)	Level of water efficiency achieved as measured by volume taken (m ³ per day)/volume conserved through water efficiency measures(m ³ /day)
	ii)	Retrofitting program and what this program will achieve (as measured by volume taken (m ³ per day)/volume conserved through water efficiency measures(m ³ /day))
	iii)	Best practice asset management and/or Environmental Management Systems Any applicant that is committed to best practice water management systems will be given favourable consideration.
	iv)	Installation program
	v)	Any existing or proposed Asset and Environmental Management systems that monitor and continue to enhance water efficiency
		Note: To assess water efficiency of the devices that could be achieved and improved upon and commitment to best water management practice including ensuring that plumbing and conservation devices are operated, maintained and renewed for maximum ongoing water efficiency. Information can provide evidence of water efficiency measures proposed over and above the minimum District Plan requirements and the levels/bands of efficiency achieved or achievable. A low ratio will be favoured. (*)
5		Wastewater Impact on Wastewater Network and Treatment system
	i)	Wastewater demand projection m ³ /day for every month over the year.
	ii)	Peak instantaneous flow, and 24-hour discharge flow profile.
	iii)	Available network capacity (note that detailed technical assessments, which may include modelling, may be required to assess the available network capacity).
	iv)	Wastewater characterisation as per Hamilton City Council Tradewaste and Wastewater Bylaw requirements.

		Criteria for High Water Use Applications and Information Requirements
		<p><i>Note</i> To assess risk to network capacity/overflows, risk to Level of Service and potential network, requirement for upgrades, risk to biological treatment systems and risk to Council wastewater consent compliance</p> <p>Detailed technical assessments on the impacts of the proposed discharge on the Municipal Wastewater Treatment Plant may be required to assess the risks, impacts and potential system upgrade needs. (*)</p>
6		Stormwater Impact on Network
	i)	Provision of Stormwater Pollution Control Plan (or other document that serves to manage risk to stormwater) as required under the Council Stormwater Bylaw.
	ii)	Evidence of how the development will manage network risk and any potential to deliver environmental management and enhancement.
		<p><i>Note:</i> To assess risk to consent compliance and the surrounding environment. (*)</p>
		OTHER MATTERS
7		Improving the Wellbeing of Hamiltonians
	i)	The extent to which proposed activity embraces sustainable use of natural resources and reduces waste
	ii)	The extent to which proposed activity restores and protects the health and wellbeing of the Waikato River
	iii)	The extent to which proposed activity contributes to a thriving, sustainable business sector and enables communities and businesses to prosper.
	iv)	The extent to which proposed activity supports people to be healthy and happy
	v)	The extent to which proposed supports the values, aspirations and growth of our tangata whenua
	vi)	The extent to which proposed activity responds to the challenges of climate change
		<p><i>Note:</i> This Information will be used to assess the following:</p> <ul style="list-style-type: none"> Alignment with the Local Government Act 2002 and Council purpose and mission. Under the Local Government Act 2002, Local Authorities are required to play a broad role in promoting the four well beings of their communities. Elected members must determine whether an activity in its community fits with these four well beings. How the industry is integrated with existing local Hamilton industry and regional industry and the benefit of the development to the local and regional economy, The role that the industry will play in supporting employment, including scale of employment and skill level. <p>The level of detail needs to reflect the scale of the activity that is being proposed.</p> <p>Businesses and developments that are iwi businesses or meet iwi aspirations will be considered favourably.</p>

Three Waters Management Plan – Information Requirements

The following table lists the information requirements for a Three Waters Management Plan to be provided by the High Water User. This management plan may form part of an High Water User Agreement.

Table 2 Three Water Management Plan Requirements

	Information Requirement
1	Consistency with Integrated Catchment Management Plan directives
2	A description of the operation, water use and measurement, maintenance and asset management procedures.
3	An assessment of existing demand and projected needs and ability to stage water take volumes to more closely reflect demand requirements over time.
4	Description of water sensitive devices on site (or to be installed, including retrofitting programs) and details of the expected water efficiency benefits arising from the proposed water-sensitive techniques compared to the same development without using those water-sensitive techniques.
5	Best practice Asset and/or Environmental Management Systems on site that ensure that plumbing and conservation devices are operated, maintained and renewed for maximum ongoing water efficiency.
6	Water use targets and performance indicators and a description of patterns of water use practices measures to be taken to maximising water efficiency and reducing water use, as far as practicable.
7	Key Performance indicators and any external auditing and benchmarking procedures that have been adopted.
8	Ability to reduce the amount of water used as a result of improvements in the efficiency of the use of water, in order to meet any increase in water demand over the term of the consent.
9	Stormwater Pollution Control Plan if a High-Risk Facility (see HCC Stormwater Bylaw)
10	Any necessary Tradewaste consent/s and the extent to which such waste can be treated or pre-treated onsite to improve the quality of the waste or decrease the amount of the waste, prior to any discharge to the municipal wastewater treatment network.
11	Information on how wastewater (including trade waste) will be managed to minimise any impacts on the reticulated network.

Council Report

Committee: Infrastructure Operations Committee
Date: 27 August 2020
Author: Kelvin Powell
Authoriser: Jen Baird
Position: City Safe Unit Manager
Position: General Manager City Growth
Report Name: Request to Review Fees and Charges for Personal Hire (Transport) Devices

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

1. To update the Infrastructure Operations Committee on the extended trial of Personal Hire (Transport) Devices (PHDs).
2. To inform the Infrastructure Operations Committee of the request received from Lime Technology Ltd (Lime) to review the current fees and charges and to extend their approved period of exclusivity.
3. To seek the Infrastructure Operations Committee's approval to extend Lime's approved period of exclusivity.

Staff Recommendation - *Tuutohu-aa-kaimahi*

4. That the Infrastructure Operations Committee:
 - a) receives the report;
 - b) approves that the fees and charges for Personal Hire (Transport) Devices remain as resolved at the 27 February 2020 Infrastructure Operations Committee, as below:
 - i. *\$85.00 incl. GST per permitted device annual charge;*
 - ii. *That the permit fee per device is pro-rated for the remainder of the 12-month trial and based on the number of devices that are operational;*
 - iii. *\$300 incl. GST annual permit fee;*
 - iv. *\$10,000 incl. GST education programme fund per operator, with an understanding that there will be future ongoing funding shared among all operators for Council user education;*
 - v. *Public liability insurance of \$2M will be required for each Personal Hire Device Operator; and*
 - c) approves that the Lime exclusivity clause be extended for the remainder of the current trial period (to March 2021).

Executive Summary - *Whakaraapopototanga matua*

5. After an initial 6-month trial of Personal Hire (Transport) Devices (PHDs), which was reported to the Committee on 27 February 2020, a further 12-month trial was approved. As part of this resolution, Lime Technology Ltd (Lime) was granted a 6-month exclusivity period to deploy up to 500 e-scooters for hire.
6. Shortly after the start of this period, Covid-19 struck and interrupted the trial. Lime was unable to operate during Covid-19 Alert Levels 4 and 3. When the restrictions under Covid-19 were lifted, we were into winter and wet weather.
7. To recognise this situation, the Council granted Lime an 8-week fee holiday when they were unable to operate. Staff have also applied a graduated fee structure, based on the number of active scooters that Lime have deployed on Hamilton streets.
8. Lime has asked the Council to consider changing the fee structure from that approved on 27 February 2020, to a 'per trip' model (10c per trip) until the end of the current 12-month trial (due to end March 2021).
9. Seven other PHD companies who had previously expressed interest in operating in Hamilton were approached to determine their level of ongoing interest in applying for permits for the remaining period of the trial. Only one acknowledged the enquiry and they had little interest, noting that there was only six months of the trial period remaining. This operator is interested only in a more permanent, longer-term opportunity.
10. Staff recommend Option Two (refer paragraphs 35-36), that the fees and charges for PHDs remain as decided at the 27 February 2020 Infrastructure Operations Committee meeting, as detailed in paragraph 4 b) and that Lime's exclusivity period is extended to the end of the trial period.
11. Staff consider the matters in this report have low significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

12. On 18 June 2019, the Growth and Infrastructure Committee approved a 6-month trial of PHDs.
13. An initial fee structure was recommended by the Committee to the Council and approved for the trial:
 - \$300 incl. GST annual permit fee;
 - \$55 incl. GST per permitted device per 6-month period (for enforcement and management);
 - a \$10,000 incl. GST safety fund per operator, with an understanding that there will be future ongoing funding shared among all operators for Council and user safety;
 - liability insurance of \$2M required by each operator.
14. The first permit, under the trial, was issued in August 2019 to Lime who were permitted to operate 600 devices. No other operator applied for or received a permit during this trial.
15. A review of the trial was presented to the Infrastructure Operations Committee in February 2020; a decision was made to extend the trial for an additional 12 months and adjust the fees and charges to reflect the costs associated to monitor this activity.
16. It was also decided at this meeting that:
 - Lime would be the preferred e-scooter operator for 6 months up to a maximum of 600 permits
 - other operators could apply for permits for devices such as e-bikes and,

- following the 6 months, other e-scooter operators could apply for permits.
17. The fees and charged recommended by the Infrastructure Operators Committee to Council were:
 - \$300 incl. GST annual permit fee;
 - \$85 incl. GST per permitted device per annum (for enforcement and management);
 - a \$10,000 incl. GST safety fund per operator, with an understanding that there will be future ongoing funding shared amount all operators for Council and user safety;
 - liability insurance of \$2M required by each operator.
 18. The fees and charges applied across local authorities that permit this type of activity are variable and have little consistency.
 19. Fees and charges collected as part of the trial have contributed towards the costs of compliance, education and administering the permit.
 20. Lime has requested in writing that the Council:
 - review the current fees and charges structure, citing that the Council is one of the more expensive areas to operate in and that the current structure is becoming increasingly uneconomic
 - consider changing the fee structure to a 'per trip' model until the end of the current 12-month trial (due to end March 2021)
 - extend the 6-month exclusivity clause to the end of the current 12-month trial period.

Review of six-monthly operating period

21. Because of COVID-19 and the weather since, staff have only limited information to update the Infrastructure Operations Committee about the trial progress.
22. Data provided by Lime since Covid-19 alert level restrictions shows a low level of activity. The Council's data scientist has stated that the effects of Covid-19 and the variable usage, combined with the weather, reduces the ability to provide accurate analysis over this 6- month period. This data is [available here](#).
23. In the post Covid-19 period, Lime has had a reduced number of e-scooters deployed based on usage. This number has slowly increased with demand.

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

24. No educational activities have been carried out. This activity is expected to commence as the weather gets better and usage increases.
25. With the Covid-19 Alert Level 2 restrictions now in place, people's health and safety become paramount. The micro mobility sector has an industry agreement for the cleaning of PHDs which Lime has confirmed they are adhering to.

26. ACC has provided claim data for cycling, scooter, e-scooter and skateboard claims from June 2018 to May 2020. The data is broken down into territorial authority allowing staff to extract the Hamilton figures (see Attachment 1).
27. The Council's data scientist has used the data on ACC claims relating to e-scooters and cycles. The e-scooter data has then been combined with the data provided by Lime. The ACC data does not differentiate between the use of privately-owned scooters and PHD usage.
28. The cycle usage data used by staff to overlay the ACC data comes from 2011-2014 Household Travel Survey. This data is somewhat dated but our data scientist advises that this is still relevant. The graphs are contained in Attachment 2.
29. The outcome of this analysis is that there are 17% fewer injuries from cycling per trip when compared with e-scooters. Injuries per kilometre travelled by are significantly higher for e-scooters.

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

Discussion - *Matapaki*

30. The fees and charges for PHD activity are applicable to any operator wishing to operate their service from Hamilton. Staff have reviewed the request from Lime and, based on the lack of interest from other PHD operators in participating in the remaining period of the trial, and consider that the period of exclusivity for Lime should be extended until the end of the trial period.
31. The fees and charges set for the extended 12-month trial are less per annum than the original 6-month trial (\$55 per device for initial six-month trial and \$85 for full 12 months for next 12-month trial period). There will be no additional application fee or \$10,000 education fee applied to Lime for any extension of the trial period.
32. The fees and charges consider the costs to the Council associated with compliance, stakeholder engagement, reporting, education and data analysis undertaken by a range of staff members.
33. Local Authorities that permit this type of activity have the following fees and charges:

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

34. Council staff advise a flat rate per device fee is the preferred option; calculating a per-trip rate would require additional administrative resources, increasing the costs to the Council.

Options

35. Staff have assessed that there are four reasonable and viable options for the Infrastructure Operations Committee to consider:

Option One	Status Quo – Fees and charges as adopted by the Council remain the same
Option Two	Status Quo with exclusivity extended for Lime to the end of the trial period – Fees and charges as adopted by the Council remain the same
Option Three	Change Fees and Charges – Fees and charges are reviewed and changed until the end of the 12-month trial
Option Four	Change Fees and Charges with exclusivity extended for Lime to the end of the trial period – Fees and charges are reviewed and changed until the end of the 12-month trial

36. Staff recommend **Option Two** because this option operates in line with the Council's decision of the 27 February 2020 Infrastructure Operations Committee.

Financial Considerations - *Whaiwhakaaro Puutea*

37. The financial implications of Option Two are deemed to be sufficient for the activity and cover the cost associated of implementation, monitoring, compliance and education.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

Social

43. PHDs provide an alternative form of transport for people to connect and engage with their communities.

Economic

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

Environmental

46. PHDs are an alternative transportation choice for residence and visitors to move around the city offering sustainable transportation options.
47. Some PHD schemes utilise electric devices, while others may use devices with components which may or may not be able to be recycled. Consideration of recycling is given to the end-of-life management of all devices, which is outlined in the [Hamilton City Council Personal Hire Devices Code of Practice](#) and application process.
48. There have been instances during the trial where devices have ended up in the Waikato River and Hamilton Lake. Lime has gone to great lengths to ensure that these are retrieved immediately on notification. Within the terms and conditions of the PHD Permit, the KPI for retrieval of a device from the river is within five (5) hours of being notified.
49. Although only in operation for 12 months, e-scooters have become an alternative form of transport for residents and visitors. This type of activity supports the priority outcome of the Access Hamilton Strategy 'Choice – everyone has travel options for moving around the city'.

Cultural

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

Risks - *Tuuraru*

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

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

Significance

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

Engagement

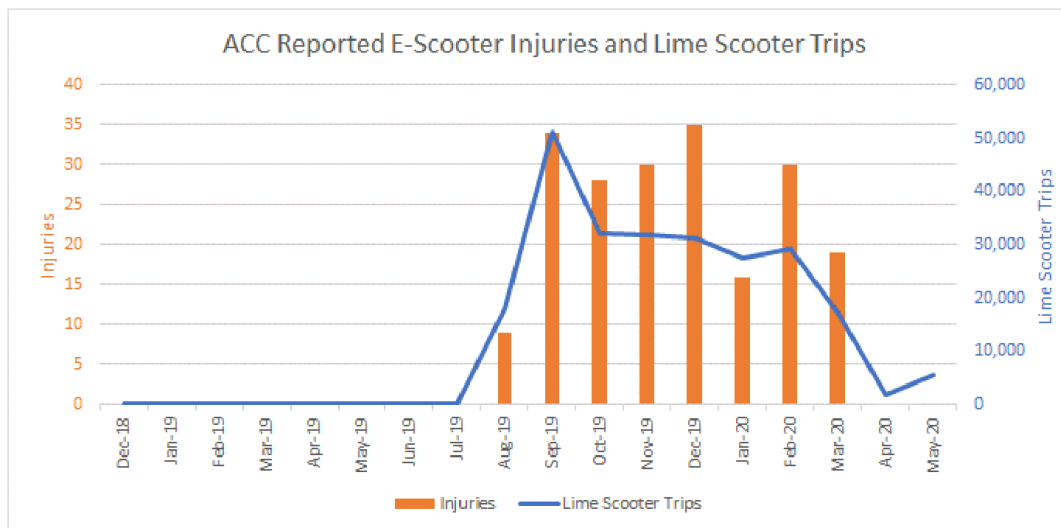
53. Given the low level of significance determined, the engagement level is low. No engagement is required.

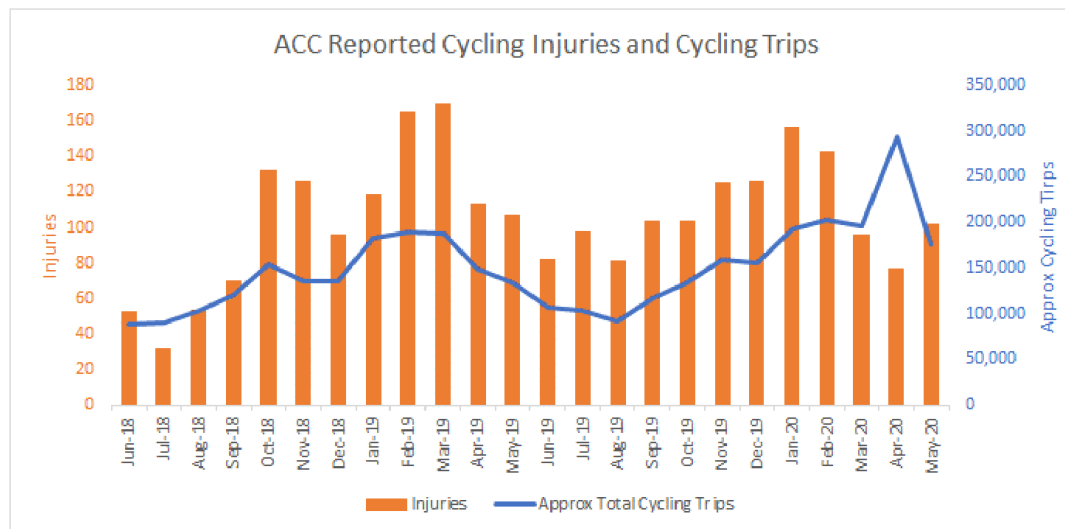
Attachments - *Ngaa taapirihanga*

Attachment 1 - Analysis of ACC data - injuries versus rides 2020

Attachment 2 - ACC raw data - scooter, e-scooter, cycling and skateboards

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







ANALYTICS & REPORTING

Title: Scooter, e-scooter, cycling and skateboard injuries in the Waikato
Redmine ref: 52371

Author: Analytics & Reporting, ACC
Date: 2/07/2020
Email: analytics@acc.co.nz

Prepared for: Mihi Bennett-Smith
Purpose: Official Information Act (OIA) Response

Period: 1 June 2018 to 31 May 2020
Basis for tracking: Registration date, location, sport, accident description
Analysis tool: SAS
DWH load date: 2/06/2020

Classification: **Suitable for external use.**

Description:

ACC Analytics & Reporting received an Official Information Act request from Mihi Bennett-Smith:
Can you please provide me with some statistics on e-scooter, push scooter, skateboarding and cycling injuries

Response:

FOR INTERNAL USE ONLY

1

Council Report

Item 16

Committee: Infrastructure Operations Committee
Date: 27 August 2020
Author: Amy Viggers
Authoriser: Becca Brooke
Position: Governance Team Leader
Position: Governance Manager
Report Name: Open Information Only Reports

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

1. The following reports are for information only:
 - General Managers Report

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee receives the following information only reports:
 - General Managers Report

Attachments - *Ngaa taapirihanga*

Attachment 1 - General Manager's Report

Council Report

Committee: Infrastructure Operations Committee

Date: 27 August 2020

Author: Eeva-Liisa Wright

Authoriser: Eeva-Liisa Wright

Position: General Manager
Infrastructure Operations

Position: General Manager
Infrastructure Operations

Report Name: Information Only - General Managers Report

Report Status

Open

Purpose - *Take*

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

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee receives the report.

Executive Summary - *Whakaraapopototanga matua*

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

Discussion - *Matapaki*

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 was one road death within Hamilton City in June 2020 – the first since July 2019. The total number of fatalities in the city for the 2019 calendar year was two, with only one fatality occurring in the 2019/20 financial year.
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 2020 to 15 August 2020 inclusive). The data is based on NZ Police reports which are prepared when they attend the crash. It is noted that some crash data can be a little slow in getting entered into the system, so the figures below are subject to change, but are a general reflection of safety performance for the period.

Road User Type	Number Seriously Injured 2020/21 as at 15 August 2020				Number of Fatalities	Total Deaths and Serious Injuries (DSI)	DSI by mode	Mode share of total trips
	July to Sept	Oct to Dec	Jan to March	April to June				
Cyclist	0	-	-	-	-	0	0%	1%
Driver	1	-	-	-	-	1	80%	86%
Passenger	2	-	-	-	1	3		
Pedestrian	1	-	-	-	-	1	20%	12%
Wheeled pedestrian (wheelchairs, mobility scooters)	0	-	-	-	-	0		
Total	4	-	-	-	1	5	100%	100%

Innovating Streets Update

7. Staff are working with Waka Kotahi representatives and their authorised consultants to develop a project plan for the two Innovating Streets for People (Innovating Streets) projects approved for Hamilton:
 - Ward Street (Anglesea Street to Tristram Street), and
 - Rostrevor Street (Tristram Street to Norton Road).
8. These two projects were part of the funding allocation for Round 1 for Innovating Streets. Subsequently, Councils were invited to submit projects for Round 2 of the Innovating Street for People fund. An application has been submitted for Worley Place.
9. An announcement on successful applications for Round 2 is expected in late August 2020. If the application for Worley Place is successful then it is intended to package up all three projects into one project plan and manage them through a single process. In the meantime, staff are working with Waka Kotahi on finalising the partnership agreement.
10. Waka Kotahi have recently launched a draft Tactical Urbanism Handbook to help councils and communities deliver innovating streets projects. The handbook is a 'how to' guide that can be referred to at each phase of the project lifecycle. This draft handbook is being tested by councils that are delivering projects funded by the Innovating Streets Pilot Fund. A copy of the handbook can be viewed via the following link: www.nzta.govt.nz/tactical-urbanism-handbook

Biking and Micro-mobility Update

11. The [Hamilton Biking Plan](#) 2015-2045 created a 30 year plan to deliver projects that would create a fully connected biking network that is safe, family-friendly and attractive. The plan was not just about building new cycleways, it was also about providing direction and guidance for roading maintenance programmes, and educational programmes ensuring that we created a bike-friendly city for Hamiltonians now and well into the future.

12. The Access Hamilton Strategy 2010 was refreshed in 2018 and a Transport Improvement Programme developed for inclusion in the 2018-28 Long Term Plan. This put in place funding for the delivery of key initiatives from the Hamilton Biking Plan.
13. The Access Hamilton refresh also established the following 10-year goals for 2028 for active modes across the City:
 - a. total trips by Public Transport, walking and biking to increase from 14% to 29%
 - b. short trips (<2km) undertaken by walking will increase from 26% to 50%
14. A Biking and Micro-Mobility Programme and supporting business case is in development to create a long-term city-wide biking and micro mobility improvement programme to achieve these new 2028 targets. It will develop a long-term 'end state' network plan and prioritised packages of activities. Some activities are expected to start quickly, while others will require further study and business cases.
15. The investment objectives for the project have been confirmed. These objectives will guide the decisions around the final programme of activities recommended through the project and identify the benefits the city can expect to gain in undertaking the recommended programme of activities. These include, in summary:
 - a. improved safety of biking and micro-mobility users (by reducing deaths and serious injuries and improving perception of safety);
 - b. increased accessibility of biking and micro-mobility users (by improving mode share and improving access to key destinations); and
 - c. improved health and environmental outcomes (by improving physical health and reducing CO2 emissions).
16. A long list of ideas has been developed to identify those activities most likely to be effective at achieving the investment objectives. The long list of ideas is formed from results of stakeholder drop in sessions held in June 2020, as well as research into past engagement and customer request records, and review of similar project examples.
17. The long list of ideas is now being used to develop themes for the short list of potential programmes. These will form the basis for public engagement in late September/October 2020. While not yet finalised, emerging programme themes (preliminary and subject to change) that are likely to be the focus of the short list are:
 - a. Do minimum, an option that looks at what would happen if we did very little as a way to help compare the other ones.
 - b. Behaviour change, including policy and non-infrastructure interventions.
 - c. Best use of our existing transport network, improving it by filling gaps, reallocating road space, and creating some new connections.
 - d. Safety first, where infrastructure is improved to increase user safety as the primary focus.
 - e. Micro-mobility superhighways, connecting major destinations with very high-quality routes.
 - f. An accessible city, focused on providing for local trips (e.g. schools, local shops) and also connecting major destinations.
18. In September 2020 the project team will seek Elected Members feedback on the long /short list of potential programmes, as well as feedback from mana whenua.
19. Public and stakeholder engagement is important to this project. Late September/October 2020 a four-week period of stakeholder and community engagement will be undertaken to gain

feedback on the short list. A [project page](#) has been launched on the Hamilton Council website, and a media release has been issued.

20. A further update on engagement results, and opportunities for Elected Member input will be provided following the conclusion of public engagement.
21. There is a lot of work occurring in the Biking and Micro-mobility area and it is proposed that an update of these activities will be provided to Infrastructure Operations Committee at each meeting. An overview of the projects and their progress is included in Attachment 1 to this report.

Road to Zero for the Waikato – Discussion Document Submission

22. On 7 July 2020 the Waikato Regional Council circulated a discussion document called Road to Zero for the Waikato seeking feedback from stakeholders by 31 July 2020. A copy of the discussion document is included as Attachment 2 to this report.
23. The discussion document had been developed by the Regional Road Safety Forum. The Forum is a multi-sector stakeholder group that supports safety on Waikato's transport network and Robyn Denton (Network Operations and Use Team Leader, City Transportation) is the Hamilton City Council representative on this group.
24. The current Waikato regional road safety strategy is expiring in 2021 and the Forum has developed a discussion document to seek partners and stakeholder views on priorities beyond 2020. A shared strategic direction and short-term actions are proposed to support safe mobility for all people using our transport network.
25. Feedback on the discussion document will help inform transport safety partners across the region and policy development for the Regional Land Transport Plan 2021.
26. Due to the limited time available to complete the submission, a staff submission was developed. The draft submission document was circulated to Elected Members for feedback on 21 July 2020 with comments requested by 28 July 2020.
27. The final submission was sent to Waikato Regional Council on 31 July 2020 and a copy of the submission is included as Attachment 3 to this report.

Update on the Rubbish and Recycling New Service Roll-Out

28. The distribution of 180,000 rubbish, recycling and food scraps bins that started at the beginning of June 2020 has progressed well and has been completed ahead of the new rubbish and recycling kerbside collection service starting Monday 31 August 2020;
29. During June and July 2020, we successfully rolled out phase 3 of our communications plan for new service. Key messaging in this phase of the plan was around supporting the bin rollout and explaining the delay to the start of the new service as a result of the COVID-19 lockdown. A wide range of communication tactics were utilised including:
 - Newspaper, radio and digital advertising
 - VMS boards, digital billboards and street banners
 - Washroom advertising
 - Stories and information on 'Our Hamilton' and 'Fight The Landfill' websites
 - Social media posts
 - Pop-up bin displays at Council facilities and shopping centres
 - Flyers in bins distributed to properties
 - Series of 6 Videos
 - Adverts about the new service playing (instead of music) when people are on hold to Customer Services.

30. Phase 4 of the communications plan was started at the beginning of August 2020 and is expected to continue through to September 2020 after the new service has started. This phase of the plan is centred around the catch phrase of “Lets get rolling Hamilton” and will escalate the use of similar tactics implemented in phase 3 to ensure the community are well informed and ready for the new service starting on 31 August 2020.
31. An information booklet and collection calendar was distributed to more than 57,000 properties in mid-August that contained more detail of what goes in each bin, how and when to put the bins out for collection as well as storage ideas. [Residents information booklet](#)
32. Staff have also been out in the community with stands and displays at shopping malls, Waikato University, Council Facilities, markets and sports events as well as meeting with a wide range of community groups to provide opportunities for the community to ask questions and find out more about the new service. A new web-based rubbish and recycling game (similar to the popular ‘Candy Crush’ game) was also launched in August 2020 as a fun and simple way to help educate residents about what items go in each bin.
33. A lot of the communication messaging does direct those in the community wanting more information on the new service to the www.fightthelandfill.co.nz website. This site has been updated to include a lot of great information and frequently asked questions on the new service. As a result, there has been a significant increase in the number of people visiting the Fight The Landfill website which provides an indication of the effectiveness of the communication undertaken to date.

34. Envirowaste Services Ltd (ESL) have commissioned their new Material Recovery Facility at Sunshine Avenue and have run recycling through the plant. An opening ceremony for the new facility is being held on 26 August 2020. The new ESL truck fleet has been substantially delivered and has had the new livery applied. Recharging stations for the electric glass and food scrap trucks has been installed at Sunshine Ave. ESL has now employed, and are training drivers, Material Recovery Facility (MRF) staff and operational support positions for the new services.
35. ESL are working with WAM to do some minor upgrades to the Refuse Transfer Station (RTS) site prior to the 31 August 2020 to help with operational flows. This includes work on the reuse store to ensure Habitat for Humanity will be able to be open from 31 August 2020 to accept donations of goods.
36. Staff are planning to be out around the city to support residents and ESL as the new service kicks off from 31 August 2020. Staff will be ensuring bins are presented correctly on the kerbside and that the correct bins for the recycling week have been placed out.

Central Government Waste Minimisation Announcements

37. Central Government has developed a work programme for waste that is aimed at accelerating New Zealand’s transition towards a circular economy. As part of this work programme the Minister for the Environment has made three announcements in July 2020 that set the direction for changes to the waste industry specifically around central government investment in recycling infrastructure, expansion of the waste levy scheme and the introduction of product stewardship schemes for new priority products. A summary of the announcements is included below, however further detail on the initiatives under the work programme can be found on the [Ministry for the Environment website](#)

Government Investment in Recycling Infrastructure

38. As part of the COVID-19 Response and Recovery fund, in July 2020 the Associate Minister for the Environment, Hon. Eugenie Sage announced that Central Government will be investing \$124 million in a number of initiatives across the country including:
- plastic recycling and processing plants
 - weighbridges for improved waste data collections
 - community resource recovery plants
39. This fund is to be dedicated to the development of onshore recycling infrastructure with the goal to reduce the volume of rubbish ending up in New Zealand landfills.
40. Central Government will directly allocate the funding on initiatives through the Government's Waste Minimisation fund. The fund is not proposed for Territorial Authorities, however input maybe sought from local Territorial Authorities.
41. No information has yet been released on any initiatives in the Waikato Region.

Increase and Expansion of the Waste levy Scheme

42. In mid-July 2020 Associate Minister for the Environment, Hon. Eugenie Sage announced that the government had confirmed its plans to increase and expand the national waste disposal levy. The changes are expected to be phased in over the next four years with specific dates to be confirmed later this year.
43. This announcement followed the completion of a consultation process for 'Reducing Waste: A More Effective Landfill Levy' that occurred in February 2020. Hamilton City Council submitted on this discussion document and a copy of the submission can be found [here](#).
44. The intent of the increased and expanded waste levy is to improve the effectiveness of the levy by applying it to more sites, progressively increasing its rate and requiring additional reporting of waste data with an overall aim of diverting more material from landfill and preventing valuable resources from being disposed.
45. The increased cost of landfill disposal, as a result of the changes to the waste disposal levy, were anticipated by staff and were included in the financial modelling within the business case for Hamilton's new rubbish and recycling service.
46. Currently fifty percent of the waste disposal levy received by central government is distributed to Local Authorities on a population basis. The government has not yet signalled how the increased and expanded waste levy collected will be distributed, however have indicated that the current model is likely to be reviewed.
47. In the 2019/20 financial year, Hamilton City Council received \$646,000 of waste disposal levy funding to contribute to the completion of actions identified in the Hamilton City Council [2018-24 Waste Management and Minimisation Plan](#).

Accredited product stewardship schemes required for six priority products

48. As part of the wider plan to reduce the amount of rubbish ending up in landfills or polluting the environment, on 29 July 2020 the Government announced it was declaring six priority products for regulated product stewardship under the Waste Minimisation Act. These new priority products are:
- plastic packaging
 - tyres
 - electrical and electronic products (e-waste)
 - agrichemicals and their containers
 - refrigerants
 - farm plastics

49. Regulated product stewardship helps put the responsibility for a product's life-cycle and waste management on manufacturers, importers, retailers and users, rather than on communities, councils, neighbourhoods and nature.
50. The decision to have regulated product stewardship follows submissions received from a short consultation process in August and September 2019. Hamilton City Council did not submit on this matter, but contributed to the development of the WasteMinz Territorial Authority submission. A summary of all submissions received on this matter can be found [here](#).

Three Waters Regulatory Reform Update

51. Over the past three years, central and local government have been considering solutions to challenges facing delivery of three waters services to communities.
52. Proposals for the Three Waters Regulatory Reform have seen the development of new legislation and the creation of Taumata Arowai, the new Water Services Regulator, to oversee and enforce a new drinking water regulatory framework, with an additional oversight role for wastewater and stormwater networks.

Taumata Arowai – Water Services Regulator Act

53. The Taumata Arowai – Water Services Regulator Bill had its third reading in parliament on 22 July 2020 and then received royal assent on 6 August 2020. Commencement of the Act is expected towards the end of this calendar year following the general election in September 2020.
54. The new Act establishes the Taumata Arowai – the Water Services Regulator as a new Crown agent and provides for its objectives, functions, operating principles and governance arrangements.
55. A link to the Taumata Arowai – Water Services Regulator Act can be found [here](#)
56. An Establishment Unit was created within the Department of Internal Affairs in October 2019, with support from the Ministry of Health and the Ministry for the Environment, to design and operationalise the new regulator. This work includes a range of planning and pre-establishment tasks to get the regulator up and running.
57. The Establishment Unit is expected to remain in place until the unit is transferred into the new Taumata Arowai crown agency following commencement of the Act.

Water Services Bill Introduced to Parliament

58. On 27 July 2020, the Water Services Bill was introduced to Parliament.
59. The Bill aims to implement the Government's decision to comprehensively reform the drinking water regulatory system, with targeted reforms to improve the regulation and performance of wastewater and stormwater networks.
60. The Bill plans to impose new duties, obligations and functions for drinking water suppliers and address issues such as:
 - Source Water Risk Management;
 - Water Management approach based on scale, complexity, and risk profile;
 - Drinking water emergencies;
 - Giving effect to Te Mana o te Wai;
 - Authorisations, occupational regulation, and laboratory accreditation;
 - Reporting, compliance, and enforcement;
 - Consumer complaints; and

- Defence and liability arrangements;

61. The Bill also imposes a duty on officers, employees, and agents of drinking water suppliers to exercise professional due diligence. This duty is based on similar requirements in the Health and Safety at Work Act 2015.
62. Staff will review the new Bill in detail to understand implications and will communicate with Elected Members and Maangai Maaori regarding the development of a Council submission once the timeframes for submissions to the Select Committee are confirmed. The Bill is not expected to go to the Select Committee until after the general election in September 2020.
63. A link to the Water Services Bill can be found [here](#).

Gordonton Road Corridor Programme of Works (General Manager Development)

64. A Waka Kotahi (NZ Transport Agency) Business Case for the Gordonton Road Corridor (3km from Waikato Expressway/New Borman Road to Crosby Road/Wairere Drive) has been developed and consists of transport improvements along the corridor in line with the safety and growth strategies as part of the Access Hamilton Programme.
65. The corridor has a less than desirable cross section and intersection forms for the high volume of traffic that uses it. There is limited or no facilities along the corridor for pedestrians and cyclists.
66. A traffic volume reduction is expected once the Waikato Expressway opens but the corridor will return to current volumes within seven years. There may be an opportunity to divert traffic on a new arterial route through the growth area known as R2 (outside Hamilton City) but this is unlikely to happen in the short term.
67. In July 2018, a fatality at the Thomas/Gordonton intersection resulted in the fast tracking of the safety improvement works in the form of traffic signals, a new intersection layout, raised safety platforms and the reduction of speed from 80km/h to 60km/h. The speed reduction has benefit to the full corridor and not just the Thomas Road intersection.
68. The business case work has also led to the consideration of a local cycle path and on road cycle links parallel to Gordonton Road (refer Attachment 1).
69. Waka Kotahi NZ Transport Agency indicated in late 2019 that any residual safety improvement works on the corridor, and most specifically an intersection improvement at Puketaha Intersection are unlikely to have a priority that would result in subsidy being available.
70. Staff proposed as part of the 2020/21 Annual Plan to retain \$2.7m of Project funding in 2020/21 with the balance \$5.8m being deferred to 2021/22. These figures are gross and include an assumed Waka Kotahi Subsidy. It was indicated that land purchase is required to progress an intersection upgrade at Puketaha intersection and that the 2020/21 funding could be used for that purpose as well as progressing the cycle path. The residual funding is insufficient to complete an intersection upgrade at Puketaha Road and additional funding would be required as part of the 2021-31 10-Year Plan.
71. During the 2020/21 Annual Plan workshops with elected members the safety issues along the Gordonton Road Corridor were discussed resulting in 2 related actions.
72. Longer-Term; The Business Case is being reviewed to obtain an up to date assessment of the Corridor works now that the speed reduction is in place, the Thomas Road intersection is complete, and the parallel cycle path is under construction.

Short-term; A further investigation is being undertaken to identify any further safety improvements that could be undertaken as interim safety measures.

73. Staff will report back to the Infrastructure Operations Committee in October 2020 once further work on the business case has been completed and interim safety improvement options and funding opportunities have been identified.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

Risks – *Tuuraru*

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

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

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

Attachments

Attachment 1 - Biking update August 2020

Attachment 2 - Road to Zero for Waikato - Discussion Document

Attachment 3 - HCC staff submission on Road to Zero for the Waikato discussion document 31 July 2020

Biking and Micro-mobility Project Updates August 2020



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

Cycle Wands

Cycle wands are an important tool in helping raise the profile of cycling. They prevent drivers using cycle lanes as de facto general traffic lanes. They are inexpensive and can be installed relatively quickly. Cycle wands have already been used at several locations in Hamilton, so are not unfamiliar to road users. The examples shown in the photos below are on River Road.



Cycle Wands (hit sticks) currently in place on River Road

Sites selected for cycle wands are prioritised based on the following:

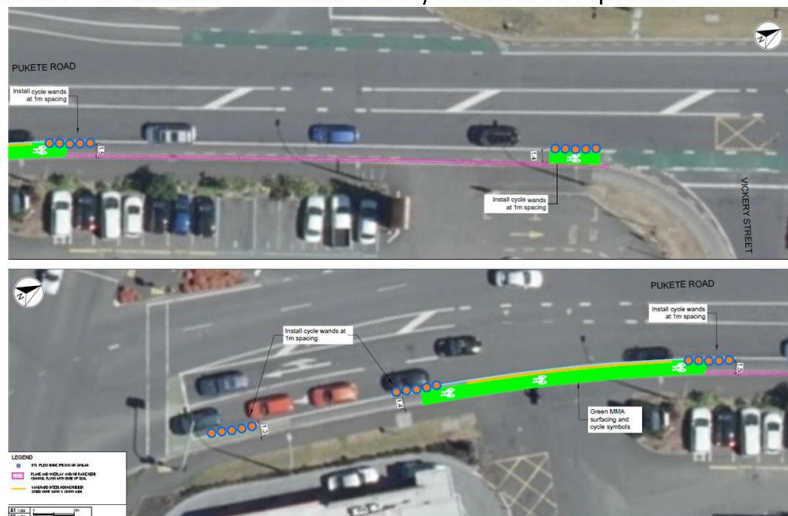
- Number of reported cycle incidents
- Traffic volume (incl. cycle numbers)
- Existing cycle lane width

The following locations have been selected as the next phase for treatment with cycle wands:

- Clyde Street – eastbound approach to Wairere Drive



- Pukete Road westbound – between Vickery Street and Te Rapa Road



- Anzac Parade – between Victoria Street and Grey Street

Whilst Anzac Parade has been prioritised for cycle wands, other work to improve cycle safety is also being progressed as part of the Eastern Pathways accelerated projects, plus the opportunity to collaborate with planned renewals work.



Cycle Lane Markings

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

Green cycle boxes will be laid 50m from signalised intersections, before and after every intersection, and at regular intervals midblock. The spacing of these midblock markings is currently being considered. It is intended to apply full intersection greening across busy intersections. It is anticipated these markings will be installed over the forthcoming Spring/Summer period building on the work that was completed last financial year.

Cycle Sharrow Markings

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



Sharrows are generally most suited to local roads and some collector roads carrying lower volumes of traffic that are generally less likely to warrant dedicated cycle treatments. The primary characteristics for the potential implementation of sharrow markings on a route are:

- low vehicle volumes
- low vehicle speeds
- the operational characteristics of the road, including the available width and vehicle mix.

Sharrows are being considered for Victoria Street between Hood Street and Claudelands Road. Investigations will be concluded shortly with a view to installing the markings within the next 6 to 8 weeks.

Bike Parking

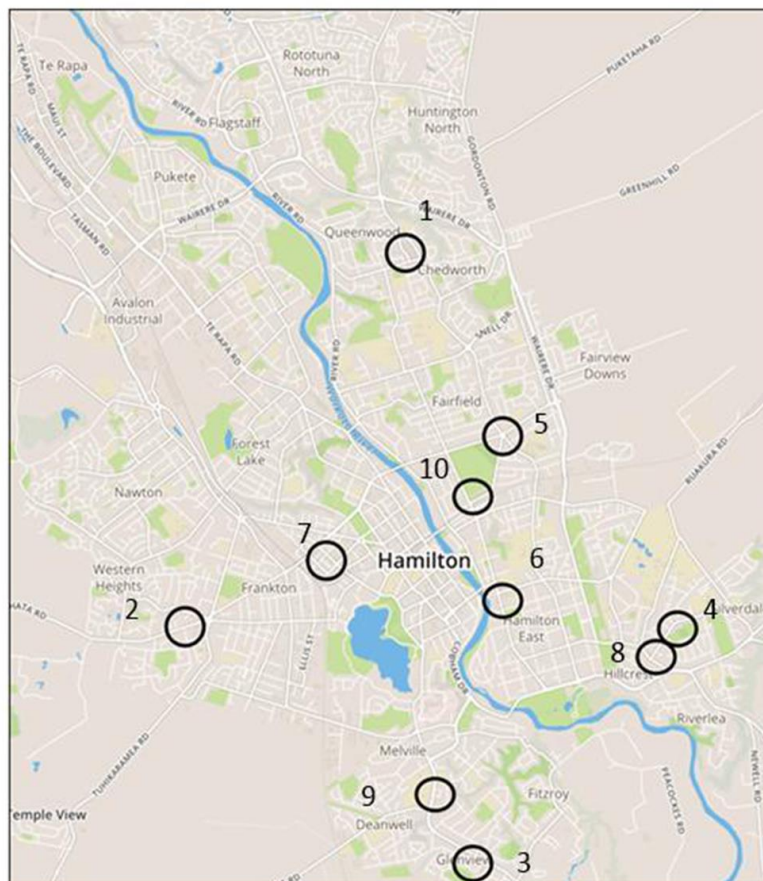
It is proven that participation in biking increases after cycling infrastructure is built. End of trip facilities, including bike parking, are recognised as being an important component of cycling infrastructure.

A few principles for bike parking are: -

- Provide sufficient bicycle parking and end-of-trip facilities to support expected demand for cycling as an active transport mode.
- Ensure the quality of cycle parking 'hardware' both in design and installation.
- Ensure cycle parking and end-of-trip facilities are designed with cycle users in mind.

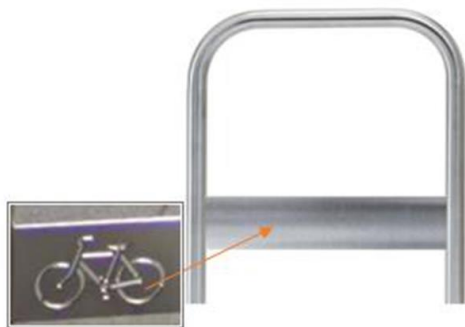
The following locations (see map below) have been identified as the first phase for new bike parking facilities:

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



The image below is of a typical bike parking facility that will be installed in these locations. Each location will have approximately 4 to 6 of these installed based on the room available.

This style of facility will initially be trialled at the afore-mentioned locations. Depending on user feedback, this type of bike park could be adopted as the standard design for Hamilton City.



However, in certain areas of the city, the opportunity should remain for bespoke bike parking facilities to be considered as part of wider streetscape upgrade projects, such as in the Central City with the recently installed 'Locky Dock' and relocatable bike parks. The 'Locky Docks' can be used by all types of bikes and includes facilities for charging e-bikes and e-scooters, as long as the customer provides their own charging unit. The relocatable bike parks can be easily moved to different locations to test the demand for bike parking at a location prior to installing a permanent facility



'Locky Docks' bike parks recently installed outside Centreplace in Ward Street



Relocatable bike parks in Garden Place outside the library

Gordonton local cycle path and on-road cycle links

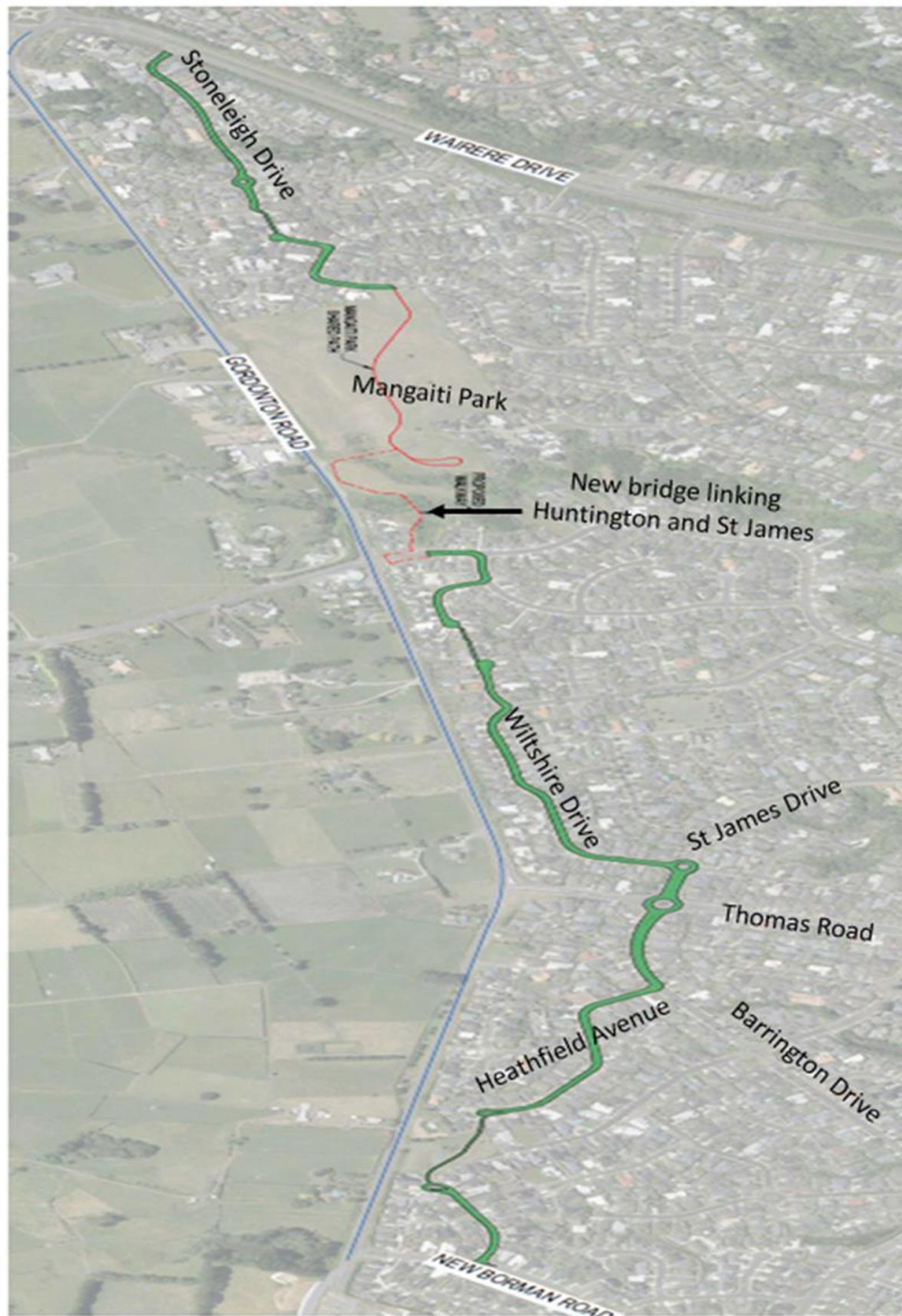
The new cycle route will run parallel to Gordonton Road and provide a safer alternative for people on bikes. The route will take cyclists along a quieter part of the road network through the Huntington and St James areas.

Part of this new route will be off-road through the Mangaiti Gully reserve (see dotted red line on map below). A resource consent has been submitted to Waikato Regional Council and Hamilton City Council to install a cycle/pedestrian bridge and boardwalk in the reserve. It's hoped work on these key pieces of infrastructure will begin in October 2020.

This project also includes the implementation of permanent 40km/h safer speed areas in both St James and Huntington, along with recreational biking 'way-finding' signage and cycle sharrows road markings. The intention is to deliver these elements of the project towards the end of 2020.

Information on the overall project will go out to the community within the next couple of months.

The map below illustrates the proposed biking network that will be established once these projects have been completed. Borman Road is to bottom of the map and Wairere Drive to the top, with Gordonton Road running top to bottom to the left of the green route shown on the map below.




Proposed cycle route providing safe alternative to Gordonton Road

Victoria Street / Claudelands Road Traffic Signals - Cycle Upgrade

Staff are investigating the provision of a cycle connection between Victoria Street (northbound) to turn right into Claudelands Road. Currently at Victoria Street (northbound) all road users are banned from turning right into Claudelands Road. This has led to cyclists utilising the pedestrian crossing and/or footpath (east side) to join the Claudelands Road cycle lane.

Traffic signals renewals are planned for completion at the Victoria Street / Claudelands Road intersection in the last half of the 2020 calendar year. This provides an opportunity to include a safe right turn for cyclists, and other minor improvements.

Options have been investigated and are presented below.

	<p>Option A: Right Turn Signal</p> <ul style="list-style-type: none"> • Sharrows for cyclists to use lane • Advance Stop Box (ASB) full width • Right turn green aspect for cyclists (prior to vehicle phase) • Dual detection (for reliability) <p>Disbenefits:</p> <ul style="list-style-type: none"> • Signal display not permitted in the Traffic Control Devices Rule (yet) • It's unsafe for cyclists to wait in the ASB during the vehicle phase, so they would have to move their bike over at the right time in the cycle, and only use the sharrows if they were going straight through.
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	<p>Option B: Hook Turn (on-road hold space)</p> <ul style="list-style-type: none"> • Sharrows for cyclists to use lane (optional) • ASB (optional) • Dual detection (for reliability) • Hook turn box (kerbside) with cycle green phase (runs after vehicle phase) <p>Disbenefits:</p> <ul style="list-style-type: none"> • Hook turns are not widely understood • Locating the displays may be difficult so that they are visible to a cyclist and a cyclist knows where to look
	<p>Option C: Hook Turn (off-road hold space)</p> <ul style="list-style-type: none"> • Take the cyclist off road before the pedestrian crossing • Off road facility for a short section. • Hook turn box aligned with the start of the cycle lane on Claudelands Road • Dual detection (for reliability) • Hook turn box (kerbside) with cycle green phase (runs after vehicle phase) <p>Disbenefits:</p> <ul style="list-style-type: none"> • Cyclists to use and understand it (education & promotion required) • Potential conflict with pedestrians during busy periods

Based on the above, the preferred option to be taken forward for further consideration/investigation is **Option C**. This option allows cyclists to wait off-road, avoiding conflict with the vehicle through movement and puts the cyclist in a better position to see the cyclist green signal and aligned with the start of the Claudelands Road cycle lane. In addition, new facilities can be provided for cyclists travelling southbound, including an advance stop box with lead-in lane.

Also, staff have commenced work on investigating options to improve safety and connectivity for cyclists and pedestrians at the Claudelands Road/Grey Street/Heaphy Terrace/O'Neil Street/Brooklyn Road intersection. An update on progress will be provided to the next Infrastructure Operations Committee meeting.

Designing for Cycling

The UK Government recently published their 'Walking & Cycling Plan for England'.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf

This document is an interesting read. Extracted from the document is a useful one pager on key cycle facility design principles that are universally applicable.

These principles are to be used in the planning, development, and delivery of cycling and walking projects for Hamilton.

Key design principles

Cycling is or will become mass transit and must be treated as such. Routes must be designed for larger numbers of cyclists, for users of all abilities and disabilities.



Cyclists must be separated from volume traffic, both at junctions and on the stretches of road between them.



Cyclists must be separated from pedestrians.



Cyclists must be treated as vehicles, not pedestrians.



Routes must join together; isolated stretches of good provision are of little value.



Routes must feel direct, logical and be intuitively understandable by all road users;



Routes and schemes must take account of how users actually behave;



Purely cosmetic alterations should be avoided.



Barriers, such as chicane barriers and dismount signs, should be avoided.



Routes should be designed only by those who have experienced the road on a cycle.

Road to Zero for the Waikato

Discussion Document

Waikato Regional Road Safety Forum

Have your say on a regional transport safety approach for the Waikato region

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06 July 2020

Doc # 16641188

1 HOW TO USE THIS DOCUMENT

Finding your way around this document

The [Executive Summary](#) highlights key issues, priorities and actions.

The summary is followed by the discussion document which contains four parts.

Part One – Introduction

- Explains the impact of road trauma on our region and the context for a regional approach.

Part Two – Proposed Strategic Direction 2020 – 2030

- Sets out the regional road safety framework, and proposed long term vision, principles, priorities and measures. This section also discusses regional aspirations.

Part Three – Proposed Action Plan 2020-24

- Provides more detail on short-term and core safe system actions to deliver road safety benefits to all people in the region.

Part Four – Your feedback and next steps

To find more information

- Visit the online information provided at <https://www.waikatoregion.govt.nz/road-safety-strategy/>
- View the [draft Regional Evidence Base](#) [here](#)
- Contact the project team at transport@waikatoregion.govt.nz

Have your say on Road to Zero in the Waikato Region

Please provide feedback by completing the submission form online, available [here](#) (survey monkey).

Alternatively, you could download the submission form online (or request it from us). Email the submission to transport@waikatoregion.govt.nz

In your submission include

- Your name or organisation name
- Your email or postal address

Submissions close **31 July 2020**.

Publishing and releasing submissions

All or part of any written submission may be published in a submissions report to the Regional Transport Committee and the Regional Road Safety Forum. Unless you clearly specify otherwise in your submission, the project team will consider that you have consented to share this information.

2 MESSAGE FROM THE REGIONAL ROAD SAFETY FORUM

Road trauma outcomes are an ongoing challenge for us as a region. Solving this is a long-game and requires us to work together as practitioners in transport safety. The Regional Road Safety Forum was formed in 2016 and has been working together to increase capability, network and advocate for the region's priorities. The Forum advises the Regional Transport Committee and has input into the region's transport policies through a regional safety strategy.

Through 2018 and 2019 we advocated strongly for a national Vision Zero approach to replace Safer Journeys. We are delighted that Road to Zero takes up this challenge, but it takes more than strategy – it takes focus, collaboration, determination, funding and above all leadership. This is hard mahi. We know that by working together we can make a difference and ultimately save lives and support our communities. In these unprecedented times of responding to and recovering from the Covid-19 pandemic, safety is a critical tool to support economic recovery through investment, but also to prevent additional trauma and loading on our health system.

We have engaged with many of our existing partners and stakeholders on a new regional strategy. We know there are further opportunities to hear from those working in this space or impacted by the outcomes. We invite you to give feedback on the proposed direction for the region and the identified activities. We also ask you to consider your organisation's ability to commit to these priorities and let us know about this.

Transport Safety Strategy Project Steering Group

3 EXECUTIVE SUMMARY

Purpose

This discussion document highlights transport safety outcomes in the Waikato region and seeks partner and stakeholder views on a shared strategic direction and short-term actions to prevent road trauma and achieve safe mobility for all people using our transport network.

Why it matters

The transport system is used for our employment, education and social mobility needs every day. A significant amount of public money is spent on transport, and this impacts safety, mobility and equity outcomes. Communities want safe, equitable transport choices across all travel modes and increasingly for low carbon transport – walking, cycling and public transport.

Around 3,000 people are killed and seriously injured every year in New Zealand using the transport system. In 2019, in the Waikato region 78 people were killed and 359 seriously injured. In 2018, in-hospital acute care in the Waikato region was estimated at \$51.96 million. The estimated social costs from 2009 -2018 to the Waikato is \$5,870,487,000¹. Seventy per cent of our region's crashes are on our rural network, and almost a third of urban casualties are people walking or cycling. Drugs, alcohol, and

¹ at June 2018 prices, Ministry of Transport figures.

speed are major factors, alongside high-risk road users, motorcyclists, impaired drivers and heavy vehicle movements. Our young people and Māori are particularly at risk.

Vision Zero and Safe System response

The Government's national road safety strategy, Road to Zero, takes a world-leading safety approach to reduce harm in a crash by focusing on a system-level response. Regional stakeholders and partners have confirmed they want a coordinated and collaborative regional response to drive better outcomes, more quickly and efficiently and meet the principles and priorities of the Government's Transport Outcomes Framework.

Proposed Strategic Direction 2020-2030 – Working Together

In line with Road to Zero, a 10-year strategic focus is recommended. This approach will support local and regional delivery of Road to Zero and the priorities and policy position of the Waikato Regional Land Transport Plan. A regional strategy would highlight:

- Regional issues and opportunities
- Evidence to prioritise investment, activities and secure funding
- Guidance to the Regional Transport Committee to drive priorities and policy at a high level
- Key issues for regional advocacy

Continuation of the regional model is supported through existing partnerships and roles via governance, strategy and collaboration and implementation planning and delivery.

Feedback is sought on the proposed long-term vision:

“Working together to increase safe mobility and eliminate deaths and serious injuries on our transport network.”

In the long-term no one dies or is seriously injured moving around our region on the transport network. Residents and visitors can make safe transport choices that are appropriate to their needs and circumstances. Wider benefits include improved health, accessibility, wellbeing, a sense of place and traffic managed efficiently on appropriate networks.

Road to Zero proposes a 40 per cent reduction in deaths and serious injuries by 2030. The current strategy includes a 25 per cent reduction in serious injuries and a 50 per cent reduction in deaths by 2040. Feedback is sought on this regional interim aspirational figure.

Regional principles to prioritise focus

Decision making has a focus on people, wider safety benefits, and positive impacts on future outcomes. In summary, we:

- Support Road to Zero and consider accessibility and equity outcomes between different road users.
- Work on defined problems with good evidence, where we can measure effectiveness.
- Work on widely agreed priorities.
- Will grow partnership with iwi Māori.

- Will lead through our actions and our conversations and build on existing safety programmes which have momentum.

Regional priorities

System management- effective regional response - through leadership and collaboration, partners deliver a safe transport system for people. Focus is on accountability, evidence driven priorities, building sector capability and partnerships, increased engagement and partnership with iwi Māori, safe mobility focus and policies, advocacy and strong relationships.

Infrastructure improvements and speed management - implement regionally consistent safe and appropriate speeds and infrastructure targeting the highest risk areas and providing for our most vulnerable people. Focus is on a multi-modal safe system approach to planning, investment and implementation, vulnerable road users and high-risk infrastructure, safe and appropriate speeds, public understanding and support, changing demographics and technology impacts.

Road user choices – helping people to have a safety mindset, the right skills and to make safe choices. Collaboratively plan and deliver education and behaviour change programmes to communities across the region. Focus is on targeting to risk, integrated education and behaviour change, community understanding and support, rules compliance and enforcement, improved driver licensing and more delivery to schools / vulnerable road users.

Work-related road safety - improving the safety of the work fleet, through workplace use policies, buying practices and road use behaviour on the job. Focus is on collaboration with the business and freight sector.

Vehicle safety – promoting better vehicle regulation, maintenance and informed choices for purchasers. Focus is on promoting newer, safer vehicle purchasing, mandatory safety standards advocacy, heavy vehicle safety and maintenance.

A measurement framework will be confirmed.

Proposed action plan 2020-24

The regional priorities include core safe system activities - an ongoing baseline to drive safety, and key activities, along with lead and partner agencies. Actions are outlined in this document for the five focus areas, and key partners and lead agencies include the following organisations:

Regional Road Safety Forum members, Accident Compensation Corporation, Blind Foundation, CCS Disability, Cycle Action Network, Disabled Persons Assembly, freight and heavy vehicle membership groups, iwi Māori, Midland Trauma, Ministry of Education, Motorcycle Safety Advisory Council, NZ Police, NZ Police Commercial Vehicle Safety Team, Regional Advisory Group, Regional Asset Technical Accord, Regional Efficiency Group, Road Controlling Authorities, Road Safety Action Planning groups, Safe Network Group, Sport Waikato, Students Against Drunk Driving, Waikato District Health Board, Waikato Regional Council, Waikato Regional Transport Committee, Waka Kotahi.

Measurement will include death and serious injury counts and progress on action plan implementation.

4 PART ONE - INTRODUCTION

Safe Mobility

People must be at the heart of any strategy to address transport safety outcomes. Transport supports our everyday needs as we travel from our homes for employment, education, essential services, socialising, and recreation. Transport delivers our food and consumables and supports growers, processors, manufacturers, importers and exporters to provide these goods. Transport networks shape the physical form of our communities, how we live within them and how we move about.

For many, transport is an equity issue – providing safe transport choices is critical for an accessible society where disabled people can access transport just the same as able bodied people. Even for the able bodied, a lack of safe accessible transport choices can result in trips not made, particularly in low socioeconomic or rural areas. For Māori, road safety and trauma is an equity issue, with a higher incidence rate of hospital admission than non-Māori. A lack of safe accessible transport results in negative health, wealth and wellbeing impacts.

A large proportion of local and central government budgets are spent on transport networks, and for decades there has been a strong bias toward personal motorised transport modes. As a result, communities are subjected to harms from noise, pollution, severance and road trauma. People want safe walking and cycling facilities. Safe walking and cycling facilities contribute to a sense of place by creating places where people feel welcome in, which is also good for business.

The significant impacts of climate change are making people want to make sustainable transport choices and not be constrained by unsafe environments. The uptake of electric bikes, e-scooters, other forms of micro-mobility and demand for public transport are clear indicators of a demand for safer infrastructure and lower carbon transport modes. Safe and sustainable mobility must be a future focus as we take on the challenge of reducing the carbon footprint of transport for the safety, security and wellbeing of our present and future communities.

Why a safe transport system matters

In 2019, 352 people were killed on New Zealand's transport network and thousands more were seriously injured. This level of trauma happens every year.

Over 10 years around 30,000 people have been killed or seriously injured across New Zealand using our transport system.² Alongside high-risk groups, Māori are disproportionately impacted by road trauma outcomes³.

In the Waikato region 78 people were killed in 2019 and 359 were seriously injured⁴. This level of trauma is nearly twice what the region might expect based on our population numbers. Beyond direct injuries or death, the social impacts (costs) include loss of quality of life, loss of output due to temporary

² Provisional numbers as at 20 May 2020.

³ Midland Trauma figures, see Section 2.5.

⁴ CAS analysis May 2020 (Waikato region deaths and serious injuries include a portion of the Rotorua District - Territorial Land Authority which may lead to discrepancies when comparing data sets and analysis)

incapacitation, medical costs, legal costs, property damage costs and impacts on family, workmates and social connection. The reasons for these serious and fatal crashes are detailed in [Challenges We Face – a Regional Evidence Base](#).

Waikato region death and serious injury crashes (requiring hospitalisation)

- Over 70% of all high severity crashes occur in rural areas
- 31% of casualties in urban areas are cyclists and pedestrians (active users)
- 5-9 year-olds were the highest pedestrian casualties and 45-49 year-olds were the highest cycle casualties, followed by 10-14 year olds
- 20% of severe regional crashes involve motorcyclists and 45-49 year olds feature most.
- Heavy vehicles are over represented in crashes and older drivers 60-64 are most involved
- Over 30% of crashes involve alcohol or drug impaired drivers and both types of crashes have been increasing.
- Speed (or travelling too fast for the conditions) caused 20% of high severity crashes⁵

For decades road deaths and injuries were an acceptable price of mobility – a road “toll”. We have seen this played out in successive government policies that have focused on efficiency and placed individual blame for “accidents”. One of the reasons this area is so hard to make change in, is a belief that crash events are random, and the difficulty in assigning responsibility when most of the population are participants in the system. Without strong action more lives will be lost, and physical health destroyed. More whānau shattered. More communities missing children, business leaders, nurses, teachers, plumbers, farmers, entrepreneurs, sports people, future leaders - citizens.

It cannot continue this way.

As a country we perform poorly in road trauma. Comparative developed countries like Norway and Sweden have less than a third of the fatalities we see⁶. Sweden and Norway have acted decisively and have more than halved deaths and serious injuries from road transport system crashes in 20 years⁷.

There is a knowledge base of research available on what can be done to prevent serious and fatal crash outcomes. Road safety professionals know what to do to stop the carnage, but they need support to act. They need mandate through strong political leadership, public support, funding and dedicated people resource to get on with this critical job.

Road safety is still viewed by some as a stand-alone activity. In fact, road safety is a direct outcome of transport policies, practices and land use planning. It is impacted by many other planning processes requiring integration across portfolios.

Vision Zero – A world leading safety response

Vision Zero is an ethics-based transport safety approach pioneered in Sweden in the late 1990's. Since its implementation Sweden has more than halved deaths and serious injuries on its transport network at

⁵ WSP 2019 Waikato Region Road Safety Analysis

⁶ Road to Zero. New Zealand's Road Safety Strategy 2020-2030, Ministry of Transport, December 2019.

⁷ Road-to-Zero-consultation-document-July2019.pdf, Ministry of Transport.

the same time as the volume of traffic has increased dramatically. Sweden continues to lead the world with this approach.

“Traditional road safety management has put a lot of effort into crash prevention, and most crashes are caused by road-users. The aim of such strategies is therefore to try to create the perfect human who always does the right thing in all situations. If an accident happens, the blame can almost always be put on a road-user.

Vision Zero challenges this approach. Instead, it is assumed that there are no perfect humans. It is human to make a mistake, but mistakes should not cost a person's life or health. Instead, effort is directed at designing the transport system so that accidents will not lead to serious consequences. The focus is on the roads, the vehicles and the stakeholders who use the road transport system, rather than on the behaviour of the individual road-user.”⁸

Road Safety Sweden

People are at the heart of a Vision Zero approach to create a safe and accessible transport system.

Vision Zero places responsibility on the people who design and operate the transport system to provide a system that is safe for its users. In the same way that loss of life or health is not considered to be an inevitable and acceptable part of the aviation and maritime sectors, Vision Zero applies that same expectation to the road system.

Taking a Safe System Approach

A Safe System looks at the different components of how transport is provided, managed and used. Each part has a role to play in keeping people alive, whole and healthy. The foundation is safe infrastructure, safe speeds, safe vehicles, system management, supporting safe use of the network and post-crash response (which includes pre-hospital emergency care, acute care in hospital and rehabilitation services).

- A Safe System assumes that people will make mistakes. Even if we follow the rules all the time, we will still make mistakes which can result in a crash that harms us or someone else.
- We are human. We are fragile. We are not designed to withstand excessive crash forces. Elderly and young people are particularly fragile.
- We cannot focus on one part of the system as a solution. We must strengthen all parts of the system.
- We have a shared responsibility for making the system safe. Transport is a complex system with a huge number of participants from the supply end through to users. We all have a role in preventing harm and ensuring all users of the system make it home safe, every time they travel.

⁸ Road Safety Sweden (2019) Vision Zero – No fatalities or serious injuries through road accidents. Retrieved from <https://www.roadsafetysweden.com/about-the-conference/vision-zero---no-fatalities-or-serious-injuries-through-road-accidents/>

Road to Zero, New Zealand's Road Safety Strategy 2020-2030

Road to Zero sets out a vision where no one is killed or seriously injured in road transport crashes in New Zealand. It takes a world-leading Vision Zero approach and sets an ambition to reduce deaths and serious injuries on New Zealand's roads, cycle lanes and footpaths by 40 per cent over the next 10 years. This would prevent 750 deaths and 5,600 serious injuries in that time compared to current trauma.

Seven principles will guide how the road network is designed and how road safety decisions are made, and the strategy focuses on five focus areas. The strategic framework is summarised in Figure 4-1 below.

The strategy is supported by an Action Plan 2020-2022 with immediate actions across the five focus areas.

Detail on the strategy and the current action plan can be found at www.transport.govt.nz/zero

Figure 4-1 Road to Zero Summary



Why we need a continued regional response

The Waikato is a large, complicated region, as described in the Waikato Regional Land Transport Plan (RLTP)⁹. There are a lot of stakeholders, many of them small, with limited capacity, capability and funding. If we all operate independently, we are less effective and risk losing out on the benefits of collaboration - for our own organisations and communities. With collaboration our efforts can be at a scale that is economic and will provide faster, better outcomes for all our communities and visitors and gain central government support.

A regional approach provides leadership at a scale that local and regional organisations can respond to. This needs regional leaders who will champion implementation. Government can give strong policy signals and funding support, but it is the actual implementation at a local level which will determine whether people walk away from a road crash or not.

Road Trauma in the Waikato Region – the cost of insufficient action

The Midland Trauma System reports¹⁰ that in the previous five financial years (2014/15 to 2018/19) about 3,275 people suffered injuries severe enough to be admitted to hospital following a crash. This includes the occupants of motor vehicles and the more vulnerable road users¹¹ including motorcyclists, cyclists and pedestrians.

Those people injured on the road network in 2018 spent an average time of almost six hours in the Emergency Department before being admitted as an inpatient where they then spent an average of six days in hospital. The total cost of providing this acute care is estimated at \$51.96 million. These hospital costs do not include the cost of rehabilitation once discharged from hospital, or the often life changing economic and social costs to injured individuals, their caregivers/whānau and the wider community. The estimated social costs from 2009 -2018 to the Waikato is \$5,870,487,000¹².

Over five years, more males than females required hospital care (64.3%), children under 15 years made up almost 10% of hospital admissions (9.8%) with just over a quarter (26.3%) of injured people self-reported as Māori. There is an equity issue in road safety and trauma with Māori having a higher incidence rate of hospital admission per 100,000 people than non-Māori. In 2018 the incidence rate stood at 114 per 100,000 for Māori compared with 94 per 100,000 for non-Māori.

The value of a shared regional strategy – what our partners and stakeholders have told us

When we began reviewing the 2017-2021 road safety strategy, we asked Regional Road Safety Forum members what needed to change in a new strategy and action plan. There was resounding feedback that there was strong value in having a regional strategy and providing a detailed evidence section. We

⁹ 2018 Update to the Waikato Regional Land Transport Plan 2015-2045, Waikato Regional Council.

¹⁰ Supplied by Midland Trauma.

¹¹ Vulnerable road users refers to the pedestrians, cyclists, motorcyclists, mobility challenged, the young, and elderly – it refers to the fragility of a person in a crash.

¹² at June 2018 prices, Ministry of Transport figures.

also received great feedback on how this might look and feel, and different ways to provide the tools and resources to support regional partners.

Partners and stakeholders use the current strategy:

- to gain a deeper understanding overall of the issues we face as a region and the specific details of high-risk areas, i.e. as a reference document
- to support funding applications by showing that local actions support a regional issue
- for evidence for submissions, reporting and advocacy using data, statistics and maps
- as part of initiating new staff and bringing them up to speed
- as a resource for regional statistics for presentations and informing others, and
- to support planning and policy – priorities, workstreams, projects and direction.

An engagement workshop in late 2019 helped the project team to confirm ongoing priorities and develop new priorities in alignment with Road to Zero. Māori engagement was identified as a gap, and work is underway to grow engagement and identify future partnership opportunities.

This discussion document is seeking feedback on the strategic direction and shorter-term priority actions for regional partners. A regional evidence base is being completed and will be made available in due course.

5 PART TWO – PROPOSED STRATEGIC DIRECTION 2020 – 2030

5.1 OUR REGIONAL APPROACH: WORKING TOGETHER

During the development of **Road to Zero** the Waikato region advocated strongly for a Vision Zero approach through the Regional Transport Committee (RTC) and the Regional Road Safety Forum (RRS Forum).

A regional strategy supports delivery of Road to Zero locally and regionally. The regional strategy and action plan are tools to support a clearly articulated and unified response and deliver on the priorities and policy position of the Waikato Regional Land Transport Plan.¹³

The **Purpose** of a regional strategy:

- Identify key regional issues and opportunities to improve road safety death and serious trauma outcomes
- Provide evidence to support partners to prioritise their investment and activities on risk and to secure funding to deliver the appropriate interventions (regional evidence base)
- Provide guidance to the Regional Transport Committee in their development of the Regional Land Transport Plan, to drive priorities and policy at a high level
- Identify key issues the region wishes to advocate for - nationally and to relevant sectors

Regional Model - Partnerships and Roles

Managing the road transport system involves a range of organisations and people. Our current partners and roles are summarised below:

Governance – The Regional Transport Committee, supported by a technical Regional Advisory Group, and serviced by the Waikato Regional Council drives regional policies, priorities, funding support and advocacy for Road Controlling Authorities (territorial authorities, Waka Kotahi NZ Transport Agency (Waka Kotahi), Department of Conservation and a small number of other agencies).

Strategy and Collaboration – The Regional Road Safety Forum oversees development and implementation of the Regional Road Safety Strategy. It is also a forum to support networking between professionals, the sharing of best practice and research, monitoring and reporting, identifying opportunities for collaborative planning, consultation and engagement, and national updates of programmes impacting safety activities and investment.

Implementation Planning and Delivery - Implementation can occur at a purely local level, at a regional level and inter-regionally.

- Several regional working groups focus on areas- or topic-specific projects and programmes, e.g. Safe Network Working Group, SH3 and SH1/29 working groups. These groups are convened as

¹³ The Waikato Regional Land Transport Plan (RLTP) sets out the strategic direction for land transport in the Waikato region over 30 years. It describes what our region is seeking to achieve for the land transport system and how this will contribute to an effective, efficient and safe land transport system in the public interest, as required under the Land Transport Management Act 2003 (LTMA).

appropriate and can run for several years drawing technical staff and political/ governance representatives.

- Road Safety Action Plan groups are local inter-district groups typically including the local council(s), Waka Kotahi and NZ Police. Additional members may include network contractors, ACC, membership groups with an interest like heavy vehicles, Waikato Regional Council, Fire and Emergency and others on a topical basis.
- Regional programmes are run on behalf of the region or on a collaborative basis - the Young Road User Programme, Child Restraints and Cycle Safety Skills. National programme delivery may also be supported regionally e.g. ACC's 'Ride Forever' motorcycle skills programme, Cycle Action Network heavy vehicle/cycle safety training.
- Local delivery is managed by councils or Waka Kotahi (on state highways), and there are other community groups delivering programmes such as Right Track, driver licensing programmes and supporting activities.

Question

To what extent do you agree with having a 10 year strategic direction and why?

5.2 A LONG-TERM VISION FOR THE WAIKATO REGION

We know it will take time to put the systems and infrastructure in place to prevent the road trauma we see now. We know we will need interim targets and activities. We also know that as a region we collectively need to see where we are going and what we are aiming for, which is why we have a long-term vision. We have taken a Vision Zero and Safe System approach in identifying our regional vision.

OUR LONG TERM VISION

Working together to increase safe mobility and eliminate deaths and serious injuries on our transport network.

This means that:

- In the long term no one dies or is seriously injured moving around our region on the transport network.
- Residents and visitors can make safe transport choices that are appropriate to their needs and circumstances.

There are wider benefits, some of which are captured below:

- More people will walk, cycle, wheel and use public transport because they feel safe doing so, including children getting to school by bike or on foot. This has health and equity benefits.
- More people with accessibility challenges will be able to access the transport system for their daily lives and they feel safe to do so.
- The health system will be able to respond to wider health issues as road crash trauma reduces. This may mean faster and better access to elective surgery and other treatments.

- Urban areas will be safer to move around, because they will be designed with people in at the centre of the decision making process. This will attract people, make them feel safe and comfortable and be good for business.
- Rural and arterial roads will be designed and managed to support their use and traffic volumes. This will mean greater safety for the farm sector, freight movements and travel for domestic and overseas visitors.

Question

To what extent do you agree with the long-term vision for the Waikato region, and why?

5.3 WHAT ARE WE AIMING TO ACHIEVE?

The Waikato Regional Road Safety Strategy 2017-21 has the following aspirations:

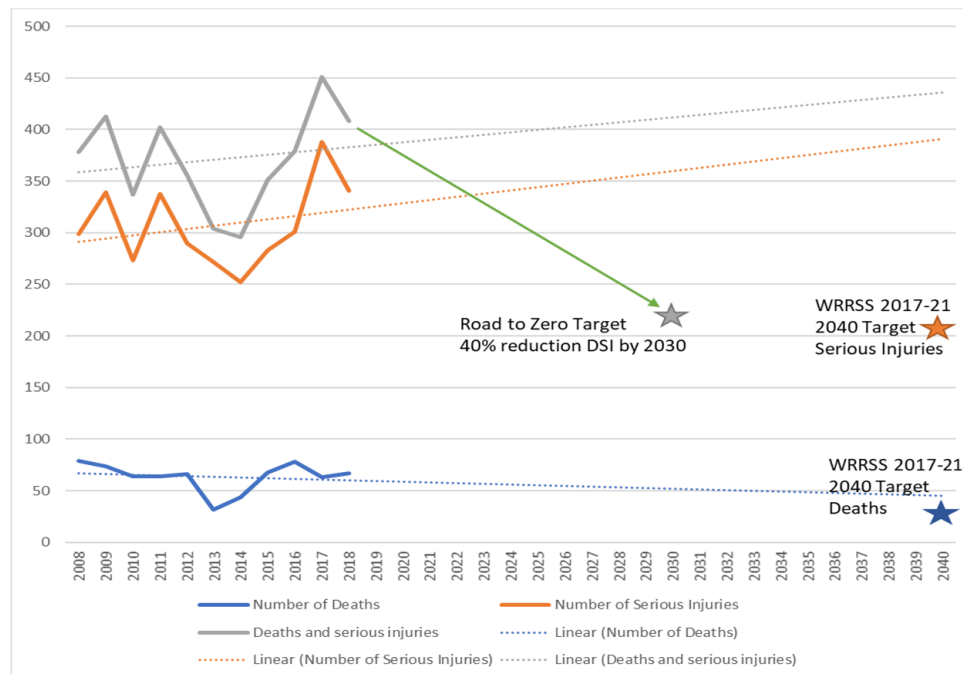
- By 2040 there will be a 50 per cent reduction in road related fatalities compared with the baseline (annual five-year average 2004-2008) of 79 deaths. By 2040 there will be no more than 39 deaths per annum in the region.
- By 2040 there will be a 25 per cent reduction in road related serious injuries compared with the baseline (annual five-year average 2004-2008) of 299 serious injuries. By 2040 there will be no more than 225 serious injuries per annum in the region.

Figure 5-1 shows deaths and serious injuries in the last 10 years, from a baseline (annual five-year average 2004-2008) of 79 deaths and 299 serious injuries. In 2016 the region was heading toward these targets, but the increase in casualties between 2015-2019 means that these targets need to be reviewed.

The Road to Zero interim target is a 40 per cent reduction in deaths and serious injuries (from 2018 levels) by 2030. Although this is unlikely to be realised with an even spread across New Zealand, on a per capita basis this would mean 750 people would go home to their whānau. 5,600 people would not have hospital stays, life changing injuries, rehabilitation and subsequent negative impacts on their families, finances and communities over the 10-year period.

The region currently represents around 20 per cent of national casualties, under Road to Zero we could see deaths and serious injuries fall to 245 by 2030. This would be 150 fewer deaths and 1,120 fewer serious injuries over the next 10 years. But it all depends on every organisation and person with a responsibility in road safety acting, with the mandate and funds being available to do so.

Figure 5-1 Deaths and Serious Injuries in the Waikato Region from baseline 2004—2008 average to 2018, against regional 2040 targets and national 2030 Road to Zero target.



Question

Which target(s) do you believe to be more appropriate, and why?

5.4 HOW WE PRIORITISE OUR FOCUS—OUR REGIONAL PRINCIPLES

We believe that to in order to fully realise our strategic vision and our direction to 2030 we need to keep the following front of mind:

- As part of our decision making we look at the wider benefits of safety and work to have a positive impact on wellbeing, considering how users of our network will be better off.
- Our priorities will be future focused, and will consider how the priority or action will impact the transport system in 10 years or beyond.
- We support *Road to Zero* and the Transport Outcomes Framework principles and priorities with consideration of broader accessibility and equity outcomes for our most vulnerable and deprived people.
- We work on transport safety problems that we can define, where there is good evidence to inform our actions and effectiveness can be measured.

- We work on agreed priorities that a wide range of partners and stakeholders support, and which can be resourced and funded.
- We will work together to meet our Treaty of Waitangi obligations through growing engagement with iwi Māori.
- Our actions show leadership in transport safety, both in the actions themselves, and in leading the conversation.
- We will build on existing work programmes in which there is already local, regional or national momentum for safety outcomes

Question

To what extent do you agree with the regional principles, and why?

5.5 WHERE WE WILL WORK - OUR PRIORITIES

System management - effective regional response

Regional partners show leadership and collaboration - partnering to deliver a safe system for the public and community.

- Support and strengthen safety leadership, collaboration and accountability
- Evidence driven priorities and integrated infrastructure, enforcement and education planning
- Build sector capability and partnerships
- Increase partnerships with iwi Māori and grow opportunities to develop targeted programmes
- Safe mobility and accessibility for all
- Good safety policy, advocacy at a national, regional and local level, with strong relationships

Infrastructure improvements and speed management

Making the physical environment safe, with appropriate speeds for its function and use

Implement regionally consistent safe and appropriate speeds and infrastructure targeting the highest risk areas and providing for the most vulnerable people

- Drive a Safe System approach to transport planning, investment and implementation
- Safe and appropriate infrastructure for all land transport modes
- Focus on vulnerable people and high-risk infrastructure
- Safe and appropriate speeds across the regional network
- Help the public understand road risk and gain support for speed management measures
- Plan for changing demographics, ageing population and changing technology impacts

Road user choices

Helping people to have a safety mindset, the right skills, and make safe choices

Collaboratively plan and deliver education and behaviour change programmes to communities across the region

- Risk targeted integrated road user education and behaviour change programmes
- Improve people's understanding of road risk, Road to Zero, and Safe System to build public support for safety interventions and activities
- Targeted road safety rules, compliance and enforcement activities
- Advocate for an improved driver licensing programme
- Increase education delivery to schools and vulnerable road user groups

Work-related road safety

Improving the safety of the work fleet, through workplace use policies, buying practices and road use behaviour on the job

Work collaboratively with regional partners and businesses on safe workplace travel

- Work with the business and freight sector to improve fleet safety outcomes
- Promote safe workplace travel policies and vehicle purchasing

Vehicle safety

Promoting better vehicle regulation, maintenance and informed choices for purchasers

Work with regional partners, businesses and the wider community to promote safe vehicle purchase and vehicle maintenance

- Promote buying of newer, safer, low emission vehicles with an ANCAP star rating of 4 or more to reduce the age of the vehicle fleet and improve safety and environmental outcomes
- Advocate for mandatory safety standards for imported vehicles and a cap on the import of older, less safe vehicles into the wider fleet
- Continue to focus on heavy vehicle safety and maintenance

Question

To what extent do the five key regional priorities align with your own organisation's priorities for transport safety? Please explain.

5.6 WHAT WE WILL MEASURE

Regional partners are working on a measurement framework. The framework will identify regionally specific and relevant measures that align with **Road to Zero** reporting and will investigate alignment with Waka Kotahi Investment Decision Making Framework (IDMF).

The IDMF benefits framework includes tangible measures such as number of crashes, deaths and serious injuries, rates per km and vehicle kilometre travelled, as well as perception of safety for different modes.

6 PART THREE – PROPOSED ACTION PLAN 2020-24

System management - effective regional response

Having the right information, the right skills, good relationships, good policy and appropriate programmes in place will drive a strong safety response. Without the right structural support in place partners actions can only be partially effective.

Leadership and Collaboration

- Establish a practitioner online platform
- Establish road safety Leadership group and resource coordinator
- Strengthen Regional Road Safety Forum reporting accountability mechanisms
- Develop and resource a regional Communications and Engagement programme
- Engage with iwi Māori across the Waikato on road safety leadership and activities

Priorities and Evidence

- Develop an integrated evidence base for partners
- Develop implementation programme for Monitoring and Evaluation Framework

Build Capability and Partnerships

- Grow Forum membership with safety partners and stakeholders
- Establish an accessibility adviser regional network
- Grow liveable communities / universal design concepts and delivery

Core Safe System activities

- Regular meetings for the Regional Road Safety Forum
- Maintain robust relationships with national agencies and representative groups
- Maintain and grow relationship with stakeholders, industry and user groups
- Make road safety funding recommendations to the RLTP
- Align road safety policy with key strategic policy documents and advocate on national policy and regulation changes
- Integrated infrastructure, enforcement and education planning through RSAP groups
- Regular road safety coordinator and behaviour change stakeholder network meeting

Lead and Partner Agencies

Regional Road Safety Forum members, Waikato Regional Council, Safe Network Group, Waka Kotahi, NZ Police, Midland Trauma, Waikato District Health Board, Road Controlling Authorities, Regional Asset Technical Accord, CCS Disability, Disabled Persons Assembly, Blind Foundation, Regional Advisory Group, Road Safety Action Planning groups, Regional Transport Committee, iwi Māori, Accident Compensation Corporation

Infrastructure improvements and speed management Making the physical environment safe, with appropriate speeds for its function and use
<p>Safe roads, footpaths, cycle and shared paths are critical for us to get to where we need to go. A strong focus on planning ahead and addressing issues appropriately will reduce the risk of vulnerable people being killed and seriously injured on our transport network. We need to manage our network at safe and appropriate speeds. This is one of the most critical actions RCAs can take to reduce trauma and has been an ongoing focus for the region.</p>
<p>Safe and appropriate speeds</p> <ul style="list-style-type: none"> • Safe Network Working Group to support Regional Speed Management plan development and region-wide delivery • Implement the 'Tackling Unsafe Speeds' action plan and setting of speed limits requirements • Develop a coordinated action plan for safe and appropriate speeds around schools and other locations where we anticipate people to be walking and cycling. <p>Safe and appropriate infrastructure</p> <ul style="list-style-type: none"> • Plan infrastructure for increased mode shift and safe travel using the One Network Framework • Include safety audits as a standard activity for all projects for safety and mode shift • Advocate for more funding for safety projects and programmes to respond to Road to Zero • Develop targeted safety barrier programmes • Safety audit of rural bus stops outside of Hamilton on the WRC serviced network <p>Core Safe System activities</p> <ul style="list-style-type: none"> • All programmes to consider vulnerable road user safety and use safe system approach • Coordinate safety works in conjunction with programmed maintenance and renewal works • Make safety planning and delivery a priority in Road Asset/Activity Management Plans • Consider all vehicles safety including heavy vehicles, buses and motorcycles
<p>Lead and Partner Agencies</p> <p>Safe Network Working Group, Waka Kotahi, NZ Police, Road Controlling Authorities, Regional Asset Technical Accord, Regional Advisory Group, Road Safety Action Planning groups, Waikato Regional Council, Regional Efficiency Group, Regional Transport Committee</p>

<p>Road user choices Helping people to have a safety mindset, the right skills, and make safe choices</p>
<p>Mistakes and errors by drivers, riders and pedestrians on our road network too often lead to devastating consequences. Working with our people in our communities will drive better outcomes for all.</p>
<p>Road Safety Education</p> <ul style="list-style-type: none"> • Road safety partners to plan regionally integrated behaviour change, education and enforcement campaigns, to address high risk priorities. <ul style="list-style-type: none"> ○ active road users - pedestrians and cyclists (particularly 5-14 year olds) ○ impairment - alcohol and drug use, fatigue ○ distraction ○ motorcycling ○ young drivers (15-24 year olds) ○ drivers and riders 45-49 years ○ speed management ○ restraints ○ poor observation and wet road and night-time driving • Partners to emphasise high risk road users in their programmes, and increase their efforts • Advocate for road safety education in schools and utilise existing training material • Promote Ride Forever motorcycle rider training, and safe infrastructure on high risk routes • Lead Vision Zero and Safe System conversations and education • Research crash causes specific to harm to Māori to inform regional and local interventions. <p>Road safety regulation and compliance</p> <ul style="list-style-type: none"> • Advocate for stronger driver license renewal programme and refresher courses • Investigate a regional driver licence network to support driver licensing across the region <p>Core Safe System activities</p> <ul style="list-style-type: none"> • Deliver the Young Road User Programme (Ruben) in all districts • Implement high profile drink-drive, drug-drive and speed enforcement • Support cycle skills education regional delivery <p>Lead and Partner Agencies Waka Kotahi, NZ Police, Road Controlling Authorities, Regional Asset Technical Accord, Regional Advisory Group, Road Safety Action Planning groups, Waikato Regional Council, Regional Transport Committee, Regional Road Safety Forum members, Ministry of Education, Accident Compensation Corporation, Motorcycle Safety Advisory Council, Midland Trauma, Waikato DHB, Sport Waikato, Students Against Drunk Driving, Cycle Action Network</p>

Work-related road safety Improving the safety of the work fleet, through workplace use policies, buying practices and road use behaviour on the job
<p>Businesses and organisations have a powerful role through their expertise and resources to improve trauma outcomes, and a moral and legal responsibility to do so. Work vehicles will enter the second-hand fleet, and purchasing newer, safer vehicles now will lift the whole fleet safety over time.</p>
Core Safe System activities <ul style="list-style-type: none"> Promote safe fleet purchase and safe driver assessments to company fleet vehicle operators Promote workplace Safe Driving Policies
Lead and Partner Agencies Waka Kotahi, Road Controlling Authorities, Waikato Regional Council, Accident Compensation Corporation

Vehicle safety Promoting better vehicle regulation, maintenance and informed choices for purchasers
<p>Our vehicle fleet is relatively old and unsafe. Growing purchaser demand for safety features and improving import standards, regulations and maintenance will save the lives and health of many.</p>
Vehicle safety response <ul style="list-style-type: none"> Advocate for mandatory safety standards for all vehicles entering the New Zealand fleet. Support public awareness campaigns on vehicle selection and vehicle safety technologies
Core Safe System activities <ul style="list-style-type: none"> Heavy motor vehicles checks, tests and driver/operator education
Lead and Partner Agencies Waka Kotahi, Road Controlling Authorities, Waikato Regional Council, Accident Compensation Corporation, Regional Transport Committee, NZ Police Commercial Vehicle Safety Team, freight and heavy vehicle membership groups

Question
To what extent do you agree with having a shorter term action plan? Please explain.

Question
Do you have any comments about your organisation's roles/responsibilities in the proposed action plan 2020-24?

6.1 MEASUREMENT

The measurement of the strategy and action plan will be focused on two distinct areas.

- 1) The **Road to Zero** headline targets: Yearly figures will be run throughout the strategy and action plan to determine if we are on track with the reduction in deaths and serious injuries.
- 2) The action plan will be reviewed yearly to ensure progress has been made and actions have been taken as set out in the strategy and plan, and other measures determined from ongoing national monitoring.

7 PART FOUR – YOUR FEEDBACK AND NEXT STEPS

Thank you for taking the time to read this discussion document. Your specific feedback on the proposals in this document will help to inform policy development for the RLTP 2021 and strategic direction, programmes, activities and funding for transport safety partners across the region. Please provide feedback via the survey (preferred) or by submission (see Section 1, How to use this document for links).

Feedback will be analysed and reviewed by the Project Steering Group, and will be used to finalise a Strategic Plan, with supporting documents and tools. There will be no hearings or verbal submissions, but if you wish to communicate directly with the project team (additional to your feedback), please email us at transport@waikatoregion.govt.nz.

Questions

Do you have any further suggestions on how we might best work together to achieve better transport safety outcomes?

Are there any other comments you would like to make?

8 APPENDICES

Glossary

AA	Automobile Association – membership group
ACC	Accident Compensation Corporation
Active Users	Pedestrians, cyclists, wheeled pedestrians (wheelchair and mobility device users)
ANCAP	Australasian New Car Assessment Program
CAS	Crash Analysis System
CCS Disability	CCS Disability are an advocacy group.
CVST	Commercial Vehicle Safety Team
IDMF	Investment Decision Making Framework
Km/h	Kilometres per hour
Midland Trauma	The Midland Trauma System is a network of specialised clinical people committed to ensuring best practice is applied in trauma care across the five District Health Boards in the Midland region (Bay of Plenty, Lakes, Hauora Tairāwhiti, Taranaki and Waikato).
MoE	Ministry of Education
MoT	Ministry of Transport
MSAC	Motorcycle Safety Advisory Council
NLTF	National Land Transport Fund
NLTP	National Land Transport Programme. The programme established for the prioritisation and distribution of the National Land Transport Fund.
NRSC	National Road Safety Committee
Waka Kotahi	Waka Kotahi New Zealand Transport Agency
RAG	Regional Advisory Group comprising roading managers/engineers from Waikato territorial authorities, NZ Transport Agency and representatives from Waikato Regional Council. The RAG group are advisors to the Regional Transport Committee.
RATA	Waikato Regional Asset Technical Accord, local government roading asset management services
RCA	Road Controlling Authority. Every territorial authority is a Road Controlling Authority, as is Waka Kotahi which manages the State Highway network, and Department of Conservation.
REG	Road Efficiency Group – a Local Government NZ and Waka Kotahi programme to support the transport sector to deliver a modern integrated system.
Ride Forever	ACC programme of motorcycle rider training

RLTP	Regional Land Transport Plan. The regional transport policy and funding programme which outlines regional funding priorities. This is prepared by the Regional Transport Committee and submitted for consideration into the NLTP.
RRS Forum	Regional Road Safety Forum. A multi-agency group, empowered by the RLTP 2018, which oversees regional road safety direction in the Waikato and which has also served as the steering group for the development of this discussion document.
RSAP	Road Safety Action Plan. A planning tool used by local road safety partners to coordinate activities. Also a funding requirement of the NZ Transport Agency.
RSC	Road Safety Coordinator
RTC	Regional Transport Committee. Chaired by Waikato Regional Council including representatives from territorial authorities, NZ Transport Agency and NZ Police.
Safe Network Group	A multi-agency regional group focused on safe infrastructure and safe, appropriate and consistent speeds across the region.
TA or LA	Territorial Authority or Local Authority. Otherwise known as district or city council.
Tackling unsafe speeds	Government programme of reforms to address speed management
VKT	Vehicle kilometres travelled
VRU	Vulnerable Road Users
Waikato DHB	Waikato District Health Board
Waka Kotahi	Waka Kotahi the New Zealand Transport Agency are a Road Controlling Authority for State Highways, and also have a role as central government co-investor and regulator
WRC	Waikato Regional Council
YRU	Young Road User Programme (Ruben) – Waikato Regional Council's Young Road User Programme. Ruben the Road Safety Bear is the mascot.

Contributors

Early engagement has occurred through the Regional Road Safety Forum and the Regional Transport Committee. Participants in engagement sessions, presentations and discussions include representatives of the following organisations:

Accident Compensation Corporation, Automobile Association, CCS Disability Action, Cycle Action Network (Waikato), EROAD, Fire and Emergency, Hamilton City Council, Hauraki District Council, Matamata-Piako District Council, Midland Trauma System, Momentum Research, National Road Carriers, NZ Police (BoP), NZ Police (Intelligence), NZ Police (Waikato), Otorohanga District Council, Road Transport Association NZ, Safe Roads, South Waikato District Council, Students Against Dangerous Driving, Taupō District Council, Thames-Coromandel District Council, Waikato District Council, Waikato District Health Board, Waikato Regional Council, Waipā District Council, Waitomo District Council, Waka Kotahi NZ Transport Agency, WSP.

Submission by

Hamilton City Council Staff

ROAD TO ZERO FOR THE WAIKATO - THE WAIKATO REGIONAL ROAD SAFETY FORUM'S DISCUSSION DOCUMENT (JULY 2020)

31 July 2020

It should be noted that the following submission is from staff at Hamilton City Council and does not necessarily represent the views of the Council itself.

1.0 SUMMARY OF KEY POINTS

1.1 Introduction

1.2 Support the overall direction and intent of the 'Road to Zero for the Waikato' discussion document. HCC adopted Vision Zero in 2017 for its road safety target by 2028.

1.3 Proposed Strategic Direction 2020-2030

1.4 Strongly agree with having a 10-year strategic direction and welcome the role the Waikato Regional Road Safety Forum plays in facilitating the regional approach to road safety in our region. This approach strengthens the Regional Land Transport Plan and the achievement of road safety outcomes in our region.

1.5 A Long-Term Vision for the Waikato Region

1.6 Strongly agree with the long-term Vision for the Waikato Region being '*Working together to increase safe mobility and eliminate deaths and serious injuries on our transport network*'.

1.7 It is not acceptable to have death or serious injury on our transport network. The Vision recognises the need to have mobility as a key outcome of ensuring a safe transport network alongside safety.

1.8 We need a transport system that is less dependent on vehicles as the primary mode of transport - this will not be possible unless there are safe alternatives.

1.9 What are we Aiming to Achieve?

1.10 We support a 40 percent reduction in deaths and serious injuries (from 2018 levels) by 2030.

1.11 How we Prioritise our Focus: Our Regional Principles

1.12 All eight principles outlined are appropriate - they will provide direction and focus to the activities best able to deliver the step change in safety for the Waikato Region needed to achieve Vision Zero.

1.13 Where we will Work

1.14 The five key regional priorities primarily align with HCC's priorities for transport safety.

1.15 Proposed Action Plan 2020-24

1.16 The proposed Action Plan is comprehensive and provides clear guidance for the lead and partner agencies to incorporate activities into their forward planning, including the programmes of work which will be included in the Regional Land Transport Plan.

1.17 Greater detail should be included in the final Action Plan as to which agency is taking the lead versus supporting role so that it is very clear who is responsible for the leadership required to gather the partner agencies together and to drive the achievement of the actions.

2.0 INTRODUCTION

- 2.1 Staff from Hamilton City Council (HCC) support the overall direction and intent of the Waikato Regional Road Safety Forum's July 2020 discussion document 'Road to Zero for the Waikato'.
- 2.2 In June 2017, HCC adopted Vision Zero for our road safety target by 2028.
- 2.3 HCC is an active member of the Waikato Regional Road Safety Forum and the Waikato Safe Networks Working Group.
- 2.4 The following provides our response to the various questions outlined in the discussion document and the online survey.

3.0 5 PART TWO - PROPOSED STRATEGIC DIRECTION 2020 - 2030

3.1 SECTION 5.1 - OUR REGIONAL APPROACH: WORKING TOGETHER

3.2 **Question:** To what extent do you agree with having a 10-year strategic direction and why?

3.3 **Response:** Strongly Agree.

- 3.4 HCC staff welcome the role that the Waikato Regional Road Safety Forum play in facilitating the regional approach to road safety in our region.
- 3.5 We believe that this approach strengthens the Regional Land Transport Plan and the achievement of road safety outcomes in our region.
- 3.6 Providing a common strategic direction that is supported by the wide range of organisations enables partnerships that will achieve far greater outcomes than the individual organisations can achieve alone.

3.7 SECTION 5.2 - A LONG TERM VISION FOR THE WAIKATO REGION

3.8 The long-term Vision for the Waikato Region is '*Working together to increase safe mobility and eliminate deaths and serious injuries on our transport network*'.

3.9 **Question:** To what extent do you agree with the long-term vision for the Waikato Region, and why?

3.10 **Response:** Strongly Agree.

- 3.11 HCC staff note that Hamilton City Council has adopted Vision Zero and also submitted on the Road to Zero discussion document in support of the Vision Zero approach being adopted for New Zealand. It is not acceptable to have death or serious injury on our transport network.
- 3.12 The Vision recognises the need to have mobility as one of the key outcomes of ensuring a safe transport network alongside safety.
- 3.13 Moving forward, we need to have a transport system that is less dependent on vehicles as the primary mode of transport and this will not be possible unless there are safe alternatives.

3.14 SECTION 5.3 - WHAT ARE WE AIMING TO ACHIEVE?

3.15 **Question:** Which of the following target(s) do you believe to be more appropriate, and why?

- By 2040 there will be a 50 percent reduction in road related fatalities. By 2040 there will be a 25 percent reduction in road related serious injuries.
- A 40 percent reduction in deaths and serious injuries (from 2018 levels) by 2030.
- I don't believe either are appropriate (please explain).

3.16 **Response:** Support a 40 percent reduction in deaths and serious injuries (from 2018 levels) by 2030.

- 3.17 HCC staff strongly support having a target to work towards in our ultimate achievement of Vision Zero.
- 3.18 HCC staff note that the previous National Road Safety Strategy 'Safer Journeys' did not have any targets, and on that basis supported the development of regional targets.
- 3.19 The 'Road to Zero' Road Safety Strategy has a target of a 40 percent reduction in deaths and serious injuries (from 2018 levels) by 2030 and it is considered appropriate that Waikato Region would also

adopt this target, noting that the Waikato currently represented around 20 percent of national casualties.

- 3.20 The 'Road to Zero' target is also a more challenging target than the current Waikato Regional Road Safety Strategy 2017-21 target and therefore should be reflected through to the Regional Land Transport Plan and the activities that are promoted for funding to achieve the national target.

3.21 **SECTION 5.4 - HOW WE PRIORITISE OUR FOCUS - OUR REGIONAL PRINCIPLES**

3.22 **Question:** To what extent do you agree with the following regional principles, and why?

- We look at wider benefits of safety as part of our decision-making.
- Our principles are future-focused and consider how resulting actions will impact our transport system in 10+ years.
- We support Road to Zero and the transport outcomes framework.
- We work on measurable transport safety problems with good evidence.
- We work on agreed priorities that can be resourced and funded.
- We work together through growing engagement with Māori.
- Our actions show leadership in transport safety.
- We build on existing programmes.

3.23 **Response:** Strongly Agree.

- 3.24 HCC staff believe that all eight principles are appropriate and that they will provide direction and focus to the activities that are best able to deliver the step change in safety for the Waikato Region needed to achieve Vision Zero.

3.25 **SECTION 5.5 - WHERE WE WILL WORK - OUR PRIORITIES**

3.26 The five key regional priorities are:

- System management - effective regional response – *'Regional partners show leadership and collaboration - partnering to deliver a safe system for the public and community'*.
- Infrastructure improvements and speed management - *'Making the physical environment safe, with appropriate speeds for its function and use'*.
- Road user choices - *'Helping people to have a safety mindset, the right skills, and make safe choices'*.
- Work-related road safety - *'Improving the safety of the work fleet, through workplace use policies, buying practices and road use behaviour on the job'*.
- Vehicle safety - *'Promoting better vehicle regulation, maintenance and informed choices for purchasers'*.

3.27 **Question:** To what extent do the five key regional priorities align with your own organisation's priorities for transport safety? Please explain.

3.28 **Response:** Mostly Aligned.

- 3.29 As a Road Controlling Authority (RCA) and territorial local authority (TLA), HCC has key roles and responsibilities defined in legislation.

3.30 HCC has strong alignment with the following priorities:

- System management.
- Infrastructure improvements and speed management.
- Road user choices.

- 3.31 HCC is in the early stages of becoming more active in the Work Related Road Safety priority area and as a consequence will also have some limited involvement into vehicle safety moving forward.

4.0 6 PART THREE - PROPOSED ACTION PLAN 2020-24

4.1 **Question:** To what extent do you agree with having a shorter term Action Plan? Please explain.

4.2 **Response:** Strongly Agree.

4.3 HCC staff believe that the proposed Action Plan is comprehensive and provides clear guidance for the lead and partner agencies to incorporate activities into their forward planning, including the programmes of work which will be included in the Regional Land Transport Plan.

4.4 HCC staff would like to see greater detail included in the final Action Plan as to which agency is taking the lead versus supporting role so that it is very clear who is responsible for the leadership required to gather the partner agencies together and to drive the achievement of the actions.

4.5 **Question:** Do you have any comments about your organisation's roles/responsibilities in the proposed Action Plan 2020-24?

4.6 **Response:**

4.7 Please refer to the comments in Section 3.0 of this submission regarding our organisation's alignment to the priorities and the legislative mandate to deliver many of these actions.

5.0 7 PART FOUR - YOUR FEEDBACK AND NEXT STEPS

5.1. **Question:** Do you have any further suggestions on how we might best work together to achieve better transport safety outcomes?

5.2. **Response:** No.

5.3. **Question:** Are there any other comments you would like to make?

5.4. **Response:**

5.5. HCC staff note that the work being undertaken by the Waikato Regional Council in providing leadership for the Waikato Regional Road Safety Forum is appreciated and valued.

5.6. HCC staff also note that the recent road safety workshop provided for the Elected Member representatives on the Regional Transport Committee (RTC) were well received and was a useful approach to ensuring that the representatives on the RTC have a good understanding of the road issues facing the region.

5.7. **Question:** Would you like to be included in any further correspondence relating to the development of a strategic approach?

5.8. **Response:** Yes.

6.0 FURTHER INFORMATION AND OPPORTUNITY TO DISCUSS SUBMISSION POINTS

6.1. Should the Waikato Regional Road Safety Forum require clarification of the above submission points, or additional information, please contact Robyn Denton (Network Operations and Use Team Leader, City Transportation) on 07 838 6910 or 021 971 127, email robyn.denton@hcc.govt.nz in the first instance.

6.2. Hamilton City Council staff would welcome the opportunity to meet with representatives of the Waikato Regional Road Safety Forum to discuss the content of this submission in more detail.

Yours faithfully



Richard Briggs
CHIEF EXECUTIVE