

Notice of Meeting:

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

Date: Tuesday 8 June 2021
Time: 9.30am
Meeting Room: Council Chamber and 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 R Pascoe
	Deputy Mayor G Taylor	Cr S Thomson
	Cr M Bunting	Cr M van Oosten
	Cr R Hamilton	Cr E Wilson
	Cr D Macpherson	Maangai N Hill
	Cr K Naidoo-Rauf	Vacancy

Quorum: A majority of members (including vacancies)

Meeting Frequency: Six weekly

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Menetia Mana Whakahaere

31 May 2021

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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: 08 June 2021
Author: Narelle Waite
Authoriser: Becca Brooke
Position: Governance Advisor
Position: Governance Manager
Report Name: Confirmation of the Infrastructure Operations Committee Open Minutes - 27 April 2021

Report Status	Open
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Staff Recommendation - *Tuutohu-aa-kaimahi*

That the Infrastructure Operations Committee confirm the Open Minutes of the Infrastructure Operations Committee Meeting held on 27 April 2021 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Infrastructure Operations Committee Open Unconfirmed Minutes – 27 April 2021

Infrastructure Operations Committee

Komiti Hanganga

OPEN MINUTES

Minutes of a meeting of the Infrastructure Operations Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton and audio-visual link on Tuesday 27 April 2021 at 9.31am.

PRESENT

Chairperson	Cr A O'Leary
<i>Heamana</i>	
Deputy Chairperson	Cr M Gallagher
<i>Heamana Tuarua</i>	
Members:	Mayor P Southgate (Audio-visual link)
	Deputy Mayor G Taylor
	Cr M Bunting
	Cr R Hamilton
	Cr D Macpherson (Audio-visual link)
	Cr K Naidoo-Rauf (Audio-visual link)
	Cr R Pascoe
	Cr S Thomson
	Cr M van Oosten (Audio-visual link)
	Cr E Wilson

In Attendance:	Eeva-Liisa Wright – General Manager Infrastructure Operations
	Chris Allen – General Manager Development
	Jason Harrison – Unit Manager City Transportation
	Tania Hermann – Group Business Manager Infrastructure Operations
	Robyn Denton – Operations Team Leader
	Maire Porter – City Waters Manager
	Raewyn Simpson – Senior Planner City Waters
	Alasdair Gray – Contractor, City Development
	Trevor Harris – Property Officer Acquisitions and Disposal
	Frances Cox-Wright – Policy and Bylaw Lead
	Ben Petch – Associate Director, AECOM
	Nathan Harper – Technical Director, AECOM
	James Bevan – Area Manager, AECOM

Governance Staff:	Amy Viggers – Governance Team Leader
	Narelle Waite and Carmen Fortin – Governance Advisors

- Apologies – Tono aroha**
Resolved: (Cr O'Leary/Cr Gallagher)
That the apologies for absence from Cr Forsyth and Maangai Hill, and for partial attendance from Crs Naidoo-Rauf and Macpherson are accepted.

2. **Confirmation of Agenda – *Whakatau raarangi take***
Resolved: (Cr O’Leary/Cr Gallagher)
 That the agenda is confirmed.
3. **Declarations of Interest – *Tauaakii whaipanga***
 No members of the Council declared a Conflict of Interest.
4. **Public Forum – *Aatea koorero***

Judy McDonald spoke in support of item 7 (Eastern Pathways Programme) noting the need to avoid traffic congestion, support alternative modes of transport, improving the Five Crossroads intersection, community concerns and improving consultation processes. She also provided a written submission which was tabled at the meeting and is attached to the minutes as **appendix 1**.

Joel Chernishov spoke in support of item 7 (Eastern Pathways Programme) noting the positive impacts of biking to school, near misses and cycle safety improvements.

Wayne Mako (Te Papanui Enderley Community Trust) spoke in support of item 13 (Proposed Low Cost Low Risk Transport Improvement Programme for 2021/22) and item 7 (Eastern Pathways Programme) noting the key infrastructure projects the trust have consulted on and support. They noted their support for Eastern Pathways noting signage within Te Papanui boundaries should reflect Ngaati Wairere culture. They also provided a written submission which was circulated to Members prior to the meeting and is attached to the minutes as **appendix 2**.

Holly Dark spoke in opposition to item 7 (Eastern Pathways Programme) noting the proposal to close Brooklyn Road and road safety in the nearby neighbourhoods. She presented a petition to the Infrastructure Operations Committee.

Roger Stratford spoke to item 19 (Waikato Regional Council - Public Transport Update) and his written submission noting his proposal for a free day of travel for over 55s. His written submission was circulated to Members prior to the meeting and is attached to the minutes as **appendix 3**.

Richard Porter (Bike Waikato) spoke in support of item 6 (Biking and Micromobility Programme Business Case) and item 7 (Eastern Pathways Programme), noting the improvements needed to support mode-shift in Hamilton City and the interest of Hamiltonians to take up biking if infrastructure was improved.

Adam Muirson (Neuron Mobility) spoke to item 9 (Personal Hire Devices - End of Trial Review) noting the Neuron Mobility’s operations across Australia and New Zealand, collaboration with territorial authorities and the design and build of the company’s scooter including safety features.

Lauren Mentjox and **Hamish Ellis** (Lime) spoke in support of item 9 (Personal Hire Devices - End of Trial Review) noting the e-scooter trial in Hamilton, the improvements of service provided throughout and their interest in mode-shift and continued collaboration with Hamilton City.

Robyn McIntyre spoke in support of item 7 (Eastern Pathways Programme) noting existing reliance on cars, her mode-shift journey, population congestion, climate change and how mode-shift infrastructure can support disabled people’s autonomy.

Hillary Lines spoke to item 7 (Eastern Pathways Programme) noting population increase and congestion, her suggestion for underground pedestrian and cycle pathways. She also provided a written submission which was circulated to Members prior to the meeting and is attached to the minutes as **appendix 4**.

Clare Bayly spoke in opposition to item 7 (Eastern Pathways Programme), the suggested closure of Brooklyn Road and her concerns for additional traffic through the surrounding neighbourhood and the public consultation process.

Lauren McLean spoke in support of item 7 (Eastern Pathways Programme) noting the importance of mode-shift and the interest of citizens to change transport habits.

Jo Wrigley (Go Eco) spoke in support of item 6 (Biking and Micromobility Programme Business Case) noting climate change, Mana Whenua kaitiakitanga and ensuring sustainability is prioritised in city planning projects.

Cohen Laird spoke in support of item 7 (Eastern Pathways Programme) and noted his concerns regarding poor design of the existing micro-mobility pathways, lack of pathway connections, cycle safety and near misses.

Helen Spencer spoke in support of item 7 (Eastern Pathways Programme) noting frequency of commuting cyclists in all weathers.

Hayley Hamilton spoke in support of item 13 (Proposed Low Cost Low Risk Transport Improvement Programme for 2021/22) noting in particular the Discovery Drive pedestrian crossing and a number of infrastructure interventions to improve the intersection.

Kat Karadshi spoke in support of item 13 (Proposed Low Cost Low Risk Transport Improvement Programme for 2021/22) noting her particular support of the Thomas Road intersection and a number of infrastructure interventions to improve the intersection. She also provided a written submission which was circulated to Members prior to the meeting and is attached to the minutes as **appendix 5**.

Horiana Henderson spoke in opposition of item 7 (Eastern Pathways Programme), the proposed closure of Brooklyn Road and road safety of the surrounding neighbourhoods.

Brett Parsons, Kevin Flannery, Sandra Jensen, Stephen Hay and Tina Carey provided a written submission. These were circulated to Members prior to the meeting and are attached to the minutes as **appendix 6**.

Deputy Mayor Taylor joined the meeting (9.40am) during discussion of the above item.

Cr Pascoe left the meeting (10.28am) at the conclusion of the above item.

5. Confirmation of the Infrastructure Operations Committee Open Minutes - 23 February 2021

Resolved: (Cr Wilson/Cr Bunting)

That the Infrastructure Operations Committee confirm the Open Minutes of the Infrastructure Operations Committee Meeting held on 23 February 2021 as a true and correct record.

6. Biking and Micromobility Programme Business Case

The Transport and Urban Mobility Programme Delivery Lead introduced the report and introduced Ben Petch and Nathan Harper (AECOM). They outlined the project masterplan, work undertaken to date, public consultation, the existing plan, and current stage in the process. They responded to questions from Members concerning the Anzac Bridge project, community and stakeholder consultation, the definition of safe cycleways, mode-shift and micro-mobility uptake, separated cycle lanes, coordination with other Hamilton City Council units' master-planning, coordination with developers, resourcing, opportunities to trial and bring forward projects.

Resolved: (Cr O'Leary/Cr Bunting)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves the final draft Biking and Micro-Mobility Programme Business Case be submitted to Waka Kotahi NZ Transport Agency to seek business case approval;
- c) notes the development of the recommended biking and micro-mobility programme including Strategic Network Plan and 30-year delivery programme; and
- d) notes that funding and timing of the projects included within the full Biking and micro-mobility programme will be determined and approved as part of current and future annual and long-term plan processes.

Cr Pascoe re-joined the meeting (10.31am) during discussion of the above item. He was present when the matter was voted on.

Cr Naidoo-Rauf retired from the meeting (10.56am) during discussion of the above item. She was not present when the matter was voted on.

The meeting was adjourned from 11.53am to 12.13pm.

Mayor Southgate and Cr Macpherson retired from the meeting during the above adjournment.

Item 19 (Waikato Regional Council - Public Transport Update) was taken after the adjournment to accommodate speaker availability.

7. Waikato Regional Council - Public Transport Update

Councillor Angela Strange and Andrew Wilson from Waikato Regional Council provided a verbal update, noting the user-uptake of the Te Huia passenger train, patronage of existing bus routes and increased route frequencies. They responded to questions from Members concerning the free buses for under-18s trial, Te Huia patronage, capacity data, Covid-19 recovery, high-frequency public transport routes, funding and timeline for implementing a ridership coverage model to the airport, and partnerships with large organisations.

Resolved: (Cr Wilson/Cr Bunting)

That the Infrastructure Operations Committee:

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

8. Eastern Pathways Programme

The Transport and Urban Mobility Programme Delivery Lead introduced James Bevan (AECOM). They spoke to the report in particular the Business Case process undertaken, partnership with Waka Kotahi, the objectives of the programmes, Eastern Pathway's School Link, engagement undertaken, timeline for next steps, pathway options considered and the Hamilton East catchment area. They responded to questions from Members concerning alternative options for the Five Cross Roads intersection, budgetary effects on connectivity of the pathway, community feedback, effects of staged project delivery, implications of not approving the business case for submission to Waka Kotahi, financial requirements, the Hamilton East catchment pathway options including carpark rationalisation, and incorporating the Claudelands railway into the pathway.

Motion: (Cr O'Leary/Cr Pascoe)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves the final draft School Link project Single Stage Business Case for submission to Waka Kotahi NZ Transport Agency to seek business case approval, subject to an amendment to the business case prior to submission that details ongoing community engagement during the Five Cross Roads secondary investigation stage to consider additional options and not just the three options currently listed in the business case;
- c) notes that approval of the final draft School Link project Single Stage Business Case for submission to Waka Kotahi NZ Transport Agency does not pre-determine any specific option for Five Cross Roads, which in particular, requires further investigation, urban design work and consultation/engagement to be undertaken prior to confirming a preferred option;
- d) approves the final draft City Centre to University Link project Single Stage Business Case for submission to Waka Kotahi NZ Transport Agency to seek business case approval; and
- e) notes that Council funding approval of the Eastern Pathways - School Link and City Centre to University Link project delivery programmes are subject to co-investment (minimum 51%) confirmation from Waka Kotahi NZ Transport Agency.

Amendment: (Cr Bunting/Cr Hamilton)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves the final draft School Link project Single Stage Business Case for submission to Waka Kotahi NZ Transport Agency to seek business case approval, subject to an amendment to the business case prior to submission that details ongoing community engagement during the Five Cross Roads secondary investigation stage to consider additional options and not just the three options currently listed in the business case;
- c) notes that approval of the final draft School Link project Single Stage Business Case for submission to Waka Kotahi NZ Transport Agency does not pre-determine any specific option for Five Cross Roads, which in particular, requires further investigation, urban design work and consultation/engagement to be undertaken prior to confirming a preferred option;
- d) defers the approval of the Final Draft City Centre to University Link project Single Stage Business Case for submission to Waka Kotahi NZ Transport Agency to seek business case approval to the 8 June 2021 Infrastructure Operations Committee;
- e) request staff complete a further Eastern Pathways - City Centre to University Link project Single Stage Business Case option review and confirmation focusing on cycleway Option 1 against the following Option 2:
 - i. Option 1: Grey street, Cook Street, Clyde Street, Knighton Road; and
 - ii. Option 2: Beale street, Hamilton Boys High School, Wilson Street, Knighton Road;
- f) notes that Council funding approval of the Eastern Pathways - School Link and City Centre to University Link project delivery programmes are subject to co-investment (minimum 51%) confirmation from Waka Kotahi NZ Transport Agency.

The Amendment was put.

Those for the Amendment:	Deputy Mayor Taylor, Councillors Hamilton, Bunting, Wilson and Gallagher.
Those against the Amendment:	Councillors O'Leary, Thomson, van Oosten and Pascoe.

The Amendment was declared CARRIED.**The Amendment as the Substantive Motion was then put and declared CARRIED.**

Resolved: (Cr Bunting/Cr Hamilton)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves the final draft School Link project Single Stage Business Case for submission to Waka Kotahi NZ Transport Agency to seek business case approval, subject to an amendment to the business case prior to submission that details ongoing community engagement during the Five Cross Roads secondary investigation stage to consider additional options and not just the three options currently listed in the business case;
- c) notes that approval of the final draft School Link project Single Stage Business Case for submission to Waka Kotahi NZ Transport Agency does not pre-determine any specific option for Five Cross Roads, which in particular, requires further investigation, urban design work and consultation/engagement to be undertaken prior to confirming a preferred option;
- d) defers the approval of the Final Draft City Centre to University Link project Single Stage Business Case for submission to Waka Kotahi NZ Transport Agency to seek business case approval to the 8 June 2021 Infrastructure Operations Committee;
- e) request staff complete a further Eastern Pathways - City Centre to University Link project Single Stage Business Case option review and confirmation focusing on cycleway Option 1 against the following Option 2:
 - iii. Option 1: Grey street, Cook Street, Clyde Street, Knighton Road; and
 - iv. Option 2: Beale street, Hamilton Boys High School, Wilson Street, Knighton Road;
- f) notes that Council funding approval of the Eastern Pathways - School Link and City Centre to University Link project delivery programmes are subject to co-investment (minimum 51%) confirmation from Waka Kotahi NZ Transport Agency.

The meeting adjourned during the discussion of the above item from 1.39pm to 2.24pm.

Item 20 (Water Stimulus Delivery Update) was taken after the above adjournment to accommodate speaker availability.

9. Water Stimulus Delivery Update

The City Waters Manager introduced the report noting that the report only relates to the Central Government funded stimulus projects and that a related report is being presented to the Council Meeting of 29 April 2021. She outlined key updates concerning the Three Waters Reform Stimulus projects, including project stage, Taitua Arboretum bore works, Low River Contingency Infrastructure deployment project, Rototuna Reservoir site fencing and security measures, and the contract award requests for approval. She responded to questions from Members concerning reporting on the Programme's quantum.

Resolved: (Cr O’leary/Cr Hamilton)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves, the City Waters Manager as Hamilton City Council’s nominated Recipients Representative in the existing Water Stimulus Funding Agreement and Lead Contact in the Water Stimulus Delivery Plan with the Department of Internal Affairs;
- c) approves award of Contract 810/2021 for landscaping activities within the Stormwater Gully Improvements project with Ngati Haua Mahi Trust, with an Approved Contract Sum of \$900,000;
- d) approves to vary existing Contract 16431 with Waipa Civil Ltd. to deliver an additional \$1,000,000 of watermain renewals, increasing the Approved Contract Sum from \$16,500,000 to \$17,500,000 and extending the contract completion date from 30 June 2021 to 31 March 2022;
- e) approves to vary existing Contract 17160 with HEB Construction Ltd. to deliver an additional \$500,000 of wastewater reticulation renewals, increasing the Approved Contract Sum from \$25,000,000 to \$25,500,000 and extending the contract completion date from 30 June 2021 to 31 March 2022;
- f) approves award of a contract for asset data information management system improvements within the Asset Data Information Improvements project with a maximum Approved Contract Sum of \$650,000;
- g) delegates authority to the Chief Executive to approve Direct Appointment contracts for delivery of the Water Stimulus programme up to a maximum contract value of \$3,000,000 in accordance with existing delegated authority to award tendered contracts - subject to works being fully funded within the approved Water Stimulus Programme; and
- h) notes the re-allocation of central government funding between projects within the Delivery Plan, noting that the overall programme budget remains \$17.46m as approved by Council and the Department of Internal Affairs.

10. Hamilton Transport Centre Rejuvenation Project

The Transport and Urban Mobility Programme Delivery Lead took the report as read. He responded to questions from Members concerning the scope of the project, twenty-four hour access and security risks, long-term planning of the transport centre, and the effect of ridership model changes on the Transport Centre design.

Resolved: (Cr Wilson/Deputy Mayor Taylor)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves the Hamilton Transport Centre Rejuvenation Project final draft business case and preferred option to be submitted to Waka Kotahi NZ Transport Agency to seek funding approval;
- c) notes that the 19 February 2021 Waikato Regional Council - Regional Connections Committee endorsed the preferred option for the Hamilton Transport Centre Rejuvenation Project; and
- d) notes that funding for the Hamilton Transport Centre Rejuvenation Project are subject to the Draft 2021-31 Long Term Plan approval by Council and subject to Waka Kotahi NZ Transport Agency approval including 51% subsidy.

Cr van Oosten left the meeting (2.51pm) during discussion of the above item. She was not present when the matter was voted on.

11. **Personal Hire Devices- End of Trial Review** (*Recommendation to the Council*)

The City Safe Unit Manager took the report as read noting the trial process. He responded to questions from Members concerning fees, charges, and Council cost-recovery.

Resolved: (Deputy Mayor Taylor/Cr Bunting)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves **Option Two** that personal hire device (PHD) activity continues with three monthly reports to the Infrastructure Operations Committee and the permitting process is decided by staff in consultation with Elected Members.
- c) approves that no more than 3 approved Operators and 1,000 personal hire devices be permitted for operation in Hamilton, noting the desire for a variety of devices within the allocation;
- d) approves that existing operator exclusivity arrangements are terminated;
- e) notes that public liability insurance of \$2,000,000 will be required by each Personal Hire Device operator;
- f) notes that staff will administer the personal hire device permit process under the provisions of the Public Places Bylaw 2016; and
- g) notes that staff will review the Hamilton City Code of Practice for Personal Hire Devices and applicable fees and charges for approved personal hire devices as required as a minimum on an annual basis.

That the Infrastructure Operations Committee recommends the Council approves the following fees and charges :

- a) \$300 annual permit fee;
- b) fee of \$0.13 per ride; and
- c) a \$10,000 education campaign fund per operator, noting that there may be future ongoing funding shared among all operators for Council and user education.

Cr van Oosten re-joined the meeting (3.05pm) during discussion of the above item. She was present when the matter was voted on.

12. **Onion Road / Ruffell Road Intersection**

The Unit Manager City Transportation introduced the report noting the growth and development in Te Rapa Park suburb, the rail intersection safety concerns raised by Waka Kotahi, existing safety interventions, and public engagement. He responded to questions from Members concerning the new intersection design, public engagement, and related projects in the Long Term Plan.

Resolved: (Cr O'Leary/Cr Bunting)

That the Infrastructure Operations Committee:

- a) approves Council to enter into an agreement with KiwiRail in relations to the Ruffell Road Level Rail Crossing
- b) delegates the Chief Executive to enter into a Letter of Agreement with KiwiRail that supports

the temporary closure that allows for its reopening to all motor vehicles once the planned Onion Road Realignment project is completed and all other safety matters have been addressed;

- c) notes that the Chief Executive will negotiate a Deed of Grant Agreement for the Ruffell Road level rail crossing which is a normal operational matter;
- d) approves the proposal to upgrade the Arthur Porter Drive / Te Kowhai Road existing uncontrolled T-intersection to a mini roundabout;
- e) approves the reallocation of \$400,000 from the 2020/21 Low Cost Low Risk and other programmes to fund the upgrade of the Arthur Porter Drive / Te Kowhai Road intersection upgrade; and
- f) notes that staff will undertake targeted engagement and public notification as part of the implementation phase of this work.

13. State Highway 26 Revocation Fit for Purpose Business Case

The Operations Team Leader introduced the reporting noting the key elements of the project, discussions with Waka Kotahi, and the project's next steps. She responded to questions from Members concerning the Morrinsville, Matangi and Silverdale Roads intersection, alignment with other Council plans concerning multi-modal pathways, and potential future state highway revocations.

Resolved: (Cr O'Leary/Cr Bunting)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) endorses the SH26 Revocation Fit for Purpose Business case prepared by Waka Kotahi NZ Transport Agency for approval by the Waka Kotahi NZ Transport Agency Board;
- c) notes that the improvement works required to make Morrinsville Road Fit for Purpose following the revocation of the State Highway status, will be 100% funded by Waka Kotahi NZ Transport Agency with funding being made available for Hamilton City Council to implement the works from 1 July 2022 onwards;
- d) notes that the specific details of any improvements on the revoked section of SH26 Morrinsville Road within the city will be developed in consultation with Members, the local community and key stakeholders prior to implementation; and
- e) notes that if Hamilton City Council wishes to install traffic signals at the intersection of Morrinsville, Matangi and Silverdale roads, then the extra cost above that allowed for the roundabout will have to be funded 100% by Hamilton City Council.

14. Wairere Drive Extension - Construction MSQA Contract

The General Manager Development took the report as read. He responded to questions from Members concerning delivery and budget.

Resolved: (Cr Bunting/Cr Pascoe)

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) approves an increase of the Approved Contract Sum for PSP 18171 with BBO for provision of contract management and supervision services on the Wairere Drive extension construction project from \$2,750,000 to \$3,600,000.

The meeting was adjourned from 3.36pm to 3.50pm.

15. Proposed Low Cost Low Risk Transport Improvement Programme for 2021/22

The Operations Team Leader introduced the reporting noting increase in budget from Waka Kotahi, changes to the programme guidelines, and opportunity to consult with the community concerning the selected projects. She responded to questions from Members concerning raised platforms and the priority of the projects raised in Public Forum.

Resolved: (Cr Thomson/Cr Bunting)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves the proposed Low Cost Low Risk Transport Improvement programme (**Attachment 1** of the report) for the 2021/22 financial year;
- c) notes that final Low Cost Low Risk Transport Improvement programme is subject to funding approval by Hamilton City Council via the 2021-31 Long Term Plan development and Waka Kotahi NZ Transport Agency via the development of the 2021-24 National Land Transport Programme;
- d) notes that progress of the final design and consultation of the projects to be delivered in the Low Cost Low Risk Transport Improvement programme will be reported to Members via the Executive Update and General Manager Update Report to the Infrastructure Operations Committee meetings; and
- e) requests staff engage directly with Te Papanui Enderley Community Trust regarding the traffic safety concerns being raised by the community there, and that agreed priority works are incorporated into the 2021/22 minor transport improvements list noting that this may require reprioritisation of other projects. Staff will provide an update at the 8 June 2021 Infrastructure Operations Committee General Manager's report.

16. Korikori Green Proposal to Declare a Pedestrian Mall - Deliberation and Adoption Report
(*Recommendation to the Council*)

The Operations Team Leader introduced the report noting the feedback received from Members at the Hearings and Engagement Committee meeting and high vehicle speeds at Korikori Green. She responded to questions from Members concerning school traffic mitigation plans and Long Term Plan traffic plans.

Resolved: (Cr Gallagher/Cr Wilson)

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) considers the feedback from public submissions received as a result of the special consultation procedure including the hearing held at the 24 March 2021 Hearings and Engagement Committee meeting completed in accordance with Section 83 of the Local Government Act 2002 on the proposal to declare a section of Korikori Green a Pedestrian Mall under Section 336(1) of the Local Government Act 1974.

That the Infrastructure Operations Committee recommends that the Council:

- a) approves that a section of Korikori Green be declared a Pedestrian Mall under Section 336(1) of the Local Government Act 1974;
- b) approves a public notice be issued stating the Council decision to declare a section of Korikori Green a Pedestrian Mall;
- c) notes that under section 336(3) of the Local Government Act 1974, any person may, within one month after making of a declaration of the pedestrian mall, or within such further time as the Environment Court may allow, appeal to the Environment Court against the declaration; and

- d) notes that if no appeals to the declaration of the Pedestrian Mall in Korikori Green are received or upheld that the Hamilton Traffic Bylaw Pedestrian Mall register will be updated to include this information.

17. Hamilton Stormwater Bylaw Review - Deliberations Report (*Recommendation to the Council*)

The Senior Planner City Waters took the report as read.

Resolved: (Cr Gallagher/Cr Wilson)

That the Infrastructure Operations Committee receives the report.

That the Infrastructure Operations Committee recommends that the Council:

- a) notes that, as part of this review, Council determined on **30 April 2020** that a Stormwater Bylaw is the most appropriate mechanism for addressing issues relating to stormwater management in Hamilton;
- b) notes that the Hamilton Stormwater Bylaw 2015 has been reviewed and consulted on as per the requirements of the Local Government Act 2002;
- c) notes that the revised Stormwater Bylaw 2021 is the most appropriate form of the bylaw, having regard to the issues identified in the review and consultation feedback;
- d) notes that the revised Hamilton Stormwater Bylaw 2021 does not give rise to any implications under the New Zealand Bill of Rights Act 1990; and adopts the revised Stormwater Bylaw 2021 effective from 1 October 2021.

18. Gordonton Road Intersection Upgrades

The Operations Team Leader and the Capital Projects Business Manager took the report as read. Staff responded to questions from Members concerning Waikato Regional Council's involvement, other planned interventions at the intersection, and alternative funding opportunities.

Resolved: (Cr Bunting/Deputy Mayor Taylor)

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) approves the macroscopic for the Puketaha/Gordonton intersection as set out in the staff report and in **Attachment 2**.

19. Road Stopping – Southern Links

The Property Officer Acquisitions and Disposal took the report as read.

Resolved: (Cr Hamilton/Cr O'Leary)

That the Infrastructure Operations Committee:

- a) approves the road stopping of approximately 170m² of Westbrook Place shown in **Attachment 1** of the staff report and for it to be transferred to Mithrandir Enterprises Ltd for \$1, subject to:
 - i. the compensation agreement (in the public excluded section of this meeting) being signed by all parties;
 - ii. a Land Information NZ approved survey plan for the proposed stopped road area; and
 - iii. amalgamation of the stopped road area with the adjacent property owned by Mithrandir Enterprises Ltd, Legal description: Section 31 SO 538898 (Record of Title 943453), if the road stopping is successful;
- b) approves the road stopping of designated land acquired from Mithrandir Enterprises Ltd that is

not required for roading, or segregation strip purposes, for it to be transferred, together with Section 30 SO 538898, to Mithrandir Enterprises Ltd for \$1 subject to:

- i. the compensation agreement being signed by all parties;
 - ii. road construction being completed, and a segregation strip being created;
 - iii. a Land Information NZ approved Survey plan for the proposed stopped road area and segregation strip; and
 - iv. amalgamation of the stopped road area and Section 30 SO 538898 with the adjacent property owned by Mithrandir Enterprises Ltd, Legal description Section 31 SO 538898 (Record of Title 943453), if the road stopping is successful; and
- c) delegates authority to the Chief Executive to sign all documentation to give effect to the resolution/s in this report.

20. Waste Management and Minimisation Bylaw 2019

The Business Manager Infrastructure Operations and the Policy and Bylaw Lead took the report as read.

Resolved: (Cr O'Leary/Cr Wilson)

That the Infrastructure Operations Committee

- a) receives the report; and
- b) recommends that the Council:
 - i. approves the update minor changes to clause 9.2 of the Waste Management and Minimisation Bylaw 2019 ; and
 - ii. notes that section 156(2)(a) of the Local Government Act 2002 enables errors in a bylaw to be corrected by a publicly notified resolution.

21. Infrastructure Operations General Managers Report

The General Manager Infrastructure Operations, Business Manager Infrastructure Operations and Operations Team Leader took the report as read. They responded to questions from Members concerning contract costs for Rubbish and Recycling, waste audit results, scope and cost of the Accessibility Review, timeline for the Public Transport Network Studies, cycle parklets and other cycle parking infrastructure, road-user statistics, Claudelands bridge cycleway, and traffic management at the Boundary Road/Heaphy Terrace intersection.

Staff Action: *Staff undertook to provide transport data, in particular cycle use statistics, to Members on an ongoing basis.*

Resolved: (Cr Bunting/Cr Pascoe)

That the Infrastructure Operations Committee receives the report.

22. External Committees Updates

The Council's representative on the Waikato Regional Council Regional Transport Committee provided a verbal update, noting public hearings recently took place at the Committee.

The Council's representative on the Waikato Regional Council Regional Connections Committee provided a verbal update on the most recent Committee noting changes to the bus fares for adult

passengers.

The Council's representative on the Waikato Regional Council Regional Start Up Rail Governance Group provided a verbal update on the most recent Committee noting the roll-out of the service, patronage, the schedule. He responded to questions from Members concerning patronage.

Resolved: (Cr O'Leary/Cr Wilson)
That the Infrastructure Operations Committee receives the report.

23. Resolution to Exclude the Public

Resolved: (Cr Wilson/Deputy Mayor Taylor)

Section 48, Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

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

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

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Infrastructure Operations Committee Public Excluded Minutes - 23 February 2021) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
C2. SH26 Revocation - Fit for Purpose Business Case report)	
C3. Road Stopping - Mithrandir Enterprises Limited Agreement		

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

Item C1.	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
Item C2.	to protect information which is subject to an obligation of confidence and disclosure would likely prejudice continual supply of similar information where it is in the public	Section 7 (2) (c) (i)

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Item C3.	interest for that information to continue to	
	be available	
	to maintain legal professional privilege	Section 7 (2) (g)
	to enable Council to carry out commercial	Section 7 (2) (h)
	activities without disadvantage	Section 7 (2) (i)
	to enable Council to carry out negotiations	

The meeting went to Public Excluded session at 5.01pm.

The meeting was declared closed at 5.09pm.

Appendix 1

Public forum submission , HCC Infrastructure committee, April 27, 2021 re the Eastern Pathways/School Link

I'm here to beg council to ensure that the funding for the Eastern Pathways project is applied for, and that the case is as convincing as possible. This is a unique chance to prevent Hamilton following further in Auckland's congested footsteps, and to take the first steps toward an approach to traffic management and road safety that is closer to what can be seen in the Netherlands, Denmark, and cities like Portland, Oregon. In order to make the Eastern Pathways work, we must address the elephant in the room that is Five Cross Rds. Unfortunately there is already a lot of heat being generated in media reactions to the proposals.

Having been involved as a pedestrian advocate in the planning stages for the Eastern Pathways, and heard the comment from streets engineers that a five-way light-controlled intersection will be very expensive and far from satisfactory, the only workable option remaining is to turn it into a four-way intersection by removing the Brooklyn Rd entry. This is where the proverbial excrement has hit the fan.

I appreciate that the residents of the streets leading off Brooklyn Rd may be worried that they will have more traffic down their streets. I also feel that although Council has tried very hard to contact the local community via open days and stalls at markets and so on, the people who are expressing the most concern haven't really been consulted, or feel they haven't. Something that may not have been adequately considered by HCC with regard to the formation of negative public opinions is likely to be the use of online neighbourhood forums like Neighbourly. I seldom use it but came across a line of chat from angry residents in the East St/ Daisy St/ Pearsons Ave community who were reinforcing each other's concerns about the prospect of large numbers of cars being diverted down their streets. Having some background information, I added a comment to the thread, noting that with better walking and cycling facilities the number of cars using the area should decrease as people can allow their children to walk and cycle to school, and that safety in general should improve. However, the complaints, mostly including comments about lack of consultation from HCC, continued unabated. Given the influence of social media, the only way to help people overcome their concerns may be the old-fashioned approach of face-to-face individual conversations with those involved, to find out what they do know, what is worrying them most, and how they feel their concerns can be addressed.

One of the issues is people's lack of readiness to believe that cycling and walking are even viable options – maybe because they've never had the chance to use them. I ended up in a discussion in a shop with an older customer and the shop assistant, who were both initially complaining about the Rostrevor St closure – something else I have personal knowledge of. I joined in the conversation to explain where the closure really was, why it was happening and that it was a temporary trial, none of which they seemed aware of. They then moved on to Five Cross Rds and the customer was totally opposed to closing Brooklyn Rd because he was focused entirely on buses. I asked why and he said that "No-one will walk or bike in the winter". I pointed out that in the Netherlands and Denmark, places notably colder than here, people still walk and cycle all year, but he wasn't prepared to listen to the idea, and again commented that there had been no consultation from HCC and that the needs of local residents weren't being considered.

There is a need for better interaction with those directly affected by change at Five Cross Rds, but there is a risk that a vocal minority will halt a desperately needed change in the way we move around our city. The reasons why I and many others want to see the Eastern Pathways project proceed are summed up in the following review of an about-to-be published book. I would ask councillors to read the review, and obtain a copy of the book as soon as possible. It may help in allaying residents' fears and showing the positive aspects of improved cycling and walking access, particularly for children and the elderly.

Curbing Traffic: The Human Case for Fewer Cars in our Lives by Melissa and Chris Bruntlett, due for release end of June 2021

In 2019, mobility experts Melissa and Chris Bruntlett began a new adventure in Delft in the Netherlands. They had packed up their family in Vancouver, BC, and moved to Delft to experience the biking city as residents rather than as visitors. A year earlier they had become unofficial ambassadors for Dutch cities with the publication of their first book *Building the Cycling City: The Dutch Blueprint for Urban Vitality*.

In *Curbing Traffic: The Human Case for Fewer Cars in Our Lives*, Melissa and Chris Bruntlett chronicle their experience living in the Netherlands and the benefits that result from treating cars as visitors rather than owners of the road. They weave their personal story with research and interviews with experts and Delft locals to help readers share the experience of living in a city designed for people.

In the planning field, little attention is given to the effects that a "low-car" city can have on the human experience at a psychological and sociological level. Studies are beginning to surface that indicate the impact that external factors—such as sound—can have on our stress and anxiety levels. Or how the systematic dismantling of freedom and autonomy for children and the elderly to travel through their cities is causing isolation and dependency.

In *Curbing Traffic*, the Bruntletts explain why these investments in improving the built environment are about more than just getting from place to place more easily and comfortably. The insights will help decision makers and advocates to better understand and communicate the human impacts of low-car cities: lower anxiety and stress, increased independence, social autonomy, inclusion, and improved mental and physical wellbeing. The book is organized around the benefits that result from thoughtfully curbing traffic, resulting in a city that is: child-friendly, connected, trusting, feminist, quiet, therapeutic, accessible, prosperous, resilient, and age-friendly.

Planners, public officials, and citizen activists should have a greater understanding of the consequences that building for cars has had on communities (of all sizes). *Curbing Traffic* provides relatable, emotional, and personal reasons why it matters and inspiration for exporting the low-car city.

Appendix 2

I've attached a list of key projects that we have prioritised in order. I have also attached letters of support from Rangatira in organisations that are also in support of this mahi and kaupapa.

Obviously we are willing to work with your staff to plan how these actions can best be planned for the safety and wellbeing of our community.

We will also mention our support for the Eastern Pathways kaupapa with support for a deeper investigation into Five Cross Roads.

We are still advocating for a cultural playground and a new, fit for purpose, future proof community centre that meets the cultural needs of the community.

I was taken back when HCC staff showed us concepts of what the Centre could look like and our community had no input into any of the designs. Very concerning, almost disappointing as we have advocated three times directly to council asking for these designs to be culturally informed.

By chance do you know if Council members are aware that last month we were charged \$4,580 rent. This is for hirage of the Centre to deliver key services to some of the most vulnerable whaanau in the City.

Thanks Narelle, if you have any questions please let me know.

Ngaa mihi,
Wayne

#	Infrastructure
1	Pedestrian Crossing with traffic light and speed bump
2	High Quality Speed Bump
3	High Quality Speed Bump
4	High Quality Speed Bump
5	High Quality Pedestrian Crossing
6	High Quality Speed Bump
7	High Quality Speed Bump
8	Pedestrian Crossing with traffic light and speed bump
9	High Quality Speed Bump
10	High Quality Speed Bump
11	Speed Bump
12	High Quality Pedestrian Crossing with traffic lights
13	Pedestrian Crossing with traffic light and speed bump
14	Speed Bump
15	Pedestrian Crossing with traffic light and speed bump
16	High Quality Speed Bump
17	High Quality Speed Bump
18	Redesign of Street Access and clearing of garden beds
19	High Quality Speed Bump
20	Speed Bump
21	Speed Bump
22	Speed Bump
23	Speed Bump
24	Speed Bump
25	Speed Bump
26	Speed Bump
27	High Quality Speed Bump
28	High Quality Speed Bump
29	High Quality Speed Bump
30	High Quality Speed Bump
31	High Quality Speed Bump
32	High Quality Speed Bump
33	High Quality Speed Bump
34	High Quality Speed Bump
35	High Quality Speed Bump
36	High Quality Speed Bump
37	High Quality Speed Bump
38	High Quality Speed Bump
39	High Quality Speed Bump
40	High Quality Speed Bump
41	High Quality Speed Bump
42	High Quality Speed Bump
43	High Quality Speed Bump
44	High Quality Speed Bump
45	High Quality Speed Bump
46	Street Lighting Improved
47	Neighbourhood wide street light assessment
48	Alleyway lighting solutions
49	CCTV
50	

Location
45 Mardon Road
37 Mardon Road
57 & 68 Mardon Road
67D & 76D Tennyson Road
60 Tennyson Road
46 & 37 Tennyson Road
26 & 25 Tennyson Road
350 & 351 Peachgroove Road
14 Mardon Road
77 & 78 Mardon Road
107B & 110 Mardon Road
Eastside Law & 66 Boundary Road
Outside Hamilton Settlement Trust Building
Outside Granville & 3 Tennyson Road
88 Insoll Avenue replace at shops
87 & 88 Insoll Avenue
52 & 51 Insoll Avenue
Entrance to Shakespeare Avenue in front of village
Out of Rosendale & 25 Insoll Avenue
5 & 6 Dryden Road
23 & 20 Dryden Road
Outside Te Kōhao & 39 Wordsworth Cres
5 & 6 Wordsworth Crescent
Enderley Park & 18 Wordsworth Crescent
35 & 38 Wordsworth Crescent
47 & 50 Wordsworth Crescent
24A & 21B Spenser Road
10 & 11 Spenser Road
67 & 74 Enderley Avenue
69 Shakespeare Avenue
59 & 62 Shakespeare Avenue
42 & 43 Shakespeare Avenue
30 & 31 Shakespeare Avenue
20 & house on corner of Shakespeare Avenue
24 Blake Street
7A & 4D Blake Street
125 & 136 Tramway Road
146A & 148 Tramway Road
166 & 159A Tramway Road
182 & 181 Tramway Road
205 & 204A Tramway Road
220A & 217 Tramway Road
87 & 88 Fifth Avenue
73 & 66 Fifth Avenue
50A & 45 Fifth Avenue
Throughout Enderley
Tramway Rd, Enderley Av, Insoll Av & Peachgrove Rd
Marlow Place, Mardon Road, Enderley Park
Te Papanui Enderley Community Centre



P. 07 838 2660
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A. 4 Little London Lane
PO BOX 391
Hamilton 3240

23 April 2021

Tena Koutou Katoa,

I write on behalf of Trust Waikato in support of Te Papanui Enderley Community Trust's proposal to the Komiti Hangsanga / Infrastructure Operations Committee for Council's support to fund key infrastructure projects to improve wellbeing and safety throughout Te Papanui Enderley Communities and Neighbourhoods.

We strongly support the funding of these infrastructure projects and the wider focus that Te Papanui Enderley Community Trust are leading to reduce health and wellbeing disparities among some of the most vulnerable whaanau by increasing delivery of community-led solutions and interventions.

Our organisation has been a key partner in working with Te Papanui Enderley Community Trust to support the past and ongoing efforts to improve the health and wellbeing of whaanau throughout Te Papanui Enderley Community and Neighbourhoods and partnering in community-led initiatives to support the preservation and restoration of mana.

We also support the four priority areas of:

1. Improving Community Safety
2. Improving Community Revitalisation
3. New Cultural Playground
4. New, Fit for Purpose, Cultural Community Centre

Below is a list of key infrastructure projects that have been identified through a range of engagement activities over the past seven months:

- Raa Hapori Community Day October 2020 (attended by over 900 whaanau)
- Whaanau Ora Day November 2020 (attended by over 1,500 whaanau)
- Tamariki Ora End of Year Celebration December 2020 (attended by 100 whaanau)
- Tu Oho Mai Event February 2021 (attended by over 900 whaanau)
- Long Term Plan Submission March 2021 (participated by over 200 whaanau)
- Community Hui April 2021 and many individual and whaanau koorero over the past seven months.

trustwaikato.co.nz

#	Infrastructure	Location
1	Pedestrian Crossing with traffic light and speed bump	43 Mardon Road
2	High Quality Speed Bump	37 Mardon Road
3	High Quality Speed Bump	57 & 68 Mardon Road
4	High Quality Speed Bump	670 & 760 Tennyson Road
5	High Quality Pedestrian Crossing	60 Tennyson Road
6	High Quality Speed Bump	46 & 37 Tennyson Road
7	High Quality Speed Bump	26 & 25 Tennyson Road
8	Pedestrian Crossing with traffic light and speed bump	330 & 331 Peachgrove Road
9	High Quality Speed Bump	14 Mardon Road
10	High Quality Speed Bump	77 & 78 Mardon Road
11	Speed Bump	107B & 110 Mardon Road
12	High Quality Pedestrian Crossing with traffic lights	Eastside Law & 66 Boundary Road
13	High Quality Pedestrian Crossing with traffic lights	Outside Hamilton Settlement Trust Building
14	Speed Bump	Outside Granville & 3 Tennyson Road
15	Pedestrian Crossing with traffic light and speed bump	88 Insoil Avenue replace at shops
16	High Quality Speed Bump	87 & 88 Insoil Avenue
17	High Quality Speed Bump	52 & 51 Insoil Avenue
18	High Quality Speed Bump	Out of Rosendale & 25 Insoil Avenue
19	Speed Bump	5 & 6 Dryden Road
20	Speed Bump	23 & 20 Dryden Road
21	Speed Bump	Outside Te Kōhau & 39 Wordsworth Cres
22	Speed Bump	5 & 6 Wordsworth Crescent
23	Speed Bump	Enderley Park & 18 Wordsworth Crescent
24	Speed Bump	35 & 38 Wordsworth Crescent
25	Speed Bump	47 & 50 Wordsworth Crescent
26	High Quality Speed Bump	24A & 21B Spenser Road
27	High Quality Speed Bump	10 & 11 Spenser Road
28	High Quality Speed Bump	67 & 74 Enderley Avenue
29	High Quality Speed Bump	69 Shakespeare Avenue
30	High Quality Speed Bump	59 & 62 Shakespeare Avenue
31	High Quality Speed Bump	42 & 43 Shakespeare Avenue
32	High Quality Speed Bump	30 & 31 Shakespeare Avenue
33	High Quality Speed Bump	20 & house on corner of Shakespeare Avenue
34	High Quality Speed Bump	24 Blake Street
35	High Quality Speed Bump	7A & 40 Blake Street
36	High Quality Speed Bump	125 & 136 Tramway Road
37	High Quality Speed Bump	146A & 148 Tramway Road
38	High Quality Speed Bump	166 & 159A Tramway Road



P. 07 838 2660
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A. 4 Little London Lane
PO BOX 391
Hamilton 3240

39	High Quality Speed Bump	182 & 181 Tramway Road
40	High Quality Speed Bump	203 & 204A Tramway Road
41	High Quality Speed Bump	220A & 217 Tramway Road
42	High Quality Speed Bump	87 & 88 Fifth Avenue
43	High Quality Speed Bump	73 & 66 Fifth Avenue
44	High Quality Speed Bump	50A & 43 Fifth Avenue
45	Street Lighting Improved	Throughout Enderley

We urge you to please take the above list of projects into serious consideration.

Ngas mihi,

Dennis Turton
Chief Executive

trustwaikato.co.nz

TE RŪNANGA O KIRIKIROA

Po Box 19165
Hamilton
Ph: (07) 846 1042
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E-mail: martha@terunanga.org.nz



26 April 2021

Tena koutou katoa,

I write on behalf of Te Rūnanga o Kirikirōa Trust in support of Te Papanui Enderley Community Trust's proposal to the Komiti Hangaanga / Infrastructure Operations Committee. Their proposal seeks Council's support to fund key infrastructure projects, to improve wellbeing and safety throughout Te Papanui Enderley communities and neighbourhoods.

We strongly support the funding of these infrastructure projects and the wider focus that Te Papanui Enderley Community Trust are leading, to reduce health and wellbeing disparities among some of the most vulnerable whānau. We support increasing delivery of community-led solutions and interventions.

Te Rūnanga o Kirikirōa has been a key partner in working with Te Papanui Enderley Community Trust in support of past and ongoing efforts. For example, we worked directly with the Trust, in order to get a range of care packages out across their community during last years' Covid-19 lockdown periods.

We also support the four priority areas of:

1. Improving Community Safety
2. Improving Community Revitalisation
3. New Cultural Playground
4. New, Fit for Purpose, Cultural Community Centre

Below is a list of key infrastructure projects that have been identified through a range of engagement activities over the past seven months. The engagement activities are listed first, and the proposed infrastructure projects are listed after this:

- Rā Hapori Community Day October 2020 (attended by over 900 whānau)
- Whānau Ora Day November 2020 (attended by over 1,500 whānau)
- Tamariki Ora End of Year Celebration December 2020 (attended by 100 whānau)
- Tu Oho Mai Event February 2021 (attended by over 900 whānau)
- Long Term Plan Submission March 2021 (participated by over 200 whānau)
- Community Hui April 2021 and many individual and whānau kōrero over the past seven months.

#	Infrastructure	Location
1	Pedestrian Crossing with traffic light and speed bump	45 Mardon Road
2	High Quality Speed Bump	37 Mardon Road
3	High Quality Speed Bump	57 & 68 Mardon Road
4	High Quality Speed Bump	67D & 76D Tennyson Road
5	High Quality Pedestrian Crossing	60 Tennyson Road
6	High Quality Speed Bump	46 & 37 Tennyson Road
7	High Quality Speed Bump	26 & 25 Tennyson Road
8	Pedestrian Crossing with traffic light and speed bump	350 & 351 Peachgrove Road
9	High Quality Speed Bump	14 Mardon Road
10	High Quality Speed Bump	77 & 78 Mardon Road
11	Speed Bump	107B & 110 Mardon Road
12	High Quality Pedestrian Crossing with traffic lights	Eastside Law & 66 Boundary Road
13	High Quality Pedestrian Crossing with traffic lights	Outside Hamilton Settlement Trust Building
14	Speed Bump	Outside Granville & 3 Tennyson Road
15	Pedestrian Crossing with traffic light and speed bump	88 Insoll Avenue replace at shops
16	High Quality Speed Bump	87 & 88 Insoll Avenue
17	High Quality Speed Bump	52 & 51 Insoll Avenue
18	High Quality Speed Bump	Out of Rosendale & 25 Insoll Avenue
19	Speed Bump	5 & 6 Dryden Road
20	Speed Bump	23 & 20 Dryden Road
21	Speed Bump	Outside Te Kōhao & 39 Wordsworth Cres
22	Speed Bump	5 & 6 Wordsworth Crescent
23	Speed Bump	Enderley Park & 18 Wordsworth Crescent
24	Speed Bump	35 & 38 Wordsworth Crescent
25	Speed Bump	47 & 50 Wordsworth Crescent
26	High Quality Speed Bump	24A & 21B Spenser Road
27	High Quality Speed Bump	10 & 11 Spenser Road
28	High Quality Speed Bump	67 & 74 Enderley Avenue
29	High Quality Speed Bump	69 Shakespeare Avenue
30	High Quality Speed Bump	59 & 62 Shakespeare Avenue
31	High Quality Speed Bump	42 & 43 Shakespeare Avenue
32	High Quality Speed Bump	30 & 31 Shakespeare Avenue
33	High Quality Speed Bump	20 & house on corner of Shakespeare Avenue
34	High Quality Speed Bump	24 Blake Street
35	High Quality Speed Bump	7A & 4D Blake Street
36	High Quality Speed Bump	125 & 136 Tramway Road
37	High Quality Speed Bump	146A & 148 Tramway Road
38	High Quality Speed Bump	166 & 159A Tramway Road
39	High Quality Speed Bump	182 & 181 Tramway Road
40	High Quality Speed Bump	205 & 204A Tramway Road
41	High Quality Speed Bump	220A & 217 Tramway Road
42	High Quality Speed Bump	87 & 88 Fifth Avenue
43	High Quality Speed Bump	73 & 66 Fifth Avenue
44	High Quality Speed Bump	50A & 45 Fifth Avenue
45	Street Lighting Improved	Throughout Enderley

We urge you to give the above list of projects appropriate due diligence and serious consideration.

Ngā mihi,



Andrea Elliott-Hohepa
Chief Executive
Te Rūnanga o Kirikiriroa Trust
(E): andrea@terunanea.org.nz
(T): 07-846-1042



22-4-21

Te Whānau Pūtahi Trust

37 Oxford Street Fairfield Hamilton

Tena Koutou Katoa,

I write on behalf of Te Whānau Pūtahi in support of Te Papanui Enderley Community Trust's proposal to the Komiti Hangaanga / Infrastructure Operations Committee for Council's support to fund key infrastructure projects to improve wellbeing and safety throughout Te Papanui Enderley Communities and Neighbourhoods.

We strongly support the funding of these infrastructure projects and the wider focus that Te Papanui Enderley Community Trust are leading to reduce health and wellbeing disparities among some of the most vulnerable whānau by increasing delivery of community-led solutions and interventions.

Our organisation has been a key partner in working with Te Papanui Enderley Community Trust to support the past and ongoing efforts to improve the health and wellbeing of whānau throughout Te Papanui Enderley Community and Neighbourhoods and partnering in community-led initiatives to support the preservation and restoration of mana.

We also support the four priority areas of:

1. Improving Community Safety
2. Improving Community Revitalisation
3. New Cultural Playground
4. New, Fit for Purpose, Cultural Community Centre

Below is a list of key infrastructure projects that have been identified through a range of engagement activities over the past seven months:

-Rae Hapori Community Day October 2020 (attended by over 900 whānau)

-Whānau Ora Day November 2020 (attended by over 1,300 whānau)

-Tamariki Ora End of Year Celebration December 2020 (attended by 100 whānau)

-Tu Oho Mai Event February 2021 (attended by over 900 whānau)

-Long Term Plan Submission March 2021 (participated by over 200 whānau)

-Community Hui April 2021 and many individual and whānau koorero over the past seven months.

#	Infrastructure	Location
1	Pedestrian Crossing with traffic light and speed bump	43 Mardon Road
2	High Quality Speed Bump	37 Mardon Road
3	High Quality Speed Bump	57 & 68 Mardon Road
4	High Quality Speed Bump	67D & 76D Tennyson Road

5	High Quality Pedestrian Crossing	60 Tennyson Road
6	High Quality Speed Bump	46 & 37 Tennyson Road
7	High Quality Speed Bump	26 & 25 Tennyson Road
8	Pedestrian Crossing with traffic light and speed bump	350 & 351 Peachgrove Road
9	High Quality Speed Bump	14 Mardon Road
10	High Quality Speed Bump	77 & 78 Mardon Road
11	Speed Bump	1078 & 110 Mardon Road
12	High Quality Pedestrian Crossing with traffic lights	Eastside Law & 66 Boundary Road
13	High Quality Pedestrian Crossing with traffic lights	Outside Hamilton Settlement Trust Building
14	Speed Bump	Outside Granville & 3 Tennyson Road
15	Pedestrian Crossing with traffic light and speed bump	88 Insoil Avenue replace at shops
16	High Quality Speed Bump	87 & 88 Insoil Avenue
17	High Quality Speed Bump	52 & 51 Insoil Avenue
18	High Quality Speed Bump	Out of Rosendale & 25 Insoil Avenue
19	Speed Bump	5 & 6 Dryden Road
20	Speed Bump	23 & 20 Dryden Road
21	Speed Bump	Outside Te Kōhao & 39 Wordsworth Cres
22	Speed Bump	5 & 6 Wordsworth Crescent
23	Speed Bump	Enderley Park & 18 Wordsworth Crescent
24	Speed Bump	35 & 38 Wordsworth Crescent
25	Speed Bump	47 & 50 Wordsworth Crescent
26	High Quality Speed Bump	24A & 218 Spenser Road
27	High Quality Speed Bump	10 & 11 Spenser Road
28	High Quality Speed Bump	67 & 74 Enderley Avenue
29	High Quality Speed Bump	69 Shakespeare Avenue
30	High Quality Speed Bump	59 & 62 Shakespeare Avenue
31	High Quality Speed Bump	42 & 43 Shakespeare Avenue
32	High Quality Speed Bump	30 & 31 Shakespeare Avenue
33	High Quality Speed Bump	20 & house on corner of Shakespeare Avenue
34	High Quality Speed Bump	24 Blake Street
35	High Quality Speed Bump	7A & 4D Blake Street
36	High Quality Speed Bump	125 & 136 Tramway Road
37	High Quality Speed Bump	146A & 148 Tramway Road
38	High Quality Speed Bump	166 & 159A Tramway Road
39	High Quality Speed Bump	182 & 181 Tramway Road
40	High Quality Speed Bump	205 & 204A Tramway Road
41	High Quality Speed Bump	220A & 217 Tramway Road
42	High Quality Speed Bump	87 & 88 Fifth Avenue
43	High Quality Speed Bump	73 & 66 Fifth Avenue
44	High Quality Speed Bump	50A & 45 Fifth Avenue
45	Street Lighting Improved	Throughout Enderley

We urge you to please take the following list of projects into serious consideration.

Nga mihi,

Shane Vink

SAVink

37 Oxford Street Fairfield, P.O Box 14058, Hamilton 3252
Phone (07) 855 0990 - (07) 855 0925 Fax (07) 854 9208

Kylie O'Rourke

Date: April 22, 2021

SleepWell MoePai

105d Newell Rd, Tamahere

Hamilton 3283

Tena Koutou Katoa,

I write on behalf of SleepWell MoePai, in support of Te Papanui Enderley Community Trust's proposal to the Komiti Hanganga / Infrastructure Operations Committee for Council's support to fund key infrastructure projects to improve wellbeing and safety throughout Te Papanui Enderley Communities and Neighbourhoods.

We strongly support the funding of these infrastructure projects and the wider focus that Te Papanui Enderley Community Trust are leading to reduce health and wellbeing disparities among some of the most vulnerable whaanau by increasing delivery of community-led solutions and interventions.

Our organisation has been a key partner in working with Te Papanui Enderley Community Trust to support the past and ongoing efforts to improve the health and wellbeing of whaanau throughout Te Papanui Enderley Community and Neighbourhoods and partnering in community-led initiatives to support the preservation and restoration of mana.

We also support the four priority areas of:

1. Improving Community Safety
2. Improving Community Revitalisation
3. New Cultural Playground
4. New, Fit for Purpose, Cultural Community Centre

Below is a list of key infrastructure projects that have been identified through a range of engagement activities over the past seven months:

-Raa Hapori Community Day October 2020 (attended by over 900 whaanau)

-Whaanau Ora Day November 2020 (attended by over 1,500 whaanau)

-Tamariki Ora End of Year Celebration December 2020 (attended by 100 whaanau)

-Tu Oho Mai Event February 2021 (attended by over 900 whaanau)

-Long Term Plan Submission March 2021 (participated by over 200 whaanau)

-Community Hui April 2021 and many individual and whaanau koorero over the past seven months.

#	Infrastructure	Location
1	Pedestrian Crossing with traffic light and speed bump	43 Mardon Road
2	High Quality Speed Bump	37 Mardon Road
3	High Quality Speed Bump	57 & 68 Mardon Road
4	High Quality Speed Bump	67D & 76D Tennyson Road
5	High Quality Pedestrian Crossing	60 Tennyson Road
6	High Quality Speed Bump	46 & 37 Tennyson Road
7	High Quality Speed Bump	26 & 25 Tennyson Road
8	Pedestrian Crossing with traffic light and speed bump	350 & 351 Peachgrove Road
9	High Quality Speed Bump	14 Mardon Road

10	High Quality Speed Bump	77 & 78 Mardon Road
11	Speed Bump	107B & 110 Mardon Road
12	High Quality Pedestrian Crossing with traffic lights	Eastside Law & 66 Boundary Road
13	High Quality Pedestrian Crossing with traffic lights	Outside Hamilton Settlement Trust Building
14	Speed Bump	Outside Granville & 3 Tennyson Road
15	Pedestrian Crossing with traffic light and speed bump	88 Insoil Avenue replace at shops
16	High Quality Speed Bump	87 & 88 Insoil Avenue
17	High Quality Speed Bump	52 & 51 Insoil Avenue
18	High Quality Speed Bump	Out of Rosendale & 25 Insoil Avenue
19	Speed Bump	5 & 6 Dryden Road
20	Speed Bump	23 & 20 Dryden Road
21	Speed Bump	Outside Te Kōhao & 39 Wordsworth Cres
22	Speed Bump	5 & 6 Wordsworth Crescent
23	Speed Bump	Enderley Park & 18 Wordsworth Crescent
24	Speed Bump	35 & 38 Wordsworth Crescent
25	Speed Bump	47 & 50 Wordsworth Crescent
26	High Quality Speed Bump	24A & 21B Spenser Road
27	High Quality Speed Bump	10 & 11 Spenser Road
28	High Quality Speed Bump	67 & 74 Enderley Avenue
29	High Quality Speed Bump	69 Shakespeare Avenue
30	High Quality Speed Bump	59 & 62 Shakespeare Avenue
31	High Quality Speed Bump	42 & 43 Shakespeare Avenue
32	High Quality Speed Bump	30 & 31 Shakespeare Avenue
33	High Quality Speed Bump	20 & house on corner of Shakespeare Avenue
34	High Quality Speed Bump	24 Blake Street
35	High Quality Speed Bump	7A & 4D Blake Street
36	High Quality Speed Bump	125 & 136 Tramway Road
37	High Quality Speed Bump	146A & 148 Tramway Road
38	High Quality Speed Bump	166 & 159A Tramway Road
39	High Quality Speed Bump	182 & 181 Tramway Road
40	High Quality Speed Bump	205 & 204A Tramway Road
41	High Quality Speed Bump	220A & 217 Tramway Road
42	High Quality Speed Bump	87 & 88 Fifth Avenue
43	High Quality Speed Bump	73 & 66 Fifth Avenue
44	High Quality Speed Bump	30A & 45 Fifth Avenue
45	Street Lighting Improved	Throughout Enderley

We urge you to please take the following list of projects into serious consideration.

Ngas mihi,

Kylie O'Rourke

Sleep/Well/MoePai



22 April 2021

Pastor Michael Falzarano

Eastside Seventh-day Adventist Church

Meets at 86 Mardon Road, Enderley, Hamilton

Mailing address: 3 Chatswood Place,

Rototuna, Hamilton, 3210

Tena Koutou Katoa,

I write on behalf of Eastside Seventh-day Adventist Church in support of Te Papanui Enderley Community Trust's proposal to the Komiti Hanganga / Infrastructure Operations Committee for Council's support to fund key infrastructure projects to improve wellbeing and safety throughout Te Papanui Enderley Communities and Neighbourhoods.

We strongly support the funding of these infrastructure projects and the wider focus that Te Papanui Enderley Community Trust are leading to reduce health and wellbeing disparities among some of the most vulnerable whānau by increasing delivery of community-led solutions and interventions.

Our organisation has been a key partner in working with Te Papanui Enderley Community Trust to support the past and ongoing efforts to improve the health and wellbeing of whānau throughout Te Papanui Enderley Community and Neighbourhoods and partnering in community-led initiatives to support the preservation and restoration of mana.

We also support the four priority areas of:

1. Improving Community Safety
2. Improving Community Revitalisation
3. New Cultural Playground
4. New, Fit for Purpose, Cultural Community Centre

Below is a list of key infrastructure projects that have been identified through a range of engagement activities over the past seven months:

- Rae Hapori Community Day October 2020 (attended by over 900 whānau)
- Whānau Ora Day November 2020 (attended by over 1,500 whānau)
- Tamariki Ora End of Year Celebration December 2020 (attended by 100 whānau)
- Tu Oho Mai Event February 2021 (attended by over 900 whānau)
- Long Term Plan Submission March 2021 (participated by over 200 whānau)
- Community Hui April 2021 and many individual and whānau koorero over the past seven months.



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6	High Quality Speed Bump	46 & 37 Tennyson Road
7	High Quality Speed Bump	26 & 25 Tennyson Road
8	Pedestrian Crossing with traffic light and speed bump	350 & 351 Peachgrove Road
9	High Quality Speed Bump	14 Mardon Road
10	High Quality Speed Bump	77 & 78 Mardon Road
11	Speed Bump	107B & 110 Mardon Road
12	High Quality Pedestrian Crossing with traffic lights	Eastside Law & 66 Boundary Road
13	High Quality Pedestrian Crossing with traffic lights	Outside Hamilton Settlement Trust Building
14	Speed Bump	Outside Granville & 3 Tennyson Road
15	Pedestrian Crossing with traffic light and speed bump	88 Insoll Avenue replace at shops
16	High Quality Speed Bump	87 & 88 Insoll Avenue
17	High Quality Speed Bump	52 & 51 Insoll Avenue
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20	Speed Bump	23 & 20 Dryden Road
21	Speed Bump	Outside Te Kōhao & 39 Wordsworth Cres
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23	Speed Bump	Enderley Park & 18 Wordsworth Crescent
24	Speed Bump	35 & 38 Wordsworth Crescent
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31	High Quality Speed Bump	42 & 43 Shakespeare Avenue
32	High Quality Speed Bump	30 & 31 Shakespeare Avenue
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34	High Quality Speed Bump	24 Blake Street
35	High Quality Speed Bump	7A & 4D Blake Street
36	High Quality Speed Bump	125 & 136 Tramway Road
37	High Quality Speed Bump	146A & 148 Tramway Road
38	High Quality Speed Bump	166 & 159A Tramway Road
39	High Quality Speed Bump	182 & 181 Tramway Road
40	High Quality Speed Bump	205 & 204A Tramway Road
41	High Quality Speed Bump	220A & 217 Tramway Road
42	High Quality Speed Bump	87 & 88 Fifth Avenue
43	High Quality Speed Bump	73 & 66 Fifth Avenue



44	High Quality Speed Bump	30A & 43 Fifth Avenue
45	Street Lighting Improved	Throughout Enderley

We urge you to please take the following list of projects into serious consideration.

Ngea mihi,

Michael Falzarano

A handwritten signature in black ink that reads "Michael Falzarano".

Rhino Sports Club



Joseph Koti
Rhino Sports Club
47 Wordsworth Crescent
Enderley
Hamilton

24/04/21

Tena Koutou Katoa,

I write on behalf of Rhino Sports Club in support of Te Papanui Enderley Community Trust's proposal to the Komiti Hangaanga / Infrastructure Operations Committee for Council's support to fund key infrastructure projects to improve wellbeing and safety throughout Te Papanui Enderley Communities and Neighbourhoods.

We strongly support the funding of these infrastructure projects and the wider focus that Te Papanui Enderley Community Trust are leading to reduce health and wellbeing disparities among some of the most vulnerable whaanau by increasing delivery of community-led solutions and interventions.

Our organisation has been a key partner in working with Te Papanui Enderley Community Trust to support the past and ongoing efforts to improve the health and wellbeing of whaanau throughout Te Papanui Enderley Community and Neighbourhoods and partnering in community-led initiatives to support the preservation and restoration of mana.

We also support the four priority areas of:

1. Improving Community Safety
2. Improving Community Revitalisation
3. New Cultural Playground
4. New, Fit for Purpose, Cultural Community Centre

Below is a list of key infrastructure projects that have been identified through a range of engagement activities over the past seven months:

-Raa Hapori Community Day October 2020 (attended by over 900 whaanau)

-Whaanau Ora Day November 2020 (attended by over 1,500 whaanau)

-Tamariki Ora End of Year Celebration December 2020 (attended by 100 whaanau)

-Tu Ohu Mai Event February 2021 (attended by over 900 whaanau)

-Long Term Plan Submission March 2021 (participated by over 200 whaanau)

-Community Hui April 2021 and many individual and whaanau koorero over the past seven months.

#	Infrastructure	Location
1	Pedestrian Crossing with traffic light and speed bump	45 Mardon Road
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3	High Quality Speed Bump	57 & 68 Mardon Road
4	High Quality Speed Bump	67D & 76D Tennyson Road
5	High Quality Pedestrian Crossing	60 Tennyson Road

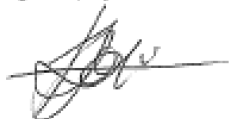
Rhino Sports Club

6	High Quality Speed Bump	46 & 37 Tennyson Road
7	High Quality Speed Bump	26 & 25 Tennyson Road
8	Pedestrian Crossing with traffic light and speed bump	350 & 351 Peachgrove Road
9	High Quality Speed Bump	14 Mardon Road
10	High Quality Speed Bump	77 & 78 Mardon Road
11	Speed Bump	107B & 110 Mardon Road
12	High Quality Pedestrian Crossing with traffic lights	Eastside Law & 66 Boundary Road
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14	Speed Bump	Outside Granville & 3 Tennyson Road
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36	High Quality Speed Bump	125 & 136 Tramway Road
37	High Quality Speed Bump	146A & 148 Tramway Road
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41	High Quality Speed Bump	220A & 217 Tramway Road
42	High Quality Speed Bump	87 & 88 Fifth Avenue
43	High Quality Speed Bump	73 & 66 Fifth Avenue
44	High Quality Speed Bump	50A & 45 Fifth Avenue
45	Street Lighting Improved	Throughout Enderley

We urge you to please take the following list of projects into serious consideration.

Ngāa mihi,

Joseph Koti
President Rhino Sports Club



NTKMADE LTD

NTKMADE LIMITED
PO Box 1217
Waikato Mail Centre
Hamilton 3240

22 April 2021

Tēnā Koutou Katos,

I write on behalf of NTKMADE LIMITED in support of Te Papanui Enderley Community Trust's proposal to the Komiti Hangaanga / Infrastructure Operations Committee for Council's support to fund key infrastructure projects to improve wellbeing and safety throughout Te Papanui Enderley Communities and Neighbourhoods.

We strongly support the funding of these infrastructure projects and the wider focus that Te Papanui Enderley Community Trust are leading to reduce health and wellbeing disparities among some of the most vulnerable whānau by increasing delivery of community-led solutions and interventions.

Our organisation has been a key partner in working with Te Papanui Enderley Community Trust to support the past and ongoing efforts to improve the health and wellbeing of whānau throughout Te Papanui Enderley Community and Neighbourhoods and partnering in community-led initiatives to support the preservation and restoration of mana.

We also support the four priority areas of:

1. Improving Community Safety;
2. Improving Community Revitalisation;
3. New Cultural Playground; and
4. New, Fit for Purpose, Cultural Community Centre.

Following this letter of support, is a list of key infrastructure projects that have been identified through a range of engagement activities over the past seven months:

1. Rāe Hapori Community Day October 2020 (attended by over 900 whānau);
2. Whānau Ora Day November 2020 (attended by over 1,300 whānau);
3. Tamariki Ora End of Year Celebration December 2020 (attended by 100 whānau);
4. Tu Oho Mai Event February 2021 (attended by over 900 whānau);
5. Long Term Plan Submission March 2021 (participated by over 200 whānau); and
6. Community Hui April 2021 and many individuals and whānau kōrero over the past seven months.

We urge you to urgently consider the infrastructure projects listed below to improve wellbeing and safety throughout Te Papanui Enderley Communities and Neighbourhoods.

Ngas mihi,



Tania David
Business Manager
www.nichols.co.nz

N T K M A D E LTD

#	Infrastructure Projects	Location
1	Pedestrian Crossing with traffic light and speed bump	43 Mardon Road
2	High Quality Speed Bump	37 Mardon Road
3	High Quality Speed Bump	57 & 68 Mardon Road
4	High Quality Speed Bump	67D & 76D Tennyson Road
5	High Quality Pedestrian Crossing	60 Tennyson Road
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7	High Quality Speed Bump	26 & 25 Tennyson Road
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23	Speed Bump	Enderley Park & 18 Wordsworth Crescent
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26	High Quality Speed Bump	24A & 21B Spenser Road
27	High Quality Speed Bump	10 & 11 Spenser Road
28	High Quality Speed Bump	67 & 74 Enderley Avenue
29	High Quality Speed Bump	69 Shakespeare Avenue
30	High Quality Speed Bump	59 & 62 Shakespeare Avenue
31	High Quality Speed Bump	42 & 43 Shakespeare Avenue
32	High Quality Speed Bump	30 & 31 Shakespeare Avenue

NTKMAD E LTD

#	Infrastructure Projects - continued	Location
33	High Quality Speed Bump	20 & house on corner of Shakespeare Avenue
34	High Quality Speed Bump	24 Blake Street
35	High Quality Speed Bump	7A & 4D Blake Street
36	High Quality Speed Bump	123 & 136 Tramway Road
37	High Quality Speed Bump	146A & 148 Tramway Road
38	High Quality Speed Bump	166 & 159A Tramway Road
39	High Quality Speed Bump	182 & 181 Tramway Road
40	High Quality Speed Bump	203 & 204A Tramway Road
41	High Quality Speed Bump	220A & 217 Tramway Road
42	High Quality Speed Bump	87 & 88 Fifth Avenue
43	High Quality Speed Bump	73 & 66 Fifth Avenue
44	High Quality Speed Bump	50A & 43 Fifth Avenue
45	Street Lighting Improved	Throughout Enderley

Te Kōhao Health Ltd



Infrastructure Committee
Hamilton City Council
PO Box
Hamilton

21 April 2021

Tēnā koutou katoa,

I write on behalf of Ngā Puna Kōhungahunga o Te Kōhao (2 Early Learning Centres based at Enderley Park) in support of Te Papanui Enderley Community Trust's proposal to the Kōmiti Hangaanga / Infrastructure Operations Committee for Council's support to fund key infrastructure projects to improve wellbeing and safety throughout Te Papanui Enderley Communities and Neighbourhoods.

We strongly support the funding of these infrastructure projects and the wider focus that Te Papanui Enderley Community Trust are leading to reduce health and wellbeing disparities among some of the most vulnerable whānau by increasing delivery of community-led solutions and interventions.

Our organisation has been a key partner in working with Te Papanui Enderley Community Trust to support the past and ongoing efforts to improve the health and wellbeing of whānau throughout Te Papanui Enderley Community and Neighbourhoods and partnering in community-led initiatives to support the preservation and restoration of mana.

We also support the four priority areas of:

1. Improving Community Safety
2. Improving Community Revitalisation
3. New Cultural Playground
4. New, Fit for Purpose, Cultural Community Centre

We encourage the Kōmiti Hangaanga to prioritise projects at Enderley as the safety of our tamariki mokopuna is paramount. We have 2 early learning centres situated on Tennyson Road. There is also Te Kura Kaupapa Māori o Te Ara Rima further down Tennyson Road where we often take tamariki for events. Many whānau with tamariki are walking the streets below to these services and also to Ince Primary School, as well as other Early Childhood Centres on Shakespeare Road and Tramway Road. The speed of vehicles using the roads often makes the journeys unsafe for the community.

“Whaia tau e hiahia ai, kia eke ai ki te taumata”

Ngā Puna Kōhungahunga o Te Kōhao, PO Box 3247, KIRIKIRIROA 3247.
Ph: (07)833 0063, Email: ehc@tekochohealth.co.nz

The Playground is unsafe as the bark is not maintained. It is also all steel and very uninviting. It is unacceptable that newer playgrounds have been redeveloped in Hamilton but Enderley Park seems somewhat forgotten in Council planning.

Below is a list of key infrastructure projects that have been identified through a range of engagement activities over the past seven months:

- Rae Hapori Community Day October 2020 (attended by over 900 whaanau)
- Whaanau Ora Day November 2020 (attended by over 1,500 whaanau)
- Tamariki Ora End of Year Celebration December 2020 (attended by 100 whaanau)
- Ta Oho Mai Event February 2021 (attended by over 900 whaanau)
- Long Term Plan Submission March 2021 (participated by over 200 whaanau)
- Community Hui April 2021 and many individual and whaanau kōrero over the past seven months.

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25	Speed Bump	47 & 50 Wordsworth Crescent

“Whaia tau e hiahia ai, kia eke ai ki te taumata”

Ngā Puna Kōwhiriwhiri o Te Kōhāo, PO Box 3247, KIRIKIRIROA 3247.
Ph: (07)853 0065, Email: alc@tekohaohealth.co.nz

26	High Quality Speed Bump	24A & 21B Spenser Road
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28	High Quality Speed Bump	67 & 74 Enderley Avenue
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44	High Quality Speed Bump	50A & 45 Fifth Avenue
45	Street Lighting Improved	Throughout Enderley

We urge you to please take the Four Priority areas and the above table of Infrastructure improvements into serious consideration.

Nga manaakitanga
Nā



Tere Gilbert

Tumaki ECE

Nga Puna Kohungahunga o Te Kōhāe

“Whaia tau e hiahia ai, kia eke ai ki te taumata”

Nga Puna Kohungahunga o Te Kōhāe, PO Box 3247, KIRIKIRIROA 3247.
Ph: (07)853 0065, Email: elc@tahachachhealth.co.nz



Tena Koutou Katoa,

I write on behalf of the Len Reynolds Trust in support of Te Papanui Enderley Community Trust's proposal to the Komiti Hanganga / Infrastructure Operations Committee for Council's support to fund key infrastructure projects to improve wellbeing and safety throughout Te Papanui Enderley Communities and Neighbourhoods.

We strongly support the funding of these infrastructure projects and the wider focus that Te Papanui Enderley Community Trust are leading to reduce health and wellbeing disparities among some of the most vulnerable whaanau by increasing delivery of community-led solutions and interventions.

Our organisation has been a key partner in working with Te Papanui Enderley Community Trust to support the past and ongoing efforts to improve the health and wellbeing of whaanau throughout Te Papanui Enderley Community and Neighbourhoods and partnering in community-led initiatives to support the preservation and restoration of mana.

We also support the four priority areas of:

1. Improving Community Safety
2. Improving Community Revitalisation
3. New Cultural Playground
4. New, Fit for Purpose, Cultural Community Centre

Below is a list of key infrastructure projects that have been identified through a range of engagement activities over the past seven months:

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43	High Quality Speed Bump	73 & 66 Fifth Avenue
44	High Quality Speed Bump	50A & 45 Fifth Avenue
45	Street Lighting Improved	Throughout Enderley

We urge you to please take the following list of projects into serious consideration.

Ngāa mihi,



Melissa Gibson
CEO

PO Box 9433, Waikato Mail Centre, Hamilton 3240
Phone: 027 468 0698 | Email: admin@lenreynoldstrust.co.nz



22 April 2021

Tena Koutou Katoa,

I write on behalf of Hamilton Multicultural Services Trust and the users of the Settlement Centre Waikato at 46G Boundary Road in support of Te Papanui Enderley Community Trust's proposal to the Komiti Hangaanga / Infrastructure Operations Committee for Council's support to fund key infrastructure projects to improve wellbeing and safety throughout Te Papanui Enderley Communities and Neighbourhoods.

We strongly support the funding of these infrastructure projects and the wider focus that Te Papanui Enderley Community Trust is leading to reduce health and wellbeing disparities among some of the most vulnerable whaanau by increasing delivery of community-led solutions and interventions.

HMS Trust connects and collaborates with community groups and organisations in the Enderley and Fairfield area and supports initiatives which improve the health and wellbeing of whaanau throughout Te Papanui Enderley Community and Neighbourhoods. We further wish to acknowledge the mahi of Te Papanui Enderley Community Trust, their past and ongoing efforts to improve partnering in community-led initiatives for the preservation and restoration of mana.

We lend our support to the identified priority areas of:

1. Improving Community Safety
2. Improving Community Revitalisation
3. New Cultural Playground
4. New, Fit for Purpose, Cultural Community Centre

Included in the list of infrastructure improvements below is a request for a pedestrian crossing on Boundary Road, outside the Settlement Centre Waikato. The Settlement Centre is a key place of engagement for ethnic communities and centre users and has a high number of pedestrian traffic on a daily basis. Crossing the busy Boundary Road with high volume of vehicle traffic is risky particularly to the elderly and young children. Our view is that a pedestrian crossing is absolutely necessary to provide a safe means of crossing this road.

This list also outlines infrastructure projects that have been identified through a range of engagement activities over the past seven months:

- Raa Hapori Community Day October 2020 (attended by over 900 whaanau)
- Whaanau Ora Day November 2020 (attended by over 1,500 whaanau)
- Tamariki Ora End of Year Celebration December 2020 (attended by 100 whaanau)
- Tu Oho Mai Event February 2021 (attended by over 900 whaanau)
- Long Term Plan Submission March 2021 (participated by over 200 whaanau)
- Community Hui April 2021 and many individual and whaanau koorero over the past seven months.

HMS TRUST
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Hamilton Multicultural Services Trust
Paving the way for successful settlement

Claudelands Park, Boundary Road, Hamilton
PO Box 4340, Hamilton 3247, New Zealand

www.hmstrust.org.nz

#	Infrastructure	Location
1	Pedestrian Crossing with traffic light and speed bump	45 Mardon Road
2	High Quality Speed Bump	37 Mardon Road
3	High Quality Speed Bump	57 & 68 Mardon Road
4	High Quality Speed Bump	67D & 76D Tennyson Road
5	High Quality Pedestrian Crossing	60 Tennyson Road
6	High Quality Speed Bump	46 & 37 Tennyson Road
7	High Quality Speed Bump	26 & 25 Tennyson Road
8	Pedestrian Crossing with traffic light and speed bump	350 & 351 Peachgroove Road
9	High Quality Speed Bump	14 Mardon Road
10	High Quality Speed Bump	77 & 78 Mardon Road
11	Speed Bump	107B & 110 Mardon Road
12	High Quality Pedestrian Crossing with traffic lights	Eastside Law & 66 Boundary Road
13	High Quality Pedestrian Crossing with traffic lights	Outside Settlement Centre Waikato Building 46G Boundary Road
14	Speed Bump	Outside Granville & 3 Tennyson Road
15	Pedestrian Crossing with traffic light and speed bump	88 Insoll Avenue replace at shops
16	High Quality Speed Bump	87 & 88 Insoll Avenue
17	High Quality Speed Bump	52 & 51 Insoll Avenue
18	High Quality Speed Bump	Out of Rosendale & 25 Insoll Avenue
19	Speed Bump	5 & 6 Dryden Road
20	Speed Bump	23 & 20 Dryden Road
21	Speed Bump	Outside Te Kōhao & 39 Wordsworth Cres
22	Speed Bump	5 & 6 Wordsworth Crescent
23	Speed Bump	Enderley Park & 18 Wordsworth Crescent
24	Speed Bump	35 & 38 Wordsworth Crescent
25	Speed Bump	47 & 50 Wordsworth Crescent
26	High Quality Speed Bump	24A & 21B Spenser Road
27	High Quality Speed Bump	10 & 11 Spenser Road
28	High Quality Speed Bump	67 & 74 Enderley Avenue
29	High Quality Speed Bump	69 Shakespeare Avenue
30	High Quality Speed Bump	59 & 62 Shakespeare Avenue
31	High Quality Speed Bump	42 & 43 Shakespeare Avenue
33	High Quality Speed Bump	20 & house on corner of Shakespeare Avenue
34	High Quality Speed Bump	24 Blake Street
35	High Quality Speed Bump	7A & 4D Blake Street
36	High Quality Speed Bump	125 & 136 Tramway Road
37	High Quality Speed Bump	146A & 148 Tramway Road

38	High Quality Speed Bump	166 & 159A Tramway Road
39	High Quality Speed Bump	182 & 181 Tramway Road
40	High Quality Speed Bump	205 & 204A Tramway Road
41	High Quality Speed Bump	220A & 217 Tramway Road
42	High Quality Speed Bump	87 & 88 Fifth Avenue
43	High Quality Speed Bump	73 & 66 Fifth Avenue
44	High Quality Speed Bump	50A & 45 Fifth Avenue
45	Street Lighting Improved	Throughout Enderley

We ask you to give urgent consideration to the implementation of this list of infrastructure projects which have been identified by the community for the improvement of community well-being and safety.

Yours sincerely
Ngaa mihi,



Ellie Wilkinson
Operations Manager
Hamilton Multicultural Services Trust
Settlement Centre Waikato
Boundary Road, Claudelands Park.



1101 Heaphy Tce (Cnr Heaphy Tce & Searanck Pk)
 Postal Address: PO Box 12110,
 Chartwell, Hamilton, N.Z.
 Phone: 07 855 5469
 Email: office@fairfieldbaptist.co.nz

Date: 22nd April 2021

Tene Koutou Katou,

I, Ross Woodhouse, write on behalf of Fairfield Baptist Church in support of Te Papanui Enderley Community Trust's proposal to the Komiti Hangaanga / Infrastructure Operations Committee for Council's support to fund key infrastructure projects to improve wellbeing and safety throughout Te Papanui Enderley Communities and Neighbourhoods.

We strongly support the funding of these infrastructure projects and the wider focus that Te Papanui Enderley Community Trust are leading to reduce health and wellbeing disparities among some of the most vulnerable whaanau by increasing delivery of community-led solutions and interventions.

Our organisation has been a key partner in working with Te Papanui Enderley Community Trust to support the past and ongoing efforts to improve the health and wellbeing of whaanau throughout Te Papanui Enderley Community and Neighbourhoods and partnering in community-led initiatives to support the preservation and restoration of mana.

We also support the four priority areas of:

1. Improving Community Safety
2. Improving Community Revitalisation
3. New Cultural Playground
4. New, Fit for Purpose, Cultural Community Centre

Below is a list of key infrastructure projects that have been identified through a range of engagement activities over the past seven months:

- Raa Hapori Community Day October 2020 (attended by over 900 whaanau)
- Whaanau Ora Day November 2020 (attended by over 1,500 whaanau)
- Tamariki Ora End of Year Celebration December 2020 (attended by 100 whaanau)
- Tu Oho Mai Event February 2021 (attended by over 900 whaanau)
- Long Term Plan Submission March 2021 (participated by over 200 whaanau)
- Community Hui April 2021 and many individual and whaanau koorero over the past seven months.

#	Infrastructure	Location
1	Pedestrian Crossing with traffic light and speed bump	45 Mardon Road
2	High Quality Speed Bump	37 Mardon Road
3	High Quality Speed Bump	57 & 68 Mardon Road
4	High Quality Speed Bump	670 & 760 Tennyson Road
5	High Quality Pedestrian Crossing	60 Tennyson Road
6	High Quality Speed Bump	46 & 37 Tennyson Road
7	High Quality Speed Bump	26 & 25 Tennyson Road
8	Pedestrian Crossing with traffic light and speed bump	330 & 351 Peachgrove Road

9	High Quality Speed Bump	14 Mardon Road
10	High Quality Speed Bump	77 & 78 Mardon Road
11	Speed Bump	107B & 110 Mardon Road
12	High Quality Pedestrian Crossing with traffic lights	Eastside Law & 66 Boundary Road
13	High Quality Pedestrian Crossing with traffic lights	Outside Hamilton Settlement Trust Building
14	Speed Bump	Outside Granville & 3 Tennyson Road
15	Pedestrian Crossing with traffic light and speed bump	88 Insoll Avenue replace at shops
16	High Quality Speed Bump	87 & 88 Insoll Avenue
17	High Quality Speed Bump	32 & 31 Insoll Avenue
18	High Quality Speed Bump	Out of Rosendale & 23 Insoll Avenue
19	Speed Bump	5 & 6 Dryden Road
20	Speed Bump	23 & 20 Dryden Road
21	Speed Bump	Outside Te Kōhao & 39 Wordsworth Cres
22	Speed Bump	5 & 6 Wordsworth Crescent
23	Speed Bump	Enderley Park & 18 Wordsworth Crescent
24	Speed Bump	33 & 38 Wordsworth Crescent
25	Speed Bump	47 & 50 Wordsworth Crescent
26	High Quality Speed Bump	24A & 21B Spenser Road
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28	High Quality Speed Bump	67 & 74 Enderley Avenue
29	High Quality Speed Bump	69 Shakespeare Avenue
30	High Quality Speed Bump	59 & 62 Shakespeare Avenue
31	High Quality Speed Bump	42 & 43 Shakespeare Avenue
32	High Quality Speed Bump	30 & 31 Shakespeare Avenue
33	High Quality Speed Bump	20 & house on corner of Shakespeare Avenue
34	High Quality Speed Bump	24 Blake Street
35	High Quality Speed Bump	7A & 4D Blake Street
36	High Quality Speed Bump	123 & 136 Tramway Road
37	High Quality Speed Bump	146A & 148 Tramway Road
38	High Quality Speed Bump	166 & 139A Tramway Road
39	High Quality Speed Bump	182 & 181 Tramway Road
40	High Quality Speed Bump	203 & 204A Tramway Road
41	High Quality Speed Bump	220A & 217 Tramway Road
42	High Quality Speed Bump	87 & 88 Fifth Avenue
43	High Quality Speed Bump	73 & 66 Fifth Avenue
44	High Quality Speed Bump	50A & 43 Fifth Avenue
45	Street Lighting Improved	Throughout Enderley

We urge you to please take the following list of projects into serious consideration.

Ngā mihi,

Ross Woodhouse
Senior Pastor

Dynamic Advisory Limited

Melaine Burgess
 Managing Director
 Dynamic Advisory Limited
 P O Box 24055
 Waikato Mail Centre
 HAMILTON 3253

Tena Koutou Katoa,

I write on behalf of DYNAMIC ADVISORY LIMITED in support of Te Papanui Enderley Community Trust's proposal to the Komiti Hangaanga / Infrastructure Operations Committee for Council's support to fund key infrastructure projects to improve wellbeing and safety throughout Te Papanui Enderley Communities and Neighbourhoods.

We strongly support the funding of these infrastructure projects and the wider focus that Te Papanui Enderley Community Trust are leading to reduce health and wellbeing disparities among some of the most vulnerable whaanau by increasing delivery of community-led solutions and interventions.

Our organisation has been a key partner in working with Te Papanui Enderley Community Trust to support the past and ongoing efforts to improve the health and wellbeing of whaanau throughout Te Papanui Enderley Community and Neighbourhoods and partnering in community-led initiatives to support the preservation and restoration of mana.

We also support the four priority areas of:

1. Improving Community Safety
2. Improving Community Revitalisation
3. New Cultural Playground
4. New, Fit for Purpose, Cultural Community Centre

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- Community Hui April 2021 and many individual and whaanau koorero over the past seven months.

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3	High Quality Speed Bump	57 & 68 Mardon Road
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5	High Quality Pedestrian Crossing	60 Tennyson Road
6	High Quality Speed Bump	46 & 37 Tennyson Road
7	High Quality Speed Bump	26 & 25 Tennyson Road
8	Pedestrian Crossing with traffic light and speed bump	350 & 351 Peachgrove Road
9	High Quality Speed Bump	14 Mardon Road
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11	Speed Bump	107B & 110 Mardon Road
12	High Quality Pedestrian Crossing with traffic lights	Eastside Law & 66 Boundary Road
13	High Quality Pedestrian Crossing with traffic lights	Outside Hamilton Settlement Trust Building
14	Speed Bump	Outside Granville & 3 Tennyson Road
15	Pedestrian Crossing with traffic light and speed bump	88 Insoll Avenue replace at shops
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38	High Quality Speed Bump	166 & 159A Tramway Road
39	High Quality Speed Bump	182 & 181 Tramway Road
40	High Quality Speed Bump	205 & 204A Tramway Road
41	High Quality Speed Bump	220A & 217 Tramway Road

Dynamic Advisory Limited

42	High Quality Speed Bump	87 & 88 Fifth Avenue
43	High Quality Speed Bump	73 & 66 Fifth Avenue
44	High Quality Speed Bump	30A & 45 Fifth Avenue
45	Street Lighting Improved	Throughout Enderley

We urge you to please take the following list of projects into serious consideration.

Ngas mihi,



Meleane Burgess

Managing Director – Dynamic Advisory Limited



KIRIKIRIROA FAMILY SERVICES TRUST

Dr Nicole Coupe
Kirikiriroa Family Services Trust
113 Rostrevor Street, Hamilton Central

22 April 2021

Tena Koutou Katos,

I write on behalf of Kirikiriroa Family Services Trust in support of Te Papanui Enderley Community Trust's proposal to the Komiti Hangainga / Infrastructure Operations Committee for Council's support to fund key infrastructure projects to improve wellbeing and safety throughout Te Papanui Enderley Communities and Neighbourhoods.

We strongly support the funding of these infrastructure projects and the wider focus that Te Papanui Enderley Community Trust are leading to reduce health and wellbeing disparities among some of the most vulnerable whaanau by increasing delivery of community-led solutions and interventions.

Our organisation has been a key partner in working with Te Papanui Enderley Community Trust to support the past and ongoing efforts to improve the health and wellbeing of whaanau throughout Te Papanui Enderley Community and Neighbourhoods and partnering in community-led initiatives to support the preservation and restoration of mana.

We also support the four priority areas of:

1. Improving Community Safety
2. Improving Community Revitalisation
3. New Cultural Playground
4. New, Fit for Purpose, Cultural Community Centre

Below is a list of key infrastructure projects that have been identified through a range of engagement activities over the past seven months:

- Raa Hapori Community Day October 2020 (attended by over 900 whaanau)
- Whaanau Ora Day November 2020 (attended by over 1,300 whaanau)
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- Community Hui April 2021 and many individual and whaanau koorero over the past seven months.

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3	High Quality Speed Bump	37 & 68 Mardon Road
4	High Quality Speed Bump	67D & 76D Tennyson Road
5	High Quality Pedestrian Crossing	60 Tennyson Road
6	High Quality Speed Bump	46 & 37 Tennyson Road
7	High Quality Speed Bump	26 & 25 Tennyson Road
8	Pedestrian Crossing with traffic light and speed bump	330 & 331 Peachgrove Road
9	High Quality Speed Bump	14 Mardon Road
10	High Quality Speed Bump	77 & 78 Mardon Road
11	Speed Bump	107B & 110 Mardon Road

Kirikiriroa Family Services Trust

Main Office: 115 Rostrevor Street, Hamilton Central, Hamilton 3204

Kāinga Rua: 79a Norton Road, Frankton, Hamilton 3204

PO Box 15528, Dinsdale, Hamilton 3243

Ph. 07 848 0008 Email: admin@kfst.org.nz

www.kfst.org.nz



KIRIKIRIROA FAMILY SERVICES TRUST

12	High Quality Pedestrian Crossing with traffic lights	Eastside Law & 66 Boundary Road
13	High Quality Pedestrian Crossing with traffic lights	Outside Hamilton Settlement Trust Building
14	Speed Bump	Outside Granville & 3 Tennyson Road
15	Pedestrian Crossing with traffic light and speed bump	88 Insoil Avenue replace at shops
16	High Quality Speed Bump	87 & 88 Insoil Avenue
17	High Quality Speed Bump	32 & 31 Insoil Avenue
18	High Quality Speed Bump	Out of Rosendale & 25 Insoil Avenue
19	Speed Bump	5 & 6 Dryden Road
20	Speed Bump	23 & 20 Dryden Road
21	Speed Bump	Outside Te Kōhāo & 39 Wordsworth Cres
22	Speed Bump	5 & 6 Wordsworth Crescent
23	Speed Bump	Enderley Park & 18 Wordsworth Crescent
24	Speed Bump	35 & 38 Wordsworth Crescent
25	Speed Bump	47 & 30 Wordsworth Crescent
26	High Quality Speed Bump	24A & 218 Spenser Road
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36	High Quality Speed Bump	125 & 136 Tramway Road
37	High Quality Speed Bump	146A & 148 Tramway Road
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39	High Quality Speed Bump	181 & 181 Tramway Road
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42	High Quality Speed Bump	87 & 88 Fifth Avenue
43	High Quality Speed Bump	73 & 66 Fifth Avenue
44	High Quality Speed Bump	30A & 45 Fifth Avenue
45	Street Lighting Improved	Throughout Enderley

We urge you to please take the following list of projects into serious consideration.

Ngā mihi,

Dr Nicole Coupe
CEO

Kirikiriroa Family Services Trust
Main Office: 115 Rostrevor Street, Hamilton Central, Hamilton 3204
Kāinga Rua: 79a Norton Road, Frankton, Hamilton 3204
PO Box 15528, Dinsdale, Hamilton 3243
Ph. 07 848 0008 Email: admin@kfst.org.nz
www.kfst.org.nz

23 April 2021

Councillor Angela O'Leary
Chair
Infrastructure Operations Committee
Hamilton City Council
✉ angela.oleary@city.hcc.govt.nz



Copy:
Wayne Mako
Te Papanui Enderley Community Trust
✉ enderleytrust@gmail.com

Kia Ora Angela,

I write on behalf of DV Bryant Trust in support of Te Papanui Enderley Community Trust's proposal to the Komiti Hangaanga/Infrastructure Operations Committee for Hamilton City Council, to support fund key infrastructure projects to improve wellbeing and safety throughout Te Papanui Enderley Communities and Neighbourhoods.

DV Bryant Trust has supported the Fairfield and Enderley communities over many years with funding to Te Papanui Enderley Community Trust and several other organisations in the Fairfield Enderley Resilience Network. Our view is that this community is very well connected and committed to making it a strong community – they know the best way to meet their challenges and as a funder we can help best by providing some resources and letting them get on with it. This proposal is a case in point – it is well thought out by the community for the community.

We strongly support the funding of these infrastructure projects and the wider focus that Te Papanui Enderley Community Trust are leading to reduce health and wellbeing disparities among some of the most vulnerable whānau by increasing delivery of community-led solutions and interventions.

DV Bryant Trust has been a funder and key partner in working with Te Papanui Enderley Community Trust to support the past and ongoing efforts to improve the health and wellbeing of whānau throughout Te Papanui Enderley Community and Neighbourhoods and partnering in community-led initiatives to support the preservation and restoration of mana.

We also support the four priority areas of:

1. Improving Community Safety
2. Improving Community Revitalisation
3. New Cultural Playground
4. New, Fit for Purpose, Cultural Community Centre

Below is a list of key infrastructure projects that have been identified by Te Papanui Enderley Community Trust through a range of engagement activities over the past seven months:

- Raa Hapori Community Day October 2020 (attended by over 900 whānau)
- Whānau Ora Day November 2020 (attended by over 1,500 whānau)
- Tamariki Ora End of Year Celebration December 2020 (attended by 100 whānau)
- Tu Oho Mai Event February 2021 (attended by over 900 whānau)
- Long Term Plan Submission March 2021 (participated by over 200 whānau)
- Community Hui April 2021 and many individual and whānau koorero over the past seven months.

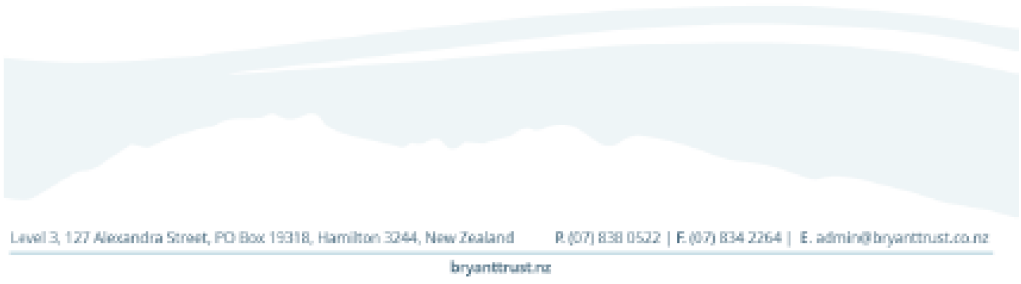
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17	High Quality Speed Bump	52 & 51 Insoil Avenue
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39	High Quality Speed Bump	182 & 181 Tramway Road
40	High Quality Speed Bump	205 & 204A Tramway Road
41	High Quality Speed Bump	220A & 217 Tramway Road

42	High Quality Speed Bump	87 & 88 Fifth Avenue
43	High Quality Speed Bump	73 & 66 Fifth Avenue
44	High Quality Speed Bump	30A & 43 Fifth Avenue
45	Street Lighting Improved	Throughout Enderley

DV Bryant urges the Operations Committee to give serious consideration to the above list of projects as you deliberate on infrastructural developments for the city.

Ngāo mihi,
D V BRYANT TRUST


Raewyn Kirkman
Chief Executive



Appendix 3

Infrastructure Operations Committee.

Re: Agenda Item #19. Waikato Regional Council - Public Transport Update.

Chairperson, Elected Councillors and Maangai Maori,

Synopsis

Seniors, arguably, are the group most adversely affected by the Covid crisis. With that in mind, shouldn't they enjoy one self-chosen day of the week bus fare free, provided use is reasonable, for the duration of the remaining alert levels?

The over-55's experienced national Carless Days under Prime Minister Robert Muldoon's Government, when one chosen specified day per week for each household impounded the family car for that day, with everyone doing their bit toward resolving the perceived energy crisis.

Fare Less Days

Today we envisage seniors worrisome of boarding public transport, due to pandemic concerns that mandate masks.

My proposal to the Waikato Regional Council is to introduce as a temporary measure - over the duration of the ongoing alert level period - an additional concessionary fare plan whereby seniors over 55 years of age select their "Fare Less Day" of the week, making them eligible to ride Hamilton public buses for free (subject to reasonable use provisions). Bus patrons accepted onto the scheme would receive a credit as refund back onto their Bee Card account automatically when they swipe their Bee Card upon boarding the bus, thereby behaving as other users but circumventing the negative stigma of receiving special fare treatment.

My proposed targeted fare-less plan would reassure older bus patrons that their journey was safe and by the wayside, bring restitution to them for enduring National's carless days in their younger years.

A representation on my behalf to the WRC would be appreciated.

Roger Stratford,
Hamilton Kirikiriroa

Appendix 4

My submission includes concern about changing the 5x roads 1, Hamilton's population is increasing so yes there are more cars on the road 2, The 2018 Community insight safe ways to school final report had said that the parents are in favour of the underground pathways for pedestrians and cyclists and found the underground paths were much safer for pedestrians and cyclists to get to their destinations 3, the 5 x roads works it does not need lights but to reduce the congestion put in underground pathway for pedestrians and cyclists This would make the area safer for these commuters and would reduce the congestion along the 5 roads that converge by not narrowing the roads any further 4, also in that report it was noted that any problems there are is caused by drivers mismanagement not the road layout 5, lights would make it more difficult to stop at any of the shops that line that route

Yours sincerely,

Hillary Lines

Appendix 5

I am writing to you concerning **pedestrian/bike safety** and the crossing of **Thomas Road/Horsham Downs Road**.

(To enable access to both Moonlight Drive/Alconbury Road and RJHS)

Location: We are in St James Park and this year my eldest boy has started biking to Rototuna Junior High School (RJHS).

Problem: The roundabout at Thomas Road/Horsham Downs Road has only two pedestrian crossings on the four roads feeding into it.

At peak hours (school times) the roads are incredibly busy (particularly by the McDonalds and BP/New World points) and pedestrians including students and elderly are taking real risks getting safety across these roads.

I've biked in this area for years and the volume of traffic at Thomas Road / Rototuna shopping centre has increased exponentially.

What I have done

- Talked to the Hamilton City Council concerning this issue. HCC has come back to me saying it is on their radar, they are aware for the needs of bike paths and it is a long term matter which they are looking into/planning.
- Communicated with a local councillor, Kesh Naidoo-Rauf about the issue
- HCC transportation team members have physically visited this roundabout and seen the volume of traffic and the risks kids are taking crossing Thomas Road to McDonalds. (City Transportation team - Jason and Lisa Litton)
- Made an appointment with local MP Jamie Strange and been in touch with other local parents.
- Visited local business to see if how are impacted by the traffic at the roundabout

Concern:

The risk to the safety of pedestrians, school kids and the elderly at this roundabout, with the time it will take to implement proposed long term changes (Borman Road and the proposed cycle path).

How to keep our kids safe in the meantime?

Each day I have been collecting my younger kids from Rototuna Primary and we watch my son and his friends to see they cross the road safely at this roundabout. I have only been doing this since the school started, but already can see the traffic congestion and crossing problems. I have watched two near misses in the same day with traffic having to come to a stop to avoid students on the island to the McDonalds portion.

Some cars speed through the intersection in heavy traffic and kids can misjudge the speed of cars. Cars are also backed up creating more problems at this busy roundabout. If you sat and watched from 3.15-3:40 pm you could see the problem firsthand.

Older people also have major problems crossing by the gas station, particularly with less able walkers/people with mobility scooters etc.

My proposal:

- I would like to see **pedestrian crossings with an island** put in on Thomas Road (the Flagstaff side) and Horsham Downs Road before Moonlight Drive. Ideally pedestrian crossings would ensure safer journeys.
- The two crossings in the area are outside Rototuna Primary School and are effective.
- There already is a raised island (refuge) in place on each of these roads Thomas Road by the McDonalds and Horsham Downs Road to Moonlight Drive but these are not currently sufficient at peak hours for safety.

Reasoning:

Rototuna Junior High is the extension school for Rototuna Primary, so students from both sides of Thomas Road should be able to bike safely to school. Hamilton is also a 'bike friendly' city according to the bike safety plans and Rototuna to Gordonton Road does not have a current safe bike path to link with Wairere Drive and the river cycle trails. After reviewing some of the Hamilton City Council bike initiatives and by talking with other Rototuna mums/dads and cyclists, I can see that bike/pedestrian safety is a real issue across Thomas Road /Horsham Downs roundabout. The Hamilton bike map on the council website leaves off the Thomas Road Roundabout, showing instead Wairere Drive and proposed Borman Road by Gordonton Road options.

The HCC Biking Plan on the Bike Hamilton website highlights 4 bike outcomes for making Hamilton a bike-safe city: SAFE, VISiBLE, EASY, ADDS VALUE. Any road safety measures that ensure pedestrian **safety and bike accessibility** in this area would be of help.

Improvements for pedestrians to this roundabout would **add value** as more residents could safely walk and bike in the Rototuna area. This increases recreation and may create more income opportunities as more people can easily walk to local restaurants/cafes etc.

Long term:

Waiting for the Borman Road bike path that is in the pipeline may not be sufficient to keep our local kids and elders safe this week, month or year.

As teacher and mum, I would really like you to create a solution that will keep our kids safe on this very busy roads. I feel that just regulating traffic alone, will not solve this problem.

Kids bike 'illegally' on the pavement because it is too dangerous to bike on the road in this area. That's a worry.

Thank you so much for considering this submission.
Regards,

Kat Karadshi

Appendix 6

Brett Parsons Owner/Operator of Hamilton Chemicals
in Ruffell Rd.

I have travelled via the intersection of onion Rd
with Ruffell many times a day and do not consider
the low speed intersection ~~a~~ in any way a
hazard until the council made the recent changes.

My submission is to return the intersection to its
previous status but to prevent damage to the barrier
^{caused} arm by the trucks turning left from onion
road into Ruffell Rd, a sign "Trucks No Left
turn" should be implemented.

At the bare minimum this should be atleast
tried and would have been the outcome if
the community had been consulted ^{in the first place}. Saving
alot of money and disruption to traffic
flow.

If you turn Ruffell Rd into a back-water
I hope the rates will reflect that change.

Eastern Pathways Brooklyn Road Closure Option

On 19th April 2021 I and a full house of local residents and other concerned citizens attended a public meeting at Claudelands Grandstand to voice local dismay and concern regarding the lack of HCC consultation regarding the options to close Brooklyn Road as presented in the Eastern Pathways Proposal.

It is my understanding Council representatives who facilitated the use of the venue and chaired the meeting did not minute the meeting.

The strong voice of the local community raised valid and serious concerns about the proposed closing of Brooklyn Road. This was not minuted for the public record.

Council representatives at the 19th April meeting verbally agreed they would take the community's voiced concerns back to the Infrastructure Operations meeting on the 27th of April.

Before funds are allocated at the Infrastructure Operations meeting including a plan to close Brooklyn Road, it is the Council's responsibility to return to the local community to consult and consider the real impact on the liveability, safety, and environment of the community residents.

The Council representatives who attended the meeting on the 19th of April at the Grandstand need to be accountable for their assurances.

Thank you for presenting this submission on the 27th April.

Regards

Kevin Flannery

HCC needs much better cycling infrastructure than it has now. We are getting there but its not fast enough to keep up with the ever growing demands from people choosing to use their bikes more often.

No one is saying "ban cars" and no one is saying "ban public transport " and youll find most cyclists also have motor vehicles but the choice is being made MORE to use cycling for commuting and for leisure.

And it should be encouraged but our current roadways are not safe for cycling. Also motorists are still miffed that they have to share the roads with non road user charges paying folk. But like i said, most cyclists do own a vehicle but theyre becoming more aware of the benefits of cycling. Its great. its physically better for you, it can often be quicker to get to work esp in the mornings with the higher rates of congestion. So why not make roading more cycle friendly? The few who complain will always complain. they will always find a reason to be a nay sayer and often theyre really not that hard done by with the changes to be made.

The rail trail is great. i can choose to cycle 7km to work instead of the 4km thru town and im safer and often quicker than if i took the shorter route.

During lockdown more people got out and about on bikes. They kinda had no choice as being stuck at home was going to lead to depression and other issues so getting out and often getting the whole family out was a huge benefit , physically and mentally.

So i welcome the changes to many of our road ways that will help make cycling safer for cyclists. It WILL encourage people to get out and about and as more children need to cycle to school because parents are having to start work earlier, then it NEEDs to be made safer for the kids

I personally am i 44yr non driver . I know im in a minority as i have chosen to be a non driver but i cycle , run and walk everywhere and i get about just fine. But i also see daily that despite cycling as per instruted in the cycle paths, wearing reflective clothing, indicating and using a safe cycle i am constantly abused , pulled out in front of and treated like a dont belong on the road. It needs to change. And those few who have their daily route slightly altered to benefit more people will just have to get used to it.

Sandra Jensen

Kirikiroa society of velocipede and tweed enthusiasts.

p.s 5 xroads is one of the most dangerous roundabouts for pretty much everyone on the road, not just cyclists. But it is long overdue for a review.

I sadly am unable to attend the HCC meeting on Tuesday regarding infrastructure, but would still like to express my support and comment on the proposals outlined in the agenda.

I'm encouraged to see a shift towards promoting active and public transport in Hamilton. This is vital to reduce our carbon emissions from transport, and encourage sustainable, healthy, and socially connected lifestyles. The community feedback appears to overwhelmingly point to the need for safe, separated and connected cycleways, with priority at intersections - I absolutely agree with this sentiment.

My daughter Mina is 4 months old. We are currently looking for a bike child seat or bike trailer in order to take Mina to daycare and other local destinations, but are worried there is nowhere safe enough to ride. We want to make cycling a normal part of our lives, and model a healthy, low-carbon lifestyle to Mina as she grows older. We hope when she starts school she'll be able to bike there, too. However, it's difficult to imagine her riding safely on Hamilton's current car-dominated streets, and it is clear from your research that many other parents share our concerns.

The plans for cycle infrastructure are positive, but the pace of change is far too slow. We are unlikely to see dramatic rises in active transport rideshare until every major arterial road has a proper cycleway, and local streets have speed calming and/or proper bike lanes. We need ALL of the proposed bike infrastructure delivered within THIS decade, not in 30 years' time. We need to move fast and build out the whole network all at once. We need to be more ambitious, as our national climate goals are already incompatible with 1.5C climate warming, and our local active transport goals are also incompatible with net-zero by 2050. We should be aiming for 50% or more of active transport mode share by 2050.

If we carry out the proposed improvements as-is, Mina may have grown up and left our home in Hamilton by the time she is able to get around safely by bike. That makes me sad, and I hope we can do better for her and everyone else in Hamilton.

Thanks
Stephen Hay
Dinsdale



Infrastructure Operations Committee 27 APRIL 2021 - OPEN

While the overall idea of making the Eastern link more accessible to cyclists and pedestrians from the schools that are along Hukanui to Boys High seems to be a good one I have some reservations about traffic flow.

I understand that 10,000.00 cars at this stage use Brookland road to access the Claudlands bridge and Heaphy Tce through to Grey st and the Hamilton east schools, Hamilton East village, Victoria street bridge, and Marian School.

I wonder how many cars use Brookland road at peak times when the children are on school break, I would suggest a lot less. There is no congestion at the Heaphy and Brookland road intersection at that these times, a trip that can take me twenty minutes in school term, is reduced to five during the break. Do we need to look at this to understand what happens in the holidays, and maybe find solutions that are different to the link however provide the same outcome at less cost?

Housing development outside of the inner city will continue to put pressure on the roading network into Central City. Children accessing schools from outside of the school zone will mean that more parents will use their vehicles to drop children to school, Southwell school would have most of its pupils from areas further out as it seems Boys high also has a high number of children from out of zone.

Intense high rise inner city housing is not a Kiwi thing and we will continue to want to live with more space around us than a housing apartment wall being the view from our window, and taking away our sun! There will be more cars on the road from these housing developments, I do not believe there will be more walking and cycling from the owners/renters of these apartments as seen already at the ones that have been built-Frankton, Peachgrove road, Hamilton East etc.

The proposals included for the Five cross roads roundabout and the preferred option of closing Brookland road will mean that 10,000 cars a day will need to find a different way through to the Claudlands bridge, Hamilton East and Marion schools and the Victoria street bridge.

All of these drivers add increased risk to our local community with rat running and speeding, something we are already dealing with and increasingly tired of.

I also don't believe there has been adequate consultation with the communities most impacted by this proposal.

Those are some of my concerns and thoughts on this.

Kind Regards
Tina Carey

Council Report

Item 6

Committee: Infrastructure Operations Committee

Date: 08 June 2021

Author: Narelle Waite

Authoriser: Becca Brooke

Position: Governance Advisor

Position: Governance Manager

Report Name: Chair's Report

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

That the Infrastructure Operations Committee receives the report.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Infrastructure Operations Committee Chairs Report - 8 June 2021



Chair's report

1. Verbal Update from the Chair

2. Working Groups

I want to give the committee an early indication that we will have two working groups set up after the July recess to deal with two of this committees' big issues - parking and Access Hamilton.

We are still working through what a work plan will look like, but I know committee members are keenly interested in both of these big pieces of work, so everyone will have the opportunity to fully participate.

The outcome sought from a working group for parking will be to bring together all of our outstanding parking issues in one forum and look to finalising direction and decisions by the end of the year.

Access Hamilton is also currently being looked at by staff to align with other regional work like the Metro Spatial Plan, and this gives us the opportunity to take a look at reviewing this important strategy as well. As applies to the parking work, all members will have the opportunity to participate.

3. Material Recovery Facility Trip – Opening of the Education Room

On Monday 31st May there was an opportunity to attend the Education Room Opening out at Sunshine Ave.

It was great visiting this fantastic facility again and seeing where Hamilton students will be visiting and learning about the journey of waste in Hamilton.

The centre was purpose built for Hamilton City Council to provide education about the new kerbside service and to promote positive behaviour change around waste minimisation. I have asked that committee members be invited back to the room one day when some students are there so we can see the education room in action.

Thanks to the team and to my colleagues Councillors Martin, Ewan, Ryan, Sarah, Maxine and “list Councillor Leo” for attending.



Angela O’Leary
Chair, Infrastructure Operations Committee

Council Report

Committee: Infrastructure Operations Committee
Date: 08 June 2021
Author: Christopher Barton
Authoriser: Eeva-Liisa Wright
Position: Capital Projects Manager
Position: General Manager
 Infrastructure Operations

Report Name: Eastern Pathways - City Centre to University Link

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

1. To seek approval from the Infrastructure Operations Committee of the preferred route for the City Centre to University Link to be included in the business case for Waka Kotahi NZ Transport Agency consideration.
2. To seek approval from the Infrastructure Operations Committee of the Final Draft City Centre to University Link Single Stage Business Case for submission to Waka Kotahi NZ Transport Agency to seek business case approval.

Staff Recommendation - *Tuutohu-aa-kaimahi*

3. That the Infrastructure Operations Committee:
 - a) receives the report;
 - b) approves the Cook Street corridor (**Option A** of the staff report) as the preferred route for the City Centre to University Link project;
 - c) approves the Final Draft City Centre to University Link Single Stage Business Case for submission to Waka Kotahi NZ Transport Agency to seek business case approval; and
 - d) notes that the Beale, Hamilton Boys High School, Wilson Street corridor (**Option B**) will be progressed as a neighbourhood link under the Biking and Micro-Mobility Programme subject to Waka Kotahi NZ Transport Agency approval of the Biking and Micro-Mobility Programme Business Case.

Executive Summary - *Whakaraapopototanga matua*

4. The Infrastructure Operations Committee received the School Link and City Centre to University Link business cases on the 27 April 2021 [\[agenda\]](#). The Infrastructure Operations Committee resolved:
 - a) *receives the report;*
 - b) *approves the final draft School Link project Single Stage Business Case for submission to Waka Kotahi NZ Transport Agency to seek business case approval, subject to an amendment to the business case prior to submission that details ongoing community*

- engagement during the Five Cross Roads secondary investigation stage to consider additional options and not just the three options currently listed in the business case;*
- c) notes that approval of the final draft School Link project Single Stage Business Case for submission to Waka Kotahi NZ Transport Agency does not pre-determine any specific option for Five Cross Roads, which in particular, requires further investigation, urban design work and consultation/engagement to be undertaken prior to confirming a preferred option;*
- d) defers the approval of the Final Draft City Centre to University Link project Single Stage Business Case for submission to Waka Kotahi NZ Transport Agency to seek business case approval to the 8 June 2021 Infrastructure Operations Committee;*
- e) request staff complete a further Eastern Pathways - City Centre to University Link project Single Stage Business Case option review and confirmation focusing on cycleway Option 1 against the following Option 2:*
- iii. Option 1: Grey street, Cook Street, Clyde Street, Knighton Road; and*
- iv. Option 2: Beale street, Hamilton Boys High School, Wilson Street, Knighton Road;*
- f) notes that Council funding approval of the Eastern Pathways - School Link and City Centre to University Link project delivery programmes are subject to co-investment (minimum 51%) confirmation from Waka Kotahi NZ Transport Agency.*
5. Further information has been provided for three options, as shown in **Attachment 1** of this report:
 - **Option A:** Bus priority on Anzac Parade/Clyde Street with off-road cycle facilities on Grey Street and Cook Street
 - **Option B:** Bus priority on Anzac Parade/Clyde Street with off-road cycle facilities on Beale Street/Hamilton Boys High and Wilson Street linking to the Wairere Drive cycleway and connecting back into Clyde Street and Knighton Road
 - **Option B2:** Bus priority on Anzac Parade/Clyde Street with off-road cycle facilities on Beale Street/Hamilton Boys High and Wilson Street crossing Wairere Drive to link with the existing path behind Eastlink connecting with York Street, Ford Street, and Greensboro Street.
 6. The Biking and Micro Mobility Programme approved at the 27 April 2021 Infrastructure Operations Committee [\[minutes\]](#) supports delivery of all three routes. The key decision is what route should be progressed as a high quality as a “Cross City Connector”.
 7. Reviewing the technical assessments undertaken for the Waka Kotahi business case process, the staff recommend that Option A be progressed as the high-quality cross city connector under the City Centre to University Link Business Case and the other routes be progressed as neighbourhood links as it:
 - i. services a greater number of households which will incentivise more cycling and walking;
 - ii. better services urban growth opportunities enabled in the District Plan and signalled in the NPS on Urban Development;
 - iii. provides a direct connection to the Hamilton East Village area;
 - iv. enables Council to make substantial progress on the Hamilton East Neighbourhood Plan; and
 - v. provides an overall improvement in personal safety.
 8. **Options B and B2** will be progressed as neighbourhood links as part of delivering the recently approved Biking and Micro-Mobility Programme subject to Waka Kotahi NZ Transport Agency approval.

Background - *Koorero whaimaarama*

9. The Infrastructure Operations Committee approved the Biking and Micro-Mobility Programme for the City on 27 April 2021 [[minutes](#)]. This Plan sets a city-wide framework for cycling and active modes, including identifying key corridors for future investment.
10. The School Link and City Centre to University Links projects are “Cross City Connectors” under the Biking and Micro-Mobility Programme network.
11. The Infrastructure Operations Committee received the School Link and City Centre to University Link business cases the 27 April 2021 [[agenda](#)] and approved the School Link Single Stage Business Case for submission to Waka Kotahi to seek business case approval [[minutes](#)].
12. The Infrastructure Committee requested more information on the preferred corridor for the City Centre to University Link prior to approving the business case for submission to Waka Kotahi. Three options have been considered (**Attachment 1**):
 - **Option A:** Bus priority on Anzac Parade/Clyde Street with separated cycle facilities on Grey Street and Cook Street;
 - **Option B:** Bus priority on Anzac Parade/Clyde Street with a variety of cycle facilities on Beale Street/Hamilton Boys High and Wilson Street; and
 - **Option B2:** Bus priority on Anzac Parade/Clyde Street with a variety of cycle facilities on Beale Street/Hamilton Boys High and Wilson Street crossing Wairere Drive to link with the existing path behind Eastlink connecting with York Street, Ford Street and Greensboro Street.
13. The routes have been assessed against the investment objectives for the City Centre to University Link which were approved by the Infrastructure Operations Committee on 27 August 2020 [[minutes](#)].

Discussion - *Matapaki*

Evaluation of Options

14. A summary of the technical assessment along with the community feedback is provided in **Attachment 2** of this report. This assessment indicates that **Option A** (Grey Street / Cook Street) provides better progress towards the investment objectives by:
 - i. servicing a greater number of households which will incentivise more cycling and walking;
 - ii. enabling urban growth opportunities in the District Plan and signalled in the NPS on Urban Development;
 - iii. providing a direct connection to the Hamilton East Village area;
 - iv. enabling Council to make substantial progress on the Hamilton East Neighbourhood Plan; and
 - v. providing an overall improvement in personal safety.
15. **Options B and B2** will be progressed as neighbourhood links as part of delivering the recently adopted Biking and Micro-Mobility Programme.
16. Immediate progress will be made through delivery of the Wilson Street portion of the route which is packaged with the first stages of the School Link. The remaining parts of the route are subject to elected members consideration of priorities for investment.
17. The delivery of all Biking and Micro-Mobility projects include education and policy activities that support the infrastructure improvements recommended. These will include education in schools, speed management, parking policy changes and new signage and wayfinding devices.

Indicative Layouts

18. Indicative layouts for Grey Street and Cook Street are shown below. These layouts will be refined with stakeholders and the community through the detailed design phase of the project.



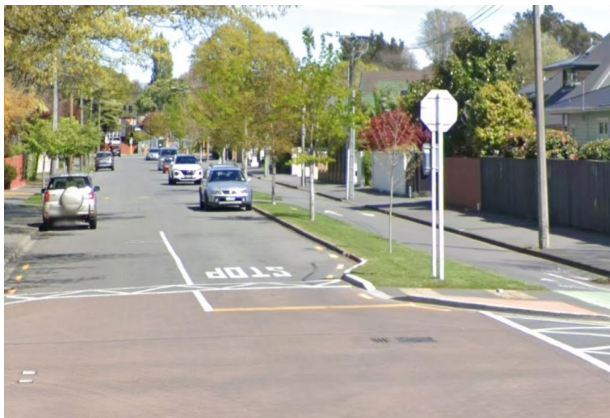
City Centre to University - Option A – Cook Street off-road cycle facility



City Centre to University – Indicative treatment of Grey Street, Hamilton East

19. The neighbourhood links in the Biking and Micro-Mobility Programme enable local connections to local destinations (schools, jobs, recreational areas) and the primary cross city connections. Examples of what the neighbourhood links would look like are shown below.

Example Neighbourhood Link Matai Street Christchurch



Example Neighbourhood Link Hagley Park Christchurch





Financial Considerations - *Whaiwhakaaro Puutea*

20. Full Financial information concerning the Eastern Pathways business case can be found in the 27 April 2021 Infrastructure Operations Committee staff report [[agenda](#)].

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

21. Staff confirm that the recommendations of this report complies with Council's legal and policy requirements.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

Social

The Eastern Pathways/Te Ara o te Rawhiti programme will contribute directly to the social wellbeing of people and communities by providing safe alternatives to vehicle use within the City. It will enhance safety for our most vulnerable road users and enable people without access to a motor vehicle to access essential services.

Economic

26. The Eastern Pathways/Te Ara o te Rawhiti is a key enabler of improving housing supply through inner city intensification and is consistent with Councils District Plan and the policy intent of the National Policy Statement Urban (NPS) Development.
27. Delivery of the Eastern Pathways/Te Ara o te Rawhiti programme will involve significant construction, which will generate employment opportunities within the city and region.

Environmental

28. The primary purpose of the project is to support transport modal shift from private vehicles to walking, cycling and public transport. Encouraging active and public transport will contribute to a reduction in vehicle related emissions.

Cultural

29. Engagement with tangata whenua has been ongoing throughout the development of the Eastern Pathways/Te Ara o te Rawhiti programme, and this will continue through the subsequent detailed design and delivery phases of the project.

Risks - *Tuuraru*

30. The Eastern Pathways/Te Ara o te Rawhiti 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.
31. The City Centre to University Link project has been costed on the basis of certain risks and assumptions. Cost estimates as outlined in this report are 50th %ile estimates (P50), and do not contain significant contingencies (ie/ P95 or 95th %ile estimates). Costs may change as a result of detailed design where localised issues or cost reviews could result in increased forecast costs.
32. There is good alignment through the consultation undertaken. There is potential for local communities to raise negative public perception, which will be managed through our proactive community engagement programme.
33. 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

34. 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

35. Community views and preferences are already known to the Council through Extensive stakeholder and community engagement have been undertaken as part of developing the business cases, the Eastern Pathways/Te Ara o te Rawhiti programme and the Biking and Micro-mobility Plan.
36. Given the low level of significance determined, the engagement level is low. No engagement is required.

Attachments - *Ngaa taapirihanga*

Attachment 1 - City Centre to University - cycle corridor options

Attachment 2 - Option assessment

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Attachment 1

Item 7

City Centre to University - cycle corridor

OPTION
A



Cook St
and Grey St
Corridor

2.7km
Total length

2,392
Households within
400m of the corridor

Estimated
new users
(with active
mode bridge)

812
Commuters

474
School students

491
University students

Total =
1,786
people on bikes



2 School along
the corridor



7 Connections to biking
and micromobility
programme business
case network



4 Key destinations
along the corridor
• Grey St Shops
• Steele Park
• Recreation Centre
/ Clyde Park
• Hillcrest Shops

City Centre to University - cycle corridor

OPTION
B



Beale St /
HBHS / Wilson
St corridor

 **2.7km**
Total length

 **1,878**
Households within
400m of the corridor

Estimated
new users
(with active
mode bridge)

 **580**
Commuters

 **335**
School students

 **351**
University students

Total =
1,266
people on bikes



2 School along
the corridor



7 Connections to biking
and micromobility
programme business
case network



2 Key destinations
along the corridor
• Recreation Centre
/ Clyde Park
• Hillcrest Shops

City Centre to University - cycle corridor

OPTION
B.2

Item 7

Attachment 1



Beale St /
HBHS / Wilson
St /Ford St /
Greensboro
corridor

2.3km
Total length
2299
Households within
400m of the corridor

Estimated new
users
- *Lower than Option B*

- Rationale**
- The route being significantly less visible to drivers (*target audience*).
 - CPTED issues that will be difficult to resolve - narrow alleyways (*connection to York St*) and offroad sections with low passive surveillance (*Recreation centre and Memorial Dr embankment*).
 - Additional turning movements/decision points and the convoluted nature of the cycle corridor in relation to key attractors.
 - Reduction in connections to key attractors.
 - Reduction in connections to the PBC network.

2 Schools along
the corridor
5 Connections to biking
and micromobility
programme business
case network

1 Key destination
along the corridor
• Recreation Centre
/ Clyde Park

Attachment B: Summary of Option Assessment

Investment Objective	Measure / KPI	Option A: Cook Street Corridor	Option B Beale / HBHS Corridor linked to Clyde St Drive	Option B1 Beale / HBHS Corridor through Eastlink and Greensboro Tce
Investment Objective One Improve the health of the community by increasing active mode and public transport uptake and reducing harmful emissions (20%)	Reduction in private vehicle users	The reduction in private vehicle use is based on converting people active modes or public transport related to Access Hamilton, which has the target to reduce single occupancy vehicles down to 70% in the next 10 years.	The reduction in private vehicle use is based on converting people active modes or public transport related to Access Hamilton, which has the target to reduce single occupancy vehicles down to 70% in the next 10 years.	The reduction in private vehicle use is based on converting people active modes or public transport related to Access Hamilton, which has the target to reduce single occupancy vehicles down to 70% in the next 10 years.
	Reduced CO2 emissions	There is currently no baseline measure available, however, the target is reducing emissions of greenhouse gases to net zero by 2050 as set by the Climate Commission Report.	There is currently no baseline measure available, however, the target is reducing emissions of greenhouse gases to net zero by 2050 as set by the Climate Commission Report.	There is currently no baseline measure available, however, the target is reducing emissions of greenhouse gases to net zero by 2050 as set by the Climate Commission Report.
	Active mode uptake – trips to work	33% (with bridge) 20% (without bridge)	24% (with bridge) 14% (without bridge)	Lower than Option B
	Active mode uptake – trips to school	45%	32%	Similar to Option B
	Public Transport mode uptake	10% increase	10% increase	10% increase

Investment Objective	Measure / KPI	Option A: Cook Street Corridor	Option B Beale / HBHS Corridor linked to Clyde St Drive	Option B1 Beale / HBHS Corridor linked through Eastlink and Greensboro Tce
Investment Objective Two Reduce the dependency on private vehicles by increasing the uptake of active and public transport travel modes (45%)	Length of corridor connecting City Centre to University	2.7km	2.7km	2.3km
	Households within 400m	2,392 households	1,878 households	2,300 households
	Schools within 400m	Marion Catholic School Hamilton Boys' High School Knighton Normal School Sacred Hearts Girls' College Hamilton East School St John's College	Marion Catholic School Hamilton Boys' High School Hamilton East School Patricia Avenue School Peachgrove Intermediate School	Marion Catholic School Hamilton Boys' High School Hamilton East School Patricia Avenue School Peachgrove Intermediate School
	Schools on corridor	Marion Catholic School Sacred Hearts Girls' College	Marion Catholic School Hamilton Boys' High School	Marion Catholic School Hamilton Boys' High School
	Key destinations on corridor	Hillcrest Shops Grey Street Shops Steele Park Recreation Centre on Clyde	Hillcrest Shops Recreation Centre on Clyde	Recreation Centre on Clyde
	Biking and micro-mobility mode share uplift (With CBD Bridge)	812 commuters 474 school students 491 university students Total = 1,786 cyclists	580 commuters 335 school students 351 university students Total = 1,266 cyclists	Lower than Option B
	Biking and micro-mobility mode share uplift (Without CBD Bridge)	489 commuters 474 school students 491 university students Total = 1,454 cyclists	349 commuters 335 school students 351 university students Total = 1,035 cyclists	Lower than Option B

Investment Objective	Measure / KPI	Option A: Cook Street Corridor	Option B Beale / HBHS Corridor linked to Clyde St Drive	Option B1 Beale / HBHS Corridor through Eastlink and Greensboro Tce
Investment Objective Three Reduce harm to the community by reducing DSIs (20%)	Reduce DSIs (Vision Zero)	All options are envisioned to achieve the Vision Zero goals by implementing high quality safe facilities.	All options are envisioned to achieve the Vision Zero goals by implementing high quality safe facilities.	All options are envisioned to achieve the Vision Zero goals by implementing high quality safe facilities.
	Perception of safety	The corridor is along the road corridor with existing street lighting, households, and businesses (e.g. Grey Street shops) which enables passive surveillance.	The corridor includes remote and unlit sections such as Marist Park and Hamilton Boys High School field. Unlikely to offer the same level of passive surveillance.	The corridor includes remote and unlit sections such as Marist Park, Hamilton Boys High School field and York St walkway. Unlikely to offer the same level of passive surveillance
	Access to biking and micro-mobility network	Connects to seven biking and micro-mobility network routes	Connects to seven biking and micro-mobility routes	Connects to five biking and micro-mobility routes
	Network barriers	Crosses 2 arterial routes to get to Hamilton East Village	Crosses 5 arterial routes to get to Hamilton East Village	Crosses 5 arterial routes to get to Hamilton East Village
		Crosses 4 arterial routes to get to the City Centre	Crosses 4 arterial routes to get to the City Centre	Crosses 3 arterial routes to get to the City Centre

Other Considerations

	Measure / KPI	Option A: Cook Street Corridor	Option B Beale / HBHS Corridor linked to Clyde St Drive	Option B1 Beale / HBHS Corridor through Eastlink and Greensboro Tce
Economics	Option Cost	\$34M	\$30M	Between Option A and B assuming no property purchase. Significant cost for connection between Beale and Memorial Park
	Benefit Cost Ratio	1.9	2.1	Not calculated
Strategic Alignment	Connection Biking and Micro-mobility Network	Connects to seven biking and micro-mobility network routes	Connects to seven biking and micro-mobility routes	Connects to five biking and micro-mobility routes
	Unlocking potential of Grey Street Rejuvenation project	This corridor provides direct access to the Hamilton East village.	This corridor does not provide direct access to the Hamilton East village.	This corridor does not provide direct access to the Hamilton East village.
	National Policy Statement on Urban Development	This corridor is preferred as it runs directly through an area identified for intensification.	This corridor does not directly link to any areas identified for intensification.	This corridor does not directly link to any areas identified for intensification.
	Steele Park Redevelopment	This provides synergy opportunities with redevelopment of the Park facilities.	This corridor does not connect with Steele Park.	This corridor does not connect with Steele Park.
Engagement Feedback	Programme Reference Group	<p>“Option A is preferred as Cook Street is fairly low volume and it encourages cyclists to interact with Grey Street”</p> <p>“Option A as preferred as it benefits the community who needs it”</p>	<p>“Don’t like Beale Street – very crowded because of schools from 8am – 4pm)”</p> <p>Beale Street cycleway accessible to Marian Catholic School, Hamilton Boys High School and Peachgrove School</p>	None documented

	Measure / KPI	Option A: Cook Street Corridor	Option B Beale / HBHS Corridor linked to Clyde St Drive	Option B1 Beale / HBHS Corridor through Eastlink and Greensboro Tce
	Community Preference	18% Community preference	18% Community preference	
	Community	“Cook Street would be an optimal corridor to use as a separated cycleway” “Lots of space along Cook Street and it’s not very busy”	“There could be creeps in Hamilton Boys High School when you take the shortcut” – Marion Catholic School student	
External Factors	Environmental constraints	This corridor would not require resource consent as all works would be within a transport corridor.	This corridor is likely to require resource consent as the corridor would cross a waterway and sensitive vegetation area at the end of Beale Street.	
	Land acquisition	No land acquisition required	Requiring authority approval (i.e. Hamilton Boys High School) is required to utilise land for the purpose of public access.	To meet minimum standards for high quality cycleway, this route is likely to require land acquisition to widen places like York St Walkway Requiring authority approval (i.e. Hamilton Boys High School) is required to utilise land for the purpose of public access.

Council Report

Committee: Infrastructure Operations Committee
Date: 08 June 2021
Author: Robyn Denton
Authoriser: Eeva-Liisa Wright
Position: Network Operations and Use Leader
Position: General Manager Infrastructure Operations
Report Name: Road Stopping request from 28 Hammond Street

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

1. To seek direction from the Infrastructure Operations Committee on a request received to stop an area of unformed road land in the Cobham Drive corridor and sell it to the owner of 28 Hammond Street.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee:
 - a) receives the report;
 - b) declines the request to purchase an area of unformed road in the Cobham Drive corridor adjacent to 28 Hammond Street; and
 - c) approves **option 3** of the staff report, to offer an encroachment licence for the necessary area of unformed road to be utilised by 28 Hammond Street.

Executive Summary - *Whakaraapopototanga matua*

3. A request has been received from the owners of 28 Hammond Street, Ray and Wendy Pickett (the owner), for the purchase of approximately 252sqm of adjacent Council unformed road land in the Cobham Drive corridor.
4. The owner proposes to develop a 3 storey building containing up to 9 housing apartments, one of which they intend to live in, the proposed development requires the additional unformed road land (**Attachment 1**).
5. The current position of the dwelling, which was constructed in the 1920s, does not allow for people to walk around the house within their own property; they need to walk onto an area of unformed road. Also, a small portion of the existing dwelling encroaches onto the unformed road land.
6. The area of unformed road requested would enable legalisation of the above issues and allow for construction of the proposed residential development.
7. If the request is not granted for purchase of 252sqm of unformed road, two alternative options are available; selling a smaller area to legalise the current encroachments or granting an encroachment licence.

8. If the owner's request is granted it would reduce the open space available for wildlife and the area available for any future infrastructure needs in the Cobham Drive corridor.
9. An encroachment licence would formalise each party's obligations for the area of unformed road being utilised and would be cancelled upon the existing building being removed or the land being required for infrastructure purposes.
10. Staff recommend **Option 3** – Providing the owner of 28 Hammond Road with a Licence for the encroachment to formalise each party's obligations, as detailed in paragraph 24 below.
11. Staff consider the decision in this report have low significance and that the recommendations comply with Council's legal requirements.

Background - *Koorero whaimaarama*

12. A request has been received from the owners of 28 Hammond Street, for the purchase of an area of unformed road (approx. 252m²) that is adjacent to their property in the Cobham Drive corridor. The area requested is shown in blue on the plan below, with the red outline indicating the current property boundary.



Location map of 28 Hammond Street and land purchase request

13. The owner, who purchased the property in 2018, is proposing to develop a 3 storey building that contains up to 9 apartments, which requires additional land for it to be completed. The owners intend to live in one of the apartments.
14. A Consent application has not yet been lodged with Council for the proposed housing development.
15. The existing dwelling, which was built in the 1920s, will need to be removed to enable the proposed residential development to occur.

16. Due to the location of the existing dwelling within the property boundary people are unable to walk around the outside of the building within their section without encroaching onto unformed road land. Also, a small part of dwelling, built in the 1920s, encroaches onto the unformed road land.

Discussion - *Matapaki*

17. Discussions have been had with the property owner on three possible options:

Option 1: The property owner purchases approximately 252sqm of unformed road in the Cobham Drive corridor;

Option 2: The property owner purchases a smaller area to legalise the existing minor encroachment of the dwelling outside the property boundary, which is over the Cobham Drive unformed road land; or

Option 3: Provide the existing owner with a Licence for the encroachment to formalise each party's obligations, noting the encroachment licence would be cancelled upon the existing building being removed or if the land is required for alternative purposes.

18. The area of land the owner has requested to purchase (either **Option 1** or **2**) is currently vested in Council as road and forms part of the Cobham Drive corridor. If Council were to decide to sell this land it would require the area to be stopped and, if successful, a Title being issued by Land Information New Zealand (LINZ) for the stopped road area.

Options 1 and 2 – Road Stopping

19. Road stopping can be completed under Schedule 10 of the Local Government Act 1974 (LGA 1974) or the Public Works Act 1981 (PWA 1981).

20. A summary of each process follows:

LGA 1974

- a) A Council resolution for the road stopping is obtained.
- b) A survey plan is approved by LINZ.
- c) Public consultation in the local newspaper is undertaken for 40 days, providing the public with an opportunity to prepare a submission on the proposed road stopping.
- d) Any unresolved objection will be reported to Council for consideration.
- e) Any unresolved objection can be forwarded to the Environment Court by Council for determination.
- f) If no objection is received a Title for the stopped road area can be issued by LINZ.

PWA 1981

- a) A Council resolution for the road stopping is obtained.
- b) A survey plan is approved by LINZ.
- c) Consultation is undertaken with the adjoining property owners only.
- d) If agreement with all adjoining property owners is not obtained, then the PWA road stopping process does not continue. If desired the road stopping process can be continued in terms of the LGA 1974 process.
- e) If all adjoining property owners agree to the road stopping, then a Title can be issued by LINZ.

21. The owner has advised that they wish pursue **Option 1** as they propose to develop apartments on the land. **Attachment 1** illustrates the proposed layout of the apartment block.

22. **Option 2** would enable the owner to legalise the existing situation and would have a lesser impact on the Cobham Drive corridor and is shown in **Attachment 2**. It would not however deal with the existing area of lawn that has been developed and is currently being maintained by the owner at the back of the section. An encroachment licence would be required to formalise the ongoing use of this area by the owner.
23. Should the road stopping request be approved, staff have made the property owner aware that all costs, including Council's, will be the responsibility of the property owner subject to an agreement being reached on the purchase price for the stopped road land.

Option 3 – Encroachment Licence

24. An encroachment licence would enable the current situation to be formalised and to have each party's obligations clarified.
25. A Management Policy for considering Encroachment licences has been developed in accordance with the resolution of the [18 June 2019 Infrastructure Operations Committee](#) – Item 11.
26. The recently adopted Nature in the City Strategic plan has a goal of '*having 10% native vegetation cover in Kirikiriroa/Hamilton by 2050*' and approval of **Option 1** would result in a decrease in the vegetation opportunities in this corridor.
27. The future transport infrastructure needs in this corridor are also not known and it is possible that the [Metro Spatial Plan](#) and [Mode Shift Plan](#) may recommend additional infrastructure in this corridor to improve walking, cycling and public transport options.
28. Staff recommend **Option 3** as the encroachment licence would be cancelled upon the existing building being removed or if the land is required for alternative purposes e.g., Nature in the City and any future transport infrastructure needs.

Financial Considerations - *Whaiwhakaaro Puutea*

29. If the road stopping request is declined by the Committee there are no financial obligations to either party.
30. If the road stopping request was approved by the Committee the owner has been made aware that the cost of the road stopping and selling process, including Council's, will be their responsibility.
31. If the road stopping was successful, then a registered valuer's valuation report would be obtained to support the purchase price for the stopped road area.

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

32. Staff confirm that the staff recommendations comply with Council's legal and policy requirements.
33. Should the road stopping request be granted, staff confirm that Council's legal and policy requirements will be complied with (e.g. [Sale and Disposal of Council Land Policy](#))

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

Social

37. Additional residential properties would become available should the request for road stopping be successful and the proposed residential development is completed.

Economic

38. It is anticipated that there will be economic benefit for the property owner if **Option 1** or **2** are approved.

Environmental

39. There would be a reduction in the open space available for wildlife (e.g. bats, birds) to inhabit and the effects of extra residential apartments may affect the behaviour of the wildlife inhabiting the open space.

Cultural

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

Risks - *Tuuraru*

41. Maintenance of the area will become Council's responsibility if the road stopping is not successful, or the encroachment matter is not formalised.
42. Each party's obligations for using the encroachment area will not be formalised if an encroachment licence is not agreed to.

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

Significance

43. 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.

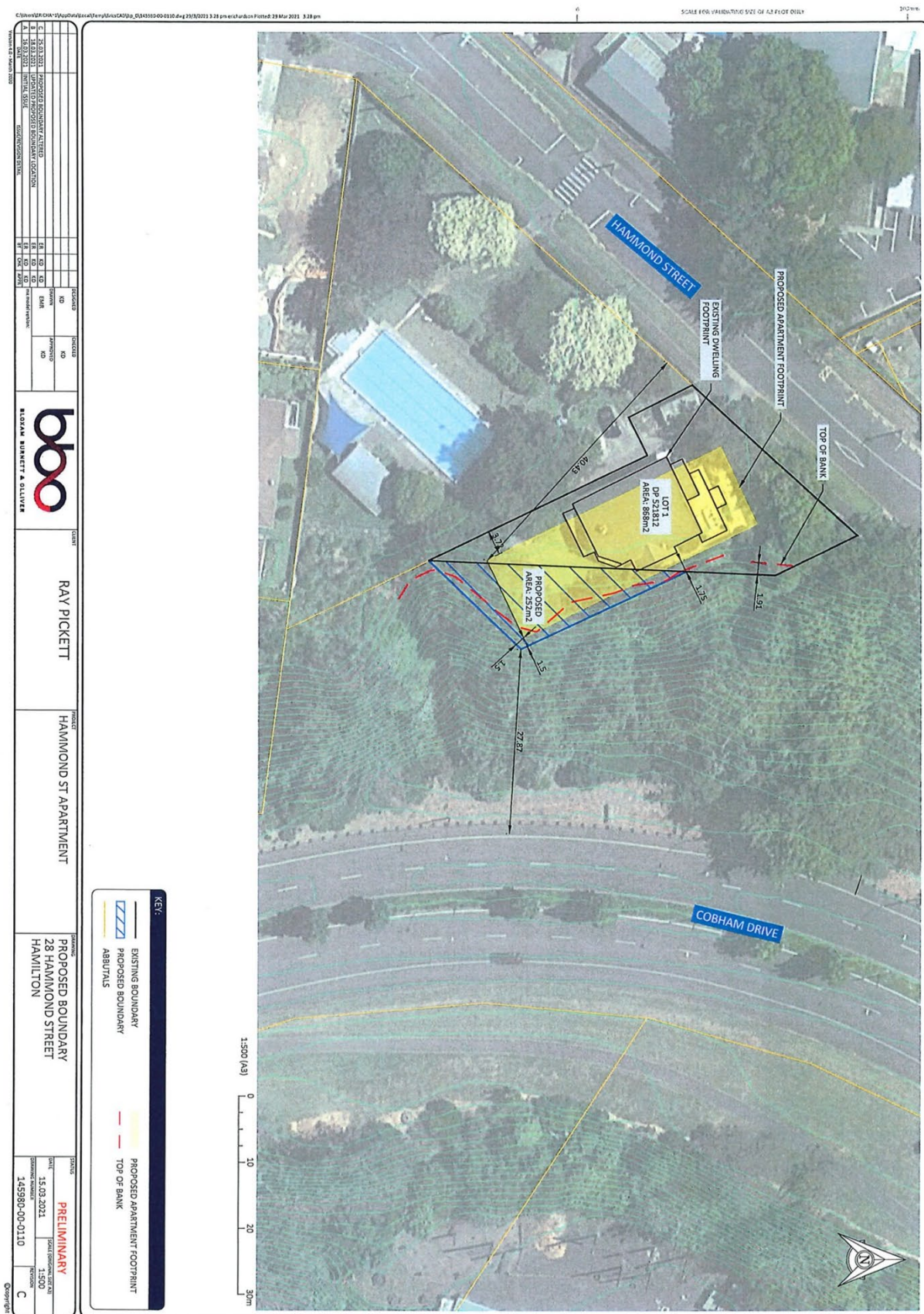
Engagement

44. There is a statutory requirement to consult as per legislation outlined below.
45. If the road stopping request was approved, public consultation is required under Schedule 10 of the Local Government Act 1974 or the Public Works Act 1981.

Attachments - *Ngaa taapirihanga*

Attachment 1 - 28 Hammond St - BBO Concept plan

Attachment 2 - 28 Hammond St- Aerial map plan



Red outline – indicates existing boundary of 28 Hammond Street
Green outline – indicates area proposed for an encroachment licence
Blue outline – indicates area requested for purchase



Red outline – indicates existing property area 868sqm
Green outline – indicates proposed encroachment licence area (approximately 23sqm)
Blue outline – indicates proposed purchase area (approximately 252sqm)



Council Report

Committee: Infrastructure Operations Committee
Date: 08 June 2021
Author: Robyn Denton
Authoriser: Eeva-Liisa Wright
Position: Network Operations and Use Leader
Position: General Manager Infrastructure Operations
Report Name: Contract 17416 Addinsight Sensor - extension of approved contract sum and contract period.

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

- To seek approval from the Infrastructure Operations Committee for an extension of contract period and approved contract sum for Contract 17416 Addinsight Sensors.

Staff Recommendation - *Tuutohu-aa-kaimahi*

- That the Infrastructure Operations Committee:
 - receives the report; and
 - approves the extension of Contract 17416 Addinsight Sensors with CB Developments Ltd (trading as 'Opito') for a further two (2) year period to 30 June 2024 with an increased Approved Contract Sum to the total value of \$650,000.00.

Executive Summary - *Whakaraapopototanga matua*

- Hamilton City Council (HCC) has an existing Contract 17416 with a technology company called CB Developments Ltd (Trading as 'Opito') for the provision of city-wide, real-time, transport data via sensors deployed around the city and its wider surrounds.
- The original contract was established under the Chief Executives delegation with an Approved Contract Sum of \$210,000.
- At the time of contract establishment, proposals were sought from two other certified suppliers. Opito were the deemed to be the most cost effective and efficient proposal.
- The data received from the delivery of this contract has proved extremely valuable and supports informed decision making, real-time operations and numerous travel insights including the operation of the Transport Data Analytics Platform (TDAP), critical for the optimisation of our transport network.
- As a result of the increasing demand for good data, HCC have increased the number of sensors deployed on the road network beyond that originally planned. This has resulted in the approved contract sum being reached after three years of the four-year contract which is not due to expire until April 2022.

8. Waikato District Council and Waipa District Council have expressed interest in receiving data under this contract so an allowance for network expansion outside Hamilton is proposed.
9. Opito are a local Hamilton supplier and have performed well and an extension of the contract is considered appropriate.
10. Staff recommend that Contract 17416 be extended by a further two years to end 30 June 2024, and the Approved Contract Sum be increased from \$210,000 to \$650,000 as detailed in paragraph 30 below.
11. Staff consider the recommendations in this report has low significance and that the recommendations comply with Council's legal requirements.

Background - *Koorero whaimaarama*

12. City Transport has an existing contract 17416 with a technology supplier Opito for the provision of transport data across Hamilton City.
13. This contract was established in 2018 for four (4) years under the Chief Executives delegation, with an Approved Contract Sum of \$210,000 as part of our Advanced Network Management approach for the transport network.
14. As part of establishing this initial contract, proposals were sought from the two NZ certified suppliers of the sensors. Opito are a Hamilton based company and were chosen as they were found to be excellent value for money. Opito were engaged by direct appointment under the Chief Executive's delegation.
15. The contract enabled deployment of Addinsight sensors across the city in 2018 to give HCC transport data for real-time operations and planning.

Discussion - *Matapaki*

16. The Addinsight deployed sensors have proven to be an integral asset for transport data capture. Through analysis, a source of travel insights, and additional sensors have been deployed beyond that originally planned, within the scope of the contract value, to ensure that there is good coverage across the city.
17. The data provided by the sensors installed under this contract have become critical for a staple vehicle movement dataset because of its wide use applications including:
 - i. real-time operations of the traffic signals;
 - ii. incident management;
 - iii. public transport operations;
 - iv. contractors planning work on the transport network;
 - v. travel insights to key destinations e.g. trips to Hamilton Gardens, central city and across Waikato River bridges within the city;
 - vi. transport planning and forward work programme development;
 - vii. a wide range of insights to support strategic decision making; and
 - viii. Covid19 data collection across our city Transport Network.
18. There are currently 160 sensors located around the city which provide good coverage. The locations of the sensors and roads that are monitored are indicated on the map below:

21. The Optional Drop-in Session on Transport Data held on 17 February 2021 for Elected Members provided more detailed examples of the information that has been developed as a result of having this data source.
22. Whilst there is still a year remaining in the four-year Contract term, the Approved Contract Sum has been reached due to the increase in the number of sensors deployed for the following reasons:
 - i. expansion of the network: We have increased the network coverage by adding sensors to key areas; and
 - ii. increased granularity: Additional sensors within the city to increase the level of granularity of data.
23. Waikato District Council and Waipa District Council have expressed interested in receiving regional transport data under this contract, which would further increase the quality of insights available to HCC. A provisional allowance has been included in the proposed contract sum to cover an expansion to the network outside Hamilton. These costs would be on-charged to those Councils.
24. An extension of this contract and the contract sum is considered appropriate and requires Council approval under the Delegations Policy.

Contract Options

25. Staff have determined that there are two reasonable and viable options.

Option one	<p>Extend the existing contract 17416 term and approved contract sum.</p> <p>This option involves extending the contract term a further two (2) years to cover the first three years of the LTP, with an increase in contract sum to cover this extension. The contract sum would need to increase to a maximum value of \$650,000.</p>
Option two	<p>Establish a new contract.</p> <p>This option involves increasing the existing contract sum to continue data collection until the end of the existing contract term (April 2022). The contract sum would need to increase to \$270,000.</p> <p>Staff would go to market to establish a new contract early in 2022.</p>

26. Staff recommend **Option one** for the following reasons:
 - i. continuing the current agreement with Opito means no disruption to services;
 - ii. Opito have performed well under this contract and there is a good working relationship in place with this local Hamilton supplier;
 - iii. Opito is willing to extend the contract with no increase to service fees, whereas establishing a new contract may result in cost increases; and
 - iv. costs associated with tendering are reduced.

Financial Considerations - *Whaiwhakaaro Puutea*

27. The total cost of the contract is approximately \$22,000 (GST exclusive) per quarter. This figure includes costs that Council on-charge to Waka Kotahi NZ Transport Agency (Waka Kotahi) for the data which is provided for the State Highway network - which is approximately 20% of this amount.
28. It is proposed to extend the existing contract to align with the first three years of the 2021-31 Long Term Plan, i.e. until the end of the 2023-24 Financial Year.
29. It is expected that within the term of this contract there will be an increase in the number of sensors deployed to the network due to the growth cells of Peacocke and Rotokauri. A 3% growth rate has been used to cater for this within the proposed Contract Sum.
30. Estimated costs for this activity are as follows:

Activity		Value
Current approved contract sum	248,000	
Payments made to date		\$ 223,825
Estimated cost for the next 3 years		
2021-22	\$ 90,640	
2022-23	\$ 93,359	
2023-24	\$ 96,160	
Total		\$ 280,159
Provisional allowance for Waikato and Waipa (on-charged)		\$ 115,500
Contingency for extended contract (approx. 5%)		\$ 30,516
Proposed approved contract sum:		\$ 650,000

31. Funding for this activity was included in the 2018-28 Long Term Plan under the City Transportation Network Management Programme – Advanced Traffic Management budget which includes a 51% co-investment subsidy from Waka Kotahi NZ Transport Agency (Waka Kotahi).
32. The assumed growth in this activity along with the 51% co-investment subsidy from Waka Kotahi has been included in the development of the 2021-31 Long Term Plan. Early indications from Waka Kotahi regarding funding for 2021-24 for Operational, Maintenance and Renewal activities are that we should expect to receive similar funding levels to the current 2018-21 budgets.

33. It is therefore proposed that Contract 17416 be extended approves the extension of Contract 17416 Addinsight Sensors with CB Developments Ltd (trading as 'Opito') for a further two (2) year period to 30 June 2024 with an increase of the Approved Contract Sum from \$210,000 to \$650,000.00.

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

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

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. Having good quality real-time data enables proactive operation and management of the transport network and traffic signals throughout the city, which 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

39. Opito is a local Hamilton based company and this contract will support their ongoing economic viability.
40. Travel time reliability is important for travel choices (especially for use of public transport) and choices made by businesses setting up or operating within the city.

Environmental

41. Having a real-time data platform helps provide for an efficient transport system that minimises congestion and therefore emissions from vehicles.

Cultural

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

Risks - *Tuuraru*

43. There are no known risks associated with the decisions required for this matter.
44. There are risks associated with not approving the recommendation in this report as set out as follows:
- i. delays whilst tendering a new contract could result in a data outage to the real-time transport systems managed by Hamilton City Council and result in delays in responding to incidents on the network and the inability to proactively help Public Transport caught in congestion; and
 - ii. market costs for the data are likely to be higher than the current contract and additional budget provision would be required to continue to operate the data systems managed by Hamilton City Council.

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

Significance

45. 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

46. 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 10

Committee: Infrastructure Operations Committee

Date: 08 June 2021

Author: Christopher Barton

Authoriser: Chris Allen

Position: Capital Projects Manager

Position: General Manager Development

Report Name: Infrastructure Delivery Contract Extensions

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

1. To seek approval from the Infrastructure Operations Committee to extend existing contracts for delivery of waters reticulation renewals and transport network minor improvements works programmes to deliver planned and budgeted projects as part of the 2021-31 Long Term Plan.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee:
 - a) receives the report;
 - b) approves the following to increase the Approved Contract Sums, noting that they are subject to the adoption of the 2021-31 Long Term Plan at the 24 June Council meeting:
 - (i) Contract 16431 with Waipa Civil Limited for delivery of water network asset renewals and improvements from \$17,500,000 to \$20,000,000;
 - (ii) Contract 17160 with HEB Construction Limited for delivery of stormwater and wastewater asset renewals and improvements from \$25,500,000 to \$30,000,000; and
 - (iii) a Contract 18143 with Base Civil Limited for delivery of transport network improvements from \$12,500,000 to \$20,650,000 and extends the contract completion date to 31 March 2022.

Executive Summary - *Whakaraapopototanga matua*

3. Council have existing multi-year contracts with Base Civil Limited, Waipa Civil Limited and HEB Construction Limited to deliver programmes of planned renewals and improvements across the city's transport and three-waters networks.
4. These programmes are required to replace old and obsolete assets, provide appropriate levels of service, address network operational, maintenance, safety and compliance issues, and cater for city growth.
5. All three contractors have been performing well and successfully delivering their respective programmes over the past three years.

6. In order to deliver the first nine months of programmed work as part of the 2021-31 Long Term Plan it is recommended that an extension to these existing contracts whilst in parallel new delivery contracts are procured and established is approved, subject to the adoption of the 2021-31 Long Term Plan at the 24 June Council meeting.
7. Extending these existing contracts enables Council to retain works delivery momentum moving into the 2021-22 Financial Year and enables utilisation of existing tendered rates as well as leveraging the skills and knowledge of experienced contractors.
8. It is noted that the programmes of work to be delivered will be fully funded through budget commitments as part of the 2021-31 Long Term Plan, and this report is not seeking any additional funding commitments.
9. Staff consider the matters and decisions in this report have low significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

Contracts 16431 – Water Reticulation Renewals

10. Contract 16431 for delivery of a three-year programme of water network renewals was awarded to Waipa Civil Limited in June 2018 (29 May 2018 Growth and Infrastructure Committee meeting) following a public tender process.
11. The contract value was originally set at \$16,500,000 with a completion date of 30 June 2021.
12. Waipa Civil have performed well and continued to successfully deliver this highly complex and challenging works programme over the past three years.
13. At the 27 April 2021 Infrastructure Operations Committee meeting this contract was extended to deliver an additional \$1m of water renewals as funded via the central government Water Stimulus programme.
14. Currently the Approved Contract Sum is set at \$17,500,000 with a contract completion date of 31 March 2022.

Contract 17160 – Wastewater and Stormwater Renewals

15. Contract 17160 for delivery of a three-year programme of wastewater and stormwater network renewals was awarded to HEB Construction Limited in June 2018 (29 May 2018 Growth and Infrastructure Committee meeting) following a public tender process.
16. The contract value was originally set at \$25,000,000 with a completion date of 30 June 2021.
17. HEB Construction have worked collaboratively with Council to successfully deliver the works programme over the past three years.
18. At the 27 April 2021 Infrastructure Operations Committee meeting this contract was extended to deliver an additional \$500,000 of water renewals as funded via the central government Water Stimulus programme.
19. Currently the Approved Contract Sum is set at \$25,500,000 with a contract completion date of 31 March 2022.

Contract 18143 – Transport Network Minor Improvements

20. Contract 18143 for delivery of multi-year programme of transport network minor improvements was awarded to Base Civil Limited in December 2018 (6 December 2018 Growth and Infrastructure Committee meeting) following a public tender process.

21. As reported to the 19 November 2020 Infrastructure Operations Committee meeting, throughout the contract Base Civil Limited have performed exceptionally, developing collaborative working relationships, engaging appropriately with the community throughout delivery of works often in challenging urban environments, and generally successfully delivering works on time, on budget and to a high standard.
22. A specific example of excellent performance was the successful delivery of the highly complex Anglesea Street / Bryce Street intersection upgrade in 2020.
23. Currently the Approved Contract Sum is set at \$12,500,000 with a contract completion date of 30 June 2021.

Discussion - *Matapaki*

24. In order to successfully deliver the capital works programmes as defined in the 2021-31 Long Term Plan to be adopted at the 24 June Council meeting, staff are currently in the process of planning and procuring delivery resources. This includes investigation of alternative contract models to support efficient works delivery whilst also enhancing associated broader wellbeing outcomes.
25. It is anticipated new works contracts will be procured and established over the second half of 2021 for commencement of delivery from early 2022.
26. In order to deliver the planned 2021/22 works programmes as defined in the 2021-31 Long Term Plan it is recommended to deliver the first six to nine months as an extension to existing Contracts 16431, 17160 and 18143 is approved subject to the adoption of the 2021-31 Long Term Plan at the 24 June Council meeting. Extending these existing contracts enables utilisation of existing contractor resources and tendered rates as well as leveraging the skills and knowledge of experienced contractors.
27. If the recommended extensions to the existing contracts are not approved, it is likely that this would result in delays to the delivery of the planned 2021-31 renewals and improvement programmes across the city's transport and three-waters networks - and would significantly increase the risk of not delivering the full works programme due to the leads times associated with procuring new suppliers.
28. There is also a risk that if the extension for Contract 18143 with Base Civil Limited is not approved there could be delays in starting key transportation network upgrades, such as the Tristram-Collingwood Intersection Upgrade project, resulting in missed opportunities for early contractor involvement in project design and reduced opportunities to optimise construction through mechanisms such as potential road closures during the quiet Christmas/New Year period.

Financial Considerations - *Whaiwhakaaro Puutea*

Contract 16431 – Waipa Civil Limited

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

Budgeted Programme/Project	Total 2021/22 Budget	Recommended extension to Contract 16431
Replacement of Water Mains	\$2,525,000	\$2,000,000
Replacement of Valves Meters and Hydrants	\$700,000	\$350,000
Minor Water Network Improvements	\$350,000	\$150,000
TOTAL		\$2,500,000

30. It is recommended that the Approved Contract Sum is increased by \$2,500,000 from \$17,500,000 to \$20,000,000.

Contract 17160 – HEB Construction Limited

31. The contract variation for Contract 17160 has been developed to allow for the delivery of the first six months of works as per funding provisions in the 2021-31 Long Term Plan and in the table below.

Budgeted Programme/Project	Total 2021/22 Budget	Recommended extension to Contract 17160
Replacement of Wastewater Assets	\$5,000,000	\$2,500,000
Replacement of Stormwater Assets	\$551,000	\$250,000
Replacement of Wastewater Pump Station Assets	\$1,063,000	\$500,000
Increase Capacity of Wastewater Pump Stations	\$1,166,000	\$750,000
Stormwater Erosion Control Works	\$1,300,000	\$500,000
TOTAL		\$4,500,000

32. It is recommended that the Approved Contract Sum is increased by \$4,500,000 from \$25,500,000 to \$30,000,000.

Contract 18143 – Base Civil Limited

33. The contract extension for Contract 18143 is proposed to allow provision for 2021-22 financial year works delivery as per budgeted funding in the draft 2021-31 Long Term Plan:

Budgeted Programme/Project	Total 2021/22 Budget	Recommended extension to Contract 18143
Low Cost/Low Risk – Road to Zero	\$8,100,000	\$3,000,000
Tristram/Collingwood Intersection Upgrade	\$3,150,000	\$3,150,000
Low Cost/Low Risk – Walking and Cycling	\$2,500,000	\$1,000,000
Biking and Micromobility Projects Citywide	\$3,000,000	\$1,000,000
TOTAL		\$8,150,000

34. It is recommended that the Approved Contract Sum is increased by \$8,150,000 from \$12,500,000 to \$20,650,000 – and the contract completion date is extended to 31 March 2022.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

36. 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').

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

Social

39. Delivery of the transport network minor improvements programme is targeted to improve the social wellbeing of Hamiltonians through improved transportation network safety and encouraging multi modal transport options including walking, cycling and public transport.
40. Allowing additional time for alternative contract models to be investigated further may introduce opportunities to leverage and implement social procurement initiatives, including supporting supply chain diversity and potential targeted employment initiatives.

Economic

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

Environmental

42. A number of projects within these programmes have a specific focus on developing infrastructure and/or the natural environment to support, in a sustainable way, three waters operational activities.
43. Delivery of improvements to the transport network encourages alternative and more sustainable transport options through improved connectivity, levels of service and safety of particularly walking, cycling and public transport.

Cultural

44. Staff will continue to engage with Te Haa o Te Whenua o Kirikiriroa Trust via Te Ngaawhaa Whakatupu Ake to seek feedback and ongoing engagement on the work programmes.

Risks - *Tuuraru*

45. If approval, subject to the adoption of the 2021-31 Long Term Plan at the 24 June Council meeting, of these contract variations and extensions is not approved it will result in delays to commencement of planned renewals programmes and would likely result in not delivering the full work programmes due to lead times associated with re-procuring.
46. Delivery of the work programmes involve undertaking construction within existing transportation and three-waters networks including potential conflicts with existing services, temporary traffic management requirements and potential delays / inconvenience to the public during construction. Current contractors are experienced and have carried out a large number of similar projects over the last few years, therefore minimising these risks.
47. Delivery of works involves significant stakeholder interaction and engagement regarding network interventions at specific sites. This engagement will continue to be managed via a combination of staff and contractor resources.

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

48. 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

49. 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 11

Committee: Infrastructure Operations Committee

Date: 08 June 2021

Author: Robyn Denton

Authoriser: Eeva-Liisa Wright

Position: Network Operations and Use Leader

Position: General Manager
Infrastructure Operations

Report Name: Hamilton Traffic Bylaw 2015 Review - Determination Report

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

1. To inform the Infrastructure Operations Committee of the proposal to review the Hamilton Traffic Bylaw 2015.
2. To seek a recommendation from the Infrastructure Operations Committee to the Council that it determines that a bylaw is the most appropriate way of addressing issues relating to traffic management in Hamilton, as required under Section 155 of the Local Government Act 2002, and that a review of the existing bylaw can be progress.
3. To seek recommendation from the Infrastructure Operations Committee that the Council to begin the review of the existing bylaw, including the preparation of a Statement of Proposal and a revised draft Hamilton Traffic Bylaw.

Staff Recommendation - *Tuutohu-aa-kaimahi* (Recommendation to the Council)

4. That the Infrastructure Operations Committee:
 - a) receives the report; and
 - b) recommends that the Council:
 - i) approves **Option 1** as outlined in the staff report, in that it determines that a Hamilton Traffic Bylaw is the most appropriate mechanism for addressing issues related to traffic management in Hamilton; and
 - ii) approves the review of the Hamilton Traffic Bylaw 2015, including the preparation of a Statement of Proposal and a revised draft Traffic Bylaw subject to i) above being approved by the Council.

Executive Summary - *Whakaraapopototanga matua*

5. The Hamilton Traffic Bylaw 2015 (the Bylaw) was adopted by Council on 26 February 2015.
6. The Council has a responsibility under [Section 155 \(1\)](#) of the Local Government Act 2002 (LGA) to 'determine whether a bylaw is the most appropriate way of addressing the perceived problem.

7. Pursuant to [Section 158 of the LGA 2002](#), a local authority is required to review a bylaw “no later than 5 years after the date on which the bylaw was made”.
8. Should the staff recommendation be approved, a review of the Bylaw would be initiated from 9 June 2021. If the Bylaw is not reviewed, the Bylaw is required to be revoked March 2022.
9. Staff recommend **Option 1** – Determine that a Hamilton Traffic Bylaw is the most appropriate mechanism for addressing issues relating to the management of traffic in Hamilton and progress a review of the existing Traffic Bylaw 2015, as detailed in paragraphs 29-31 below.
10. This report seeks determination that a bylaw is the most appropriate way of addressing issues relating to traffic management in Hamilton.
11. Once it has been determined that a bylaw is the most appropriate way of managing Traffic, staff will develop a statement of proposal which will come to a future meeting of the Infrastructure Operations Committee and commence early stakeholder engagement.
12. Due to the statutory requirement to consult on the review of a bylaw (s. 156 (a) LGA) the significance and engagement framework set out in the Significance and Engagement Policy has not been considered.
13. It is important note that the scope of the Traffic Bylaw 2015 review does not include speed limits as they are addressed in the Speed Limit Bylaw and excludes all the [Hamilton Traffic Bylaw 2015](#) (pages 16- 48) Traffic Bylaw registers. These registers are referenced as part of the Traffic Bylaw 2015 rather than forming part of it. The registers are regularly updated via the Hearings and Engagement Committee.
14. Staff consider the decision in this report has low significance and that the recommendations comply with Council’s legal requirements.

Background - *Koorero whaimaarama*

15. The Hamilton Traffic Bylaw 2015 (the Bylaw) (**Attachment 1**) adopted by Council on [26 February 2015](#) sets out the requirements for a variety of restrictions within the road reserve including:
 - i. parking;
 - ii. general control of vehicular or other traffic e.g. banning of turns, installation of No Stopping restrictions;
 - iii. creation of cycle lanes and paths; and
 - iv. establishment of specific parking zones such as bus stops, taxi stands, loading zones.
16. The purposes of this Bylaw is to protect the public from nuisance and protect, promote, and maintain public health and safety. This is through setting the requirements for parking, establishing standards for activities within the road reserve and general control of vehicular or other traffic.
17. Section [145 of the Local Government Act \(LGA\)](#) and the [Land Transport Act 1998 \(the LTA\)](#) give Council the power to manage traffic and roading issues through a bylaw for one or more of the following purposes:
 - i. protecting the public from nuisance (s.145(a) LGA); or
 - ii. protecting, promoting, and maintaining public health and safety (s.145(b) LGA); and
 - iii. minimising the potential for offensive behaviour in public places (s.145(c) LGA).
18. Section [22AB\(1\) of the LTA](#) allows councils to make powers to control the following activities as they relate to roads:
 - i. Vehicle and road use
 - ii. Heavy traffic

- iii. Parking
 - iv. Signage and markings
 - v. Cruising
 - vi. Livestock
 - vii. Displays, vegetation, and access
 - viii. Weights
 - ix. Pedlars and
 - x. General road related matters.
19. Section [22AB\(3\) of the LTA](#) states that “A bylaw made under subsection (1) may leave any matter or thing to be regulated, controlled, or prohibited by the road controlling authority by resolution generally, for any specified classes of case, or in a particular case”.
 20. Section 158 of the LGA requires a local authority to review a bylaw “*no later than 5 years after the date on which the Bylaw was made*”. The Bylaw was adopted by Council on the 26 of February 2015. If the Bylaw is not reviewed within the specified timeframe, the Bylaw will automatically be revoked in March 2022 as per [section 160A](#) of the LGA.
 21. Without effective management of traffic, issues may arise. These include, but are not limited to, risk to traffic management; risks associated with the inability to complete parking enforcement and the associated cost recovery; risk of damage to Council’s assets; risks associated with the health and safety of Council staff and the community.
 22. The registers of the [Hamilton Traffic Bylaw 2015](#) (pages 16- 48) are not included in this Traffic Bylaw review. These registers provide a detailed catalogue of current ‘traffic settings/infrastructure’ in Hamilton City e.g. A list of all ‘Cycle Paths’ in Hamilton City. These registers are referenced as part of the Traffic Bylaw 2015 rather than forming part of it. The registers are regularly updated via the Hearings and Engagement Committee.

Discussion - *Matapaki*

23. Under Section 155 of the LGA, before commencing the process for making a bylaw, a local authority must determine whether a bylaw is the most appropriate way of addressing the issues associated with vehicle control, other transport modes and parking within Hamilton.
24. Continuing to have a bylaw to manage traffic, allows Council to continue to apply legally enforceable rules to manage the community’s concerns in relation to traffic management.
25. Should the Council determine that a bylaw is the most appropriate mechanism, the next step would be to determine if the existing provisions in the Bylaw are a reasonable and consistent response to managing the issues associated with recent technology advancements, legislative changes, the development of an accessibility package, recent case law and making the bylaw easier to understand for the public.
26. The Bylaw has assisted Council to meet its role and obligations in relation to:
 - i. the objectives of the Land Transport Management Act 2003 (LTMA);
 - ii. the Land Transport Act 1998 (LTA);
 - iii. the Government Policy Statement on Land Transport 2021 (GPS-LT);
 - iv. Waikato’s Growth Strategy Future Proof;
 - v. Waka Kotahi’s Arataki and Keeping cities moving;
 - vi. Waikato Regional Councils Draft Land Transport Plan 2021 (RLTP) and Public Transport Plan (RTP);
 - vii. Hamilton City Councils Access Hamilton; and
 - viii. maintaining and protecting Council’s traffic/ transport assets.
27. Should the staff recommendation be approved, a review of the Bylaw can be initiated from 9 of June 2021. If the recommendation is not approved the Bylaw will automatically be revoked

in March 2022 and issues with the effective management and enforcement of traffic and roading issues may arise.

Options

28. Staff have assessed that there are two reasonable and viable options to consider. This assessment reflects the level of significance (see paragraph 59). The options are set out in the table below:

Option 1 (recommended)	<i>Determine that a Hamilton Traffic Bylaw is the most appropriate mechanism for addressing issues relating to the management of traffic in Hamilton and progress a review of the existing Bylaw.</i>
Option 2	<i>Allow the Hamilton Traffic Bylaw 2015 to be automatically revoked in March 2022.</i>

Option One (Recommended)

29. Staff consider that a bylaw is the right mechanism to manage Council's commitments to asset management, wellbeing, traffic management, parking management, and meeting its legislative obligations.
30. Undertaking a review of the Bylaw will allow further consideration of Central Government recent legislative changes and the development of the Accessibility package, case law in other Territorial Authorities and changes to terminology and definitions in the LGA and LTA.
31. A review of the Bylaw may also provide opportunity to further consider the recent Central Government's documents; National Policy Statement for Urban Development (NPS-UD), Waka Kotahi NZ Transport Agencies Keeping Cities Moving and Arataki.

Option Two

32. The Council has the option to allow the Bylaw to be automatically revoked under the LGA. If the Bylaw is revoked, this is likely to result in Council failing to meet its role and obligations outlined in paragraph 26 and Council will not be able to use the Bylaw as a framework for vehicle control, parking management, community education, traffic enforcement and cost recovery.
33. Staff recommend **Option 1** because it is considered that a bylaw is the most practicable option to control and manage traffic in Hamilton.
34. Should the Council approve **Option 1** as recommended, the following next steps will be undertaken:
- staff will commence engagement as outlined in paragraph 59 of this report;
 - an issues and options assessment relating to the existing Bylaw will be prepared; and
 - a Statement of Proposal and revised Bylaw will be drafted.
35. Staff will report back to the Infrastructure Operations Committee with issues and options for the revision of the Bylaw, and a Statement of Proposal for community consultation. Consultation is proposed to commence in August/September of 2021.

Financial Considerations - *Whaiwhakaaro Puutea*

36. The total cost to complete the review on the Bylaw including adopting a revised Hamilton Traffic Bylaw or revocation and any anticipated consultation will be approximately \$30,000-\$35,000. This is a regular planned operating activity funded through the Long-Term Plan and is included within existing operating budgets.
37. The total costs will include staff time, legal review, consultation and advertising.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

Social

42. Social wellbeing is defined as the capacity of individuals, their families, whaanau, iwi, hapuu and a range of communities to set goals and achieve them.
43. The review of the Bylaw is an opportunity to consider how traffic can be managed to ensure Hamilton continues to be a great place to play and be active and that its community remains accessible, safe and healthy.
44. The review will also ensure that a revised Hamilton Traffic Bylaw is available as a tool for community education on the impacts of traffic management, pedestrian movement, sustaining networks and further improving safety.
45. The Bylaw is intended to provide guidance for staff and regulations for the community on best practice traffic management to create a safe and healthy environment within the city.

Economic

46. Economic wellbeing is defined as the capacity of the economy to generate employment and wealth necessary for present and future financial security.
47. The revised bylaw will continue to minimise the impacts on the traffic network, subsequently minimising reactive upkeep and maintenance costs.
48. It is not considered that the review of the Bylaw will be inconsistent or contrary to economic wellbeing outcomes.

Environmental

49. Environmental wellbeing is defined as the capacity of the natural environment to support, in a sustainable way, the activities that constitute community life.
50. Council staff consider that the review of the Bylaw will continue to drive significant positive impacts with regards to environmental wellbeing outcomes.
51. The review will also ensure that traffic infrastructure continues to operate as intended.

Cultural

52. Cultural wellbeing is defined as the capacity of communities to retain, interpret and express their shared beliefs, values, customs, behaviours, and identities.
53. The Council is committed to working collaboratively with Maangai Maori and Te Haa a Whenua Kirikiriroa (THAWK) for this Bylaw review.

Risks - *Tuuraru*

54. The risk of not progressing with a review means that the Bylaw will be revoked. Without the Bylaw it will be more difficult to manage traffic, vehicle control, other transport modes and parking in Hamilton.
55. Without traffic management, there is the potential for significant risks in safety, accessibility, and congestion with movement of vehicles, people and emerging technology devices like e-scooters, limiting the potential for city growth.
56. If the review of the Bylaw does not proceed there is a lost opportunity to determine if the Bylaw can be strengthened to align with emerging national and regional direction on traffic, vehicle, parking, and other transport mode's management in Hamilton City.
57. In continuing to have the Bylaw, Council will minimise compliance and reputation risk.

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

Significance

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

Engagement

59. There is a statutory requirement to consult as per legislation outlined below.
60. Should the Council approve the recommendations in this report and consider that a bylaw is appropriate, staff will commence the Bylaw review. Engagement with key stakeholders will commence.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Hamilton Traffic Bylaw 2015 - Adopted 2015 02 26 .

Approved By: Council	Date Adopted: 26 February 2015
Date In Force: 5 March 2015	Review Date: 5 March 2020
Date Amended:	Amendments recorded:
Date in force:	

The Hamilton Traffic Bylaw 2015

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This Bylaw repeals the Hamilton City Traffic Bylaw 2012 (Amended).

1. GENERAL

1.1. This Bylaw is made under the Local Government Act 1974, the Local Government Act 2002, the Land Transport Act 1998 and Freedom Camping Act 2011.

1.2. Purpose

The purposes of this Bylaw are to protect the public from nuisance and protect, promote, and maintain public health and safety. This is through setting the requirements for parking, establishing standards for activities within the road reserve and general control of vehicular or other traffic.

1.3. Scope

This bylaw covers Garden Place, Civic Plaza, Frankton, transport stations and any road in Hamilton City Council's district including State Highways controlled by New Zealand Transport Agency.

2. DEFINITIONS

For the purposes of this Bylaw the following definitions shall apply:

Appr Has the same meaning as the Land Transport (Road User) Rule 2004

- Boat** Includes jet skis and other water borne vessels.
- Bus** Means a bus as defined in the Land Transport (Road User) Rule 2004.
- Bus** Means a lane reserved by a marking or sign installed at the start of the lane and at each point at which the lane resumes after an intersection for the use of:
- a) buses; and
 - b) cycles, mopeds, and motorcycles (unless one or more are specifically excluded by the sign).
- Chief** means the Chief Executive of Hamilton City Council

- City** Means Hamilton City
- Class** groupings of vehicles defined by reference to any common feature and includes-
- a) vehicles by type, description, weight, size or dimension;
 - b) vehicles carrying specified classes of load by the mass, size or nature of such loads;
 - c) vehicles carrying no fewer or less than a specified number of occupants;
 - d) vehicles used for specified purposes;
 - e) vehicles driven by specified classes of persons;
 - f) carpool and shared vehicle; and
 - g) vehicles displaying a permit authorised by Hamilton City Council
- Cruisi** Driving repeatedly in the same direction over the same section of road in a motor vehicle in a manner that-
- a) draws attention to the power or sound of the engine of the motor vehicle being driven; or
 - b) creates a convoy that-
 - i. is formed otherwise than in trade; and
 - ii. impedes traffic flow.
- Coun** Hamilton City Council or any officer authorised to exercise the authority of the Council.
- Cycle** A vehicle that has at least 2 wheels and that is designed primarily to be propelled by the muscular energy of the rider; and includes a power-assisted cycle.
- Cycle** a longitudinal strip within a roadway reserved by marking or sign for the use of cycles.

- Cycle** part of the road that, defined by signs or markings and is physically separated from the roadway that is intended for the use of cyclists, but which may be used also by pedestrians; and
- a) includes a cycle track formed under section http://www.legislation.govt.nz/libraries/contents/om_isapi.dll?clientID=1688777280&hitsperheading=on&infobase=PAL_Statutes.nfo&jump=a1974-066%2fs.332&softpage=DOC - JUMPDEST a1974-066/s.332 of the Local Government Act 1974
- b) are included in Cycle Path Register
- Desig** Means specified by Council by resolution.

- Emer** Has the same meaning as in the Land Transport (Road User) Rule 2004.

- Enact** Has the same meaning as section 29 of the Interpretation Act 1999.

- Enfor** Means;
- a) any person appointed or authorised in writing by the Chief Executive or by the Council to act on its behalf and with its authority including a Parking Warden appointed by the Council under the provisions of the Land Transport Act 1998,
- b) and includes Police Officers.

Engin Means a device or feature of an engine to increase, when applied, the retardation force provided by the engine that can be utilised to control the speed of the vehicle.

Freig Is an article of transport equipment that is: Of a permanent character and strong enough to be suitable for repeated use; Specifically designed to facilitate the transport of goods, by one or more modes of transport, without intermediate loading; and Designed to be secured and readily handled having fittings for these purposes.

Freed Has the same meaning as the Freedom Camping Act 2011.

Footp Means a path or way principally designed for, and used by, pedestrians; and includes a footbridge

Good Means a motor vehicle that is:
a) designed exclusively or principally for the carriage of goods; or
b) used for the collection or delivery of goods in the course of trade.

Heav Has the same meaning as in the Land Transport (Road User) Rule 2004.

Launc Means a place described in Schedule B of this Bylaw.

Met Means any road or portion of a road or any area of land or any building owned or controlled by the Council which is designated as a parking place or space and requires a prescribed fee or rental charge for a limited time.

Mobil Has the same meaning as the Land Transport (Road User Rule) 2004. A Mobility device must be used in accordance with section 11.1 Use of Footpath and Roadway, Land Transport (Road User Rule) 2004.

Mobil Means a parking place set aside under 6.3 of this Bylaw for use by people who hold an approved disabled person's parking permit.

Moto means a vehicle drawn or propelled by mechanical power; and includes a trailer; but does not include-

- a) a vehicle running on rails; or
- b) a trailer (other than a trailer designed solely for the carriage of goods) that is designed and used exclusively as part of the armament of the New Zealand Defence Force; or
- c) a trailer running on 1 wheel and designed exclusively as a speed measuring device or for testing the wear of vehicle tyres; or
- d) a vehicle designed for amusement purposes and used exclusively within a place of recreation, amusement, or entertainment to which the public does not have access with motor vehicles; or
- e) a pedestrian-controlled machine; or
- f) a vehicle that the Agency has declared under section 168A of the Act is not a motor vehicle; or
- g) a mobility device.

Off- means a Parking Place situated on property owned by Council which is not road reserve.

Attachment 1

Netw Has the same meaning given to it by section 166 of the Resource Management Act 1999.

Item 11

On- means a Parking Place situated within a road or road reserve

Parki Means a parking meter, multi space parking meter, pay and display parking meter or other device or system that is used to collect payment in exchange for a vehicle in a particular place for a limited time.

Parki Means a place (including a building) where vehicles, or any class of vehicles may stop, stand or park.

Parki Means a parking warden appointed under section 128D of the Land Transport Act 1998.

Passe Has the same meaning as section 2(1) of the Land Transport Act 1998.

Pedes Means a road or part of a road specified by the council where the driving, riding or parking of vehicles or the riding of animals is prohibited either generally or during particular hours. A pedestrian mall only has legal status if it has been declared as stated in section 336 of the Local Government Act 1974.

Perso Includes a natural person, corporation sole and body of persons whether incorporated or unincorporated.

Publi Has the same meaning as section 2 of the Public Works Act 1981.

Resid For any particular road subject to a Residents' Parking Scheme under this Bylaw, means a person who resides in a dwelling, apartment or other building which has its only or principal access to that particular road or which has such access in the vicinity of that road.

Resid Means a permit granted by the Council to eligible residents exempting the permit holder from any time restrictions imposed on any place or area subject to parking restrictions.

Resid Means a permit granted by the Council to eligible residents authorising the permit holder to park in designated Residents' Only parking places specified in the permit.

Resid Means the provision by the Council of parking places for residents under clause 11 of this Bylaw which may be used in conjunction with any other parking or loading restrictions that apply outside the hours of operation of the Residents' Parking Scheme.

Road Means a road as defined in s315 Local Government Act 1974, and includes any street, motorway, beach, place to which the public have access, whether as of right or not; any bridge, culvert, ferry, ford forming part of a road or street or motorway or a place to which the public have access, whether as of right or not; and all sites at which vehicles may be weighed for the purposes of the Land Transport Act 1998 or any other enactment; any service lane or mall forming part of a road.

Road Means that portion of the road used or able to be used for the time being for vehicular traffic in general.

Self Means a vehicle used for camping which meets the conditions of NZS5465:2001 and displays a NZS5465:2001 Self-Containment Certificate.

Share Means an area of road, separated from a roadway, that may be used by some or all of the following persons at the same time: pedestrians, cyclists, riders of mobility devices and riders of wheeled recreational devices.

Share Means a length of roadway, defined by signs or markings, intended to be used by pedestrians and vehicles, as set out in the Land Transport (Road User) Rule 2004.

Speci means a lane defined by signs or markings as restricted to a specified class or classes of vehicle; and includes a bus lane, a transit lane, and a cycle lane.

State Means a state highway defined in Part 1 of the Land Transport Management Act

2003.

Stock	Includes sheep, cattle, goats and any other herd animal, but does not include a horse that is being led, ridden, or which is drawing any vehicle.
Traffi	Has the same meaning as Part 2 of the Land Transport (Traffic Control Devices) Rule 2004.

Trans	Has the same meaning as section 591 (6) of the Local Government Act 1974.
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Trans	Means a lane, defined by signs or markings, reserved for the use of the following (unless specifically excluded by a sign installed at the start of the lane): a) passenger service vehicles; b) motor vehicles carrying not less than the number of persons (including the driver) specified on the sign; c) cycles; d) motorcycles; e) mopeds.
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Vehic	Has the same meaning as in the Land Transport Act 1998.
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Vehic Is a place where vehicles are being taken or, in the opinion of the council, are likely to be taken, on to or from any land across any footpath on any road or any water channel on or adjoining any road.

Zonin Has the same meaning as in Land Transport Rule: Traffic Control Devices 2004.

3. INTERPRETATION

- 3.1. Any undefined words, phrases or expressions used in this bylaw have the same meaning as in the Act unless the context plainly requires a different meaning.
- 3.2. The Interpretation Act 1999 applies to the interpretation of this bylaw.
- 3.3. Explanatory notes are for information purposes only, do not form part of this bylaw, and may be inserted or changed by Council at any time.

4. STOPPING, STANDING AND PARKING

- 4.1. No person shall stop, stand, or park a motor vehicle or motor vehicle combination on any road, on and off street car park, reserve or any other public place in contravention of a restriction imposed by the Council and evidenced by appropriate signs and/or road markings.
Notwithstanding the provisions of this subclause and subject to such conditions as appropriate in the circumstances and payment of the prescribed fee, the Council may authorise the stopping, standing or parking of specified vehicles.
- 4.2. No person shall stop, stand or park a heavy motor vehicle for a period of more than one hour on any public place where there is adjacent residential zoned land on both sides of the road. This clause does not prohibit a vehicle from stopping, standing or parking for a period that is reasonably required for the purpose of loading or unloading that vehicle in the course of trade.
- 4.3. No person shall stop, stand, or park any vehicle which by reason of its condition or content causes an offensive odour in any public place.
- 4.4. No person shall, without the prior written permission of the Council, park a motor vehicle or trailer for the purpose of advertising a good or service or for offering the vehicle for sale unless the vehicle is being used for day to day travel, on any road or part of a road, or on any piece of land owned or controlled by the Council and not being a road or part of a road, including any parking place. This restriction includes vehicles and trailers displayed for sale, and mobile billboards.

- 4.5. Except with the prior written permission of the Council, no person shall stop, stand or park a vehicle on a road or other land under the control or ownership of the Council, for any period exceeding seven days, if that vehicle cannot be easily moved on at the request of the Council. No person is permitted to use a vehicle so parked as a place of sleeping accommodation.
- 4.6. No person shall park or place any machinery, equipment, materials, waste disposal bins, skips or freight containers on any road or public place except with the permission of the Council and in accordance with any conditions that Council may require. Council may remove any such item for non-compliance with any condition, at the owner's cost. This clause does not apply to those containers that are used solely for the purpose of domestic refuse or recycling as authorised by the Council and placed off the roadway, provided that such containers are not left on any road or public place for a period exceeding 48 hours.
- 4.7. No person shall operate any crane, mobile crane, excavator or drill rig parked on a road, except with the permission of Council and in accordance with any conditions that Council may impose.
- 4.8. No person shall repair, alter or add to a vehicle in the course of trade while the vehicle is on the road, unless those repairs, alterations or additions are necessary to enable the vehicle to be removed from the road.
- 4.9. A person must not stop, stand or park a motor vehicle on that part of the road which is laid out as a cultivated area, including a grass plot, a flower bed or shrubbery.
- 4.10. A person may stop, stand or park a motor vehicle in contravention of clause 4.9. if;
 - a) that part of the road is designed and constructed to accommodate a parked vehicle; or
 - b) Council has given permission to stop, stand or park a vehicle in that part of the road.
- 4.11. No person shall stop, stand or park a vehicle on any reserve unless:
 - a) It is within an area set aside for parking and the parking is associated with the use of the reserve; or
 - b) The person has received prior approval from the Council.

5. PARKING PLACES

- 5.1. The Council may with reference to a specified on-street parking place or specified on-street parking places, by resolution:
 - a) Permit or prohibit a class or classes of motor vehicles; and
 - b) Permit or prohibit time restrictions on parking; and
 - c) Specify and impose conditions of parking in that parking place or in those parking places; and
 - d) Specify part or parts that are available for public use; and
 - e) Specify part or parts that are available for reserve parking; and
 - f) Specify and prescribe fees and rental charges for parking in or reserving parking in that parking place or in those parking places; and
 - g) prescribe the means by which parking fees may be paid including, by the use of parking machines or otherwise
 - h) permit specified parking places to be used for street vending and market purposes
- 5.2. The Council may with reference to a specified off-street parking place or specified off-street parking places, by resolution:
 - a) Permit or prohibit a class or classes of motor vehicles; and
 - b) Permit or prohibit time restrictions on parking; and
 - c) Specify and impose conditions of parking in that parking place or in those parking places; and

- d) Specify part or parts that are available for public use; and
 - e) Specify part or parts that are available for reserve parking; and
 - f) Specify and prescribe fees and rental charges for parking in or reserving parking in that parking place or in those parking places; and
 - g) prescribe the means by which parking fees may be paid including, by the use of parking machines or otherwise
 - h) permit specified parking places to be used for street vending and market purposes
- 5.3. The Council may with reference to a specified off-street parking place or specified off-street parking places, by resolution delegate to the Chief Executive the authority to do any of the things specified in subclauses 5.1.2(a) to (h) above.
- 5.4. Council shall display signs indicating any such prohibition, specification or condition.
- 5.5. The Council may from time to time, by resolution:
- a) Declare any road or part of a road, including the days and times, to be a metered area/place or zone parking
 - b) Declare any piece of land owned or controlled by the Council and not being a road or part of a road, including any parking place or transport station to be a metered area/place or zone parking.
 - c) Declare the number and situation of parking spaces within a metered area.
 - d) Declare the time allowed for parking in such metered areas/places and areas of zone parking beyond which it shall be unlawful to remain parked.
- 5.6. Metered areas/places, and zone parking requirements apply between 8am and 6pm every day of the week, except where signs relating to those metered areas/places, and zone parking indicate otherwise.
- 5.7. Any restrictions that apply to a zone, do not apply in locations within that zone parking area where other specific stopping, standing and parking restrictions apply.

6. PARKING FEE TO BE PAID

- 6.1. No driver or person in charge of a vehicle shall park in a metered area, parking place or area of zone parking without having paid the appropriate fee and, where required, display a legible receipt, correctly activate the parking machine controlling the parking place or parking space in compliance with the instructions on the parking machine controlling the parking place or parking space.
- 6.2. The driver or person in charge of a motor vehicle in which an approved disabled person's parking permit is displayed may occupy a metered parking place for double the maximum time period allowed in that metered parking place, provided that the appropriate fee has been paid for the maximum time period. The permit shall not be displayed if the parking place is not being used for the benefit of the mobility permit holder.
- 6.3. Unless otherwise specified by Council the driver or person in charge of a motor vehicle in which an approved disabled person's parking permit is displayed may occupy a Mobility Parking Space for no fee.
- 6.4. Where the Council has reserved parking spaces as mobility parking spaces, the approved disabled persons parking permit shall be displayed so that it is legible through the front windscreen where fitted, or on the motor vehicle if no windscreen is fitted. The permit shall not be displayed if the parking space is not being used for the benefit of the permit holder.
- 6.5. No driver or person in charge of a vehicle shall allow that vehicle to remain in or occupy a metered parking place/area without paying the appropriate fee.

- 6.6. No driver or person in charge of a vehicle shall allow that vehicle to remain in or occupy a metered parking place/area for longer than the maximum period for parking in that metered area, except as provided by 6.2
- 6.7. Where more than one motorcycle occupies a metered parking space it shall not be necessary for the payment of more than one parking fee. No motorcycle shall remain parked in the metered space after the time has expired and each motorcycle so parking is in breach of this Bylaw.

7. TEMPORARY ALTERNATE USE OF PARKING SPACES

- 7.1. Where the Council is of the opinion that any metered parking space should be temporarily discontinued as a parking space, the Council may place or erect (or authorise the placing or erecting of) a sign, or notice showing, 'No Stopping' or a meter hood showing reserved parking at the affected metered parking space or spaces. It shall be unlawful for any person to park a vehicle in a metered parking space when a sign, notice or meter hood indicates that it is no longer a public parking space, except with the written permission of the Council.

8. UNLAWFUL PARKING

- 8.1. No person shall park any vehicle or vehicle combination in a parking space except as permitted by the provisions of this Bylaw.
- 8.2. No person shall park a vehicle or vehicle combination in a parking space so that any part of that vehicle extends beyond any line defining that space unless by reason of its size it may be necessary for the vehicle to extend onto an adjoining and unoccupied parking space. If the parking spaces occupied by the vehicle or vehicle combination are metered parking spaces the driver shall be liable to pay a parking fee for each space so occupied.
- 8.3. No person shall, if a parking machine is not in operation, park in a metered space or area governed by that parking machine for a period greater than the maximum indicated on that machine, except where the vehicle is being used for the benefit of an approved disabled person's parking permit holder.
- 8.4. No person shall obstruct vehicle access to or egress from any parking space.
- 8.5. No person shall return to any parking space, or any parking space within the same parking zone, until a period of 20 minutes has elapsed from the time the vehicle previously left the parking space or parking zone.

9. RESIDENTS' PARKING

- 9.1. Council may by resolution reserve any specified parking place as-
 - a) a residents' only parking area for the exclusive use of a person who resides in the vicinity.
 - b) a residents' exemption parking area for the use of a person who resides in the vicinity.
- 9.2. Council may by resolution prescribe-
 - a) any fees to be paid annually or in any other specified manner, for the use by persons residing in the vicinity of a parking place; and
 - b) the manner by which any fees may be paid for the use of a parking place by persons residing in the vicinity.
- 9.3. Residential parking restrictions are recorded in the Residents Parking Register.
- 9.4. Any person who parks a vehicle in a parking place reserved for the exclusive use of a person who resides in the vicinity must pay the prescribed fee and display a current approved resident's parking permit so that it is clearly legible.

- 9.5. A person must not park a vehicle in a resident's parking place in contravention of a prohibition or restriction made by Council unless a current approved resident's parking permit is prominently displayed in the vehicle.

10. ONE-WAY ROADS

- 10.1. A person may only drive along the roads or parts of roads listed as a 'one-way road' in the One Way Roads Register of this Bylaw, in the direction specified.
- 10.2. The Council may by resolution specify that cycles may travel in the opposite direction on a one way road.
- 10.3. The Council may by resolution amend the One Way Roads Register to provide for a road, or part of a road, to be a one-way road, or to provide that a road should cease to be used as a one-way road.

11. TURNING RESTRICTIONS

- 11.1. Subject to the erection of the prescribed signs, no person shall drive a vehicle contrary to any turning restriction listed the Turning Restrictions Register.
- 11.2. The Council may by resolution amend the Turning Restrictions Register, to prohibit turns, subject to the erection of the prescribed signs:
- a) Vehicles on a roadway turning from facing or travelling in one direction to facing or travelling in the opposite direction (No 'U-turns').
 - b) Vehicles or specified classes of vehicles from turning to the right or to the left or from proceeding in any other direction.

12. TURNING MOVEMENTS PERMITTED BY SPECIFIED CLASSES OF VEHICLES

- 12.1. Subject to the erection of the prescribed signs, the traffic lanes listed in the Turning Movements Register by specified classes of vehicles.
- 12.2. The Council may by resolution amend the Turning Movements Register to permit turning movements by specified classes of vehicles at a traffic lane, or to provide that a turning movement or turning movements by specified classes of vehicles should cease at a traffic lane. prohibit turns subject to the erection of prescribed signs.

13. CYCLE PATHS

- 13.1. The roads, parts of roads and places listed in the Cycle Paths Register are Cycle Paths and are to operate as shared paths. Priority (if any) is indicated in this register.
- 13.2. The Council may by resolution amend the Cycle Paths Register to provide for a road, or part of a road, to be used as a Cycle Path either permanently or for a set period of time, or to provide that a road or part of a road should cease to be used as a Cycle Path.

14. SPECIAL VEHICLE LANES

- 14.1. Council may by resolution prescribe a road, or a part of a road, as a special vehicle lane that may only be used by a specified class or classes of vehicle.
- 14.2. A person must not use a special vehicle lane contrary to any restriction made by Council as listed in the Special Vehicle Lane Register.

15. LIGHT MOTOR VEHICLE PROHIBITIONS

- 15.1. Council may by resolution restrict or prohibit any vehicle having a gross motor vehicle mass less than 3,500kg from being operated on any road between the hours of 9pm and 4am as set out in Light Motor Vehicles Prohibitions Register.

- 15.2. No person may drive or permit a motor vehicle to be driven in contravention of a resolution made by Council unless:
- a) that motor vehicle is used for the express purpose of visiting a property with a frontage to a road specified in the resolution; or
 - b) that motor vehicle is being used for the time being as a passenger service vehicle; or prior written permission from Council has been obtained.
- 15.3. Council may by resolution:
- a) specify any section of road or roads on which cruising is controlled, restricted, or prohibited;
 - b) prescribe the period of time that must elapse between each time a driver drives on a specified section of road for the driver to avoid being regarded as cruising.
- 15.4. No person shall use a motor vehicle on any specified section of road or roads in contravention of a control, prohibition or restriction made by Council as set out in the Light Motor Vehicle Prohibitions Register.

16. HEAVY TRAFFIC PROHIBITIONS

- 16.1. No person shall operate engine brakes on any road where the permanent speed limit does not exceed 70 kilometres per hour.
- 16.2. No person shall operate engine brakes on any road identified in the Heavy Traffic Register, Part 1 Prohibition of Engine Brakes due to noise nuisance.
- 16.3. No person shall drive or permit to be driven any heavy motor vehicle except a passenger service vehicle on or along those roads, or parts of roads listed in the Heavy Traffic Register Part 2, except for the purpose of picking up, or delivering goods to an address on those roads when alternative access is not available for this purpose.
- 16.4. No person shall drive or permit to be driven or park any heavy motor vehicle or any specified class of heavy motor vehicle during such hours or exceeding such period as may be specified for the roads or public places listed in the Heavy Traffic Register Part 3, except for the purposes of loading or unloading goods or passengers at any property whose access is by way of the road or public place.
- 16.5. No stock shall be transported in heavy motor vehicles through urban areas except over the routes specified in the Heavy Traffic Register Part 4.
- 16.6. No person driving or in charge of any heavy motor vehicle, for the purpose of passing through the City of Hamilton, entering the City on State Highway 1, State Highway 3, State Highway 26 or State Highway 23 and leaving the City on State Highway 1, State Highway 3 or State Highway 26 or State Highway 23, shall drive or allow such vehicle to be driven on any road other than those roads which are high-lighted as through traffic routes in the map which forms the Heavy Traffic Register, Part 5. However where such a heavy motor vehicle is over dimension, or carrying an over dimensional load, an alternative route is provided. This is also shown in the map which forms the Heavy Traffic Register. The alternative route follows Te Rapa Road, Ulster Street, Mill Street, Boundary Road, Peachgrove Road, and Galloway Street.
- 16.7. No person driving or in charge of heavy motor vehicle, whose trip traverses State Highway 1 north of Taupiri, for the purpose of passing through the City of Hamilton shall enter or exit the City from or to the north along Gordonton Road, Horsham Downs Road or River Road.
- 16.8. For those heavy motor vehicles with business in the city, no such vehicle should travel on local and collector transport corridors within residential zoned land (on both sides of the road) unless they have a destination on that road, or there is no alternate arterial route that will provide access to their required destination.

16.9. The prohibitions set out in 16 shall not apply to:

- a) A network utility operator or its authorised agent or contractor engaged in the provision of, or maintenance of a network utility operation.
- b) Emergency vehicles, vehicle recovery services, tradespersons' vehicles or campervans as identified on signs approaching the road to which the restriction applies.
- c) Refuse collections carried out by either the local authority or a contractor licensed by the local authority.
- d) Any other class of heavy vehicle the Council may exclude from the prohibitions in 18 in accordance with the Local Government Act 2002 and as identified on signs approaching the road to which the restriction applies.

16.10. The Council may amend the Heavy Traffic Register by resolution to prohibit any heavy traffic on any road or roads within the city or to remove a heavy traffic prohibition.

16.11. The Council may, by resolution, amend the Heavy Traffic Prohibitions Register to regulate the weights of vehicles or loads that may pass over bridges or culverts or roads or to remove any such regulation.

File Note: This file note does not form part of the Bylaw. Please note that weight restrictions may be placed on bridges outside the bylaw through section 11 of the 1974 Heavy Motor Vehicle Regulations

17. STOCK MOVEMENT PROHIBITION

17.1. No person shall move or permit the movement of stock on any road other than in a vehicle, except with authority from Council, which may be given with or without restrictions.

18. FREEDOM CAMPING ON ROADS

18.1. No person shall freedom camp in Civic Plaza and Garden Place, as set out in the Freedom Camping Register.

18.2. A person using a self-contained vehicle which displays an NZS 5465:2001 self containment certificate, may stop, stand or park on any local road and collector road where parking is not controlled or is not in contravention of a restriction imposed by the Council and evidenced by appropriate signs and/or road markings and use it for the purposes of freedom camping under the condition that;

- a) the self-contained vehicle does not pose a health and safety risk
- b) all waste is disposed of at an authorised dump station
- c) the self-contained vehicle is not parked on the same road for any continuous period exceeding 3 days without authority from Council.
- d) does not cause a nuisance to residents.

19. PEDESTRIAN MALLS

19.1. Council may, by using the special consultative procedure set out under Section 336 of the Local Government Act 1974;

- a) declare a specified road or part of a specified road to be a pedestrian mall; and
- b) prohibit or restrict the driving, riding, or parking of any vehicle, on all or any portion of the pedestrian mall either;
 - i. generally; or
 - ii. during particular hours

19.2. The roads, parts of road and places listed in Pedestrian Mall Register, Part 1 are declared 'Pedestrian Malls' with the conditions as set out in that register. The roads, parts of road and places listed in that register Part 2 of that register are proposed 'Pedestrian Malls' for which consultation on it's status is still to be completed.

20. SHARED ZONES

- 20.1. Council may by resolution specify any road to be a shared zone and specify any restrictions on how the shared zone is to be used by the public. In addition to any roads declared to be shared zone by resolution under Clause 20.1, the roads, parts of road and places listed in Shared Zones Register are 'Shared Zones'.
- 20.2. Except where Council has by resolution specified otherwise, no person may stand or park a vehicle in a shared zone.
- 20.3. No person may use a shared zone in a manner contrary to any restriction made by Council.

21. CHILDREN IN VEHICLES

- 21.1. Council may enter or allow entry into a vehicle in any parking area to aid a child who has been left unattended in that vehicle, where it appears that the child is in distressed condition, or leaving the child in the vehicle is likely to endanger its safety or health.

22. ANIMALS IN VEHICLES

- 22.1. Council may enter or allow entry into any vehicle in any parking area where an animal has been left unattended in that vehicle and it appears that the animal is in a distressed condition.

23. LAUNCHING RAMPS

- 23.1. No person may use a launching ramp other than for launching boats from trailers or retrieving boats onto trailers, except with authorisation from Council.
- 23.2. No person shall:
- a) Stop any vehicle on any part of a launching ramp or the approach to a launching ramp for longer than is necessary to launch or recover a boat.
 - b) Drive or move any vehicle onto a launching ramp to recover a boat before the boat is ready to be recovered.
- 23.3. Council may, by resolution, amend the Launching Ramp Register to remove or add launching ramps and approaches to launching ramps from this Register.

24. WINDSCREEN WASHING AND OTHER ACTIVITIES AT INTERSECTIONS

- 24.1. No person shall, within 50 metres of any intersection on any road:
- a) wash or clean the windows of any vehicle stopped on the road;
 - b) attempt to sell to, advertise or trade with any person in any vehicle stopped on any road.

25. SEIZURE AND IMPOUNDING

- 25.1. A council enforcement officer authorised to enforce the provisions of this bylaw, may seize and impound any property used in a manner that breaches this bylaw if:
- a) the property is materially involved in the commission of an offence; and
 - b) it is reasonable in the circumstances to seize and impound the property; and
 - c) before seizing and impounding the property, the enforcement officer:
 - i. directed (orally or in writing) the person committing the offence to stop committing the offence; and
 - ii. has advised (orally or in writing) the person committing the offence that, if he or she does not stop committing the offence, the enforcement officer has power to seize and impound the property; and
 - iii. provided the person with a reasonable opportunity to stop committing the offence.

- 25.2. However, if the property is not in the possession of a person at the time the enforcement officer proposes to seize and impound the property, the enforcement officer does not have to comply with 25.1(c).
- 25.3. As soon as practicable after seizing and impounding the property, an enforcement officer must give a notice in the prescribed form (where a form is prescribed):
- a) to the person in possession of the property at the time it was seized and impounded; or
 - b) if paragraph a) does not apply, to any person who the enforcement officer can ascertain is the owner of, or has an interest in, the property.
- 25.4. Council may require the vehicle owner to pay Council's costs in seizing, impounding, transporting, and storing the property.
- 25.5. A notice under this section may be served:
- a) By delivering it, or a copy of it, personally to the person who appears to be in possession of the property at the time it was seized and impounded; or
 - b) By sending it, or a copy of it, by post addressed to any person who the enforcement officer can ascertain is the owner of, or has an interest in, the property at his or her last known place of residence or business or postal address.

26. REMOVAL OF VEHICLES AND THINGS

- 26.1. In addition to the powers conferred on it by any other enactment, Council may remove or cause to be removed any vehicle or thing from any parking place, transport station or road using those places or stations in breach of the bylaw.
- 26.2. Council may recover from the person who committed the breach of this bylaw the costs incurred by Council in connection with the removal of the vehicle or thing.

27. OFFENCES AND PENALTIES

- 27.1. Every person commits an offence against this Bylaw who;
- a) Fails to comply with any control, restriction, limitation or prohibition made pursuant to this bylaw, or
 - b) Fails to comply in all respects with any prohibition, restriction, direction or requirement indicated by the lines, markings, traffic signs and other signs or notices laid down, placed, made or erected on or upon any road, public car park, reserve or other places controlled by the Council under any of the provisions of this Bylaw.
 - c) Fails to comply with any condition, duty, or obligation, imposed by this Bylaw.
- 27.2. Every person who commits an offence against a clause in this Bylaw is liable under the enabling legislation, to penalties and fines as set out below;
- a) Every person who fails to comply with any control, restriction, limitation or prohibition made pursuant to this bylaw under Section 242(4) of the Local Government Act 2002, is liable on summary conviction to a fine not exceeding \$20,000.
 - b) Every person who fails to comply with any control, restriction, limitation or prohibition made pursuant to this bylaw under the Land Transport Act 1998 commits an offence under the Land Transport Act 1998 and the Land Transport (Road User) Rule 2004 and is liable to the penalties and fines as set out in the Land Transport Act 1998 and the Land Transport (Road User) Rule 2004.
 - c) A person may not be subject to proceedings under this Bylaw, if that person is also, for the same facts, being proceeded against for a breach of the Land Transport Act 1998.
 - d) Every person who fails to comply with clauses in this bylaw made pursuant to the Freedom Camping Act 2011 commits an offence against the Freedom Camping Act 2011 and is liable to the penalties and fines set out in Section 23 of the Freedom Camping Act 2011.

27.3. The following table outlines the offences and the enabling statutes:

Offences and the clauses that cover them:	Enabling Statutes
4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16.1, 16.3 – 16.11, 17, 20, 21, 22, 23, 24, 26	Land Transport Act 1998 22AB, section 1,
18	Freedom Camping Act 2011, Part 2
19	Local Government Act 1974, Section 336
16.2	Local Government Act 2002, Section 145 (a)
25	Local Government Act 2002, Part 8

28. DEFENCES

28.1. A person is not in breach of this Bylaw if that person proves that the act or omission complained of:

- a) Took place in compliance with the directions of an enforcement officer, a parking warden or a traffic control device; or
- b) Was performed by an enforcement officer or a parking warden and was necessary in the execution of that person's duty.

29. EXEMPTED VEHICLES

29.1. This Bylaw shall not apply to emergency vehicles being used in an emergency.

29.2. Clauses 4, 6, 7, 9, 14, 15, 19 and 20 of this Bylaw shall not apply to medical practitioners such as doctors, district nurses and midwives who are attending an emergency.

29.3. This Bylaw shall not apply to vehicles operated by the Council or for the Council during the necessary fulfilment of Council's statutory functions, duties or powers.

29.4. This Bylaw shall not apply to vehicles operated by Utility providers whilst engaged in emergency repair work to a public utility service.

The COMMON SEAL of the HAMILTON CITY COUNCIL
was hereunto affixed in the presence of:

Councillor:

Councillor:

Chief Executive:

Council Report

Committee: Infrastructure Operations Committee

Date: 08 June 2021

Author: Kyall Foley

Authoriser: Eeva-Liisa Wright

Position: Environmental Policy Analyst

Position: General Manager
Infrastructure Operations

Report Name: Trade Waste and Wastewater Bylaw 2016 Review - Determination Report

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

1. To inform the Infrastructure Operations Committee of the proposal to review the Trade Waste and Wastewater Bylaw 2016.
2. To seek a recommendation from the Infrastructure Operations Committee to the Council that it determines that a bylaw is the most appropriate way of addressing issues relating to trade waste and wastewater management in Hamilton, as required under Section 155 of the Local Government Act 2002, and that a review of the existing bylaw can be progressed.
3. To seek a recommendation from the Infrastructure Operations Committee to the Council to begin the review of the existing bylaw, including the preparation of a Statement of Proposal and a revised draft Hamilton Trade Waste and Wastewater Bylaw.

Staff Recommendation - *Tuutohu-aa-kaimahi* (Recommendation to the Council)

4. That the Infrastructure Operations Committee:
 - a) receives the report; and
 - b) recommends the Council:
 - (i) approves **Option 1** as outlined in the staff report, in that it determines that a Hamilton Trade Waste and Wastewater Bylaw is the most appropriate mechanism for addressing issues relating to the management of trade waste and wastewater in Hamilton; and
 - (ii) approves a review of the Hamilton Trade Waste and Wastewater Bylaw 2016, including the preparation of a Statement of Proposal and a revised draft Hamilton Trade Waste and Wastewater Bylaw subject to b) being approved by the Council.

Executive Summary - *Whakaraapopototanga matua*

5. The [Trade Waste and Wastewater Bylaw 2016](#) (the Bylaw) was adopted by Council on 28 July 2016. Pursuant to Section 158 of the Local Government Act 2002, a local authority is required to review a bylaw “no later than 5 years after the date on which the bylaw was made”.
6. This report seeks determination that a bylaw is the most appropriate way of addressing issues relating to trade waste and wastewater in Hamilton.

7. The Council has a responsibility under Section 155 (1) of the Local Government Act 2002 (LGA) to *determine whether a bylaw is the most appropriate way of addressing the perceived problem*.
8. Should the staff recommendation be approved, a review of the Bylaw would be initiated by 27 July 2021. If the Bylaw is not reviewed, the Bylaw will be revoked on 28 July 2023. A bylaw review process can take a significant length of time thus why a determination is being sought now.
9. Council has a responsibility under Section 156 and 148 of the Local Government Act 2002 and through several Waikato Regional Council granted resource consent conditions associated with wastewater discharges held by Council to ensure that trade waste and wastewater is managed in a way that promotes the protection of public health, the natural environment and wastewater assets from, damage, misuse, or loss.
10. Issues that can arise without effective management of trade waste and wastewater drainage include wastewater network capacity issues, degradation of water quality and environmental risk; risk of damage to Council's assets; and risks associated with the health and safety of Council staff or community.
11. Staff recommend **Option 1** – Determine that a Hamilton Trade Waste and Wastewater Bylaw is the most appropriate mechanism for addressing issues relating to the management of trade waste and wastewater in Hamilton and progress a review of the existing Hamilton Trade Waste and Wastewater Bylaw, as detailed in paragraph 28 below.
12. Once it has been determined that a bylaw is the most appropriate way of managing Trade Waste and Wastewater in Hamilton, staff will develop a statement of proposal which will come to a future meeting of the Infrastructure Operations Committee and commence early stakeholder engagement.
13. Due to the statutory requirement to consult on the review of a bylaw (pursuant to sections 156 and 148 of the Local Government Act), the significance and engagement framework set out in the Significance and Engagement Policy has not been considered.
14. Staff consider the decision in this report has low significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

15. Hamilton City Council's wastewater network consists of over 1,100 km of pipes, manholes and pump stations. This network collects and conveys private and public wastewater to the Pukete Wastewater Treatment Plant, where wastewater is treated and fully treated effluent is discharged into the Waikato River. The Wastewater Treatment Plant relies on biological processes to treat wastewater to comply with resource consent limits prior to discharge to the Waikato awa.
16. Council holds approximately 1,100 trade waste consents which authorises trade waste discharges to the wastewater network from commercial and industrial premises in Hamilton. Of these trade waste consents, 600 are monitored by Council staff on a yearly basis.
17. The [Hamilton Trade Waste and Wastewater Bylaw 2016](#) adopted by Council on 28 July 2016 was developed to enable Council to:
 - i. protect the health and safety of people using or working in the Wastewater System;
 - ii. protect the Wastewater System from damage and misuse;
 - iii. protect the environment from adverse effects of harmful substances discharged to the Wastewater System;
 - iv. produce Wastewater and Biosolids of a consistent quality;

- v. encourage waste minimisation, Cleaner Production, efficient recycling and reuse of waste streams by business; and
 - vi. ensure that businesses maintain Trade Waste discharged within agreed levels.
18. Without effective management of the trade waste and wastewater network, issues may arise. These include, but are not limited to, risk to treatment processes and environmental risk; risk of damage to Council's assets; risks associated with the health and safety of Council staff and community, risk to consent compliance and risk of not aligning with Te Ture Whaimana o te Awa o Waikato (Vision & Strategy).
 19. Section 145 of the LGA empowers Council to make a bylaw for one or more of the following purposes:
 - protecting the public from nuisance (s.145(a) LGA) or;
 - protecting, promoting, and maintaining public health and safety (s.145(b) LGA); and
 - minimising the potential for offensive behaviour in public places (s.145(c) LGA).
 20. Section 146 of the LGA outlines the purposes for which bylaws can be created.
 - Section 146 (a) (iii) empowers Council to make bylaws for the purpose of regulating the use, management, and disposal of trade waste.
 - Section 146 (b) (iii) empowers Council to make bylaws for managing, regulating against, or protecting from, damage, misuse, or loss, or for preventing the use of, the land, structures, or infrastructure associated with wastewater drainage.
 21. Section 158 of the LGA requires a local authority to review a bylaw "*no later than 5 years after the date on which the Bylaw was made*". The Bylaw was adopted by Council on the 28th of July 2016. Should the staff recommendation be approved, a review of the Bylaw should be initiated by the 27th of July 2021. If the Bylaw is not reviewed, the Bylaw will be revoked on the 28 July 2023

Discussion - *Matapaki*

22. Under Section 155 of the LGA, before commencing the process for making a bylaw, a local authority must determine whether a bylaw is the most appropriate way of addressing the perceived problems.
23. Continuing to have a bylaw to manage trade waste and wastewater allows Council to continue to apply legally enforceable rules to manage the community's concerns in relation to trade waste disposal and wastewater management.
24. If the Council determines that a bylaw is the most appropriate mechanism, the next step would be to determine if the existing provisions in the Bylaw are a reasonable and consistent response to managing the issues associated with trade waste disposal and wastewater drainage, or if further review is required to identify additional provisions or refinements needed for the protection of asset condition, public health, and the environment.
25. The Bylaw has assisted Council to meet its role and obligations in relation to:
 - i. the objectives of Te Ture Whaimana o te Awa of Waikato (The Vision and Strategy for the Waikato River) under the Waikato River Settlement Act (2010);
 - ii. section 130 of the LGA;
 - iii. section 15 of the Resource Management Act 1991, and more specifically, compliance with Councils wastewater discharge consent granted by Waikato Regional Council;
 - iv. the Hazardous Substances and New Organisms Act (1996);
 - v. the Health and Safety and Work Act (2015);
 - vi. the Health Act (1956);

- vii. the National Policy Statement for Freshwater Management 2016 (and its subsequent revisions); and
 - viii. maintaining and protecting Council's wastewater assets.
26. Council will also have obligations to manage wastewater discharges under the Water Services Bill (which is currently with the Health Select Committee).
27. If the staff recommendation is not approved the Bylaw will automatically be revoked on the 28 July 2023 and issues with the effective management of trade waste collection and disposal and the wastewater network may arise.

Options

28. Staff have assessed that there are two reasonable and viable options to consider. The options are set out in the table below.

Option 1 (recommended)	<i>Determine that a [Hamilton Trade Waste and Wastewater] Bylaw is the most appropriate mechanism for addressing issues relating to the management of trade waste and wastewater in Hamilton and progress a review of the existing Bylaw.</i>
Option 2	<i>Revoke the Hamilton Trade Waste and Wastewater Bylaw in July 2023.</i>

Option One (recommended)

29. Staff consider that a bylaw is the right mechanism to manage Council's commitments to asset management, wellbeing, consent compliance, joint management agreements with iwi and meeting its legislative obligations.
30. Undertaking a review of the Bylaw will allow further consideration of Council's Environmental Principles, increased recognition of Te Ture Whaimana o Te Awa o Waikato and the Waikato River Settlement Act 2010, iwi joint management agreement partnership obligations, alignment with iwi management plans as well as the protection of Council's wastewater assets.
31. A review of the Bylaw may also provide opportunity to consider Council's Urban Growth Strategy, Water Services Bill, National Policy Statement for Urban Development (NPS-UD), Sub regional three waters management, and Council's River Plan.

Option Two

32. The Council has the option to revoke the Bylaw completely. Revoking the Bylaw is likely to result in Council failing to meet its obligations outlined in paragraph XX and Council will not be able to use the Bylaw as a framework for community education and cost recovery.
33. Staff recommend **Option 1** because it is considered that a bylaw is the most practicable option to control and manage trade waste discharges and wastewater drainage in Hamilton.
34. Should Council proceed with **Option 1**, the following next steps will be undertaken:
- i. staff will commence engagement as outlined in paragraph 60 of this report;
 - ii. an issues and options assessment relating to the existing Bylaw will be prepared; and
 - iii. a Statement of Proposal and revised Bylaw will be drafted.

35. Staff will report back to the Infrastructure Operations Committee with issues and options for a revised Bylaw, and a Statement of Proposal for community consultation. Consultation is anticipated to commence in the latter half of 2021.

Financial Considerations - *Whaiwhakaaro Puutea*

36. The total cost to complete the review on the Bylaw including adopting a revised Bylaw or revocation and any anticipated consultation will be approximately \$30,000 – 35,000. This is a regular operating activity funded through the 2021-31 Long-Term Plan and is within existing operating budgets.
37. The total costs will include staff time, legal review, consultation and advertising.

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

38. Staff confirm that the staff recommendation complies with the Council's legal and policy requirements. The revised Bylaw will also be subject to external legal review.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

Social

42. Social wellbeing is defined as the capacity of individuals, their families, whaanau, iwi, hapuu and a range of communities to set goals and achieve them.
43. The review of the Bylaw is an opportunity to consider how trade waste and wastewater can be managed to ensure Hamilton continues to be a great place to play and be active and that its community remains safe and healthy.
44. The review will also ensure that a revised bylaw is available as a tool for community education on the impacts of trade waste discharge and wastewater drainage.
45. A bylaw is intended to provide guidance for staff and regulations for the community on best practice trade waste discharge and wastewater management to create a safe and healthy environment and protection of assets within the city.

Economic

46. Economic wellbeing is defined as the capacity of the economy to generate employment and wealth necessary for present and future financial security.
47. A revised bylaw will continue to minimise the impacts on the wastewater network, subsequently minimising reactive upkeep and maintenance costs.
48. It is not considered that the review of the Bylaw will be inconsistent or contrary to economic wellbeing outcomes.

Environmental

49. Environmental wellbeing is defined as the capacity of the natural environment to support, in a sustainable way, the activities that constitute community life.

50. Council staff consider that the review of the Bylaw will continue to drive significant positive impacts with regards to environmental wellbeing outcomes.
51. The review of the Bylaw will ensure that higher regional water quality standards can be considered when evaluating what wastewater loading can be accepted by the Pukete Wastewater Treatment Plant. This will ultimately protect the Waikato River from discharges from that could adversely impact water quality.
52. In addition, the review will also ensure that wastewater infrastructure continues to operate as intended. Subsequently, there will be increased protection of the awa from events such as overflows resulting from the misuse of the wastewater network.
53. The review of the Bylaw will also allow for alignment in terms of the updates to Three Waters Management Plans and Connections Policy, Environmental Principles and Biodiversity Strategy.

Cultural

54. Cultural wellbeing is defined as the capacity of communities to retain, interpret and express their shared beliefs, values, customs, behaviours, and identities.
55. The Council is committed to working collaboratively with Waikato-Tainui and Te Haa a Whenua Kirikiriroa for this Bylaw review and will seek to recognise Ture Whaimana o te Awa o Waikato and align with Tai Tumu Tai Pao Tai Ao and Te Rautaki Taamata Ao Turoa o Hauaa (Iwi Management Plans of Waikato Tainui and Ngaati Hauaa respectively).

Risks - *Tuuraru*

56. The risk of not progressing with a review means that the Bylaw will be revoked. Without the Bylaw it will be more difficult to manage network capacity and protect treatment plant processes.
57. Unmanaged allocation of wastewater network capacity can lead to increased wastewater overflows to the awa, prosecution and reputational risk, and can limit the potential for city growth.
58. Unmanaged risk of wastewater and trade waste quality can lead to non-compliance with Council's wastewater discharge resource consent and may result in enforcement action on Council (including prosecution) by Waikato Regional Council.
59. Uncontrolled trade waste discharges can pose Health and safety risks to staff working on the network and the treatment plant.
60. If the review of the Bylaw does not proceed there is a lost opportunity to determine if the Bylaw can be strengthened to align with emerging national and regional direction on freshwater management.
61. In continuing to have the Bylaw, Council will minimise compliance and reputation risk.

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

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Significance

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

Engagement

63. There is a statutory requirement to consult as per legislation outlined below.
64. Should Council approve the recommendations in this report and to commence the Bylaw review, there will be engagement with the community on any proposed changes as required under LGA.
65. Should the Infrastructure Operations Committee and Council approve the recommendations to determine that a bylaw is the most appropriate way to manage trade waste and wastewater, staff will undertake the following next steps:
- i. engagement with tangata whenua will progress; and
 - ii. workshops with key stakeholders (including industry representatives, council staff) will commence.

Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

Council Report

Item 13

Committee: Infrastructure Operations Committee

Date: 08 June 2021

Author: Maire Porter

Authoriser: Chris Allen

Position: City Waters Manager

Position: General Manager Development

Report Name: Waters Stimulus Delivery Update

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

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

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee:
 - a) receives the report;
 - b) approves the Peacocke Water Main contingency project to be promoted and included in Hamilton City Council's stimulus programme of works funded by Central Government; and
 - c) notes the reallocation of \$945,000 of Central Government funding between the Te Wetini Drive and Peacocke Water Main contingency project, noting that the overall programme budget remains \$17,460,000 as approved by the Council and the Department of Internal Affairs.

Executive Summary - *Whakaraapopototanga matua*

3. In conjunction with the current reform programme for Three Waters (drinking water, wastewater and stormwater) being undertaken by the New Zealand Government, the Government is investing in water service delivery to both improve waters network systems and support economic recovery from the COVID-19 pandemic through job creation and supply chain investment.
4. Hamilton City Council have entered into a Funding Agreement with the Government to complete a programme of three waters projects to a total value of \$17.46m by 31 March 2022 which are fully funded by a Government Stimulus grant.
5. The delivery programme is comprised of 19 projects. Since confirmation of funding in late 2020 staff have established and set up the programme and projects, including confirmation of project scopes, milestone programmes and procurement strategies as well as establishment of internal project governance and reporting structures.

6. Progress of projects within the stimulus programme are generally progressing well with physical works now underway in most projects.
7. As a result of identified forecasted costs to deliver the Te Wetini Drive project, funding has been made available within the programme.
8. Staff have assessed that the least risk option to utilise this funding is to promote the Peacocke Water Main contingency project to have a proportion of its costs included as part of the central government funded stimulus programme of works.
9. Staff consider the matters and decisions in this report have low significance and that the recommendations comply with Council's legal requirements.

Background - *Koorero whaimaarama*

10. Hamilton City Council entered into a funding agreement in October 2020 with the Department of Internal Affairs (DIA), who in conjunction with Crown Infrastructure Partners are administering the three waters reform and waters stimulus delivery programmes on behalf of the New Zealand Government.
11. The programme Delivery Plan was endorsed in September 2020 and this was subsequently approved by DIA in November 2020.
12. Within the Delivery Plan, six packages of works and 19 projects were identified. The work packages focus on strategic priorities, renewals, asset information, asset conditions, resilience, demand management, environmental compliance and preparing for the Three Waters reform, and includes a combination of capital and operational projects.
13. DIA have appointed Crown Infrastructure Partners (CIP) to monitor progress against the approved Delivery Plan, to ensure spending has been undertaken with public sector financial management requirements.
14. Programme reporting to CIP is to be completed on a quarterly basis as per their reporting template. The first report was submitted in January 2021 with the second report submitted on 16 April 2021 with the next report due to be submitted in July 2021.
15. It is noted that this report is focussed on delivery of the stimulus investment programme, and updates on progress and matters relating to the wider three waters reform programme will be reported to full Council meetings in a separate report.

Discussion - *Matapaki*

Programme Update

16. Since confirmation of funding in late 2020 staff have established and set up the programme and projects, including confirmation of project scopes, milestone programmes and procurement strategies.
17. Internal project governance and reporting structures are in place and provide operational oversight over the stimulus programme delivery.
18. As resolved at the at the [17 September 2020 Council meeting](#) and approved in the Water Stimulus Delivery Plan, Council have adopted a programme approach to delivery of the stimulus projects to enable flexibility across the programme and manage trade-offs or "overs and unders" associated with the projects within the programme – noting that elected members are to be consulted as part of the change approval process.
19. Staff recommend that this regular report to the Infrastructure Operations Committee will be the mechanism to communicate any proposed changes to the programme.

20. Recent works have allowed more accurate budget forecasting and cashflows to be developed for each of the projects which has resulted in forecast variations in funding allocations and the promotion of one of the approved contingency projects into the scope of funded projects to be delivered.
21. The status of each of the projects is outlined in the table below:

Project	Forecast Cost	Delivery Risk	Cost Risk	Status					
					On track		Increased Monitoring required		Off track
<u>Strategic Planning</u>									
Futureproof Growth Partnership Three Waters Detailed Business Case	\$750,000 (HCC Share)			Works are currently behind schedule due to the priority focus needing to be on delivering outcomes for the Hamilton-Waikato Metropolitan Spatial Plan Wastewater Business Case.					
Hamilton – Waikato Metropolitan Spatial Plan Wastewater Business Cases	\$1,450,000 (HCC Share)			Works are underway and on-track. This project is progressing well – with the Southern Business Case now substantively complete and the Northern Business Case now underway.					
Te Wetini Dr Crossing and Rotokauri Rise (via Private Development Agreement)	\$1,300,000			Construction works are underway however have been halted for the winter season. Potential cost risk associated with delays are being monitored. <u>Funding reallocation</u> - this project was previously budgeted at \$2,245,000 (27 April 2021 report) and has been reduced as a result of updated cost forecasts.					
Rotokauri Swale Designations Conditions implementation	\$700,000			Works are underway and on-track. Detailed scoping has been completed and Professional Service contracts to complete this project are in place. Opportunities to bring forward further early works packages have been identified and if implemented will result in some budget reallocations.					
Rotokauri Wastewater Upsizing for Unconnected Communities	\$800,000			Works are underway and on-track. Investigation, design and consenting is underway ahead of physical works starting.					
Peacocke Bulk Water Main	\$945,000			<u>New project</u> – this project was a contingency project in the Water Stimulus Delivery Plan and Funding Agreement up to a value of \$4,750,000. Recommended to approve this project for implementation utilising \$945k funding reallocation.					
<u>Renewals and Asset Information</u>									

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Invest in Additional Asset Renewals	\$1,500,000			<p>Works are underway and on-track.</p> <p>Physical works to complete the additional \$1m of water renewal works are progressing well and approaching 50% completion.</p> <p>Wastewater renewal works have been scoped and planning assessments are currently underway.</p>
Asset Data Information Management and Three Waters Data Collection Technology	\$1,825,000			<p>Works are underway.</p> <p>Asset Systems Review and Technology review now complete. Work has started on the asset criticality framework, hydraulic model improvement actions and Asset Management Information System Improvements. Potential cost risks associated with implementing improved cloud based asset management systems which are being monitored.</p>
<u>Asset condition assessment and resilience</u>				
Three Waters City Wide Asset Resilience Study	\$712,500			<p>Works are underway and on-track.</p> <p>Professional Service contracts are in place and works are progressing well with the development of a Resilience scorecard to assess resilience of the Three Waters activities achieved.</p>
Undertake a Trial Set Up and Operation of the Low River Contingency Infrastructure	\$190,000			<p>Project nearing completion.</p> <p>Deployment of the Low River floating platform and pumps was undertaken successfully in April. Update of operational management plan currently underway.</p>
<u>Demand Management</u>				
Water Sustainability Strategy	\$200,000			<p>Professional Service contracts to complete this project are in place and works are underway.</p>
Scoping and Benchmarking of incentives Rainwater Storage Tanks Incentivisation Study	\$70,000			<p>Works progressing well and on track.</p> <p>Benchmarking of other water suppliers' approach to rainwater tanks and assessment of Hamilton's rainfall data have now been completed.</p>
Citywide Inflow and Infiltration Investigation	\$950,000			<p>Works progressing well and on track.</p> <p>First stage of work in Temple View is nearing completion, with flow logging to be undertaken once repairs have been completed. Baseline data collection works have started in the Collins Rd catchment area.</p> <p>Potential for costs to be less than originally budgeted subject to next stages of implementation, which will be monitored for re-prioritisation opportunities,</p>
Expansion of the Water Leak	\$475,000			<p>Works progressing well and on track.</p> <p>First stage of work in Temple View is nearing</p>

Detection Programme				completion, with repairs underway. Next area of focus for leak detection works is in the CBD area of the city.
Education Hub Three Waters	\$294,500			Works underway and on track. Contractor engaged to lead this work and detailed planning is underway.
<u>3 Water operational upgrades and environmental compliance</u>				
Water Infrastructure Security Measures	\$950,000			Works well advanced and on track This project is focused on a range of security improvements such as cyber security actions, additional security lighting, access systems, and CCTV cameras at key water and wastewater sites, as well as the installation of a security fencing at Rototuna Reservoir.
Upgrade of the Bore Supply at Taitua Arboretum	\$142,500			Project nearing completion. Construction and commissioning of equipment has been completed, awaiting final clearance testing prior to project completion being achieved. Potential for minor cost variance to completion, which is currently being monitored.
Ecological Improvements for Erosion, water quality, Stormwater Control, Gully Network Improvements and Retrofitting of Older Stormwater Attenuation Devices	\$2,375,000			Works are underway and on-track. Investigation and design for improvement works within Managiti Gully have been completed. Social procurement contract for clearing weeds and supply and planting of plants has been finalised. Consents for clearing vegetation and working in the stream submitted. Blessing of site undertaken by Ngaati Wairere and Ngaati Haaua.
Urban Stormwater Quality Management Investigation	\$250,000			Works are underway and on-track. This project will support urban stormwater investigations currently being undertaken in partnership with NIWA.
Installation of Dedicated Water Sampling Points around the City	\$95,000			Works are underway and on-track. Proposed water Sampling sites around the city have been confirmed and cabinet design finalised.
<u>Preparation for Waters Reform</u>				
Preparation and Participation in Three Waters Reform Programme	\$760,000			Works are underway and on-track. Further updates will be provided separate to this report on progress of the Three Waters reform.
<u>Programme Management</u>				

Water Reform Programme Management	\$725,500			Works are underway and on-track. Programme management structure established, and resources engaged.
Total	\$17,460,000			

Contingency Project Promotion

22. As part of Councils Delivery plan, five contingency projects were also included and approved within the plan to enable flexibility within the programme.

Contingency Project	Estimated Value
Peacocke Bulk Water Main	\$4,750,000
Emergency Wastewater overflow management	\$475,000
Emergency Water storage and distribution	\$475,000
Rotokauri Swale Consents	\$850,000
River Road North Wastewater water pressure main	\$285,000

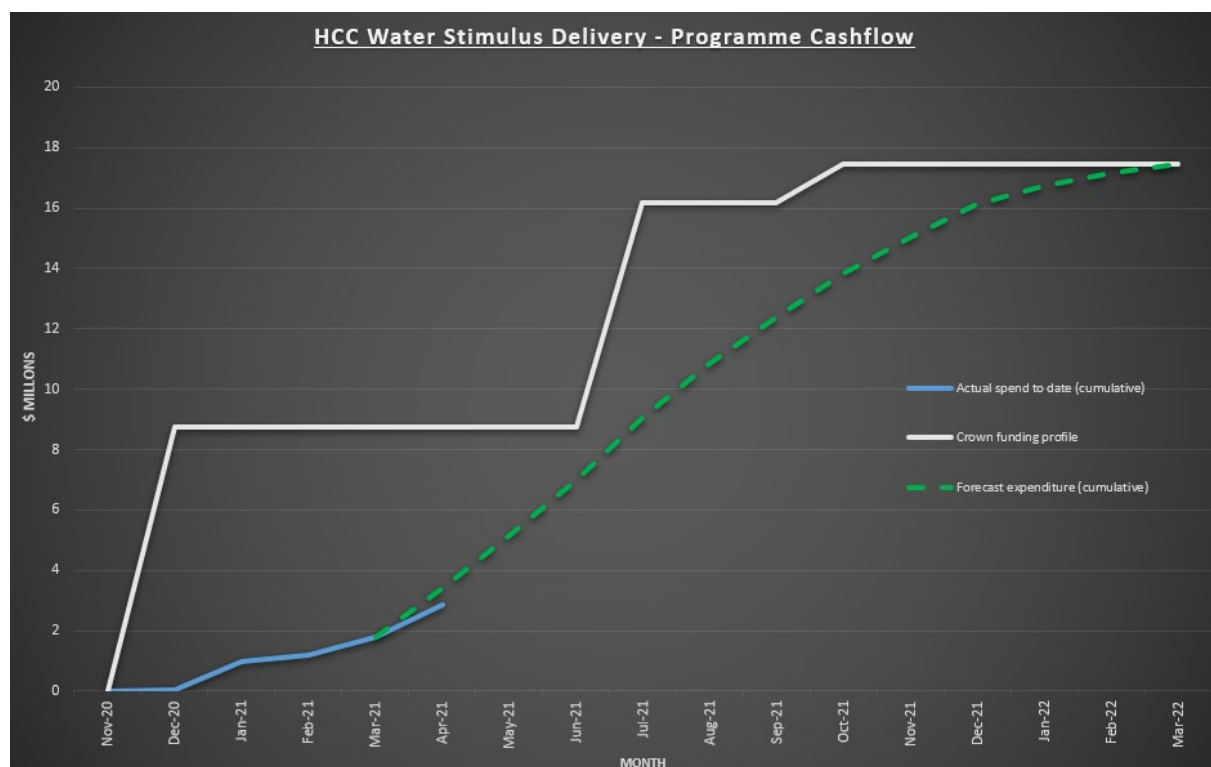
23. The contingency projects were unfunded, however their inclusion in the approved Delivery Plan meant that if funding became available within the programme, they could be progressed with no requirement to seek further DIA approval.
24. During May, the cost to complete the Te Wetini Drive project was reviewed and an estimated additional \$949,000 reduction in the forecasted cost to complete the project was identified.
25. If further cost reductions are identified on other projects as they progress, there is a risk that Council is unable to fully utilise the entire central government stimulus funding.
26. To mitigate this, funding could be reallocated to existing projects with an expansion in the scope of works or a contingency project could be promoted and delivered as part of the funded programme.
27. Staff reviewed all the contingency projects and determined that the Peacocke Bulk Water Main project had the lowest risk profile to introduce as a break-in project late in the overall programme delivery timeframe.
28. Planning and procurement for the delivery of the Peacocke Bulk Water Main project has already been completed and physical works are underway and progressing rapidly.
29. The Peacocke Bulk Water Main project also provides an additional benefit of having flexibility to utilise any potential cost variations that might occur late in the programme to ensure that the entire \$17,460,000 funding allocation can be utilised.
30. The other four contingency projects were assessed as high risk in terms of being able to complete the necessary planning, procurement, and execution of the projects by the deadline of 31 March 2022. Expansion of the scope of existing projects is possible but would impose additional workload on staff.
31. Staff determined that as it was late in the overall delivery programme, progressing with any of the other four contingency projects could jeopardise the delivery of other stimulus and Long-Term Plan projects due to resourcing constraints and competing priorities.

32. If the recommendation to promote the Peacocke Bulk Water Main contingency project to be delivered as part of the funded stimulus programme is not approved, there is an increased risk that a proportion of the \$17,460,000 central government stimulus funding will not be utilised.

Financial Considerations - *Whaiwhakaaro Puutea*

33. The total budget to complete the programme is \$17,460,000, which is fully funded by Central Government in accordance with the existing Funding Agreement.

The programme cashflow profile is shown below:



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

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

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. Throughout delivery of this programme, opportunities to leverage and implement social procurement initiatives will be explored including supporting supply chain diversity and potential targeted employment initiatives to support social enterprises and employment opportunities for priority social groups.

Economic

39. A key investment objective of this programme is to support economic recovery from the COVID-19 pandemic through job creation and supply chain investment.
40. Metrics in terms of employment outcomes from this investment are being monitored and reported to DIA quarterly.

Environmental

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

Cultural

43. As projects are further scoped and defined further engagement will be undertaken with Maaori via Te Haa o te Whenua o Kirikiriroa (THaWK) to ensure projects take into account and align with the culture and traditions of water, ancestral land, sites, waahi tapu, valued flora and fauna, and other taonga as well as optimise opportunities to support communities and Maaori to share their heritage, language and stories.
44. Hui with Ngaati Haua and Ngaati Wairere have been undertaken as part of the Stormwater Gully Improvements project in the Mangaiti gully. The purpose of the hui was to progress a social procurement contract for clearing weeds and supply and planting of plants as part of the improvement works. This contract has been finalised and signed with Ngaati Haaua and Ngaati Wairere.
45. Staff attended karakia with Ngaati Haaua and Ngaati Waiere to bless the Mangaiti gully work site as part of the Stormwater Gully Improvement project, prior to physical works starting.

Risks - *Tuuraru*

46. Council's approved Delivery Plan was developed based on the best information available at the time. Accordingly, the costs to complete each project were preliminary estimates and it was expected that there would be overs and unders in the cost of each project. To mitigate the financial risk of each individual project, or the risk of not maximising the entire \$17.46 funding allocation, Council proposed to manage the stimulus funding at a programme level, allowing flexibility in approach at a project level.
47. There is a potential reputational risk to Council within government should the Stimulus Projects not be completed by 31 March 2022. This risk is mitigated by the ability to allocate funding to another existing or contingency project detailed in the approved Delivery plan. In addition, internal project governance and reporting structures are in place and provide operational oversight over the stimulus programme delivery.
48. The current expenditure rate against the programme is currently low with total actual expenditure incurred less than 10% of the \$17,460,00 stimulus fund available. This level of expenditure reflects the effort and time that has been incurred getting the programme and project processes, procurement, and resourcing in place to deliver each of the projects. Cashflow forecasts have been developed and the rate of expenditure is expected to significantly increase in the next few months now that most projects have moved out of the initiation and planning phase and into the execution phase.

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

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

Engagement

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

Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

Council Report

Committee: Infrastructure Operations Committee
Date: 08 June 2021
Author: Eeva-Liisa Wright
Authoriser: Eeva-Liisa Wright
Position: General Manager
 Infrastructure Operations
Position: General Manager
 Infrastructure Operations
Report Name: Infrastructure Operations General Managers Report

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

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

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee:
 - a) receives the report;
 - b) delegates the Chair of Infrastructure Operations to work with staff to develop and finalise the Hamilton City Council submission on the Land Transport Rule: Setting of Speed Limits 2021 consultation document to be sent to Waka Kotahi NZ Transport Agency by 25 June 2021 noting that the approved submission will be uploaded to the Hamilton City Council website; and
 - c) approves that the Central Business District (CBD) 2-hour Free Parking reporting be deferred to allow for alignment with the development of Hamilton Parking Principles and Parking Management Plan and related activities to be presented to the Infrastructure Operations Committee in December 2021.

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.

Vision Zero

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. 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 18 May 2021 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.
6. A full report on Hamilton City Council contributions to Road to Zero action areas will be presented to the August Infrastructure Operations Committee.

Road User Type	Number Seriously Injured 2020/21 as at 18 May 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	2	2	1	-	5	12.5%	1%
Driver	1	6	6	1	1	15	62.5%	87%
Passenger	3	2	3	1	1	10		
Pedestrian	2	2	3	1	1	9	25%	12%
Wheeled pedestrian (wheelchairs, mobility scooters)	1	-	-	-	-	1		
Total	7	12	14	4	3	40	100%	100%

Land Transport Rule: Setting of Speed Limits 2021 Consultation

7. Waka Kotahi are consulting on a proposed new rule enabling an improved approach to speed management planning on New Zealand roads, called the Land Transport Rule: Setting of Speed Limits 2021.
8. The proposed Rule includes:
- Requiring all road controlling authorities that are territorial authorities (including Waka Kotahi) to include their proposed speed limit changes and safety infrastructure treatments (including proposed placement of road safety cameras) for the coming 10 years into speed management plans.
 - Regional transport committees will coordinate input from road controlling authorities in their region to create and consult on a regional speed management plan, aligning with the regional land transport planning process.
 - Giving the new Director of Land Transport (within Waka Kotahi) the responsibility for certifying regional speed management plans.
 - Establishing an independent Speed Management Committee to certify the Waka Kotahi State highway speed management plan, and to oversee the information and guidance on speed management Waka Kotahi (as regulator) provides to road controlling authorities (RCAs).

- v. Introducing a new process for setting speed limits outside of speed management plans, and for road controlling authorities that are not territorial authorities.
 - vi. Requiring all speed limits, other than temporary speed limits, to be entered into a national register to give legal effect to all speed limits, other than temporary speed limits. Waka Kotahi (as regulator) will be the Registrar of the register.
 - vii. Requiring road controlling authorities to reduce speed limits around:
 - A. urban schools to 30 km/h (variable or permanent speed limits), with the option of implementing 40 km/h speed limits if appropriate.
 - B. rural schools to a maximum of 60 km/h (variable or permanent speed limits).
 - viii. Introducing a target of 40% of school speed limits to be reduced by 30 June 2024, and all remaining speed limits by 31 December 2029.
9. Once signed, this proposed Rule will replace the Land Transport Rule: Setting of Speed Limits 2017.
 10. Further information can be viewed via the following link:
<https://www.nzta.govt.nz/about-us/consultations/land-transport-rule-setting-of-speed-limits-2021-consultation/>
 11. Staff will develop a submission on behalf of Hamilton City Council in conjunction with Elected Members. Submissions are due to Waka Kotahi by 25 June 2021.
 12. Due to the timing of the submission, it is recommended that the final approval of the submission is delegated to the Infrastructure Operations Committee Chair Angela O’Leary.

Low-Cost Low Risk Programme Update

13. The Low-Cost Low Risk programme was approved at the 27 April 2021 Infrastructure Operations Committee ([Minutes](#)) with a request made for staff to consider inclusion of improvements in the Insoll area in addition to the programme.
14. A series of suggested improvements for the area had been provided by the Te Papanui community and staff have been out on site to assess these.
15. A package of work is being investigated to work alongside speed management changes in the area. Once developed, this package will be considered alongside the existing list of projects and prioritised.
16. A recommendation will be presented to the Infrastructure Operations committee at the 24 August 2021 meeting.

Hamilton Parking Principles and Management Plan

17. As a result of the numerous parking activity changes and projects required over the next 6 months, staff presented to the Central City and River Plan Advisory Group to seek guidance on the delivery approach to the parking activity work programme for the Central City.
18. At this meeting staff recommended a concentrated workshop approach focusing on the delivery on all parking related matters for the Central City. Some Members requested that parking was not delivered in a siloed approach and that this was to be developed as part of the wider transport strategic outcomes focusing on the future parking outcomes required for the City.

19. Following the direction from the Central City and River Plan Advisory Group and Member direction to ensure an aligned City approach to the programme of work for parking activities, staff are requesting to rephrase and align the delivery the Hamilton Parking Principles, Hamilton Parking Management Plan, the Central City Parking Precinct Plan and parking activity including technology improvements.
20. This deferral and extension will enable staff the time to complete focused workshops to ensure alignment of policies, development and approval of principles, plans and technology improvements for all parking related activities required to be completed within the next 6 months. These workshops will also enable staff to develop an agreed delivery programme including confirmed approach to committee and council meeting reporting requirements.
21. Due to the previous resolutions in place, staff are recommending that the Central City 2-hour free parking reporting is deferred until the end of 2021 to enable the parking principles and CBD parking precinct plans to be completed and aligned as previously requested.

Biking and micro-mobility

22. Full details of biking and micro-mobility connectivity activities can be found in **Attachment 1** of this report.
23. Staff have been working on an open data portal with the Waikato LASS. The public platform is where Waikato Councils can share the data that they hold and is available for all to access. The platform also has links to other agencies such as LINZ and Retrolens.
24. The open data portal can be accessed at <https://data-waikatolass.opendata.arcgis.com/>

Project Watershed Quarter Three Report to Waikato Regional Council

25. The Project Watershed Service Level Agreement (SLA) is a formal agreement between Waikato Regional Council (WRC) and Hamilton City Council (HCC), relating to the management of the Waikato River and its catchments that fall within the boundaries of the 'Central Zone'.
26. Under this agreement HCC provide services on behalf of Waikato Regional Council with a focus on river management, soil conservation and flood protection.
27. The Services council provide on behalf of WRC under the Project Watershed SLA are pursuant to an agreed 10 Year Plan and confirmed annually through the provision of an agreed 1 Year Plan. A copy of the agreed 1-year plan for the 2020/21 financial year can be found in **Attachment 2** of this report.
28. A requirement of the SLA is that HCC provides a quarterly report to WRC on progress achieved in providing services and delivering on the agreed 1 year. The report for quarter three (January to March 2021) was submitted to WRC on 21 April 2021 and can be round in **Attachment 3** of this report.
29. Overall, progress on delivering the work programme in the agreed one-year Plan is on track.
30. Discussions continue with Waikato Regional Council (WRC) staff regarding the appropriate approach to enable Hamilton City Council representation on the WRC Integrated Catchment Committee. An update on this will be provided to Elected members via an Elected Member Briefing and/or GM report to the Infrastructure Operations Committee.

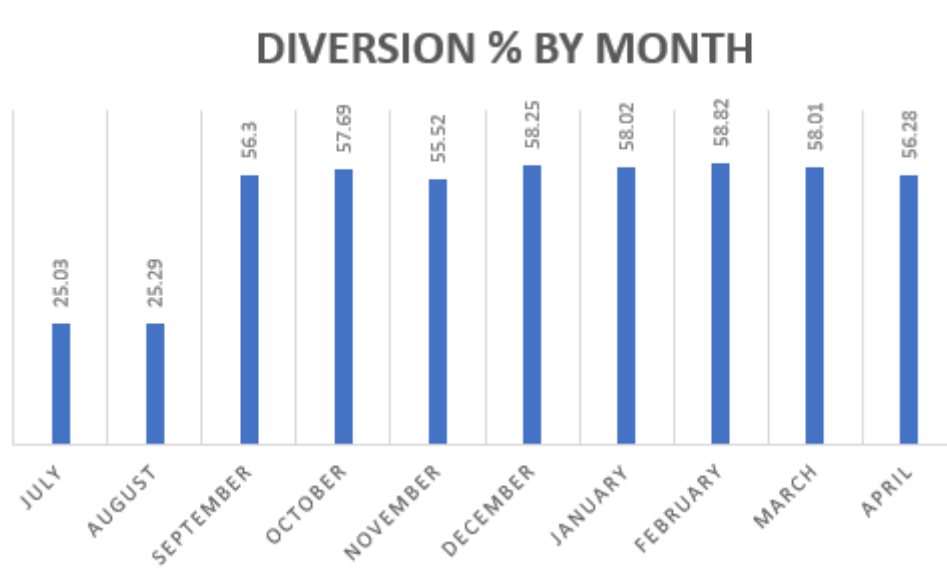
Rubbish and Recycling Service Update

Kerbside Service

31. The kerbside service is continuing to operate as expected. The reduction of daylight hours has still seen the runs finishing on their scheduled day. The contractor has now implemented an additional food collection vehicle and this has seen the drivers largely finishing around their target of 4.30pm.
32. The number of missed collections is the lowest since the new service started with staff continuing to drive improvement. In the month of April our contractor emptied 442,899 bins, with 361 missed collections reported which is a 99.92% completion rate.
33. The contractor is still reporting approximately 15% of all missed collections are due to the residents not putting their bins out by the 7am start time.

Diversion

34. The diversion rates remain strong with April recording 56% diversion. The financial year 2020/2021 has diversion at 49.66%, compared to 21.28% the previous year. Presentation rates on the food remain strong with 56% of households presenting each week.



Contamination in yellow recycling bin

35. Staff have been monitoring contamination of the yellow mixed recycle bin. As a result of these audits 79 dwellings received a written second warning, 28 dwellings have received a third and final notice, and of these six have had their yellow bins removed for the three-month suspension period. Staff are working with landlords and Kainga Ora to educate residents, however in most circumstances, this education has not resulted in behaviour change.
36. A positive behaviour change regarding contamination has been observed in areas where warning letters have been issued to residents in that particular area.
37. Contamination within residential recycling has received a lot of attention in recent media, both locally and nationally, at the time of writing this report an update on Hamilton's contamination had been requested and provided to local media.

38. Staff are working on producing heat maps of contamination to help targeted education in the future.

39. Below are some of the typical images that staff see in the contamination report. These examples are where residents using the yellow recycling bin as a second rubbish bin.



Photo: view from the camera in the collection truck (black bags in mixed recycling bin)

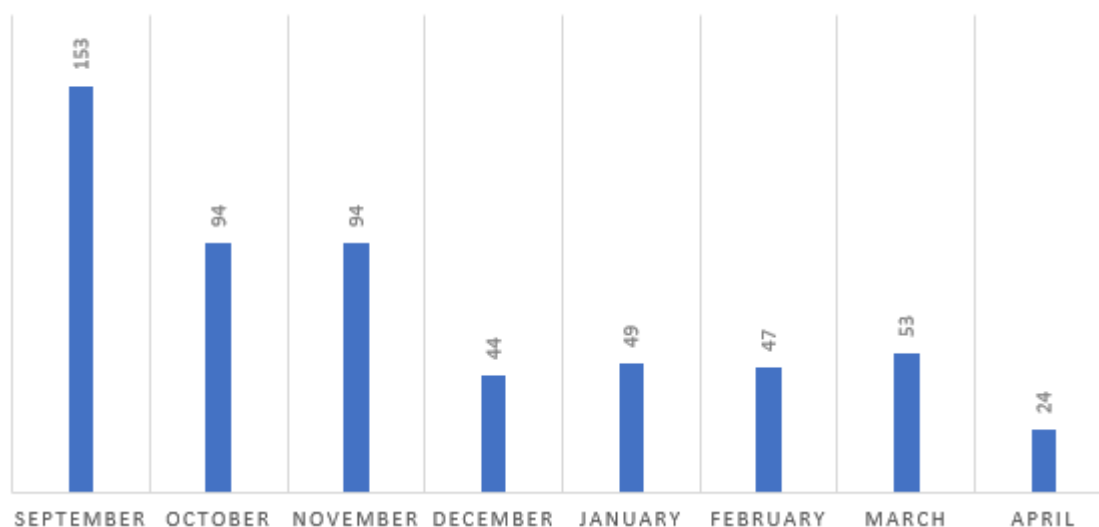


Photos: images captured from audit (black bags and glass in mixed recycling bin)

Complaints

40. The number of complaints has dropped to its lowest levels since the new service started. There is still no common theme on complaints and are spread across the categories.

COMPLAINTS BY MONTH



Waste audit/Customer Survey

41. At the time of preparing this report, the waste audit was not yet finalised. The waste audit report outcomes will be reported to the 17 August 2021 Infrastructure Operations committee.
42. The customer satisfaction survey was completed by 600 residents with surveys made by phone and internet. Where possible the questions asked in the 2019 survey were retained to establish a like for like comparison between the old service and the new service.
43. Key results of the survey are as follows:
 - a. overall Rubbish collection satisfaction reduced from 81% in 2019 to 60% in 2021;
 - b. overall Recycling collection satisfaction has increased from 71% to 82%;
 - c. overall Glass collection satisfaction is 75% with no direct comparison;
 - d. overall Food scrap collection satisfaction is 69% with also no direct comparison; and
 - e. the number of people that were aware of Fight the Landfill website increased from 14% to 62%, with 61% using the new sorter tool. There was also 25% that had downloaded the Antenno app for collection day reminders.
44. Some of the key perceived issues faced on the new service is the reduction of the rubbish and glass collection and frequency. Only 31% were dissatisfied with frequency of rubbish collection and 35% of the size of the rubbish bin. With glass collection only 9% were dissatisfied with the frequency of glass collection and 7% were dissatisfied with the size of the glass crate.
45. The survey provided some insights as to why there is still 25.3% of food inside the rubbish (most being stinky/smelly, attracts flies, bin liners and service issues). These issues will be targeted, in addition to reduce the number of recoverable items in the rubbish bin in the ongoing education to the community.

Lincoln Street Resource Recovery Centre – upgrades and safety improvements

46. The improvement works outside the Habitat for Humanity reuse store is still ongoing with the stormwater drainage installed. This will stop water entering the store when it rains. The relocation of the recycle bins, fence work and line painting has yet to be completed and is scheduled in the next few weeks.
47. Staff have also completed the scoping work for the perimeter fence upgrade with works due to start this May 2021.

Communication/Education

48. Staff are now finalising the fit out of the education room at the Material Recovery Facility (MRF) with the collateral being installed next week. The opening ceremony is on the 31st May 2021. An invite has been
49. Staff have worked with Waikato Regional Council to create a hazardous waste drop off event on Saturday 22 May. This has been popular with almost all drop off slots filled within a week.
50. Staff created a school holiday colouring-in competition in asking “why it’s important to reduce, reuse and recycle”. This competition generated 85 wonderful entries. Three entries will have their winning reason displayed on the wall in the MRF education room. There will be four prizes for different age groups.
51. Staff presented at the international earth day at St Andrews library along with the HCC internal staff sustainability forum.

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

52. Staff confirm that the staff recommendation complies with Council’s legal and policy requirements.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

53. 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’).
54. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.
55. The recommendations set out in this report are consistent with that purpose.
56. There are no known social, economic, environmental or cultural considerations associated with this matter due to this report being for information only.

Risks - *Tuuraru*

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

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

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

Attachments - *Ngaa taapirihanga*

Attachment 1 - Biking and Micromobility Connectivity Activities - June 2021

Attachment 2 - Project Watershed - 1 Year Plan 2020-21 - Final

Attachment 3 - Project Watershed - Quarter 3 Report 2020 21 - River and Catchment Services - 2021-04-21

Biking & Micro-Mobility Update – June 2021

Cycle Wands

Cycle wands and additional green cycle lane markings are being investigated for several new sites across the city, including: -

- Victoria Street/Te Rapa Road/Ulster Street/Forest Lake intersection
- Peachgrove Road/Ruakura Road/Te Aroha Street intersection
- Massey Hall Overbridge – between SH1 and Kent Street
- Grey Street – various intersections between SH1 (Cobham Drive) and Cook Street



Anzac Parade/ Victoria Bridge / Grey Street

The low-cost measures aimed at improving the safety for people on bikes are expected to be installed by end of May/early June 2021 (weather dependent).

Bike Parklets

Following consultation with several businesses, bike parklets are to be trialled at the following locations. It is anticipated they will be in place end of June/early July 2021: -

- Barton Street – outside Torpedo 7
- Victoria Street – outside Electrify
- Grey Street – outside Grey Street Kitchen

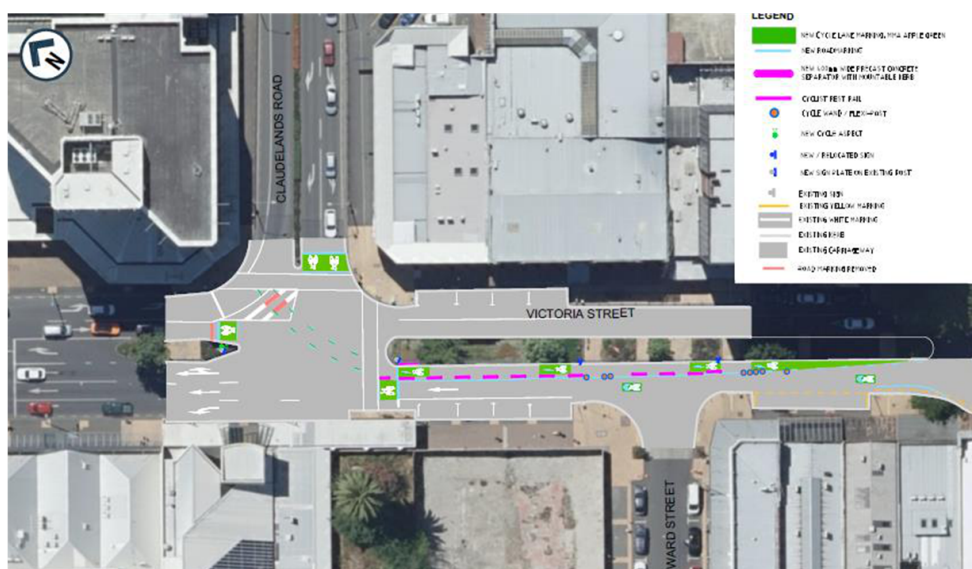


The bike parklet at the Central City Library in Garden Place will remain for the foreseeable future. Staff are currently reviewing locations and options for a covered facility, including the potential for a 'green roof'.

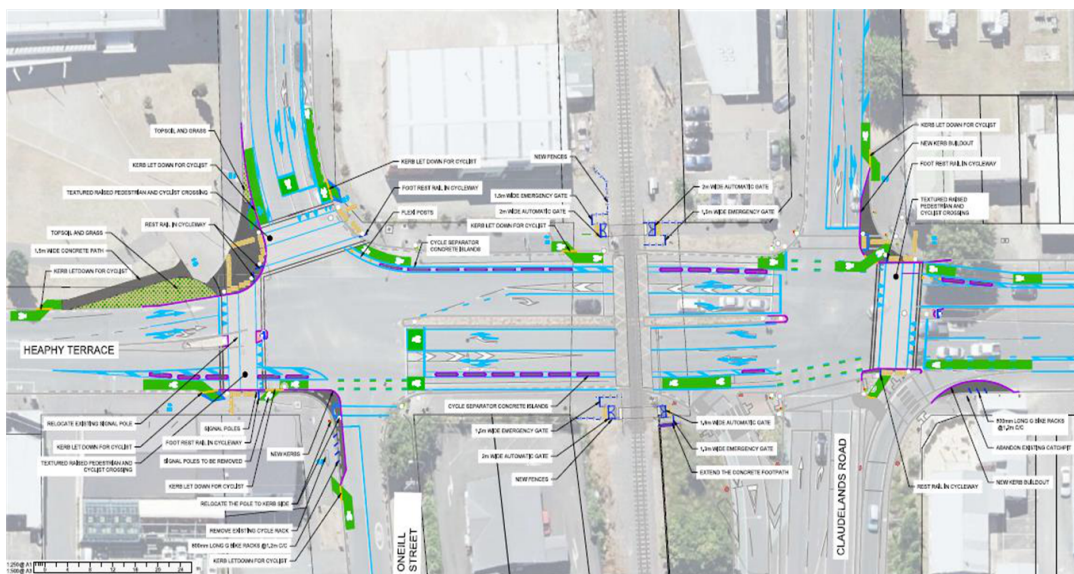
Victoria Street / Claudelands Road Traffic Signals - Cycle Improvements

A dedicated right turn cycle connection from Victoria Street (northbound) into Claudelands Road will be provided by end of June 2021.

The impact of the temporary traffic management (TTM) on Victoria Street between Ward Street and the Victoria Street/Claudelands Road traffic lights has been closely monitored by Transport's Network Operations team. At the time of writing this report, analysis of the results had not been completed. However, early indications are that the impacts on journey times and queue lengths for general traffic have been minimal, an average delay of 71 seconds between 4pm and 6pm and 89 seconds from 5pm to 6pm and trending down since the first week of implementation. Ahead of the permanent works, the results will be shared via an Executive Update, then formally reported to a future Infrastructure Operations Committee.



Concept drawings and a safety audit have been completed for proposed cycle/pedestrian improvements at the Claudelands Road/Grey Street/Heaphy Terrace/Brooklyn Road/O'Neil Street intersection. The purpose of the project is to improve safety for pedestrians and cyclists and provide a connection to the work already undertaken on Claudelands Road/Claudelands Bridge.



The project includes: -

- Separated cycle facilities.
- Raised tables with separated pedestrian and cyclist crossings.
- Removal of the slip lane outside the front of the Claudelands Event Centre.
- Upgraded rail crossing facilities to improve pedestrian safety, including the Claudelands Road (east) and Brooklyn Road level crossing.
- Kerb extensions to reduce crossing distance for pedestrians and cyclists.
- Narrower traffic lanes and raised tables to create a safe speed environment.

The project retains the same number of general traffic lanes, therefore the impact of the project on traffic flow is anticipated to be less than minor. Work on a communications and engagement plan, as well as the detailed design, has commenced. It is anticipated the project will be delivered before the end of 2021. Updates on progress will be via Executive Updates and future Infrastructure Operations Committee meetings.

Cyclist Foot Rails

In recent weeks, cyclist footrests have been installed at the following locations: -

- Western Rail Trail – Seddon Road
- Western Rail Trail – Lake Road
- Western Rail Trail – Killarney Road

And shortly to be installed on:

- Collingwood/Victoria Street intersection
- Grey Street/Anzac Parade intersection



The following messages are included on the footrests, along with the 'Bike Hamilton' logo.

- *'Thank you for cycling the city'*
- *'Hey cyclists, put your feet up'*

Bike Parking

New bike parking facilities are expected to be installed throughout May/June 2021. The following locations have been identified for new bike racks: -

- Grey Street/Te Aroha Street roundabout shops
- Lynden Court, Chartwell (including outside Chartwell Library)
- Whatawhata Road, Dinsdale Shops
- 5 Crossroads shopping area
- Cambridge Road, Hillcrest shops
- HCC's Municipal Building
- Urlich Avenue, Glenview
- Grey Street (between Cook Street & Clyde Street)
- Commerce Street, Frankton

In addition to the above locations, Transport and Parks staff have identified bike parking requirements at several parks and sports grounds. Approximately 100 new bike racks will be installed throughout July and August 2021.

Staff are working with Bike Waikato and H3 developing the 2021/22 programme of new bike parking sites.

Local Cycle Path – St James/Huntington

The new cycle/pedestrian bridge and boardwalk through Mangaiti Gully Reserve will be completed shortly.

Delivery of the new local cycle route running parallel to Gordonton Road through the Huntington and St James areas will be completed by the end of June 2021.

Crosby Road Safety Improvement and Biking Connectivity Project

At a briefing on 17 March 2021, Elected Members were shown the proposed 3 options for safety improvements and separated cycle facilities.

Information sharing sessions have recently been completed with key stakeholders. The next step is to undertake a comprehensive engagement process with the local community and businesses. This will commence mid-May 2021 into June 2021. The feedback will help determine the preferred option to take forward to detailed design/construction. Staff will provide a report on the project, with details of the engagement results, to the Infrastructure Operations Committee in August 2021.

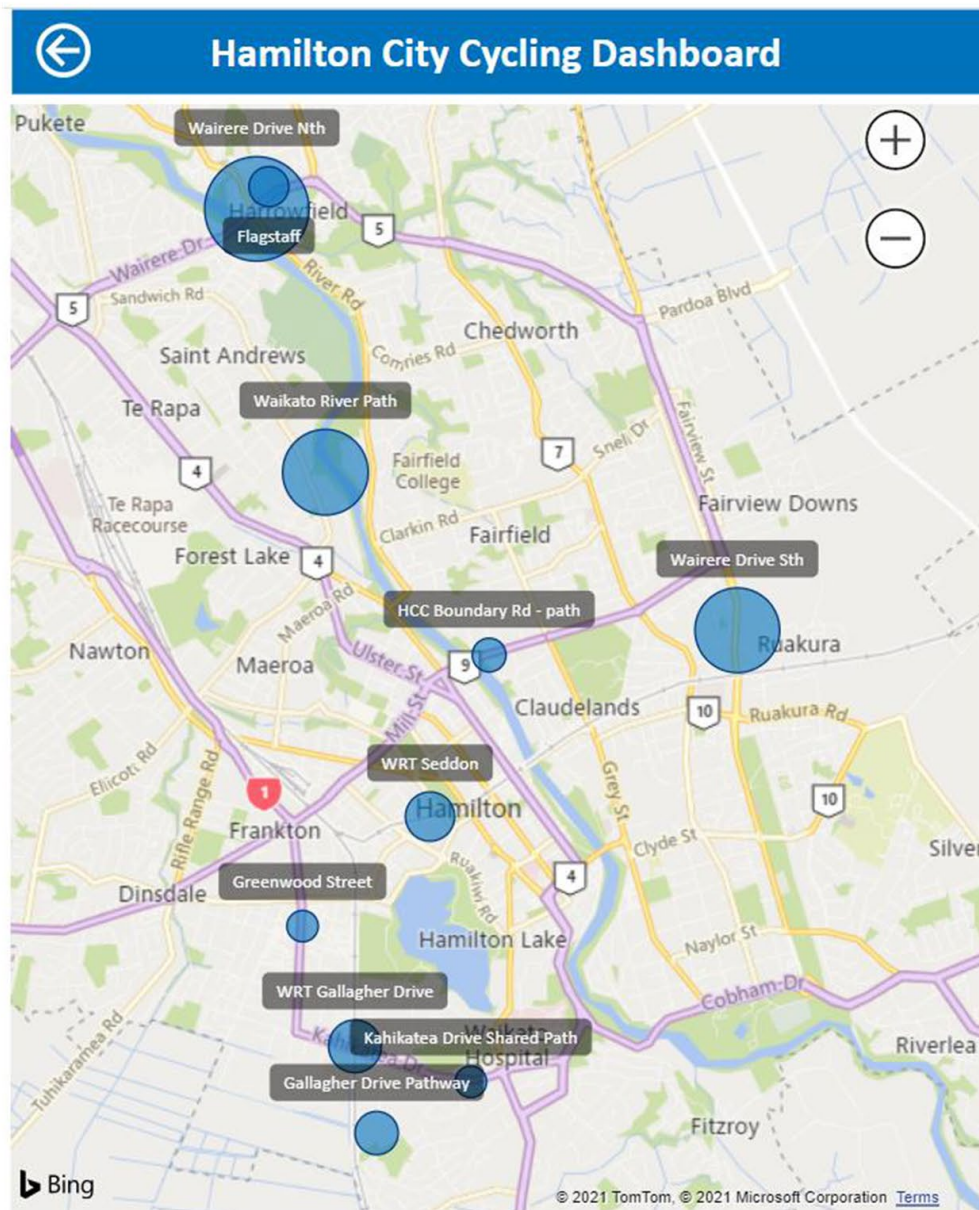
Cycle Data

Cycle data can accessed at [this link](#) Click any location on the map to see the daily counts.

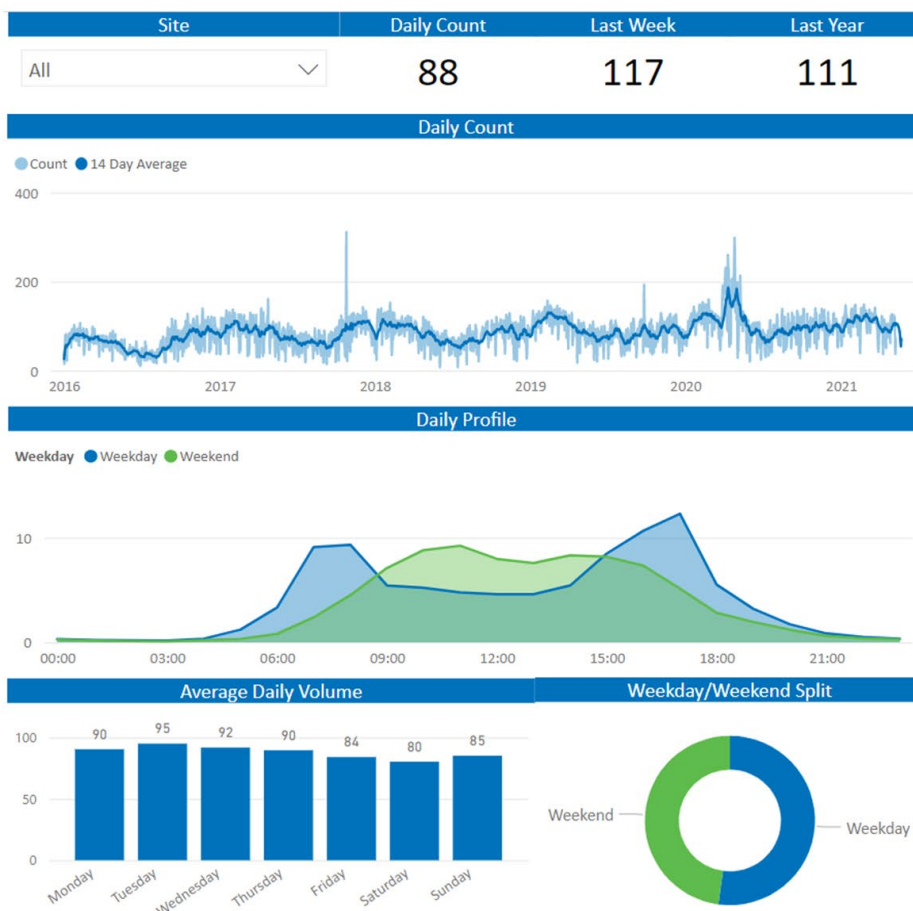
For Claudelands Bridge, in April 2021 there was typically 84 cyclists per day (over a 7-day period) and 105 per day on weekdays (over the 5-day period). Weekends are typically half that of weekdays.

In comparison, for the period 24 February 2021 to 8 March 2021 there were an average of 153 cyclists per day (7-day period) on Claudelands Bridge, with an average of 171 per day on weekdays (5-day period). The peak was 270 on 25 February 2021.

An example of the information that can be accessed is below:



The size of the circle represents the average daily count since the counter was installed



Hamilton City Council 2020/21 - 2030/31 - Project Watershed Works

Note : Budgets exclude inflation

Project Name	Project Code/Owner	Project Description	How project meets PW criteria	20/21 PW budget	Comments
Stream cleaning Mangaonua Stream (Hillcrest) Kiriāroa Stream (Chartwell) Watawhiriwhiri Stream (Dinsdale / Maeroa) Mangakotukutu Stream (Glenview) Te Awa O Kata Paki Stream (Rototuna) Pukete Rotokauri Te Rapa Templeview	HCC (City Waters)	Annual programme of works to keep streams, drains and open channels free of obstructions	Ensure channels remain free of vegetation and obstructions so efficiency is maintained and the risk of flooding due to obstructions is minimised	133,700	
				31,600	
				31,600	
				31,600	
				24,300	
				14,600	
Project Watershed Management	HCC (City Waters)	SLA management to cover the costs of reporting, attending meetings etc with WRC in relation to Project Watershed works		26,000	
Stream Stabilisation	HCC (City Waters/ City Parks)	Proactive Stream Stabilisation – Tributaries	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation	55,000	20k moved from previous budget line "Watawhiriwhiri Stream Maintenance" as agreed 20/8/20. General PW stream stabilisation. Split \$20k CW / \$35k Parks
River Bank Stabilisation	HCC (City Parks)	Proactive River Bank Stabilisation – Waikato River	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation	35,000	
Community Tree Planting	HCC (City Parks)	Proactive Stream Bank Stabilisation – Tributaries and Rivers carried out by volunteers	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation	33,000	
Maintenance of works and gully's	HCC (City Parks)	Works incl: Site preparation works, 2 years in advance of proactive bank planting Mtce of past planting. 1st year intensive mtce, 2nd year + follow on mtce until handed to HCC BAU programme	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation	171,000	
Reactive Erosion Control Works	HCC (City Waters)	To address erosion events reactively as they are identified during maintenance activities. Only erosion events that meet SLA objectives are to be funded	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation	115,000	Could incorporate with stream maintenance. (I would like to keep it separate to identify for HCC) - MC
Project Watershed Total				568,700	

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To: River and Catchment Services, Waikato Regional Council

From: Hamilton City Council

Subject: **Project Watershed Works Quarter 3 Report 2020/21 File: D-3701970**

1. Purpose of the Report

1.1. The purpose of this report is to:

- a. Provide Waikato Regional Council and relevant Committee(s) with highlights of the 2020/21 works programme carried out under the Project Watershed service level agreement.
- b. Report on the HCC's project watershed financial year to date operating performance.

2. Background

Project Watershed was introduced in 1999 by the Waikato Regional Council to ensure a holistic approach to river management.

Project Watershed is concerned with three main things:

1. River management – active involvement in river processes to ensure rivers and streams are stable and flow appropriately.
2. Soil conservation – management of land to maintain soil and water resources, and provide the widest range of sustainable benefits in the long term.
3. Flood protection – that work which protects land and assets from natural flood events.

This agreement is the result of WRC and HCC acknowledging that HCC already undertakes a programme of works within the Hamilton City Boundary which are largely aligned with Project Watershed outcomes, and by working in partnership, significant portions of each organisation's work programme outcomes can be achieved more efficiently and holistically.

A routine schedule of stream inspections has been developed in HCC work management system (IPS). A small dedicated team of City Delivery (HCC Maintenance group) carry out these inspections throughout the year. Blockages, weed infestation and erosion issues are reported and prioritised for actioning.

Projects that are identified to improve stream flow are discussed with WRC representatives to achieve a common goal.

Regular meetings take place between WRC and HCC to discuss ongoing and planned work and any opportunities for improvement.

3. 2020/21 Year Work Programme Update

Waters – Stream Maintenance

JAN, FEB, MARCH 2021	No. of inspections	No. Blockages cleared	No. minor Blockages not cleared	No of Vegetation areas cleared	Vegetation sprayed (m)	Erosion identified
Kirikiroa	19	6	23			
Mangakotukutuku	17	1	5			1
Mangaonua		1				numerous
Waitawhiriwhiri		1		3		5
Te Awa O Kata Paki			numerous	1		numerous
Stream Maintenance						

In addition to the routine stream inspections and work completed as identified in the above table a further item of interest is described below:

Mangakotukutuku

Felled tree at Bruce Avenue

A resident in Bruce Avenue identified a diseased tree that required felling on their property. Without any communication to HCC the tree was felled narrowly missing a sewer pump station riser that crossed the Mangakotukutuku and had it not been removed was a risk to the flow of the stream. Although the removal was carried out using HCC funds and not Project Watershed it shows the importance of good communication between Authorities and residents. Had HCC been made aware of the intention of the resident further advice could have been provided to ensure a safe felling of the tree. As can be seen from the photographs, the removal involved specialist contractors and a crane.



4. Parks and Reserves

The autumn months have been relatively wet and humid, which has continued in aggressive weed growth. This has kept the focus on releasing plants and weed control.

- Plant releasing is a key task post planting to ensure the plants survival.
- A variety of projects have now been completed as part of the \$100,000.00 added through the annual plan.

4.1 Reserve Funded Areas - Mangaiti Reserve Restoration

Maintenance visits have been conducted monthly since the beginning of October 2018.

During each maintenance visit pest plants were controlled to prevent them from smothering indigenous plants. Pest plant control comprised hand control, cut and paste stems, and foliar spraying selective or non-selective herbicides as appropriate.

Visits are now bi monthly with a longer time i.e more days on site.

Due to COVID 19 the contractor is a few months behind the schedule and milestones but will be back on track once the planting has finished. Still one to two visit remain to get back on track.



Figure 1. Aerial plan showing identified project sites A – B - C

4.2 Mangaonua Restoration

NHMT are still undertaking works releasing and weeding in the existing planted areas, though with a reduced focus. The maintenance and access track from the inland port project and erosion control works are in consent stage, discussions with a majority landowner are underway regarding easement across private property.

The Mangaonua Care group are focussing on plant realising and areas to prep for planting for the upcoming planting season.

4.3 Focus for the next quarter

To focus on plant prep areas and usual maintenance. Aggressive weed growth is still prevalent in the gully systems.

5. Financial Update

5.1 The overall financial progress year to date is deemed to be 'on-track'. For specific operational expenditure summary please refer to the table below.

Report Date: Apr-21
Project Manager: Mark Chevriot

Projects	YTD Actuals	Annual Budget	Variance	Variance
Project Watershed Stream Maintenance	115,959	133,700	\$ 17,741	87%
Project Watershed Management	19,500	26,000	\$ 6,500	75%
Stream Bank Stabilisation	0	90,000	\$ 90,000	0%
Community Tree Planting	0	33,000	\$ 33,000	0%
Maintenance of works and gully's	89,966	171,000	\$ 81,034	53%
Erosion Control works (LOS)	0	115,000	\$ 115,000	0%
TOTAL	225,425	568,700	\$ 343,275	40%

Council Report

Committee: Infrastructure Operations Committee

Date: 08 June 2021

Author: Eeva-Liisa Wright

Authoriser: Eeva-Liisa Wright

Position: General Manager
Infrastructure Operations

Position: General Manager
Infrastructure Operations

Report Name: External Committees Updates

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

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

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee receives the report.

Executive Summary – *Whakaraapopototanga matua*

3. This report provides updates to Committee Members on External/Joint Committees relating to Infrastructure Operations Committee which Elected Members or Hamilton City Council staff are appointed to.
4. The following updates are included in this report:
 - Waikato Regional Council – Regional Transport Committee
 - Waikato Regional Council – Regional Connections Committee
 - Waikato Regional Council – Start up Rail Governance Group
5. Staff consider the recommendations in this report to have a low level of significance and no engagement is required.
6. Staff confirm that the staff recommendations comply with Council's legal and policy requirements.

Waikato Regional Council - Regional Transport Committee

7. The Regional Transport Committee (RTC) has not met since the 27 April 2021 Infrastructure Operations Committee meeting.
8. Councillor O'Leary is a member of the RTC Hearings Committee which has been established to consider the submissions on the draft 2021 Regional Land Transport Plan (draft 2021 RLTP). Hamilton City Council submission on the draft 2021 RLTP can be viewed [here](#).

9. The next RTC meeting scheduled for this calendar year is 14 June 2021. The RTC Hearings Committee decisions report and final 2021 RLTP will be considered at this meeting. The RTC will recommend the RTC Hearings Committee report and final 2021 RLTP to the Waikato Regional Council for adoption.

Waikato Regional Council – Regional Connections Committee

10. The Hamilton City Council nominated representatives of the Waikato Regional Council Regional Connections Committee (RCC) are Councillor O’Leary (Deputy Chair), Councillor Macpherson, Councillor Wilson and Councillor Thompson.
11. The objective of the Regional Connections Committee is:
- ‘To enhance the wellbeing of our communities through the achievement of the goals set out in the Regional Public Transport Plan.’*
12. The latest RCC meeting was held on Friday 7 May 2021.
13. A copy of the link to the agenda and minutes are provided below:
- i. [RCC Agenda 7 May 2021](#)
 - ii. [RCC Minutes 7 May 2021](#)
14. A copy of the presentation provided at the meeting is **Attachment 1** to this report.
15. The agenda on 7 May 2021 covered the following topics and the draft resolutions are:

Agenda Item	Draft Resolution
Biking and Micro-Mobility Programme Project Overview	That the report “Biking and Micro-Mobility Programme Project Overview” (Regional Connections Committee 7 May 2021) be received.
Public Transport Corridor Studies	That the report “Public Transport Corridor Studies” (Regional Connections Committee 7 May 2021) be received.
Network Performance Update	That the report “Network Performance and Patronage Update” (Regional Connections Committee 7 May 2021) be received.
Network Planning Update (Hamilton Focus)	That the report “Network Planning Update” (Hamilton Focus) (Regional Connections Committee 7 May 2021) be received.
	<p>Recommended (Section B for recommendation to Council)</p> <p>1. That the Regional Connections Committee appoint Cr Strange and Cr Wilson to a working group tasked with looking at demand on the Central Business District /Airport Link.</p> <p>2. That the Regional Connections Committee recommend to Waikato Regional Council and Hamilton City Council that the work on Hospital Hill be accelerated due its priority status for Public Transport improvement and that this be reported back at the next Regional Connections Committee meeting.</p>

Zero Emission Bus Fleet	That the report “Zero Emission Bus Fleet” (Regional Connections Committee 7 May 2020) be received.
Public Transport Business Improvement Review Update	That the report “Public Transport Business Improvement Review Update” (Regional Connections Committee 7 May 2020) be received.

Waikato Regional Council – Start up Rail Governance Group

16. Te Huia commenced services on 6 April 2021 with the scheduled two morning peak services to Auckland and the 2 peak service return trips in the afternoon.
17. Further information on Te Huia can be found on the website www.tehuiatrain.co.nz
18. Waikato Regional Council provided an update to the Infrastructure Operations Committee of 27 April 2021 on the performance of the service. The performance of the service is now reported through the Regional Connections Committee and is included in the presentation (**Attachment 1**). The Governance Group will focus on more tactical and strategic issues.
19. The Governance Group is due to meet on 18 June 2021 to progress the next steps for Te Huia and what short-term actions are required to improve the level of service over the start-up period. The Governance Group will discuss (amongst other things):
 - i. additional Services (off Peak);
 - ii. access direct to Puhinui Station (offering direct Public Transport Connection to Airport);
 - iii. access direct to the Strand in Downtown Auckland;
 - iv. additional Stops on Hamilton-Auckland Corridor; and
 - v. Saturday, Sunday and Public Holiday services.
20. The above list is not exhaustive, and the discussions will also consider medium term improvements to follow the start-up service.
21. Crs Wilson and Macpherson presented a Council submission to the Auckland Regional Land Transport Plan on 10 May 2021. The main points of the submission were to:
 - i. seek Auckland Transport and Auckland Council’s ongoing support of the Te Huia start up inter-regional passenger rail service between Hamilton and Auckland;
 - ii. support the Waikato Regional Transport Committee **request** for the inclusion of Te Huia Hamilton to Auckland passenger rail service Phase 1B enhancement as an activity of inter-regional significance in Section 7 of the Auckland RLTP; and
 - iii. support the Waikato Regional Transport Committee’s submission that Auckland Transport bring a new project into your funding tables in the Appendices in regard to Phase 1B enhancements of the Hamilton to Auckland passenger rail service as a project for the Auckland Region.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

23. 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’).

24. 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.
25. There are no known social, economic, environmental or cultural considerations associated with this matter due to this report being for information only.

Risks – *Tuuraru*

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

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

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

Attachments - *Ngaa taapirihanga*

Attachment 1 - Regional Connections Committee Presentation - May 7 2021 .

May 2021
**Connections
Committee**





1. Confirmation of agenda
2. Disclosures of interest
3. Confirmation of minutes

Item 15

Attachment 1

Matters Arising



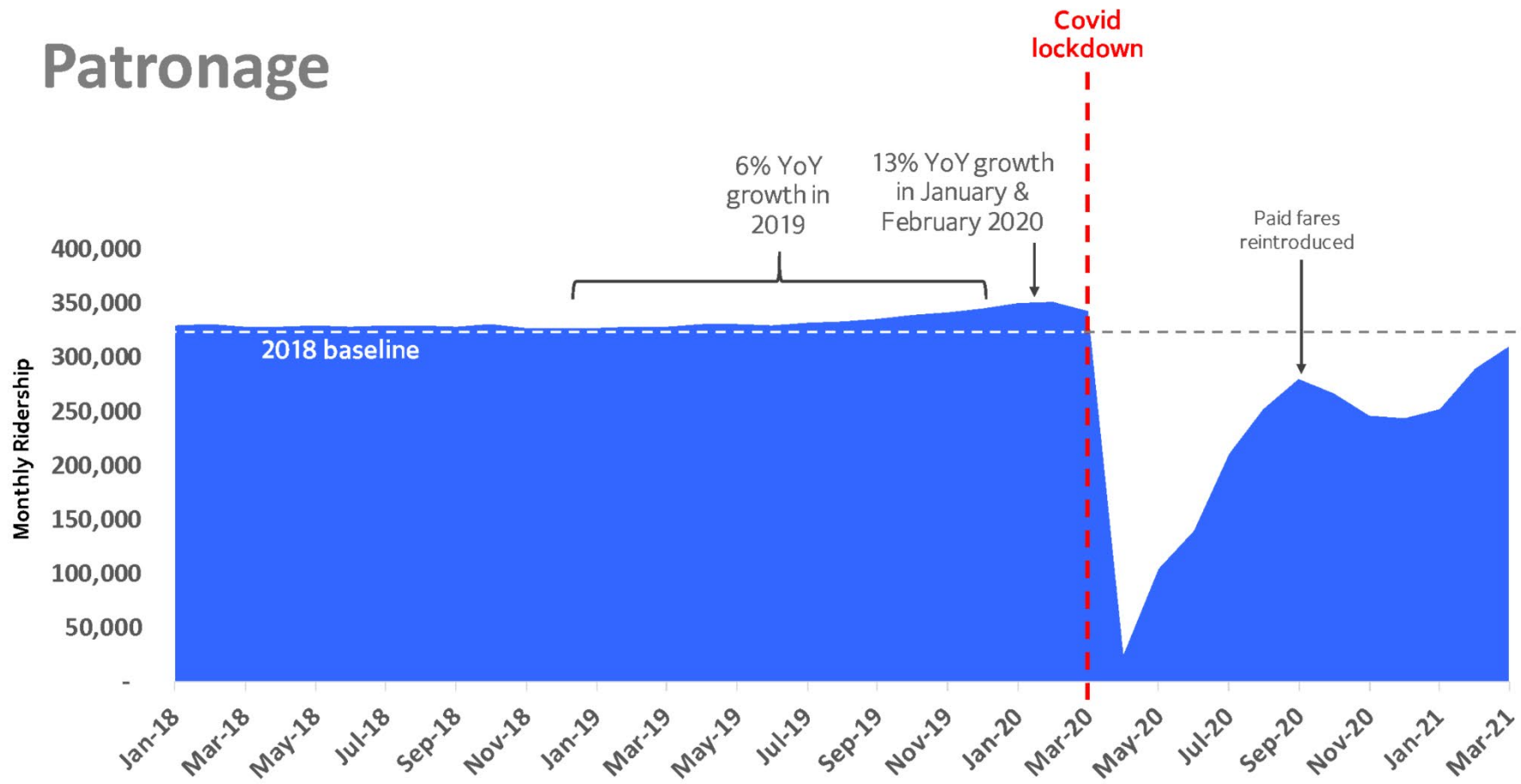
Biking & Micro-Mobility

Item 15

Attachment 1

PT Corridor Studies

Patronage



Patronage

		2019				2020				2021
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
Hamilton	Comet	0 (N/A)	74,000 (N/A)	92,000 (N/A)	93,000 (N/A)	85,000 (N/A)	32,000 (-56.3%)	86,000 (-6.5%)	80,000 (-14.6%)	78,000 (-8.0%)
	WestHamilton	212,000 (+0.5%)	169,000 (-24.1%)	186,000 (-18.9%)	167,000 (-10.3%)	162,000 (-23.5%)	63,000 (-63.0%)	150,000 (-19.4%)	131,000 (-21.6%)	133,000 (-18.0%)
	Orbiter	197,000 (+7.3%)	207,000 (+4.3%)	232,000 (+6.1%)	201,000 (+11.6%)	191,000 (-3.1%)	72,000 (-65.5%)	179,000 (-23.1%)	156,000 (-22.2%)	163,000 (-14.9%)
	East Hamilton	250,000 (+2.5%)	266,000 (+1.8%)	297,000 (+4.5%)	256,000 (+17.1%)	246,000 (-1.7%)	87,000 (-67.2%)	231,000 (-22.1%)	203,000 (-20.5%)	213,000 (-13.5%)
Waikato District	Huntly / Hamilton	62,000 (-2.5%)	57,000 (-17.6%)	59,000 (-19.2%)	47,000 (-22.3%)	47,000 (-23.2%)	25,000 (-55.8%)	55,000 (-6.7%)	43,000 (-8.1%)	48,000 (+1.0%)
	Pokeno / Tuakau									2,000 (N/A)
	Raglan / Hamilton	18,000 (+8.7%)	17,000 (+2.3%)	16,000 (-4.7%)	13,000 (-7.7%)	15,000 (-15.8%)	5,000 (-71.7%)	15,000 (-1.7%)	12,000 (-2.7%)	17,000 (+11.9%)
Waipa	Cambridge / Hamilton	14,000 (+6.7%)	15,000 (+2.3%)	18,000 (+12.4%)	15,000 (+6.5%)	14,000 (-3.8%)	2,000 (-88.1%)	15,000 (-19.6%)	13,000 (-8.8%)	14,000 (+5.1%)
	Te Awamutu / Hamilton	17,000 (-1.9%)	19,000 (+1.8%)	21,000 (+0.1%)	17,000 (+0.1%)	18,000 (+4.5%)	2,000 (-90.1%)	19,000 (-8.7%)	16,000 (-1.7%)	18,000 (-0.2%)
MPDC / Hauraki	Morrinsville / Hamilton	8,000 (+4.4%)	9,000 (+2.7%)	9,000 (+2.8%)	7,000 (+7.9%)	7,000 (-13.8%)	3,000 (-65.6%)	7,000 (-13.2%)	6,000 (-5.6%)	7,000 (+3.3%)
Waikato Region	All Units	779,000 (+2.8%)	834,000 (+2.8%)	929,000 (+7.2%)	814,000 (+17.2%)	785,000 (+0.9%)	290,000 (-65.2%)	757,000 (-18.5%)	661,000 (-18.8%)	691,000 (-12.0%)

On-Time Performance

		2019				2020				2021
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
Hamilton	Comet		44.60%	58.30%	62.70%	58.70%	55.10%	58.60%	58.80%	62.60%
	West Hamilton	60.50%	62.70%	66.90%	68.80%	65.70%	63.20%	80.70%	81.60%	81.70%
	Orbiter	61.80%	64.20%	69.20%	72.50%	65.80%	65.40%	71.60%	69.40%	71.50%
	East Hamilton	62.00%	63.70%	67.50%	71.00%	64.30%	63.60%	75.80%	76.90%	76.70%
Waikato District	Huntly	49.40%	57.50%	60.40%	55.30%	51.10%	49.40%	62.70%	60.30%	62.00%
	Raglan	21.60%	41.20%	42.60%	42.80%	31.40%	37.20%	42.90%	43.70%	43.40%
Waipa	Cambridge	49.20%	61.70%	65.10%	59.00%	57.90%	62.70%	63.30%	59.60%	59.90%
	Te Awamutu	44.00%	49.00%	56.10%	33.20%	40.30%	47.20%	56.70%	52.70%	54.90%
MPDC / Hauraki	Morrinsville / Paeroa	23.20%	27.90%	30.40%	30.00%	38.50%	30.90%	47.60%	42.70%	44.10%
Waikato Region	All Services	60.40%	60.70%	66.40%	68.80%	63.40%	61.80%	73.30%	73.20%	74.00%

On time performance is defined as services which are between 1 minute early and 5 minutes late compared to the scheduled time at every stop on the route.

Te Huia Update

Te Huia launched on 6 of April.

- Week 1 - 114 boardings per day (excluding launch day - if included average 153)
- Week 2 - 118 boardings per day
- Week 3 - 210 boardings per day
- Week 4 - 287 boardings per day

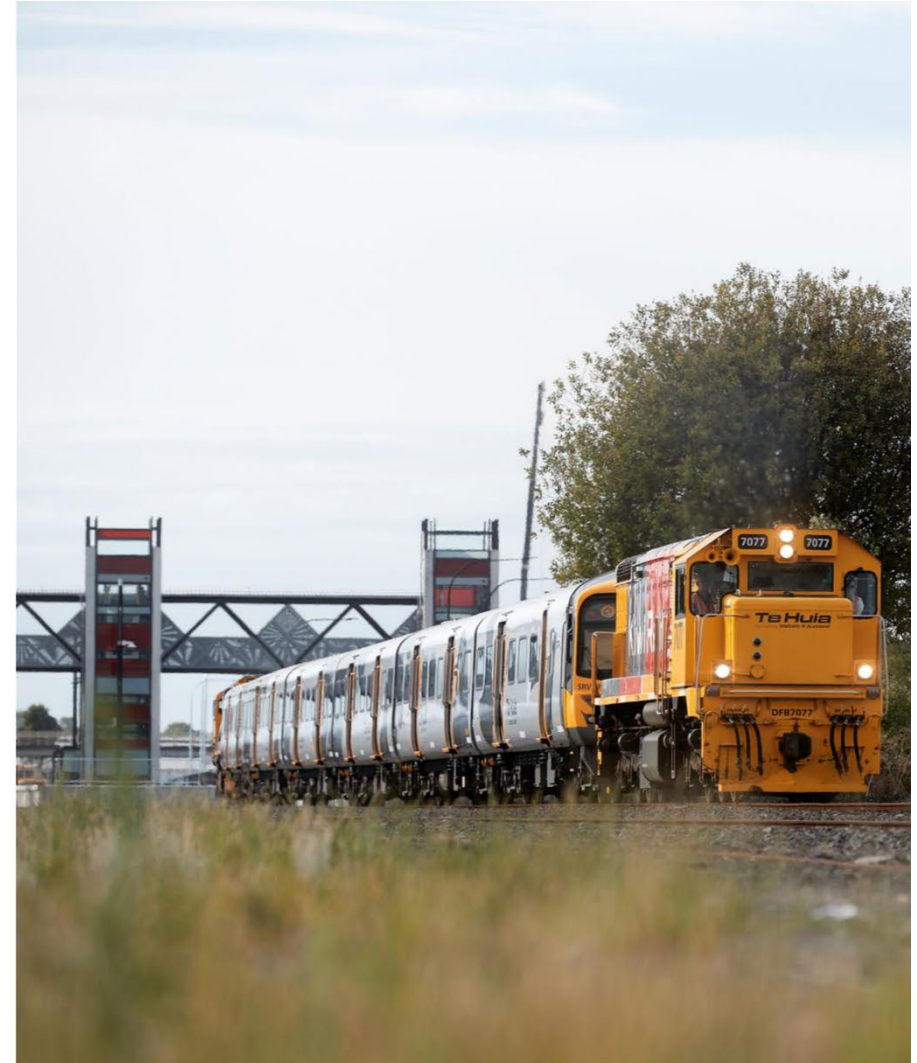
The first Saturday service operated on the 17th of April

- Demand exceeded available capacity
- A total of 397 boardings were accommodated on the day

Week 1 passenger survey:

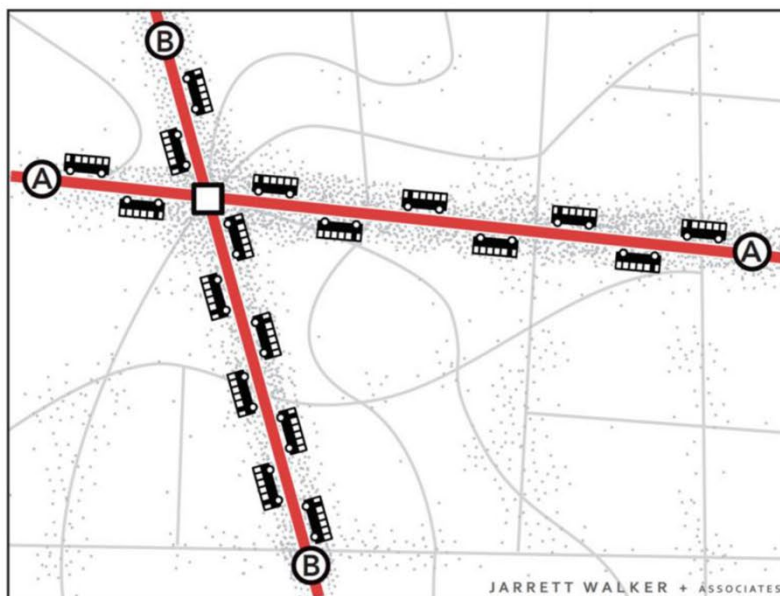
- High rates of passenger satisfaction 4/5 stars
- 99% of respondents would recommend Te Huia to others
- 94% intend to use Te Huia on an ongoing basis

99% of services to date have arrived on-time or early



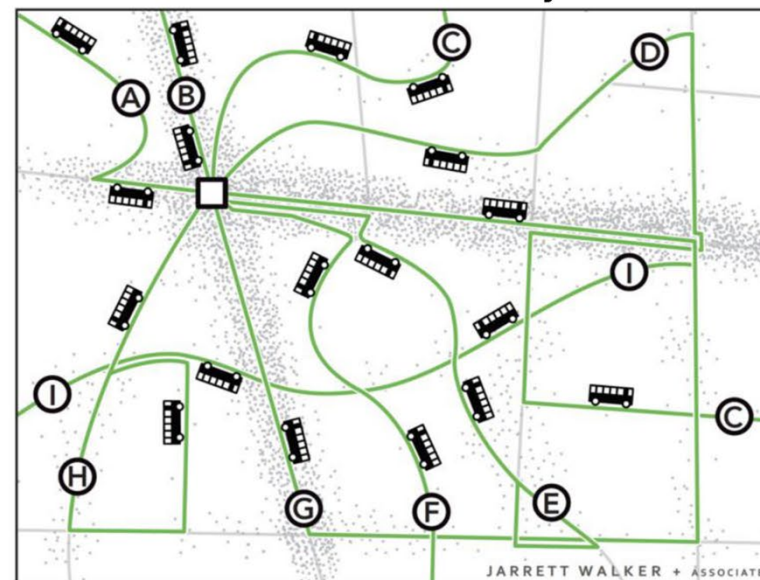
Network Planning Update

1 Concentrate service on busiest corridors



Max Ridership

2 Provide some service to everyone



Max Coverage

Equally worthy goals.... but requires trade-offs

Credit: Jarrett Walker & Associates



Ridership Improvements

Comet to increase to 10 min frequency at peak times, 15 minutes on-weekends

- Requires Glenview Bus Hub (Waka Kotahi)



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Meteor to launch this year, 15min weekday frequency

- Thomson Ave route alignment / alternative proposed
- Requires finalisation of infrastructure
- Target go live September 2021 – dependant on decisions at June HCC Hearings and Engagement Committee



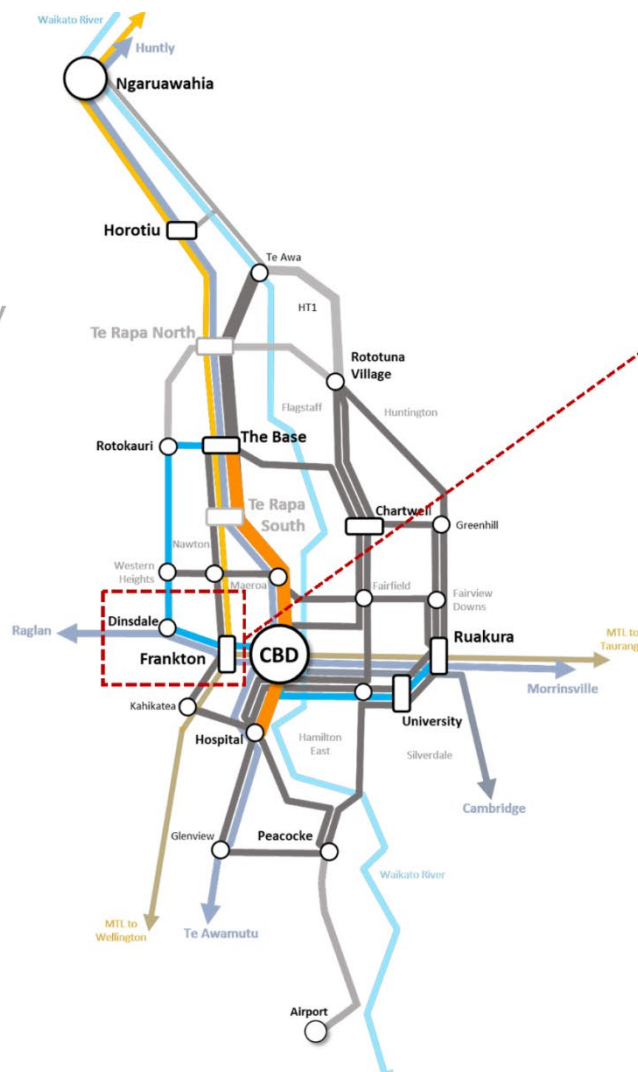
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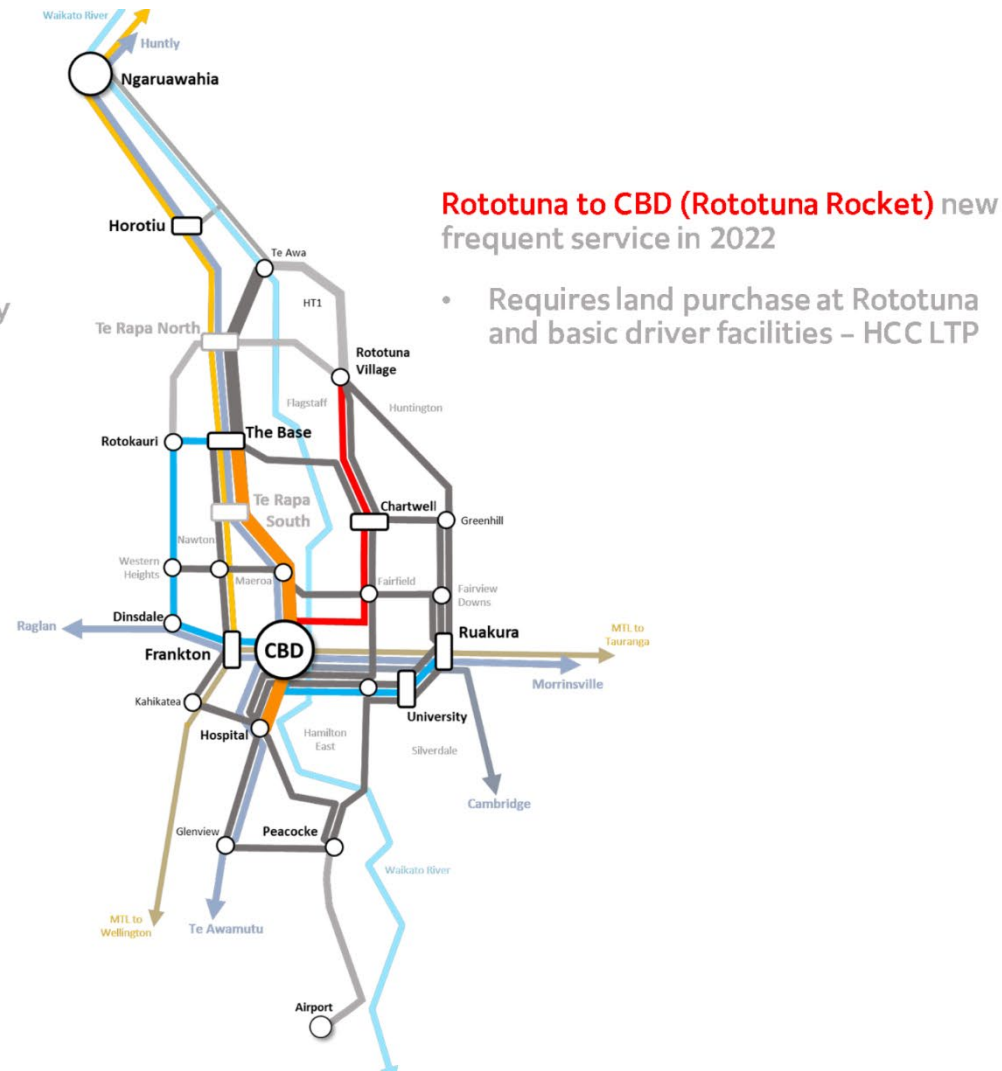
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Infrastructure Priorities

Meteor Corridor

- Minor stop & shelter improvements
- Bus priority measures - Eastern side of river (eastern pathways)
- Bus priority hot spots- western side of river
- Te Wetini Dr extension (developer dependant)

Hospital Hill

- Delay hotspot & limited platform capacity
- **Number 1 network constraint for the city, further services improvements not possible without infrastructure upgrade**



Comet Corridor

- Rationalise stops
- Safe crossing facilities (Te Rapa & north Anglesea)
- Shelters & Kerbs
- Bus priority measures
- **Glenview bus Hub (Waka Kotahi)**

Rototuna to CBD

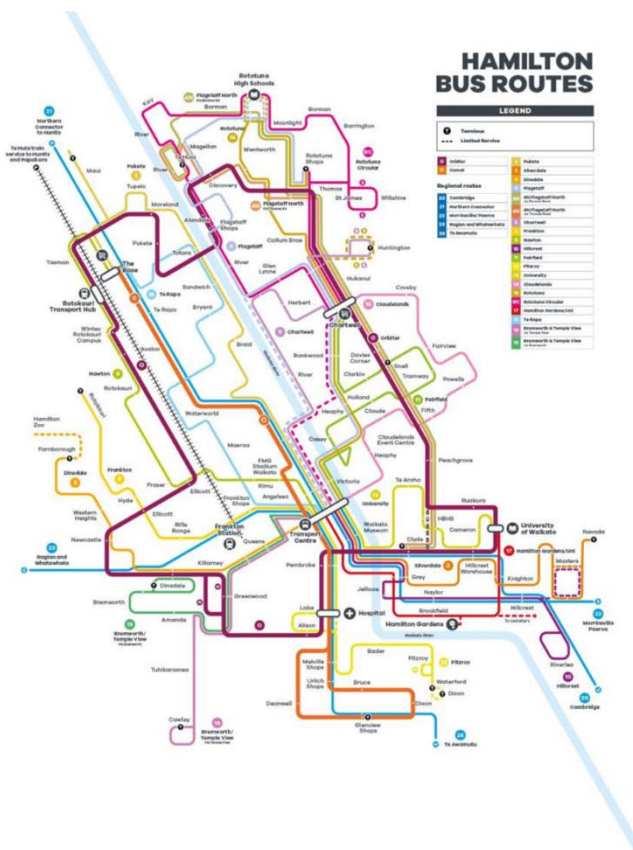
- **Rototuna bus hub land and basic driver facilities**
- New stops and safe crossing facility on Horsham downs Rd by Rototuna shops
- Minor stop changes elsewhere

University

- Hub improvements required
- Investigate viability of enabling buses to travel through university campus – enabling efficient access in Ruakura

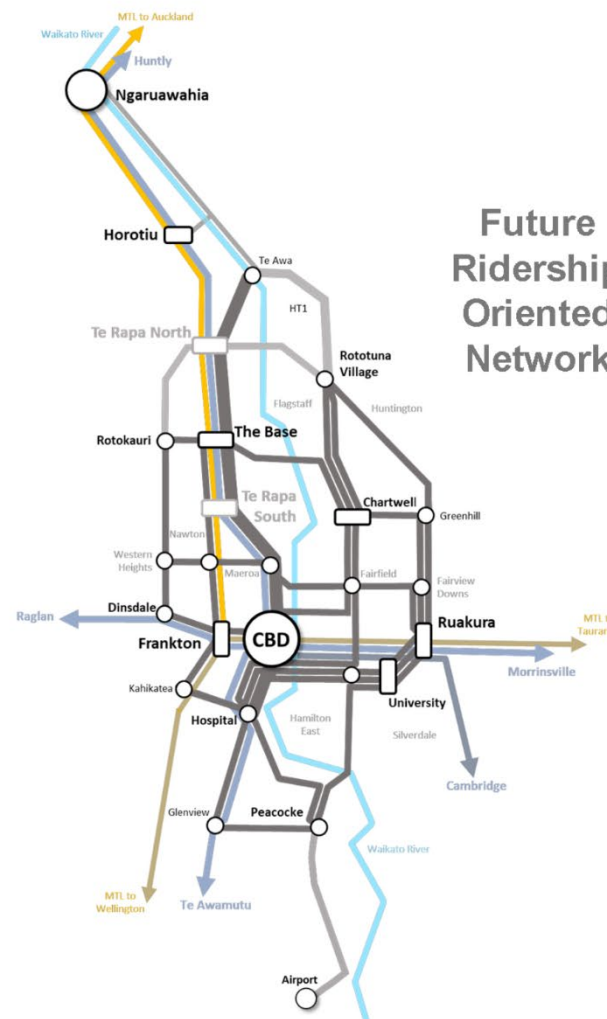
Coverage Improvements

Existing Coverage Oriented Network



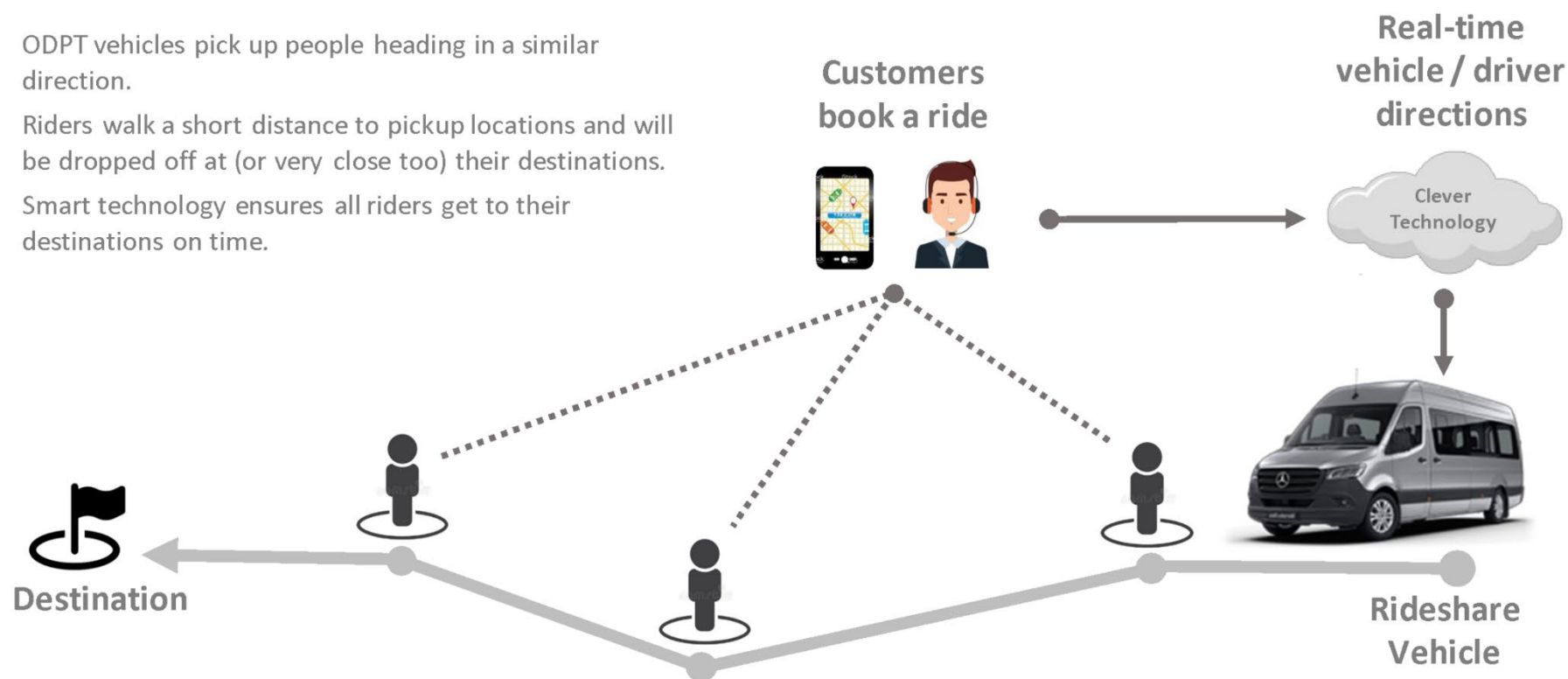
Transition doesn't necessarily mean less coverage.... but will require coverage to be provided in different ways, such as with demand responsive transport.

Future Ridership Oriented Network



What is On Demand Public Transport?

- ODPT vehicles pick up people heading in a similar direction.
- Riders walk a short distance to pickup locations and will be dropped off at (or very close too) their destinations.
- Smart technology ensures all riders get to their destinations on time.



What is ... and what it isn't

It is ...

ODPT is good at moving a relatively small number of people within a defined spatial area. Scenarios where ODPT may be more effective than fixed route services include (but aren't limited to):

- providing service coverage in locations that have low passenger demand such as (but not limited to) smaller townships, rural areas, peri-urban areas and emerging growth areas
- providing feeder services for higher frequency fixed route services
- providing coverage during time periods that have low passenger demand such as evenings and weekends
- providing specialist / targeted services including (but not limited to) services for people with a transport disability

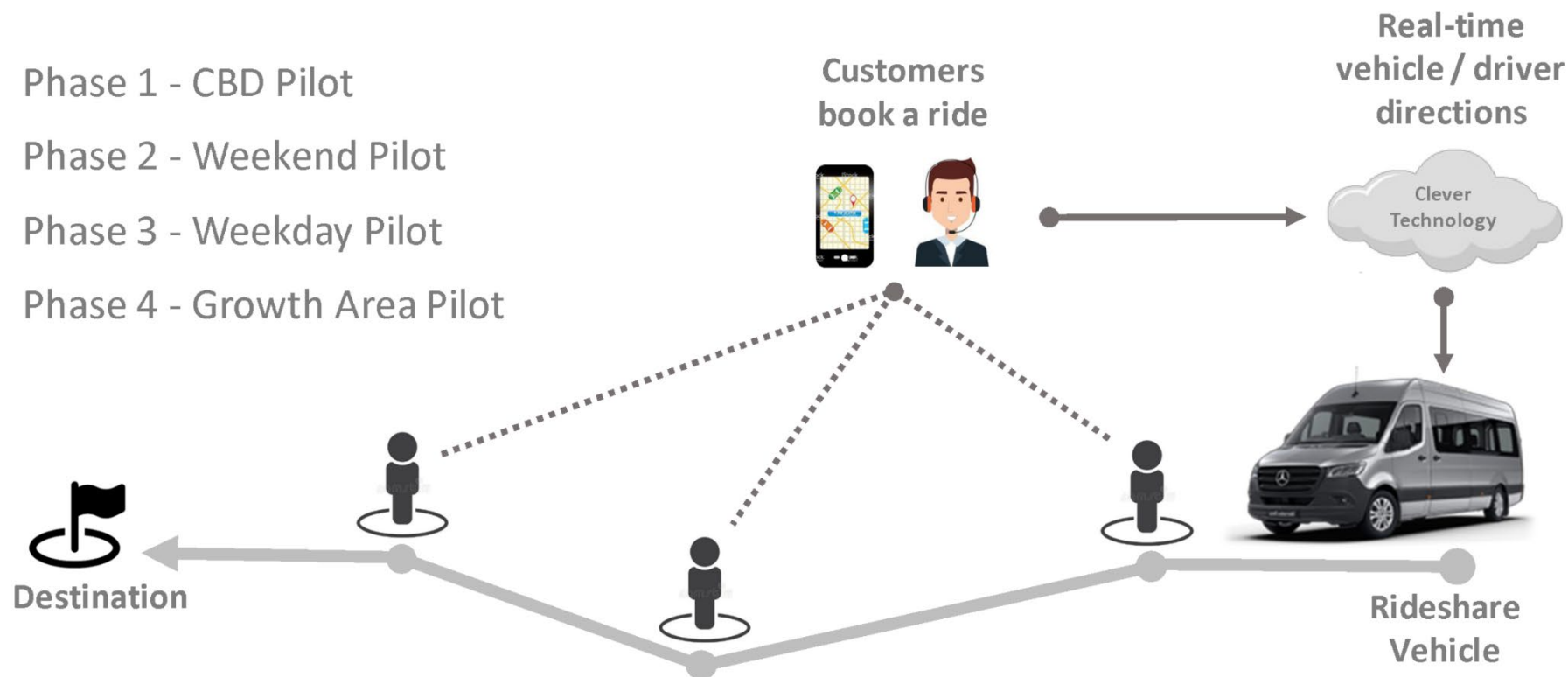
It isn't...

ODPT not good at moving a lot of people efficiently. As a rule of thumb for an urban environment, ODPT is likely to struggle to meet customer expectations where travel demand within a defined area exceeds an average of 5-7 people per hour per vehicle (although much depends on the scheme and operating environment).

A scheme provider could add more ODPT vehicles and drivers to meet increasing demand, however at some point the costs of doing so will quickly exceed the cost of providing fixed route services with much higher per vehicle capacities (i.e 30, 50, 100+ people per hour per vehicle).

Developing Capability – Phased Approach

- Phase 1 - CBD Pilot
- Phase 2 - Weekend Pilot
- Phase 3 - Weekday Pilot
- Phase 4 - Growth Area Pilot



On Demand PT - CBD Pilot

- On-demand public transport (replacing fixed route night rider bus service)
- Operates Friday and Saturday nights – 6pm to 4am
- Travel to/from the CBD only
- Pricing = \$10 per booking
- A booking = travel between one pick up location and one drop-off location and may includes up to:
 - 14 people in Rideshare-Minibus
 - All vehicles wheelchair accessible
- One year trial



ODPT Fleet



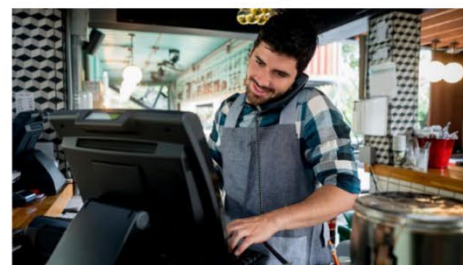
Booking & Payment

Direct by customer



- FLEX App (credit or debit card)
- Payment and booking confirmation occurs at the same time
- Future options, via WRC PT call centre & via WRC PT ticketing system

via partner organisation



- Partner organisations can book travel on behalf of their customers and choose whether to recover costs in full, in part or offer free travel to/from their premise
- WRC to invoice partner organisations on a monthly basis for actual travel undertaken

On-Demand Vehicles

All vehicles

- GPS tracked in real-time 24/7
- Monitored CCTV cameras for driver and passenger safety
- Will have distinctive branding and be easily identifiable

Higher capacity vehicles

- Good for larger group bookings
- Not a van, but not a bus either
- Wheelchair accessible (roll on/off – no hoist)



ODPT Fleet

Customer Experience



Book a ride



- via an app on a mobile device 24/7
- via Customer service staff
- Book trips:
 - in advance (minutes, hours)
 - on behalf of others



Get picked up or go to departure location



- Smart technology directs vehicle and driver in real-time
- Drivers receive:
 - Passenger pick up and drop off checklist
 - Step by step instructions & directions



Enjoy the ride and rate the experience



- Monitor customer satisfaction and adjust service as needed

Who is Via?

Delivery Partner



- Via is the world-wide leading technology developer and provider of dynamic on-demand shared rides. First launched in 2013, Via has now powered over 70+ million rides through 100+ services spread across 20+ countries.
- Via's technology enables multiple passengers headed in the similar direction to seamlessly share their ride, rerouting vehicles in real time in response to demand and traffic. Via operates in cities of all sizes, from major metropolitan centers to suburban and rural environments.
- Via operates consumer services Auckland, Timaru, NSW, South Australia and worldwide locations. Across the world transit agencies and operators are partnering with Via to provide public transportation solutions.
- For example, Via increases access to transit hubs, improves paratransit, creates equitable public transportation by filling transit deserts, and optimises poorly performing bus route



Concept thinking

CBD/Airport Link

On Demand Public Transport

- On-demand public transport link between CBD and Airport
- Operates Monday to Sunday
- Travel between CBD & Airport only
- Pricing = \$10 per person
- Wheelchair accessible minibus
- One year trial
- Leverages existing on-demand technology and vehicles

Cost Estimate Range

- Net cost (after fares) & excluding overheads
- \$30k p/a to \$260k p/a depending on hours of operation



Concept thinking

CBD/Airport Link

On Demand Public Transport

	Scenario				
	A	B	C	D	E
Hours of service per day	2	4	6	8	17
Round trips per day	2	4	6	8	7
KMs per day	70	140	210	280	245
Hours cost per day	\$72.00	\$144.00	\$216.00	\$288.00	\$612.00
KM cost per day	\$83.16	\$166.32	\$249.48	\$332.64	\$291.06
max capacity per day	52	104	156	208	182
max capacity per year	18980	37960	56940	75920	66430
max annual ODPT capacity as a % of airport passengers p/a	5%	10%	15%	21%	18%
max revenue per day	520	1040	1560	2080	1820
total min cost per day	\$72	\$144	\$216	\$288	\$612
total max cost per day	\$155	\$310	\$465	\$621	\$903
total min cost per annum	\$26,280	\$52,560	\$78,840	\$105,120	\$223,380
total max cost per annum	\$56,633	\$113,267	\$169,900	\$226,534	\$329,617
min revenue per day	\$0	\$0	\$0	\$0	\$0
max revenue per day	\$520	\$1,040	\$1,560	\$2,080	\$1,820
min revenue per year					
max revenue per year	\$189,800	\$379,600	\$569,400	\$759,200	\$664,300
Occupancy to break even	30%	30%	30%	30%	50%
Net Cost Estiamte					
Paid patronage @ 15% of capacity	2847	5694	8541	11388	9964.5
Fare Revenue	\$28,470.00	\$56,940.00	\$85,410.00	\$113,880.00	\$99,645.00
Max Operational Cost	\$56,633	\$113,267	\$169,900	\$226,534	\$329,617
Net Cost P/A(after fares) excluding overheads	\$28,163.40	\$56,326.80	\$84,490.20	\$112,653.60	\$229,971.90
Net Cost P/A(after fares) including overheads	\$62,763.40	\$90,926.80	\$119,090.20	\$147,253.60	\$264,571.90



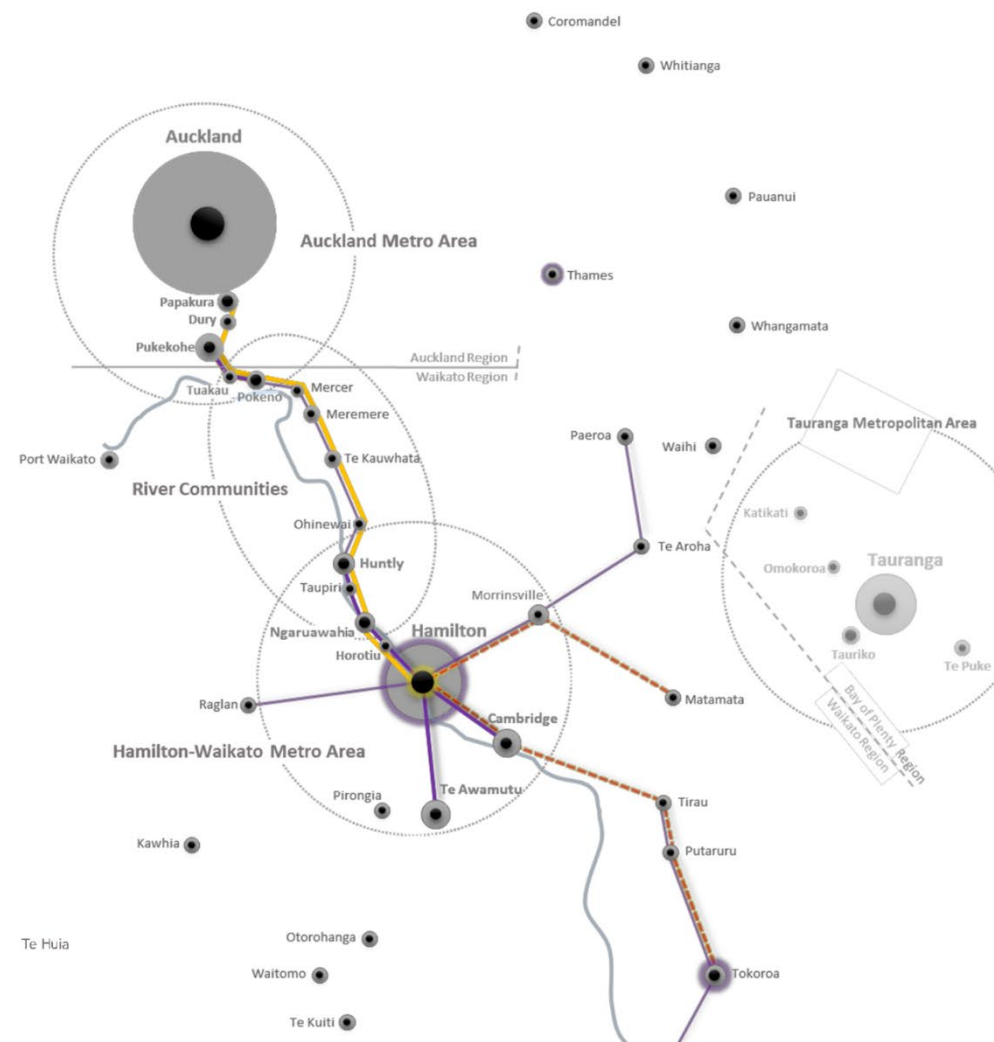
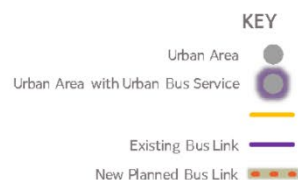
Airport

Tamahere

Regional Improvements

Regional improvements relevant to the Hamilton metropolitan area are:

- **Matamata Piako District** - A new bus service (three services per day) between Matamata and Hamilton with implementation planned for July 2021.
- **South Waikato** - A new daily bus service between Tokoroa and Hamilton. To be delivered as part of retendering the Tokoroa urban circuit. Tender process and timeframes to be confirmed.
- **Waipa** - Improved bus services between Hamilton and Cambridge / Te Awamutu, including increased service frequency and hours of operation. Service improvements will be delivered mid 2022 as part of retendering of the existing Waipa contracts.



Zero Emission Buses



Zero Emission Buses

Currently the Waikato's public bus fleet (about 110 vehicles) generates approximately:

- 8,878 tonnes of carbon dioxide per year (a greenhouse gas)
- 43 tonnes of nitrogen oxides per year (indirect greenhouse gas and harmful to health)
- 11 tonnes of carbon monoxide (harmful to health)
- 2 tonnes of hydrocarbons (harmful to health)
- 0.9 tonnes of particulate matter (harmful to health)

In January, Government announced it will:

- require only zero-emission public transport buses to be purchased by 2025
- target the decarbonisation of New Zealand's public transport bus fleet by 2035, and
- support regional councils to achieve these outcomes through a \$50 million fund over four years.

Zero Emission Buses

Staff have been investigating what would be required to enable a zero-emission public transport fleet.

Key findings:

- Battery electric buses are the most viable zero emission vehicle option currently available.
- Hydrogen powered buses hold significant future potential but currently have a much higher risk profile in terms of reliable hydrogen supply, hydrogen pricing uncertainty and higher capital costs
- A transition to zero emission vehicles should anticipate a mixed fleet of battery electric and hydrogen vehicles, with battery electric vehicles being the dominant solution initially
- In all scenarios, depot infrastructure and securing access to sufficient and reliable energy are the key enablers for transitioning to zero emission vehicles.
- Current bus contracts for Hamilton expire in 2028, representing the earliest opportunity Council could potentially enable a full transition to zero emission vehicles.
- There are earlier opportunities regionally, with a number of contracts due for tendering in the near future.



Project steps – overview

Aim: Establish a public transport electric bus pilot with charging at Hamilton Transport Centre

Estimate daily electricity requirements for likely routes based on typical 2021 model e-bus specifications

Identify charging rates needed to recharge buses overnight at Hamilton Transport Centre

Establish available unused electricity network capacity overnight at Hamilton Transport Centre with WEL Networks and cost of connection

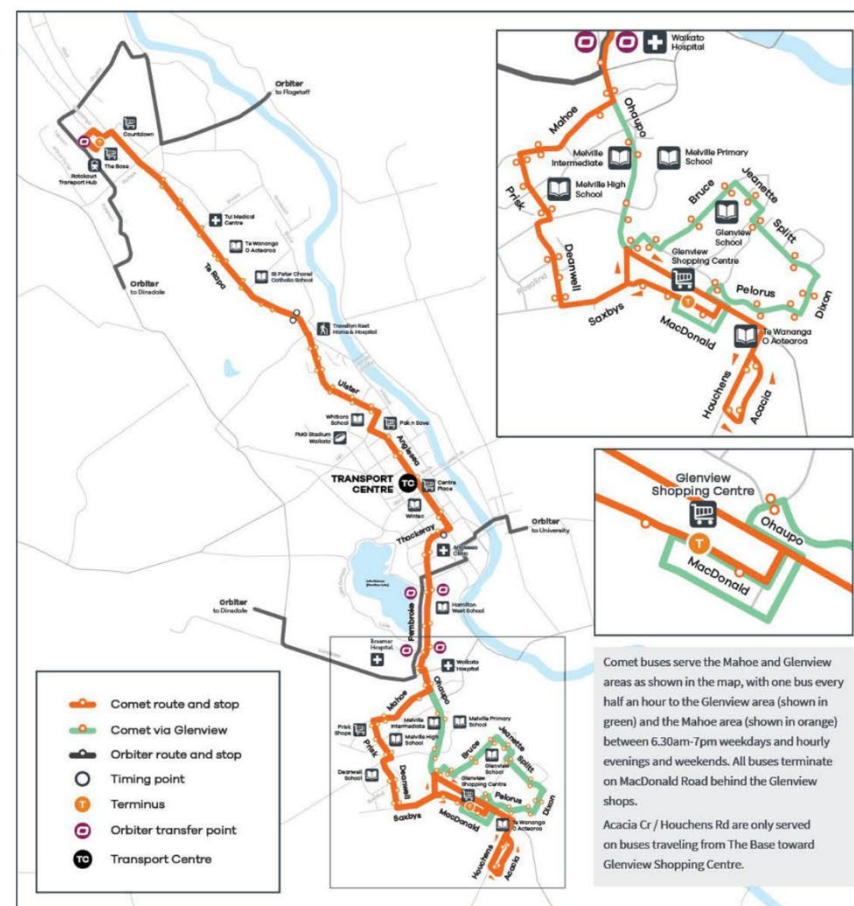
Determine number of buses that can be charged overnight from available electricity network capacity

Estimate budget for procurement and installation of charging infrastructure for number of buses determined

⟨retyna⟩

Proposed route options

- » Comet (C)
 - » 7 buses
 - » Timetabled operation = 05:45 – 22:39
 - » Bus operational hours = 2hr14 – 15hr44
 - » Daily distance = 239 - 300 km
- » New East-West service (74)
 - » 8 buses
 - » Timetabled operation = 06:00 – 22:44
 - » Bus operational hours = 2hr14 – 15hr44
 - » Daily distance = up to 300 km
- » Buses are non-operational for around 10 hours
- » Required driving range up to 300 km



Typical 2021 model e-bus

- » ~1.1 kWh/km electricity demand
- » 260-400 kWh battery packs
- » Real world NZ range on one charge = 250 - 360 km
- » Single or dual ports for CCS Type 2 charging connectors
- » ISO 15118 communication protocol
- » 700 Volts
- » 30-40 seats



<retyna>

Charging infrastructure requirements

- » Time available for charging overnight: 10 hours less 2 hours for cleaning / depot transfers
- » Energy required: up to 330 kWh per bus
- » Minimum charge rate: 50 kW per bus for overnight charging
- » Sequential charging over multiple units or dynamic load management capability
- » CCS Type 2 charging connectors
- » ISO 15118 communication protocol
- » High voltage capable



120-150 kW DC charging unit examples



ABB Terra HPC



Alpitronic HyperCharger



Wuhan Hiconics



Siemens Sicharge

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Available electricity network capacity

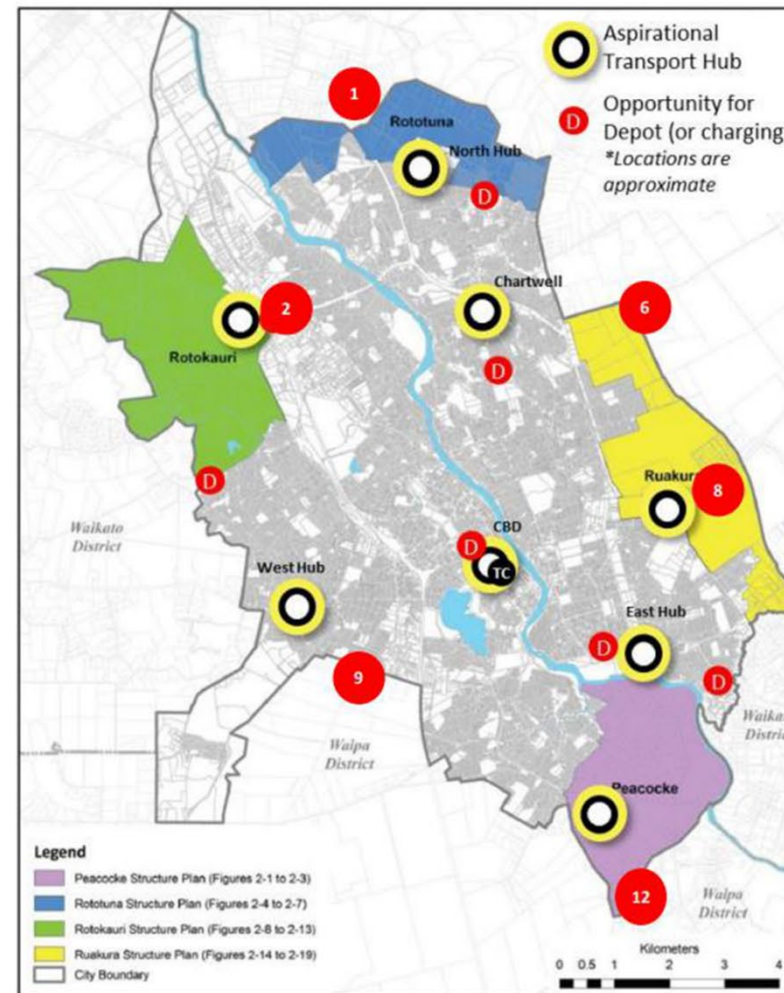
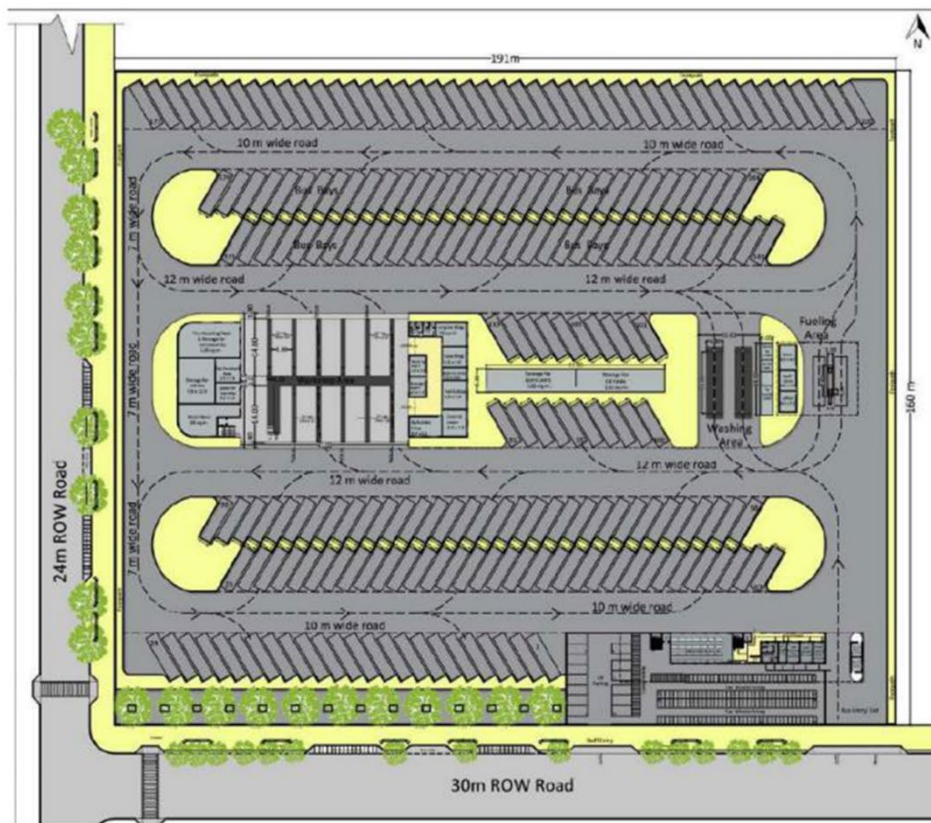
- » Following communication with WEL Networks, charging during the day would be problematic due to existing loads
- » Charging needs to occur overnight between the hours of 22:00 and 6:00, with units capable of dynamic demand management such that peak demand does not exceed 250 kVA
- » If 250 kVA is available, this is sufficient to charge 5-6 electric buses on the Comet route (and possibly the 7th bus doing a half day run if this can be charged slowly during the day)
- » If 350 kVA is available, following request to WEL for confirmation of available overnight capacity, then all 7 buses from the Comet route or 6-7 buses from the new East-West route can charge

Budget estimates for charging infrastructure

Capex item	7 buses	5 buses
120-150 kW charging units	\$350,000	\$300,000
Charging unit connection design, installation (including trenching, cabling, and bollards) and inspection	\$300-400,000	300-400,000
WEL Networks connection cost contribution	\$150,00 TBC	\$150,000 TBC
Project management	\$50,000	\$50,000
Total budget (excluding GST)	\$950,000	\$900,000



Full Transition - Hamilton



PT Business Improvement Review

Item 15

Attachment 1

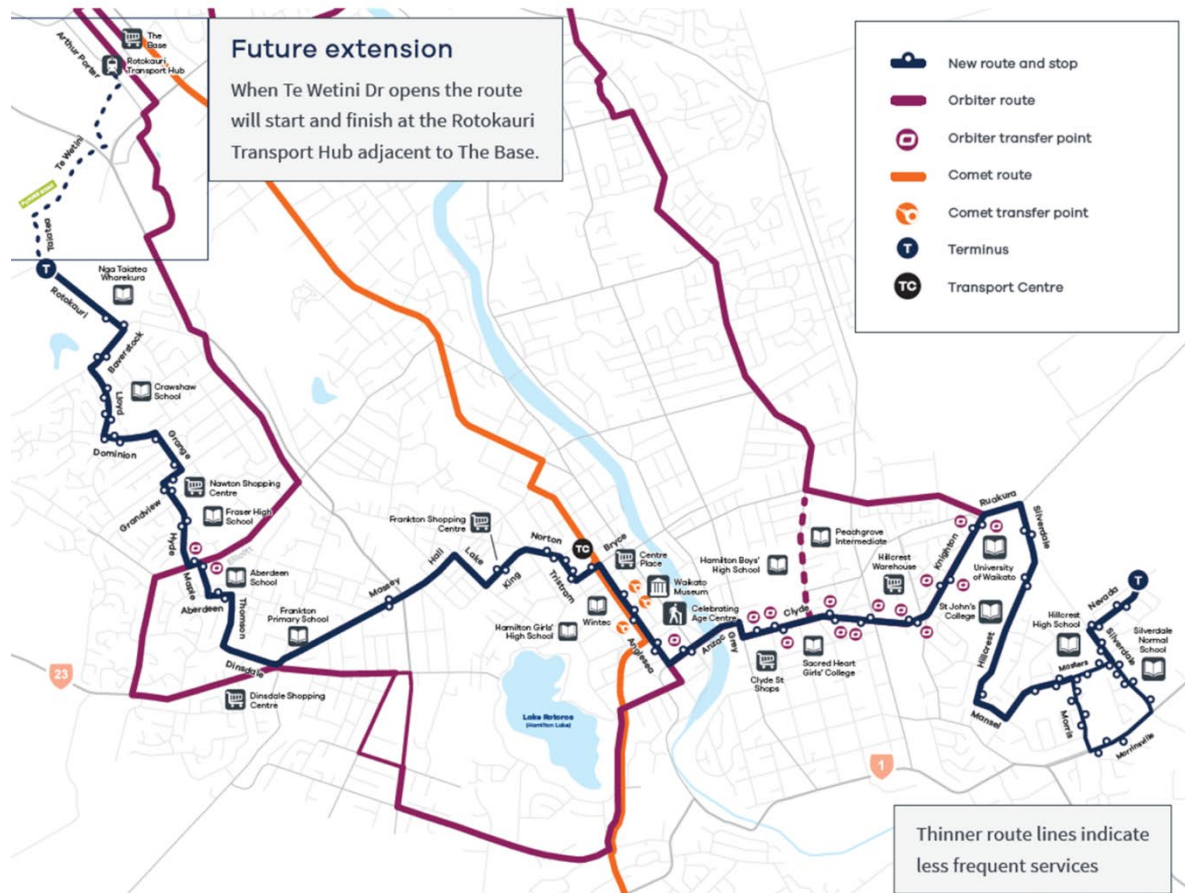
Review deliverables:

- A review of the region's transport and related strategies, policies and plans in order to draw together a cohesive vision for the future of the regional public transport network
- An assessment of current public transport services, infrastructure, operations and customer experience. Including benchmarking.
- Development of a roadmap that identifies the (prioritised) measures that are needed to deliver on the vision set for regional public transport in the operative Regional Public Transport Plan (RPTP) and key matters that will need to be included in the upcoming review of the RPTP.
- Consideration of the role of emerging technologies and related opportunities to support future service delivery
- Identification of the parties who are required to give effect to the roadmap – either individually or collectively
- Identification of any issues and constraints that need to be addressed in order to successfully deliver the roadmap



Thank You

East West Link



What's the difference?



Lower
Slower

Cost

Higher
Faster

Travel Time

Public Transport (fixed Route)

Vehicles travel on a fixed route at specific times. People walk to a bus stop and wait for the bus. Journey will be shared with other people. PT can move a lot of people efficiently, meaning passenger fares can be kept low. However journey times (walk + ride + walk) on buses can take a lot longer than other transport options.

On-Demand Public Transport

Vehicles can travel anywhere. Travel is nearly door to door, customers will usually have a short walk to/from pickup and drop-off locations. The journey is likely to be shared with others heading in a similar direction. Journeys can be much faster than a public bus due to the shorter walking distances, more direct travel path and less stopping on route. Public Rideshare can move people efficiently but has significantly less capacity than a fixed route bus service.

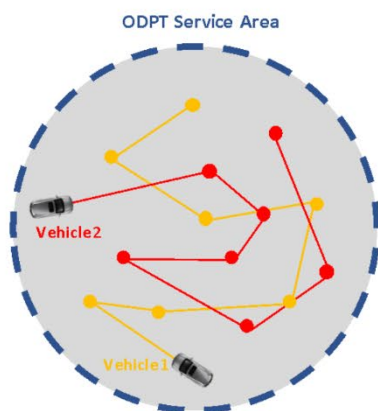
Private Hire

Travel is door to door and exclusive (vehicles won't pick up others, unless requested by customer). Travel times are usually faster compared with other options. Private hire is usually the highest cost option for customers. Private hire services are commercially operated and include traditional taxi companies and app based ride hailing services.

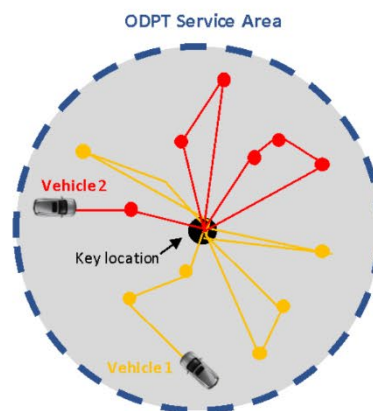
What is ODPT? a bit more detail

ODPT refers to a type of public transport service where the most efficient route is calculated depending on passenger demand and the business rules relevant to a specific ODPT scheme. ODPT systems require passengers to request a journey by booking with a central dispatcher (a dispatcher may be software and/or a person), which determines the journey options available given the users' location and destination.

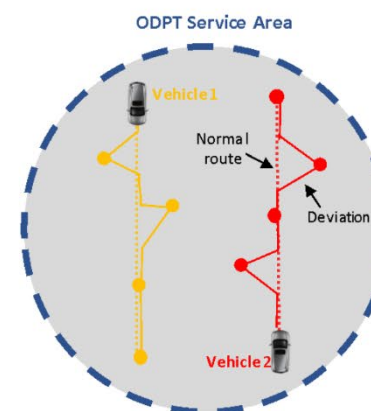
Operation of ODPT schemes can vary significantly. For example, three distinct “operating modes” are outlined below. However there many operating modes and variations to each mode. Operating modes can also be adjusted depending on demand and time of day. For example, “anywhere to anywhere travel” may desirable during off-peak periods but not viable during peak periods, where “travel to and from a common point” or “fixed route deviation” may be preferable.



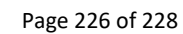
Anywhere to anywhere



Anywhere to/from a common point
i.e a transport hub, hospital, airport ect....



Fixed route deviation
Vehicle adhere to a fixed route but may deviate within certain parameters on request.



LTP Alignment

RPTP Objective – To transition Hamilton bus network to a ridership oriented network overtime.

This give effect to:

- Metro Spatial Plan
- Mode Shift Plan
- Access Hamilton
- Government GPS

What does it mean for operational & capital expenditure?

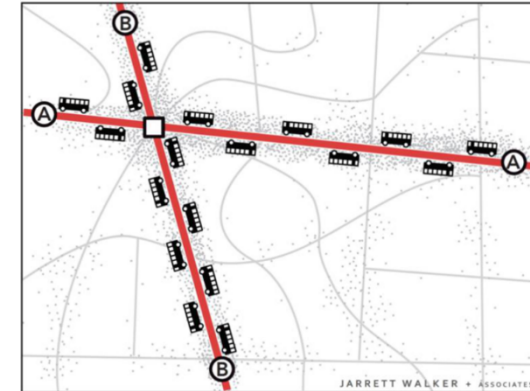
Draft for discussion only

Designing for Ridership

- Increase mode share
- Enable urban density
- Reduce environmental impacts
- Maximise patronage

High service frequencies and direct route alignments in areas with highest concentration of activity, results in higher patronage.

Concentrate services on busiest corridors

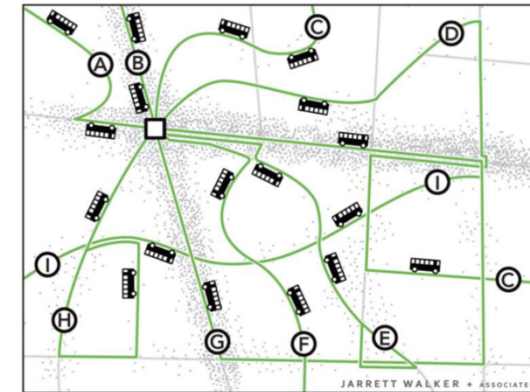


Designing for Coverage

- Ensure people with limited transport options can access education, employment, essential services & social opportunities

Requires buses to be spread over a larger area resulting in lower service frequencies and less-direct routes, which results in lower patronage.

Provide some service to everyone



Resolution to Exclude the Public

Section 48, Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

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

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

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Infrastructure Operations Committee Public Excluded Minutes - 27 April 2021) Good reason to withhold) information exists under) Section 7 Local Government) Official Information and) Meetings Act 1987)	Section 48(1)(a)
C2. Refuse Transfer Station & Hamilton Organic Centre - Proposed Gate Fees 2021/22		
C3. Parking Technology Improvements Contract Award		
C4. Newcastle Strategic Water Supply Upgrade		

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

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