

Notice of Meeting:

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

Date: Tuesday 9 November 2021
Time: 9.30am
Meeting Room: Council Chamber and Audio Visual Link
Venue: Municipal Building, Garden Place, Hamilton

Lance Vervoort
Chief Executive

Infrastructure Operations Committee

Komiti Hanganga

OPEN AGENDA

Membership

Chairperson Cr A O'Leary
Heamana

Deputy Chairperson Cr S Thomson
Heamana Tuarua

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

Quorum: A majority of members (including vacancies)

Meeting Frequency: Six weekly

Becca Brooke
Governance Manager
Menetia Mana Whakahaere

2 November 2021

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

Purpose

The Infrastructure Operations Committee is responsible for:

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

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

Terms of Reference:

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

The Committee is delegated the following powers to act:

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

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

The Committee is delegated the following recommendatory powers:

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

Recommendatory Oversight of Policies and Bylaws:

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

ITEM	TABLE OF CONTENTS	PAGE
1	Apologies – <i>Tono aroha</i>	5
2	Confirmation of Agenda – <i>Whakatau raarangi take</i>	5
3	Declarations of Interest – <i>Tauaakii whaipaanga</i>	5
4	Public Forum – <i>Aatea koorero</i>	5
5	Confirmation of the Infrastructure Operations Committee Open Minutes - 28 September 2021	6
6	Chair's Report	14
7	Mode Choice - activity report for 2020/21	17
8	Waters Stimulus Project Delivery Update	44
9	Rubbish and Recycling Contract Update	67
10	Infrastructure Operations General Managers Report	82
11	External Committees Updates	99
12	Resolution to Exclude the Public	102

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: 09 November 2021
Author: Narelle Waite
Authoriser: Becca Brooke
Position: Governance Advisor
Position: Governance Manager
Report Name: Confirmation of the Infrastructure Operations Committee Open Minutes - 28 September 2021

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

Staff Recommendation - *Tuutohu-aa-kaimahi*

That the Infrastructure Operations Committee confirm the Open Minutes of the Infrastructure Operations Committee Meeting held on 28 September 2021 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Infrastructure Operations Committee Unconfirmed Open Minutes - 28 September 2021

Infrastructure Operations Committee

Komiti Hanganga

OPEN MINUTES

Minutes of a meeting of the Infrastructure Operations Committee held in Council Chamber and Audio-visual Link, Municipal Building, Garden Place, Hamilton on Tuesday 28 September 2021 at 9.33am.

PRESENT

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

In Attendance	Eeva-Liisa Wright – General Manager Infrastructure Operations
	Chris Allen – General Manager Development
	Chris Barton – Capital Projects Manager
	Robyn Denton – Acting Unit Manager Transport
	John Kinghorn – Transport Systems Engineer
	Maire Porter – City Waters Manager
	Jackie Colliar – Strategic Manager Infrastructure
	Cr Angela Strange – Waikato Regional Council
	Andrew Wilson – Waikato Regional Council
	Mark Tamura – Waikato Regional Council
	David Speirs – Waka Kotahi
	Jo Wilton – Waka Kotahi

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

1. Apologies – *Tono aroha*

Resolved: (Cr O'Leary/Cr Bunting)

That the apologies for lateness from Cr Naidoo-Rauf and for partial attendance from Cr Hamilton (Council Business) are accepted.

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

Resolved: (Cr O’Leary/Cr Wilson)

That the agenda is confirmed.

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

No members of the Council declared a Conflict of Interest.

4. **Public Forum – *Aatea koorero***

No Members of the public wished to speak.

5. **Confirmation of the Infrastructure Operations Committee Open Minutes - 17 August 2021**

Resolved: (Cr Wilson/Cr van Oosten)

That the Infrastructure Operations Committee confirm the Open Minutes of the Infrastructure Operations Committee Meeting held on 17 August 2021 as a true and correct record.

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

Andrew Wilson (Waikato Regional Council) provided a verbal update on public transport including on the demand public transport fleet and supporting technology. He responded to questions from Members concerning infrastructure, frequency of service, bus routes, Rototuna Rocket, on demand service pilot including routes, communications and engagement plan, pricing, stakeholder engagement, differential from rideshare options, operational costs and timing of the trial, Te Huia financials, Park and Ride, bus driver safety, and strategic focus on changing approach to usage.

Staff Action: *Staff undertook to provide an update in the next General Managers Report concerning the Rototuna Rocket.*

Staff Action: *Staff undertook to provide Members with Te Huia financial information.*

Staff Action: *Staff undertook to provide a written report with the next Waikato Regional Council – Public Transport Update.*

Resolved: (Cr Macpherson/Cr Thomson)

That the Infrastructure Operations Committee:

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

Cr Naidoo-Rauf joined the meeting (9.50am) during discussion of the above item. She was present when the matter was voted on.

Cr Hamilton left the meeting (9.57am) during discussion of the above item. He was not present when the matter was voted on.

The meeting was adjourned from 11.10am to 11.33am.

7. **'Smart transport network' activity report – 2020/21**

The Acting Unit Manager Transport and the Transport Systems Engineer spoke to the report noting that the report provides a follow-up on a previous Elected Member Briefing and is the second of three reports discussing the Access Hamilton activities. They responded to questions from Members concerning data collection, manual capability within AI systems, and adaptability of the

Antenno application to include reporting.

Staff Action: Staff undertook to bring information concerning licence plate recognition technology to a future Infrastructure Operations Committee when that is introduced.

Resolved: (Cr O’Leary/Cr Bunting)

That the Infrastructure Operations Committee receives the report.

Mayor Southgate left the meeting (11.40pm) during discussion of the above item. She was not present when the matter was voted on.

8. Gordonton Road Intersection Upgrades

The Capital Projects Manager introduced the report noting funding for the project was in the 2021-31 Long Term Plan, the Committee’s previous endorsement of the roundabout, and new ability to amend the design to a four-leg roundabout within budget. He responded to questions from Members concerning intersection design alternatives, co-funding from Waikato District Council, Waka-Kotahi funding, safety designs, future reporting on the impact of the traffic calming attempts, public transport, engagement with mapping system companies, and expectations for wider public consultation.

Staff Action: Staff undertook to include in the traffic calming plan report plans for ongoing monitoring reports.

Resolved: (Cr Bunting/Cr Donovan)

That the Infrastructure Operations Committee :

- a) receives the report;
- b) approves the macro-scope of the Gordonton Road/Puketaha Road intersection as a 4-leg roundabout as detailed in this report;
- c) notes that staff will report back to the Infrastructure Operations Committee any significant feedback on the Puketaha/Gordonton roundabout following wider public consultation and engagement; and
- d) requests that staff report back to the Infrastructure Operations Committee with a traffic calming plan for the remaining length of St James Drive to be implemented contemporaneously with the roundabout or prior.

Mayor Southgate re-joined the meeting (12.03pm) during discussion of the above item. She was present when the matter was voted on

Cr Hamilton re-joined the meeting (12.08pm) during discussion of the above item. He was present when the matter was voted on.

The meeting was adjourned at 12.42pm to 1.36pm.

Item 12 (Waka Kotahi NZ Transport Agency Update) was taken after the above adjournment to accommodate presenter availability.

12. Waka Kotahi NZ Transport Agency Update

David Speirs and Jo Wilton (Waka Kotahi) provided Member with a verbal update regarding the National Land Transport Plan including the \$1.5b investment across the Waikato, Eastern Pathways, State Highway 21 project delays, highway safety infrastructure, Hamilton City roading infrastructure projects, the speed review project, the Cambridge-Cobham intersection including

funding, progress and timings on a safety camera management review nationally, bus priority business case, the Dinsdale roundabout, and pedestrian access across Cobham Drive. They responded to questions from Members concerning progress on the Cambridge-Cobham intersection, prioritising Hamilton West intersections, Gordonton Road corridor financial support, public transport funding arrangements, funding for pedestrian and micro-mobility infrastructure projects, and the Waka Kotahi prioritising process.

Staff Action: Staff undertook to request a joint (Hamilton City Council, Waikato Regional Council, and Waka Kotahi) Public Transport funding discussion be added to an upcoming Waikato Regional Council – Regional Connections Committee agenda.

Resolved: (Cr O’Leary/Cr Thomson)

That the Infrastructure Operations Committee:

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

9. Tristram St / Collingwood St Intersection Upgrade

The Capital Projects Manager introduced the report noting funding for the project, project drivers including the development of the new ACC building, staff assessment of design options, and concept stage of the design. He responded to questions from Members concerning the range of consultation, project timing key dates, effect on traffic movement, costs and funding, alternate designs and costing, traffic movement data, traffic modelling peer review, utilising lessons learnt from Innovating Streets, and the public education and communication plan.

Resolved: (Cr van Oosten/Cr Thomson)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) requests that the options of a roundabout or traffic lights at the Tristram / Collingwood intersection be independently peer reviewed and reported back to a future Infrastructure Operations Committee; and
- c) requests staff bring a plan for wider community and stakeholder engagement and communication approach within the above report.

The meeting was adjourned from 3.22pm to 3.39pm during discussion of the above item.

Item 15 (Resolution to Exclude the Public) was taken following the above adjournment to accommodate presenter availability.

15. 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	Reasons for passing this	Ground(s) under section
-------------------------	--------------------------	-------------------------

matter to be considered	resolution in relation to each matter	48(1) for the passing of this resolution
C1. Confirmation of the Infrastructure Operations Committee Public Excluded Minutes - 17 August 2021) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
C2. Contract 1003/2021 - Emergency Standby Generator Service and Repair)	
C3. Contract 0805-2021 Disposal of Sewage Sludge		
C4. Three Waters Connection Request - Ruakura		
C5. Empire Corporation Private Development 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 enable Council to carry out negotiations	Section 7 (2) (i)
Item C3.	to enable Council to carry out negotiations	Section 7 (2) (i)
Item C4.	to avoid the unreasonably, likely prejudice to the commercial position of a person who supplied or is the subject of the information to enable Council to carry out negotiations	Section 7 (2) (b) (ii) Section 7 (2) (i)
Item C5.	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)

Mayor Southgate retired from the meeting (4.10pm) at the conclusion of the above item. She was present when the matter was voted on.

The meeting moved to Public Excluded session at 4.10pm.

Cr Hamilton and Maangai Hill retired from the meeting during the Public Excluded session of the meeting.

The meeting returned to an open session at 5.18pm.

10. Water Take Consent Renewal for Pukete Wastewater Treatment Plant

The Strategic Manager Infrastructure spoke to the report noting the existing consented water extraction limit and expected increase to cover city growth in future, and the existing approved funding. She responded to questions from Members concerning the application fees and costs,

and treated effluent.

Staff Actions: Staff undertook to provide Members with a breakdown of the process water take consent \$200,000 costs.

Resolved: (Cr Thomson/Cr Pascoe)

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) approves the planned approach to renew the existing water take resource consent for process water purposes at the Pukete Wastewater Treatment Plant, which is:
 - i. not to seek an increase in the existing maximum daily extraction limit of 4,000m³/day;
 - ii. to supplement future process water needs with alternative water sources including treated effluent;
 - iii. to develop the consent application in collaboration with Waikato-Tainui and mana whenua; and
 - iv. to lodge the consent application before 1 February 2023.

11. Waters Stimulus Project Delivery Update

The City Waters Manager took the report as read.

Resolved: (Cr Pascoe/Cr O'Leary)

That the Infrastructure Operations Committee receives the report.

Procedural Motion

Resolved: (Cr O'Leary/Cr Wilson)

That the meeting continue past 8 hours as per Standing Order 4.2 Meeting Duration.

13. Infrastructure Operations General Managers Report

The General Manager Infrastructure Operations took the report as read. Staff responded to questions from Members concerning public engagement on the Crosby Road Safety Improvement project, Commuter Parking at Hinemoa Park, and illegal dumping.

Staff Action: Staff undertook to provide Members with information concerning the options for Commuter Parking and Hinemoa Park.

Staff Action: Staff undertook to provide an update to Members on the work undertaken to dissuade illegal dumping.

Resolved: (Cr O'Leary/Cr Thomson)

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) notes that the implementation of the 2020/21 annual plan approved CBD commuter parking areas confirmed at the 17 August 2021 Infrastructure Operations committee will be delayed as a result of the COVID-19 alert level restrictions.

Cr Naidoo-Rauf retired from the meeting (5.30pm) during discussion of the above item. She was not present when the matter was voted on.

14. External Committees Updates

The Council representatives on the Waikato Regional Council – Regional Connections Committee provided an update concerning Total Mobility and Cambridge to Hamilton public transport service, and an ongoing review of governance of public transport.

The Council representative on the Waikato Regional Council – Te Huia Governance Working Group provided an update noting an upcoming meeting with Auckland Transport and Kiwirail concerning potential changes to the Te Huia service. He responded to questions from Members concerning changes to service.

Resolved: (Cr Bunting/Cr van Oosten)

That the Infrastructure Operations Committee receives the report.

The meeting was declared closed at 6.03pm.

Council Report

Item 6

Committee: Infrastructure Operations Committee

Date: 09 November 2021

Author: Narelle Waite

Authoriser: Becca Brooke

Position: Governance Advisor

Position: Governance Manager

Report Name: Chair's Report

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

Recommendation - *Tuutohu*

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) requests staff report back to Council with a proposal for a specialist stakeholder manager resource as part of the 2022/23 Annual Plan development process.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Chairs Report Infrastructure Operations Committee - 9 November 2021



Chair's report

Welcome committee members to the second to last Infrastructure Operations Committee meeting for the year. It's so far been a very unsettled and yet very busy year and we're not done yet! Only two items on my report today.

1. Access Hamilton review work

We have started our work on refreshing our transport strategy – Access Hamilton. I acknowledge there are a wide range of views around our table on what the future of our city should be in terms of how we move people, freight, and traffic around our city, so I am looking forward to sharing those views in a constructive and robust way.

I am hopeful that the result will be a transportation strategy that we can all be proud of and more importantly a 'story' we can share with our community. It's the missing 'story' that is making it difficult for our residents to understand the 'why' of the transport projects we do.

The previous Access Hamilton was ahead of its time, and I acknowledge Councillor Dave Macpherson's role and leadership in that.

2. Transport stakeholder management

As a rapidly growing city, there are many transport projects happening continuously across Hamilton to accommodate this growth. Likewise, to help our city mitigate and adapt to the impacts of climate change requires us to think differently about our transport network and will mean significant changes to the look and feel of parts of our city. The scale of this change and the disruption transport projects can bring can cause unease among residents and businesses within the community – this is especially felt within existing neighbourhoods.

As Chair of this committee, I am acutely aware of this issue, and as a result have been thinking about how we can address this challenge.

With this in mind, I would like to indicate to the committee that I will be working with the General Manager and Deputy Chair to understand how we can further improve and enhance how we bring our community on the journey of Hamilton's growth and climate change mitigation as we carry out transport projects. This involves looking into a potential new specialist stakeholder management resource to support and complement the communication tactics we use, and what this role may look like. This may be put forward as an Annual Plan proposal.

3. NZ Infrastructure Commission Te Waihangā

Last week I attended a webinar on the Draft NZ Infrastructure Commission Strategy. The Government has set up a commission to investigate and make recommendations to the Minister on developing a draft 30-year infrastructure strategy for NZ Inc.

The work to date has been interesting to follow, especially the [State of Play reports](#) that were done which covered New Zealand's 'stay of play' for telecommunications, energy, waste, water, transport and social infrastructure. They are interesting reading and very relevant to some of the challenges we as a city face.

The highlight of those issues are transport projects take too long to build, a lack of access to Public Transport, aging schools and hospitals, too much waste, and our environment must be a top priority. The vision is that 'infrastructure lays the foundation for the people, places, and businesses of New Zealand to thrive for generations'. A laudable vision.

The Deputy Chair Councillor Sarah Thompson and I attended a workshop in June this year which was part of the Commissions engagement. Hamilton City Council also put forward a submission in June.

The webinar last week was brief and focused more on the process from now – I had hoped for an insight into the recommendations the Commission was putting forward.

The Draft Strategy is now with the Minister of Infrastructure, Minister Grant Robertson who will issue a statement in December. It then goes to Parliament for decision in April 2022. There are 67 recommendations put forward by the Commission that are centred around 5 strategic objectives being a Net-Zero Carbon NZ, Flourishing Towns and Regions, Building Attractive and Inclusive Cities, Strengthening Resilience, and Moving to a Circular Economy.

I have been watching this piece of work with interest and, along with the Local Government Review, believe we are in for some material changes to the way we work. I hope those changes will be positive.

Chair Recommendation

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) requests staff report back to Council with a proposal for a specialist stakeholder manager resource as part of the 2022/23 Annual Plan development process.

Councillor Angela O'Leary

Chair of Infrastructure Operations Committee

Council Report

Item 7

Committee: Infrastructure Operations Committee
Date: 09 November 2021
Author: Martin Parkes
Authoriser: Eeva-Liisa Wright
Position: Transport and Urban Mobility Programme Delivery Lead
Position: General Manager Infrastructure Operations
Report Name: Mode Choice - activity report for 2020/21

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

Purpose - *Take*

1. To inform the Infrastructure Operations Committee on work that has been completed in providing Mode Choice in Hamilton's transport network.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee receives the report.

Executive Summary - *Whakaraapopototanga matua*

3. The importance of mode choice to Hamilton's future should not be underestimated. Reducing reliance on private vehicles will help the everyday lives of Hamiltonians by:
 - i. easily connecting people, goods and services to where they need to go;
 - iii. seeking to eliminate harm to all road users;
 - iv. reducing the impact of transport on the environment;
 - v. supporting and shaping Hamilton's growth; and
 - vi. creating a prosperous, vibrant and inclusive city.
4. To have Mode Choice, good data on the movement and numbers of all road user modes is needed to understand the impact that changes on the transportation network are having. This data enables good decisions to be made for investment in infrastructure improvements and changes which are required to provide safe mode choices.
5. A summary report (**Attachment 1**) has been compiled which outlines the variety of activities that Hamilton City Council is engaged with which contribute to Mode Choice – enabling travel options for everyone for moving around the city.
6. This report provides an update on the activities completed in the 2020/21 financial year by Hamilton City Council (HCC) to create Mode Choice opportunities in Hamilton.
7. Staff consider the matters in this report have low significance and that the recommendations comply with Council's legal requirements.

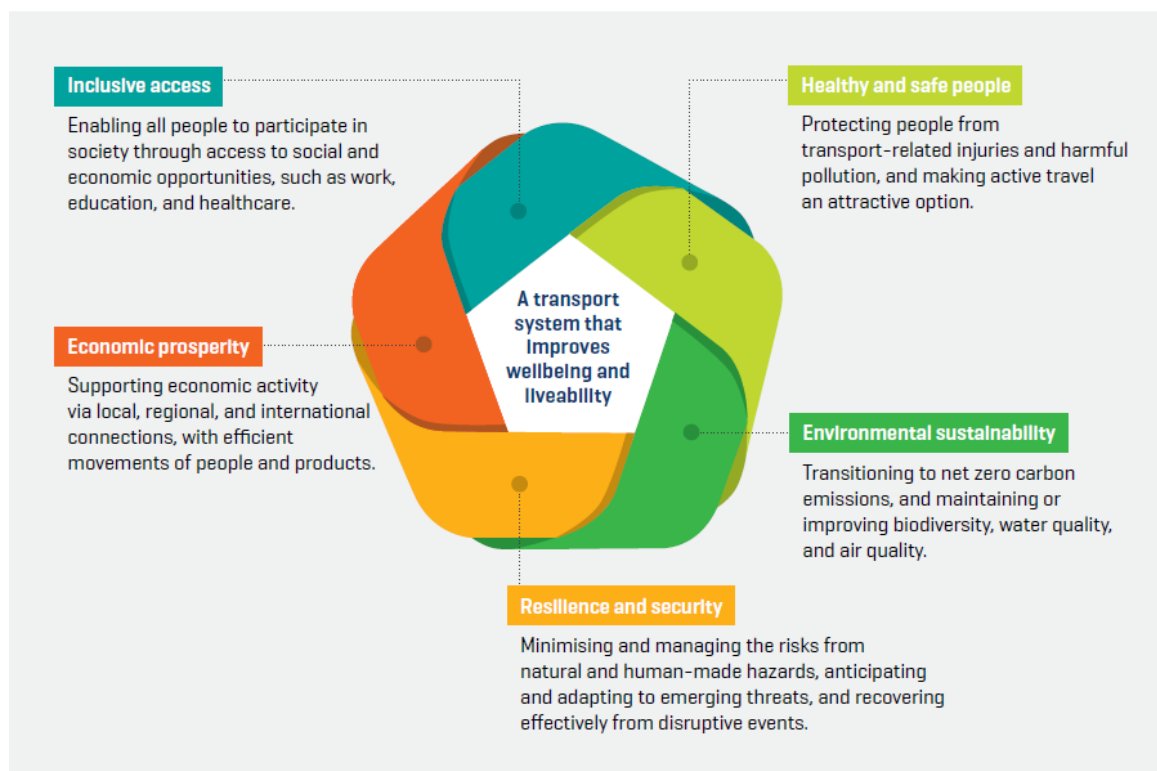
Background - *Koorero whaimaarama*

8. Having a Mode Choice is a crucial component to the successful operation of the transportation network.
9. The need for and benefits of Mode Choice have been identified through various strategies at both a national and local level including, Government Policy Statement (GPS), Keeping Cities Moving – Waka Kotahi NZ Transport Agency, Mode Shift Plan and Access Hamilton - 'Strategy on a Page'.

Government Policy Statement (GPS)

10. The Smart transport initiatives align strongly with the GPS purpose of:
A transport system that improves wellbeing and liveability.
11. The transport outcomes framework for the GPS is shown in the diagram below:

Transport Outcomes Framework



12. There is close alignment with the five transport outcomes, particularly:
 - i. healthy and safe people,
 - ii. environment sustainability,
 - iii. inclusive access, and
 - iv. economic prosperity.
13. One of the four priorities within the GPS is "Better Travel Options", which includes the following delivery methods which align closely with our work:
 - i. **Optimise and maintain** existing transport networks so all people can get to places where they live, work and play in comfort, reliably, and in reasonable time.
 - ii. Implement **mode shift** plans for Auckland, Tauranga, Hamilton, Wellington, Christchurch and Queenstown.

14. The GPS calls for a land transport system that enables transport choice. While Hamilton is a relatively compact city, not everyone has easy access to affordable and multimodal transport choices. This leads to over-reliance on private vehicles, avoidable safety issues, reduced social cohesion and rising costs in our cities and regions.

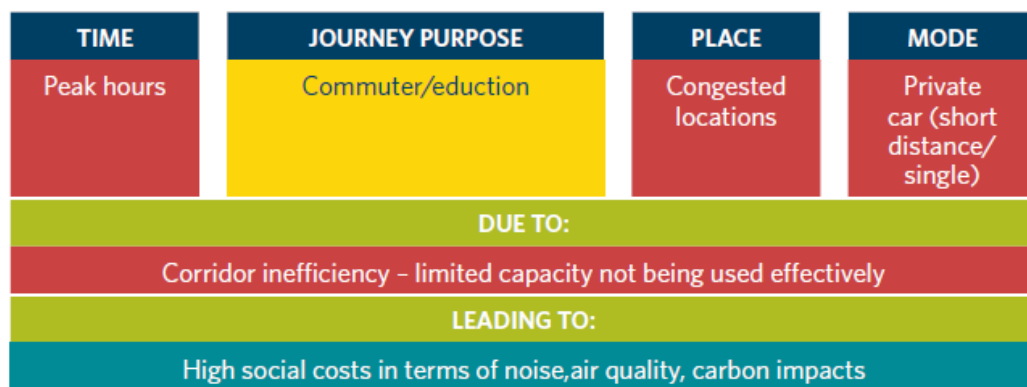
Keeping Cities Moving – Waka Kotahi NZ Transport Agency

15. Waka Kotahi NZ Transport Agency (Waka Kotahi) has developed a plan to deliver on social, environmental and economic outcomes by growing the share of travel by public transport, walking and cycling (also known as mode shift).
16. For urban areas to thrive people need to be able to move around easily and have a range of choices about how they get to work, connect with family and friends and access services. We need to build a modern transport system with a mix of reliable transport options that help keep people and products safely moving.
17. The [Waka Kotahi plan – Keeping cities moving](#) – looks to do this through three main ways:
- shaping urban form,
 - making shared and active modes more attractive, and
 - influencing travel demand and transport choices.
18. The plan outlines 35 interventions that seek to increase the pace of change in cities and ensure that investment is targeted to help provide more transport choice and ultimately reduce car dependency.

Mode Shift Plan

19. Waka Kotahi working with their regional, district and city council partners have developed six regional 'mode shift' plans for Auckland, Tauranga, Hamilton, Wellington, Christchurch and Queenstown that focus efforts to grow the share of travel by walking, cycling and public transport. These six high-growth urban areas have the highest potential to achieve mode shift.
20. The [Hamilton-Waikato metro area mode shift plan](#) was developed by Waka Kotahi in partnership with Hamilton City Council, Waipā District Council, Waikato District Council and Waikato Regional Council. The focus areas for the plan are shown in the figure below:

FIGURE 1: THE FOCUS AREAS FOR MODE SHIFT

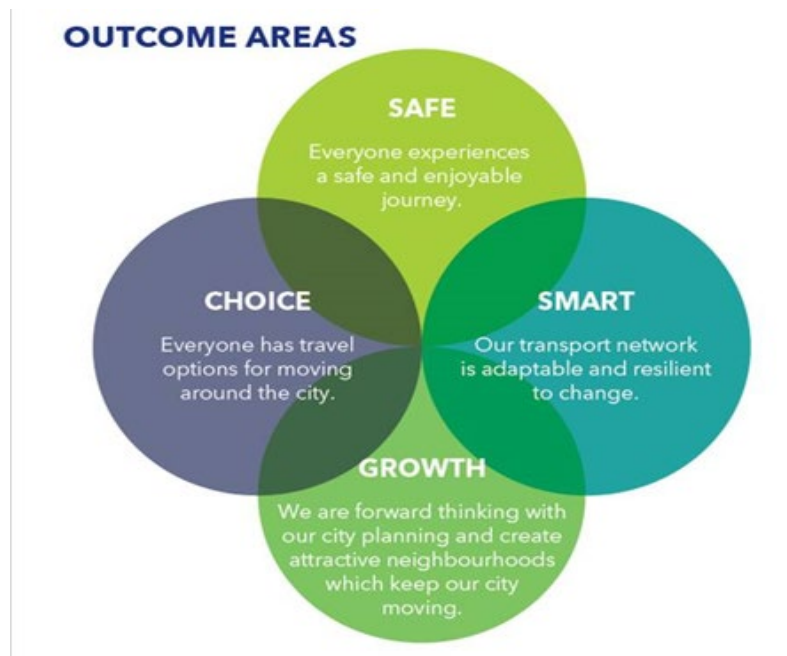


21. The mode shift plan emphasises the need to fully realise the opportunity that biking offers in Hamilton. This emphasis is based on the distances that can be travelled on a bike. Sometimes biking is just as fast and convenient as travel by car. The average person can cycle around 5km in 20 minutes.

22. By investing in appropriate infrastructure there are opportunities to significantly influence travel behaviour.

Access Hamilton – ‘Strategy on a Page’

23. The Access Hamilton Taskforce confirmed the Access Hamilton ‘Strategy on a Page’ in August 2019 which had the following key outcomes shown in the diagram below:



24. Hamilton City Council (HCC), Waikato Regional Council (WRC) and Waka Kotahi jointly developed the Access Hamilton Programme 2018. The Programme has a strong alignment with the prioritisation of mode shift for the city.

Discussion - *Matapaki*

25. A summary report of the activities undertaken to improve mode choice in Hamilton City during the 2020/21 financial year is included as **Attachment 1** to this report.
26. The summary report focuses on three main areas of activity:
- data collection for informed decision making and monitoring;
 - infrastructure improvements and construction; and
 - education and training.

Data Collection

27. Understanding how people are using our transport system is the first step towards mode choice as a future state. The Waka Kotahi Mode Shift Plan for Hamilton states:

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

28. Steps in being able to provide more detailed and accurate information are underway. Staff have deployed a number of 'MAP Counters' (Micro-mobility & Pedestrian counters). More of these counters are expected to be installed by the end of the year. Staff are also in the process of building 'mode user models'. These combine data currently stored and artificial intelligence to provide estimates of users on each road; this is underway for pedestrians and cyclists.
29. Data is now being collected from the newly installed MAP counters. Data for walking and cycling over the different Covid Alert Levels is also available. It should be noted the equipment is still being fine-tuned to improve accuracy.
30. Data collected from Central City streets has enable staff to produce a map showing a breakdown of mode use. The map is attached as **Attachment 2** to this report. Some interesting, but not necessarily surprising, observations are:
 - i. primarily buses and cars on Anglesea Street;
 - ii. mostly cars on Victoria Street but a reasonable % pedestrian share towards the southern end of the street;
 - iii. high proportions of pedestrians on the streets between Anglesea Street and Victoria Street, especially in the shopping areas; and
 - iv. people on bikes make up a small percentage of the overall numbers, however this is likely due to the lack of safe/separated cycling infrastructure leading into and through the area.
31. Public transport ridership has been steadily recovering after the first lockdown period (April 2020). The most recent lockdown period has impacted the level of ridership. If the recovery period from the current lockdown period follows the same trajectory as the one in 2020 it could take approximately 18 months for ridership figures to return to, or close to, 2018 baselines numbers.
32. Further information on the development of data collection work can be found in the Smart Transport Network Annual report included in the 28 September 2021 Infrastructure Operations Committee meeting agenda.

Infrastructure

33. Active mode users should be treated as 'traffic', with the view that road controlling authorities need to manage and invest in the road network to ensure safe movement for all traffic, including non-motorised as well as motorised modes.
34. Based on best practice both internationally and across New Zealand, the core design principles for route development for active mode users should be:
 - i. coherent,
 - ii. direct,
 - iii. safe,
 - iv. comfortable, and
 - v. attractive.
35. Inclusive and accessibility need to be at the heart of these design principles. Designers should always aim to provide infrastructure that meets these principles and therefore caters for the broadest range of people.
36. Infrastructure must be accessible to all, and the needs of vulnerable road users and local people must be considered early in the process to ensure schemes are supported locally. This includes making reasonable adjustments to the existing environment to ensure the design of infrastructure is accessible to all.

37. A summary of infrastructure delivered to support mode choice during the 2020/21 financial year is included in **Attachment 1** to this report.

Education and training

38. Council's road safety and cycle education programmes deliver an integrated approach to sustainable road safety outcomes. Staff work alongside community at 'grassroots' to lift the level of road safety and active transport. The team also support and advise with the development of school and workplace travel planning. The programmes are underpinned by education, engineering, enforcement, and encouragement and are reflective of community needs.
39. Effective road safety and active transport outcomes in communities influence lifelong travel choices and behaviours.

Financial Considerations - *Whaiwhakaaro Puutea*

40. The delivery of Mode Choice activities approved in the 2021-24 Waka Kotahi National Land Transport Plan include:

Activity	Funding
Road safety education, skills training and travel planning	\$1,830,000 (Approved)
Te Awa Cycleway Extension	\$4,105,154 (Approved)
Transport Centre Rejuvenation	Pre-implementation - \$822,956 (Approved) Implementation - \$7,700,000 (Probable)
Biking & Micro-Mobility City Wide Programme	Programme Business Case - \$90,583 (Approved)
Eastern Pathways – Central City to University Link	Pre-implementation - \$2,000,000 (Probable)
Eastern Pathways - School Link Cycleway & PT	Pre-implementation - \$846,800 (Probable) Implementation - \$16,000,000 (Probable)
Eastern Pathways – Connections	Pre-implementation - \$1,000,000 (Probable) Implementation - \$2,000,000 (Probable)
Low-Cost Low-Risk programmes (capital) <ul style="list-style-type: none"> Walking and Cycling Public Transport Infrastructure 	Implementation - \$10,240,000 (Approved) Implementation - \$2,100,000 (Approved)

<p>Intersection improvements (capital)</p> <ul style="list-style-type: none"> Pembroke Street/Ohaupo Road (supporting PT reliability and customer level of service) Ward Street/Tristram Street (supporting walking and cycling) 	<p>Single-Stage Business Case - \$100,000(Probable)</p> <p>Pre-implementation - \$200,000(Probable)</p> <p>Implementation - \$3,800,000(Probable)</p> <p>Single-Stage Business Case - \$100,000(Probable)</p> <p>Pre-implementation - \$400,000(Probable)</p> <p>Implementation - \$4,000,000(Probable)</p>
--	---

41. The funding mentioned in the table above is inclusive of Waka Kotahi NZ Transport Agency 51% co-investment.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

Social

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

Economic

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

Environmental

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

Cultural

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

Risks - *Tuuraru*

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

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

Significance

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

Engagement

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

Attachments - *Ngaa taapirihanga*

Attachment 1 - Attachment 1 - Mode Choice - Summary Report



Mode Shift Report

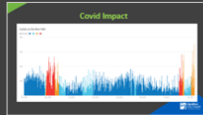
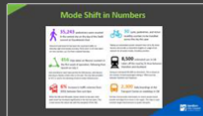
November 2021



Overview



Data overview



Business Cases



Biking and Micro-mobility



School and Uni Link



Walking, Cycling and Micro-mobility



Crosby Rd



Minor works



Sharrows



Bike Parking



Repair Stations



Claudelands East



Public Transport



Transport Centre



PT studies



Minor works



Education and Training



Mode Shift in Numbers



35,243 pedestrians were counted in the central city on the day of the Six60 concert at Claudelands Oval

Victoria St and Hood St had twice the usual foot traffic on Saturday night and Sunday morning. There were 2,113 trips taken on Lime scooters, up 2.5x from a typical Saturday.



456 trips taken on Neuron scooters in the first week of operation, following their launch on July 1

Lime and Neuron each have permits for 500 devices, with Neuron planning to deploy e-bikes later in the year. The trip data provided to HCC is used in the planning of active modes infrastructure.



6% increase in traffic volumes from 2019, between 9am and 4pm

While the AM and PM peaks remain similar to last year, inter-peak travel has increased significantly in the last two years. This is seen across the whole city with the exception of the CBD.



30 cycle, pedestrian, and micro-mobility counters to be installed across the city this year

Taking our automated counter network from 10 to 40, these devices will provide us important insights on usage of our network for all active modes, including scooters.



8,500 estimated cars in Q4 taken off the road by Te Huia between Hamilton and Auckland

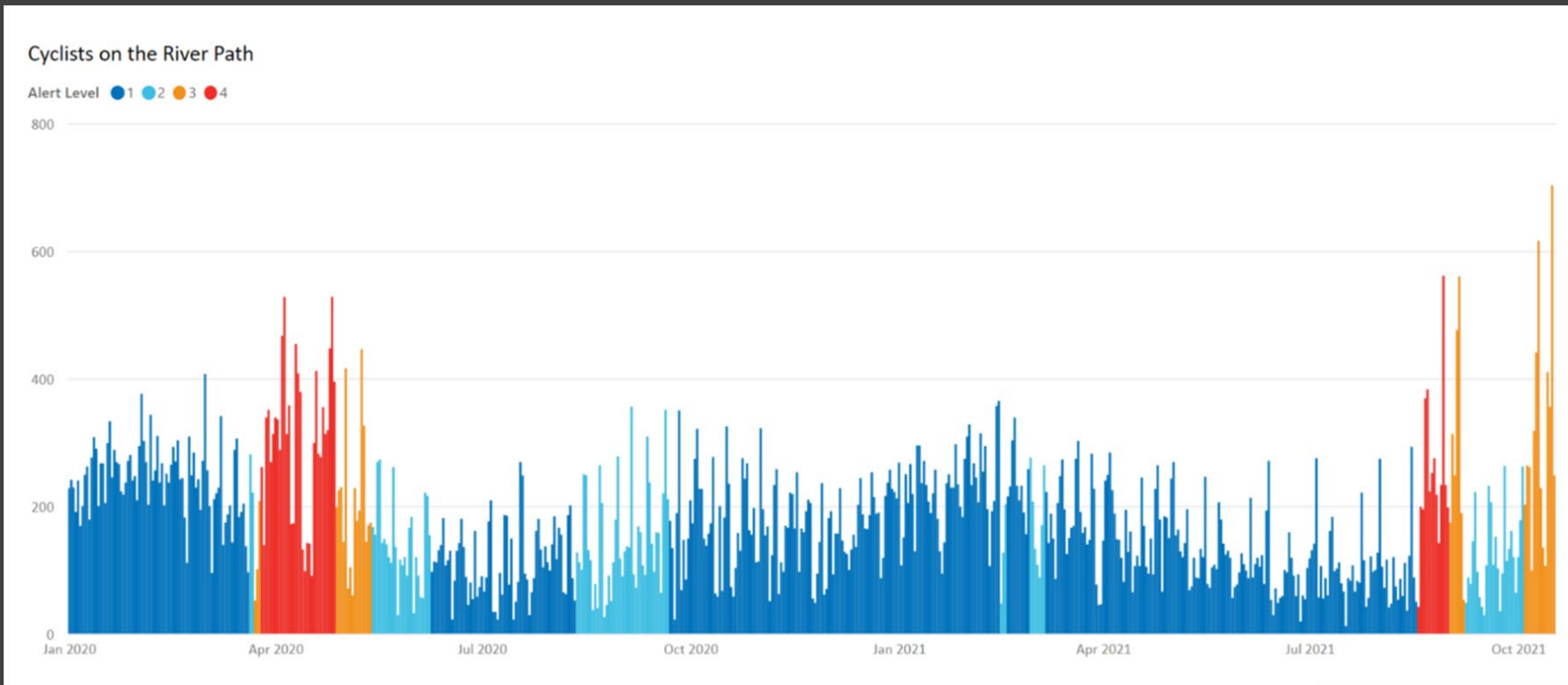
Saving an estimated 815,000 car kilometres. This is based on the number of Adult passengers taking a ~95km journey between Hamilton and Papakura.



2,300 daily boardings at the Transport Centre on weekdays in Q4

The Bee Card provides information on where people board, transfer and alight from buses in the region. This data is used to better target improvements to public transport.

Covid Impact



Biking and Micro-Mobility Business Case

- Design and delivery programme that aims to:
 - Improve safety
 - Improve mode choice and access
 - Improve mode share by bike and micro-mobility device
 - Contribute towards a healthy community
 - Reduce emissions; and
 - Reduce dependency on private vehicles.
- Business case submitted to Waka Kotahi NZ Transport Agency and under review.
- A Hamilton cycle model is being completed to support the business case and future network planning and prioritisation.

Eastern Pathways - School Link & Connections Business Case

- Waka Kotahi NZ Transport Agency have allocated 'Probable' funding in 2021/22 for the following:
 - Pre-implementation - \$846,800
 - Implementation - \$3,000,000

Eastern Pathways – Uni Link Business Case

- Waka Kotahi NZ Transport Agency have allocated 'Probable' funding in 2021/22 for the following:
 - Pre-implementation - \$1,000,000



Figure 4-2: Oblique Perspective Showing Typical Section of the Preferred Option on Hukanui Road (25m)



Figure 4-3: Oblique Perspective Showing Typical Section of the Preferred Option on Peachgrove (20m) Outside a School

Crosby Road – Safety Improvements

- Feedback we received supported the proposals and that a two-way cycle track along Crosby Road would be beneficial.
- Staff are investigating further options to alleviate concerns raised by Fire and Emergency services.
- This project has not been allocated funding from Waka Kotahi in the current NLTP. Based on this, Crosby Road is currently on hold until funding is confirmed.



Victoria – Claudelands Right Turn

- A dedicated right turn cycle connection from Victoria Street (northbound) into Claudelands Road.
- Over 50 cyclists are using it in the weekday PM peak (pre most recent Covid alert level changes).



Cycle Wands & Green Surfacing



- Green dashes installed across the network
- Greening at intersections started
- Cycle wands and green surfacing at high-risk areas for people on bikes have been installed at:
 - Anzac Parade / Victoria Bridge / Grey Street
 - Massey Hall Street Over bridge
 - Pukete Road / Te Rapa intersection
 - Clyde Street / Wairere Drive intersection
- Staff have developed a 2021/22 programme of further cycle wands and green surfacing at other locations. Sites include:
 - Mill St and Hall St intersections with Ulster St, Norton R, Lake Rd and Willoughby St.
 - Forest Lake Road
 - Peachgrove Road / Te Aroha Street intersection
 - Rifle Range Road approach to the Lincoln Road roundabout



Cycle Sharrow Markings

- Sharrows and cycle 'Advanced Stop Boxes' installed along Victoria Street 30km/h section
- New locations are being considered:
 - Commerce Street, Frankton
 - Lynden Court, Chartwell
 - Barton Street, City Centre



Bike Parking and Rest Rails



- Tranche 1 of bike parking installed
- The Tranche 2 list of new short stay bike parking is being worked through.
- New parklet locations to be trialled are: -
 - Barton Street – outside Torpedo 7
 - Victoria Street – outside Electrify
 - Grey Street – outside Grey Street Kitchen



Garden Place Green Roof Bike Shelter

- Covered 2-tier stackable bike rack system to store up to 30 bikes.
- A live 'green roof'.
- Concept designs are currently underway by the Manufacturer and intend on being installed in Garden Place some time in 2022



Bike Repair Stations

- Bike repair stations will be installed in the following locations:-

- Hillcrest pump track
- Steele Park, Cook Street entrance
- Garden Place
- Minogue Park BMX track



Claudeland 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 Claudeland Road/Claudeland Bridge.
- Detailed drawings have been completed for proposed improvements and discussions have been had with H3.
- The next step is for the project to be shared with nearby residents and businesses. This will be dependent on future COVID alert levels.



Transport Centre Rejuvenation

- Preferred option will deliver:
 - Improved perception of personal safety
 - Greatly reduced risk of pedestrian/vehicle conflicts
 - Improved accessibility
 - Improved customer facilities
 - Attractive outdoor environment
- The business case approved with construction is expecting to commence in mid-2022.
- Pre-implementation work is underway
- Tender for detailed design to market end of 2021.



Public Transport Studies

Comet

Part A – Te Rapa Rd Section

Part B – CBD and Hospital Section

Part C – Glenview Section

- Comet and Meteor Route assessments completed
- Identified network issues and infrastructure opportunities to improve service reliability and attract more patrons.
- Inform the long-term future planning
- 'Rototuna to Central City' and 'Waikato Hospital area' studies are well underway (approximately 60% complete)

Meteor

Part A: Newton Section (Residential)

Part B: Thomson Ave Alternative

Part C: Frankton

Part D: Transport Centre

- New route and stop
- Current 8 Frankton route
- Terminus
- Transport Centre

Bus stop improvement programme

- 12 Mini-perforated shelters and 2 Modular Shelters installed in 2020/21



Mini full perforated shelter



Modular shelter

Education and Training

- Equipment Giveaways
- Bike Helmet Competition
- Skills Training for HCC staff



- Skills Training

- 103 attendees – young drivers training
- 1793 – Kids on Bikes trained at 15 schools
- 23 attendees - Adult bike skills training
- 36 attendees - Neighbourhood rides
- 30 attendees - Off road skills training
- 31 attendees - Truck Blindzone workshop
- 21 attendees - Womens only rides



Education and Training

- Travel Planning
- Joint travel plan development for
 - Hamilton City Council
 - Waikato Regional Council
 - Waikato District Health Board
- Safety and travel choice safety campaigns
 - Look again at intersections
 - Sharrows
 - Love your bike day
 - Park smarter



Council Report

Committee: Infrastructure Operations Committee
Date: 09 November 2021
Author: Maire Porter
Authoriser: Eeva-Liisa Wright
Position: Director Strategic Water Operations
Position: General Manager Infrastructure Operations
Report Name: Waters Stimulus Project Delivery Update

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

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 receives the report.

Executive Summary - *Whakaraapopototanga matua*

3. In conjunction with the current reform programme for Three Waters (drinking water, wastewater and stormwater) being undertaken by the New Zealand Government, the Government is investing in water service delivery to both improve waters network systems and support economic recovery from the COVID-19 pandemic through job creation and supply chain investment.
4. Hamilton City Council have entered into a Funding Agreement with the Government to complete a programme of three waters projects to a total value of \$17,460,000 by 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 however the COVID Alert Level changes including the additional period of Alert Level 3 during October 2021 has caused minor disruptions to many of the projects. The impact of the current Covid-19 alert level restrictions in the Waikato and Auckland areas is being actively monitored by the project managers.
7. Approximately 46% of the allocated Stimulus grant has now been spent across the programme. This level of expenditure has required over 20,000 work hours from 64 different consultancies, contractors, and service providers of which 81% are Hamilton or Waikato based companies.

8. It is noted that this report is focussed on delivery of the stimulus investment programme, and updates on progress and matters relating to the wider three waters reform programme will be reported to full Council meetings in a separate report.
9. Staff consider the matters and decisions in this report have low significance and that the recommendations comply with Council's legal requirements.

Background - *Koorero whaimaarama*

10. Hamilton City Council entered into a funding agreement in October 2020 with the Department of Internal Affairs (DIA), who in conjunction with Crown Infrastructure Partners (CIP) are administering the three waters reform stimulus delivery programmes on behalf of the New Zealand Government.
11. The funding agreement allocated Hamilton City Council a grant of \$17,460,000 to deliver projects that:
 - i. support economic recovery through job creation; and
 - ii. maintains, increases, and/or accelerates investment in core water infrastructure renewal and maintenance.
12. Under the funding agreement, Hamilton City Council received a funding instalment of \$8,730,000 in December 2020 with further funding instalments able to be requested to ensure the Hamilton City Council Stimulus programme remains cash positive.
13. To ensure the Stimulus programme remained cashflow positive, a funding request of \$5,940,000 (GST exclusive) was submitted as part of the Stimulus programme Quarter 3 Report to Crown Infrastructure Partners in July 2021. At the time of this report Hamilton City Council is still awaiting the outcome of the funding request.
14. 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.
15. Five initially unfunded contingency projects were included in the approved Delivery Plan which could be progressed if funding became available elsewhere in the programme.
16. DIA have appointed CIP to monitor progress against the approved Delivery Plan, to ensure spending has been undertaken with public sector financial management requirements.
17. Programme reporting to CIP is completed on a quarterly basis as per their reporting template. Four quarterly reports on the programme have now been submitted in January, April and July, with the most recent report submitted on 14 October 2021 (**Attachment 1**).
18. The next quarterly report to CIP is scheduled for January 2022 for the period October - December 2021.
19. It is noted that this report is focussed on delivery of the stimulus investment programme, and updates on progress and matters relating to the wider three waters reform programme will be reported to full Council meetings in a separate report.

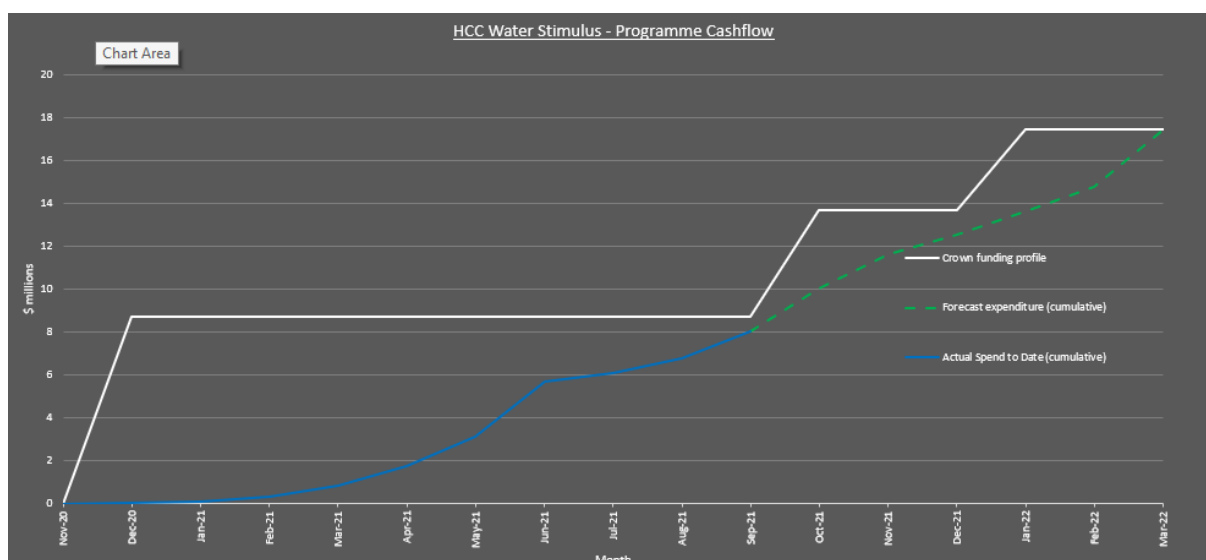
Discussion - *Matapaki*

Programme Update

20. Since confirmation of funding in late 2020 staff have established and set up the programme and projects, including confirmation of project scopes, milestone programmes and procurement strategies.

Item 8

21. Internal project governance and reporting structures are in place and provide operational oversight over the stimulus programme delivery.
22. The additional period of Alert level 3 COVID-19 lockdown between 4 October and 22 October 2021 (as known at the time of writing this report) did result in some further disruption for many of the projects.
23. Most projects were able to continue progress in some form during the most recent lockdown period and the impact is expected to be less in comparison to the earlier lockdown period in August and September 2021.
24. However, the cumulative effect of both lockdowns has utilised any contingency in programme delivery and has put several projects at increased risk of not being completed by the 31 March 2022 deadline. Any further lockdowns are likely to have a significant impact on completing the wider programme delivery by 31 March 2022.
25. The impact of the current Covid-19 alert level restrictions in the Waikato and Auckland areas is being actively monitored by the project managers. CIP have indicated that a proposal to extend the programme completion date until June 2022 in acknowledgement of the impact on project delivery from the COVID-19 lockdowns is being considered by DIA.
26. Despite the recent COVID-19 lockdown periods, the overall programme is still generally progressing well as reflected in the programme cashflow profile below:



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

Project	Forecast Cost	Delivery Risk	Cost Risk	Status					
					On track		Increased monitoring required		Off track
<u>Strategic Planning</u>									
Hamilton – Waikato Metropolitan Spatial Plan Wastewater Business Cases	\$1,050,000 (HCC Share)			Works are progressing with the draft Southern Business Case now complete, and work on the Northern Business Case underway. This project has been significantly impacted by the COVID lockdowns which have impacted the availability of key staff, iwi, stakeholders, consultants, and partners needed to progress the business case work. Most of the engagement relating					

Project	Forecast Cost	Delivery Risk	Cost Risk	Status					
					On track		Increased monitoring required		Off track
				to this project cannot occur until Alert Level 2 or lower. There is now a high risk that the project will not be fully completed by 31 March 2022.					
Te Wetini Dr Crossing Upsize	\$1,300,000			Works are underway and on-track. Construction works were halted for the winter season and were restarted during October 2021. Following the COVID lockdown, the expected completion date for this project is now March 2022.					
Rotokauri Swale Designations Conditions Implementation	\$700,000			Professional Service contracts to complete this project are in place and works are underway and on-track.					
Rotokauri Wastewater Upsizing for Unconnected Communities	\$800,000			Works are underway and on-track. Investigation, design, and consenting has been completed with physical works expected to start in October 2021.					
Eastern Bulk Water Main Resilience	\$1,930,400			Works are underway and on-track. Pipework has been procured and delivered on site with physical works progressing well.					
Futureproof Growth Partnership Three Waters Detailed Business Case	\$0 (HCC Share)			Funding reallocated as per report to 27 August 2021 Infrastructure Operations Committee meeting.					
<u>Renewals and Asset Information</u>									
Invest in Additional Asset Renewals	\$1,500,000			Works are underway and on-track. Physical works to complete the additional \$1,000,000 of water renewal works are nearly complete. Physical works for the additional \$500,000 of wastewater renewal works is expected to start in late October.					
Asset Data Information Management and Three Waters Data Collection Technology	\$2,135,000			Works are underway however the extended period of COVID lockdowns has impacted on the availability of key staff and consultants. There is an increased risk that some elements of this project may not be fully completed by 31 March 2022. Asset Systems Review and Technology review is complete. Work is continuing to complete the asset criticality framework, hydraulic model improvement actions and Asset Management Information System Improvements.					

Project	Forecast Cost	Delivery Risk	Cost Risk	Status					
					On track		Increased monitoring required		Off track
<u>Asset condition assessment and resilience</u>									
Three Waters City Wide Asset Resilience Study	\$712,500			Works are underway and on track. Resilience scorecard has been developed and follow on actions arising from scorecard assessment of the three waters services are now underway.					
Undertake a Trial Set Up and Operation of the Low River Contingency Infrastructure	\$190,000			Project nearing completion. Deployment of the Low River floating platform and pumps was undertaken successfully in April and operational management plan updated. Awaiting delivery of final pump for installation and commissioning.					
<u>Demand Management</u>									
Water Sustainability Strategy	\$200,000			Works are underway and on-track. Engagement with iwi is currently being co-ordinated and work on the technical inputs to support development of the Strategy and Management Policy is underway.					
Scoping and Benchmarking of incentives Rainwater Storage Tanks Incentivisation Study	\$70,000			Works are underway and on-track. Benchmarking of other water suppliers’ approach to rainwater tanks and assessment of Hamilton’s rainfall data have now been completed and report in final review. Final phase of project will be undertaken in alignment to the Sustainability Strategy.					
Citywide Inflow and Infiltration Investigation	\$775,000			Works are underway and on-track. Repairs have been completed in the Temple View area and assessment is almost complete in the Collins Road and Rimu/Rata catchment areas. Works are soon expected to start in the Fredricks catchment area.					
Expansion of the Water Leak Detection Programme	\$475,000			Works progressing well and on track. Leak detection work and repairs have been completed in the Temple View area and work is continuing in the CBD residential and the Dinsdale areas.					
Education Hub Three Waters	\$294,500			Works underway and on track. COVID shutdown will require rescheduling of the trial delivery of educational curriculum activities in schools from term 4 of 2021 to term 1 of 2022 which may impact on full completion of project by 31 March 2022.					

Project	Forecast Cost	Delivery Risk	Cost Risk	Status					
					On track		Increased monitoring required		Off track
				Construction of the mobile education resource is expected to start soon. Engagement with iwi, stakeholders and other partners on the development of curriculum activities has been started.					
<u>3 Water operational upgrades and environmental compliance</u>									
Water Infrastructure Security Measures	\$950,000			Works underway and on track. Upgrades to CCTV and Cardax security access systems and lighting have been completed at all Reservoirs and is well underway at the Water and Wastewater Treatment Plants. Implementation of Cyber Security improvements to Water and Wastewater Controls systems is progressing well and approximately 60% complete.					
Upgrade of the Bore Supply at Taitua Arboretum	\$172,100			Project nearing completion. Construction works have been completed, however monitoring of new UV system has identified potential performance issue and remedial actions are being discussed with supplier.					
Ecological Improvements for Erosion, water quality, Stormwater Control, Gully Network Improvements and Retrofitting of Older Stormwater Attenuation Devices	\$2,375,000			Works are underway, however physical works have been disrupted by COVID lockdown which may impact on full completion of project by 31 March 2022 Trial to determine best methodology for construction of the access tracks in the gully has been completed.					
Urban Stormwater Quality Management Investigation	\$250,000			Works are underway and on-track. NIWA has been engaged to lead the stormwater monitoring and investigations which have been initiated in the Mangakōtūkutuku stream.					
Installation of Dedicated Water Sampling Points around the City	\$95,000			Works are underway and on-track. Proposed water Sampling sites around the city have been identified and cabinet design finalised and fabricator engaged. Confirmation of sampling sites and planning of physical works for installation of cabinets is continuing.					
<u>Preparation for Waters Reform</u>									
Preparation and Participation in Three	\$760,000			Works are underway and on-track. Further updates will be provided separate to this					

Item 8

Project	Forecast Cost	Delivery Risk	Cost Risk	Status					
					On track		Increased monitoring required		Off track
Waters Reform Programme				report on progress of the Three Waters reform.					
<i>Programme Management</i>									
Water Reform Programme Management	\$725,500			Programme management resources and structures in place to support and direct delivery of the programme.					
Total	\$17,460,000								

Financial Considerations - *Whaiwhakaaro Puutea*

28. 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.
29. Under the funding agreement, Hamilton City Council received an initial funding instalment of \$8,730,000 in December 2020. Further funding instalments can be requested as key programme expenditure milestones are reached to ensure the programme remains cash positive.
30. To ensure the Stimulus programme remains cashflow positive, a funding request of \$5,940,000 (GST exclusive) was submitted as part of the Stimulus programme Quarter 3 Report to Crown Infrastructure Partners in July 2021. At the time of writing this report Hamilton City Council is still awaiting the outcome of the funding request and provided further information to support the funding request in October 2021.
31. A further funding request is expected to be needed for the programme to remain cashflow positive in the October to December quarter of programme delivery. The request will be developed in conjunction with CIP in late October 2021 once we understand the outcome of the quarter 3 funding request and following the review of the quarter 4 report by CIP.
32. Programme expenditure to date (to 30 September 2021) is \$8,048,619 which is equivalent to approximately 46% of allocated funding available to HCC.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

Social

37. 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

38. A key investment objective of this programme is to support economic recovery from the COVID-19 pandemic through job creation and supply chain investment.
39. Metrics in terms of employment outcomes from this investment are being monitored and reported to DIA, some of the emerging metrics arising from the delivery of the programme up until 30 September 2021 are:
 - i. 18 different professional services and consultancy entities involved across programme
 - ii. 46 different contracting, service providers or suppliers involved across programme.
 - iii. Approximately 81% of the consultants, suppliers, contractors, and service providers used have been Hamilton or Waikato based companies
 - iv. Over 20,000 hours of work has been completed by consultants, contractors, and service providers with over 5600 hours of staff time utilised to deliver the programme

Environmental

40. Several projects within this programme have a specific focus on developing infrastructure and/or the natural environment to support, in a sustainable way, three waters operational activities.
41. 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

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

Risks - *Tuuraru*

43. Council's approved Delivery Plan was developed based on the best information available at the time. Accordingly, the costs to complete each project were preliminary estimates and it was expected that there would be overs and unders in the cost of each project. To mitigate the financial risk of each individual project, or the risk of not maximising the entire \$17,460,000 funding allocation, Council proposed to manage the stimulus funding at a programme level, allowing flexibility in approach at a project level.
44. There is a potential reputational risk to Council with 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.

45. The current expenditure rate against the programme has been low, with disruptions from COVID Alert level 4 and 3 lockdowns reducing expected level of expenditure in last quarter. The total actual expenditure incurred is approaching 50% 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 a higher level between now and March 2021 now that all projects are in the execution and delivery phase.
46. If the funding request included in the quarter 3 report documentation submitted to CIP is not approved, then the stimulus programme will not be able to remain cashflow positive over the coming months. Staff will keep in close communication with CIP to monitor this risk and provide any further information necessary to support HCC receiving the requested funding instalment.
47. The impact of the COVID-19 Alert level 4 and 3 lockdowns resulted in varying levels of impact on the delivery of the projects. An assessment of the full impact is being undertaken by staff. Any further lockdown periods will have a significant impact on the ability to achieve some of the proposed project outcomes and may result in additional costs. Staff have and will continue to keep in close communication with CIP to monitor this risk, particularly if any further lockdown periods occur before the programme completion date of 31 March 2022. Staff will also continue to request an extension to the 31 March 2022 completion date for those projects with elevated risk of not being fully completed by the March 2022 deadline because of COVID lockdowns.

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

Significance

48. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the 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*

Attachment 1 - Hamilton City Council - Waters Stimulus Programme - Quarter 4 Report - October 2021

Three Waters Stimulus Funding - Cash Flow Profile Commentary

Pre-work / Long term commentary

Question #	Quarter 4 (October 2021) Update		
	Top 5 Risks and Contractor Claims		
	Risk Name	Risk Level	Commentary
	1 Completion of programme by 30 June 2022	Medium	<p>Hamilton City Council is confident that the overall programme remains on track for completion however ongoing management and mitigation of risk is required due to the complexity of the projects within the programme and particularly due to the impact of multiple COVID Alert level lockdowns, nationally and regionally on programme delivery. It is anticipated that 3 projects will extend beyond March 2022 as indicated in the Covid impact risk assessment submitted 31 August 2021 (Notice No. 6), these being Project 2: Hamilton-Waikato Metropolitan Spatial Plan Wastewater Detailed Business Cases, Project 13: Ecological improvements for erosion, water quality, SVV control, gully network improvements project and Project 13: Mobile Educational Hub. The impact of the current Covid-19 alert level restrictions in the Waikato and Auckland areas is being actively monitored by the PSG.</p> <p>As discussed at the meeting with John Mackie on 02 July 2021 and outlined in Project Change Request within the revised quarter 3 Report submitted 28 July 2021 (Notice No. 5) and Revised Project Change Request submitted 27 September 2021 (Notice No. 6) , we have identified that the two subregional projects (Projects 1 & 2) are unlikely to be 100% completed within the programme timeframe. Hamilton has developed a proposed risk mitigation plan and reallocated funds from Project 1 to an approved contingency project (Eastern Resilience Bulk Water Supply project) and revised the scope and budget for project 2 with a portion of funding reallocated to an approved contingency project (Eastern Resilience Bulk water Supply project). Now that the mitigation plan is finalised and implemented, the overall programme completion risk remains medium.</p> <p>An approved contingency project (Eastern resilience bulk water Supply project) was activated in Quarter 3 as communicated in quarter 3 report and associated Project Change Request submitted 14 July 2021 (Notice No. 4) and subsequent project change requests submitted 28 July 2021 (Notice No. 5) and 27 September 2021 (Notice No. 6). The 'unders-and-overs' approach as outlined in the approved Delivery Plan will continue to be used to redirect budget where necessary to approved projects with more certainty of completion.</p>
	2 Budget variations	Low	Hamilton City Council is confident that the overall programme budget will be fully utilised in the delivery of the programme by 30 June 2022..
	3 Availability of, and timely engagement with, suppliers, consultants and contractors	Low	The current programme has not reported and does not foresee issues with consultant and/or contractor availability other than the 3 projects identified above as being impacted by COVID. The PSG is monitoring the impact of the current Covid-19 Alert Level 3 lockdown in the Waikato and Auckland areas, particularly any potential impacts on the construction sites which are operating under Alert Level 3 conditions. Work is progressing, but not as efficiently due to the need for COVID protocols to be utilised.
	4 Achieving competitive pricing using agile procurement methods required to meet programme	Low	All procurement has now been completed with a few minor outstanding activities. Procurement was via the WLASS panel being used for consultant appointments, and open tender for construction works.
	5 Stakeholder expectations not met	Low	Programme level stakeholders have been reviewed at the Steering Group level. Project managers undertake stakeholder management activities at a project level, with strategies and actions being captured in the project plans.
	6 Project scope creep	Low	Project plans have all been completed and the project scopes are defined and approved by the established Steering Group providing oversight of the programme.
Conditions agreed upon in delivery plan			
	Condition	Commentary	
7	No conditions agreed in Delivery Plan	N/A	
8	No conditions agreed in Delivery Plan	N/A	
9	No conditions agreed in Delivery Plan	N/A	
10	No conditions agreed in Delivery Plan	N/A	
11	No conditions agreed in Delivery Plan	N/A	
Pre-work commencement status			
	Roadblock	Status	Commentary
12	RMA	N/A	No change from initial update
13	Building Consent	N/A	No change from initial update
14	Other Consents (i.e. CARs, iwi, Heritage)	N/A	No change from initial update
15	Design	N/A	Consultant design, specification, interpretation projects are all underway; Projects requiring site based delivery are underway

Sensitivity: General.

16	Procurement	N/A	All procurement has now been completed with a few minor outstanding activities. Procurement was via the WLASS panel being used for consultant appointments, and tender/quote for physical works.
17	Main Contract	N/A	Contracting is underway at project-level across the programme, in line with project-level schedules, all physical works have commenced onsite. The PSG is monitoring impacts on current Covid-19 Alert Level 3 lockdown in the Waikato and Auckland areas, whilst several projects were stopped during the COVID Alert level 4 lockdown, all physical works were able to be restarted during alert level 3 restrictions, however not as efficiently due to the need for COVID protocols to be utilised which can impact on the programme and timely delivery.

Quarterly commentary

Programme costs commentary	
18	<p>Programme is on track to complete within funded timeline, however it is anticipated that 3 projects will extend beyond March 2022 and be completed by June 2022 as indicated in the Covid impact risk assessment submitted 31 August 2021 (Notice No. 6), these being Project 2: Hamilton-Waikato Metropolitan Spatial Plan Wastewater Detailed Business Cases, Project 13: Ecological improvements for erosion, water quality, SW control, gully network improvements project and Project 16: Mobile Educational Hub.</p> <p>The impact of the current Covid-19 alert level restrictions in the Waikato and Auckland areas is being actively monitored by the PSG.</p>
19	<p>Approximately 14% of total annual budget has been spent to date on the 2021/22 AP. Please note that this percentage does not consider planned budget and project delivery phasing. COVID-19 impacts are being monitored.</p>
Reform funding commentary	
20	<p>Hamilton City Council (HCC) elected members and senior reform staff are engaged in the reform process and continue to work collaboratively with DIA, LGNZ, Taumata Arowai and other councils in the Waikato and Bay of Plenty Region, proposed Entity B area and around New Zealand.</p> <p>HCC formally provided feedback to LGNZ and Minister Mahuta on 1 October 2021 on Council's areas of concern associated with key factors in relation to the Governments Three Waters Reform proposal. Overall, Councils feedback indicated that HCC supports the Government's goals of ensuring safe, sustainable, and economically efficient delivery of three waters services but notes effective transition to any new structure must be in full and equitable partnership with local government. Council has identified that effective communication, governance and aligned delivery with other reforms are the big critical success factors that need work.</p> <p>An internal staff reform project team has been established to support the Three Waters Reform process with expertise in communications, strategic finance, water management, Human resources, iwi engagement and collaboration, with a governance reference group established made up of the Mayor, Committee Chairs and Maangai Maaori representatives. A standing report summarising progress with the Governments Three Waters Reform programme is presented at every ordinary Council meeting. Planning for the subsequent reform phases is on-going and updates have also been reported to the Waikato Tainui and HCC Co-governance forum.</p> <p>The internal reform project team and elected members have regularly participated in industry forums held by Water New Zealand, LGNZ, DIA and Taumata Arowai to discuss and understand the Governments Three Waters Regulatory and Structural Reform proposals. HCC were also active participants in the development of Entity B Councils combined feedback on the Governments Three Waters Reform proposal.</p> <p>HCC are a funding partner along with other Waikato Councils in the engagement of Waikato Local Authority Shared Service (WLASS) to provide services relating to three waters activity management through the centre of excellence for activity management, known as the Regional Asset Technical Accord (RATA).</p>
21	<p>The RFI funding was reallocated to WRS 3 - Reform Engagement project in the Q2 report. Expenditure against the RFI funding is reported against project WRS 3 - Reform Engagement.</p>
Scope and Progress commentary	
22	<p>Programme is now in delivery phase with all projects on track, with the exception of the the 3 projects (project 2, 13 and 16) identified above as being impacted by COVID.</p>
23	<p>No media announcements to report</p>

Sensitivity: General

Three Waters Stimulus Funding - Cash Flow Profile

Territorial Summary/Inputs			Key		Master checks		Territorial contact	
Territorial Authority	Hamilton City Council		Primary/forecast inputs		Master check	Warning	Project Manager	Maire Porter
Territorial Code	WK T-05		Actuals inputs		Spend/Cost	-	Email	Maire Porter hcc.govt.nz
Reporting date	Oct-21				Confunding check	-	Phone	64 7 958 5976
Reporting period	Quarter 4				Front funding	-	Lead Engineer	Lorraine Kendrick
Total funding allocated	17.46				Final payments	-	Email	Lorraine.Kendrick@beca.com
Total cofunding	-				Total Crown funding	-	Phone	64 7 838 3828
Total estimated programme costs	17.46				Capex/Opex	-		
Front payment	8.73				Cash position	10.00		
Total final payments								
Milestone payment total	8.73							

Project Input		Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Total	
		Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast		
1 Project Name	Future Proof Growth Partnership 3 Water Detailed Business Case (Hamilton Share)																						
Project Type	OTH - Strategy Study or Report																						
Start date	Feb-21																						
End date	Mar-22																						
Total upfront payment	-																						
Total final payment	-																						
Total project spend	-																						
Total project funding	-																						
Check	-																						
Project Spend	As discussed at the meeting with John Mackie on 02 July 2021 and outlined in Project Change Request within the revised quarter 3 Report submitted 28 July 2021 (Notice No. 5) and Revised Project Change Request submitted 27 September 2021 (Notice No. 6)																						
Spend from Crown funding	\$NZ'm																					-	
Spend from cofunding	\$NZ'm																					-	
Total project spend	\$NZ'm																					-	
Project Fundin	\$NZ'm																					-	
Front payment portior	\$NZ'm																					-	
Crown funding required	\$NZ'm																					-	
Confunding required	\$NZ'm																					-	
Final payment portior	\$NZ'm																					-	
Total project fundin	\$NZ'm																					-	
Cash position																							
Opening cash position	\$NZ'm																					-	
Project spend	\$NZ'm																					-	
Project funding	\$NZ'm																					-	
Closing cash position	\$NZ'm																					Ok	
Worker hours complete	Hours	Hourly Rate	200.00				1	-	80	-	441	250	350	450	-	-	-	-	-	-	-	1 57	
N/	# or %																					0	
N/	# or %																					-	
2 Project Name	Hamilton-Waikato Metropolitan Spatial Plan Wastewater Detailed Business Cases (Hamilton)																						
Project Type	OTH - Strategy Study or Report																						
Start date	Jan-21																						
End date	Feb-22																						
Total upfront payment	0.5250																						
Total final payment	1.0500																						
Total project spend	1.0500																						
Total project funding	1.0500																						
Check	-																						
Project Spend	As discussed at the meeting with John Mackie on 02 July 2021 and outlined in Project Change Request within the revised quarter 3 Report submitted 28 July 2021 (Notice No. 5) and Revised Project Change Request submitted 27 September 2021 (Notice No. 6)																						
Spend from Crown funding	\$NZ'm												0.1200	0.1162	0.1162	0.0581	0.0581	0.1162	0.1162	0.1162	0.1162	0.1162	1 0500
Spend from cofunding	\$NZ'm																						-
Total project spend	\$NZ'm																						-
Project Fundin	\$NZ'm																						-
Front payment portior	\$NZ'm																						-
Crown funding required	\$NZ'm																						-
Confunding required	\$NZ'm																						-
Final payment portior	\$NZ'm																						-
Total project fundin	\$NZ'm																						-
Cash position																							
Opening cash position	\$NZ'm																						-
Project spend	\$NZ'm																						-
Project funding	\$NZ'm																						-
Closing cash position	\$NZ'm																						Warning
Worker hours complete	Hours	Hourly Rate	200.00																				9 08
N/	# or %																						100

Document Classification: KPMG Confidential

Sensitivity: General

N/
N/

or %
or %

3

Pro ect Nam
Pro ect Typ

Preparation and participation in 3 waters reform programme
R FRM - Preparation for Reform

Start date
End date
Total upfront payment
Total final payment
Total project spend
Total project funding
Check

Dec-20
Mar-22
0.3800
0.7600
0.7600
-

N/
N/
Other/Reform
Check

0.7600
Ok

Pro ect Spen

Spend from Crown funding
Spend from cofunding
Total pro ect spen

\$NZ'm
\$NZ'm
\$NZ'm

-
-
-

0.0171
0.0208
0.0370
0.0132
0.1096
0.0270
0.0356
0.0292
0.0196
0.0334
0.0200
0.0815
0.0815
0.0715
0.0815
0.0815
-
-
-

0.7600
0.7600
0.7600

Pro ect Fundin

pfmont payment portior
Crown funding required
Cofunding required
Final payment portion
Total pro ect fundin

\$NZ'm
\$NZ'm
\$NZ'm
\$NZ'm
\$NZ'm

0.3800
-
-
-
0.38

-
-
-
-
-

0.0171
0.0208
0.0370
0.0132
0.1096
0.0270
0.0356
0.0292
0.0196
0.0334
0.0200
0.0815
0.0815
0.0715
0.0815
0.0815
-
-
-

-
-
-
-
0.7600

Cash position

Opening cash position
Project spend
Project funding
Closing cash position

\$NZ'm
\$NZ'm
\$NZ'm
\$NZ'm

-
-
0.38
0.38

0.38
(0.02)
-
0.38

0.36
(0.02)
-
0.36

0.34
(0.04)
-
0.34

0.31
(0.01)
-
0.31

0.29
(0.11)
-
0.29

0.18
(0.03)
-
0.18

0.16
(0.04)
-
0.16

0.12
(0.03)
-
0.12

0.22
(0.02)
-
0.22

0.20
(0.03)
-
0.20

0.16
(0.02)
-
0.16

0.27
(0.08)
-
0.27

0.19
(0.08)
-
0.19

0.11
(0.07)
-
0.11

0.16
(0.08)
-
0.16

0.08
(0.08)
-
0.08

0.00
-
0.00

0.00
-
0.00

0.00
-
0.00

Worker hours
complete
N/
N/

Hours
or %
or %
or %

Hourly Rate: 200.00

-
-
-
-

19
5%
3%
2%

187
14%
19%
2%

197
14%
20%
2%

320
4%
25%
4%

252
5%
20%
4%

273
4%
22%
4%

313
3%
26%
3%

317
4%
26%
4%

356
3%
28%
3%

356
11%
28%
11%

356
11%
28%
11%

356
9%
28%
9%

356
11%
28%
11%

-
-
-
-

-
-
-
-

-
-
-
-

-
-
-
-

4a

Pro ect Nam
Pro ect Typ

I nvest in additional renewals
W ST - Wastewater pipes upgraded / renewed or new

Start date
End date
Total upfront payment
Total final payment
Total project spend
Total project funding
Check

Apr-21
Aug-21
0.7500
1.5000
1.5000
-

Cape
Ope
N/
Check

1.5000
Ok

Pro ect Spen

Spend from Crown funding
Spend from cofunding
Total pro ect spen

\$NZ'm
\$NZ'm
\$NZ'm

-
-
-

0.0001
0.4670
0.3033
0.0271
0.0146
0.0833
0.0749
0.2297
0.1500
0.0500
0.0500
0.0500
-
-
-

1.5000
1.5000
1.5000

Pro ect Fundin

pfmont payment portior
Crown funding required
Cofunding required
Final payment portion
Total pro ect fundin

\$NZ'm
\$NZ'm
\$NZ'm
\$NZ'm
\$NZ'm

0.75
-
-
-
0.75

-
-
-
-
-

0.0001
0.4670
0.3033
0.0271
0.0146
0.0833
0.0749
0.2297
0.1500
0.0500
0.0500
0.0500
-
-
-

-
-
-
-
1.5000

Cash position

Opening cash position
Project spend
Project funding
Closing cash position

\$NZ'm
\$NZ'm
\$NZ'm
\$NZ'm

-
-
0.75
0.75

0.75
(0.00)
-
0.75

0.75
(0.47)
-
0.75

0.28
(0.30)
-
0.28

(0.02)
(0.03)
-
(0.02)

(0.05)
(0.01)
-
0.05

0.69
(0.08)
-
0.69

0.60
(0.07)
-
0.60

0.53
(0.23)
-
0.53

0.30
(0.15)
-
0.30

0.15
(0.05)
-
0.15

0.10
(0.05)
-
0.10

0.05
(0.05)
-
0.05

0.00
-
0.00

0.00
-
0.00

0.00
-
0.00

0.00
-
0.00

Worker hours
Length (metres)
N/
N/

Hours
or %
or %
or %

Hourly Rate: 100.00

-
-
-
-

0.25
689
741
297

112.5
11
60
54

100
11
60
54

99
60
54
167

93
54
167
109

2,297
167
109
36

1,500
109
36
36

500
36
36
500.00

500
36
36
500.00

-
-
-
-

-
-
-
-

-
-
-
-

-
-
-
-

4a(ii)

Pro ect Nam
Pro ect Typ

I nvest in additional renewals
W T R - Potable water mains / pipes upgraded / renewed or new

Start date
End date
Total upfront payment
Total final payment
Total project spend
Total project funding
Check

Apr-21
Aug-21
-
-
-
-

Cape
Ope
N/
Check

-
Ok

Pro ect Spen

Spend from Crown funding
Spend from cofunding
Total pro ect spen

\$NZ'm
\$NZ'm
\$NZ'm

-
-
-

-
-
-

-
-
-

Pro ect Fundin

pfmont payment portior
Total pro ect fundin

\$NZ'm
\$NZ'm

-
-

-
-

Document Classification: KPMG Confidential

Infrastructure Operations Committee Agenda 9 November 2021- OPEN

Page 56 of 103

Document Classification: KPMG Confidential

Sensitivity: General

Total final payment		Check	Ok
Total project spend	0.2000		
Total project funding	0.2000		
Check	-		
Project Spend			
Spend from Crown funding	\$NZ'm		
Spend from cofunding	\$NZ'm		
Total project spend	\$NZ'm		0.2000
Project Funding			
Upfront payment portion	\$NZ'm	0.10	
Crown funding required	\$NZ'm		
Cofunding required	\$NZ'm		
Final payment portion	\$NZ'm		
Total project funding	\$NZ'm		0.2000
Cash position			
Opening cash position	\$NZ'm		
Project spend	\$NZ'm		
Project funding	\$NZ'm		
Closing cash position	\$NZ'm		Warning
Worker hours complete	Hours	Hourly Rate: 200.00	
N/A	# or %		988
N/A	# or %		100
N/A	# or %		-
N/A	# or %		-
7 Project Name	3 Waters City Wide Asset Resilience Study		
Project Type	OTH R - Strategy Study or Report		
Start date	Feb-21	Cape	
End date	Feb-22	Open	0.7125
Total upfront payment	0.3563	N/A	
Total final payment		Check	Ok
Total project spend	0.7125		
Total project funding	0.7125		
Check	-		
Project Spend			
Spend from Crown funding	\$NZ'm		
Spend from cofunding	\$NZ'm		
Total project spend	\$NZ'm		0.7125
Project Funding			
Upfront payment portion	\$NZ'm	0.36	
Crown funding required	\$NZ'm		
Cofunding required	\$NZ'm		
Final payment portion	\$NZ'm		
Total project funding	\$NZ'm		0.7125
Cash position			
Opening cash position	\$NZ'm		
Project spend	\$NZ'm		
Project funding	\$NZ'm		
Closing cash position	\$NZ'm		Ok
Worker hours complete	Hours	Hourly Rate: 200.00	
N/A	# or %		376
N/A	# or %		100
N/A	# or %		-
N/A	# or %		-
8 Project Name	Upgrade of the bore supply at Taitua Arboretum		
Project Type	W T R - Bore upgrades		
Start date	Dec-20	Cape	0.1721
End date	Apr-21	Open	
Total upfront payment	0.0861	N/A	
Total final payment		Check	Ok
Total project spend	0.1721		
Total project funding	0.1721		
Check	-		
Project Spend			
Spend from Crown funding	\$NZ'm		
Spend from cofunding	\$NZ'm		
Total project spend	\$NZ'm		0.1721
Project Funding			
Upfront payment portion	\$NZ'm	0.0861	
Crown funding required	\$NZ'm		
Cofunding required	\$NZ'm		
Final payment portion	\$NZ'm		
Total project funding	\$NZ'm		0.1721
Cash position			
Opening cash position	\$NZ'm		
Project spend	\$NZ'm		
Project funding	\$NZ'm		

Document Classification: KPMG Confidential

Document Classification: KPMG Confidential

Sensitivity: General

Project Fundin		\$NZ'm																			0.38	
pfront payment portior		\$NZ'm	0.3875																		0.38	
Crown funding required		\$NZ'm																			0.19	
Cofunding required		\$NZ'm																			0.19	
Final payment portion		\$NZ'm																			0.19	
Total pro ect fundin		\$NZ'm	0.38																		0.77	
Cash position																						
Opening cash position		\$NZ'm	-	0.39	0.39	0.39	0.38	0.37	0.36	0.32	0.22	0.35	0.31	0.27	0.31	0.16	0.02	0.00	0.00	0.00	0.00	
Project spend		\$NZ'm	-	-	-	(0.01)	(0.01)	(0.02)	(0.03)	(0.10)	(0.06)	(0.04)	(0.04)	(0.15)	(0.14)	(0.02)	-	-	-	-	-	
Project funding		\$NZ'm	0.39	-	-	-	-	-	-	-	0.19	-	-	0.19	-	-	-	-	-	-	-	
Closing cash position		\$NZ'm	0.38	0.38	0.38	0.38	0.37	0.36	0.33	0.22	0.35	0.31	0.27	0.31	0.16	0.02	0.00	0.00	0.00	0.00	Ok	
Worker hours		Hours	Hourly Rate: 120.00																		5.89	
Length (metres)		# or %																			104.50	
N/		# or %																			-	
N/		# or %																			-	
12 Project Nam		Te Wetini Dr S/W Crossing and Rotokauri Rise - bulkwater																				
Project Typ		W T R - Potable water mains / pipes upgraded / renewed or new																				
Start date		Feb-21	Cape		1.3000																	
End date		Dec-21	Ope																			
Total upfront payment		0.6500	N/																			
Total final payment			Check		Ok																	
Total project spend		1.3000																				
Total project funding		1.3000																				
Check		-																				
Project Spen																						
Spend from Crown funding		\$NZ'm				0.0001	0.0053	0.0049	0.1821	0.4596	0.0063	0.0054	0.0880	0.3650	0.0900	0.0934					1.30	
Spend from cofunding		\$NZ'm																			-	
Total pro ect spen		\$NZ'm	-	-	-	0.0001	0.0053	0.0049	0.1821	0.4596	0.0063	0.0054	0.0880	0.3650	0.0900	0.0934	-	-	-	-	1.3000	
Project Fundin		\$NZ'm																				
pfront payment portior		\$NZ'm	0.6500																		0.65	
Crown funding required		\$NZ'm																			0.65	
Cofunding required		\$NZ'm																			-	
Final payment portion		\$NZ'm																			-	
Total pro ect fundin		\$NZ'm	0.65																		1.30	
Cash position																						
Opening cash position		\$NZ'm	-	0.65	0.65	0.65	0.65	0.64	0.64	0.46	-	0.32	0.31	0.22	0.18	0.09	-	-	-	-	-	
Project spend		\$NZ'm	-	-	-	(0.00)	(0.01)	(0.00)	(0.18)	(0.46)	(0.01)	(0.01)	(0.09)	(0.37)	(0.09)	(0.09)	-	-	-	-	-	
Project funding		\$NZ'm	0.65	-	-	-	-	-	-	-	0.33	-	-	0.33	-	-	-	-	-	-	-	
Closing cash position		\$NZ'm	0.65	0.65	0.65	0.65	0.64	0.64	0.46	-	0.33	0.32	0.22	0.18	0.09	0.00	-	-	-	-	Ok	
Worker hours		Hours	Hourly Rate: 120.00																		4.79	
Length (metres)		# or %																			90	
N/		# or %																			-	
N/		# or %																			-	
12a Project Nam		Te Wetini Dr S/W Crossing and Rotokauri Rise - bulk wastewater																				
Project Typ		W ST - Wastewater pipes upgraded / renewed or new																				
Start date		Feb-21	Cape																			
End date		Dec-21	Ope																			
Total upfront payment		-	N/																			
Total final payment			Check		Ok																	
Total project spend		-																				
Total project funding		-																				
Check		-																				
Project Spen																						
Spend from Crown funding		\$NZ'm																			-	
Spend from cofunding		\$NZ'm																			-	
Total pro ect spen		\$NZ'm																			-	
Project Fundin		\$NZ'm																				
pfront payment portior		\$NZ'm	-																		-	
Crown funding required		\$NZ'm																			-	
Cofunding required		\$NZ'm																			-	
Final payment portion		\$NZ'm																			-	
Total pro ect fundin		\$NZ'm																			-	
Cash position																						
Opening cash position		\$NZ'm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Project spend		\$NZ'm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Project funding		\$NZ'm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Closing cash position		\$NZ'm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Ok	
Worker hours		Hours	Hourly Rate: 120.00																		-	
Length (metres)		# or %																			193.0	
N/		# or %																			-	
N/		# or %																			-	
12b Project Nam		Te Wetini Dr S/W Crossing and Rotokauri Rise - stormwater swale works																				
Project Typ		STORM - Stormwater pipes upgraded / renewed or new																				

Sensitivity: General

Start date	Feb-21	Cape	
End date	Dec-21	Ope	
Total upfront payment	-	N/	
Total final payment	-	Check	OK
Total project spend	-		
Total project funding	-		
Check	-		
Pro ect Spen	Refer to Pro ect 1		
Spend from Crown funding	\$NZ'm		
Spend from cofunding	\$NZ'm		
Total pro ect spen	\$NZ'm		
Pro ect Fundin	\$NZ'm		
prfront payment portior	\$NZ'm		
Crown funding required	\$NZ'm		
Cofunding required	\$NZ'm		
Final payment portion	\$NZ'm		
Total pro ect fundin	\$NZ'm		
Cash position	\$NZ'm		
Opening cash position	\$NZ'm		
Project spend	\$NZ'm		
Project funding	\$NZ'm		
Closing cash position	\$NZ'm		Ok
Worker hours	Hours		
Length (metres)	# or %		
N/	# or %		
N/	# or %		
13 Pro ect Nam	ecological improvements for erosion water uality SW control gully network imple		
Pro ect Typ	STORM - Stormwater treatment		
Start date	Feb-21	Cape	1.1875
End date	Mar-22	Ope	1.1875
Total upfront payment	1.1875	N/	
Total final payment		Check	OK
Total project spend	2.3750		
Total project funding	2.3750		
Check	-		
Pro ect Spen	\$NZ'm		
Spend from Crown funding	\$NZ'm		
Spend from cofunding	\$NZ'm		
Total pro ect spen	\$NZ'm		
Pro ect Fundin	\$NZ'm		
prfront payment portior	\$NZ'm		
Crown funding required	\$NZ'm		
Cofunding required	\$NZ'm		
Final payment portion	\$NZ'm		
Total pro ect fundin	\$NZ'm		
Cash position	\$NZ'm		
Opening cash position	\$NZ'm		
Project spend	\$NZ'm		
Project funding	\$NZ'm		
Closing cash position	\$NZ'm		Ok
Worker hours	Hours	Hourly Rate: 120.00	
Number of SW treatment pro ec	# or %		
Physicals works complete	# or %		
N/	# or %		
14 Pro ect Nam	Investigations into Urban Stormwater Quality Management approaches		
Pro ect Typ	OTH R - Strategy Study or Report		
Start date	Feb-21	Cape	
End date	Dec-21	Ope	0.2500
Total upfront payment	0.1250	N/	
Total final payment		Check	OK
Total project spend	0.2500		
Total project funding	0.2500		
Check	-		
Pro ect Spen	\$NZ'm		
Spend from Crown funding	\$NZ'm		
Spend from cofunding	\$NZ'm		
Total pro ect spen	\$NZ'm		
Pro ect Fundin	\$NZ'm		
prfront payment portior	\$NZ'm		
Crown funding required	\$NZ'm		
Cofunding required	\$NZ'm		
Final payment portion	\$NZ'm		
Total pro ect fundin	\$NZ'm		

Document Classification: KPMG Confidential

Sensitivity: General

Cash position																						
Opening cash position	\$NZ'm	-	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.02	0.02	0.08	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	
Project spend	\$NZ'm	-	-	-	(0.00)	-	-	-	(0.00)	(0.00)	-	(0.11)	-	(0.07)	(0.07)	-	-	-	-	-	-	
Project funding	\$NZ'm	0.13	-	-	-	-	-	-	-	-	-	-	0.13	-	-	-	-	-	-	-	-	
Closing cash position	\$NZ'm	0 1:	0 1:	0 1:	0 1:	0 1:	0 1:	0 1:	0 1:	0 1:	0 0:	0 0:	0 0:	0 0:	0 0:	0 0:	0 0:	0 0:	0 0:	0 0:	0 0:	
		Ok																				
Worker hours complete		Hours	Hourly Rate:	75% labour		0.50				10	12	18	15	174	174	174						
		# or %				9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%						
N/		# or %																				
N/		# or %																				
15 Project Name: Rotokauri Swale Designation conditions implementation																						
Project Type: OTH R - Strategy Study or Report																						
Start date	Feb-21	Cape																				
End date	Dec-21	Ope	0.7000																			
Total upfront payment	0.3500	N/																				
Total final payment		Check	Ok																			
Total project spend	0.7000																					
Total project funding	0.7000																					
Check	-																					
Project Spend																						
Spend from Crown funding	\$NZ'm				0.0139	0.2055	0.0148	0.0652	0.0396	0.0112	0.0213	(0.0014)	0.0660	0.0660		0.0660	0.0660	0.0660			0 700:	
Spend from cofunding	\$NZ'm																				-	
Total project spend	\$NZ'm				0 013:	0 205:	0 014:	0 065:	0 039:	0 011:	0 021:	(0 001:	0 066:	0 066:	-	0 0:	0 0:	0 0:	-	-	0 700:	
Project Fundin																						
prfront payment portior	\$NZ'm		0.3500																		0 3:	
Crown funding required	\$NZ'm									0.3500											0 3:	
Cofunding required	\$NZ'm																				-	
Final payment portion	\$NZ'm																				-	
Total project fundin	\$NZ'm		0 3:	-	-	-	-	-	-	0 3:	-	-	-	-	-	-	-	-	-	-	0 7	
Cash position																						
Opening cash position	\$NZ'm	-	0.35	0.35	0.35	0.34	0.13	0.12	0.05	0.01	0.35	0.33	0.33	0.26	0.20	0.20	0.13	0.07	(0.00)	(0.00)	(0.00)	
Project spend	\$NZ'm	-	-	-	(0.01)	(0.21)	(0.01)	(0.07)	(0.04)	(0.01)	(0.02)	0.00	(0.07)	(0.07)	-	(0.07)	(0.07)	(0.07)	-	-	-	
Project funding	\$NZ'm	0.35	-	-	-	-	-	-	-	0.35	-	-	-	-	-	-	-	-	-	-	-	
Closing cash position	\$NZ'm	0 3:	0 3:	0 3:	0 3:	0 1:	0 1:	0 0:	0 0:	0 3:	0 3:	0 3:	0 2:	0 2:	0 2:	0 1:	0 0:	(0 0:	(0 0:	(0 0:	Warning	
Worker hours complete		Hours	Hourly Rate:	200.00		75	108	139.75	230.75	118	37	132	14	330	330	-					1 514	
		# or %						5%	23%	14%	4%	8%	0%	23%	23%	0%					100	
N/		# or %																			-	
N/		# or %																			-	
16 Project Name: Education Hub for Three Waters including videos/virtual reality educational tools and m																						
Project Type: OTH R - Strategy Study or Report																						
Start date	Feb-21	Cape	0.14725																			
End date	Dec-21	Ope	0.14725																			
Total upfront payment	0.1473	N/																				
Total final payment		Check	Ok																			
Total project spend	0.2945																					
Total project funding	0.2945																					
Check	-																					
Project Spend																						
Spend from Crown funding	\$NZ'm				0.0012	0.0004		0.0003	0.0083	-	0.0103	0.0245	0.0499	0.0499		0.0499	0.0499	0.0499			0 29452:	
Spend from cofunding	\$NZ'm																				-	
Total project spend	\$NZ'm				0 001:	0 000:	-	0 000:	0 008:	-	0 010:	0 024:	0 049:	0 049:	-	0 0:	0 0:	0 0:	-	-	0 294:	
Project Fundin																						
prfront payment portior	\$NZ'm		0.14725																		0 1:	
Crown funding required	\$NZ'm												0.14725								0 1:	
Cofunding required	\$NZ'm																				-	
Final payment portion	\$NZ'm																				-	
Total project fundin	\$NZ'm		0 1:	-	-	-	-	-	-	-	-	-	0 1:	-	-	-	-	-	-	-	0 2	
Cash position																						
Opening cash position	\$NZ'm	-	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.14	0.14	0.13	0.10	0.20	0.15	0.15	0.10	0.05	0.00	0.00	0.00	
Project spend	\$NZ'm	-	-	-	(0.00)	(0.00)	-	(0.00)	(0.01)	-	(0.01)	(0.02)	(0.05)	(0.05)	-	(0.05)	(0.05)	(0.05)	-	-	-	
Project funding	\$NZ'm	0.15	-	-	-	-	-	-	-	-	-	-	0.15	-	-	-	-	-	-	-	-	
Closing cash position	\$NZ'm	0 1:	0 1:	0 1:	0 1:	0 1:	0 1:	0 1:	0 1:	0 1:	0 1:	0 1:	0 2:	0 1:	0 1:	0 1:	0 0:	0 0:	0 0:	0 0:	Ok	
Worker hours complete		Hours	Hourly Rate:	120.00		16	1	-	2	69	82	82	73	416	416	-	107.00	107.00	107.00	53.00	20.00	
		# or %				0%	0%	0%	0%	3%	10%	10%	10%	10%	10%	10%	10%	10%	5%	2%		
N/		# or %																			-	
N/		# or %																			-	
17 Project Name: Expansion of the water leak detection programme and repair of any private leaks identif																						
Project Type: W T R - Water pipe inspections																						
Start date	Feb-21	Cape																				
End date	Dec-21	Ope	0.4750																			
Total upfront payment	0.2375	N/																				
Total final payment		Check	Ok																			
Total project spend	0.4750																					
Total project funding	0.4750																					
Check	-																					

Document Classification: KPMG Confidential

Document Classification: KPMG Confidential

Document Classification: KPMG Confidential

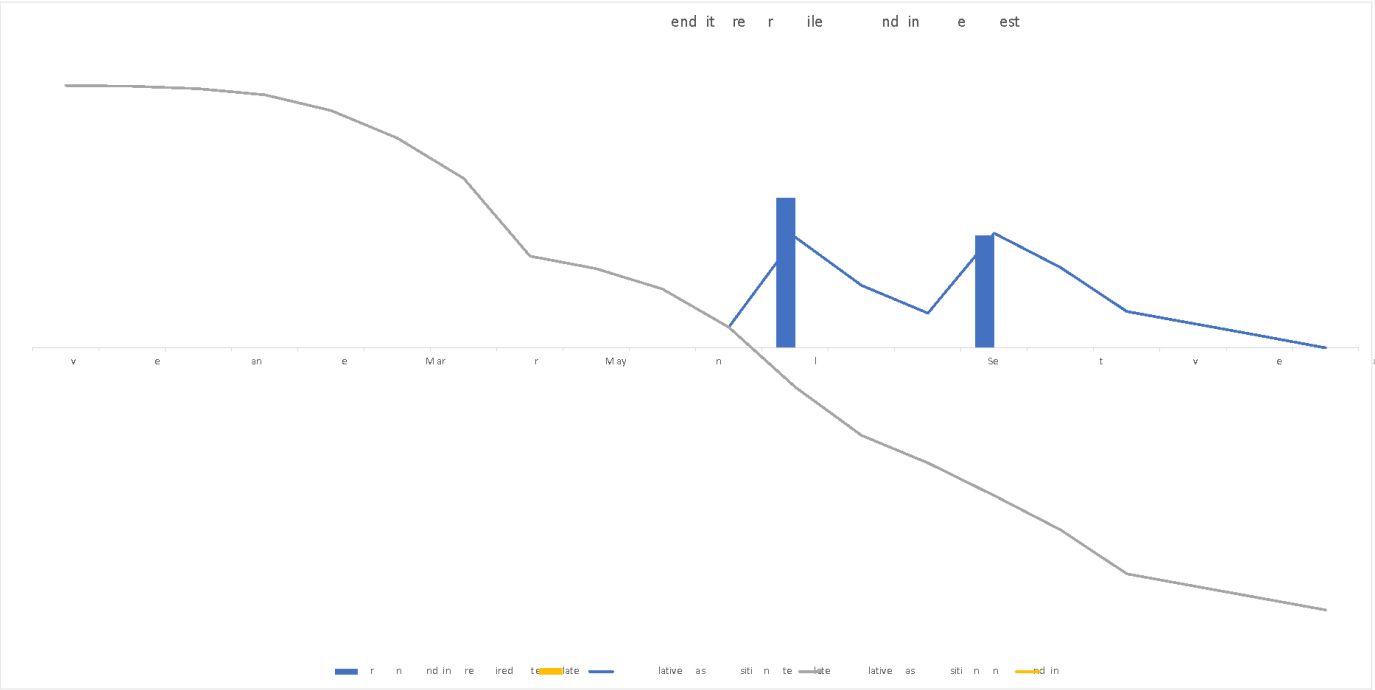
Sensitivity: General

Three Waters Stimulus Funding - LTP information collection																																		
LTP information				ctual LTP Spend																														
	FY 19/20 ctua	FY 20/21 Plan	FY 21/22 Plan	Nov-20	Dec-20	an-21	Feb-21	Mar-21	pr-21	May-21	un-21	ut-21	ug-21	Sep-21	Oct-21	Nov-21	Dec-21	an-22	Feb-22	Mar-22	pr-22	May-22	un-22											
Water Supply																																		
Potable water mains / pipes upgraded / renewed or new	6.13	7.12	4.32	3.95	0.12	0.67	0.27	1.17	0.31	0.77	1.60	0.22	0.38	0.73																				
Water pipe inspections																																		
Leak detection	0.09		0.10				0.01	0.01	0.04	0.08	0.10	0.00	0.03	0.04																				
Water Treatment Plant upgrades	4.39	7.12	15.71	2.07	0.51	0.20	-0.24	0.46	0.64	0.48	1.40	-0.07	0.26	0.53																				
Pump station upgrades																																		
Bore upgrades																																		
New water source added																																		
Raw water storage																																		
Treated water storage (refurbished or new)	9.96	2.49	0.06	0.66	0.15	0.08	0.03	0.06	-0.01	0.01	0.02	0.00	0.00	0.00																				
Boundary backflow preventors																																		
Water meters installed	0.34	2.10	0.70	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.09	0.02	0.00	0.00																				
Water filling station							0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00																				
Water security / fencing																																		
Other	1.66	2.37	12.61	0.79	0.23	0.03	0.13	0.13	0.17	0.36	0.33	-0.01	0.24	0.27																				
Total Water Supply	22.57	21.18	33.51	7.49	1.02	0.98	0.20	1.83	1.16	1.70	3.54	0.16	0.93	1.59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Wastewater																																		
Wastewater pipes upgraded / renewed or new	17.51	46.54	23.99	11.06	1.54	4.29	1.22	2.69	2.35	2.45	2.79	2.65	2.19	2.37																				
Wastewater pipe inspections							0.01	0.01	0.02	0.03	0.10	0.06	0.04	0.04																				
Sludge removal from ponds	1.51	1.72	1.74																															
Pump station upgrades	1.52	2.28	2.37	0.62	0.02	0.06	0.05	0.03	0.04	0.25	0.43	0.02	0.12	0.09																				
Wastewater Treatment Plant upgrades	18.28	14.13	6.13	7.67	1.30	1.05	0.29	1.15	1.06	0.58	0.96	0.18	-0.10	0.49																				
Other	2.73	4.86	8.31	1.49	0.15	0.01	0.36	0.39	0.36	0.48	0.68	0.02	0.19	0.69																				
Total Wastewater	41.54	69.53	42.53	20.84	3.00	5.42	1.92	4.27	3.82	3.80	4.96	2.93	2.44	3.69	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Storm																																		
Stormwater pipe inspections		0.17	0.67																															
Stormwater pipes upgraded / renewed or new	7.28	15.37	11.31	2.08	0.68	1.02	-0.19	0.47	0.33	0.67	1.39	0.17	0.72	0.34																				
Stormwater treatment																																		
Other	1.26	2.20	6.23	0.45	0.06	0.02	0.06	0.11	0.54	0.11	1.08	0.06	0.03	-0.01																				
Total Storm	8.54	17.74	18.22	2.53	0.73	1.04	0.12	0.58	0.86	0.77	2.48	0.23	0.75	0.33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Other																																		
Asset data and GIS improvements/update/maintenance	0.36	1.87	0.84	0.17	0.08	0.02	0.03	0.18	0.31	0.26	0.55	0.06	0.26	0.15																				
SCADA upgrades or new	0.02	0.13	0.13																															
Hydraulic modelling of network	0.05	1.29	0.20	0.03		0.01		0.00	0.00	0.00	0.02	0.00	0.03																					
Strategy Study or Report	2.69	2.32	4.01	1.27	0.24	0.23	0.12	0.48	0.31	0.14	0.80	0.03	0.39	0.12																				
Co-ordination initiatives undertaken																																		
Preparation for Reform							0.02	0.07	0.04	0.01	0.11	0.03	0.04	0.03	0.02	0.03																		
Programme management							0.06	0.04	-0.02	0.03	0.10	0.01	0.01	0.03																				
Total Other	3.11	5.61	5.18	1.47	0.34	0.33	0.24	0.72	0.72	0.45	1.50	0.13	0.71	0.33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total	75.76	114.05	99.43	32.33	5.09	7.78	2.24	7.41	6.56	6.71	12.47	3.45	4.83	5.94	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Document Classification: KPMG Confidential

Sensitivity: General

Category	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22
Cumulative cash position (template)	8.73	8.704687	8.621381	8.416537	7.889586	6.971698	5.629184	3.05	2.626545	1.9519264	0.6813808	3.6734028	2.0727788	1.1520748	3.8078898	2.6738798	1.2095688	0.806388467	0.403207134	0.000
- front Payment Portion	8.73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.000
- Spend from Crown funding	0	0.025313	0.083306	0.204844	0.526951	0.917888	1.342514	2.579184	0.423455	0.6746186	1.2705456	1.997978	1.600624	0.920704	1.084185	1.13401	1.46431	0.403181333	0.403181333	0.403
Crown funding required (template)	0	0	0	0	0	0	0	0	0	0	0	4.99	0	0	3.74	0	0	0	0	0.000
Actual spend to date (cumulative)	0	0.025313	0.108619	0.313463	0.840414	1.758302	3.100816	5.68	6.103455	6.7780736	8.0486192	10.0465872	11.6472212	12.5678252	13.6521102	14.7861202	16.2584302	16.65361153	17.05679287	17.460
Forecast expenditure (cumulative)	0	0.025313	0.108619	0.313463	0.840414	1.758302	3.100816	5.68	6.103455	6.7780736	8.0486192	10.0465872	11.6472212	12.5678252	13.6521102	14.7861202	16.2584302	16.65361153	17.05679287	17.460
Cumulative cash position (no funding)	8.73	8.704687	8.621381	8.416537	7.889586	6.971698	5.629184	3.05	2.626545	1.9519264	0.6813808	-1.3165872	-2.9172212	-3.8378252	-4.9221102	-6.0661202	-7.5204302	-7.92361153	-8.32679287	-8.730



Council Report

Item 9

Committee: Infrastructure Operations Committee

Date: 09 November 2021

Author: Trent Fowles

Authoriser: Eeva-Liisa Wright

Position: Compliance Manager

Position: General Manager
Infrastructure Operations

Report Name: Rubbish and Recycling Contract Update

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

Purpose - *Take*

1. To inform the Infrastructure Operations Committee on the Rubbish and Recycling Contract that commenced on the 31 August 2021.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee receives the report.

Executive Summary - *Whakaraapopototanga matua*

3. The new rubbish and recycling service has been in place since 31 August 2020.
4. The new service includes kerbside residential rubbish and recycling collection and processing service, the collection of rubbish and recycling from Council facilities, the management of the Lincoln Street Transfer Station and Hamilton Organic Centre (commenced 1 July 2021), transport and disposal of rubbish to landfill and the collection of illegal dumping.
5. Since the new service started, materials being sent to landfill has halved. This has seen the diversion numbers increase from an average of 27%, up to 51%. One of the key contributing factors to this is the reduction of waste volume households sent to landfill and the addition of the food scrap service.
6. The success of the Food waste collection is demonstrated in the diversion of more than 5.7 million tonnes of food waste from the landfill in the first 12 months. A portion of which has been returned to as compost ('Tronpost') free of charge to Hamilton community groups.
7. The new kerbside service has also provided a better visual street appeal and seen a reduction in loose and windblown litter on the kerbside.
8. As expected, there were several issues experienced at the beginning of the new service, these issues included non-delivery of bins incomplete routes (mainly associated with higher-than-expected presentation rates for food waste), missed collections, increase in illegal dumping (continued presentation of black bags), these issues led to a significant increase in customer complaints and enquiries.

9. The volume of customer calls significantly decreased after the first three months due to mitigations implemented by the EnviroWaste (additional resourcing), further education to the public (including improved information available on Fight the Landfill website) and a greater understanding of the new service by the public.
10. Contamination of the mixed recycling bin has been enforced by the use of cameras on the collection fleet and kerbside audits by the contractor and Council staff. This has seen 30 recycling bins removed from residents due to three breaches of the Waste Management and Minimisation Bylaw 2019.
11. Staff consider the matters in this report have low significance and that the recommendations comply with Council's legal requirements.

Background - *Koorero whaimaarama*

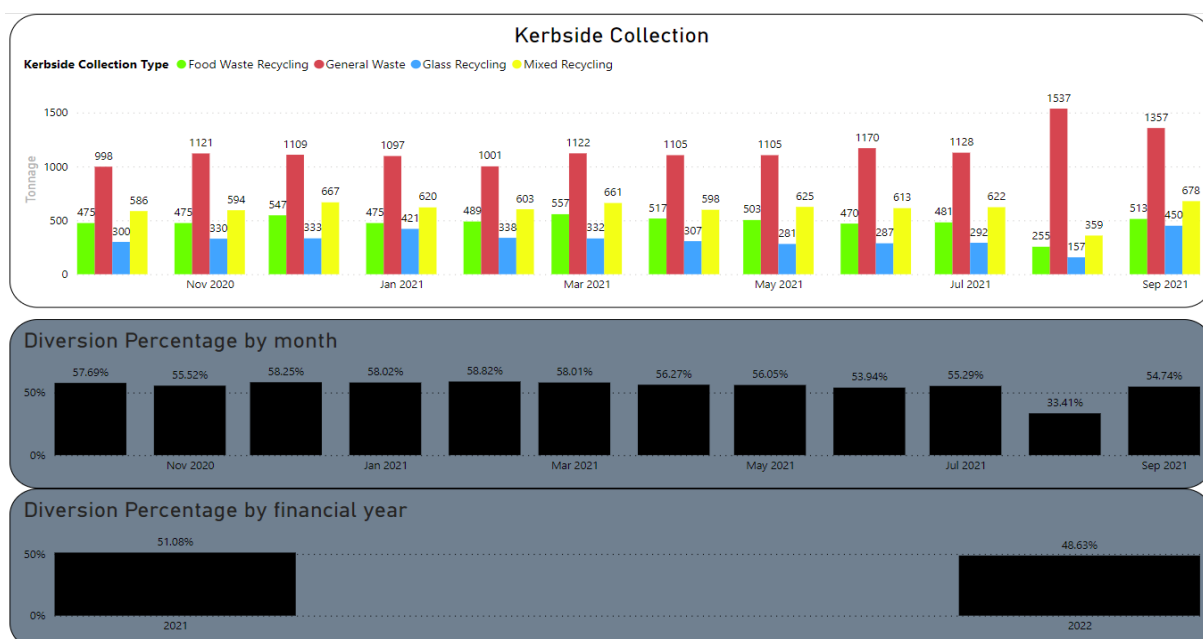
12. At the 16 August 2018 meeting of the Council, the business case for the rubbish and recycling changes was approved [\[minutes\]](#):
 - i. kerbside residential rubbish and recycling collection and processing service
 - ii. the collection of rubbish and recycling from Council facilities
 - iii. the management of the Lincoln Street Transfer Station and Hamilton Organic Centre
 - iv. transport and disposal of rubbish to landfill
 - v. the collection of illegal dumping
13. In April 2019, Contract 16234 – Rubbish, Recycling and Disposal Services for the new Rubbish and Recycling service was awarded to EnviroWaste Limited (ESL).
14. The Solid Waste bylaw 2012 was reviewed and subsequently replaced with the Waste Management and Minimisation Bylaw, adopted in November 2019. The new bylaw and controls (adopted August 2020) supported the delivery of the new service.
15. The new rubbish and recycling service was scheduled to start 1 July 2020, but due to impacts of COVID-19 this date was not able to be met. The contract was varied under Chief Executive delegation to push the start date out to 31 August 2020.
16. The implementation of the new service was managed by a Project Team, that included a Project Manager, Contract Manager, Project Stream Lead – Customer, Project Stream Lead – Education, Project Coordinator, Compliance Officer and Communications Advisor. In addition, a Steering Group was also established for the Project.
17. A robust and agile communications plan was developed and delivered to raise awareness of the new service and its benefits, while facilitating an effective behaviour change among Hamiltonians.
18. The new service included the kerbside collection of rubbish, recycling and food waste (240-litre mixed recycling wheelie bin, 120-litre rubbish wheelie bin, 23-litre food scrap bin, and the existing 45 litre mixed recycling crate which will be used for glass only), collection of rubbish and recycling from Council facilities, operation of the Lincoln Street Refuse Transfer Station and the Hamilton Organic Centre (commenced 1 July 2021) and the disposal of waste to ESL's Hampton Downs Landfill.
19. The new service was the biggest service change in rubbish and recycling for the city in 20 years and impacted over 56,000 households. The new service provides more options for recycling with the goal to reduce the amount of waste sent to landfill.

20. The Solid Waste Bylaw 2012 was reviewed in consultation with the community and key stakeholders Council in 2019, subsequently the Waste Management and Minimisation Bylaw 2019 was developed and adopted by the Council at the 28 November 2019 meeting [[minutes](#)].
21. The Waste Management and Minimisation Bylaw includes substantial new and amended controls needed to support the new service levels for the management, collection and disposal of rubbish and recycling for the new service, as well as greater alignment with the 2018-2024 Waste Management and Minimisation Plan.
22. In August 2020 Council approved the specification of the following controls for the matters in relation to the collection, transportation, or disposal of waste from any property in accordance with clause 4.1 and clause 5.15 of the Waste Management and Minimisation Bylaw 2019.

Discussion - *Matapaki*

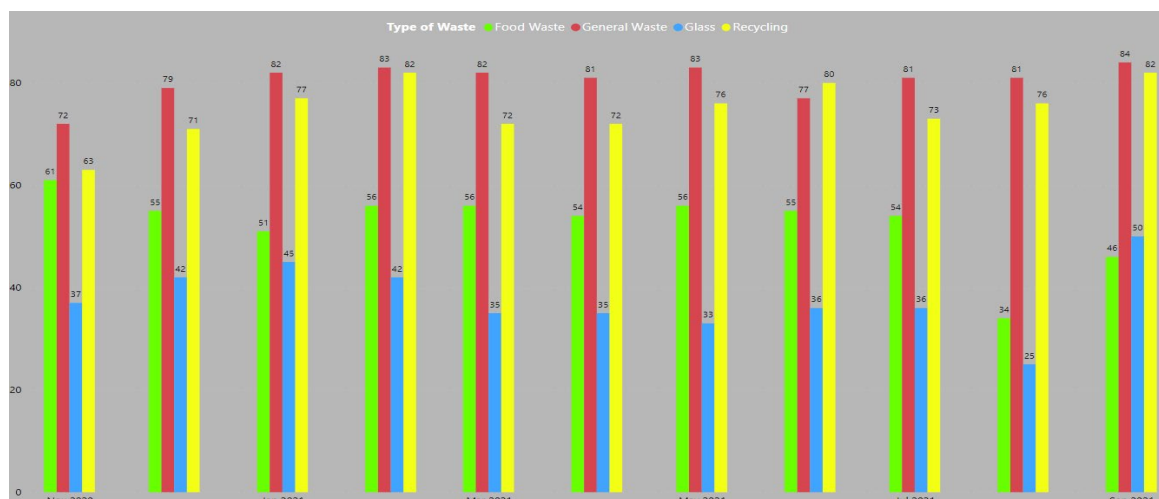
Kerbside Service

23. Since the new service started from 31 August 2020, materials being sent to landfill has halved. This has seen the diversion numbers increase from an average of 27% in the 12 months prior to the new service, up to 51%.
24. One of the key contributing factors to this is the reduction of waste volume households sent to landfill and the addition of the food scrap service. This has helped to enable a positive behaviour change in Hamilton.
25. Tonnage and diversion rates for the kerbside collection are shown in the graphs below:



26. In the first 12 months since the new service began, Hamilton has diverted more than 5.7 million kilograms of food scraps away from landfill. It is then taken to Hampton Downs where the contractor blends it with green waste and turns it into compost ('Tronpost'), a portion of which is made available to Hamilton community groups free of charge.
27. To date four Community groups have been provided with loads of Tronpost for community gardens. The groups that have received Tronpost are Progress to Health, Te Papanui Enderley Community Centre, Rauawaawa Kaumatua Charitable Trust and Anglican Action.
28. Outside of Covid-19 effected months presentation rates for food scraps have been consistently around the 55% mark. This is substantially higher than was expected and is being achieved in other regions.

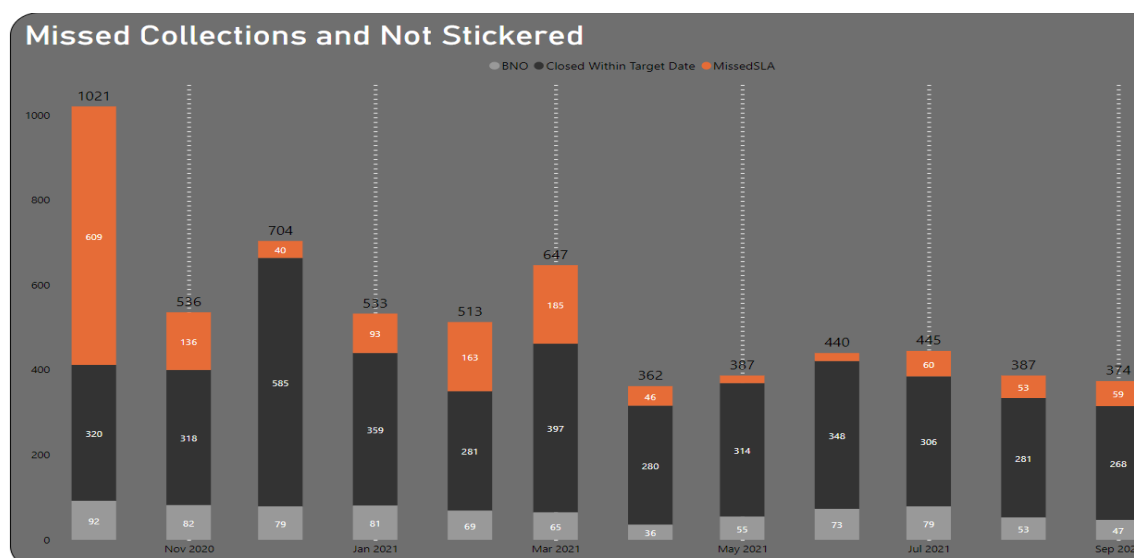
29. Monthly bin presentation rates for each collection stream are shown below:



30. Moving from bags to bins has helped keep animals out of rubbish which helps keep our streets cleaner. Paper and cardboard are now collected inside a bin opposed to a loose collection, which has also reduced windblown litter. On average the number of requests to clean up litter has reduced by approximately a third.

Missed collections

31. The past three months have seen valid missed collections come down from 366 in July 2021 to 326 in September 2021. This is a significant improvement from the start of the service when 2591 missed collections were reported in September 2020.
32. The overall trend of missed collections has been downwards during the first 12 months of the service but are still above the target of no more than 110 missed collections per month. As context for this over the quarter there were 1026 missed collections out of 1,102,296 bins emptied. This represents a 99.91% clearance rate of bins emptied.
33. In response to the number of missed collections the contractor added an additional vehicle to the food waste collection in April 2021 to balance out the routes. This provided an even distribution across the different collection routes on any given day.
34. The introduction of modern fleet with cameras has enabled better information and more effective communication to the customer on missed collections and contamination events.
35. In any month around 15% of reported missed collections have been found to be due to residents not putting out bins out by the scheduled time.
36. Missed collection jobs per month are shown below:



25. Further work is being undertaken with the contractor to reduce missed collections and improve response times around resolution.

Kerbside Service Recycling Contamination

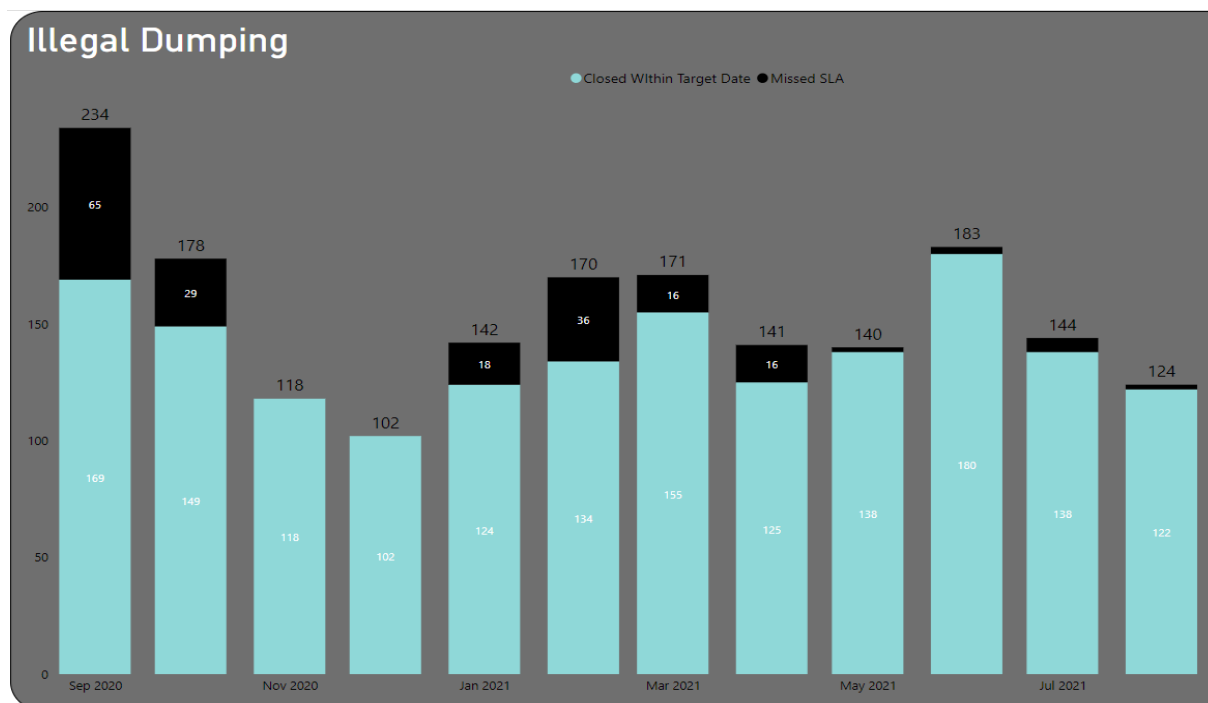
37. Contamination is either identified by cameras in the truck when the bins are emptied or by kerbside audits by staff and the contractor.
38. Staff have been working with landlords and Kainga Ora to educate residents, however in most circumstances, this education has not resulted in behaviour change.
39. While a number of communication initiatives have been undertaken, the trend continues to increase. In response, staff have implemented the enforcement process under the Waste Management and Minimisation Bylaw 2019. The enforcement is temporarily (three months) withdrawing the yellow recycling bins from service from residents found with contamination on three separate occasions. Residents and property owners are advised of this enforcement prior to withdrawing the yellow recycling bins.
40. As a result of the implemented enforcement process 206 dwellings received a written second warning, 56 dwellings have received a third and final notice, and of these 30 have had their yellow bins removed for the three-month suspension period.
41. In some cases a positive behaviour change regarding contamination has been observed in areas where warning letters have been issued to residents in that particular area.

Material Recovery Facility and Education Room

42. The mixed recycling is taken to the ESL Material Recovery Facility (MRF) at Sunshine Avenue. Under the previous rubbish and recycling contract this would have been taken to Tauranga, but a purpose built MRF has been constructed by ESL in Sunshine Ave for processing these materials.
43. The MRF employs 10 staff to process the materials which has benefited the Hamilton economy.
44. As part of the construction of the MRF an Education Room has been built from which you can view the processing of recyclables. Council has use of this room for undertaking education on waste minimisation.

Illegal Dumping

45. Several issues were experienced at the beginning of the rollout with the continued presentation of black rubbish bags. That saw a large number of illegal dumping jobs logged with ESL for collection at roll out and this has largely stabilised after the initial peak as shown in the graph below:

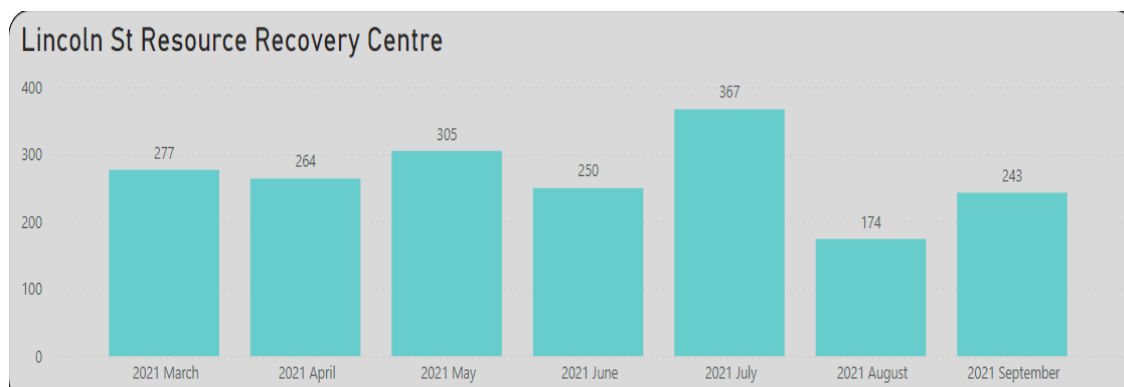


46. While there was a decrease in the number of notified illegal dumping in August 2021 (124, down from 144 in July 2021), an increase of illegal dumping was observed during August by staff during Alert Level 4, most of the illegal dumping observed occurred around public bins across the city by staff responsible for the emptying of the bins.
47. Further communications work is being undertaken by Council to educate residents around illegal dumping.

Lincoln Street Refuse Transfer Station

48. As part of the rubbish and recycling service ESL took over operation of the Lincoln St Refuse Transfer Station (RTS) on 31 August 2020.
49. 3718 tonnes of waste were diverted from landfill via the Refuse Transfer Station during the first 12 month of operation by EnviroWaste.
50. As additional initiatives such as wood recovery, e-waste, battery recycling, bottle lid recycling and mechanical recovery from the pit take place – alongside the operation of the reuse store by Habitat for Humanity – it is expected that the diversion numbers will improve as the year progresses.
51. During their first 12 months of operation the Habitat for Humanity Reuse store sold roughly 504 tonnes of material diverted from the landfill.

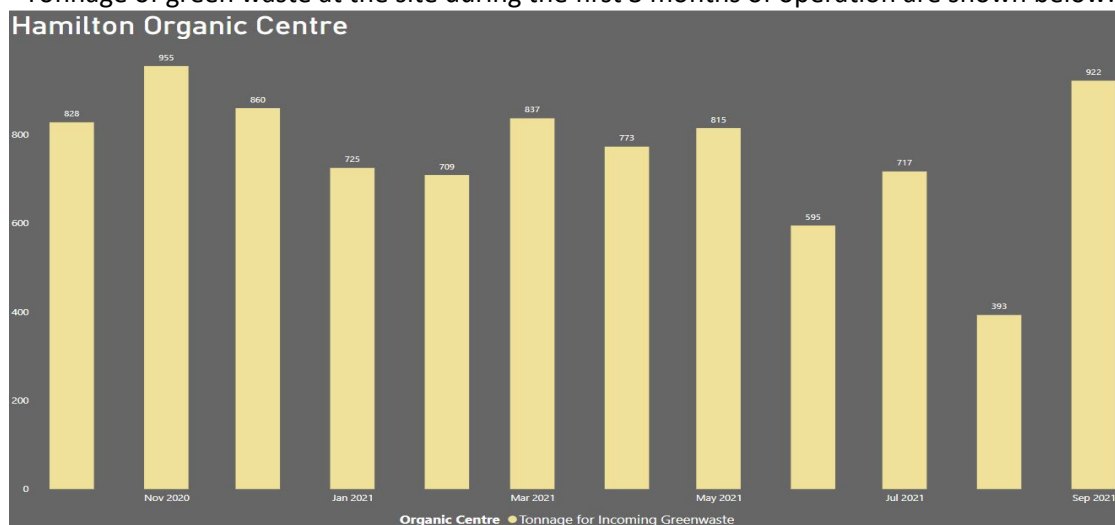
52. Monthly tonnage of diverted material from the RTS are shown below:



53. ESL have upgraded glass bays, food waste storage and drainage at the RTS during the first year of operation.
54. Further upgrades by ESL to the pit rail area, reuse store, recycling signage and diversion options are occurring during this financial year.

Hamilton Organic Centre

55. As part of the rubbish and recycling service ESL took over operation of the Hamilton Organic Centre (RTS) on 1 July 2021.
56. Tonnage of green waste at the site during the first 3 months of operation are shown below:

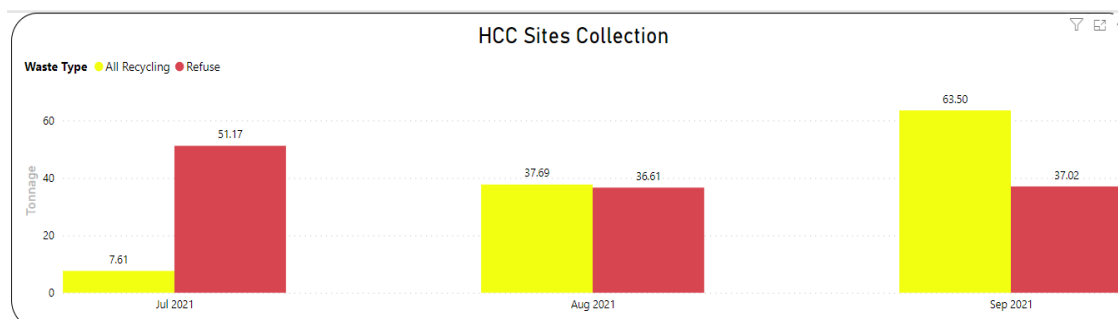


57. Overall diversion rates between the RTS and HOC during the last months operation was over 25% as shown below:



Facilities

58. ESL have taken over rubbish and recycling collections from Council facilities.
59. Rubbish and recycling options at Council facilities like libraries and stadiums were also improved as part of the new service, with all Council buildings containing bins for mixed recycling, glass, organic waste and rubbish. Council also provides options for staff to drop off bottle caps, batteries and soft plastics for recycling.
60. From the start of the current financial year tracking of refuse and recycling volumes at Council facilities has been undertaken. Diversion rates from Council facilities for the current financial year are running at above 46% and are shown below:



Customer survey

61. A customer satisfaction survey was completed in March 2021 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.
62. Key results of the survey were as follows:
- overall Rubbish collection satisfaction reduced from 81% in 2019 to 60% in 2021;
 - overall Recycling collection satisfaction has increased from 71% to 82%;
 - overall Glass collection satisfaction is 75% with no direct comparison;
 - overall Food scrap collection satisfaction is 69% with also no direct comparison; and
 - 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.

63. 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.
64. 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.

Waste Audit

65. A waste audit was undertaken in March 2021, the audit involved a team of four collecting, sorting, and weighing approximately 420 kg of kerbside rubbish every day for three days. Each day of the audit, a sample that included the contents of 50 Council 120-litre rubbish wheelie bins was collected from the kerbside of residential properties.
66. Preliminary results from the audit show the following average amount of waste volume in March 2021 was 8.74 kg per household per fortnightly collection versus 2017 results which were 8.54 kg per household per weekly collection, this is a 49% reduction in the average amount of rubbish being disposed of per household.
67. The second audit (allows for seasonal variation), scheduled for September 2021 it has been delayed due to Covid restrictions. Once the second audit is complete a comprehensive final report will be completed.

Initial Roll Out

68. Several issues were experienced at the beginning of the rollout, these included non-bin delivery, continued presentation of black rubbish bags, incomplete routes by the contractor, high volumes of missed collections and volume of enquiries/complaints to customer services.
69. These types of issues were not unexpected in a change of this complexity and scale. Issues were largely mitigated as they occurred, and the focus has now moved from implementation of the new service to optimisation.

Benefits

70. The long-term value that will be created to Council is the decreased size of the rubbish bin and more recycling options and allocating bins to rates properties. This has seen the amount of rubbish sent to landfill halved. When central government increase the landfill levy in 2023 the impact to council will be significantly less per household than what would have occurred if the new collection services were not implemented.
71. The Below table outlines the benefits identified in the Rubbish and Recycling Change Business Case, and the realisation of these benefits:

Description	Planned	Actual	Reason for Variance
50% increase in landfill diversion from kerbside within 3 years	39.9%	51%	The Food scraps service has performed better than expected. Landfill diversion averaged 27% for the 12 months under the previous service. This has risen to 51% under the new service.
25% reduction in waste to landfill per/capita in 3 years	27kg per SUIP per month	18.9kg per SUIP per month	Based on current performance the reduction in waste to landfill is approximately 50%. This successful outcome can be attributed to the introduction of Food scraps collection, allocated bins. Note, the calculation was done on a per household basis as that is how the data was

Item 9

			recorded before.
Complaints reduced by 20% in 1 year	13.4 per month	52 per month	A significant service change resulted in an expected increased number of complaints around the new service in the first 6 months of the service. The largest category of complaints we have seen is 31% on inadequate service, 27% on process and policy (service change), 13% on repeated missed collections. As part of the implementation there was also a change in systems used for recording complaints and an easier process for customer service to log them.
50% reduction in lost time injuries by year 1	0	4	LTI were not reported by previous contractor so it is not possible to report on this benefit. The current contractor is reporting serious incidents.
Increased level of service works	59.50%	43.20%	The percentage of divertible material that the community has sent to the landfill has reduced by 16.30%. This shows the new service has had its desired effect on the community by decreasing the amount of divertible products that was previously going to landfill.
Meeting community expectation for Rubbish and Recycling services	76	71.5	The first survey only covered rubbish and recycling under the kerbside section. The new service included rubbish, recycling, glass, and food. There was a 19% reduction in satisfaction (still sitting at 60%) for rubbish, but a 11% increase in recycling. A good result seeing the reduction by half (volume) of rubbish collected.
Less windblown litter and animal strikes	33.25 loose litter CRMs per month	19.5 loose litter CRMs per month	Moving from bags to bins have seen the ability of animals and wind to create loose litter reduced. There is the occasional food scrap bin CRM being reported.

72. There is also the cost savings of the ongoing disposal of material to landfill from changing contractors.
73. Improved data capture of key statistics has been undertaken by Council and all key metrics are now captured. This has enabled better visibility of data and analysis of information.
74. An unexpected benefit of the roll out of the new service was the identification of the incorrectly rated properties. Throughout the project there was a circa 250-300 properties identified with a shortfall of circa 280 Separately used or inhabited part of a rating unit (SUIP) charges. This will result in an increase of rates revenue for Hamilton City Council by circa \$160k per annum. In addition to the SUIP rates increase there will also be an unidentifiable amount of increase in valuations that will in turn increase rates revenue.
75. Another benefit of the project has been the creation and updating of council data. When the project started there was no list of private lanes across the city, and this has now been created with the help of the GIS team. The second and probably most important improvement is the creation and correction of the addresses. There were multiple entries in the rates database that were duplicate or had no street address. The process for creating new rubbish and recycle registers is now in place, so the inaccuracies of address information should be minimal going forward.

76. Hamilton city was awarded the 'Most Beautiful Large City' in 2020 by Keep New Zealand Beautiful, the introduction of the new kerbside service was a large factor in Hamilton winning this award.
77. The implementation of the new rubbish and recycling service has meant that Hamilton City Council has been seen as a leader in this space with the project winning the LGNZ award for Environmental Impact.

Financial Considerations - *Whaiwhakaaro Puutea*

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

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

80. 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').
81. 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.
82. The recommendations set out in this report are consistent with that purpose.

Social

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

Economic

84. The Rubbish and Recycling Service will minimise the future financial risks associated with rubbish and recycling services for the city.
85. Economic benefit of creating employment in the city.

Environmental

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

Cultural

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

"Waste disposal, if not managed properly, will threaten the mauri of the land and the surrounding water bodies, particularly the Waikato River. Waste deterioration and the inappropriate storage and use of chemicals can cause waste and chemical leaching into the environment."
88. Maximising the reduction and recycling of plastic materials aligns with the objectives outlined in section 26.3.3.1 of Tai Tumu, Tai Pari, Tai Ao: Waikato-Tainui Environmental Plan in relation to waste management hierarchies.

Risks - *Tuuraru*

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

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

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

Engagement

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

Attachments - *Ngaa taapirihanga*

Attachment 1 - Issues table for Rubbish and Recycling Service October 2021

Issues associated with the implementation of the New Rubbish and Recycling Service

Aspect of Service	Rationale	Mitigation
Bin Delivery <ul style="list-style-type: none"> Households have not received a set of bins or missing bins Stolen bin/s 	<ul style="list-style-type: none"> Property incorrect on rating database (not rated, no code of compliance, error of rating database) Bin/s missing from property 	<ul style="list-style-type: none"> All reports of non-delivery of bins are investigated to identify if the property is on the Rating database and has a Building code of compliance. Where required requests are referred to the Rating's Team and/or the Building Compliance team for actioning and property owners are notified. Once confirmed, bins will be delivered to the property. Customer contacted, ensure bin/s are not misplaced (neighbouring property), and request is legitimate (not seeking an additional bin – when advised bins are electronically tagged several requests have been withdrawn.)
Incomplete Routes <ul style="list-style-type: none"> Collection routes not completed on the day scheduled for collection, requiring collection the following day (Food waste and Glass). 	<ul style="list-style-type: none"> Insufficient staffing (including coverage for staff absences) Insufficient vehicle fleet (presentation rates and volumes underestimated by ESL) 	<ul style="list-style-type: none"> Notifications on Antenno and website are updated to advise delays and advised to leave bins out for collection the following day ESL have added additional staff and a vehicle to the fleet Route planning has been reviewed and adjusted to create a better balance for collections
Missed Collections <ul style="list-style-type: none"> Bins not emptied on day of collection 	<ul style="list-style-type: none"> Bins missed by contractor on collection route. Bins not collected due to non-compliance (contamination, overfull, late presentation – after 7:00am) 	<ul style="list-style-type: none"> Where the ESL is found to be at fault, a recollection is requested to completed within 48 hours. Non-compliant bins are required to be stickered by the contractor at the time of collection to advise customer why the bin has not been collected where possible. All notifications are triaged to ensure the bin was not collected due to non-compliance. ESL review requests for recollection to ensure bins were not missed due to late presentation, where this is found to be the case ESL provide staff with a date/time stamped image from the collection trucks camera to show no bin present for collection at that particular property.
Illegal dumping/Black bags <ul style="list-style-type: none"> Black bags and other refuse material left on the berm or other public areas <p>*initial during the roll out where a property was waiting for delivery of a set of bins, a bagged service was still being provided, ESL were provided a list of properties and collected weekly.</p>	<ul style="list-style-type: none"> Black bags, excess rubbish and recycling and other material are being left on the berm outside due to excess or non-use of the bins Material being illegally dumped outside properties and in public places. 	<ul style="list-style-type: none"> Staff, where possible will investigate to identify origin of non-compliant material. Where identified and if possible, the resident is requested to remove the material. Where material is identified to have originated elsewhere to the vicinity of the property it has been dumped, in most instances' enforcement action will be taken (issue of an infringement notice). Where dumping has occurred outside multi unit dwellings staff will contact the property manager/owner to remove and ensure tenants are aware of the requirements of the new service Staff are also working closely with Kainga Ora to manage issues associated with Kainga Ora properties.

Bin size <ul style="list-style-type: none"> Complaints received that the bins (predominately rubbish and glass crate) are too small for fortnightly collection 	<ul style="list-style-type: none"> The new service is a significant change from the previous service that requires a behaviour change in order to utilise the full extent of the service The previous contractor has in some cases collected more than allowed 2 black bags from some properties, this in turn has created a behaviour that see little or no recycling 	<ul style="list-style-type: none"> Staff provide education on recycling options to reduce volume of household rubbish, and how to use the new service to its full benefit Staff provide advice on alternative disposal options
Medical/Disability waste <ul style="list-style-type: none"> Home based dialysis patients and customers with disabilities generate more waste than a normal household 	<ul style="list-style-type: none"> At present there are very limited services for the removal of excess waste by healthcare providers The previous contractor has in some cases collected more than allowed 2 black bags from some properties 	<ul style="list-style-type: none"> Staff have been providing a temporary service for the excess waste for identified dialysis patients (in coordination with Waikato DHB) and a number of disability households
Assisted Service <ul style="list-style-type: none"> Delays in provision of service Missed collections 	<ul style="list-style-type: none"> Any requests for Assisted Service require the completion and approval of application form and an onsite assessment. All applications were put on hold at the introduction of the service to allow staff to manage the implementation. ESL drivers have missed a number of assisted collections when collecting on normal routes 	<ul style="list-style-type: none"> Staff have reduced the backlog of applications, with only a small number of recent applications outstanding. With the reduction in complaints and queries for other aspects of the service, staff are now able to manage applications in a more timely manner. Drivers are now required to contact ESL supervisor at the end of each route to confirm Assisted Collections have been completed An audible reminder is to be added the drivers electronic routing system as reminder of locations of assisted Collections
Lincoln Street Transfer Station <ul style="list-style-type: none"> Large queues at peak times (particularly weekends) at the entry and exit at the weighbridge Oversized cardboard unable to be received at recycling point unless cut down to size 	<ul style="list-style-type: none"> The RTS has historically had congestion issues due to the location and layout of the site, this has been exacerbated by the closure to the public of the ESL's Sunshine Avenue RTS. The cardboard deposit slot for recycling is of a set size to prevent large cardboard causing blockages while processing at the material recycling facility 	<ul style="list-style-type: none"> ESL have added additional staff to provide traffic management on site, in addition the weighbridge is staffed by two operators at peak times. The opening of an additional RTS by Waste Management on Wickham Street will provide Hamilton with a second RTS and potentially alleviate some of the congestion at the Lincoln Street site. Additional cardboard cages have been added to the site (without size restrictions), these cages will be taken directly Oji Fibre (processor) than processed through the material recycling facility.

<ul style="list-style-type: none"> Glass recycling receptacles only allow items to be deposited individually 	<ul style="list-style-type: none"> The size of the glass deposit apertures are designed specifically to prevent cross contamination of coloured glass streams and to prevent non glass items being deposited (contamination). 	
<p>Delays in responding to customer complaints/queries</p>	<ul style="list-style-type: none"> Due to the volume of customer queries and complaints a number have not been actioned in a timely manner Bedding on in of new processes both by staff and ESL have led to several queries and complaints falling through the system 	<ul style="list-style-type: none"> Additional support staff were utilised across the organisation to help the Project team manage the volumes of enquiries System improvements have been continuing occurring to improve processes Daily updates are provided to ESL by staff on outstanding complaints in addition to the electronic notification system

Council Report

Committee: Infrastructure Operations Committee
Date: 09 November 2021
Author: Eeva-Liisa Wright
Authoriser: Eeva-Liisa Wright
Position: General Manager
Position: General Manager
 Infrastructure Operations Infrastructure Operations
Report Name: Infrastructure Operations General Managers Report

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

Purpose - *Take*

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

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee:
 - a) receives the report;
 - b) requests staff report back to the Council with a proposal, to bring forward the funding for the Onion Road realignment project, in time for consideration as part of the 2022/23 Annual Plan development process; and
 - c) delegates authority to Councillor O'Leary (as Chair of the Infrastructure Committee) to work with staff on the preparation and approval of the submission to Waka Kotahi NZ Transport Agency proposal for 110km/h speed limit on Waikato Expressway.

Executive Summary - *Whakaraapopototanga matua*

3. This report provides updates to Infrastructure Operations Committee Members on activities, actions or projects contained within the plans or strategies for which this Committee and the relevant General Manager have responsibility over and for which significant progress has been made.
4. The following updates are included in this report:
 - i. Vision Zero Progress update
 - ii. Ruffell Road/Onion Road Temporary closure Update
 - iii. Accessibility Audit
 - iv. Mobility Carpark Survey
 - v. Safer Speed Area proposed for 2021/22
 - vi. Speed Limit changes on State Highway Network in Hamilton City

- vii. Waka Kotahi - Waikato Expressway proposed speed limit of 110km/h
- viii. Hamilton Transportation Collaborative Corridor Agreement (Maintenance and Renewal) Update
- ix. Licence Plate Recognition (LPR) Car Update
- x. Biking and Micro-mobility Programme business case update
- xi. Eastern Pathways – School Link and Connections update
- xii. Eastern Pathways – CBD to University Link update
- xiii. Crosby Road safety improvements and biking connectivity improvements update
- xiv. Tristram Street/Collingwood Street Intersection Upgrade Update
- xv. Infrastructure Operations Committee Report deferrals – COVID-19 impact

Discussion - *Matapaki*

Vision Zero Progress Update

5. 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.
6. The following table provides information on the types of users that were seriously injured in the city this financial year on a quarterly basis (1 July 2021 to 30 September 2021 inclusive).
7. The data is based on NZ Police reports which are prepared when they attend the crash. It is noted that some crash data can be a little slow in getting entered into the system, so the figures below are subject to change, but are a general reflection of safety performance on the local roads (excluding State Highways) for the period.

Road User Type	Number Seriously Injured 2021/22 as at 11 October 2021				Number of Fatalities	Total Deaths and Serious Injuries (DSI)	DSI by mode	Mode share of total trips
	July to Sept	Oct to Dec	Jan to March	April to June				
Cyclist	2				0	2	40%	1%
Driver	3				0	3	60%	87%
Passenger					0			
Pedestrian					0			12%
Wheeled pedestrian (wheelchairs, mobility scooters)					0			
Total	5				0	5	100%	100%

Ruffell Road/Onion Road Temporary Closure Update

8. At the 27 April 2021 [Infrastructure Operations Committee](#) meeting a decision was made to support KiwiRail and the temporary closure of the Ruffell Road at Onion Road until safety issues for both road and rail users at the rail crossing can be addressed.
9. The temporary closure of the Ruffell Road means traffic is diverted along Arthur Porter Drive. Recognising the impact this will have on traffic flow through the Arthur Porter Drive/Te Kowhai Road 'T' intersection, a decision was also made to upgrade this intersection to a roundabout.
10. At the time of writing this report it is expected that by the end of October 2021:
 - i. the Te Kowhai East Road/Arthur Porter Drive roundabout will be completed and be fully operational;
 - ii. Onion/Ruffell Road intersection changes will be in place which will implement the temporary closure of Ruffell Road to close off access across the level crossing; and
 - iii. we will have an agreement with Kiwirail regarding the temporary level crossing closure and commitment that it will reopen when safety improvements are complete – being the realignment of Onion Road.
11. Options for accessibility for cyclists and pedestrians have been investigated and to meet the safety provisions for crossing the rail, it has been estimated that the work will cost \$800,000 to complete. There is no funding allowed for this work in the current Low Cost Low Risk programme.
12. General data on pedestrian and cycle use at the site indicate that there are low numbers of users that will be impacted by the closure. Specific counters will be installed when Covid Alert Levels are at Level 2 in order to provide more accurate data.
13. A communications plan has been developed to keep the stakeholders, community and interested parties informed of progress and respond to queries as they arise.
14. The realignment of Onion Road to link up with the Arthur Porter Drive / Ruffell Road intersection has been designated with funding for land purchase and construction included in the 2021-31 Long Term Plan with a construction start scheduled for 2028/29. Staff recommend that the timing of this project is reviewed as part of the 2022/23 Annual Plan process noting the impact on residents and businesses in the area that the detour will have.
15. A verbal update on progress will be provided at this meeting. Latest updates can be found at our website: [Road Safety Improvements - Hamilton City Council](#).

Accessibility Audit

16. As part of the Low Cost Low Risk – Walking and Cycling programme, there is funding of \$50,000 for an Accessibility Audit and minor improvements to be completed in a suburb each year for accessibility for those with mobility difficulties.
17. Suburbs identified for inclusion in the study was based on the 2018 census data which asked the population whether they have difficulty walking or climbing steps. The data is available at the Statistical Area 2 level of detail which roughly correspond with Hamilton suburbs. The suburbs with the highest proportion of people who have a lot of difficulty walking and who cannot walk at all are identified in Table 1 below:

Statistical Area 2	Percentage of people with a lot of difficulty walking + who cannot walk at all
Enderley North	7.3%
Hamilton West	6.9%
Peachgrove	6.7%
Swarbrick	6.4%
Fitzroy	6.2%
Fairfield	5.5%
Chartwell	5.1%
Source: Study team using data from the 2018 Census	

Table 1: Areas with high proportions of people who have difficulty walking

18. Enderley North was completed in the 2020/21 financial year. Hamilton West was excluded from further investigation due to the recent Palmerston Street improvement works and potential additional works along Horne/Hammond Street. Peachgrove was excluded as this will need to be incorporated into the Eastern Pathways project. This left the short list of suburbs for the next three years being determined as Swarbrick, Fitzroy and Fairfield.
19. Site visits were carried out supported by local accessibility expert and independent consultant Tim Young. The site visits involved using the footpaths and testing road crossings looking for potential barriers that might affect disabled people's trips.
20. The most common problem identified with road crossings was kerb cuts which were too steep or have lips where the seal meets the lip of the channel. These types of problems pose barriers for people who use mobility aids with small wheels (e.g., wheelchair or walking frame) as well as for people pushing strollers, or those using manual or electric scooters.
21. A list of improvements is now being worked through for the local road network. A list has been provided to Waka Kotahi NZ Transport Agency for the sites on the State Highway network in this area for completion in conjunction with their reseal programme.

Mobility Carpark Survey

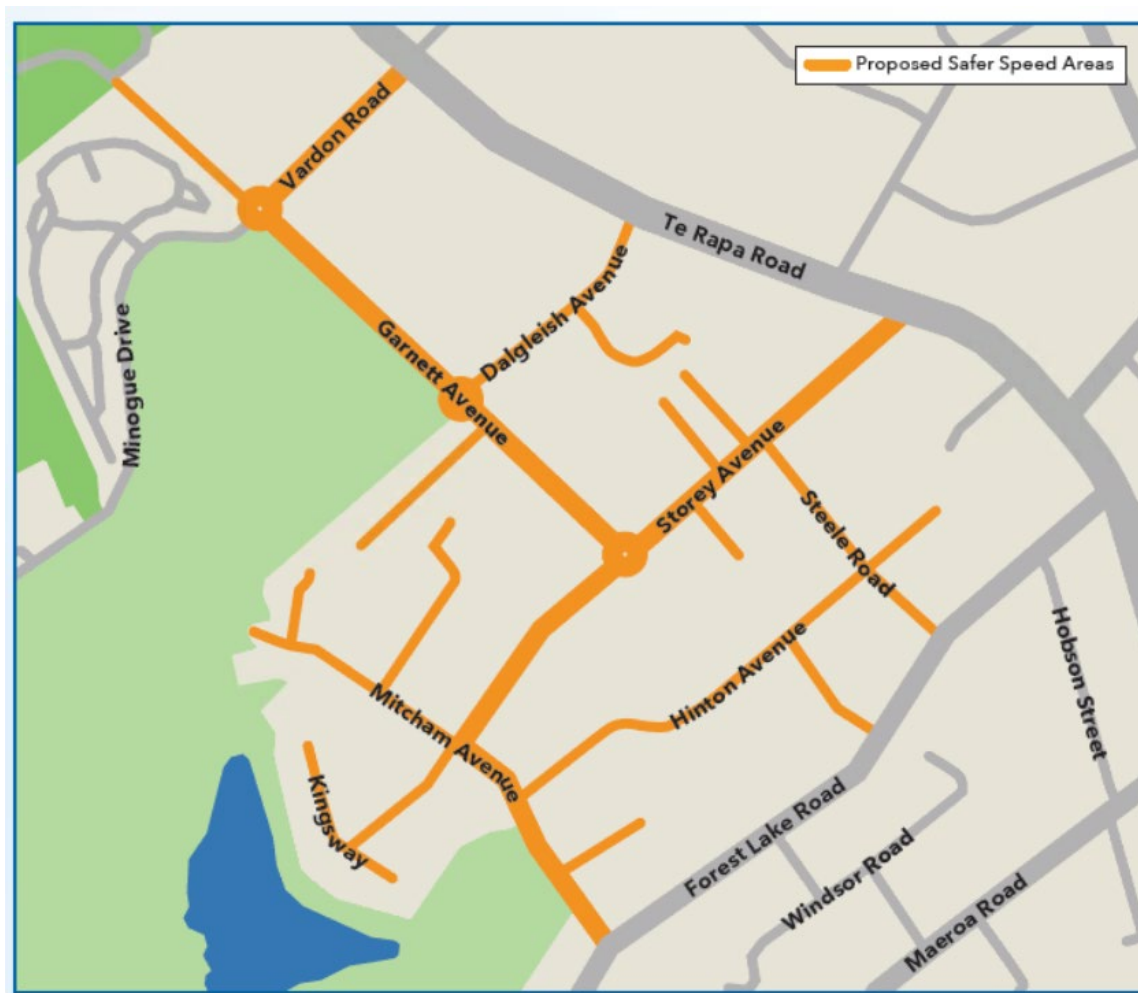
22. A 'Mobility Carpark Survey' is currently being completed in association with CCS Disability Action.
23. CCS Disability Action are responsible for the issuing of Mobility Permits and have circulated the survey to their current permit holders – approximately 3000 people.
24. The survey aims to gather information from users about the good and bad attributes of existing mobility carparks and gain insights to further locations where additional mobility carparks would be useful.
25. This survey was completed approximately 5 years ago and resulted in a number of changes throughout the CBD, but it is recognised that with businesses changing locations, there was a need for a further survey.

Safer Speed Area implementation for 2021/22

26. The Low Cost Low Risk – Road to Zero programme includes funding for delivery of speed management projects each year.

27. The [Growth and Infrastructure Committee](#) meeting on 20 June 2017 adopted Vision Zero for our road safety target by 2028 as part of the refresh of the Access Hamilton Strategy. Vision Zero, as the philosophy for road safety in the city, is an aspiration to achieve zero road deaths and serious injuries within Hamilton City.
28. The [Council meeting](#) on 6 September 2018 adopted the updated Hamilton City Speed Limits Bylaw 2018. The key change to the bylaw was to enable the Council to set speeds limits by resolution on any road within its jurisdiction. This change was made to enable timely and efficient speed limit changes to be made in the future.
29. The relationship between speed and road trauma is well-established internationally and that is why managing speed is one pillar of the Safe System approach to road safety.
30. Under our Vision Zero road safety philosophy we can make a big difference in the number of deaths and serious injuries on our roads by implementing a good speed management programme. If we can increase the number of drivers driving at a safe and appropriate speed, we can reduce the number of people in our community whose lives are devastated by road trauma.
31. The Speed Management Plan for Hamilton City was adopted at the [Council meeting](#) on 27 June 2019. The plan sets out the principles and prioritisation methodology that will be used to deliver speed management related activities including education, engineering and speed limit changes throughout Hamilton City.
32. The following **principles** have been adopted to guide the application of speed management within Hamilton:
 - i. the speed environment around schools at school times the start and end of the school day will be 30km/h;
 - ii. where there are high numbers of people walking, biking and crossing the road the speed environment will be 30km/h;
 - iii. residential local roads will be constructed for a 40km/h environment;
 - iv. new roads will be constructed appropriate to the function and to create a safe and appropriate environment;
 - v. existing roads may be upgraded appropriate to the function and to create a safe and appropriate environment;
 - vi. a logical, area-based approach will be used for the implementation of speed management;
 - vii. investment will be targeted to achieve the best access and safety outcomes; and
 - viii. we will work with partnering Road Controlling Authorities to provide a consistent approach in line with the Speed Management Guide.
33. The following **priorities** will guide us in our approach to implementing speed management:
 - i. high benefit routes which deliver maximum benefit in reducing deaths and serious injuries;
 - ii. places where there is strong community demand for change;
 - iii. supporting changes in neighbouring areas to achieve consistent and logical implementation; and
 - iv. places where lots of people walk or bike, or where they will soon walk and bike.

34. Based on the prioritisation process, the Garnet Avenue area has been selected for implementation of a Safer Speed Area permanent 40km/h speed limit this financial year. The area has a high number of pedestrians and cyclists associated with the school, netball courts, retirement village and the Waterworld swimming facilities. A petition has also been received from the area requesting a reduction in vehicle speeds in the area.
35. The map below shows the proposed Safer Speed Area:



Proposed Garnet Avenue Safer Speed Area

36. Consultation with residents and property owners has commenced and the results of this work will be reported to the Hearings and Engagement Committee at the December 2021 meeting.
37. Physical works are proposed in support of the lower speed limit, and the design of these will be finalised following the completion of the public consultation process. Specific engagement with the residents and property owners adjacent to any infrastructure improvements will be completed as part of the design process and subject to government imposed COVID-19 restrictions.

Speed Limit changes on State Highway Network in Hamilton City

38. Waka Kotahi NZ Transport Agency have now finalised their decisions on the consultation completed in 2020 on proposed changes to speed limits on the State Highway network in Hamilton City.

39. A copy of the consultation documents can be viewed [here](#) and the HCC submission on the proposals can be viewed here.
40. Waka Kotahi have acknowledged there have been undesirable delays in both finalising this speed review and responding to our submission formally.
41. A table which sets out the proposed speed limit changes, our feedback, and the Waka Kotahi responses for each site can be found in **Attachment 1**.
42. The recommendations made are similar to what was consulted on and are likely to be implemented prior to Christmas.

Waka Kotahi – Speed Limit Consultation on Waikato Expressway

43. Waka Kotahi NZ Transport Agency (Waka Kotahi) have advised that they will be formally consulting on a review of the SH1 Waikato Expressway speed limit (proposed 110km/h) between Tuesday 26 October until Tuesday 23 November 2021.
44. During this time, feedback will be sought from stakeholders and the public on any factors to consider before making a final decision.
45. The Waikato Expressway is nearing completion, which will improve safety, reliability and congestion on State Highway 1 by delivering a four-lane highway from south of the Bombay Hills to south of Cambridge.
46. The recently completed Longswamp, Rangiriri and Huntly sections, and soon to-be completed Hamilton section of the Waikato Expressway will be built to very high safety standards.
47. These sections have features that make it safer for travelling at higher speeds. A 110km/h speed limit will only apply to stretches of road built to a standard where the higher speed limit is considered both safe and appropriate.
48. This includes having at least two lanes in each direction, a central median barrier, no significant curves and no direct access to neighbouring properties.
49. Waka Kotahi are also now preparing to upgrade the remaining sections (Ōhinewai, Hampton Downs and Tamahere) so when completed, the 64km Waikato Expressway from Hampton Downs to Tamahere will meet the necessary design and safety standards for a 110km/h speed limit.
50. This will result in a 78km continuous length between Hampton Downs and the existing 110km/h Cambridge 14km section.
51. Before the speed limit can be changed, Waka Kotahi must follow the speed limit review process and consult on increasing the speed limit to 110km/h.
52. Hamilton City Council has previously supported the introduction of the 110km/h speed limit on the Cambridge section of the Waikato Expressway.
53. Staff are proposing to prepare a submission in support of the proposed speed limit change on the basis of the standards being met for the safe operation of the expressway at the proposed speed limit.
54. It is proposed Councillor O’Leary (as Chair of the Infrastructure Committee) be delegated authority to work with staff on the preparation and approval of the submission on behalf of Council.

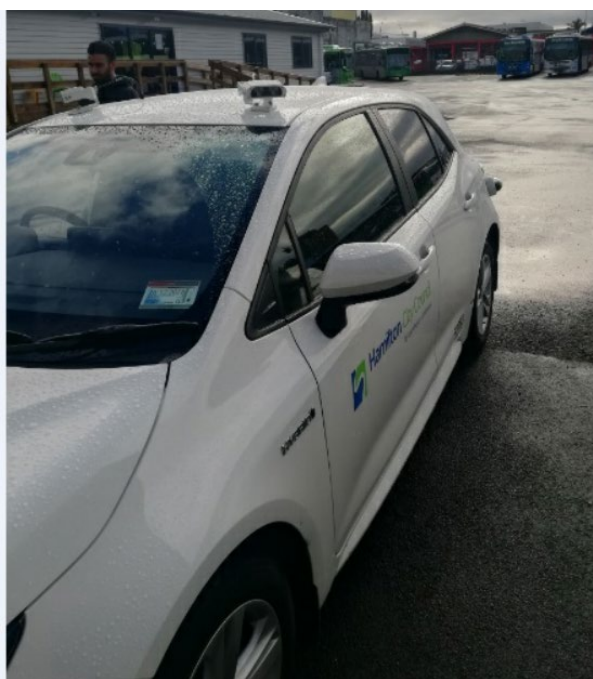
Hamilton Transportation Collaborative Corridor Agreement (Maintenance and Renewal) Update

55. Further to the update provided in the 17 August 2021 Infrastructure Operations Committee, staff are continuing to make good progress in the preparation for the renewal of the agreement for Hamilton Transportation Corridor Maintenance and Renewal.

56. The renewed contract is now being called the Collaborative Corridor Agreement (CCA), and on Wednesday 13 October 2021, a Zoom webinar was held due to COVID-19 alert level 3 restrictions in place for Hamilton, to inform the existing supply market of this new contract opportunity and receive market feedback on the draft contract model.
57. Representatives from over 20 organisations attended and there was a very useful Q&A session held at the end of the session.
58. Commencement of the tender process to select a supplier for the contract will begin in mid-2022.
59. Updates will continue to be provided via Executive updates and reported to the Infrastructure Operations Committee as staff progress through this contract procurement process

Licence Plate Recognition (LPR) Cars Update

60. At the time of writing this report the first of the two Licence Plate Recognition (LPR) cars are in the testing phase. This testing requires the IT support team, who are located in Auckland, to come down to physically access the LPR Toughpad system and make further adjustments. This is unable to happen until COVID-19 Alert Level Border restrictions from the Auckland region are relaxed by central government.
61. In the meantime, safe travel routes for the areas that are going to be patrolled have been developed so staff using the vehicle will have the safest and best route to do the job. System and process manuals are also being created and training needs determined for the staff who will be driving these vehicles.
62. The second vehicle has been purchased and is waiting to be fitted with the LPR technology. This fit-out requires the vehicle to go up to Auckland to be fitted with the LPR system once COVID-19 Alert Level restrictions allow.
63. The photos below illustrate what the LPR vehicle looks like (inside and out) and the visuals produced on the Toughpad:



The two top cameras which record and read the licence plates, while the little domes behind the back wheels are cameras which takes photos of the wheel arches.



In-car set up with the Toughpad. The driver will not need to touch the pad while driving, everything will be automatic and will change automatically when they drive into a different

time restricted zone.

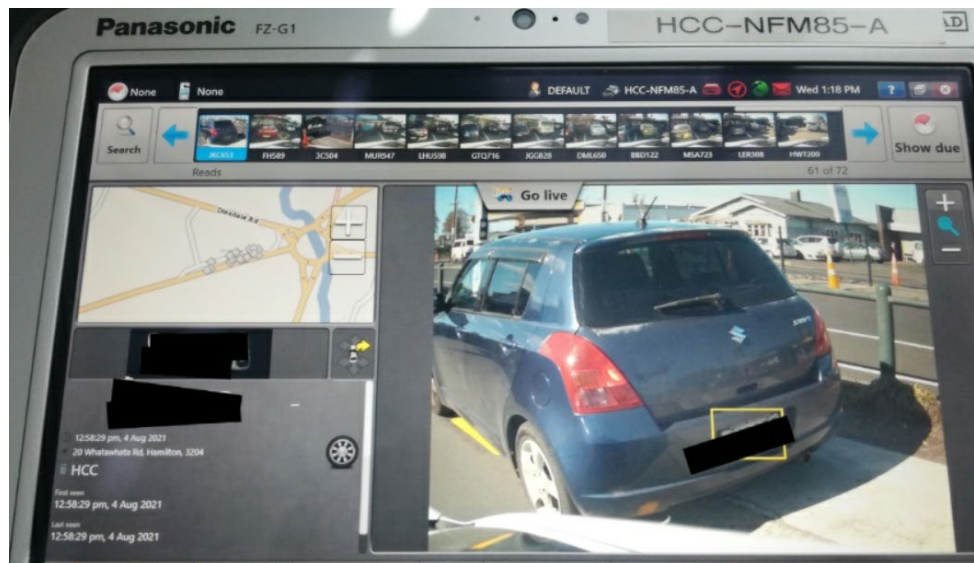


Image of a vehicle illegally parked on a No Stopping restriction.

Biking and Micro-Mobility Programme Business Case Update

64. Following the approval of the draft Biking & Micro-Mobility Programme business case at the 27 April 2021 Infrastructure Operations Committee approval, this has been submitted to Waka Kotahi NZ Transport Agency for review and consideration. Staff continue to work with Waka Kotahi staff to finalise the review requirements of the Biking & Micro-Mobility Programme business case so it can be considered by the Waka Kotahi Board in early 2022.
65. Staff are currently working with Waka Kotahi to finalise the review requirements of the Biking & Micro-Mobility business case so it can be considered by the Waka Kotahi Board in early 2022.
66. One of the outcomes of the review by Waka Kotahi is that they require HCC to provide a more robust assessment of which cycle routes ought to be prioritised ahead of others in the Biking Network Plan.
67. Transportation specialists have been engaged to provide HCC with a cycle model. This piece of work is currently underway and once completed will deliver a prioritisation programme which will add value and credibility to the business case, help with our future planning/priority setting, and help discussions with stakeholders and the community. The model is expected to be completed by mid-November 2021.
68. It is currently expected that the presentation of the completed business case to the Waka Kotahi Board will be completed in the first quarter of 2022.
69. Updates will continue to be provided via Executive updates and reported to the Infrastructure Operations Committee as staff progress through this Waka Kotahi process.

Eastern Pathways – School Link & Connections Update

70. Following the approval of the draft Eastern Pathways – School Link & Connections business case at the 27 April 2021 Infrastructure Operations Committee, this has been submitted to Waka Kotahi NZ Transport Agency for review and consideration.

71. Staff have continued to work with Waka Kotahi to complete the required review work for the Eastern Pathways School Link & Connections business case. The next steps are:
 - i. business case to Waka Kotahi Delegations Committee – 11 November 2021;
 - ii. business case to Waka Kotahi Executive Leadership Sub-committee – Late November 2021; then
 - iii. business case to Waka Kotahi Board – 16 December 2021.
72. We anticipate Waka Kotahi (following board approval) changing the NLTP funding status for Eastern Pathways School Link & Connections from 'Probable' to 'Approved' in early 2022.
73. In the meantime, pre-implementation work is underway with the focus on completing the project management plan, risk register, and determining the most appropriate contract model(s) for design and delivery.
74. Updates will continue to be provided via Executive updates and reported to the Infrastructure Operations Committee as staff progress through this Waka Kotahi process.

Eastern Pathways Central City to University Link Update

75. Following the approval of the draft Eastern pathways Central City to University business case at the 08 June 2021 Infrastructure Operations Committee approval, this has been submitted to Waka Kotahi NZ Transport Agency for review and consideration. The business case for Eastern Pathways Central City to University Link is currently with Waka Kotahi awaiting review.
76. Waka Kotahi have signalled the request for funding to undertake pre-implementation work for the Central City-University Link programme would 'probably' be accepted. However, this is subject to the Biking & Micro-Mobility business case being formally endorsed by their Board.
77. From a strategic perspective, Waka Kotahi see one business case being dependent on the other. Staff are currently working with Waka Kotahi to finalise the review requirements of the Biking & Micro-Mobility business case so it can be considered by the Waka Kotahi Board in early 2022.
78. Once the Eastern Pathways Central City to University business case is formally approved this opens the door for 'point of entry' discussions with Waka Kotahi about potential funding opportunities for an active modes connection across the Waikato River to the Central City.
79. Updates will continue to be provided via Executive updates and reported to the Infrastructure Operations Committee as staff progress through this Waka Kotahi process.

Crosby Road Safety Improvement and Biking Connectivity Project

80. Crosby Road is part of Eastern Pathways Connections. Following engagement, feedback received generally supports the proposal for a two-way cycle track along Crosby Road. However, staff have committed to address, as best as possible, on-going concerns about the type of measures to be used to make the road safer and more user friendly for all modes.
81. New Zealand Fire and Emergency Service have asked that further consideration be given to alternative routes and the proposed treatments. Staff will continue working with them for over the coming months and complete investigations COVID alert levels allow.
82. The project has not been allocated funding from Waka Kotahi NZ Transport Agency in recent NLTP allocations. Based on this, the project is currently on hold until funding is confirmed.
83. An update to key stakeholders and the local community is currently being prepared and will be provided soon.

84. Updates will continue to be provided via Executive updates and reported to the Infrastructure Operations Committee as staff progress through this Waka Kotahi process.

Tristram Street / Collingwood Street Intersection Upgrade

85. Following the report to the 28 September 2021 Infrastructure Operations Committee meeting, staff have engaged an independent peer review of intersection upgrade options including further modelling and identifying opportunities for further design optimisation. Some engagement with key stakeholders is also being progressed in parallel with development of a plan for wider community and stakeholder engagement and communication.
86. As the reviews and plans have yet to be finalised in preparation for this committee, a project report is proposed to be presented to the next Infrastructure Operations Committee meeting on 7 December 2021 to seek confirmation of a preferred concept. A briefing session will also be arranged in November to further discuss the options in advance of the Committee meeting.

Infrastructure Operations Committee Report deferrals – COVID-19 Impact

87. As a result of government COVID-19 restrictions in Auckland and Waikato, this has impacted on the planned delivery of some projects and has also impacted on staff workloads. To support staff a review of work programmes including planned reports to this committee has been completed with the Chair and Deputy Chair of the Infrastructure Operations Committee. As a result of this review the following reports have been deferred to future committee meetings:
- i. Worley Place shared zone – deferred to December 2021 or February 2022
 - ii. Speed Management plan – deferred to December 2021
 - iii. Tristram Street/Collingwood Street Macroscopic Approval – deferred to December 2021
 - iv. Alternative Wastewater Treatment Systems – deferred February 2022
 - v. Waste Audit final report – deferred to early 2022
 - vi. Innovation Report - deferred to early 2022

Legal and Policy Considerations - Whaiwhakaaro-aa-ture

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

Wellbeing Considerations - Whaiwhakaaro-aa-oranga tonutanga

89. 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').
90. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.
91. The recommendations set out in this report are consistent with that purpose.
92. There are no known social, economic, environmental or cultural considerations associated with this matter due to this report being for information only.

Risks - Tuuraru

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

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

94. 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 - Waka Kotahi response to HCC Submission on proposed speed limit changes on state highways 1, 3 and 26

Waka Kotahi Response to HCC Submissions on Hamilton City State Highways speed review

Location	Current Speed Limit	Proposed Speed Limit	HCC's Submission	Waka Kotahi's response
Avalon Drive Bypass (SH1) From the Crawford Street/Avalon Drive/SH1 Roundabout to 250m north of Rifle Range Road (existing speed limit change point).	80km/h	60km/h	HCC do not support this proposed change as our preference would be to have the existing speed limit retained and appropriate safety improvements e.g. wire rope barrier installed. This approach will minimise the likely increase in rat running of traffic on Avalon Drive and the subsequent need for HCC to invest further in this area to support the local road status	<p>The current 80km/h posted speed limit is not safe and appropriate for this corridor due to the potential for head-on crashes. The current mean operating speed is indicated as between 55–59km/h.</p> <p>While installing median barriers could be one option for reducing the risk of head-on crashes, this road has not been designed in a way which would enable this to happen easily and without considerable investment. The seal widening needed to provide for a median divide would require widening of both the road and the Forest Lake Road overbridge. There are no plans currently to undertake this work.</p> <p>Reducing the speed to 60km/h would also make the speed limits in the city part of SH1 more consistent, as the speed limit would be 60km/h from the Crawford St/Avalon Drive / SH1 roundabout through to Alison Street/SH1 intersection. This is expected to actually improve traffic flow.</p> <p>As this road has been identified as one within the top 10% of roads in NZ where reducing speed would improve the potential reduction of death and serious injuries through crashes, our decision is to reduce the speed limit to the safe and appropriate speed of 60km/h.</p>
Greenwood Street (SH1) From 160m south of Killarney Road (existing speed limit change point) to 80m north of Kahikatea Drive (SH1)	80km/h	60km/h	HCC support this proposed speed limit change noting that the intersections of Duke Street and Kahikatea Drive will both benefit from the lower speeds in this area.	We appreciate your support

(existing speed limit change point).				
Melville (SH1 & SH3) Kahikatea Drive and Lorne Street (SH1) from 41m east of Alison Street (proposed new speed limit change point) to 40m north-east of Lorne Street (existing speed limit change point).	60km/h	50km/h	HCC support this proposed speed limit change. In particular, we support the lower speed limit in Lorne Street as it is more reflective of the nature of the road.	We appreciate your support
On Ohaupo Road (SH3) from the Kahikatea Drive intersection (existing speed limit change point) to 25m south-east of Resthill Crescent (existing speed limit).	60km/h	50km/h	HCC support this proposal with conditions. Lower speeds (being the proposal) have a potential to result in an improvement for safety. We do not believe the nature of this section of road is self-explaining as a 50km/h area and would not support the change unless it is supported by engineering changes. There is not a clear change in the environment at the proposed speed limit point at Resthill Crescent where your proposal has the speed limit increasing to 60km/h	We have spent considerable time investigating the proposed change point for the 50km/h to 60km/h. Our policy is that speed limits change points are determined to match the surrounding land use. There is a lack of roadside activity south of the existing change point (near Resthill Crescent) to justify extending the current speed limit location further south. The road character past Resthill Crescent becomes less important for walking and cycling (there are safer alternatives available) and there are few direct accessways onto the highway. It also means there is a consistent 60km/h through to the Dixon Road roundabout which has been designed for and will have a speed limit of 60km/h.
On Normandy Avenue (SH3) from Lorne Street. (existing speed limit change point) to Ohaupo Road (existing speed limit change point).	60km/h	50km/h	HCC support this proposal with conditions. Lower speeds (being the proposal) have a potential to result in an improvement for safety. We do not believe the nature of this section of road is self-explaining as a 50km/h area and would not support the change unless it is supported by engineering changes	Having numerous changes to the speed limit can be confusing, so we need to average out the speed limit to an extent. When this occurs, there will be places where the speed limit doesn't necessarily marry well with the current road environment but in this case, having a consistent speed limit along this part of the corridor is considered more important. Whilst we may do more with signage and road markings at speed threshold change points, there is no proposal to do



				<p>anything more along the road corridor between those change points.</p> <p>With any change in speed limit Waka Kotahi is required to monitor compliance, and if necessary, reconsider what other measures need to be introduced if changing the speed limit signs alone hasn't resulted in compliance.</p> <p>This speed review will include before/after monitoring of mean and 85%ile speeds across a 7-day 24-hour analysis period, informed by the number of speed changes involved</p>
Normandy Avenue and Cobham Drive (SH1) On Normandy Avenue and Cobham Drive (SH1) from 40m north-east of Lorne Street (existing speed limit change point) to 180m west of Howell Avenue (existing speed limit change point).	80km/h	60km/h	HCC support this proposal but request serious consideration is given to changing the environment to support the lower speed limit – including improved provision for people walking and biking who are wanting to cross Cobham Drive to access Hamilton Gardens in the vicinity of Nixon Street	<p>The intersection of SH1(Cobham Drive/Grey Street) has been identified for improvements in the future. 60km/h speed limit through this corridor is appropriate to be consistent with other sections of state highway under this speed limit review.</p> <p>There is an existing underpass at Grey Street to allow safe pedestrian and cyclist crossing to/from Hamilton Gardens. With the strong thrust for urban mobility programmes by both Council and Waka Kotahi, this is a matter that will need to be developed in partnership separately from this speed review</p>
Hillcrest (SH1 and SH26) On Cobham Drive and Cambridge Road (SH1) from 180m west of Howell Avenue (existing speed limit change point) to 70m south of Riverlea Road (existing speed limit change point).	60km/h	50km/h	HCC support this proposal with conditions. Lower speeds (being the proposal) have a potential to result in an improvement for safety. We do not believe the nature of this section of road is self-explaining as a 50km/h area and would strongly advocate for engineering improvements to be completed on this section in conjunction with any changes in speed limit	<p>The technical assessment and reassessment support the proposed speed limit changes. Whilst we may do more with signage and road markings at speed threshold change points, there is no proposal to do anything more along the road corridor between those change points. With any change in speed limit Waka Kotahi is required to monitor compliance, and if necessary, reconsider what other measures need to be introduced if changing the speed limit signs alone hasn't resulted in compliance</p>
On Morrinsville Road (SH26) from SH1 (existing speed limit change point) to 300m north-	60km/h	50km/h	HCC support this proposal with conditions. Lower speeds (being the proposal) have a potential to result in an improvement for safety. We do not believe the nature of this	<p>The technical assessment and reassessment support the proposed speed limit changes. Whilst we may do more with signage and road markings at speed threshold change points,</p>

east of Berkley Avenue (existing speed limit change point).			section of road is self-explaining as a 50km/h area and would strongly advocate for engineering improvements to be completed on this section in conjunction with any changes in speed limit.	there is no proposal to do anything more along the road corridor between those change points. With any change in speed limit Waka Kotahi is required to monitor compliance, and if necessary, reconsider what other measures need to be introduced if changing the speed limit signs alone hasn't resulted in compliance
Glenview (SH3) On Ohaupo Road (SH3) from 25m south-east of Resthill Crescent (existing speed limit) to 265m south of the centre of the new SH3 Ohaupo Road/Southern Links roundabout (new speed limit change point).	70km/h	60km/h	HCC support this proposal and note that the construction of the new roundabout just south of Dixon Road is making good progress and is expected to be operational in late 2020 The roundabout has been designed for a 60km/h speed limit to be in place. (Update: This is now operational).	We appreciate your support.
Ohaupo Road (SH3) - Rural Section On Ohaupo Road (SH3) from 265m south of the centre of the new SH3 Ohaupo Road/Southern Links roundabout (new speed limit change point) to 330m north of Rukuhia Road (existing speed limit change point)	100km/h	80km/h	HCC support this proposal and note that this section of road has been subject to many reviews for safety improvements due to its poor safety record. The lower speed limit is reflective of the current nature of this section of road and the adjacent southern section, which already has an 80km/h speed limit in place through Rukuhia.	We appreciate your support.
Intersection Speed Zone Ohaupo Road (SH3)/Raynes Road 100km/h At the intersection of Ohaupo Road (SH3) and Raynes Road	100km/h	Variable 60km/h when a vehicle is turning into or out of the intersection.	HCC support this proposal and thanks Waka Kotahi for being proactive in dealing with the safety of this intersection via this treatment as a temporary measure until a more permanent solution can be installed. With the upcoming construction of a new bridge across the Waikato River and several arterial roads in the northern section of Peacocke, it	Raynes Road / SH1 intersection is one that is being looked at for additional safety improvements such as a roundabout in the recently announced NLTP.



we are proposing an Intersection Speed Zone that will be activated when traffic is turning in/out of the intersection. At such times the speed limit through this intersection on Ohaupo Road (SH3) will reduce from 80km/h to 60km/h.		80km/h at all other times.	is expected that there will be a large number of trucks turning at this intersection, which will add to the current safety issues being experienced at this intersection.	
--	--	----------------------------	---	--

Council Report

Item 11

Committee: Infrastructure Operations Committee

Date: 09 November 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>
----------------------	-------------

Purpose - *Take*

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

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee receives the report.

Executive Summary – *Whakaraapopototanga matua*

3. This report provides updates to Committee Members on External/Joint Committees relating to Infrastructure Operations Committee which Elected Members or Hamilton City Council staff are appointed to.
4. The following updates are included in this report:
 - i. Waikato Regional Council – Regional Transport Committee
 - ii. Waikato Regional Council – Regional Connections Committee
 - iii. Waikato Regional Council – Te Huia Governance Working Group
5. Staff consider the recommendations in this report to have a low level of significance and that the recommendations comply with Council's legal requirements.

Discussion - *Matapaki*

Waikato Regional Council - Regional Transport Committee

6. The objective of the Regional Transport Committee (RTC) is:

'To undertake the functions as prescribed in the Land Transport Management Act 2003 (LTMA), and to provide a regional forum for the consideration of regionally significant transport matters.'
7. Councillor O'Leary is the Hamilton City Council (HCC) nominated representative with Councillor Macpherson being the nominated alternative representative.

8. The RTC meeting was held on 1 November 2021 and the following agenda items were covered:
- i. **Waka Kotahi New Zealand Transport Agency** – an update by David Speirs - Waka Kotahi New Zealand Transport Agency Director Regional Relationships (Waikato and Bay of Plenty).
Staff Recommendation: That the report Waka Kotahi New Zealand Transport Agency (Regional Transport Committee, 1 November 2021) be received.
 - ii. **KiwiRail Update** – an update from KiwiRail on the NZ Rail Plan
Staff Recommendation: That the report KiwiRail update (Regional Transport Committee, 1 November 2021) be received.
 - iii. **Regional Road Safety Report** – an update on regional road safety issues including speed management and regional road safety statistics.
Staff Recommendation: That the report Regional Road Safety Update (Regional Transport Committee 1 November 2021) be received.
 - iv. **Transport Planning and Projects Report** – an update on current regional transport policy and planning matters as at 17 October 2021.
Staff Recommendation: That the report Transport Projects and Planning Report (Regional Transport Committee, 1 November 2021) be received.
 - v. **Regional Land Transport Plan – Transport Emission Response** – To provide the committee with an update on the Transport Emission Response for the Waikato Region and to seek endorsement for the establishment of a Regional Transport Emissions Response Working Group and a Technical Advisory Group consisting of staff from local authorities to provide technical assistance to the elected members of the established Working Group.
Staff Recommendations:
 - 1. That the report Regional Land Transport Plan –Regional Transport Emissions response (Regional Transport Committee 01 November 2021) be received; and
 - 2. That the Regional Transport Committee endorse the establishment of a Regional Transport Emissions Response Working Group.
 - vi. **Public Transport Business Improvement Review** - To inform the RTC on the finding of the independent review of the region's public transport service delivery model, the Public Transport Business Improvement Review (note this includes the final report).
Staff Recommendation: That the report Public Transport Business Improvement Review (Regional Transport Committee, 01 November 2021) be received.
 - vii. **Regional transport issues forum** was an opportunity for members to raise and discuss regionally significant transport issues in an open forum.
Staff Recommendation: That the report Regional Transport Issues forum (Regional Transport Committee 1 November 2021) be received.
9. A verbal update will be provided at this meeting.

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. There has not been a RCC meeting held since the 28 September 2021 Infrastructure Operations Committee and the next meeting of this committee is scheduled for 12 November 2021. At the time of writing this report the agenda items for this committee have not been confirmed.
13. A RCC workshop was held on 18 October 2021 and the two topics covered were:
 - i. **Public Transport Business Improvement Review – Progress Update** – provide an update on the Public Transport business improvement review to enhance public transport services for the region.
 - ii. **Public Transport Programme Alignment** – provide an update on the alignment between Waikato Regional Council, Hamilton City Council and Waka Kotahi NZ Transport Agency on their programmes or work and funding for Public Transport services and infrastructure within the city.

Waikato Regional Council – Te Huia Governance Working Group

14. At the time of writing this report there is no Te Huia Governance Working Group update for this report. A verbal update will be provided at this meeting should matters arise.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

16. 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’).
17. 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.
18. There are no known social, economic, environmental or cultural considerations associated with this matter due to this report being for information only.

Risks – *Tuuraru*

19. There were no known risks identified during the formation of this report.

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

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

Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

Resolution to Exclude the Public

Section 48, Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

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

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

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Infrastructure Operations Committee Public Excluded Minutes - 28 September 2021) Good reason to withhold) information exists under) Section 7 Local Government) Official Information and) Meetings Act 1987)	Section 48(1)(a)
C2. Contract Awards - 1119/2021 UV Disinfection Service and Maintenance and Contract 1138/2021 Service and Maintenance of Electrical Variable Speed Drives		
C3. Contract Award: Contract 1022/2021 Chemical Supply for Water and Wastewater Treatment		
C4. Three Waters Connection Request - Peacocke Area		
C5. Delia Court Wastewater Discharge - Legal Proceedings		
C6. Current Market Conditions Recyclable Products		

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 negotiations	Section 7 (2) (i)
Item C3.	to enable Council to carry out negotiations	Section 7 (2) (i)
Item C4.	to avoid the unreasonably, likely prejudice to	Section 7 (2) (b) (ii)

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