

**Notice of Meeting:**

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

**Date:** Tuesday 28 September 2021  
**Time:** 9.30am  
**Meeting Room:** Council Chamber and Audio Visual Link  
**Venue:** Municipal Building, Garden Place, Hamilton

Richard Briggs  
Chief Executive

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## **Infrastructure Operations Committee**

### ***Komiti Hanganga***

### **OPEN AGENDA**

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**Membership**

**Chairperson** Cr A O'Leary  
***Heamana***

**Deputy Chairperson** Cr S Thomson  
***Heamana Tuarua***

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

**Quorum:** A majority of members (including vacancies)

**Meeting Frequency:** Six weekly

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Becca Brooke  
Governance Manager  
*Menetia Mana Whakahaere*

**20 September 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*

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**1 Apologies – *Tono aroha***

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

The Committee to confirm the agenda.

**3 Declaration of Interest – *Tauaakii whaipanga***

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

**4 Public Forum – *Aatea koorero***

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

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

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

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

# Council Report

Item 5

**Committee:** Infrastructure Operations Committee  
**Date:** 28 September 2021  
**Author:** Narelle Waite  
**Authoriser:** Becca Brooke  
**Position:** Governance Advisor  
**Position:** Governance Manager  
**Report Name:** Confirmation of the Infrastructure Operations Committee Open Minutes - 17 August 2021

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

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

## Attachments - *Ngaa taapirihanga*

Attachment 1 - Infrastructure Operations Committee Open Unconfirmed Minutes - 17 August 2021

## Infrastructure Operations Committee

### *Komiti Hanganga*

### OPEN MINUTES

Minutes of a meeting of the Infrastructure Operations Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton and Audio-visual Link on Tuesday 17 August 2021 at 9.31am.

#### PRESENT

**Chairperson** Cr A O'Leary  
*Heamana*

**Deputy Chairperson** Cr S Thomson (partially via audio-visual link)  
*Heamana Tuarua*

**Members** Mayor Southgate (exclusively via audio-visual link)  
Deputy Mayor G Taylor  
Cr M Bunting  
Cr R Hamilton (exclusively via audio-visual link)  
Cr D Macpherson  
Cr K Naidoo-Rauf  
Cr R Pascoe  
Cr M Gallagher  
Cr M van Oosten  
Cr E Wilson

**In Attendance** Eeva-Liisa Wright – General Manager Infrastructure Operations  
Chris Allen – General Manager Development  
Robyn Denton – Operations Team Leader  
Jason Harrison – Unit Manager City Transportation  
Tania Hermann – Group Business Manager Infrastructure Operations  
John Purcell – Parking Team Leader  
Surya Pandey – Programme Manager City Wide Waters  
Maire Porter – City Waters Manager  
Chris Barton – Capital Projects Manager  
Martin Parkes – Transport and Urban Mobility Programme Delivery Lead  
Dan Silvertown – Communication and Engagement Officer  
Inspector Jeff Penno – New Zealand Police

**Governance Team** 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 absence from Maangai Hill and for partial attendance from Mayor Southgate (Council business) are accepted.

*Cr Naidoo-Rauf joined the meeting (9.31am) during the above item. She was present when the matter was voted on.*

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

**Resolved:** (Cr O’Leary/Cr Wilson)

That the agenda is confirmed noting that *Item C3 (Wairere Drive Speed Limit Reduction - Statement of Proposal)* is to be taken after *Item 9 (Innovating Streets - Ward Street - Interim Design)*.

**3. Declarations of Interest - *Tauaakii whaipanga***

No members of the Council declared a Conflict of Interest.

**4. Public Forum - *Aatea koorero***

**Michelle Ames** spoke to items 9 (Innovating Streets - Ward Street - Interim Design) and 10 (Innovating Streets - Rostrevor Street) and provided Elected Members with a written submission (attached as **appendix 1** of these open minutes). She outlined her concerns regarding right turns, such as those included in the design of the Ward Street trial, and accuracy of the trial feedback captured.

**Judy McDonald** spoke to items 9 (Innovating Streets - Ward Street - Interim Design) and 10 (Innovating Streets - Rostrevor Street), noting the negative media coverage of the Innovating Streets trials and the impact on businesses concerning customer parking.

**Brett Erceg** spoke to item 8 (Road to Zero – Hamilton City achievement report for 2020/21) and his concerns regarding new slow speed limits throughout the city and continued development of new cycle lanes.

**Simon Cascoigne** (Go Eco) spoke to items 9 (Innovating Streets - Ward Street - Interim Design) and 10 (Innovating Streets - Rostrevor Street) and requested the Council to develop roading infrastructure focused on climate action and encouraged personal responsibility for mode-shift.

**Richard Porter** (Bike Waikato) spoke to items 9 (Innovating Streets - Ward Street - Interim Design), 10 (Innovating Streets - Rostrevor Street) and 14 (Infrastructure Operations General Managers Report), the importance of compromise and the vocal feedback by those not supportive of the trial.

**Joe Koti and Wayne Mako** (Te Papanui Enderley Community Trust) spoke to item 14 (Infrastructure Operations General Managers Report) noting the proposed low cost low risk projects in Enderley, the community support for the work, and their priority interest in the Mardon Road Pedestrian Crossing project.

**Horiana Henderson** spoke to items 9 (Innovating Streets - Ward Street - Interim Design) and 10 (Innovating Streets - Rostrevor Street), noting her favour of projects that bring art to the city, the negative community response to the trial, safety concerns and complex Ward Street trial layout, cost of implementing cycling infrastructure, and education of mode-shift.

**Phil Evans** provided Elected Members with a written submission to items 9 (Innovating Streets - Ward Street - Interim Design), 10 (Innovating Streets - Rostrevor Street) and 14 (Infrastructure Operations General Managers Report). This was circulated to Members prior to the meeting and is attached to these minutes as **appendix 2**.

*Cr Thomson joined the meeting in person (9.37am) during the above item. She was previously in attendance via audio-visual link.*

*Cr Hamilton joined the meeting (9.40am) during the above item.*

**5. Confirmation of the Infrastructure Operations Committee Open Minutes - 8 June 2021**

**Resolved:** (Cr O’Leary/Cr Wilson)

That the Infrastructure Operations Committee confirm the Open Minutes of the Infrastructure Operations Committee Meeting held on 8 June 2021 as a true and correct record.

**6. Chair's Report**

The Chair spoke to her report noting the new Deputy Chair of the Infrastructure Operations Committee Cr Thomson, the Walk21 Seoul virtual conference, the Air New Zealand Excellence Award for Environmental Wellbeing, and the resignation of Unit Manager City Transportation. Members commented on the Unit Manager City Transportation’s excellent work history with Council.

**Resolved:** (Cr O’Leary/Cr Thomson)

That the Infrastructure Operations Committee receives the report.

**7. New Zealand Police Update**

Inspector Jeff Penno presented his verbal report noting the Police focus on road safety, focus on high-speed driving, recording of deaths and serious incidents, data trends, high-speed, alcohol use and seatbelt use interventions and deterrence theory, road safety risks and mitigation practices, priorities for 2021 including speed reduction, rural deployments and breath testing. Along with staff, he responded to questions from Members concerning red light camera deployment including ownership between Councils, Waka Kotahi and Police, Council policy to support Police efforts, community reporting, Council and Police data exchange on roading infrastructure and safety design, public education, Crosby Road high-speed risk and Police’s fleeing drivers policy.

**Resolved:** (Cr Bunting/Cr Thomson)

That the Infrastructure Operations Committee:

- a) receives the verbal report;
- b) thanks the New Zealand Police for their update; and
- c) requests staff report to a future meeting of the Infrastructure Operations Committee concerning the costs and procedure for trialling safety cameras in Hamilton City in time for consideration during the 2022-23 Annual Plan.

*Mayor Southgate joined the meeting (10.37am) during discussion of the above item. She was present when the matter was voted on.*

**The meeting was adjourned from 11.10am to 11.33am.**

*Mayor Southgate and Deputy Mayor Taylor left the meeting during the above adjournment.*

**8. Road to Zero - Hamilton City achievement report for 2020/21**

The Operations Team Leader spoke to the report noting the purpose of the report to update on Council activities ongoing to achieve Road to Zero. She responded to questions from Members concerning the Gordonton/Wairere roundabout, safer speed areas, funding shortfalls, the Waikato Regional Council and Waikato District Health Board joint travel plan including staff public transport subsidies, safety of left turn slip lanes, and ownership of risk minimisation.

**Staff Action:** Staff undertook to consider amendments to report structure concerning references to the Significance and Engagement Policy in the Executive Summary.

**Staff Action:** Staff undertook to include in the next Road to Zero report the figures concerning road safety spending as it corresponds to the cost of serious incidents.

**Staff Action:** Staff undertook to provide Members with the updated figures concerning Waka Kotahi funding in advance of the Strategic Growth Committee meeting of 7 September 2021.

**Resolved:** (Cr O’Leary/Cr van Oosten)

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) requests staff report back to the Infrastructure Operations Committee regarding enhanced school travel planning, including exploration of partnership options, in time for Annual Plan consideration.

*Deputy Mayor Taylor re-joined the meeting (11.36am) during discussion of the above item. He was present when the matter was voted on.*

#### 9. Innovating Streets - Ward Street - Interim Design

The Unit Manager Transportation introduced the report noting the concerns raised by Public Forum submitters, the length of the interim period, the options provided in the staff report, and independent safety advice received concerning the provided options. He responded to questions from Members concerning stakeholder consultation, cyclist road-use during trial, costings, trial goals (including business wellbeing and street attractiveness) and achievement measures, public feedback captured, medium for capture and sample size, two-way car lane design options, lessons learnt, monetary effect on local business, Waka Kotahi funding, parking turnover, and process for initiating permanent design including alignment with wider city planning.

**Procedural Motion:** (Cr Hamilton/Cr Bunting)

That the Infrastructure Operations Committee defers the matter to the next meeting of the Infrastructure Operations Committee.

**The Procedural Motion was put.**

<b>Those for the Procedural Motion:</b>	Mayor Southgate, Cr Hamilton, Cr Bunting and Cr Naidoo-Rauf.
<b>Those against the Procedural Motion:</b>	Deputy Mayor Taylor, Councillors O’Leary, Gallagher, Wilson, Macpherson, Thomson, van Oosten and Pascoe.

**The Procedural Motion was declared LOST.**

*Mayor Southgate re-joined the meeting (12.13pm) during the discussion of the above item. She was present when the matter was voted on.*

**Motion:** (Deputy Mayor Taylor/Cr Pascoe)

The Infrastructure Operations Committee:

- a) receives the report;
- b) approves that Ward St be restored to its state prior to the Innovating Streets trial - except for provision of a pedestrian crossing and a 30km/h speed limit - until the Ward St, Ward St/Anglesea St intersection and Ward St/Tristram St intersections upgrades take place as part of the 2021-2031 Long Term Plan; and
- c) requests staff provide Members with information concerning the learnings from the Innovating Streets trial process.

**Amendment:** (Cr Wilson/Cr O'Leary)

The Infrastructure Operations Committee:

- a) receives the report;
- b) approves the interim design for Ward Street as being the current trial Ward Street layout maximising parking and the reinstatement of 2 lanes on the approaches to both intersections;
- c) notes that the approved Ward Street interim design will be funded from the approved transport activity 2021-31 Long Term Plan budgets which includes Waka Kotahi NZ Transport Agency co-investment approval; and
- d) requests staff provide Members with information concerning the learnings from the Innovating Streets trial process.

**The Amendment was put.**

**Those for the Amendment:** Cr O'Leary, Cr Bunting, Cr van Oosten, Cr Gallagher, Cr Macpherson, Cr Wilson and Cr Thomson.

**Those against the Amendment:** Deputy Mayor Taylor, Cr Pascoe, Cr Naidoo-Rauf and Cr Hamilton.

**The Amendment was declared CARRIED.**

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

**Resolved:** (Cr Wilson/Cr O'Leary)

The Infrastructure Operations Committee:

- a) receives the report;
- b) approves the interim design for Ward Street as being the current trial Ward Street layout maximising parking and the reinstatement of 2 lanes on the approaches to both intersections;
- c) notes that the approved Ward Street interim design will be funded from the approved transport activity 2021-31 Long Term Plan budgets which includes Waka Kotahi NZ Transport Agency co-investment approval; and
- d) requests staff provide Members with information concerning the learnings from the Innovating Streets trial process.

**Deputy Mayor Taylor, Cr Pascoe and Cr Naidoo-Rauf Dissenting.**

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

## 17. Resolution to Exclude the Public

**Resolved:** (Cr Wilson/Cr O’Leary)

### 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 - 8 June 2021	) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
C2. Current Market Conditions Recyclable Products	)	
C3. Wairere Drive Speed Limit Reduction - Statement of Proposal		

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

Item C1.	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
Item C2.	to avoid the unreasonably, likely prejudice to the commercial position of a person who supplied or is the subject of the information to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (b) (ii) Section 7 (2) (h)
Item C3.	to maintain legal professional privilege to enable Council to carry out negotiations	Section 7 (2) (g) Section 7 (2) (i)

**The meeting moved to the Public Excluded session at 1.54pm.**

**The meeting returned to an open session at 4.15pm.**

*Crs Hamilton and Naidoo-Rauf retired from the meeting during the Public Excluded session of the meeting.*

## 10. Innovating Streets – Rostrevor Street

The Unit Manager City Transportation took the report as read. He responded to questions from Members concerning parking options and the London-Tristram Streets intersection, process, timings and speed cushions.



**Motion:** (Cr Pascoe/Deputy Mayor Taylor)

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) approves the implementation of **Option 1** (as detailed in the staff report).

**Amendment:** (Cr Thomson/Cr Macpherson)

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) request staff bring this matter to a briefing/workshop for further discussion on the options, including indicative costs prior to coming back to a future Infrastructure Operations Committee meeting for a decision on an interim treatment of Rostrevor Street.

**The Amendment was put.**

**Those for the Amendment:** Cr O'Leary, Cr Bunting, Cr van Oosten, Cr Gallagher, Cr Macpherson, Cr Wilson and Cr Thomson.

**Those against the Amendment:** Deputy Mayor Taylor and Cr Pascoe.

**The Amendment was declared CARRIED.**

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

**Resolved:** (Cr Thomson/Cr Macpherson)

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) request staff bring this matter to a briefing/workshop for further discussion on the options, including indicative costs prior to coming back to a future Infrastructure Operations Committee meeting for a decision on an interim treatment of Rostrevor Street.

**Councillor Pascoe Dissenting.**

**The meeting was adjourned from 4.36pm to 4.45pm.**

**11. Commuter Parking in Central City 2 hour free parking zone** (*Recommendation to the Council and the Hearings and Engagement Committee*)

The Unit Manager City Transportation and the Parking Team Leader introduced the report noting the intent of the staff recommendation and the suggested initial fee for commuter parking. They responded to questions from Members concerning the inclusion of Nisbett Street, funding and expected operational costs, opportunities for response to demand and criteria for location selection.

**Staff Action:** *Staff undertook to provide within the General Managers Report of a future Infrastructure Operations Committee meeting information concerning opportunities to include the area known as Pit lane (forming part of Hinemoa Park) in the commuter parking zones.*

**Resolved:** (Cr Wilson/Cr O'Leary)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) recommends that the Hearings and Engagement Committee approves the areas identified in the staff report (paragraphs 16-21), currently within the Central City Business District 2-hour free parking, and Nisbett Street, as commuter parking areas (noting that the Hearings and Engagement Committee have the delegation to designate the commuter parking locations as per the Hamilton City Traffic Bylaw); and
- c) recommends that the Council approves on-street commuter parking areas have a parking fee and charge of \$6 per space per day.

## 12. Treatment Plant Capacity Upgrades Programme Update

The Capital Projects Manager introduced the report noting the report updates on the Pukete Wastewater Treatment Plant Upgrade programme and requests to appoint resources to enable project works to be undertaken. Staff responded to questions from Members concerning requirement to undertake works considering the upcoming Waters Reform.

**Resolved:** (Cr O'Leary/Cr Thomson)

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) approves the direct appointment of NeufLOW Ltd. to provide project and construction management services for the next phase of the Pukete Wastewater Treatment Plant Upgrade project, with an Approved Contract Sum of up to \$500,000.

## 13. Hamilton Traffic Bylaw Review - Statement of Proposal

The Operations Team Leader introduced the report noting the legislative requirements for bylaw review, the intent of the suggested amendments including addition of new micro-mobility technologies. She responded to questions from Members concerning parking on berms, accessible streets, definitions of motor vehicle and freedom camping.

**Resolved:** (Cr O'Leary/Cr Pascoe)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves the draft Statement of Proposal document (**Attachment 1** of the report) for the review of the Hamilton Traffic Bylaw along with the proposed Traffic Bylaw 2021 (**Attachment 2** of the report);
- c) approves public consultation from 23 August to 23 September 2021 on the draft Statement of Proposal for the review of the Hamilton Traffic Bylaw; and
- d) notes that the results of the public consultation will be presented to the Hearings and Engagement Committee which is tentatively scheduled for 2 November 2021.

## 14. Infrastructure Operations General Managers Report

The Infrastructure Operations General Manager spoke to the report noting the Low Cost Low Risk – Walking and Cycling programme concerning the Enderley Area. Staff responded to questions from Members concerning the Low Cost Low Risk Enderley programme amendments, school speed

limit trial and variable speed signs, Local Cycle Paths and Westside Biking Connections project timelines and gullies restoration.

**Resolved:** (Cr O’Leary/Cr Bunting)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) notes that the funding allocated in the Low Cost Low Risk – Walking and Cycling programme will be amended to accommodate the improvements in the Enderley Area including speed limit changes on Mardon Road and Insoll Avenue and installation of a raised safety platform and associated works at the Mardon Road shops at a total cost of \$130,000; and
- c) notes that future work in the Enderley Area will be aligned and considered through other proposed 2021-31 Long-Term Plan projects.

#### 15. Waters Stimulus Project Delivery Update

The City Waters Manager and the Capital Projects Manager took the report as read. They responded to questions from Members concerning supply chain interruptions.

**Resolved:** (Cr Wilson/Cr Pascoe)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) notes the reallocation of \$1,325,000 of Central Government funding between 6 projects within the programme, noting that the overall programme budget remains \$17,460,000 as approved by the Council and the Department of Internal Affairs; and
- c) notes that a funding request has been submitted to Crown Infrastructure Partners for a second funding instalment of \$5,940,000 from the total \$17,460,000 Central Government funding available to Hamilton City Council, to ensure the Hamilton stimulus programme remains cashflow positive over the next quarter.

#### 16. External Committees Updates

The representative on the Waikato Regional Council – Start Up Rail Governance Group noted the Committees interest in increasing the Te Huia train service into Auckland central. Staff responded to questions from Members concerning revenue monitoring, the Governance Group’s advocacy for Te Huia to Auckland Transportation.

The representatives on Waikato Regional Council – Regional Transport Committee provided an update concerning the previous meeting of the Committee noting a legal concern involving a decision at the meeting for which Hamilton City Council was dissenting.

The representative on the Waikato Regional Council – Regional Connections Committee provided an update concerning the previous meeting noting amalgamation of bus routes and reviewing the public transport operating model.

**Resolved:** (Cr O’Leary/Cr Bunting)

That the Infrastructure Operations Committee receives the report.

*Cr Wilson retired from the meeting (5.55pm) during discussion of the above item. He was not present when the matter was voted on.*

**The meeting was declared closed at 5.59pm.**

## Appendix 1

### Public Forum Written Submission – Michelle Ames

**From:** Michelle

**To:** Paula Southgate

**Cc:** Geoff Taylor; Mark Bunting; Kesh Naidoo-Rauf; Ryan Hamilton; Rob Pascoe; Maxine van Oosten; Sarah Thomson; Dave Macpherson; Ewan Wilson; Martin Gallagher; Angela O'Leary; Amy Viggers

**Subject:** Council Meeting 17th August

Good Morning,

I will be speaking on the 17th August regarding the Innovating Streets Trial.-Tactical Urbanism.

The Three points I will be covering are

1. The dangers of closing Rosetrevor Street
2. The failures of the Council feedback system and why it is totally unreliable.
3. The wider picture and why the purported climate change "emergency" and the UN iare the driving force behind the Innovating Streets agenda.

Please find attached documents you may find useful in relation to the public speaking part of the agenda on the 17th August

It would be most helpful if you could apply critical thinking skills, objective truth and an open mind then considering the attached documents.

<https://www.newstalkzb.co.nz/news/auckland/onehunga-traffic-quietened-by-planter-boxes-but-critics-get-loud/>

<https://www.rnz.co.nz/news/ldr/442585/discontent-bubbles-in-southland-over-controversial-street-trial>

<https://www.newstalkzb.co.nz/podcasts/the-leighton-smith-podcast/leighton-smith-podcast-episode-101-march-10th-2021/>

<https://www.nzcprr.com/united-nations-agenda-2030/>

[https://spectator.com.au/2021/08/mandy-the-ipcc/?utm\\_medium=email&utm\\_campaign=MDS%20%2020210812%20%20SG&utm\\_content=MDS%20%2020210812%20%20SG+CID\\_ba647beb139f426e3d51530991546442&utm\\_source=CampaignMonitor\\_Australia&utm\\_term=Mandy%20and%20the%20IPCCEnso+ring%20George](https://spectator.com.au/2021/08/mandy-the-ipcc/?utm_medium=email&utm_campaign=MDS%20%2020210812%20%20SG&utm_content=MDS%20%2020210812%20%20SG+CID_ba647beb139f426e3d51530991546442&utm_source=CampaignMonitor_Australia&utm_term=Mandy%20and%20the%20IPCCEnso+ring%20George)

[https://spectator.com.au/2021/08/the-ipcc-buries-two-millennia-of-fluctuating-temperatures/?utm\\_medium=email&utm\\_campaign=MDS%20%2020210813%20%20SG&utm\\_content=MDS%20%2020210813%20%20SG+CID\\_243dcccbe52b4edcd890cab7212fb65e&utm\\_source=CampaignMonitor\\_Australia&utm\\_term=The%20IPCC%20report%20buries%20two%20millennia%20of%20fluctuating%20temperatures](https://spectator.com.au/2021/08/the-ipcc-buries-two-millennia-of-fluctuating-temperatures/?utm_medium=email&utm_campaign=MDS%20%2020210813%20%20SG&utm_content=MDS%20%2020210813%20%20SG+CID_243dcccbe52b4edcd890cab7212fb65e&utm_source=CampaignMonitor_Australia&utm_term=The%20IPCC%20report%20buries%20two%20millennia%20of%20fluctuating%20temperatures)

<https://joannenova.com.au/2011/12/for-teachers-free-copy-of-plimers-book-how-to-get-expelled-from-school/>

Whilst it was meant to be a work of fiction: 1984 by George Orwell provides an uncanny resemblance to what is happening in terms of double speak and the lie becoming the truth  
"The people will believe what the media tells them to believe"

"Real power is achieved when the ruling class controls the material essentials of life, granting & withholding them from the masses, as if they were a privilege"

**George Orwell 1984.** Please remember this was meant to provide a warning. It is not an instruction manual for dystopia.

regards,

Michelle

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**Attachment to email**

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Dear Commissioners,

I totally oppose the Climate Change Commission's (CCC) unnecessary plan to up-end the economy with central planning.

According to the Commission's own analysis, New Zealand is already on track to achieve net zero emissions using existing tools such as the Emissions Trading Scheme. Despite that, the Commission is demanding enormous changes to the lives and livelihoods of New Zealanders.

These costly proposals will not even result in lower emissions than existing policies. Under the ETS emissions are already capped, and any extra reductions from regulation (such as from banning gas connections or forcing a transition to electric vehicles) will simply free up emissions in other sectors (i.e. the 'waterbed effect').

The Commission must be aware that lower emissions in sectors covered by the ETS result in an equal increase in emissions elsewhere in the economy. Despite that, the Commission insists on imposing dramatic costs – likely in the hundreds of billions – for little, if any, climate benefit. This is dishonest policy making, exploiting fear of climate change to impose ideologically-driven changes to people's lives and the economy.

**Failure of the Commission to release the data which led to their conclusions**

It speaks volumes that New Zealanders are expected to provide feedback on these proposals without having access to the economic modelling behind the Commission's forecasts. No respectable economist has been able to concur with the Commission's incredible claim that the plan will only cost 1 percent of GDP. The impression left by this un-transparent consultation process is that the Commission knows its modelling is so fundamentally flawed that it will undermine the basis of the recommendations.

Without the workings it is impossible to hold this commission to account and ask pertinent questions about their conclusions. It is ironic, that the perfect example of the consequences of not disclosing your calculations which justify your conclusions, involves Global Warming.

Dr. Michael Mann took action against climatologist Dr. Tim Ball, who questioned Dr. Mann's conclusions regarding his hockey stick graph. The graph was first published in 1998 and was featured in the 2001 I.P.CC Climate Change Report.

A notice of dismissal was filed by Dr. Tim Ball's lawyers. Mann refused to release the data which lead to the hockey graph conclusions.

If a court dismisses a whole case when workings are not disclosed the principle applies equally to recommendations which will change the face of NZ. The fact no workings will be available during the public consultation period renders the whole report liable to dismissal. Without the workings it has absolutely no credibility or weight. In terms of climate experts there seems to be a trend in

refusing to release data upon which they base their conclusions. John Cook who in 2013 wrote the paper claiming that 97% of scientists agree that climate change is caused by manmade CO2 refused to release his workings!

The argument the data is subject to copyright is disingenuous, as it only applied to a tiny proportion of the data. This only adds weight to the conclusion that the data does not support the conclusions. Leighton Smith's apt summary, in commenting on the Michael Mann case, applies equally to the CCC recommendations.

"If you have been paid by the tax payer to do your research and you are making claims that affect all of mankind, demanding all sorts of restitution to nature and banning this and banning that: then everyone has the right to know what you have done behind the curtain and how you came to the conclusions providing the hockey stick graph.... if he won't produce the data, we are safe in concluding the data is corrupt"

### **Dereliction of duty by the Government in signaling they will accept whatever the CCC recommends!**

The fact the Government has signalled in advance it will adopt whatever the CCC recommendations is a total dereliction of duty or dishonest. This means the Government is admitting they will not evaluate anything the CCC proposes. The whole principle of democracy is that the Government serves the people who elect them. Inherently the Government is under a responsibility to analyse the contents of the report and ask robust, pertinent questions. To implement recommendations, the CCC itself say are totally unnecessary is the definition of utter incompetence. It is utterly undermining to public confidence in the integrity of the report processes, to have virtue signalled the outcome of the report in terms of the Government agreeing to adopt whatever the commission says. People will ask, "what is the point of submitting on the obvious fundamental flaws" if the Government is going to adopt them in any event? This is clearly "double speak."

### **Playing down what has already been achieved**

As paragraph 40 of the Taxpayers' Union submission states, the commission downplays what has already been achieved to push their ideological agenda. One example of how farming has already made substantial progress on becoming carbon neutral is provided by New Zealand beef and lamb. Analysis of carbon stocks and net carbon position of New Zealand sheep and beef farmland

### **Recommendation conflict with Paris Agreement**

One of the recommendations of the CCC is to Cull dairy, sheep and beef numbers by 15% by 2030. The Paris agreement itself states in Article 2- 1b

(b) Increasing the ability to adapt to the adverse impacts of climate change and foster climate resilience and low greenhouse gas emissions development, in a manner that does not threaten food production;

Surely there is a conflict here? If the recommendation is implemented it will obviously threaten food production in New Zealand.

### **The Wider Picture Pertaining to Carbon Dioxide and Man Made Global Warming Hypothesis.**

New Zealand is currently bound by its international obligations under the Paris Agreement to reduce CO2 emissions. That could change, if New Zealand ever withdraws. It is still critical to look at the wider picture in terms of the Global Warming hypothesis, as it provides potential answers regarding the ideology driving the CCC.

The old adage that if you say a lie often enough it becomes the truth has resulted in the global derangement in terms of the anthropogenic global warming hypothesis that manmade CO2 emissions are responsible for the world heating up.

Any critical thinkers who read **actual** individual scientists for example Dr. Tim Ball, Dr. Judith Curry, Dr. Ian Plimer, Dr. Roger Higgs and follow the money; know that the global obsession with CO2 as a pollutant, is perhaps one of the greatest deceptions in history. We are in the midst of the reality version of the Emperor's New Clothes and anyone who questions the narrative is labelled a "Climate Denier"

The political argument, that 97% of scientists agree there is manmade global warming repeated time and time again is the perfect example of double speak. Naomi Oreske googling "Global Warming" was the unscientific basis for this claim. A paper in 2013 by John Cook, Queensland University, fortified the myth that 97% of scientist agree man is responsible for global warming. Cook took abstracts and put them into categories to conclude 97% consensus. John Cook was another, who refused to release the data on which he established his 97% claim. Dr. Ian Plimer rightly states that science is underpinned by repeatable validated evidence It was Einstein who said, in relation to science "No amount of experimentation can ever prove me right: a single experiment can prove me wrong" As Dr. Tim Ball states, "consensus" applies to politics not to science.

The tactics prevalent in society today, especially in the Global Warming debate include, gaslighting instead of debating facts: calling those who debate against the Global Warming hypothesis, with facts and data, names such as "climate denier": talking in generalities of "the science" without ever naming or summarising the evidence of individual scientists: censoring the work of those who dare to disagree, refusing to publish any contrary evidence (Stuff), or, silencing them through litigation, are diversion and censorship methodologies to hide the fact there are no credible arguments in support of the hyposthesis. The 9-year campaign by Mann against Dr. Tim Ball, and the bullying of Judith Curry and Peter Ridd, out of their jobs are but two examples. In a democratic society healthy debate, is the way to progress science, not censorship and bullying. It seems "objective truth" is being replaced by political truth.

The fact that predictions for global warming have never come true, but their advocates continue to fly around the world in private jets and relax in their beach side properties whilst getting richer and richer in perpetuating the propaganda and indoctrinating students in the educations system, highlights the hypocrisy of those running the Global Warming agenda. One of the most recent studies refutes the climate emergency on the data itself.

The Tax Payers' Draft at paragraph 64 refers to "social and economic engineering with dollops of urban planning" This mirrors the ideological agenda of the World Economic Forum and the United Nation Strategic Partnership Framework. In particular, there are concerning parallels with "smart cities" Is there a link therefore, between the CCC recommendations and the Economic World Forum Agenda? The fact that Jacinda Arden has publically advocated Agenda 21 & 30 perhaps provides the answer.

An easy to digest evaluation of the Global Warming hypothesis, presented as a talk to Secondary School age students, by Jo Macky, Masters in Geology is attached

The constant use of the name "Aotearoa" as the name of New Zealand, dropping even the double barrelled name Aotearoa- New Zealand, when the official name of New Zealand is not Aotearoa but New Zealand, provides further evidence of the ideological approach of the CCC and this Government and a further link to the ideology of the UN and World Economic Forum agenda including the concept of "Global Governance". Changing the name of the county by stealth and complete ignorance as to the history of the name's origins is illustrative of an inability to understand the fundamentals of democratic principles for such a momentous decision. The CCC is not alone. Group think, and terms such as "sustainability" "equity" and "Aotearoa" are visibly pervading all the institutions who will be corporate stakeholders in the proposed "stakeholder capitalism." of the World Economic Forum Agenda.

Perhaps an independent body that is truly independent and has no government funding should be investigating the Grand Solar Minimum, which is in reality much more of a threat to humans

instead of the path to technocratic corporate communism under the fast progressing, World Economic Forum agenda?

## Conclusion

New Zealanders cannot be expected to support a plan to reshape the entire economy if policy makers are not willing to be upfront and honest about the trade-offs.

The plan should be scrapped and the process re-started.

I endorse the submission made by the Taxpayers' Union and available at [www.taxpayers.org.nz/climate\\_submission](http://www.taxpayers.org.nz/climate_submission) with the following added to paragraph 69, after Climate change is an emissions problem add- "according to the climate alarmist modelling hypothesis."

I register my feedback to your six "key questions" as Strongly disagree; Strongly disagree; Disagree (changes are too ambitious); Strongly disagree; None of them; and Strongly disagree — for the reasons set out the Taxpayers' Union submission.

Yours sincerely,

Michelle Ames LLB (Hons)

## References

<sup>1</sup> <https://wattsupwiththat.com/2013/08/28/cooks-97-climate-consensus-paper-crumbles-upon-examination/>

<sup>1</sup> Leighton Smith, Podcast 31 August 2019.

<sup>1</sup> <https://www.beeflambnz.co.nz/news/2020/10/7/new-zealand-sheep-and-beef-farms-close-to-being-carbon-neutral-new-research>

<sup>1</sup> [https://unfccc.int/files/meetings/paris\\_nov\\_2015/application/pdf/paris\\_agreement\\_english\\_.pdf](https://unfccc.int/files/meetings/paris_nov_2015/application/pdf/paris_agreement_english_.pdf)

<sup>11</sup> <https://electroverse.net/25-simple-bullet-points-proving-co2-does-not-cause-global-warming-by-a-geologist-for-a-change-dr-roger-higgs/>

<sup>1</sup> <https://www.thegwpf.com/ian-plimer-97-of-scientists-agree-on-nothing/>

<sup>1</sup> Dr. Tim Ball Interview on Leighton Smith No 21, June 2019

<sup>1</sup> [Goklany-EmpiricalTrends.pdf](#)

<sup>1</sup> <https://waikanaewatch.org/2020/11/18/why-the-un-agenda-2030-is-cause-for-concern/>



Climate Change  
Talk (2).odp

1



## Appendix 2

### Public Forum Written Submission – Phil Evans

**Item 9 – Ward Street** – I believe the concept for Ward Street was great, but the design and implementation, at the wrong time of year, did not work. Sadly, a vocal minority drummed up opposition, and is still doing it, wanting to return the street to its original drab state.

The bike lanes need to stay. I won't apologise for needing those lanes to stay put, and continue with reduced car parking. That is the path Hamilton needs to take, and the sooner people get used to it, the better. Please don't let the small negatives destroy necessary improvements to our streets.

Please don't let the whinging of 1 or 2 people spoil

My preference is Option F or G on page 52

**Item 10 - Rostrevor** – As with Ward St, the ONLY downside to this was the time of year. Sorry but the middle of winter to try and get people to come, would never work. I believe the paint needs to stay. Keep it there, people will get used to it, and in future do something similar with paint but a lot more muted. My preference is for Option 3 Keep road open, install separated bike lanes, remove parking

**Item 8 – Road to Zero** – bike lanes, pedestrian safety, and public transport is desperately needed. Please don't skimp on that. Increase the Low Cost Low Risk budget to get more in place, with much less fuss. A couple of days of whinging, and everything settles down. Subtle is the way to go, not sensory overload like Ward St.

### Item 14 Inf Ops General Managers Report

**Clause 23 Page 251** - I am concerned about the amount of Low Cost Low Risk Walking and Cycling Budget for this financial is being swept into the Enderley area.

All \$50,000 of the Tactical Urbanism City Wide budget and \$70,000 of the \$200,000 New Footpath Programme.

The vast majority of pedestrian and cycling infrastructure for the next 10 or 20 years is going into the Eastern side of the river, with very little on the Western Side.

I think these budgets should be shared more proportionally between East and West.

**Clause 29 Page 252** talks about the potential shortfall of Low Risk Low Cost budgets from Waka Kotahi. I am interested to hear how HCC will be lobbying for the full amount requested.

Item Western Side options

### Item 14 Clause 41 Biking and Micro mobility Connectivity Update Page 253

Then **Page 271** I want to thank Martin Parkes and Jason Harrison for their involvement in getting the cycle ways and wider bike lanes on the Frankton/Massey Rail Overbridge. It is made a huge difference, and if looking like zero effect to travel times. I have ridden over their almost every day, during both morning and afternoon peak times, and have not seen any congestion at all.

Still a bit of work to get the East bound side connected back to both intersections.

I have ridden around the Hamilton East/Anzac Parade bike lane modifications, and hope there is a way to widen the bike lanes a bit. Much better than they were, but still on the narrow side. The whole intersections at both ends of the bridge are a significant improvement.

**Claudlands Rd/Grey/Heaphy/Brooklyn/O'Neil Streets** look interesting. I would like to ask that at the end of the sharrowed lane, where bikes move left behind the concrete barriers, that a bollard be put in place to stop vehicles from also going behind the separated concrete blocks.

Western Rail Trail through to Claudlands Bridge via Bryce St makes much better sense than Ward St, and I look forward to this taking shape soon. People from Dinsdale and Nawton would find it easier to join the link road at Bryce St, rather than going through to Ward St, then backtracking around Bryce anyway to Victoria.

**Westside Biking Connections**

Six packages identified for the West side of Hamilton.

Killarney is really dangerous with no bike lanes, and more parking due to influx of infill housing. This needs to be addresses across the city. 2-3 off road parks should be standard for this units, and the streets left to bike and scooter lanes. I don't believe anyone should be storing their private vehicles on public roads.

Item 1 is confusing. Killarney Rd connection: connecting Dinsdale to Hamilton Lake, focused on SH1 to Hamilton Lake – SH1 to the Lake has already been done. It is the residential area from SH1 to Dinsdale roundabout that needs urgent attention, putting the bike lanes back, and getting infill housing vehicles off the road, and into their own properties.

**Shared Bike Paths across the city – Centre Line and Direction Arrows.**

I would like to see a dividing line and direction arrows on ALL shared pedestrian/cycling paths. It is a constant annoyance that the majority of pedestrians will walk in the middle, and most have headphones in, and are oblivious to a bike bell. A simple centre line and direction arrows would play a big part in consistency across the network. Most other cities have them.

**Infill Housing Parking**

I would like to see consideration given to requiring infill housing to cater for 2-3 off street car parks, and to ban on road car parks. Roads are for moving people around, not storing peoples private property.

Developers should be required to build underground car parks with sufficient spaces for each unit, so there is no need to park on the road. That road space can then become safer bike and scooter lanes. Everyone wins.

**Phil Evans**

# Council Report

Item 6

**Committee:** Infrastructure Operations Committee  
**Date:** 28 September 2021  
**Author:** Robyn Denton  
**Authoriser:** Eeva-Liisa Wright  
**Position:** Network Operations and Use Leader  
**Position:** General Manager Infrastructure Operations  
**Report Name:** Waikato Regional Council - Public Transport Update

Report Status	Open
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## Purpose - *Take*

1. To inform the Infrastructure Operations Committee about Waikato Regional Council (WRC) Public Transport activities in the greater Hamilton area via a verbal update from WRC staff, Andrew Wilson and Cr Angela Strange.

## Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee:
  - a) receives the verbal report; and
  - b) thanks Waikato Regional Council for their update.

## Attachments

There are no attachments for this report.

# Council Report

**Committee:** Infrastructure Operations Committee  
**Date:** 28 September 2021  
**Author:** Robyn Denton  
**Authoriser:** Eeva-Liisa Wright  
**Position:** Network Operations and Use Leader  
**Position:** General Manager Infrastructure Operations  
**Report Name:** 'Smart transport network' activity report - 2020/21

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

1. To inform the Infrastructure Operations Committee on the SMART transport safety activities that have been completed in the 2020/21 financial year within Hamilton City.

## Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee receives the report.

## Executive Summary - *Whakaraapopototanga matua*

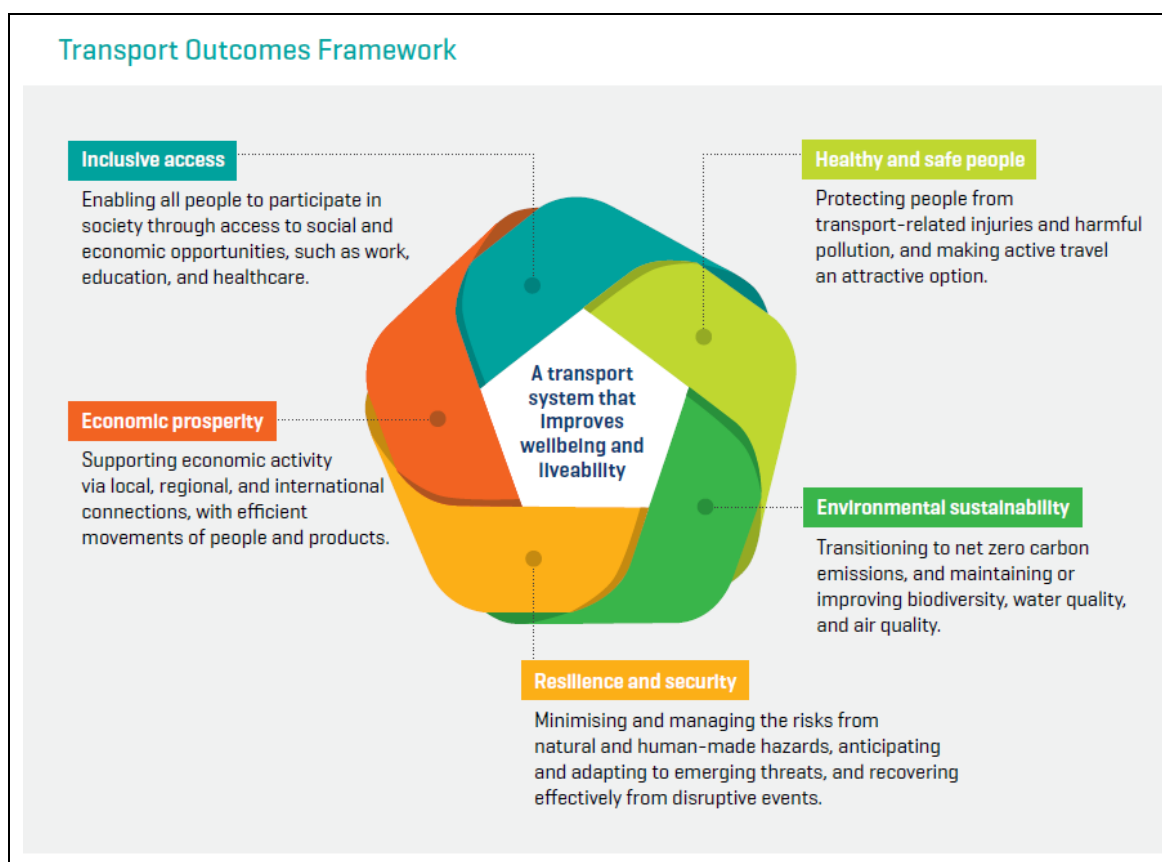
3. A summary report (**Attachment 1**) has been compiled which outlines the variety of activities that Hamilton City Council is engaged with which contribute to a Smart transport network which is adaptable and resilient to change.
4. The key benefits of a Smart transport network are that it enables the optimisation of the existing transport network and minimises the disruptions when unplanned events occur.
5. To have a Smart transport network, good data on the movement and numbers of all road user modes is needed to understand the impact that changes on the transport network are having.
6. The City Transportation Unit have a small team of people who are working on a number of initiatives that support the delivery of a Smart transport network. Many of these have been designed by Hamilton City Council staff in partnership with local companies and are either a first in New Zealand or have raised interest from other Council's across the country.
7. Technology and data platforms have enabled staff to more effectively manage the transport network, measure cycle and pedestrian activity across the city in a cost-effective manner and increase safety and reliability.
8. This report provides an update on the activities completed in the 2020/21 financial year by Hamilton City Council to create a Smart transport network.
9. Staff consider the matters in this report have low significance and that the recommendations comply with the Council's legal requirements.

## Background - *Koorero whaimaarama*

10. Having a Smart transport network is a crucial component to the successful operation of the transportation network.
11. The need for and benefits of a Smart transport network have been identified through various strategies at both a national and local level including, the Government Policy Statement, Access Hamilton, Smart Hamilton and Waka Kotahi NZ Transport Agency (Waka Kotahi) Amended Statement of Intent 2018-22.

### Government Policy Statement (GPS)

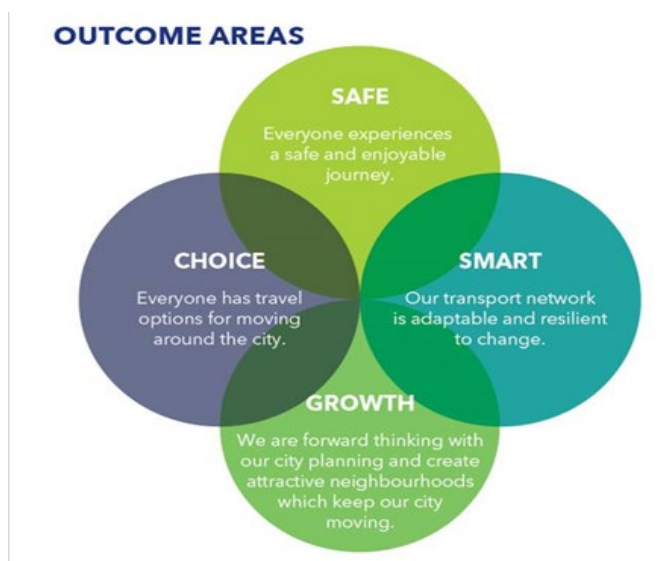
12. The Smart transport initiatives align strongly with the GPS purpose of:  
*A transport system that improves wellbeing and liveability.*
13. The transport outcomes framework for the GPS is shown in the diagram below:



14. There is close alignment with the five transport outcomes, particularly:
  - i. *Economic Prosperity*
  - ii. *Healthy and safe people*
  - iii. *Resilience and security*
15. One of the for 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.

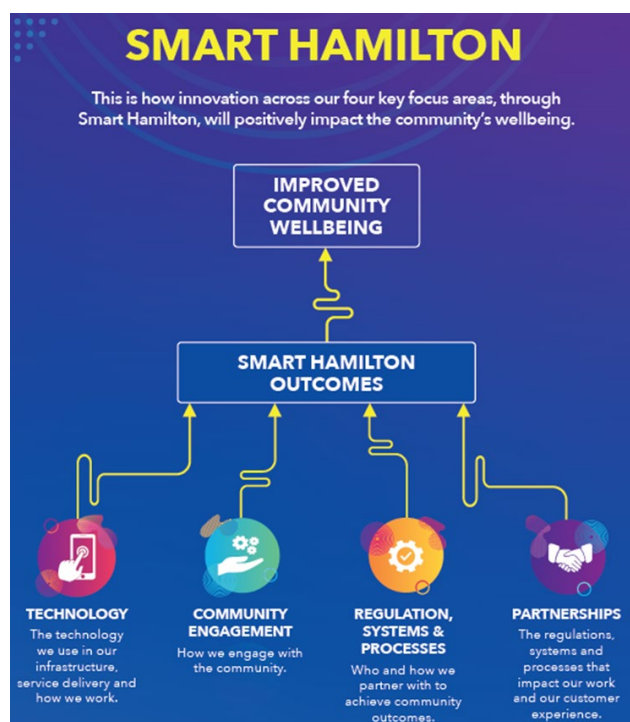
## Access Hamilton - 'Strategy on a Page'

16. 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:



## Smart Hamilton

17. The Vision for the Smart Hamilton strategy is  
*Hamilton City and the Waikato region are places where innovation thrives for the wellbeing of the people and challenging the status quo is the norm.*
18. The following diagram for Smart Hamilton shows how innovation across the four key focus areas of the strategy contribute to the community wellbeings:



19. Infrastructure and Growth Objectives within the strategy include the following objective that is most relevant to this work:
  - i. opportunities are maximised to innovate and collaborate on smart technology, planning, design and delivery for more effective, efficient and sustainable infrastructure and services.
20. Advanced transport operations are one of the Priority Project Areas and includes the following activities:
  - i. developing intelligent transport systems, in collaboration with regional partners, to improve the travel experience of the community; and
  - ii. machine learning is helping to reduce travel times, congestion and improve responsiveness to faults or incidents in the road network.

#### **Waka Kotahi NZ Transport Agency (Waka Kotahi) Amended Statement of Intent 2018-22**

21. Hamilton City also provides Smart transport network services to Waka Kotahi for the operation and management of the traffic signals on the State Highway network in Waikato and Waipaa districts as well as Hamilton City.
22. One of the three strategic responses included in the Waka Kotahi Statement of Intent is to have One Connected Transport System which *transforms land transport system performance by integrating digital technology with physical infrastructure to create a safe, connected system that works for everyone.*
23. Transport Technology is a key approach used to deliver the Statement of Intent and includes states the following:
  - i. *Transport technology – Our position is that we will combine **technology and organisational capabilities** to enable safer, sustainable and connected journeys.*  
*To make this happen will require investment to de-risk our existing technology platforms and to redesign our organisational capabilities to create a safe, adaptable technology-enabled transport system in the public interest. Evidence-led decision-making will be enabled by **insights, data and analytics**. Customers will be empowered to make informed choices from a broader range of land transport options enabled by improved digital services.*

#### **Discussion - Matapaki**

24. The City Transportation Unit have a small team of people who are working on the delivery of a Smart transport network.
25. A summary report of the key activities and achievements for Hamilton City Council completed in the 2020/21 financial year is included in this report as **Attachment 1**.
26. In addition to the summary report, the following information provides some background to the various activities that are being undertaken:

#### **Transport Data Analytics Platform (TDAP)**

27. The development of an innovative system to automatically monitor the transport network and identify incidents on the network has been completed. This is the first of its kind in New Zealand and significantly enhances real-time operation. It was designed by Hamilton City Council staff and developed in a partnership with local companies.
28. The system combines six live data sources to provide our traffic operators with instant text alerts when problems are detected in the network, like traffic congestion or faulty traffic

signals. The alert system allows our traffic operators to be more responsive at times when they are not in front of their computers, such as afterhours and on weekends.

29. Staff have recently further enhanced the TDAP system by adding in all our electronic school signs. This provides an easy access dashboard for staff to check the status of the signs, see faulty signs, and manually turn on or off a school's sign.

#### **Micro-mobility Counter**

30. Staff have successfully deployed a pedestrian and cycle counter that has been co-developed in-house. This enables staff to measure cycle and pedestrian and scooter activity across the city in a cost-effective manner.
31. Named the "MAP Counter" (Micro-mobility And Pedestrian counter) not only does it count pedestrians and cyclists, but it can also count scooters, skateboarders, and mobility scooters as well. It is solar powered and easy to install to a nearby streetlight pole.
32. The devices have received a lot of interest, with two other New Zealand cities already placing orders for them. They are supplied by a local tech company partnership.

#### **New Technology and Trials**

33. Staff are currently upgrading the traffic signal controllers to the latest technology. Hamilton City Council was the first city in New Zealand to adopt the technology, which increases reliability, safety, and smart features. The controllers run on Extra Low Voltage (ELV), meaning they do not pose an electrical risk to the public if cables are severed when poles are struck by vehicles.
34. We are in the process of trialling radar-based technology for use at traffic signals and traffic count sites instead of the traditional detector loops which are cut into the road surface. Radar offers the advantages of long-term cost savings, improved road worker safety and increased reliability.

#### **Optimisation**

35. A proactive approach to optimising the transport corridors has been adopted. The focus is initially on key bus route corridors such as Te Rapa Road and Mill Street and the work completed to date has already resulted in a 30% reduction in travel time along these routes.
36. Optimisation of the Grey Street corridor along with 13 other traffic signal intersections has also been completed.
37. Optimisation of the traffic corridors helps to reduce vehicle emissions, improve reliability, and reduce delay for all users.

#### **Resilience**

38. Improvement in traffic signal resilience in both operations and maintenance has been a key focus in the last year or two.
39. This initiative focussed on addressing issues that had been identified via various organisational plans including the development and review of the risk register, business continuity plan for City Transportation, and the cyber security audit.
40. Specific activities completed include technical and hardware measures such as backup power via purchase of portable generators, backup communication and systems, and fault monitoring systems.
41. This initiative has increased Hamilton City Council's preparedness for unplanned incidents and the generators were recently deployed when the large power cuts were experienced throughout the country.



### Bus Priority

42. City Transport has developed a system to reduce delays to key bus services in the city such as the Comet service. The system uses real-time bus locations via GPS to change the traffic signals at priority intersections when the bus is approaching.
43. A trial was completed early in 2021 which found that the system is beneficial in certain scenarios such as at isolated intersections where buses are turning right e.g. Anglesea Street south bound right turn into Thackeray Street.
44. The TDAP system also provides an alert when buses are running late due to unusual congestion, enabling the traffic operators to focus on these locations and provide assistance via traffic signals to reduce the delays to the buses.

### CTV Analytics – Briefcam

45. City Transport, in partnership with Smart Hamilton, deployed a CCTV analytics system called “BriefCam” to make better use of our existing cameras and gain insights into how people use the transport network.
46. Where there are CCTV cameras, the system can provide vehicle movement surveys, pedestrian and cycle counts, and insights on how pedestrians move about and use public spaces.

### Data Analytics

47. Data and insights capability for transportation in Hamilton has significantly increased. Numerous dashboards have been published which enables staff and stakeholders to explore data and save time in extracting it. A series of transport data reports have also been published on the open data portal for public access.

### Transport Report Card

48. Every three months a “Transport Report Card” is published on behalf of the One Network partners Waka Kotahi NZ Transport Agency, Waikato Regional Council, and Hamilton City Council. This summarises key transport trends and includes multi-modal data. An example of the report card is included in **Attachment 1**.

### Financial Considerations - *Whaiwhakaaro Puutea*

49. The costs to complete the majority of this work is included as a regular operating activity for City Transportation Unit and is funded through the Long-Term Plan.
50. Funding for purchase of capital equipment such as cameras and counters is included in the Low Cost Low Risk – Local Road improvement programme and has a budget of \$200,000 per year.
51. All of the activities receive a 51% co-investment from Waka Kotahi NZ Transport Agency. Work completed for Waka Kotahi on the State Highway network is 100% cost recovered.

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

52. Staff confirm that the staff recommendations comply with Council’s legal and policy requirements.

### Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

53. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future (‘the 4 wellbeings’).
54. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report as outlined below.

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

**Social**

56. Implementation of smart transport initiatives on the transport network enable people to move easily around the city and to participate in education, employment and social activities.

**Economic**

57. An efficient transport network is a key requirement for businesses to operate efficiently and to generate employment and wealth necessary for present and future financial security.

**Environmental**

58. An efficient transport network reduces the negative impact on the environment and overall has the ability to positively impact carbon emissions through vehicle travel.

**Cultural**

59. There are no known cultural implications for this report.

**Risks - *Tuuraru***

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

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

**Significance**

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

**Engagement**

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

**Attachments - *Ngaa taapirihanga***

Attachment 1 - Smart Transport Initiatives

# Smart Transport Initiatives in Hamilton 2021

July 2021

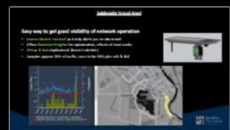


Item 7

Attachment 1

## OVERVIEW

### Intelligent Transport Systems:



- Addinsight



- TDAP



- Traffic signal technology



- Electronic signs



- Micromobility counter

### Operations:



- Optimisation



- In-house CIS/SFT



- Resilience

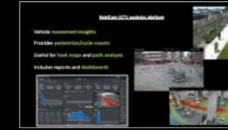


- Bus priority

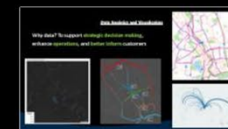


- Mobile SCATS control

### Transport data:



- BriefCam



- Analytics & Visualisations



- Report card



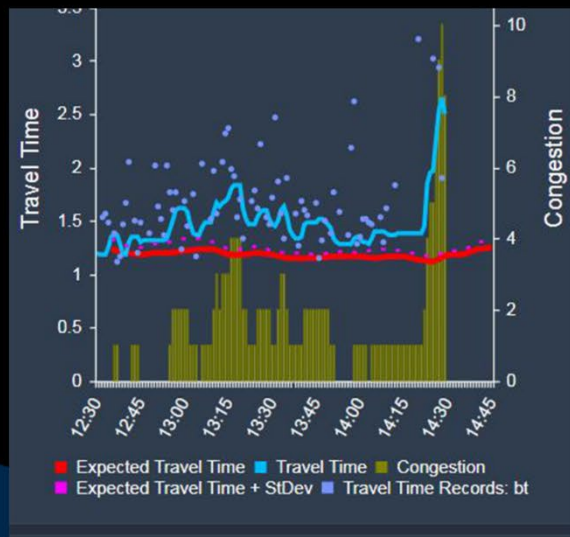
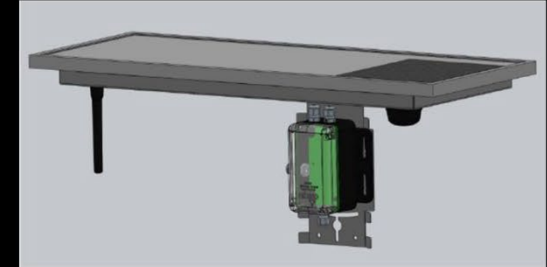
- Dashboards & Open data



## Addinsight (travel time)

### Easy way to get good visibility of network operation

- **Learns what is 'normal'** and only alerts you to abnormal
- Offers **historical insights** for optimization, effects of road works
- **Cheap & fast** deployment (leased solution)
- Samples approx 20% of traffic, soon to be 30% plus wifi & BLE

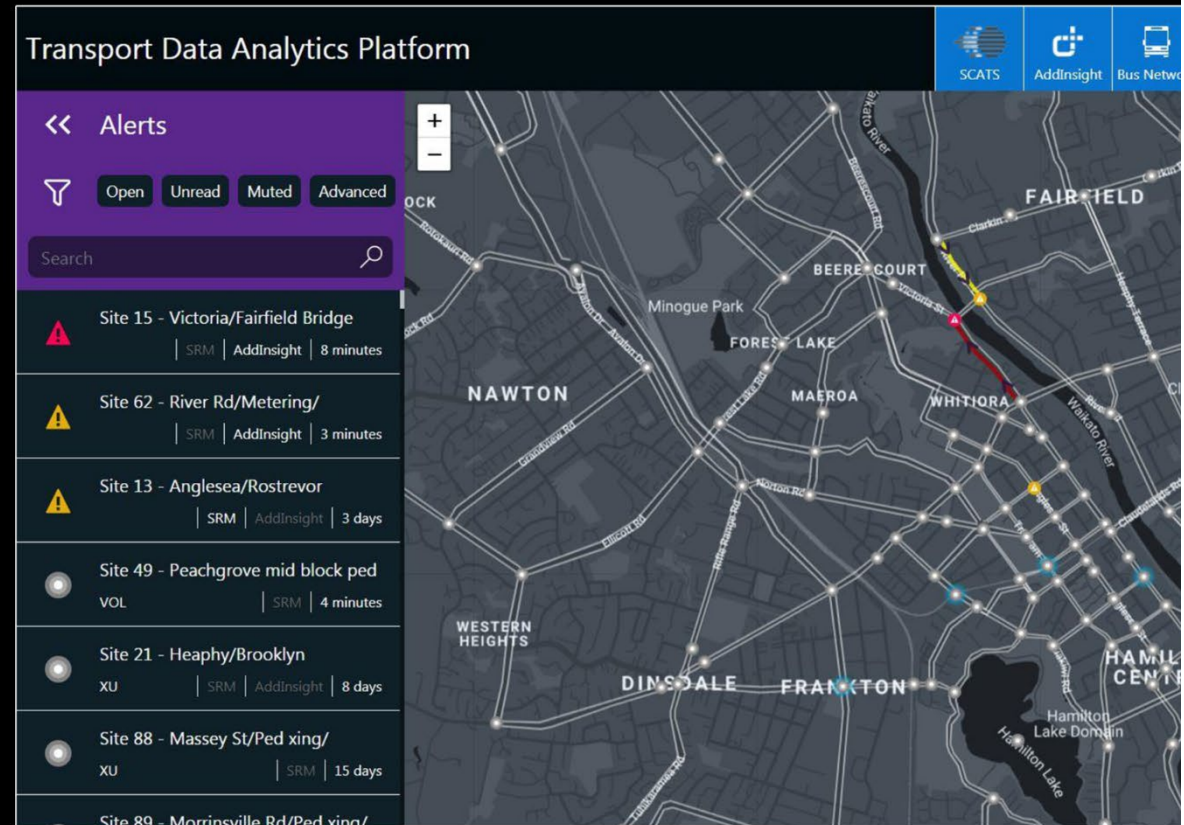


## TDAP

### Alert system for incidents on the road network

*It didn't exist, so we made it!*

- Combines 5 live data sources:
  - Addinsight travel times
  - Traffic volumes
  - SCATS alarms
  - Customer complaints
  - Bus locations
- Removes the need to monitoring multiple windows
- Looks across the data sources for issues at the same location
- Automatic text alerts
- Remote monitor via mobile phone
- Significant cost saving



## Traffic Signal Technology

**TCIR Config**

Config	Test Modes	Status
Site ID: 46	Disconnect Serial: <input type="checkbox"/>	Data to SCATS ("type": "Buffer", "data": {14, 46, ...})
Site Offset: 4000	Disconnect Ethernet: <input type="checkbox"/>	Data from SCATS ("type": "...")
Overwrite Site ID: <input type="checkbox"/>	<b>DISCONNECT FROM SCATS</b>	
Auto Config: <input type="checkbox"/>	SCATS data: <input checked="" type="checkbox"/>	
Use HDLC: <input type="checkbox"/>	Serial Data: <input checked="" type="checkbox"/>	
Baudrate: 1200		
Serial Parity: Odd		
Serial Timeout: 3 sec		
SCATS IP Address: 10.115.81.173		
SCATS TCP port: 2004		
Ethernet Timeout: 5 sec		
<b>COMMIT</b>		
<b>RESTART TCIR</b>		
<b>REBOOT</b>		

### Router web-page

➤ (change Site ID, comms settings, etc)

**RAMS** Remote Access Management System from **ATC**

Home Page:

ATSC4 HRS	V2.4 12/02/2021	Start Phase	A
TRAFF	VC6.2 Build 3	Phases	7
ATSC4	Site 0004-A	V Groups	8
SCATS Mode	Master Link	P Groups	4
Cont IP	10.71.254.2	Functions	31
SCATS RC IP	10.115.81.173	Approaches	8
WEB Server IP	10.71.254.6	Buttons	4
Phase Status	G < A EXT > d	MODE	\$03D1
SCATS Time	09/03/2021 11:53:15	CMODE	\$0ABF
		XMODE	\$0000
		Checksums:	Data
		Times	\$71 / 0161
		Pers	\$42 / 0102
		Total	\$33 / 0063

Please select one of the pages listed in the navigation bar on the left.

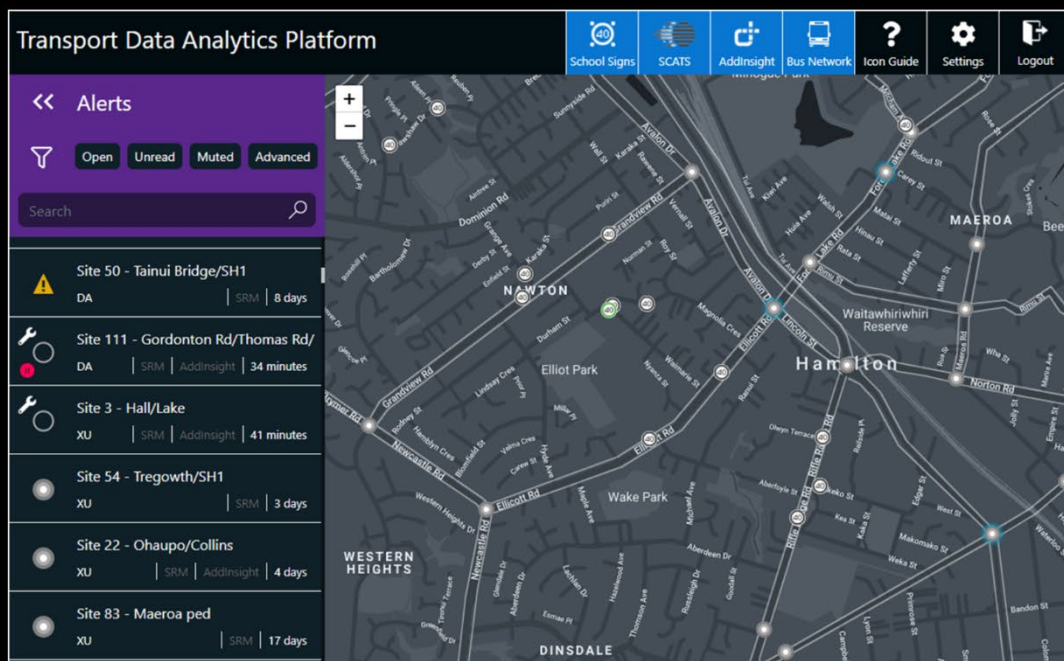
Login

### All new controllers must be VC6.2 and ELV

(15% of our sites are now VC6)

### All new cabinets must have Top Hats

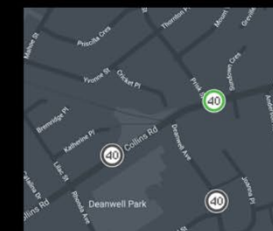
## School sign dashboard in TDAP



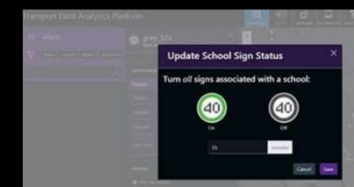
Check the status of signs



See faulty signs



Manually turn on or off all signs for a school





### Micro-mobility counter trial

**Problem:** It's expensive to roll out city-wide counters that are solar-powered and can count all required modes

**Solution:** We partnered with two local tech companies (hardware & AI) to build our own unit.

It's solar powered, cheap, easy to install

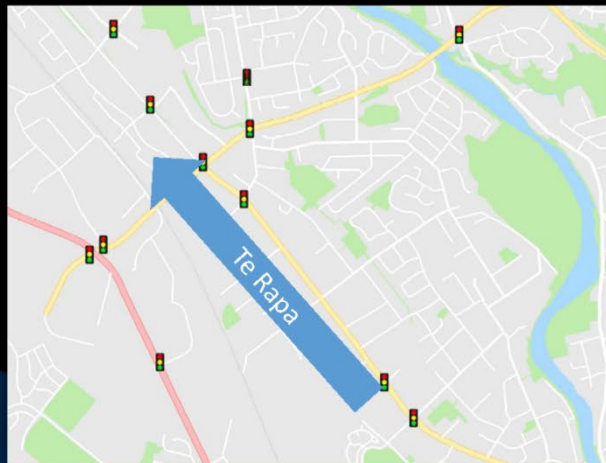
It counts peds/cyclists/scooters/mobility scooters/etc...



## Audits and Optimisation

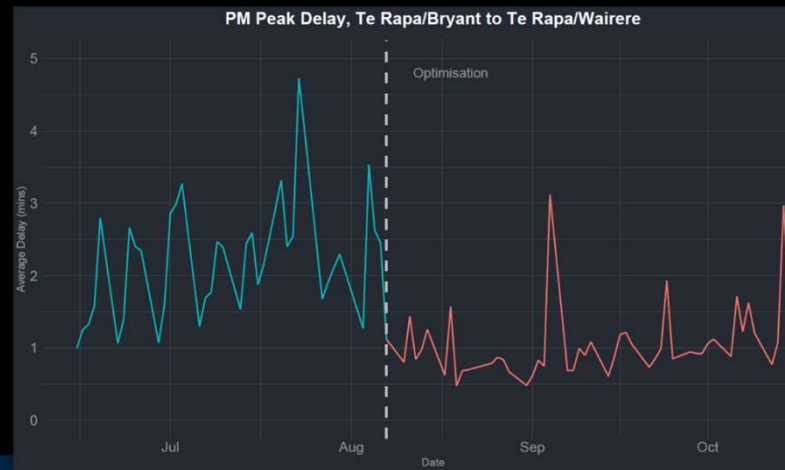
### SCATS Site Audits

- Every 6 months
- Review history, faults
- Check volumes and alarms
- Update flexilink data
- Etc...



### Optimisation Programme

- 3 year rolling programme
- Review operation against NOP (operating plan), strategies
- Site observations, safety and performance review (incl peds, cyclists, filtering)
- Focus on bus routes
- Update SCATS (cycle plans, linking, variations, SA's, calibrations, etc...)



## In-house traffic signal capability

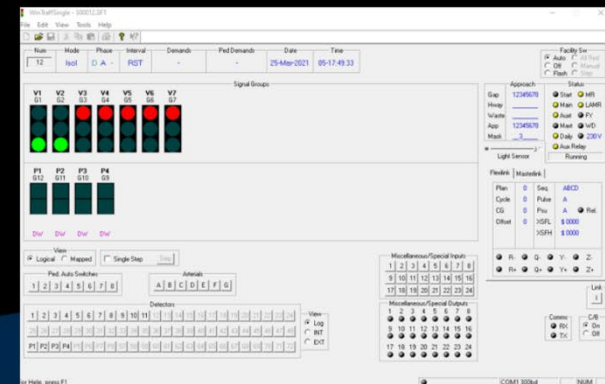
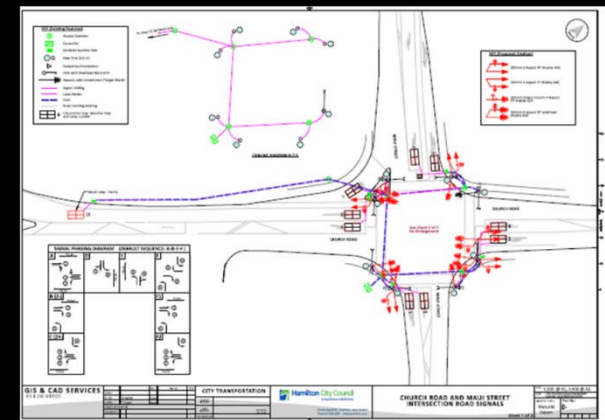
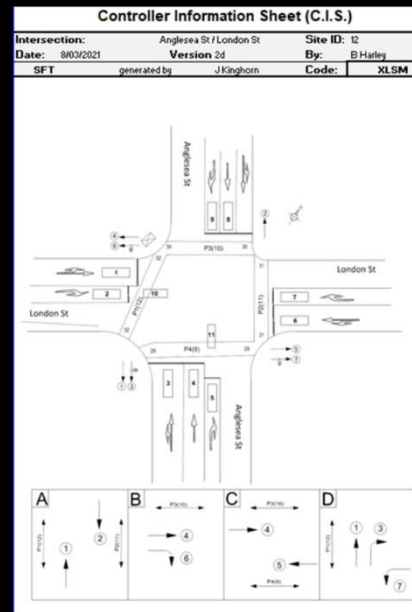
### Traffic signal design and audits

### Controller Information Sheet (CIS)

- All CIS are now done in-house

### Controller personality generation (SFT)

- All personalities are now done in-house





## Resilience

### Documentation (complete)

- **Business Continuity Plan** (BCP) – guide to dealing with business disruptions (staff, place of work, etc)
- **Risk Register** – key risks with transport operations (all types)
- **Incident Response Plans** – staff approach to dealing with a crash, ITS failure etc

### Traffic Signal Redundancy (in progress)

- **SCATS failover**
- **Detour routes** with pre-timed incidents in SCATS
- **Site redundancy** (based on classification, such as backup communication)
- **Flasher unit** review
- **CCTV auto-look** at controller



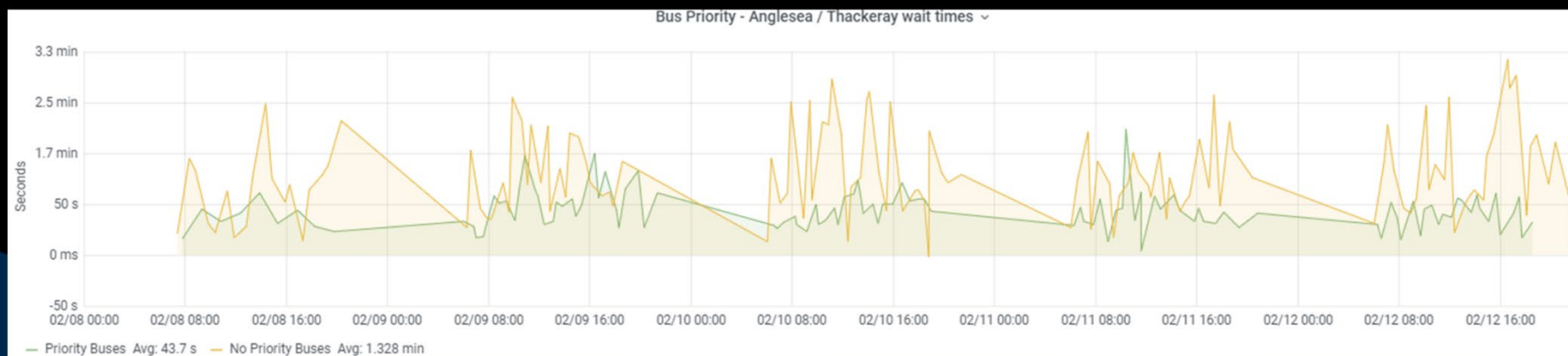
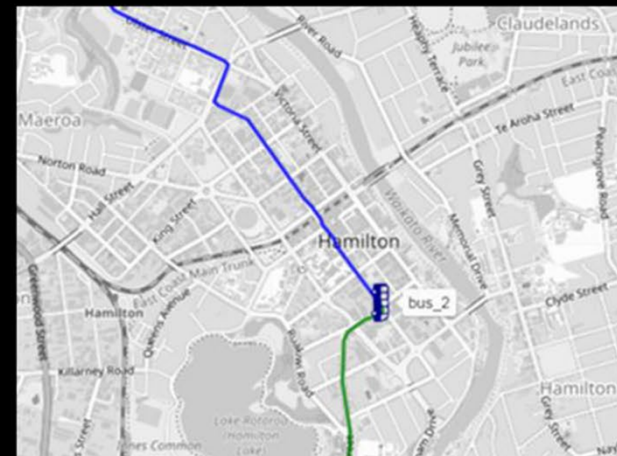
## Bus priority trial update

Trialled on a right turn movement in CBD

Uses SCATS dwell, but does not skip other phases

Holds RT phase until bus leaves limit line or max out

Buses with priority had half the delay (30-40s saving)



### Run SCATS tasks from phone

**Problem:** It's onerous to login to SCATS via mobile phone to run repetitive SCATS actions like turning lamps on/off for road works

**Solution:** We set up a simple webpage from which we can initiate pre-scripted actions

The image displays three mobile application screens for SCATS control. The first screen, titled 'Remote Control of SCATS', shows a 'CONNECTED' status and three toggle switches for 'Pardoa ON', 'Pardoa OFF', and 'Clear all site alarms'. The second screen, titled 'STMS Controlled Site 1', shows site details: 'Site Name: Victoria pedestrian signals' and 'Site Number: 109'. It also features two controls: 'MSS On' set to 15 and 'MSS Off' set to 14, each with a dropdown arrow. The third screen, titled 'Site: 109-Victoria pedestrian signals', has two buttons labeled 'on' and 'off'.

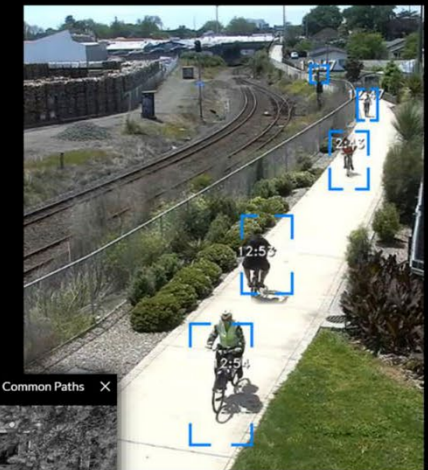
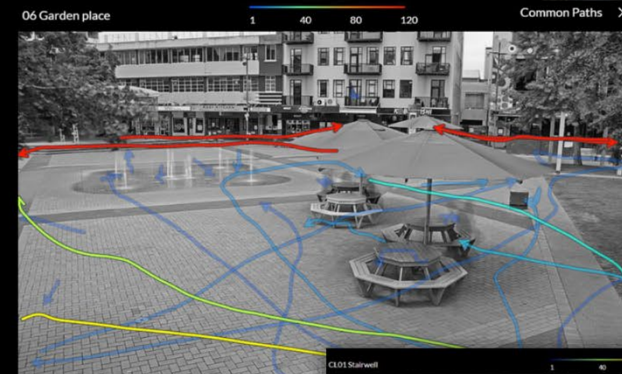
## BriefCam CCTV analytics platform

Vehicle **movement insights**

Provides **pedestrian/cycle counts**

Useful for **heat maps** and **path analysis**

Includes reports and **dashboards**

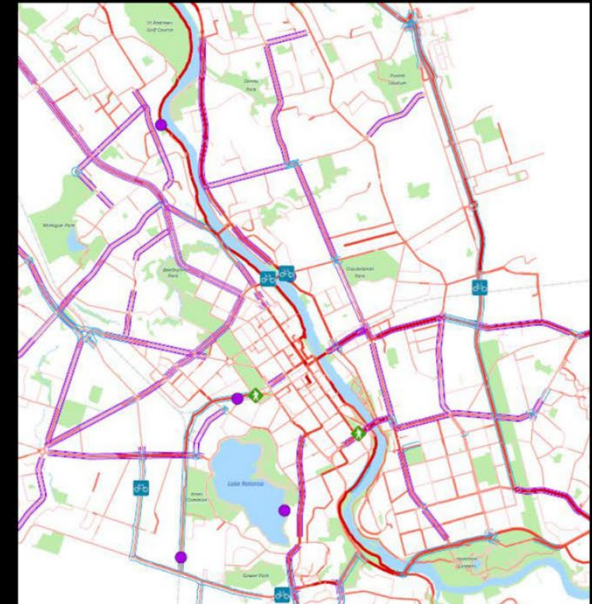
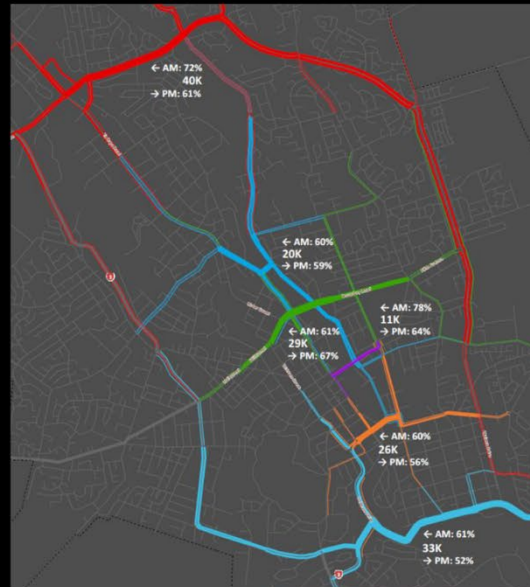
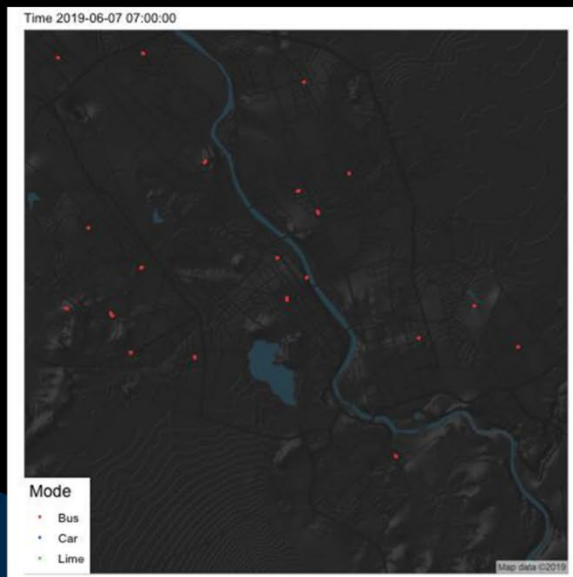


Item 7

Attachment 1

## Data Analytics and Visualisation

Why data? To support **strategic decision making**, enhance **operations**, and **better inform** customers

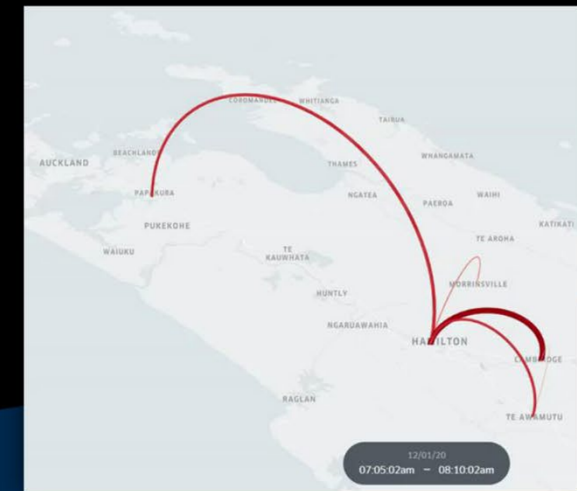
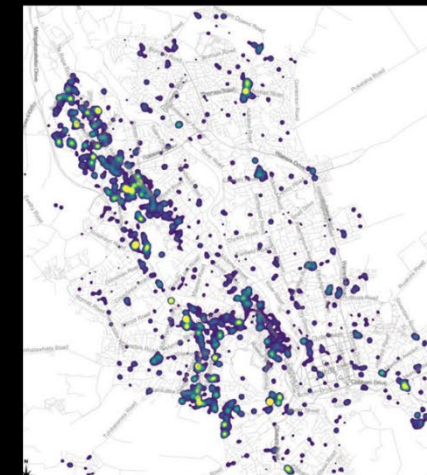






## Report Card

Quarterly report card on behalf of OneNetwork partners.  
Multi-modal shared data, sent to all interested parties.  
Annual publication includes wider stats (freight/regional)



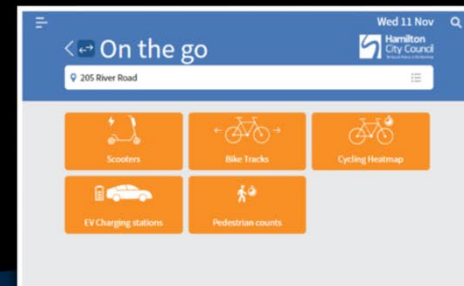
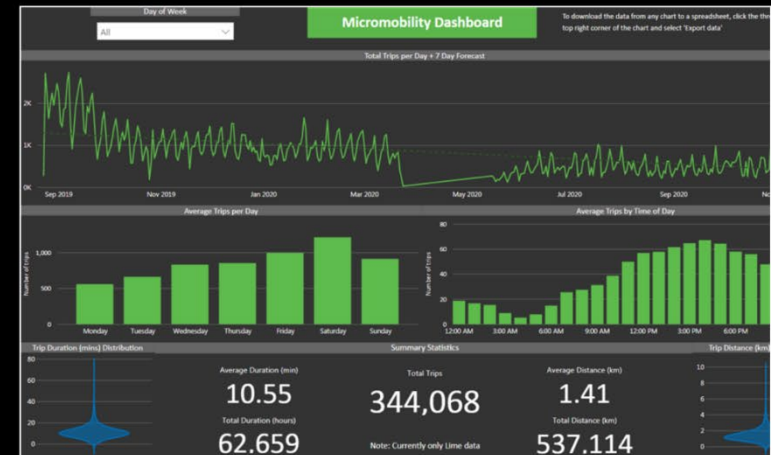
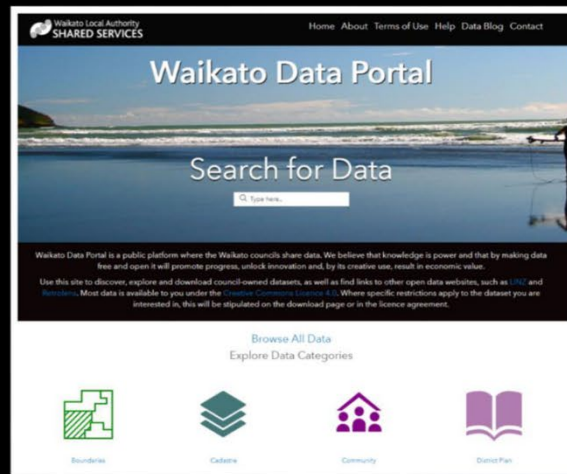
Item 7

Attachment 1

## Dashboards & Open Data

### Making data more accessible

- Self-serve dashboards, both internal and public (predominantly PowerBI)
- Open data portal
- Industry partnerships (CCC/WK/WRC/Aware)



# Council Report

Item 8

**Committee:** Infrastructure Operations Committee

**Date:** 28 September 2021

**Author:** Christopher Barton

**Authoriser:** Chris Allen

**Position:** Capital Projects Manager

**Position:** General Manager Development

**Report Name:** Gordonton Road Intersection Upgrades

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

## Purpose - *Take*

1. To inform the Infrastructure Operations Committee on planned and funded upgrades to the Gordonton Road intersections with Darjon Drive and Puketaha Road.
2. To seek approval from the Infrastructure Operations Committee of the preferred concept for the upgrade of Gordonton Road / Puketaha Road intersection.

## Staff Recommendation - *Tuutohu-aa-kaimahi*

3. That the Infrastructure Operations Committee:
  - a) receives the report;
  - b) approves the macro-scope of the Gordonton Road / Puketaha Road intersection upgrade as a 4-leg roundabout as detailed in this report; and
  - c) notes that staff will report back to the Infrastructure Operations Committee any significant community concerns with the proposed 4-leg Puketaha Road / Gordonton Road roundabout following further public consultation and engagement.

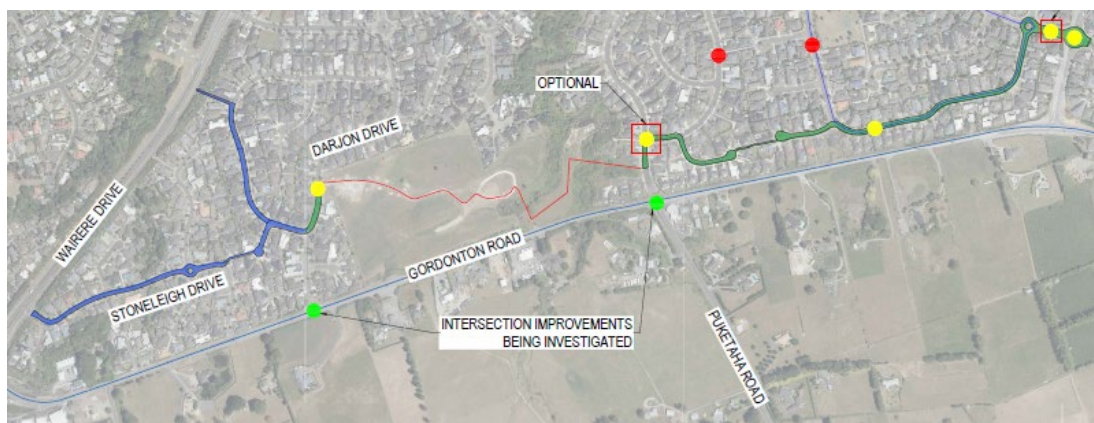
## Executive Summary - *Whakaraapopototanga matua*

4. In the 2021-31 Long Term Plan council have planned and budgeted for completion of the upgrades of high-risk intersections at Gordonton Road / Puketaha Road and Gordonton Road / Darjon Drive.
5. On 27 April 2021 meeting of the Infrastructure Operations Committee ([Agenda](#), [Minutes](#)) approved the scope of the Gordonton Road / Puketaha Road intersection upgrade as a 3-leg roundabout – however as a result of realised land procurement savings on this project, there is an opportunity to amend the scope of the intersection upgrade within existing budget allocations to include construction of a fourth leg to connect St James Drive.
6. Staff recommend including construction of the fourth leg now as it enables enhanced network connectivity in accordance with the original structure plan for the area, enables improved public transport services in the St James area, better connects Puketaha Road pedestrians and cyclists to existing city walking & cycling networks, and leverages construction efficiencies of an existing contract to deliver works.

7. Construction works for both intersections are currently planned to commence in early-2022 with completion in mid-2022.
8. Staff consider the matters and decisions in this report have low significance in accordance with councils significance and engagement policy and that the recommendations comply with the Council's legal requirements.

### Background - *Koorero whaimaarama*

9. Gordonton Road is currently a semi-rural road which runs along the Hamilton City/Waikato District boundary in the Huntington, St James and Rototuna areas from Waikato Expressway/New Borman Road to Crosby Road/Wairere Drive.
10. Over recent years the Gordonton Road Corridor has been under pressure from increasing traffic volumes, which has resulted in safety issues and crash problems along the corridor.
11. A traffic volume reduction is expected once the Waikato Expressway opens in mid-2022, however the corridor is anticipated to return to current volumes within seven years.
12. As further development of the R2 area (currently outside Hamilton City) is undertaken as well, it is likely that primary north-south traffic flows in this area would divert to the new arterial route (eastern transport corridor) and the strategic function of Gordonton may change, however this is unlikely to happen in the short term.
13. In 2019 the upgrade of the Thomas Road / Gordonton Road intersection to install traffic signals was completed.
14. As previously reported to the Infrastructure Operations committee on 8 October 2020 a business case was developed regarding further interventions along the Gordonton Road Corridor. At this meeting council approved to progress upgrades of the Darjon Drive (**Attachment 1**) and Puketaha Road intersections – in addition to the parallel works to improve walking and cycle network safety and connectivity through the Huntington, Managiti Park and St James areas which have recently been completed ([Agenda](#), [Minutes](#)).



Pedestrian/cycleway improvements – Wairere Drive to Thomas/Barrington roundabout

15. Subsequently on 27 April 2021 the Infrastructure Operations Committee approved the scope of the upgrade of the Puketaha Road / Gordonton Road intersection as a three-leg roundabout (**Attachment 2**) – in addition to procurement of land at this site to protect for potential long-term requirements.
16. In the 2021-31 Long Term Plan funding has been allocated in this 2021/22 Financial Year to complete intersection upgrade works at both the Darjon Drive and Puketaha Road intersections.



## Discussion - *Matapaki*

17. The Gordonton Road / Puketaha Road intersection is ultimately anticipated as a four-leg roundabout including a western connection to St James Drive (**Attachment 3**).
18. In the April 2021 meeting the Committee approved the scope of the upgrade works now as a three-leg roundabout – with the intersection design future-proofed to enable the fourth St James Drive leg to be installed at a future date. Potentially this decision was made as a result of anticipated funding constraints.
19. Due to realised savings in land purchase, there is an opportunity to reprioritise project funding to now deliver the fourth leg within current project budget allocations.

## Options for the Gordonton/Puketaha Intersection

20. There are two options for the Infrastructure Operations Committee to consider:
  - Option 1** – Construct the Puketaha Road / Gordonton Road intersection as a three-leg roundabout (**Attachment 2**) as per the existing macroscope approval.
  - Option 2** – Construct the Puketaha Road / Gordonton Road intersection as a four-leg roundabout (**Attachment 3**) including connection to St James Drive.
21. Staff recommend **Option 2**. Benefits of this are:
  - i. constructing the fourth leg of the roundabout now will ensure the intersection provides for all connections now and into the future;
  - ii. the additional fourth leg will enable WRC to adopt planned route changes in the St James area to provide the community with a more efficient public transport service;
  - iii. for the residents of St James, it will provide them with an alternative vehicle entry/exit point, as they currently only have the option of entering and exiting St James via Thomas Road. This would also consequentially reduce delays at Thomas Road/St James Drive intersection by reducing traffic through this busy intersection;
  - iv. it will be less disruptive for residents and vehicles who commute along Gordonton Road if we construct all four legs at the same time rather than construct the three legs, then come back later to complete the fourth leg; and
  - v. an overall saving will likely be made in overall construction compared with coming back to connect the fourth leg at a later date due to reduced total contract overheads and rework.
22. Potential disbenefits of **Option 2** (constructing the fourth leg now) are:
  - i. additional cost to construct additional leg – however as per current cost estimates it is forecast that construction costs will likely be able to be delivered within existing project budget allocations; and
  - ii. potential concerns from St James residents (particularly properties on St James Drive at the southern end of the neighbourhood) around negative impacts of additional traffic on their currently quiet roads. The connection to Gordonton Road at this location has always been planned (since initial development of the subdivision) so the connection is not a new initiative. Additionally a new safer speed limit of 40km has been introduced in the St James area in conjunction with the installation of several raised safety platforms to encourage safer speeds and discourage potential ‘rat running’ through this area which will also help to mitigate this risk.

## Programme for Delivery

23. Design works are currently underway with construction anticipated to commence from early-to-mid-2022.

24. In parallel with design further community consultation and engagement regarding the upgrades is planned to be progressed in October. Staff note that if the Committee approves a preferred option of a 4-leg roundabout at the Puketaha Road / Gordonton Road intersection a consultation and engagement process will be progressed with particularly residents of the St James area – and note that any significant community concerns with the proposal will be referred back to the Infrastructure Operations Committee to seek further direction.
25. Construction timing is currently in advance of the planned opening of the Hamilton section of the Waikato Expressway in mid-2022 to align with our LTP funding profile to address safety concerns at these priority sites as soon as possible.
26. Due to construction works being undertaken in advance of the expressway opening and the associated anticipated reduction in volumes on the Gordonton Road corridor, construction methodologies particularly in regard to traffic management on these busy corridors will be challenging. This will be further addressed through further detailed works planning and contractor procurement.

### Financial Considerations - *Whaiwhakaaro Puutea*

27. The total budget to complete this project is \$6,255,000 as funded through the 2021-31 Long Term Plan and outlined below:

Approved Budgets	2021/22
Gordonton/Darjon Intersection (incl. 51% Waka Kotahi NZTA Financial Assistance via Low Cost / Low Risk Road to Zero Programme)	\$2,000,000
Gordonton/Puketaha Intersection (incl. \$1,255,000 residual land purchase budget deferred from 2020/21 Financial Year)	\$4,255,000
<b>Total</b>	<b>\$6,255,000</b>

28. Total project cost forecasts for **Option 1** and **Option 2** are outlined below:

Option 1 – 3-leg Roundabout at Puketaha / Gordonton	Expected Estimate
Gordonton/Darjon Intersection Upgrade	\$2,000,000
Gordonton/Puketaha Intersection Upgrade (3-leg)	\$3,200,000
<b>Total</b>	<b>\$5,200,000</b>

Option 2 – 4-leg Roundabout at Puketaha / Gordonton (staff recommendation)	Expected Estimate
Gordonton/Darjon Intersection Upgrade	\$2,000,000
Gordonton/Puketaha Intersection Upgrade (4-leg)	\$4,250,000
<b>Total</b>	<b>\$6,250,000</b>

29. Consequential operational and maintenance costs have been included in the 2021-31 Long Term Plan.

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

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

### **Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga***

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

### **Social**

34. Intersection upgrades will provide a safer and slower intersections for all users, which will help Council achieve our Vision Zero target.

### **Environmental**

35. Connecting St James Drive to Gordonton Road and upgrading both intersections will provide more efficient routes for vehicles and allow for additional bus routes, reducing the overall carbon emissions.
36. Stormwater catchment will be upgraded during this project providing improved environmental outcomes.

### **Economic**

37. During construction there are significant economic benefits to the local construction industry and supply chain through investment.

### **Cultural**

38. Mana whenua have been involved in development of the Gordonton Road Corridor Business Case, and through subsequent project phases of design and implementation further consultation and engagement will be undertaken via THaWK and Waikato-Tainui.

### **Risks - *Tuuraru***

39. This project is in the concept design stage and is subject to key risks including cost estimate updates, confirmation of consents and associated conditions, conflicts with existing services, significant traffic management, unforeseen ground conditions and COVID Alert Level changes.
40. Cost estimate sensitivity has been assessed including development of P50 (median cost) and P95 (95% level of confidence that the final project out-turn cost will not exceed this value) estimates for delivery of both intersections. P95 estimates which include larger levels of contingency to cater for realisation of additional risks do exceed current project budget estimates (combined P95 estimate is \$7.14m). It is anticipated that realisation of cost risks will be well understood at the time of construction tendering, and if cost risks are realised it is recommended that delivery scopes are reviewed at the time of construction contract award.
41. The relocation of known and unknown existing utilities services and the installation of new utilities services poses the risk of extended contract duration and additional costs. This was encountered at the Thomas-Gordonton Intersection and resulted in significant delays and additional costs.

- i. Service providers have been contacted through the concept design stage to ask about potential relocations and we are still waiting on responses from several service providers.
  - ii. 30-50% contingency has been added to the estimates for service relocations, above the general contingency of 20% used to allow for risk (variations in quantities, rates, and unforeseen costs).
- 42. There is a risk that this programme delivery may be affected with WEL do not complete the undergrounding of their cables before construction is due to commence in February. We are currently working with them on design and delivery timeframes.
- 43. As in the case of the Thomas-Gordonton Intersection, there could be unsuitable material under the existing road pavement layers resulting in extended contract durations and costs to remove and replace this.
  - i. Pavement testing to date indicates that the underlying pavement will be suitable, however, testing has only been undertaken at distinct locations and there is a risk that there are areas of unsuitable pavement that were not tested.
  - ii. The suitability of the underlying pavement will not be known until it is opened during construction, and therefore appropriate contingency has been added to mitigate this.
- 44. There are 110kV Transpower electrical transmission lines which run through both intersections. Approval will be required from Transpower to undertake works within the transmission line envelope and this could lead to time delays and additional costs for a change in the construction methodology.

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

### **Significance**

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

### **Engagement**

- 46. Community views and preferences regarding proceeding with this intersection upgrade are already known to the Council through consultation of the 2021-31 Long Term Plan, formal public consultation on the proposed Gordonton Road speed limit change and engagement through development of the Gordonton Road Corridor business case.
- 47. Further community engagement regarding the proposed intersection upgrades will be progressed in October subject to this Committee endorsing a preferred option for the Puketaha Road / Gordonton Road intersection upgrade.
- 48. Further external communications are proposed throughout project delivery including:
  - i. community workshops,
  - ii. letter drops,
  - iii. social media,
  - iv. radio,
  - v. print advertising,
  - vi. resident group posts on Facebook,
  - vii. VMS Boards and Signage,
  - viii. hamilton.govt.nz page with ongoing information with a Q&A section, and
  - ix. create an area map of all projects in the area and identify what we have done and what we are doing in the future.



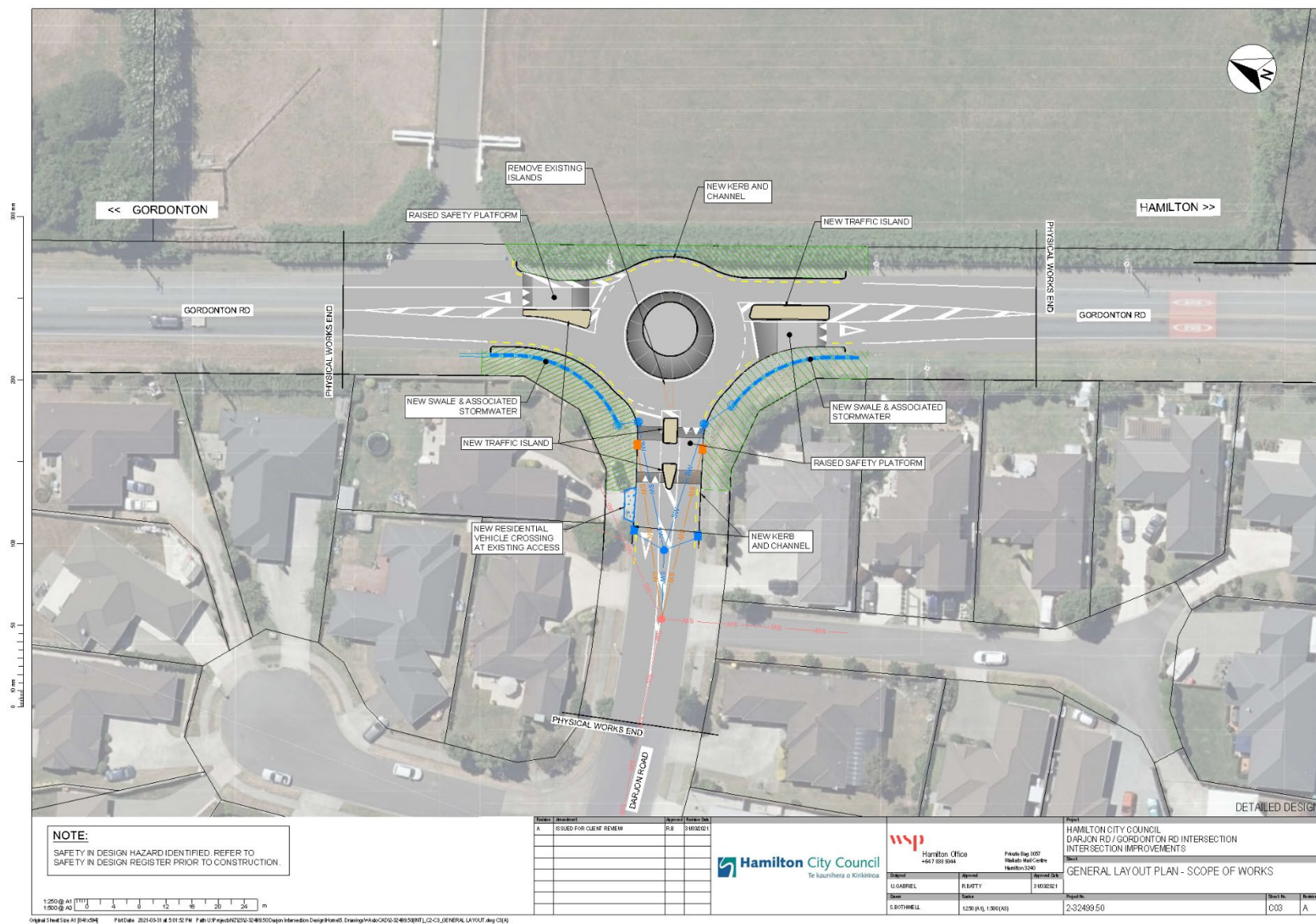
49. Given the low level of significance determined, the engagement level is low. No further engagement is required.

**Attachments - *Ngaa taapirihanga***

Attachment 1 - Gordonton Road / Darjon Drive Intersection Upgrade Concept

Attachment 2 - Gordonton Road / Puketaha Road Intersection Upgrade - Option 1 - Three Leg Roundabout Concept

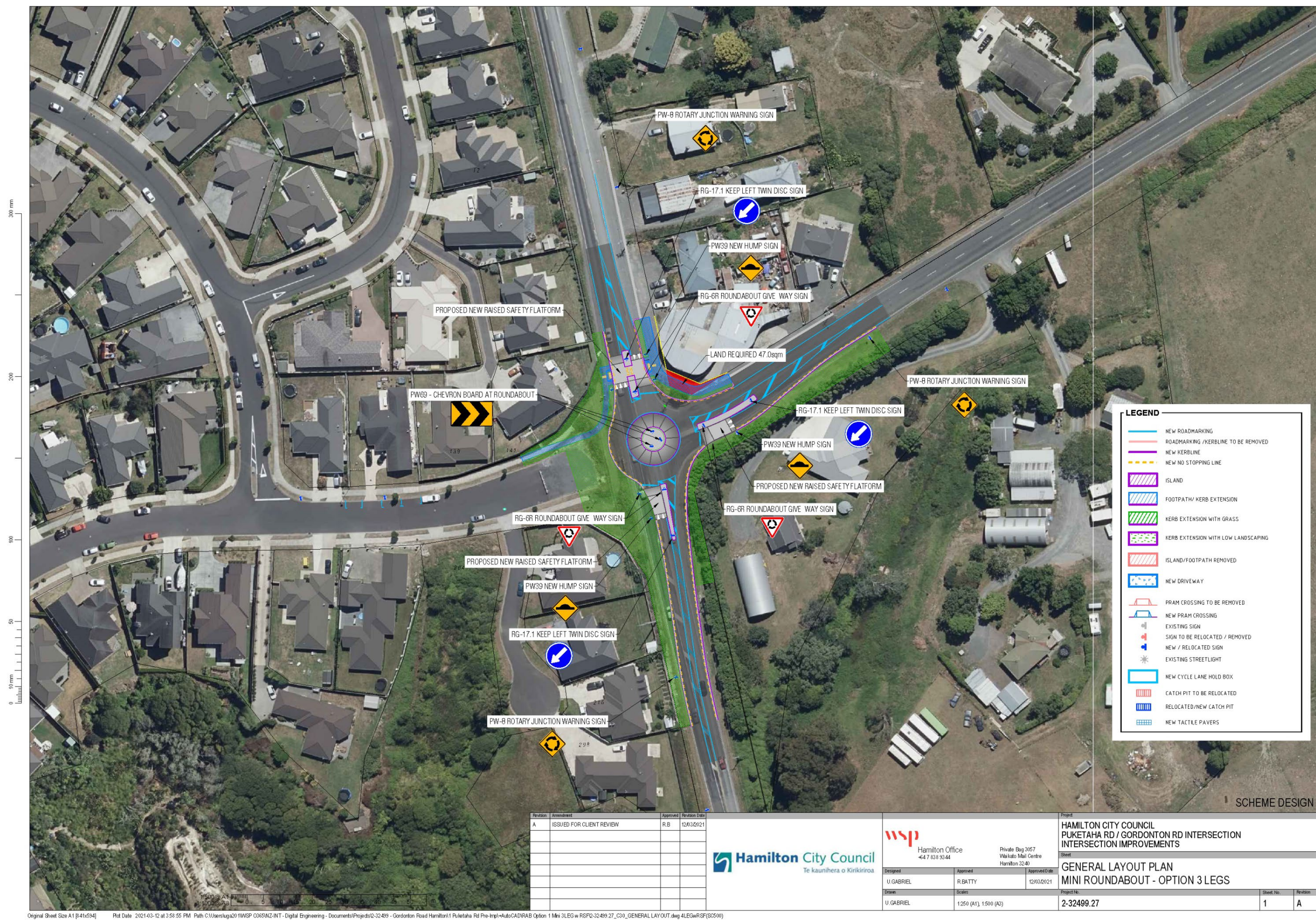
Attachment 3 - Gordonton Road / Puketaha Road Intersection Upgrade - Option 2 - Four Leg Roundabout Concept



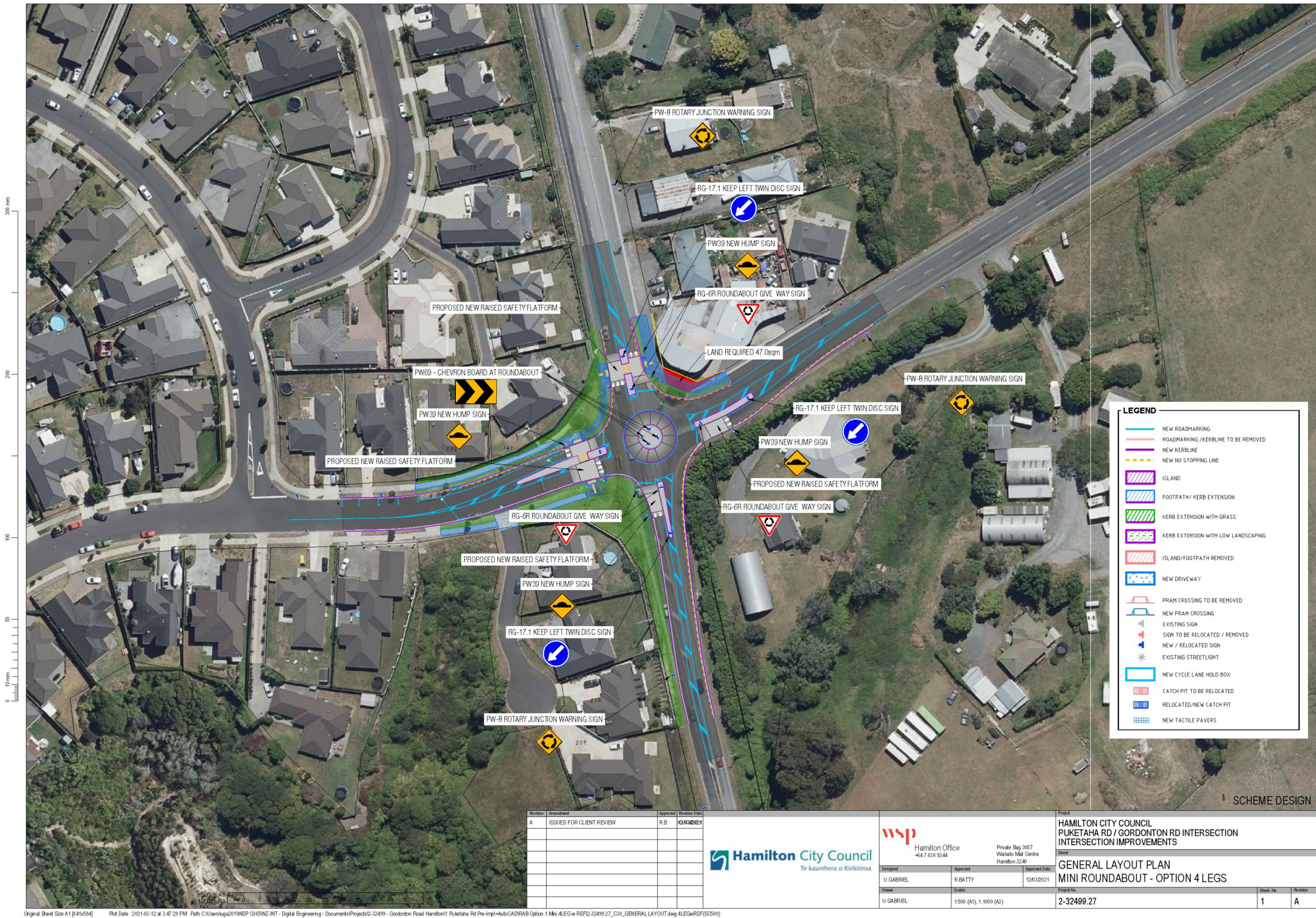
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# Council Report

Item 9

**Committee:** Infrastructure Operations Committee

**Date:** 28 September 2021

**Author:** Christopher Barton

**Authoriser:** Chris Allen

**Position:** Capital Projects Manager

**Position:** General Manager  
Development

**Report Name:** Tristram St / Collingwood St Intersection Upgrade

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

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

## Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee:
  - a) receives the report; and
  - b) approves the macro-scope of the Tristram / Collingwood intersection upgrade as a 'Dutch Style' single lane roundabout as outlined in this report.

## Executive Summary - *Whakaraapopototanga matua*

3. The upgrade of the existing Tristram Street and Collingwood Street intersection in the Hamilton CBD is a planned and funded project in the 2021-31 Long Term Plan.
4. The existing intersection is a roundabout with very limited safe pedestrian and cycle crossing facilities and a history of incidents.
5. On the south-east corner of the intersection a new large office building is currently being constructed for ACC which is planned to accommodate around 700 employees. The ACC building is anticipated to be opened in mid-late 2022 which will further increase walking and cycling demand at this site.
6. Council have assessed options to complete this upgrade, including consideration of traffic lights and roundabout options.
7. The recommended option for the upgrade is a 'Dutch Style' roundabout. This option is preferred over traffic signals as it improves walking and cycling safety whilst providing better level of service for vehicles (reduced delays and queues), is likely cheaper to construct and enables retention of the existing established street trees at the site.
8. Subject to approval of the preferred concept detailed design will progress throughout the remainder of 2021 with construction planned in early 2022.

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

### Background - *Koorero whaimaarama*

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



Site Location Plan

11. The current form of the intersection is a two-lane urban roundabout without safe pedestrian facilities or cyclists' provisions. On site facilities for cyclists and pedestrians is inconsistent in respect to cycle lane facilities and pedestrian crossing quality.
12. A new Accident Compensation Corporation (ACC) building is being constructed on the south-eastern corner of the roundabout which will cater for approximately 700 employees. The ACC building will only have approximately 30 car parking spaces provided, which will mean the majority of the staff will need to access the site via walking or cycling irrespective if they choose to drive private vehicles as they will need to park elsewhere.
13. There is already a high volume of pedestrians crossing Tristram and Collingwood Street which will increase significantly once the ACC offices open. It is observed that pedestrians try to cross at the dual lane entry and exit to the roundabout putting themselves at risk. At this point vehicles are more focused on finding a gap in traffic and not actively searching for active users – which results in a high risk of incidents.
14. The ACC building site was previously utilised as a car park for WINTEC and the recent removal of the parking facility to make room for the new office building is further pushing the existing crossing demands and active travel activities at this intersection.
15. In the proposed immediate development of this area there will be a planned increase in cycle and walking demand at this intersection, resulting in the need to address the absence of facilities for these active mode users safely and to ensure vehicular users appropriately behave at the intersection so that death and serious injury crash outcomes do not occur.



16. Hamilton lake recreational area is located to the west of this intersection with Hamilton Central Business district to the east. Access between the east and west areas by bicycle and by foot is severely disadvantaged by the difficulty in crossing Tristram Street which is heavily traffic dominated with the dual vehicle entry and exit lanes.
17. During busy times the traffic flows are such that crossing of the roads for active modes such as walking & cycling are difficult and potentially dangerous, which may well also be resulting in a suppressed demand by these user groups.
18. As per the strategic road network hierarchy in the operative District Plan Tristram Street in this location is a major arterial and Collingwood Street is a collector road.
19. Tristram Street has also been identified as a key biking network connector route in the recently developed biking and micro-mobility programme.

### Discussion - *Matapaki*

20. Early option development for this upgrade had been based on installing a signalised intersection – however concern was noted regarding the requirement to remove the existing established trees if a signalised intersection were to be installed.
21. Following identification of feasible options (primarily variations of roundabout or traffic light intersection options) for this upgrade, a robust technical evaluation and assessment of the options has been completed.



Recommended 'Dutch Style' Roundabout



Alternative Traffic Signals Option

22. Options assessment has utilised recently available 2021 traffic data, and has assessed intersection safety (for active modes and motor vehicles), traffic efficiency, retention of movements (ie/ retaining ability to right turn in and out of Collingwood Street), broader wellbeing considerations including retention of existing established trees, and indicative cost.
23. The preferred option following assessment is a 'Dutch Style' single lane roundabout (refer **Attachment 1**), which in accordance with assessment:
  - i. provides significantly improved pedestrian and cycle safety and functionality to the existing intersection;
  - ii. is safer for vehicles (less modelled DSI crashes) than a signalised intersection;
  - iii. is more efficient than a signalised intersection with a higher modelled level of service (shorter queues and delays);
  - iv. retains all movements (no restrictions to right turn in or out of Collingwood Street);
  - v. enables retention of all existing established trees;
  - vi. reduced carbon footprint with likely less removal of existing pavement and new road pavement construction than a signalised intersection; and
  - vii. likely lesser construction cost and lower operational cost than a signalised intersection.
24. The 'Dutch Style' single lane roundabout will be a first for New Zealand and staff will be working on a communications strategy as part of implementation phase to educate and explain operational expectations for road users (drivers, pedestrians and cyclists).

25. It is noted that traffic modelling undertaken has identified that although the recommended 'Dutch Style' roundabout has a higher traffic efficiency level of service (LOS E) than a signalised intersection at this site (LOS F), both of these options are less efficient than the existing 2-lane circulating roundabout intersection (LOS C). Safety of pedestrians and cyclists at the existing intersection however remains a critical risk.
26. A summary of traffic flow modelling for various options is outlined below. Modelling is based on current intersection traffic flows and includes a summary of modelled delays and queue lengths in AM and PM peak periods.

		Tristram Street Southern Approach	Tristram Street Northern Approach	Collingwood Street Eastern Approach	Collingwood Street Western Approach
Dutch Style Roundabout Option (LoS E)	AM	LoS B Avg Delay 14s	LoS B Avg Delay 15s	LoS B Avg Delay 18s	LoS F Avg Delay 6 min & 200m queue
	PM	LoS D Avg Delay 40s	LoS F Avg Delay 3m 20s & 350m queue	LoS C Avg Delay 21s	LoS F Avg Delay 2 min & 160m queue
Traffic Signals Option (LoS F)	AM	LoS F Avg Delay 4 min	LoS F Avg Delay 5m 40s	LoS D Avg Delay 42s	LoS F Avg Delay 4m 20s
	PM	LoS F Avg Delay 4m	LoS F Avg Delay 5m 50s	LoS D Avg Delay 41s	LoS F Avg Delay 2m 20s
Existing Intersection (LoS C)	AM	LoS A Avg Delay 5s	LoS B – 12.9 Avg Delay 13s	LoS B – 13.8 Avg Delay 14s	LoS D – 13.3 Avg Delay 13s
	PM	LoS A – Avg Delay 6s	LoS C Avg Delay 29s	LoS C Avg Delay 27s	LoS C Avg Delay 20s

27. Although modelling suggests there will be more congestion with the recommended 'Dutch Style' roundabout than the existing intersection, it will be over a short period of time in the peak periods and will probably result in traffic moving to other routes so staff anticipate the network will quickly balance out. There are other sites throughout the city that also experience this type of congestion in the morning and evening peaks. We are a growing city and in accordance with existing strategies we will have more congestion which we will not be able to continue build our way out of by just adding capacity for motor vehicles – and we need to provide safe alternatives for active modes.
28. Staff are currently working towards construction of the upgrade in February and March 2022 – noting the detailed construction period and methodology is still to be confirmed.
29. As reported to Infrastructure Operations Committee on 8 June 2021 the construction of this upgrade is planned to be completed under our existing Transportation Network Improvements Contract. This is recommended as the Contractor has previously performed well on other similar projects, including recent successful completion of the Anglesea Street / Bryce Street and Bankwood Road / Comries Road intersection upgrades.
30. Detailed construction methodologies and associated traffic management are still to be confirmed, however options to temporarily close this intersection to enable construction will be considered.
31. Staff are also working with H3 and other agencies to minimise any potential construction impact on key events currently planned for early 2022 including the Women's Cricket World Cup and Chiefs season.

32. Subject to further project development and updated cost estimates – an additional complementary opportunity if funding is available may be to implement or prioritise improvements to the walking and cycling network along Tristram Street between Collingwood Street and Ward Street (north of this intersection upgrade, past Wintec and HGHS). These works are not currently included in the scope or budget of this project. These additional works would be consistent with the proposed long-term implementation of biking and micro-mobility networks across the city, and would connect this intersection to the strategic Western Rail Trail corridor.

### Financial Considerations - *Whaiwhakaaro Puutea*

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

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

34. Additionally an external funding contribution from Tainui Group Holdings as the developer of the adjacent ACC building is anticipated. This will add to the overall project delivery budget if realised.
35. This project has not been budgeted assuming financial assistance from Waka Kotahi NZTA, and no financial assistance to this project is currently anticipated.
36. Consequential operational and maintenance costs have been included in the 2021-31 Long Term Plan.

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

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

### Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

### Social

41. Intersection upgrades will provide a safer and slower intersections for all users, which will help Council achieve our Vision Zero target.

### Economic

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

## Environmental

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

## Cultural

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

## Risks - *Tuuraru*

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

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

### Significance

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

### Engagement

53. Community views and preferences on this project are already known to the Council through the 2021-31 Long Term Plan.
54. Further consultation and engagement will be undertaken throughout the design process with key project stakeholders including neighbouring businesses and residents, TGH & ACC who are developing the adjacent site, transportation advocacy groups, THaWK and the wider public.
55. The 'Dutch Style' single lane roundabout will be a first for New Zealand and staff will be working on a communications strategy as part of implementation phase to educate and explain operational expectations for road users (drivers, pedestrians and cyclists).

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

**Attachments - *Ngaa taapirihanga***

Attachment 1 - Tristram/Collingwood Intersection Upgrade - Recommended Concept

**Item 9**





# Council Report

Item 10

**Committee:** Infrastructure Operations Committee

**Date:** 28 September 2021

**Author:** Jackie Colliar

**Authoriser:** Eeva-Liisa Wright

**Position:** Strategic Manager - Infrastructure City Development

**Position:** General Manager Infrastructure Operations

**Report Name:** Water Take Consent Renewal for Pukete Wastewater Treatment Plant

**Report Status**

*Open*

## Purpose - *Take*

1. To seek approval from the Infrastructure Operations Committee on the planned approach to renew the resource consent authorising the abstraction of water from the Waikato River for process water purposes at the Pukete Wastewater Treatment Plant (WWTP).

## Staff Recommendation - *Tuutohu-aa-kaimahi*

2. 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 4,000m<sup>3</sup>/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.

## Executive Summary - *Whakaraapopototanga matua*

3. Hamilton City Council (HCC) currently have a Waikato Regional Council granted resource consent that allows the abstraction of up to 4,000m<sup>3</sup>/d from the Waikato River for operational purposes at the Pukete Wastewater Treatment Plant (WWTP). This consent expires on 1 August 2023 and a new consent will be required.
4. The expected future process water demand of the WWTP will exceed the current daily consent limit.

5. Staff propose to meet the additional process water needs through use of alternative water sources (including treated effluent) on site, rather than seeking an increase in the consented daily take from the Waikato River to manage peak demand.
6. This approach aligns with reducing our reliance on the Waikato River, increasing the resilience of our WWTP, and recycling and re-using treated wastewater. It also aligns with achieving Te Ture Whaimana o te Awa o Waikato – The Vision and Strategy for the Waikato River (Te Ture Whaimana) and Iwi Environmental Management Plans (Tai Tumu Tai Pari Tai Ao and Te Rautaki Taamata Ao Turoa o Ngaati Hauaa).
7. The consent application will be developed in collaboration with Iwi and Mana whenua and lodged before 1 February 2023.
8. The total cost to complete this resource consent renewal project is funded in the approved 2021-31 Long Term Plan (LTP). Investment in the alternative water systems needed to supplement the future process water take from the Waikato River will be required in the future. Funding provision to implement a new treated effluent system for the inlet works wash water requirements is included in the approved 2021-31 LTP funding for Pukete Wastewater Treatment Capacity Upgrade (Pukete 3) – Inlet Works (17 August 2021 Infrastructure Operations Committee meeting).
9. This report is seeking Committee approval on the planned approach of not seeking an increase of the Pukete WWTP existing daily water take abstraction limit of 4,000m<sup>3</sup> per day by supplementing future process water requirements with alternative waters sources including treated effluent.
10. Staff consider the matters discussed in this report to be of low significance and that the recommendations comply with the Council's legal requirements.

### **Background - *Koorero whaimaarama***

11. Hamilton City Council (HCC) currently holds a water take resource consent with Waikato Regional Council (WRC) to take up to 4000m<sup>3</sup> per day of river water for process use at the Pukete WWTP (AUTH108788.01.01). This existing water take consent expires on 1 August 2023.
12. The abstraction point is located upstream of the Pukete wastewater diffuser into the Waikato River adjacent to Pukete Road. Raw water is transferred using a dedicated system to the Pukete WWTP site for process water.
13. Potable water is also supplied to the site from the town supply. Potable water is used for selected processes on site that require higher quality water and for potable water purposes.
14. A significant amount of work has been undertaken to understand future process water requirements at the Pukete WWTP to 2061. In summary:
  - a) average daily flows in 2021 are 1,500 m<sup>3</sup>/d, with a maximum daily flow of 3,557 m<sup>3</sup>/d (compliant with existing consent); and
  - b) by 2061, average daily flows are expected to increase to 2,401 m<sup>3</sup>/d with an estimated maximum daily flow of 8,904 m<sup>3</sup>/d.
15. The expected average daily process water requirements in the year 2061 would be within with the existing consent limits (i.e., less than 4,000m<sup>3</sup>/day) but peak flows would not. Additional process water will be needed to meet expected needs out to 2061.



## Discussion - *Matapaki*

16. Staff propose to meet the additional future process water needs through use of alternative water sources (including treated effluent) on site, rather than seeking an increase in the consented daily take from the Waikato River to manage peak demand.
17. This approach recognises the existing and increasing pressure on the Waikato River and the limited allocable flow available, and that it is unlikely a resource consent to increase in the current daily water take limit can be secured without being able to demonstrate efficient process water management.
18. More importantly, the approach to supplement process water needs using alternative sources aligns with Te Ture Whaimana o te Awa o Waikato – The Vision and Strategy for the Waikato River (Te Ture Whaimana). It is an active step toward reducing reliance on the Waikato River; increasing resilience onsite; and implementing treated effluent recycling and reuse.
19. This approach also aligns with Council's own Environmental Principles adopted in March 2021. This includes key principles of "*Restoring and protecting the health and wellbeing of our waterways*" and "*Embracing the sustainable use of resources*".
20. This process water take resource consent renewal application project has commenced, and staff are working toward lodging a consent renewal application well in advance of 1 February 2023. To meet section 124 of the Resource Management Act (RMA) to enable the existing water take to continue to operate legally, a new resource consent application will need to be successfully lodged with WRC by 1 February 2023.
21. The water take resource consent application will be developed in collaboration with Waikato-Tainui and mana whenua.

## Financial Considerations - *Whaiwhakaaro Puutea*

22. The total cost to complete this resource consent renewal project is estimated to be \$200,000 which is funded through the approved 2021-31 Long Term Plan.
23. The recommended approach does not have any financial implications for the consent renewal project, however investment in the alternative water systems needed to supplement the process water take from the Waikato River will be required in the future.
24. As noted at the 17 August 2021 Infrastructure Operations Committee meeting, the approved 2021-31 LTP funding for the Pukete 3 WWTP Upgrades includes \$19,387,000 for the Inlet works upgrade. The Inlet Works upgrade budget includes provision for a new treated effluent system to meet wash water demands at the inlet works. Additional investment will be required to implement alternative solutions for process water purposes across the remainder of site in the future, with a large portion managed through the renewals and compliance programme.

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

25. Staff confirm that this matter complies with the Council's legal and policy requirements. The proposed approach is consistent with Te Ture Whaimana and NPS – Fresh Water Management.

## Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

29. The consenting approach outlined in this paper is consistent with providing sustainable water and wastewater services. Provision of sustainable and resilient water services actively contributes to social, economic, environmental and cultural well-being.
30. Reducing reliance on the Waikato River for water, efficient use of water resources and effluent re-use and recycling are consistent with Tai Tumu, Tai Pari, Tai Ao - Waikato Tainui Environmental Plan) and Te Rautaki Tamata Ao Turoa o Haua - Ngati Haua Environmental Management Plan (Section 11).
31. Active collaboration and engagement with Iwi and Mana Whenua will be integral to developing the consent application. This will include engagement with Waikato Tainui, Te Haa o te Whenua o Kirikiriroa and Te Ngaawhaa.
32. Given the nature of the proposed activity to continue to take water from the Waikato River, this project will be reported through Councils Joint Management Committee with Waikato Tainui ahead of lodging the application.

#### **Risks - *Tuuraru***

33. A project risk register will be developed for the project. Key risks include:
  - a) not lodging a successful consent application by 1 February 2023 and losing the ability to continue to operate legally under Section 124 of the RMA. The proposed consenting approach to lodge the application early seeks to avoid this risk; and
  - b) being unable to secure consent to retain the current daily limit, potentially requiring unbudgeted investment in alternative water sources, or reliance on the potable water supply. The proposed consenting approach to not seek an increase in the maximum daily take seeks to mitigate this risk, however it is possible that a reduction in the current consented limit may be required to renew the consent.

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

##### **Significance**

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

##### **Engagement**

35. The proposed approach to not seek an increase in the currently consented daily water take is consistent with the outcomes of collaborative strategic water projects involving Iwi and Mana Whenua. Collaboration with Iwi and Mana Whenua will inform the consent application.
36. Public engagement will occur as appropriate.

#### **Attachments - *Ngaa taapirihanga***

There are no attachments for this report.

# Council Report

Item 11

**Committee:** Infrastructure Operations Committee

**Date:** 28 September 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

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

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

## **Staff Recommendation - *Tuutohu-aa-kaimahi***

2. That the Infrastructure Operations Committee 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-19 lockdown between 17 August and 7 September 2021 did cause various levels of temporary disruption for many of the projects. An assessment to understand the full impact is being completed by project managers.
7. 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*

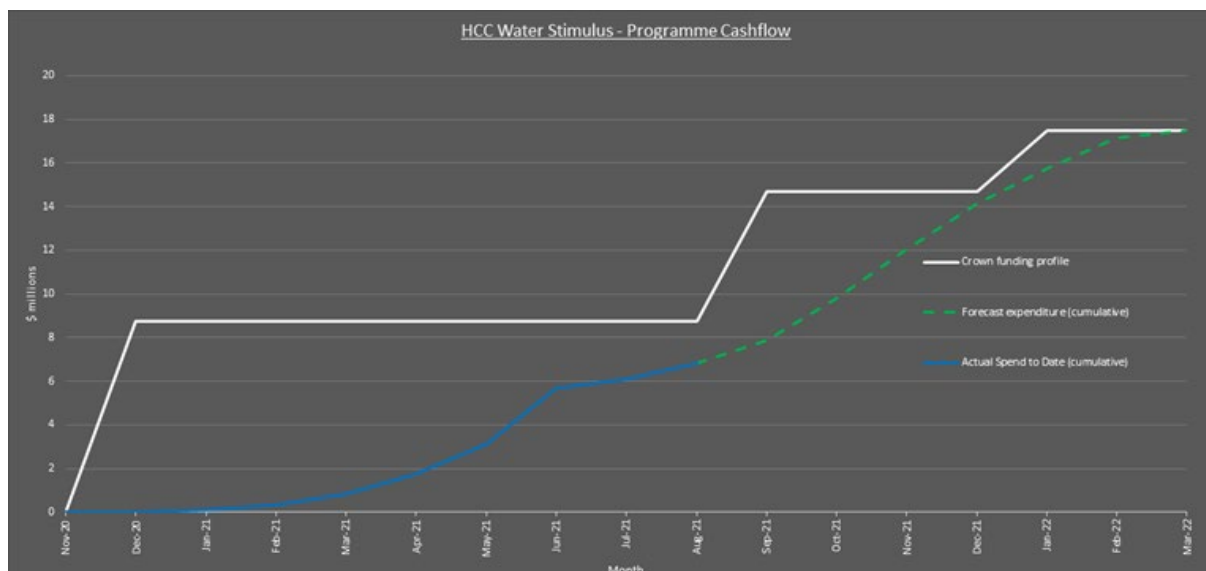
8. Hamilton City Council entered into a funding agreement in October 2020 with the Department of Internal Affairs (DIA), who in conjunction with Crown Infrastructure Partners (CIP) are administering the three waters reform stimulus delivery programmes on behalf of the New Zealand Government.
9. The funding 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.
10. 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.
11. 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.
12. Within the Delivery Plan, six packages of works and 19 projects were identified. The work packages focus on strategic priorities, renewals, asset information, asset conditions, resilience, demand management, environmental compliance and preparing for the Three Waters reform, and includes a combination of capital and operational projects.
13. Five initially unfunded contingency projects were included in the approved Delivery Plan which could be progressed if funding became available elsewhere in the programme.
14. DIA have appointed CIP to monitor progress against the approved Delivery Plan, to ensure spending has been undertaken with public sector financial management requirements.
15. Programme reporting to CIP is to be completed on a quarterly basis as per their reporting template. The first report was submitted in January 2021, the second in April 2021 and the most recent third report was submitted on 28 July 2021.
16. 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

17. 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.
18. Internal project governance and reporting structures are in place and provide operational oversight over the stimulus programme delivery.
19. The COVID-19 lockdown between 17 August and 7 September 2021 did cause in various levels of temporary disruption for many of the projects.

20. Most projects were able to fully restart once alert level 2 was initiated on 8 September 2021. An assessment to understand the full impact on project and programme delivery time and costs associated with the COVID-19 lockdowns is currently underway.
21. Despite the recent COVID-19 lockdown periods, the overall programme is generally still progressing well as reflected in the programme cashflow profile below:



22. 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
<b><u>Strategic Planning</u></b>									
Hamilton – Waikato Metropolitan Spatial Plan Wastewater Business Cases	\$1,050,000 (HCC Share)			Works are progressing with the Southern Business Case now substantively complete, and work on the Northern Business Case commenced. Some risk associated with delivering the project by 31 March 2022 because of the COVID lockdown impacting the availability of key staff, iwi, stakeholders, consultants, and partners that are necessary to progress the business case work. Most of the engagement relating to this project cannot occur until Alert Level 2 or lower.					
Te Wetini Dr Crossing Upsize	\$1,300,000			Construction works have been started, however have been halted for the winter season and are expected to restart in October 2021. Works expected to be complete by December 2021					
Rotokauri Swale Designations Conditions Implementation	\$700,000			Works are underway and on-track. Detailed scoping has been completed and Professional Service contracts to complete this project are in place.					
Rotokauri Wastewater Upsizing for Unconnected	\$800,000			Works are underway and on-track. Investigation, design, and consenting is continuing with physical works expected to start in October					

Project	Forecast Cost	Delivery Risk	Cost Risk	Status					
					On track		Increased monitoring required		Off track
Communities				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.					
<b><u>Renewals and Asset Information</u></b>									
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 progressing well and are scheduled to be complete in next 1-2 months.  Planning, consenting works and pricing by the contractor is continuing for the additional \$500,000 of wastewater renewal works					
Asset Data Information Management and Three Waters Data Collection Technology	\$2,135,000			Works are underway and on-track.  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.					
<b><u>Asset condition assessment and resilience</u></b>									
Three Waters City Wide Asset Resilience Study	\$712,500			Works are underway and tracking slightly behind schedule.  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.					
<b><u>Demand Management</u></b>									
Water Sustainability Strategy	\$200,000			Works are underway and on-track.  The review of relevant legislative and policy drivers has been completed along with relevant case					

Project	Forecast Cost	Delivery Risk	Cost Risk	Status					
					On track		Increased monitoring required		Off track
				studies. Engagement with iwi is currently being co-ordinated and scoping and scheduling of technical 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 currently underway in the Collins Road and Rimu/Rata catchment areas to identify repairs required.					
Expansion of the Water Leak Detection Programme	\$475,000			Works progressing well and on track. Leak detection work and repairs are continuing in the CBD residential and the Dinsdale areas.					
Education Hub Three Waters	\$294,500			Works underway and on track. Contractor engaged to lead this work and detailed planning and engagement with stakeholders is continuing. Design of the mobile resource is being finalised and construction is expected to start soon. COVID shutdown may 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 2021.					
<b><u>3 Water operational upgrades and environmental compliance</u></b>									
Water Infrastructure Security Measures	\$950,000			Works underway and on track. Installation of additional CCTV, Cardax security access systems and security lighting continuing at the Water and Wastewater Treatment Plants and reservoir sites.					
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.					

Project	Forecast Cost	Delivery Risk	Cost Risk	Status					
					On track		Increased monitoring required		Off track
Ecological Improvements for Erosion, water quality, Stormwater Control, Gully Network Improvements and Retrofitting of Older Stormwater Attenuation Devices	\$2,375,000			<div>Works are underway and on-track.</div> <div>Ngaati Hauaa Mahi Trust have now cleared 50% of the gully and completed approximately 15% of the planting.</div>					
Urban Stormwater Quality Management Investigation	\$250,000			<div>Works are underway and on-track.</div> <div>NIWA has been engaged to lead the stormwater monitoring and investigations which have been initiated in the Mangakōtukutuku stream.</div>					
Installation of Dedicated Water Sampling Points around the City	\$95,000			<div>Works are underway and on-track.</div> <div>Proposed water Sampling sites around the city have been identified and cabinet design finalised. Confirmation of sampling sites and planning of physical works for installation of cabinets is continuing.</div>					
<b><u>Preparation for Waters Reform</u></b>									
Preparation and Participation in Three Waters Reform Programme	\$760,000			<div>Works are underway and on-track.</div> <div>Further updates will be provided separate to this report on progress of the Three Waters reform.</div>					
<b><u>Programme Management</u></b>									
Water Reform Programme Management	\$725,500			<div>Programme management resources and structures in place to support and direct delivery of the programme.</div>					
<b>Total</b>	<b>\$17,460,000</b>								

### Financial Considerations - *Whaiwhakaaro Puutea*

23. 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.
24. 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.



25. 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.
26. 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 and submitted as part of the programme Quarter 4 Report to CIP in October 2021 once we understand the outcome of the July funding request.
27. Programme expenditure to date (to 31 August 2021) is \$6,834,607.

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

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

#### **Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga***

29. 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').
30. 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.
31. The recommendations set out in this report are consistent with that purpose.

#### **Social**

32. 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**

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

#### **Environmental**

35. 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.
36. 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**

37. 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*

38. 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.
39. 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.
40. The current expenditure rate against the programme has been low with total actual expenditure incurred just 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 now that all projects are in the execution and delivery phase.
41. 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.
42. 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 may 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.

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

#### Significance

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

#### Engagement

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

### Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

# Council Report

Item 12

**Committee:** Infrastructure Operations Committee

**Date:** 28 September 2021

**Author:** Robyn Denton

**Authoriser:** Eeva-Liisa Wright

**Position:** Network Operations and Use Leader

**Position:** General Manager  
Infrastructure Operations

**Report Name:** Waka Kotahi NZ Transport Agency Update

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

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

## Staff Recommendation - *Tuutohu-aa-kaimahi*

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

## Attachments

There are no attachments for this report.

# Council Report

**Committee:** Infrastructure Operations Committee  
**Date:** 28 September 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

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

1. To inform the Infrastructure Operations Committee on topical issues, areas of concern and items which need to be brought to 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; 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.

## 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. Rubbish and Recycling Service update
  - ii. Former Pit Lane/Passing Red location – Commuter Parking opportunity
  - iii. Vision Zero Progress update
  - iv. Public Transport Infrastructure Improvement Studies Update
  - v. Ruffell Road/Onion Road Level Crossing Closure Update
  - vi. Hamilton Speed Management Plan – Refresh
  - vii. Personal Hire (Transport) Device – E-Bike Update
  - viii. Crosby Road Safety Improvement and Biking Connectivity Project
  - ix. Commuter Parking - Central City 2 hour free parking zone
  - x. Biking and micro-mobility connectivity update

## Discussion - *Matapaki*

### Rubbish and Recycling Service Update

#### Kerbside Service

5. With a shift to COVID-19 Alert Level 4, initiated on 17 August 2021 at 11:59pm, there were substantial disruptions to the kerbside collection service.
6. At Level 4, red rubbish bins and yellow mixed recycling bins were collected as per normal. All contents collected were sent to landfill.
7. Green food scraps bins and glass crates were not collected under Alert Level 4. Advice to the public was:
  - i. food scraps can be placed into the red rubbish bin if needed; and
  - ii. glass is to be held on to until a safer alternative is found.
8. Assisted Service Collections were initially suspended on the 18 August 2021, then reinstated on the 23 August 2021 once a safe collection methodology was determined by the contractor. All Assisted Services customer were contacted directly by staff and keep informed of the changes to their service.
9. Public were advised of the Level 4 kerbside changes through a media release (with links to updated information), social media posts and targeted Antenno posts. In addition, feedback was sought regularly from the Hamilton City Council Customer Services team on the volume and nature of incoming requests to ensure messaging could be updated to help manage these requests.
10. Overall, during the month of August 2021, the number of missed collections continued to decline down from 366 in July to 334 In August.

#### Diversion

11. Due to Alert Level 4 and the landfilling of mixed recycling and the non-collection of food and glass there was a significant reduction in the diversion rate for August 2021, down from 55% in July to 33%.
12. The tonnage to landfill for August 2021 was 1545 tonnes, up from 1138 tonnes in July 2021. Mixed recycling sent to landfill accounted for 278 tonnes. The additional volume is likely to be from additional food scraps and glass in the red bin.
13. Food scraps tonnage (sent for composting) was 255 tonnes down from 481 tonnes in July 2021.
14. Glass recycled was 157 tonnes down from 292 tonnes in July 2021.

#### Lincoln Street Refuse Transfer Centre

15. The Lincoln Street Refuse Transfer Station (RTS) was closed to the general public during Alert Level 4 restrictions, only open to essential services.
16. Recycling at the RTS was not possible during Alert Level 4, as such the volume recovered for recycling reduced from 354 tonnes in July to 119 in August 2021. It is expected that these volumes will increase with the reduction in Alert levels.

#### Hamilton Organic Centre (HOC)

17. The Hamilton Organic Centre was closed during Alert Level 4, only 393 tonnes were recovered in August 2021 versus 717 Tonnes in July 2021.
18. With the reduction in Alert levels there is expected to be a significant increase once the HOC reopens.

### Illegal Dumping

19. 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 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.

### **Former Pit Lane/Passing Red location – Commuter Parking opportunity**

20. At the 17 August 2021 Infrastructure Operations meeting, staff were asked to provide a future Infrastructure Operations Committee meeting information concerning opportunities to include the area known as Pit Lane (forming part of Hinemoa Park) in the commuter parking zones.
21. Currently the whole area known as Pit Lane area is being used informally for commuter parking. The area is contained within four separate titles as shown in the map below:



22. The portions of the Pit Lane parking area within Fraser Tech Park (Area 1) and Hinemoa Park (Area 2) are administered by the Parks and Recreation Unit and are classified as recreation reserve.
23. The Old Mill Street (Area 2) and 29 Old Mill Street (Area 3) portions are administered by the Transportation Unit and are not classified under the Reserves Act. Refer to table and image above.
24. For areas covered by the Reserves Act, parking on the recreation reserve should be for the purpose of providing effective access to the reserve in accordance with the relevant management plan. The Reserves Act makes provision for council to fix reasonable charges for parking within these areas.

25. The West Town Belt Masterplan (WTBM) sets direction for the future use of the old pit lane site. The desired outcome for this area is that it is integrated as part of the character area and provides open space opportunities.
26. Projects 32, 36, 38 in the WTBM more specifically suggest that the future state needs to ensure that a safe and direct primary north/south pedestrian path is achieved, temporary events are enabled and that open space values are enhanced.
27. The WTBM projects encourage creative uses of the concrete pad (e.g. community gardens, hard-surface play spaces) and suggests temporary car parking (relating to open space uses) can be accommodated.
28. Kaute Pasifika are about to start site works with the construction of a Fale adjacent to the Hinemoa section of pit lane. They may request use of the Hinemoa Park section of Pit Lane area during the construction period to enable building works.
29. Under their resource consent conditions Kaute Pasifika are required to provide 56 car parking spaces within their development area which is enough to accommodate parking on-site for their day-to-day activities. However, if they have events, they will be reliant on the surrounding parking network including the Pit Lane area.
30. Project 41 of the WTBM suggests that carpark arrangement on the western end of Pit Lane is formalised, a new vehicle entrance off Old Mill St is established and clear, safe separated pedestrian access points are formalised along with the addition of vegetation in containers (including trees) to improve open space character, amenity, and micro-climate of the site.
31. The WTBM projects identified above were not prioritised for funding through the development of the 2021-31 Long term plan. Detailed design prior to implementation would be required to ensure the outcomes in the WTBMP are met and opportunities for safe walking/cycling connections in the surrounding area are realised.
32. Formalising carpark arrangements on the Western End of the Pit Lane area would appear to be most achievable in the short term.
33. Planning and design to successfully enable the formalisation of carparks is recommended. Staff could prepare cost estimates for consideration through the 2022/23 Annual Plan process.

### **Vision Zero Progress Update**

34. 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.
35. 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 6 September 2021 inclusive).
36. 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 6 September 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	66%	1%
Driver	1				0	1	33%	87%
Passenger					0			
Pedestrian					0			12%
Wheeled pedestrian (wheelchairs, mobility scooters)					0			
<b>Total</b>	<b>3</b>				<b>0</b>	<b>3</b>	<b>100%</b>	<b>100%</b>

## Public Transport Infrastructure Improvement Studies Update

37. Two public transport route assessments have been completed: Comet route and the Meteor route (west side of Anzac Bridge). Two further studies are underway: 'Rototuna to Central City' and 'Waikato Hospital area'.
38. The overall objective of the studies is to identify specific network issues and infrastructure opportunities to help improve service reliability and attract more patrons. The studies will also help inform the long-term future planning for public transport along these key corridors.
39. The reports from the studies include: -
  - a) *problems and opportunities along the routes;*
  - b) *'Route Options Assessments' where required (e.g., Frankton Village, Dinsdale area, Chartwell);*
  - c) *prioritisation of concept designs;*
  - d) *Cost Estimations; and*
  - e) *Recommended Options.*
40. The recommendations in the reports are based on best practice guidance as well as information provided by the Project Steering Group (staff from HCC, WRC, and Waka Kotahi).
41. The outputs from the studies will be presented to the Regional Connections Committee and the Infrastructure Operations Committee in due course.

## Ruffell Road/Onion Road Level Crossing Closure Update

42. At the Infrastructure Operations Committee meeting on Tuesday 27 April 2021, a decision was made to support KiwiRail and the temporary closure of the Ruffell Road rail crossing until safety issues for both road and rail users can be addressed.
43. The temporary closure of the Ruffell Road level rail crossing will mean 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.

44. Work is now almost complete at the Arthur Porter Drive/Te Kowhai Intersection, with a final safety audit to be approved prior to the work beginning on the Onion Road/Ruffell Road Intersection in preparation for the level crossing closure.
45. Staff expect the temporary closure to be approved and commissioned by mid/late October 2021 (Covid Alert Levels dependent). This can be undertaken through a temporary road closure while staff finalise arrangements with Kiwirail to formally close the level crossing and agree conditions that will be met to enable reopening of the crossing.
46. A communications plan has been developed to keep the stakeholders, community and interested parties informed of progress and respond to queries as they arise.

### Hamilton Speed Management Plan – refresh

47. Hamilton City Council adopted the current Speed Management Plan at the [27 June 2019 Council](#) meeting. The Speed Management Plan was adopted after a development process that was led by the Access Hamilton Taskforce and involved working and engaging with key stakeholders and the community prior to formal consultation and adoption via the LGA 2002 Section 83 Special Consultative Procedure.
48. The Speed Management Plan works alongside the changes that were made to the Hamilton Speed Limit Bylaw (the Bylaw) which was adopted at the [6 September 2018 Council](#) meeting. The key change to the Bylaw was the creation of registers for the speed limits and the ability to update these via Council resolution. This enabled changes to speed limits to be completed more efficiently and removed the necessity of having to take the whole bylaw through the Special Consultative Procedure each time a speed limit change was made.
49. Waka Kotahi NZ Transport Agency (Waka Kotahi) undertook consultation earlier this year on proposed changes to the Land Transport Rule: Setting of Speed Limits (the Rule) which proposed to change the way speed limits are managed in New Zealand. Moving away from a Bylaws approach to having Speed Management Plans developed at a regional level in a similar way to that which Hamilton already has in place and using a National Speed Limits Register to capture the legal information against which NZ Police will enforce. A copy of Council's submission on the proposed rule can be found [here](#).
50. Staff have been involved in workshops the Ministry of Transport and Waka Kotahi who are working through the various stages required to progress the adoption of the Rule following analysis of the feedback from the consultation work and it is expected that additional guidance will be issued in the next month or two.
51. The Rule is expected to be signed later in 2021, and from that time Road Controlling Authorities will require a Speed Management Plan which has been certified by Waka Kotahi in order to make speed limit changes.
52. Based on the proposed changes to the Rule and the likely content of the Speed Management Plans moving forward, a refresh of the Hamilton City Speed Management Plan is proposed. The refresh will enable the plan to be updated to include:
  - a) changes and additions to the map which indicates long term view of speed limits for the city – including new road networks in growth areas, changes to roads shared with adjacent local authorities and information in recent business cases and projects e.g. biking and micromobility, Central City Transformation Plan;
  - b) incorporation of proposed speed limit changes on the State Highway network by Waka Kotahi;
  - c) an indicative programme of work for the current 2021-31 Long Term Plan; and

- d) other minor changes to ensure alignment with guidance for Speed Management Plans being developed by Waka Kotahi.

53. It is proposed that the refresh would involve the following key steps:

Activity	Committee	Date
Early engagement with key stakeholders and advocacy group		October 2021
Approval of draft Speed Management Plan 2022 for consultation	Infrastructure Operations	9 November 2021
Consultation		February 2022
Hearings	Hearings and Engagement Committee	March/April 2022
Deliberation and adoption of Speed Management Plan 2022	Infrastructure Operations with recommendation to Council	April/May 2022

### Personal Hire (Transport) Device – E-Bike Update

54. At the Infrastructure Operations Committee Meeting of 27 April 2021, the Committee resolved to make Personal Hire Devices (PHD) an operational activity under staff delegation consistent with the decision to have a maximum of 1,000 PHDs being permitted for operation in Hamilton and noting the desire for a variety of devices within the allocation.
55. Permits to operate PHD's were issued to two operators - Lime and Neuron. Each permit was for a 12-month period and for a maximum of 500 e-devices, recognising that it was a permit requirement to have a minimum of 50 e-bikes in operation within 3 months of the commencement of operations (1 October 2021).
56. Both operators have now advised Council that due to Covid restrictions and associated freight movement delays they will be unable to meet the permit requirement to have 50 e-bikes in operation by 1 October 2021 and outline that with the existing backlogs in freight forwarding for goods entering the country via Auckland, they would likely struggle to meet this requirement before year end.
57. It is therefore the intention of staff to extend the period for complying with the permit e-bike provision until February 2022.

### Crosby Road Safety Improvement and Biking Connectivity Project

58. Crosby Road is a key connection between Wairere Drive and Hukanui Road. Vehicle speeds along Crosby Road are significantly higher than the posted 50km/h speed limit and measures are required to reduce speeds to an acceptable level. Without intervention, speed issues are likely to be exacerbated when the Waikato Expressway opens mid-2022. In conjunction with managing speed, Crosby Road has been identified as a key cycle connection linking to Hukanui Road, which is a key transport corridor under the Eastern Pathways project (School Link).
59. Key stakeholders and the community were shown three options for safety improvements and separated cycle facilities in June/July 2021. Based on the feedback received, there was general support for speed management measures and a two-way cycle facility.
60. Feedback from the community and NZ Fire Service identified the type of cycle facility and cycle separators needed further investigation, as well as the mitigation of concerns about side road connections, position of bus stops, access to private driveways, refuse collections, and on-street parking. The design team are working on two modified options for a two-way (bi-directional) cycleway which will be presented to NZ Fire Service and the community in due course. Elected members will view the options prior to any further community engagement

## Commuter Parking - Central City 2 hour free parking zone

61. As advised to Elected Members via Executive Update on the 14 September 2021, as a result of the government imposed COVID-19 alert level restrictions, the implementation of the 2020/21 annual plan approved CBD commuter parking areas will be delayed.
62. Following the approval of the locations at the 17 August 2021 Infrastructure Operations Committee, the country moved into Alert Level 4 overnight. This has impacted the preparation and delivery of the targeted consultation which has proved challenging during alert level 4, 3 and 2 restrictions.
63. The impacts of COVID-19 restrictions have meant the reprioritisation of work programmes in order to manage staff resources and support staff wellbeing. Implementation has been estimated for December 2021 but this is subject to the Hearing and Engagement committee outcomes which are unknown at this time. An update will continue to be provided through Executive updates and to the Infrastructure Operations Committee

## Biking and micro-mobility Connectivity update

64. Full details of biking and micro-mobility connectivity activities can be found in **Attachment 1** of this report. Elected Members have been previously updated on many of these activities via the weekly Executive Updates:
  - i. Cycle Ways & Green Surfacing
  - ii. Cycle Sharrows Markings
  - iii. Victoria Street / Claudelands Road Traffic Signals - Cycle Improvements
  - iv. Anzac Parade/ Victoria Bridge / Grey Street
  - v. Bike Parking Projects and Improvements
  - vi. Bike Repair Stations
  - vii. Cyclist Footrest Rails
  - viii. Cycle Connectivity Link - Bryce Street (Western Rail Trail to Claudelands Road)
  - ix. Intersection Improvements - Claudelands Road/Grey Street/Heaphy Terrace/Brooklyn Road/O'Neil Street

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

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

## Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

66. 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').
67. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.
68. The recommendations set out in this report are consistent with that purpose.
69. There are no known social, economic, environmental or cultural considerations associated with this matter due to this report being for information only.

## Risks - *Tuuraru*

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

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

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

**Attachments - *Ngaa taapirihanga***

Attachment 1 - Biking & Micro-Mobility Connectivity Projects Update

## Infrastructure Operations Committee 28 September 2021

### Biking & Micro-Mobility Connectivity Projects Update

#### Cycle Wands & Green Surfacing

Cycle wands and green surfacing at high-risk areas for people on bikes have been recently installed at the following locations:

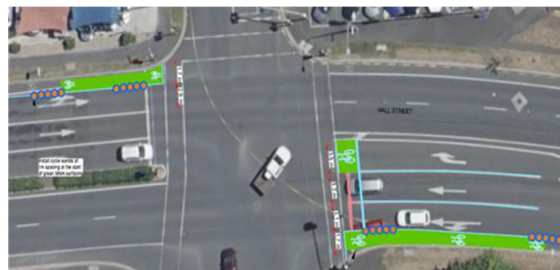
- Anzac Parade / Victoria Bridge / Grey Street
- Massey Hall Street Over bridge

Feedback from cyclists has been positive toward these safety improvements.



The 2021/22 programme of further cycle wands and green surfacing include:

- Mill Street and Hall Street intersections with Ulster Street, Norton Road, Lake Road and Willoughby Street.
- Forest Lake Road
- Peachgrove Road / Te Aroha Street intersection



*Design example: Hall Street/Lake Road Intersection*

#### Cycle Sharrow Markings

Following the successful application of cycle sharrow markings on Victoria Street, new locations are being considered. Sharrows are generally only appropriate in low-speed environments e.g., 30km/h zones. The locations being investigated are:

- Commerce Street, Frankton
- Lynden Court, Chartwell
- Barton Street, City Centre



*Example: Victoria Street*

#### Victoria Street / Claudelands Road Traffic Signals - Cycle Improvements

A dedicated right turn cycle connection from Victoria Street (northbound) into Claudelands Road has been completed. Since installation, over 50 cyclists are using it in the weekday PM peak.





## Bike Parking Projects and Improvements

### Bike Parklets

Several businesses have requested bike parklets to be trialled close to their stores at the following locations:

- Barton Street\* – outside Torpedo 7
- Victoria Street – outside Electrify
- Grey Street\* – opposite Duck Island, outside Grey Street Kitchen

The bike parklet at the Central City Library in Garden Place will remain for the foreseeable future, until a new bike shelter will be installed.

*\*Note that some businesses have requested that an on street carpark be used to trial a bike parklet in Barton Street and Grey Street.*



### Green Roof Bike Shelter

To cater for people biking into the Central City, discussions are underway to determine a suitable location for a new covered bike shelter, which will have capacity to store up to 30 bikes. The facility will be a 2-tier stackable bike rack system, as shown in the example.

The point of difference for the new bike shelter is a live 'green roof', which will comprise of durable plantings. Also, investigating opportunities to give the shelter a further point of difference with the inclusion of some locally inspired artwork/carvings.

Funding for this project is included in the 2022/23 financial year.



### New bike parking facilities

Tranche 1 of new bike parking facilities have been installed in a number of locations across the city, including areas such as Grey Street, Five Cross Roads, Dinsdale shops, Lynden Court etc.

Council's Transport and Parks staff are working together to provide bike parking at parks and sports grounds. These are expected to be installed in Q2 this financial year.

The Tranche 2 list is currently being worked through. Staff have been working closely with Bike Waikato to determine key locations across the city that would benefit from having bike parking.





### Bike Repair Stations

Deluxe bike repair stations will be rolled out in key areas of the city. Four new repair stations will be installed in the following locations:

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



### Cyclist Footrest Rails

Cyclist footrest rails have been installed along the Western Rail Trail and at the Grey Street/Anzac Parade intersection. These facilities are best suited at traffic light-controlled intersections and combined pedestrian/cycle crossing points.

Feedback from cyclists has been positive toward these new eye-catching pieces of cycle infrastructure.



### Cycle Connectivity Link - Bryce Street (Western Rail Trail to Claudelands Road)

The aim of this project is to provide a safe cycle connection from the Western Rail Trail (Seddon Road) through to Claudelands Bridge, via Bryce Street. The proposal includes:

- Protected cycle facilities where possible along the entire route
- Pedestrian safety and accessibility improvements, especially between Anglesea Street and Victoria Street
- Protected cycle facilities and cycle phases at traffic light-controlled intersections
- Improve accessibility and connectivity between Barton Street and Centre Place for pedestrians
- Safety improvements at the Centre Place carpark entry/exit on Bryce Street.
- Parking

The project is currently in concept design phase, with full design expected to be completed this financial year 2021/22. Depending on public feedback, construction is planned in the 2022/23 financial year.

### Intersection Improvements

#### Claudelands Road/Grey Street/Heaphy Terrace/Brooklyn Road/O'Neil Street Intersection

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

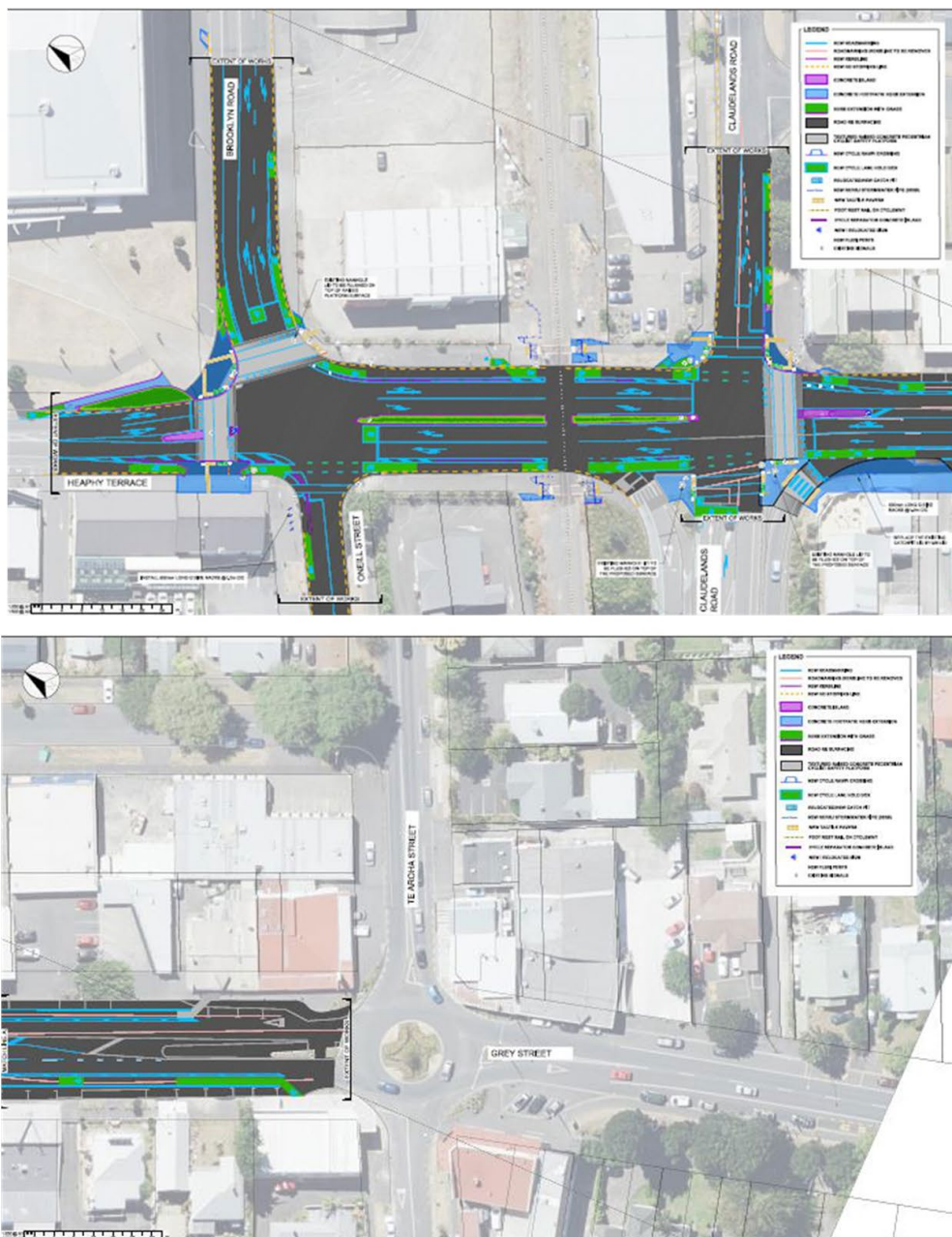
The Claudelands Road/Grey Street/Heaphy Terrace/Brooklyn Road/O'Neil Street intersection project includes:

- Separated cycle facilities.
- Raised tables with separated pedestrian and cyclist crossings.
- Removal of the slip lane outside the front of the Claudelands Event Centre.
- Upgraded rail crossing facilities to improve pedestrian safety; including the Claudelands Road (east) and Brooklyn Road level crossing.

- Kerb extensions to reduce crossing distance for pedestrians and cyclists.
- Narrower traffic lanes and raised tables to create a safe speed environment.

The project retains the same number of general traffic lanes, therefore the impact of the project on traffic flow is anticipated to be less than minor.

The next step is for the project to be taken through to key stakeholder engagement and information provided to nearby residents and businesses in early October 2021. Updates on progress will be provided via Executive Updates and future Infrastructure Operations Committee meetings. Project programming currently shows construction commencing in January 2022.



# Council Report

Item 14

**Committee:** Infrastructure Operations Committee

**Date:** 28 September 2021

**Author:** Eeva-Liisa Wright

**Authoriser:** Eeva-Liisa Wright

**Position:** General Manager  
Infrastructure Operations

**Position:** General Manager  
Infrastructure Operations

**Report Name:** External Committees Updates

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

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

## Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee receives the report.

## Executive Summary – *Whakaraapopototanga matua*

3. This report provides updates to Committee Members on External/Joint Committees relating to Infrastructure Operations Committee which Elected Members or Hamilton City Council staff are appointed to.
4. The following updates are included in this report:
  - 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 has not met since the 17 August 2021 Infrastructure Operations Committee and the next meeting of the RTC is scheduled for 1 November 2021.

### Waikato Regional Council – Regional Connections Committee

9. 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.
10. 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.’*
11. The latest RCC meeting was held on Friday 17 September 2021 ([Agenda](#)).
12. At the time of writing this report, the meeting had not held so report recommendations being presented to committee are summarised below. A verbal update will be provided at this meeting.
13. The key topics included in the 17 September 2021 meeting agenda focusing on Regional Matters were:
- i. **Cambridge/Hamilton Services and Infrastructure Update** – to recommend an approach to improving public services between Hamilton and Cambridge.  
  
The recommendation of this report is that the RCC notes their support for a joint route study that serves as a road map for coordinated action to improve public transport service levels between Cambridge and Hamilton.
  - ii. **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.
  - iii. **Regional Network Performance Update** – to provide an update on the performance of the bus network for Q1 2021 including patronage.
  - iv. **Regional Initiatives Update** – to provide an overview of regional public transport improvement activities. This report includes an attachment identifying the Public Transport Network Overview & Improvement Priorities.
  - v. **Total Mobility Update** – to provide an overview of the region’s Total Mobility Scheme which is a government-subsidised door-to-door transport scheme administered by regional councils to help meet eligible users’ needs and enhance their community participation.  
  
This report includes an update of the recent progression toward expansion of the scheme bounds, and an outlined implementation approach for fuller regional coverage
  - vi. **Outer-Zone Public Transport Fares** - an update on the Hamilton bus service improvement programme. This report seeks committee endorsement of the proposed fare pricing for zones 8 and 9 as set out in Attachment 1 of the RCC report and recommends this to Waikato Regional Council for adoption.
  - vii. **Community Transport Update** – to provide an update on community transport initiatives to be delivered by Waikato Regional Council in partnership with Community Waikato, Trust Waikato and others.

### Waikato Regional Council – Te Huia Governance Working Group

14. Te Huia commenced services on 6 April 2021 with the scheduled two morning peak services to Auckland and the 2 peak service return trips in the afternoon.



15. Weekday/Weekend access to the Strand has been achieved and the first Saturday service commenced on 24 July 2021. Due to track access constraints this service will be available in about 40 out of 52 Saturdays per year every Saturday.
16. Further information on Te Huia can be found on the website [www.tehuiatrain.co.nz](http://www.tehuiatrain.co.nz)
17. The performance of Te Huia has been significantly disrupted by Covid-19 lockdowns. Te Huia has not run since the 18 of August due to the COVID-19 operating policy under alert level 4 and 3. Te Huia will resume when Auckland is back in alert level 2.

### **Short-Term Improvements**

18. The Governance Working Group, which last met on 13 September 2021, has been considering the following additional level of service improvements over the start-up period.
  - i. weekday access to the Strand;
  - ii. access to Puhinui Station (offering direct Public Transport Connection to Airport).
  - iii. weekday interpeak service; and
  - iv. improvements to the weekend timetable.
19. Access to the newly refurbished Puhinui Station, which has direct express bus services to Auckland Airport and provides access to high frequency Auckland trains to Britomart, has been determined to be available prior to completion of the City Rail Link project, although the dwell time availability on the platform is limited to 90 seconds.
20. This limited dwell time poses problems with wheelchair access and ramp access options are being pursued. In the meantime, wheelchair access expectation can be managed through the online booking system that exists now. Access would have to be at Papakura or the Strand.
21. Currently there are about 5 wheelchair trips per week and at no time has the demand exceeded the capacity of two wheelchairs per consist.
22. Ticketing options to enable the Puhinui stop are still being worked through with Auckland Transport.
23. In regard to access to the Strand and interpeak services, the timetable options are limited due to congestion on the network and the lower priority inter-regional rail is afforded under the Common Access Terms compared to metro trains and priority freight.
24. The Governance Working Group is progressing 2 technical improvements to the rolling stock that provide more ability to be agile and flexible in achieving timetable slots in the congested network; these are Electronic Train Protection (ETP) and the provision of a SRV carriage at the front that allows the train to operate on a push and pull configuration.
25. The outcome of this work, which includes a full risk/safety assessment to operate this technology on the rail network, will not be fully known and able to be implemented until the new year (2022) but the initial view is positive. Funding is available within approved budgets to be able to progress these technical improvements.
26. In the meantime, it is likely that timetable slots can be found to allow access to the Strand and to establish an interpeak service relatively quickly. Work is in progress to revise the timetable and to introduce an interpeak service informed by market research and based on use of the available rolling stock (most notably having two locomotives out of the 3 in operation instead of the push-pull combination required). The use of two locomotives on one train is required to run a weekday service to the Strand and provide an interpeak prior to 2022.
27. A marketing sub-group of the Governance Working Group (of which Cr Wilson is a member) is developing a future marketing plan informed by market research. Cr Wilson will give a verbal update on the full findings of the market research. The key findings however are:



- i. respondents' want to change the Waikato and Auckland departure times;
  - ii. respondents' want new Auckland arrival/departure stops (Puhinui and The Strand);
  - iii. most respondents spend half or a full day in Auckland; and
  - iv. respondents' preferred Auckland station is The Strand (70%).
28. At the time of writing this report a revised Covid re-start option was not finalised and a verbal update will be provided at the meeting, including dimensioning achievability risk.

#### **Medium to Long-Term Improvements**

29. Access to the Strand, whether it be on the weekend or during the week may be compromised once the CityRail Link (downtown Auckland) project is completed. A business case for enduring access to the Auckland network post CRL is being developed and overseen by the Governance Working Group.
30. WRC has approved \$300k to complete a business case for the replacement of the Te Huia rolling stock. This work is being overseen by the Governance Working Group and will get underway in 2022.
31. Once the Papakura to Pukekohe track electrification project is complete, the terminus of Te Huia could change from Papakura to Pukekohe. The Governance Working Group has agreed to keep a watching brief on the impact of the electrification project to Te Huia and to consider any implications.
32. The Governance Working Group also has actions to consider broader inter-regional rail between Auckland-Hamilton- Tauranga and to consider additional Waikato stops. This work is being largely progressed through an interconnectivity business case project being reported through to FutureProof as part of the Hamilton to Auckland Corridor work. Ministry of Transport who are leading this business case work have recently advised:

*The Ministry of Transport is now preparing for the next phase of work on the Hamilton to Auckland Intercity Connectivity Indicative Business Case (IBC). This work will include addressing the gaps in the interim IBC looking at the scenarios and options for the corridor and improving our understanding of potential benefits. It will take into consideration transport connections within Waikato including a potential future link to Tauranga. The project will continue over the next 6 – 9 months and result in a potential preferred way forward. It will also increase understanding of how a faster service in the H2A corridor will integrate with the Future Proof Strategy, the relationship to the Te Huia service, and other land use and transport planning in the corridor.*

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

33. Staff confirm that the 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. The recommendations set out in this report are consistent with that purpose.
36. There are no known social, economic, environmental or cultural considerations associated with this matter due to this report being for information only.

**Risks – *Tuuraru***

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

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

38. 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 - 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	Section 7 (2) (b) (ii) Section 7 (2) (i)
Item C5.	to enable Council to carry out negotiations 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)