

Notice of Meeting:

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

Date: Tuesday 9 August 2022
Time: 9.30am
Meeting Room: Council Chamber and Audio-visual Link
Venue: Municipal Building, Garden Place, Hamilton

Lance Vervoort
Chief Executive

Infrastructure Operations Committee

Komiti Hanganga

OPEN AGENDA

Membership

Chairperson Cr A O'Leary
Heamana

Deputy Chairperson Cr S Thomson
Heamana Tuarua

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

Quorum: A majority of members (including vacancies)

Meeting Frequency: Six weekly

Amy Viggers
Mana Whakahaere
Governance

2 August 2022

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Purpose

The Infrastructure Operations Committee is responsible for:

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

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

Terms of Reference:

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

The Committee is delegated the following powers to act:

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

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

The Committee is delegated the following recommendatory powers:

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

Recommendatory Oversight of Policies and Bylaws:

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

ITEM	TABLE OF CONTENTS	PAGE
1	Apologies - <i>Tono aroha</i>	5
2	Confirmation of Agenda - <i>Whakatau raarangi take</i>	5
3	Declarations of Interest - <i>Tauaakii whaipanga</i>	5
4	Public Forum - <i>Aatea koorero</i>	5
5	Confirmation of the Infrastructure Operations Committee Open Minutes - 31 May 2022	6
6	Chair's Report	22
7	Waters Stimulus Project Delivery Update	29
8	Access Hamilton Strategy Refresh 2022- Approval	70
9	Speed Management Plan review- Deliberations and Adoption report	160
10	Hamilton City Parking Policy - Approval	199
11	Cycling Improvement Opportunities for 2022/23	218
12	Karewa Place and Wairere Drive intersection - macroscope approval for traffic signals	246
13	General Managers Report	271
14	External Committees Updates	289
15	Resolution to Exclude the Public	292

1 Apologies – *Tono aroha*

2 Confirmation of Agenda – *Whakatau raarangi take*

The Committee to confirm the agenda.

3 Declaration of Interest - *Tauaakii whaipaaanga*

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

4 Public Forum – *Aatea koorero*

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

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

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

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

Council Report

Item 5

Committee: Infrastructure Operations Committee

Date: 09 August 2022

Author: Narelle Waite

Authoriser: Michelle Hawthorne

Position: Governance Advisor

Position: Governance and Assurance Manager

Report Name: Confirmation of the Infrastructure Operations Committee Open Minutes – 31 May 2022

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

That the Infrastructure Operations Committee confirm the Open Minutes of the Infrastructure Operations Committee Meeting held on 31 May 2022 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Infrastructure Operations Committee Open Unconfirmed Minutes – 31 May 2022

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 31 May 2022 at 9.30am.

PRESENT

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

In Attendance	Lance Vervoort – Chief Executive Eeva-Liisa Wright – General Manager Infrastructure Operations Chris Allen – General Manager Development Robyn Denton – Operations Team Leader Maire Porter – Director Strategic Water Operations Dharmen Singh – Programme Delivery Lead Honor Young – Active and Sustainable Transport Engineer Louise Peat – Fleet Manager Sarah Loynes and Andrew Carnell – Waikato Regional Council Melanie Parsons – Gray Matter
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Governance	Amy Viggers – Governance Lead Carmen Fortin – Senior Governance Advisor Narelle Waite and Tyler Gaukrodger – Governance Advisor
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1. Apologies - *Tono aroha*

Resolved: (Cr O'Leary/Cr Donovan)

That the apologies for partial attendance from Mayor Southgate, Crs Thomson, Gallagher, Hamilton and Bunting are accepted.

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

Resolved: (Cr O'Leary/Cr Thomson)

That the agenda is confirmed noting the late attachment to item 14 (Infrastructure Operations General Managers Report) is accepted – it has been circulated to Members as a late attachment due to the information being received after the circulation of the agenda and attached to these minutes as **Appendix 1**.

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

No members of the Council declared a Conflict of Interest.

4. **Public Forum - *AAtea koorero***

Phil Evans (Bike ACTION Hamilton) spoke to item 6 (Chair's Report), item 8 (Proposed Low Cost Low Risk Transport Improvement Programme for 2022/23), item 10 (Tristram Collingwood Intersection Upgrade) and item 14 (Infrastructure Operations General Managers Report) concerning a recent cyclist fatality in the Bay of Plenty, safety concerns of the Kent Street Angled Parking, and the design of the at the Tristram/Collingwood intersection and implications of the pedestrian crossing identified. He also provided a written submission which was circulated to members prior to the meeting and is attached to these minutes as **Appendix 2**.

Melissa Smith spoke to item 7 (Proposed Low Cost Low Risk Transport Improvement Programme for 2022/23) noting the design of the intersection's safety for pedestrians. She also provided feedback on the report infrastructure studies discussed in item 7 (Public Transport Infrastructure Studies – Rototuna and Waikato Hospital) noting opportunities to improve cycling and bus service.

Peter H Bos (Living Streets) spoke to item 7 (Proposed Low Cost Low Risk Transport Improvement Programme for 2022/23) noting his recommendation to include a project at Te Rapa Road/Garnett Avenue. He further noted his support for the infrastructure studies identified in item 7 (Public Transport Infrastructure Studies – Rototuna and Waikato Hospital), and the roundabout design for Tristram/Collingwood as indicated in item 10 (Tristram Collingwood Intersection Upgrade). He responded to questions from Members concerning the roundabout design at Tristram/Collingwood. He also provided a written submission which was circulated to members prior to the meeting and is attached to these minutes as **Appendix 3**.

Richard Porter (Bike Waikato) spoke to item 14 (Infrastructure Operation Manager's Report) to the biking and micro mobility network in Hamilton, and accessible road design for vulnerable road users. He responded to questions from Members concerning behaviour change and compromise in intersection designs.

Holly Smith provided a written submission which was circulated to members prior to the meeting and is attached to these minutes as **Appendix 4**.

5. **Confirmation of the Infrastructure Operations Committee Open Minutes - 12 April 2022**

Resolved: (Cr O'Leary/Cr Thomson)

That the Infrastructure Operations Committee confirm the Open Minutes of the Infrastructure Operations Committee Meeting held on 12 April 2022 as a true and correct record.

6. **Chair's Report**

The Chair introduced her report noting the Frankton Market Kent Street Carpark location, Cr Macpherson's resignation from the Waikato Regional Council Connections Committee, and the briefing held on the future of car parking management. Along with staff, the Chair responded to questions from Members concerning progress on the Frankton and Hamilton East plans, parking

compliance and management, and the Council's cooperation with Waikato Regional Council through joint committees.

Staff Action: Staff undertook to report back to the 30 August 2022 Community Committee with updates on the Frankton and Hamilton East Plans.

Members Action: Members of the Waikato Regional Council (WRC) Joint Committees undertook to identify learnings and actions that could be provided as handover material to next trienniums representatives on the WRC Joint Committees.

Resolved: (Cr O'Leary/Cr Bunting)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) requests staff report back to the 30 August 2022 Community Committee with a proposal, that includes costs, to enhance the Kent Street Carpark and adjacent green space to be a more friendly community event space; and
- c) requests staff report back with a proposal that would improve safety in the area of the Kent Street angled carparks.

7. Public Transport Infrastructure Studies – Rototuna and Waikato Hospital

The Network Operations Team Leader and the Active and Sustainable Transport Engineer introduced Sarah Loynes and Andy Carnell (Waikato Regional Council). They spoke to the purpose of the two studies undertaken, and previous studies presented to the Committee. They responded to questions from Members concerning in-lane bus stops effects on traffic flow and cycle safety, next steps in progressing development and delivery of the projects identified in the study, transparency of cost to ratepayers, consideration of cycle path development when identifying bus stop locations, Waka Kotahi co-funding opportunities, regional public transport services to the hospital, timeline for commencement of Rototuna Rocket bus route, and timelines for presenting bus stop infrastructure changes to Council/Committee.

Resolved: (Cr O'Leary/Cr Pascoe)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) requests staff report back to the Council with a proposal for the development and delivery of projects identified in the studies for Rototuna services and the Waikato Hospital, subject to Waka Kotahi 51% co-investment, in time for consideration as part of the funding opportunities for the draft Long-Term Plan 2024-34 and the draft National Land Transport Programme 2024-27;
- c) requests staff work with Waikato Regional Council to provide detail in the proposal concerning an estimate of annual Public Transport costs that will be charged on to Hamilton City Council ratepayers in the Waikato Regional Council rates; and
- d) requests staff provide information to Members, prior to developing the proposal in b), concerning in-lane bus stops including; best practice, traffic impact analysis, etc.

Deputy Mayor Taylor Dissenting.

The meeting was adjourned from 12.00pm to 12.15pm.

8. Proposed Low Cost Low Risk Transport Improvement Programme for 2022/23

The Network Operations Team Leader introduced the report noting the co-funding provided by Waka Kotahi for this programme of works, and the process for selecting projects. Staff responded to questions from Members concerning the Waka Kotahi subsidy, and the effect of raised safety platforms at bus stops.

Resolved: (Cr Thomson/ Cr Naidoo-Rauf)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves the proposed Low Cost Low Risk Transport Improvement programme (**Attachment 1** of the staff report) for the 2022/23 financial year, noting the 51% Waka Kotahi co-investment for this financial year is confirmed;
- c) notes that progress of the final design and consultation of the projects to be delivered in the Low Cost Low Risk Transport Improvement programme will be reported to Members via the Executive Update and General Manager's Report to future Infrastructure Operations Committee meetings;
- d) requests staff investigate options for the following minor transport improvements to be incorporated into either the 2022/23 or 2023/24 programme and report back to the 9 August 2022 Infrastructure Operations Committee meeting for further consideration, noting that this may require reprioritisation of other projects:
 - i. raised platform at the controlled pedestrian crossing on Forest Lake Road;
 - ii. crossing facilities on Wairere Drive/Bisley Ave left turn slip lane;
 - iii. crossing facilities on Brooklyn Road, with location to be decided in consultation with local residents;
 - iv. footpath connection between Pembroke Street and the Fow St entrance to Hamilton West School; and
 - v. pedestrian crossing phase at the south side of the Te Rapa/Garnett Ave signalised intersection;
- e) requests staff report back to the 9 August 2022 Infrastructure Operations Committee General Managers Report on the scope of monitoring and review of the impacts on the Hamilton City transport network after the opening of the Waikato Expressway; and
- f) requests staff report back to a future Council or committee meeting on the impacts identified during this monitoring and review on the Hamilton City transport network six months after the opening of the Waikato Expressway, including but not limited to:
 - i. Pardo Boulevard/Wairere Drive/Crosby Road intersection; and
 - ii. the southern city entry into Hillcrest.

9. SH26 Morrinsville Road - Revocation Update

The Network Operations Team Leader introduced the report noting the options available for the revocation. She responded to questions from Members concerning the timing of Waka Kotahi's revocation, the Silverdale-Morrinsville-Matangi Road intersection design options as identified in the business case, expected future traffic flow from Morrinsville, and Waka Kotahi's funding mechanism.

Resolved: (Cr Wilson/Cr O'Leary)

That the Infrastructure Operations Committee:

- a) approves Hamilton City Council manage the delivery of the Fit for Purpose Capital Improvement identified in the business case, subject to Waka Kotahi entering into an agreement with Council confirming that Waka Kotahi will meet full costs of the improvements;
- b) requests staff to investigate and confirm the costs for installation of traffic signals at the intersection of Silverdale Road, Morrinsville Road, Matangi Road intersection over and above that for the proposed roundabout and report back to an appropriate committee in early 2023; and
- c) notes the revocation of SH26 State Highway status is currently planned for late 2022 and at that time Hamilton City will be responsible for the operations, maintenance and renewal of this section of Morrinsville Road between Cambridge Road and the city boundary.

Cr Thomson left the meeting (1.07pm) during discussion of the above item. She was not present when the matter was voted on.

The meeting was adjourned from 1.16pm to 2.08pm during the discussion of the above item.

Mayor Southgate, Crs Hamilton, Gallagher, Bunting, Naidoo Rauf, and Maangai Hill left the meeting during the above adjournment.

Crs Hamilton and Gallagher re-joined the meeting (2.12pm) at the conclusion of the above item. They were not present when the matter was voted on.

10. Tristram Collingwood Intersection Upgrade

The Network Operations Team Leader, the Programme Delivery Lead and Melanie Parsons (Grey Matter) introduced the report noting the project's macro-scope had already been approved, and the proposed pedestrian location. They responded to questions from Members concerning pedestrian behaviour in crossing roads, installing raised safety platforms and signalised crossings as an additional safety measure, requirements to complete a safety audit for intersection development, and consideration of a pedestrian bridge.

Motion: (Cr Wilson/Cr O'Leary)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) notes that the macro-scope of the Tristram/Collingwood intersection upgrade and the walking and cycling improvements along the Tristram Street Corridor between Ward Street and Thackery Street, as set out in **Attachment 1** of the staff report, was approved at the 24 February 2022 meeting of the Infrastructure Operations Committee, subject to staff reporting back on alternative placements of the Tristram Street pedestrian facilities;
- c) approves the placements of the Tristram Street Pedestrian Crossings as shown in **Attachment 1** of the staff report; and
- d) notes that staff will implement this project using the Minor Improvements Low Cost Contract which is recommended for award in a separate report to this Committee meeting.

Amendment: (Cr Macpherson/Cr Bunting)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) notes that the macro-scope of the Tristram/Collingwood intersection upgrade and the walking and cycling improvements along the Tristram Street Corridor between Ward Street and Thackery Street, as set out in **Attachment 1** of the staff report, was approved at the 24 February 2022 meeting of the Infrastructure Operations Committee, subject to staff reporting back on alternative placements of the Tristram Street pedestrian facilities;
- c) approves the placements of the Tristram Street Pedestrian Crossings subject to staff undertaking further work to consider Option 1A – south end with a signalised crossing as outlined in **Attachment 2** (Option 1) of the Staff Report, in addition to **Attachment 1** of the staff report; and
- d) notes that staff will implement this project using the Minor Improvements Low Cost Contract which is recommended for award in a separate report to this Committee meeting.

The Amendment was put.

Those for the Amendment:	Councillors Bunting, Gallagher, Macpherson, Naidoo-Rauf and van Oosten
Those against the Amendment:	Cr O'Leary, Councillors Hamilton, Pascoe, Taylor, Wilson, Donovan and Maangai Hill

The Amendment was declared LOST.

The Motion was put and declared CARRIED.

Resolved: (Cr Wilson/Cr O'Leary)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) notes that the macro-scope of the Tristram/Collingwood intersection upgrade and the walking and cycling improvements along the Tristram Street Corridor between Ward Street and Thackery Street, as set out in **Attachment 1** of the staff report, was approved at the 24 February 2022 meeting of the Infrastructure Operations Committee, subject to staff reporting back on alternative placements of the Tristram Street pedestrian facilities;
- c) approves the placements of the Tristram Street Pedestrian Crossings as shown in **Attachment 1** of the staff report; and
- d) notes that staff will implement this project using the Minor Improvements Low Cost Contract which is recommended for award in a separate report to this Committee meeting.

Those for the Motion :	Councillors Bunting, Gallagher, Macpherson, Naidoo-Rauf and van Oosten.
Those against the Motion:	Cr O'Leary, Councillors Hamilton, Pascoe, Taylor, Wilson, Donovan and Maangai Hill

Cr Naidoo-Rauf joined the meeting (2.14pm) during discussion on the above item. She was present when the matter was voted on.

Cr Bunting and Maangai Hill joined the meeting (2.15pm) during discussion on the above item. They were present when the matter was voted on.

11. HCC Corporate Fleet Transition High-Level Roadmap

The Fleet Manager introduced the report noting the purpose of the report to confirm the fleet management high-level roadmap and emissions targets, the previous Briefings held on the subject, strategy and costs indicated in the proposal. She responded to questions from Members concerning the Environment Committee's emission targets, and current estimates on cost to achieve the Fleet Emission Reduction Targets.

Resolved: (Cr Gallagher/Cr Macpherson)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) notes that staff propose:
 - i. an increase in the Hamilton City Council Fleet Emission Reduction Targets from 25% to 44% by 2030 and that progress towards this target will be monitored and reviewed by the Environment Committee;
 - ii. to use the Corporate Fleet High-Level Roadmap, **Attachment 1** of the staff report, will be used as the guiding document for the fleet transition required to meet the proposed corporate Fleet Emission Reduction Target; and
 - iii. the completion of a pilot and trial for the use of Corporate Fleet alternative options for staff journeys starting in the 2022/23 Financial Year; and
- c) requests staff provide updates on the fleet transition against the High-Level Roadmap and updates on the pilots and trials for corporate fleet alternative options to the Environment Committee as part of the Climate Action Plan update report.

Cr Hamilton left the meeting (3.20pm) during discussion of the above item. He was not present when the matter was voted on.

12. Strategic Approach to Developing Electric Vehicle Charging Network

The General Manager Infrastructure Operations introduced the report noting the purpose of the report was to provide information on Electric Vehicle charging and ensure a consistent strategic approach to a vehicle charging network. They responded to questions from Members concerning electricity fees, EV Charging times, advertising opportunities, and intentions to cooperate with neighbouring Councils.

Staff Action: Staff undertook to provide an update to the 9 August 2022 Infrastructure Operations Committee meeting on how the collective work with Waikato Regional, Waikato District, Waipā District and Hamilton City councils was progressing.

Resolved: (Cr O'Leary/Cr Bunting)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) notes that collective work is underway between Waikato Regional, Waikato District, Waipā District and Hamilton City councils to explore a consistent approach to support the development of an electric vehicle charging network; and

- c) notes the Infrastructure Operations Committee's preference for Hamilton City Council to pursue a role as active facilitator.

Cr Hamilton re-joined the meeting (3.23pm) during discussion of the above item. He was present when the matter was voted on.

Mayor Southgate and Cr Thomson re-joined the meeting (3.34pm) during discussion of the above item. They were present when the matter was voted on.

The meeting was adjourned from 4.15pm to 4.22pm.

Item 14 (Infrastructure Operation's General Managers Report) was taken after item the above adjournment to accommodate Member availability.

13. Infrastructure Operation's General Managers Report *(Recommendation to the Council)*

The General Manager Infrastructure Operations introduced the report noting cycle safety activities proposed for completion in the coming months. She responded to questions from Members concerning funding available to implement immediate improvements and to produce an audit of existing cycleway network.

Resolved: (Cr Macpherson/Cr Thomson)

That the Infrastructure Operations Committee:

- a) requests staff provide an update to the 9 August 2022 Infrastructure Operations Committee meeting informing of immediate improvements that can be made to level of service of existing city cycleway network within 2022/23, with particular reference to cyclist safety and temporary signage and works placement within cycle lanes;
- b) following the above report to the Committee meeting of 9 August 2022, requests staff complete a full audit and assessment of the existing city cycleway network to assess the operation and maintenance 'levels of service' to provide a complete picture of level of service gaps; and
- c) requests staff report back to the Council with a proposal for city cycleway network level of service improvements and resources for the education, operations, maintenance and renewals programmes in time for consideration as part of the funding opportunities for the draft 2023/24 Annual Plan and 2024-34 Long-Term Plan and the draft National Land Transport Programme 2024-27.

Cr Macpherson retired from the meeting (4.47pm) at the conclusion of the above matter. He was present for the vote of the above matter. He was not present for the continued discussion and vote on the remainder of item.

The Chair introduced the remainder of the report noting the number of current submissions and short timelines being requested. Staff responded to questions from Members concerning Waka Kotahi's reporting on e-scooter injuries and capturing non-crash related road user injuries, personal hire devices uptake, and use of Crime Prevention Through Environmental Design (CPTED) in Council's project designs.

Staff Action: *Staff undertook to ensure Crime Prevention Through Environmental Design was a component of the Transport Centre Rejuvenation Project Update design process.*

Resolved: (Cr O'Leary/Cr van Oosten)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) notes that Hamilton City Council will not be making a submission to – *Proposed Changes to Land Transport Regulatory Fees, Charges and Funding – March 2022 Consultation Document (Waka Kotahi NZ Transport Agency)*;
- c) delegates the Chair and Deputy Chair of the Infrastructure Operations Committee work with staff to develop and finalise the following submissions by the closing dates:
 - i. *Aotearoa New Zealand's Emissions Budgets and the Emissions Reduction Plan*, closing date 27 June 2022; and
 - ii. *Land Proposals – Te Whakahounga o Te Pire Tiaki Ture (Tūnuku) | Regulatory Systems (Transport) Amendment Bill*, closing date 24 June 2022; and
- d) recommends that the Council revokes the Hamilton City Speed Limits Bylaw 2018, effective 20 July 2022, as a result of the introduction of the Land Transport Rule: Setting of Speed Limits 2022.

14. Waters Stimulus Project Delivery Update

The Director Strategic Water Operations Manager introduced the report noting progress made in the Water Stimulus Project, and expectations to meet the targeted completion date. She responded to questions from Members concerning a Mangaiti Gully opening event.

Resolved: (Cr O'Leary/Cr Thomson)

That the Infrastructure Operations Committee

- a) receives the report; and
- b) notes the re-allocation of central government funding between projects within the Delivery Plan, noting that the overall programme budget remains \$17,460,000 as approved by Council and the Department of Internal Affairs.

Mayor Southgate retired from the meeting (5.04pm) during discussion of the above item. She was not present when the matter was voted on.

Cr Hamilton left the meeting (5.05pm) during discussion of the above item. He was not present when the matter was voted on.

15. External Committees Updates

The Council representative on the Regional Transportation Committee provided an update noting the number of Red Light Safety Camera's to be rolled out and consultation on a business case process review being undertaken by Waka Kotahi.

Resolved: (Cr Hamilton/Cr Thomson)

That the Infrastructure Operations Committee receives the report.

Cr Hamilton re-joined the meeting (5.08pm) at the conclusion of the above item. He was present when the matter was voted on.

16. Resolution to Exclude the Public**Resolved:** (Cr O'Leary/Cr Thomson)**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. Refuse Transfer Station & Hamilton Organic Centre - Proposed Gate Fees 2022/23) Good reason to withhold) information exists under) Section 7 Local Government) Official Information and) Meetings Act 1987	Section 48(1)(a)
C2. 3 Waters Service Connections Process Review)	
C3. Contract Award Minor Improvements Low Cost and Contract Extension Water Reticulation Replacement		
C4. Charging Infrastructure Proposal - Council Sites and Facilities		
C5. General Managers Update Report		

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 commercial activities without disadvantage	Section 7 (2) (h)
Item C4.	to enable Council to carry out negotiations	Section 7 (2) (i)
Item C5.	to enable Council to carry out negotiations	Section 7 (2) (i)

The meeting went into public excluded session at 5.13pm.

The meeting was declared closed at 6.28pm.

Appendix 1

Infrastructure Operations General Manager's Report – Late Attachment

AOTEAROA NEW ZEALAND'S EMISSIONS BUDGETS AND THE EMISSIONS REDUCTION PLAN

Introduction

On 23 May 2022, Parliament's Environment Committee commenced consultation on Aotearoa New Zealand's Emissions Budgets and the Emissions Reduction Plan Te Hau mārohi ki anamata Towards a Productive, Sustainable and Inclusive Economy - Aotearoa New Zealand's First Emissions Reduction Plan (May 2022). **The closing date for submissions is 27 June 2022 – [refer here](#)**

Purpose of the Inquiry

For the purposes of its Inquiry, the Environment Committee is interested in:

- i. Is the emissions budget for 2022-25 achievable, and if not, what additional actions or changes to the key actions in the Emissions Reduction Plan would make it more likely the budget was achieved? Please state reasons.
- ii. Any analysis of the costs and benefits of the actions in the Emissions Reduction Plan, the adequacy of the costs and benefits analysis, and any gaps.
- iii. Is the emissions budget for 2026-30 achievable and if not, what additional actions or changes to the key actions in the Emissions Reduction Plan would make it more likely the budget was achieved? Please state reasons.
- iv. What tools or initiatives would help implement the key actions in the Emissions Reduction Plan and why?

The following matters are not being considered in the Inquiry:

- i. Whether climate change is happening.
- ii. Whether limiting global warming to 1.5 degrees Celsius above pre-industrial levels is appropriate.

Staff Recommendation

Staff are recommending that the Chair and Deputy Chair of the Infrastructure Operations Committee be given delegated authority to work with staff to develop and approve Council's submission to Aotearoa New Zealand's Emissions Budgets and the Emissions Reduction Plan.

Note: As per Hamilton City Council's standard submission process, a draft Council submission will be circulated to all Elected Members and Maangai Maaori for feedback, with comments then being analysed for inclusion in the final version.

LAND PROPOSALS - TE WHAKAHOUNGA O TE PIRE TIAKI TURE (TŪNUKU) | REGULATORY SYSTEMS (TRANSPORT) AMENDMENT BILL

Introduction

On 19 May 2022, the Ministry of Transport (MOT) commenced seeking views on a wide range of regulatory proposals that will help to improve and modernise the transport system. The MOT is undertaking this through a Regulatory Systems Amendment Bill, an Omnibus Bill that makes it easier to update many pieces of legislation and regulations at the same time. **The closing date for submissions is 24 June 2022 – [refer here](#)**

There are 15 land proposals in the **Regulatory Systems (Transport) Amendment Bill**. These proposals include:

- i. Improvements to legislation and regulations that clarify regulatory roles and responsibilities.
- ii. Fixes to inconsistencies across the transport system.
- iii. Modernising legislation so it's fit for purpose.

What is Regulatory Stewardship?

Regulatory stewardship is a proactive, collaborative approach to the design, monitoring and care of regulatory systems. It involves treating a regulatory system as an asset that requires ongoing repairs, maintenance and sometimes replacement. The Government has set [expectations for good regulatory practice](#), which include reviewing legislation to ensure it is still fit-for-purpose. Legislation is a key lever for the transport system, along with monitoring and oversight, influencing the international environment, economic and educational tools and investment and revenue. Without effective and efficient legislation, investment into the system is unlikely to deliver on the objectives and the vision that the Government has set.

Staff Recommendation

Staff are recommending that the Chair and Deputy Chair of the Infrastructure Operations Committee be given delegated authority to work with staff to develop and approve Council's submission to the Land Proposals - Te Whakahounga o Te Pire Tiaki Ture (Tūnuku) | Regulatory Systems (Transport) Amendment Bill.

Note: As per Hamilton City Council's standard submission process, a draft Council submission will be circulated to all Elected Members and Maangai Maaori for feedback, with comments then being analysed for inclusion in the final version.

Appendix 2

Cyclist deaths in Hamilton


Thomas Briggs June 2011
 James Todd May 2012
 Margaret Pouw July 2014
 Ross Strange November 2015
 Mike Leach April 2017
 Tim Hope July 2020

Total Cyclist Deaths	168
2022	10+
2021	6
2020	11
2019	16
2018	7
2017	19
2016	5
2015	7
2014	11
2013	10
2012	12
2011	10
2010	13
2009	9
2008	10
2007	12

Cyclist deaths in New Zealand 2022

Levi James	5 th March 2022	Auckland
Gabrielle Bolt	12 th March 2022	Christchurch
Suzanne Fraser	29 th March 2022	Sth Taranaki
Melissa Rays	4 th April 2022	Auckland
Tom Clendon	11 th April 2022	Nelson
Rutene Waitoa	12 th April 2022	Gisborne
Geoffrey Buchanan	1 st May 2022	Dannevirke
???	???	Waikato
???	???	???

Not yet known 27th May Papamoa



Item 5

Attachment 1

Kent St Angled Parking



Appendix 3

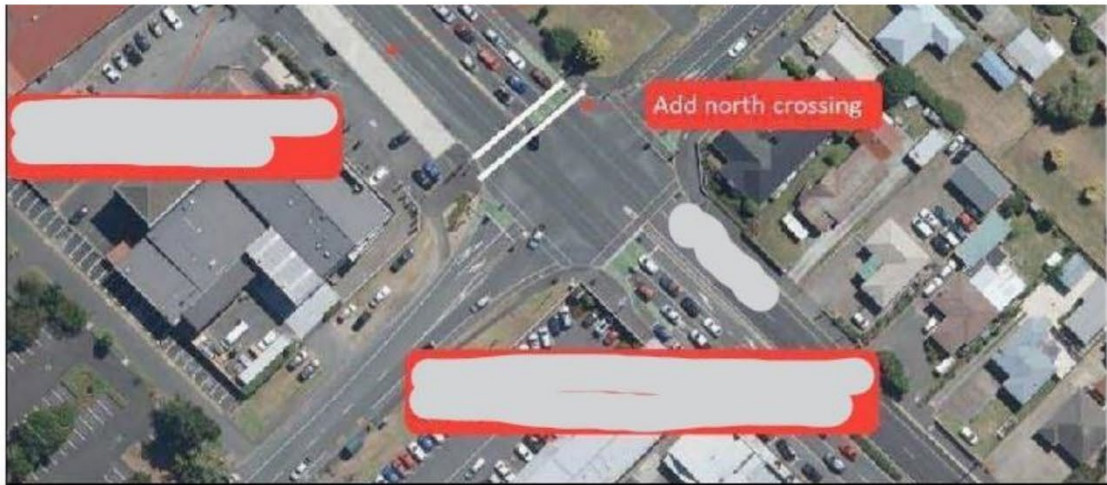


Figure 24: Te Rapa/Garnett Intersection service lane relocation

Option 2:

Appendix 4

Written Submission to Item 8 (Proposed Low Cost Low Risk Transport Improvement Programme for 2022/23)

Unfortunately, I'm unable to attend in person, but would like to request a project under the 'Low Cost, Low Risk' umbrella.

Many Claudelands community members and I would like to see a pedestrian crossing added to Brooklyn Road in the vicinity of Gate 3 to Claudelands Park. At present, there is no safe or easy way for local residents to cross Brooklyn Road to access Claudelands Park, the Farmers Markets, Claudelands Arena and also walking and cycling routes. It is particularly unsafe for children and the elderly. As it is a goal of the council to have 'living communities', a pedestrian crossing in this area would mean local residents throughout Claudelands could better access our city's existing community facilities.

Thanks
Holly Dark
Claudelands Resident

Council Report

Item 6

Committee: Infrastructure Operations Committee

Date: 09 August 2022

Author: Narelle Waite

Authoriser: Michelle Hawthorne

Position: Governance Advisor

Position: Governance and Assurance Manager

Report Name: Chair's Report

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

That the Infrastructure Operations Committee receives the report.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Infrastructure Operations Chair's Report - 9 August 2022

Attachment 2 - Chair's Report Attachment - Infrastructure Operations Achievements



Chair's report

9 August 2022

A new way forward

Welcome committee members to the final IOC meeting of this term.

In today's agenda we are being asked to adopt the new **Hamilton Parking Policy** and the refreshed **Access Hamilton**.

Thank you to the committee members who took an interest in the many workshops we had; your contribution was integral to delivering the strategy.

The refreshed strategy builds on a legacy started in 1996 and passionately led over many decades by Councillor Dave Macpherson and will continue to deliver a safe and responsive transportation network, for future decades to come.

The new **Hamilton Parking Policy** will give us the consistency we've been lacking. A principles-based policy will enable elected members and the organisation to move in the same direction, this will hopefully put an end to the 'hodge podge' approach we've taken over the years.

Reducing emissions, increasing mode share, and doing better for people living with a disability are all things that as Members we have been passionate about this term. I believe this new policy will deliver those things for us and continue to support our growing city and economic success.

I have been heartened by Members' willingness to put the needs of people living with a disability upfront in both the refreshed Access Hamilton, and the new Hamilton Parking Policy. It is my greatest hope that moving the dial in terms of hierarchy for the disability sector will finally deliver a transportation network that provides them with the access, infrastructure and services that they need, and will finally provide some genuine equity.

As the term draws to a close

Thank you all for your dedication and input this term, and for the collegial way you have debated issues and shared ideas. Together we have achieved a lot under what has been the most significantly challenging environment in this Chamber's history due to Covid19.

Thank you to the Committee's first Deputy Chair Councillor Martin Gallagher for leading us through the first half of the term, and to Councillor Sarah Thompson for picking up that torch for the second half.

We've worked hard this term and the following **Attachment 1** I have provided show just some of the achievements this committee has made, but none of it could have been possible without the amazing infrastructure team that supports us, led by General Manager Eeva-Liisa Wright.

Under her guidance we have navigated an incredibly busy 3 years working on the largest infrastructure capital and renewals programme this city has ever seen. Thank you to Eeva-Liisa and all her staff who serve the city and this committee with passion.

I want to thank Mayor Paula Southgate who challenged me with this role as Chair of this committee. Despite my initial reaction being “you want to give me pipes and potholes!”, I have enjoyed the challenge and the space to grow and learn. I hope I have served this Committee and our city well.

Finally thank you to our governance team. They look after us with professionalism and friendship and we are lucky to have them.

Chair Recommendation

That the Infrastructure Operations Committee receives the report.

Councillor Angela O’Leary

Chair of Infrastructure Operations Committee

Infrastructure & Operations Committee achievements

207
Number of Committee reports this term!



2019

New IOC Committee

The new 2019/22 Hamilton City Council was inducted in, and the Infrastructure & Operations Committee was formed.

E Scooters

E scooters were introduced as part of implementing new travel choices. E bikes followed shortly after.



2020

Covid19


As a result of the world wide pandemic and Government imposed lockdowns, the IOC committee was the first committee to hold an 'all Zoom' formal meeting!

New Service


After an interrupted start date due to Covid19, Hamilton's brand new Kerbside Rubbish and Recycling service commenced in September.

New bus shelters and accessible kerb programme completed. Detailed design work to support Comet and Meteor PT services.

PT infrastructure studies to support Waikato Hospital and Rotoruna completed.



2021



2022

Eastern Pathways

The School Link Programme Business Case received Waka Kotahi approval.

Biking & Micromobility Programme

The draft programme completed.

Water Stimulus Funding

Government funding of \$17.46m was received to deliver on current LTP unfunded projects.

BAU Stuff!

We reviewed the Stormwater Bylaw and received full compliance with WRC resource consents for the our water, wastewater and stormwater

Our Transport Strategy

Commenced refreshing our Access Hamilton Strategy and developed a new Hamilton Parking Policy

New Tech!

Introduction of new parking technology including Licence Plate Recognition Vehicles.

Bylaws

Reviewed the Traffic Bylaw and Hamilton City Speed Limit guidelines.

Biking improvements:

new sharrows, cycle wands and green road markings, bike parking, parklets, repair stations, rest rails

We've made things safer for people

Low Cost Low Risk programme received confirmation of funding from Waka Kotahi. Key projects completed include raised midblock signalised pedestrian crossing on Discovery Rd, Lake Crescent/Ohaupo Rd safety improvements, and a new raised zebra crossing outside Mardon Rd shops to name just a few.

Awards!



2020 Keep NZ Beautiful Award

Hamilton - Most Beautiful BIG City!



2020 Infrastructure New Zealand

Excellence in Social Impact

Te Awa Cycleway remediation project - MBIE Rooding
Stimulus - Covid19 funding



2021 LGNZ Air NZ Excellence Award for Environmental Wellbeing

New Rubbish and Recycling service



2022 International Data Corporation smart City Asia

Pacific Awards

Transport Data Analytics Platform



2021 TRAFINZ Leadership Award Road safety

Anglesea St/Bryce St intersection

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Council Report

Item 7

Committee: Infrastructure Operations Committee

Date: 09 August 2022

Author: Maire Porter

Authoriser: Eeva-Liisa Wright

Position: Director Strategic Water Operations

Position: General Manager Infrastructure Operations

Report Name: Waters Stimulus Project Delivery Update

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

1. To inform the Infrastructure Operations Committee on the completion and close out of the programme of central government funded waters activity works.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee
 - a) receives the report; and
 - b) notes the re-allocation of central government funding between projects within the Delivery Plan, noting that the overall programme budget remains \$17,460,000 as approved by Council and the Department of Internal Affairs.

Executive Summary - *Whakaraapopototanga matua*

3. In conjunction with the current reform programme for Three Waters (drinking water, wastewater and stormwater) being undertaken by the New Zealand Government, the Government is investing in water service delivery to both improve waters network systems and support economic recovery from the COVID-19 pandemic through job creation and supply chain investment.
4. Hamilton City Council have entered into a Funding Agreement with the Government to complete a programme of three waters projects to a total value of \$17,460,000 by 30 June 2022 which are fully funded by a Government Stimulus grant.
5. The delivery programme is comprised of 19 projects.
6. Due to actual cost overs and unders with some completed projects, some re-allocation of funding has been required between projects, to maximise the grant funding, however the total cost to deliver all agreed projects remains \$17,460,000.
7. Delivery of the programme of 19 projects was successfully completed by 30 June 2022 with the final programme quarterly report being submitted to Government in early July 2022.
8. Delivery of the programme has provided significant direct and indirect benefits including waters activity improvements through investment in infrastructure upgrades & renewals,

strategic planning, asset information and network resilience as well as social and economic 'broader outcomes' benefits, noting that delivery of the programme required over 87,000 worker hours utilising primarily local contractors, consultants, service providers and businesses.

9. This will be the final report to the Infrastructure Operations Committee on delivery of the \$17,460,000 stimulus investment programme, noting updates on matters relating to the wider three waters reform programme will be reported to Council and Committee meetings in separate reports.
10. 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*

11. Hamilton City Council (HCC) 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.
12. The funding agreement allocated HCC 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.
13. 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.
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. In November 2021, in recognition of the impact of COVID lockdowns on programme delivery, DIA confirmed that the programme delivery date would be extended from 31 March 2022 until 30 June 2022.
16. As noted in the previous programme update report, CIP undertook an audit of Hamilton City' delivery of the three waters stimulus programme in April 2022. Outcomes of the audit noted that no significant issues or concerns were identified and recommended to "continue to utilise the systems and processes that are in place".
17. Programme reporting to CIP is completed on a quarterly basis as per their reporting template. Quarterly reports on the programme have now been submitted in January 2021, April 2021, July 2021, October 2021, January 2022, April 2022 and the final report for the April to June 2022 quarter submitted on 18 July 2022. A copy of this report can be found in **Attachment 1**.
18. With the extension provided to the programme completion date, the date for submission of the final programme close out report to CIP has been extended from August 2022 until 31 December 2022.
19. It is noted that this report is focussed on delivery of the stimulus investment programme, and updates on progress and matters relating to the wider three waters reform programme will be reported to full Council meetings in a separate report.

Discussion - *Matapaki*

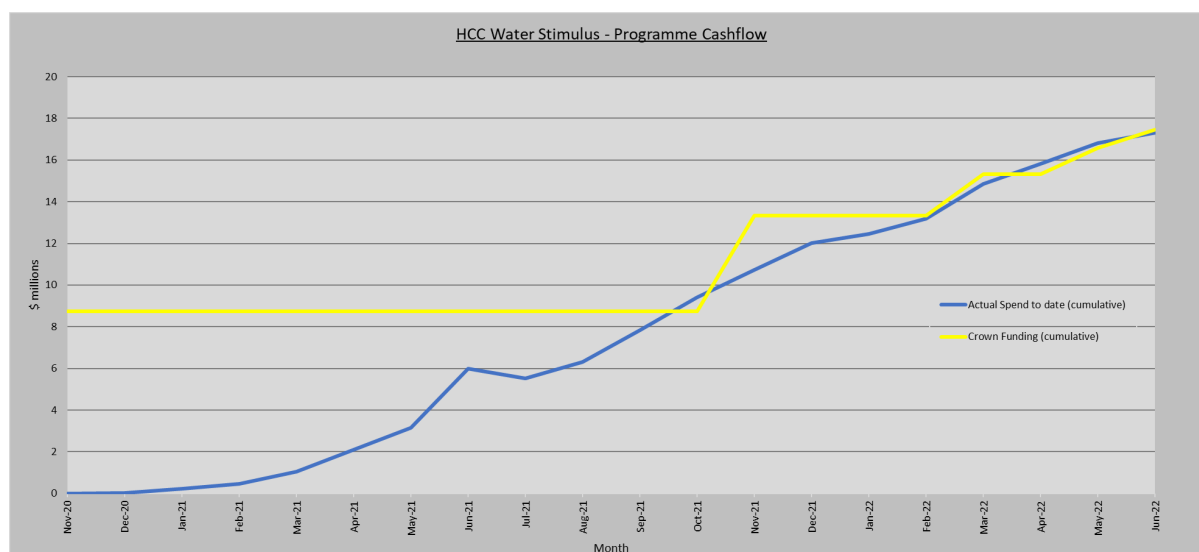
20. Since confirmation of funding in late 2020 staff established and set up the programme and projects, including confirmation of project scopes, milestone programmes, procurement strategies and internal project governance and reporting structures.
21. On 23 June 2022 DIA and CIP notified Councils of approval to extend the 3-Waters Stimulus funding programme to 31 December 2022 to ensure that all projects underway could be funded to completion – however this extension is not required by Hamilton as delivery of the stimulus programme has progressed well with all projects substantively complete by 30 June 2022.
22. A summary of the projects can be found in Attachment 2.
23. Delivery highlights of the programme include:
 - i. over 87,000 direct worker hours across the programme;
 - ii. inspection of over 200km of water and wastewater pipe reticulation networks;
 - iii. installation of approximately 2,500m of new or renewed water and wastewater reticulation pipes;
 - iv. installation of over 70,000 native plants via a local iwi working group in the Mangaiti Gully as part of the WRS13 gully improvements project; and
 - v. successful engagement in 7 schools with 3-waters education collateral and activities
24. Although the water stimulus programme is complete, there remain some ongoing further works and deliverables across some projects to further leverage benefits of the stimulus investment – such as implementation of completed investigations and strategic studies into subsequent approved strategies, policies and plans.
25. There are also some residual costs across projects co-funded by Hamilton City Council which will be completed utilising budgeted 2021-31 LTP funding – such as completion of the WRS20 Eastern Resilience Bulk Water Main project as part of the Peacocke Bridge contract and WRS12 Te Wetini Drive Crossing, where water stimulus funding was only a contribution to the total cost of these projects.
26. A final programme close-out report is required to be submitted to CIP using their provided template. This is currently in development and is anticipated to be submitted to DIA in August 2022.

Financial Considerations - *Whaiwhakaaro Puutea*

27. The total budget and funding allocated to HCC to complete the programme is \$17,460,000, which is fully funded by Central Government in accordance with the existing Funding Agreement.
28. Under the funding agreement, as of 30 June 2022, HCC has received a total of \$16,587,000 or 95% of the \$17,460,000 available HCC allocation in four funding instalments:
 - i. \$8,730,000 in December 2020
 - ii. \$4,605,600 in November 2021
 - iii. \$1,989,000 in March 2022
 - iv. \$1,262,400 in May 2022
29. The next funding instalment(s) will be considered by CIP and DIA in August and September following their review of HCC's Quarterly report to 30 June 2022 and subsequent programme

close-out report. It is anticipated that the remaining 5% of funding (\$873,000) will be released following review of these reports.

30. The overall expenditure and government funding cashflow profile (including anticipated final 5% instalment) is shown below:



Programme Funding Reallocation

31. As previously reported and approved in the Water Stimulus Delivery Plan, Council have adopted a programme approach to delivery of the stimulus projects to enable flexibility across the programme and manage trade-offs or “overs and unders” associated with the projects within the programme – noting that recommended re-allocations have been regularly reported to the Infrastructure Operations Committee.
32. As reported to the 31 May 2022 Infrastructure Operations Committee Meeting some final budget reallocation across the programme was required as part of the final quarterly report to DIA to ensure the full utilisation of the overall \$17,460,000 grant is achieved and that the agreed project outcomes are delivered on.
33. Final project costs are outlined in the project summary in **Attachment 2** – noting total programme costs fully utilise the \$17,460,000 programme funding allocation.

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

34. Staff confirm that the matters and recommendations in this report comply with Council’s legal and policy requirements.
35. Staff have also considered the key considerations under the Climate Change Policy and have determined that an adaptation assessment and emissions assessment is not required for the matter(s) in this report.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

Social

39. Within the programme, opportunities have been taken to leverage and implement social procurement initiatives, such as supply chain diversity and targeted employment initiatives to support social enterprises and employment opportunities for priority social groups.
40. This was particularly successful in the Stormwater Gully Improvements project underway in Mangaiti gully in which Ngaati Hauaa Mahi Trust was engaged in partnership with Hamilton City Council to supply and plant 27,837 native plants for the project (over 70,000 plants overall, with Council's nursery supplying the balance). This partnering with Hamilton City Council and the Trust's nursery teams included sharing and learning horticulture and Maatauranga Maaori.
41. The Mangaiti Gully Project also created new jobs for mana whenua and brought Council, community, and Iwi together to focus on gully restoration and supporting people into employment.

Economic

42. A key investment objective of this programme is to support economic recovery from the COVID-19 pandemic through job creation and supply chain investment.
43. Metrics in terms of employment outcomes from this investment were monitored and reported to DIA, noting that over 87,000 worker hours have been directly involved in the delivery of the \$17,460,000 programme including:
 - i. 37 different professional services and consultancy entities involved across programme;
 - ii. Over 50 different contracting, service providers or suppliers engaged to support delivery across the programme;
 - iii. Majority of expenditure across the programme has been with consultants, suppliers, contractors and service providers that are Hamilton or Waikato based companies or using local employees.

Environmental

44. Most projects within this programme had a specific focus on developing infrastructure and/or the natural environment to support, in a sustainable way, three waters operational activities.
45. Examples of projects within the stimulus programme that are expected to have a direct positive environmental impact are:
 - i. the gully stormwater restoration project undertaken in Mangaiti gully. This project is expected to improve water quality and enhance biodiversity within the Kirikiriroa stream catchment through the upgrading of erosion control structures, weed clearance, gully planting and creating future access to undertake maintenance in and around the stream;
 - ii. the Inflow and Infiltration project identified and resolved deficiencies in public and private wastewater networks around the city to reduce the likelihood of wastewater entering the environment; and
 - iii. the Urban Stormwater Quality Management project built on current practice and knowledge in relation to urban stormwater management in the Mangakotukutuku stream and will assist with the development and calibration of an urban hydrology and water quality model. It is anticipated that this model may be used to improve the design, selection, and location of site stormwater mitigation tools, and contribute to cost-benefit assessments of alternative stormwater management approaches. The results from these investigations will be applicable across the city and ultimately across urban areas throughout New Zealand.

Cultural

46. Engagement was undertaken through the delivery of the programme with Te Haa o te Whenua o Kirikiriroa (THaWK) and Waikato Tainui 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.
47. Examples of engagement with iwi and mana whenua within the stimulus projects include:
 - i. involvement of Waikato Tainui and THaWK within project delivery and governance of the Metrospatial Wastewater Detailed Business case project;
 - ii. engagement with THaWK in relation to the Sustainability Strategy project;
 - iii. engagement with Te Ngaawhaa Whakatupu Ake, Waikato Regional Council River schools and House of Science on the development of an interactive three waters education model and mauri educational resources as part of the Mobile Educational Hub project. Piloting of mauri resource was undertaken in partnership with Te Wharekura o Kirikiriroa; and
 - iv. engagement via workshops with THaWK as part of the Rotokauri Greenway Conditions project in the development of a Mudfish Strategy to guide a future Mudfish Management Plan.

Risks - *Tuuraru*

48. Council have now delivered the full delivery programme, however the final 5% of funding (\$873,000) has not yet been received from Central Government. There is a risk that further funding instalments are withheld, however the likelihood of this is low and it is anticipated final funding will be received within the next 2 months.
49. Although the water stimulus delivery programme is complete, there are projects which are ongoing utilising budgeted 2021-31 LTP and 2022-23 Annual Plan funding. Further delivery of these projects will continue via councils other established works delivery programmes and reported via other reports such as the regular Capital Portfolio Monitoring Report to Finance Committee.

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

Significance

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

Engagement

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

Attachments - *Ngaa taapirihanga*

Attachment 1 - Water Reform Stimulus Programme - Quarter 7 Report – April to June 2022

Attachment 2 - Water Reform Stimulus Programme - Project Close Out Summary - July 2022

Three Waters Stimulus Funding - Cash Flow Profile Commentary

Pre-work / Long term commentary

Question #	Final (July 2022) Update		
	Top 5 Risks and Contractor Claims		
	Risk Name	Risk Level	Commentary
1	Completion of programme by 30 June 2022	Low	Risk closed. Hamilton City Council completed the overall programme by 30 June 2022.
2	Budget variations	Low	Risk closed. Hamilton City Council has fully utilised the overall programme budget in the delivery of the programme by 30 June 2022. This relied on the 'unders-and-overs' approach as outlined in the approved Delivery Plan being used to redirect budget between projects across the programme where necessary to ensure delivery of agreed project outcomes within overall programme budget.
3	Availability of, and timely engagement with, suppliers, consultants and contractors	Low	Risk closed.
4	Achieving competitive pricing using agile procurement methods required to meet programme	Low	Risk closed.
5	Stakeholder expectations not met	Low	Risk closed.

Document Classification: KPMG Confidential

Sensitivity: General

Attachment 1

Item 7

6	Project scope creep	Low	Risk closed.
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Conditions agreed upon in delivery plan		
	Condition	Commentary
7	No conditions agreed in Delivery Plan	N/A
8	No conditions agreed in Delivery Plan	N/A
9	No conditions agreed in Delivery Plan	N/A
10	No conditions agreed in Delivery Plan	N/A
11	No conditions agreed in Delivery Plan	N/A

Pre-work commencement status			
	Roadblock	Status	Commentary
12	RMA	N/A	No change from initial update
13	Building Consent	N/A	No change from initial update
14	Other Consents (i.e. CARs, iwi, Heritage)	N/A	No change from initial update
15	Design	N/A	All projects now completed.
16	Procurement	N/A	All projects now completed.
17	Main Contract	N/A	All projects now completed.

Document Classification: KPMG Confidential

Quarterly commentary

Programme costs commentary	
18	<p>The overall programme has been completed and Hamilton City Council has fully utilised the overall programme budget in the delivery of the programme by 30 June 2022.</p> <p>As outlined in the approved Delivery Plan an 'unders-and-overs' approach has been utilised to redirect budget between projects across the programme where necessary to ensure delivery of agreed project outcomes within overall programme budget.</p> <p>HCC are currently compiling the final programme close-out report which it is anticipated will be submitted in August for review.</p>
19	<p>As shown on the LTP information tab, Hamilton City expenditure across 3-waters activities totalled \$79.80m against an LTP budget of \$99.43m for the 2021/22 Financial Year. Primary variances between the budget and actual expenditure relate to cashflow on multi-year projects (works are progressing but with higher proportion of costs in later years than originally budgeted) including key deferrals for:</p> <ul style="list-style-type: none"> - Water Treatment Plant Upgrade (budget \$15.71m, expenditure \$2.24m) and Wastewater Treatment Plant Upgrade (budget \$6.13m, expenditure \$4.56m) <p>The major Waioira 2 Water Treatment Plant capacity upgrade multi-year project (incl. a new membrane plant sedimentation and filtration upgrade) is contractually committed and progressing, however cashflow is delayed from initial LTP estimates - with major costs expected in 2022/23. Additionally, as part of Hamilton City Councils COVID response physical access restrictions were put in place at key operational site including the Pukete Wastewater Treatment and Waioira Water Treatment Plants which significantly impacted the ability for external consultants and contractors to access sites to undertake some planned maintenance, renewals, and minor capital work programmes.</p> <p>Funding has been deferred to the 2022/23 in accordance with revised project cashflow.</p> <ul style="list-style-type: none"> - Ruakura Water & Wastewater Strategic Infrastructure (budget \$5.4m, expenditure \$1.81m) <p>Works to install strategic waters infrastructure in the greenfield Ruakura area are contractually committed and progressing, however timing is subject to alignment with land development which is slightly delayed from original LTP funding cashflow estimates. Works on track to be complete in 2022/23.</p> <p>Funding has been deferred to the 2022/23 financial year in accordance with the revised project cashflow.</p> <p>In addition to COVID-19 impacts, there have also been other factors that have impacted programme delivery including responses to central government policy changes (NPS-UD, and funding proposals such as IAF), third party dependencies (alignment of projects with developer timing), and skills shortages in relation to contractors, professional service providers and internal staff resources.</p>
Reform funding commentary	
20	<p>Hamilton City Council (HCC) elected members and senior staff are engaged in the reform process and continue to work collaboratively with DIA, LGNZ, Taumata Arowai and other councils in the Waikato and Bay of Plenty Region, proposed Entity B area and around New Zealand.</p> <p>An internal staff reform project team has been established to support the Three Waters Reform process with expertise in communications, strategic finance, water management, human resources, iwi engagement and collaboration, with a governance reference group established made up of the Mayor, Committee Chairs and Maangai Maaori representatives. A standing report summarising progress with the Governments Three Waters Reform programme is presented at every ordinary Council meeting. Planning for the subsequent reform phases is on-going and updates have also been reported to the Waikato Tainui / HCC co-governance forum.</p> <p>In relation to the Governments Three Waters Reform proposal HCC formally provided feedback to LGNZ and Minister Mahuta in 2021 on Council's areas of concern and have been active participants in the development of Entity B Councils combined feedback. Overall, Council's feedback indicated that HCC supports the Government's goals of ensuring safe, sustainable, and economically efficient delivery of three waters services but also constructively identified critical success factors that need further detail or potential amendment.</p> <p>The internal reform project team and elected members have regularly participated in industry forums held by Water New Zealand, LGNZ, DIA and Taumata Arowai to discuss and understand the Governments Three Waters Regulatory and Structural Reform proposals.</p>
21	<p>Expenditure against the RFI funding is reported against project WRS 3 - Reform Engagement.</p>
Scope and Progress commentary	
22	<p>Programme has been completed, with all projects delivered by 30 June 2022.</p>

Sensitivity: General

23

Media release in relation to WRS 16 Educational Mobile Hub project which focused on an Interactive three waters model designed to provide Hamiltonians of all ages a hands-on experience and a glimpse into some of the Waikato River's rich cultural history and significance to iwi and mana whenua, while showcasing the water treatment processes and waters infrastructure operated by Council.

A copy of the Our Hamilton media story can be found here:
<https://ourhamilton.co.nz/community-environment/interactive-waters-model-connects-community-to-te-awa-o-waikato/>

The media release was also picked up by Te Ao Māori News that ran a story on the interactive model. A copy of the article can be found here:
<https://www.teaomaori.news/te-wharekura-o-kirikiri-roa-art-brings-life-three-waters-model>

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Sensitivity: General

		Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Total
		#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	
1	Project Name	Future Proof Growth Partnership 3 Water Detailed Business Case (Hamilton Share)																				
	Project Type	OTHER - Strategy Study or Report																				
	Start date	[Select date]	Capex																			
	End date	[Select date]	Opex																			
	Total upfront payment	-	N/A																			
	Total final payment		Check		Ok																	
	Total project spend	-																				
	Total project funding	-																				
	Check	-																				
	Project Spend	As discussed at the meeting with John Mackie on 02 July 2021 and outlined in Project Change Request within the revised quarter 3 Report submitted 28 July 2021 (Notice No. 5) and Revised Project Change Request submitted 27 September 2021 (Notice No. 6)																				
	Spend from Crown funding	\$NZ'm																				-
	Spend from cofunding	\$NZ'm																				-
	Total project spend	\$NZ'm																				-
	Project Funding	\$NZ'm																				
	Upfront payment portion	\$NZ'm	-																			-
	Crown funding required	\$NZ'm																				-
	Cofunding required	\$NZ'm																				-
	Final payment portion	\$NZ'm																				-
	Total project funding	\$NZ'm																				-
	Cash position																					
	Opening cash position	\$NZ'm																				-
	Project spend	\$NZ'm																				-
	Project funding	\$NZ'm																				-
	Closing cash position	\$NZ'm																				Ok
	Worker hours	Hours																				-
	#REF!	# or %																				0%
	#REF!	# or %																				-
	#REF!	# or %																				-
2	Project Name	Hamilton-Waikato Metropolitan Spatial Plan Wastewater Detailed Business Cases (Hamilton)																				
	Project Type	OTHER - Strategy Study or Report																				
	Start date	Jan-21	Capex																			
	End date	Jun-22	Opex		1.0500																	
	Total upfront payment	0.5250	N/A																			
	Total final payment		Check		Ok																	
	Total project spend	1.3345																				
	Total project funding	1.0500																				
	Check	(0.28)																				
	Project Spend	As discussed at the meeting with John Mackie on 02 July 2021 and outlined in Project Change Request within the revised quarter 3 Report submitted 28 July 2021 (Notice No. 5) and Revised Project Change Request submitted 27 September 2021 (Notice No. 6)																				
	Spend from Crown funding	\$NZ'm																				1.334518
	Spend from cofunding	\$NZ'm																				-
	Total project spend	\$NZ'm																				1.334518
	Project Funding	\$NZ'm																				
	Upfront payment portion	\$NZ'm	0.5250																			0.53
	Crown funding required	\$NZ'm																				0.53
	Cofunding required	\$NZ'm																				-
	Final payment portion	\$NZ'm																				-
	Total project funding	\$NZ'm																				1.05
	Cash position																					
	Opening cash position	\$NZ'm																				-
	Project spend	\$NZ'm																				-
	Project funding	\$NZ'm																				-
	Closing cash position	\$NZ'm																				Warning
	Worker hours	Hours	Hourly Rate:	200.00																		
	#REF!	# or %																				7.984
	#REF!	# or %																				100%
	#REF!	# or %																				-
	#REF!	# or %																				-
3	Project Name	Preparation and participation in 3 waters reform programme																				
	Project Type	REFRM - Preparation for Reform																				
	Start date	Dec-20	N/A																			
	End date	Jun-22	N/A																			
	Total upfront payment	0.3800	Other/Reform		0.7600																	
	Total final payment		Check		Ok																	
	Total project spend	0.8066																				
	Total project funding	0.7600																				
	Check	(0.05)																				
	Project Spend																					
	Spend from Crown funding	\$NZ'm																				0.806594
	Spend from cofunding	\$NZ'm																				-
	Total project spend	\$NZ'm																				0.806594
	Project Funding	\$NZ'm																				
	Upfront payment portion	\$NZ'm	0.3800																			0.3800

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Total final payment		Check	Ok
Total project spend	2.1152		
Total project funding	2.1350		
Check	0.01980		

[illegible][illegible]

Start date	Nov-20	Capex	0.4750
End date	Jun-22	Opex	0.4750
Total upfront payment	0.4750	N/A	
Total final payment		Check	Ok
Total project spend	0.9380		
Total project funding	0.9500		
Check	0.0120		

[illegible][illegible]

Start date	Feb-21	Capex	
End date	Jun-22	Opex	0.2000
Total upfront payment	0.1000	N/A	
Total final payment		Check	Ok
Total project spend	0.2170		
Total project funding	0.2000		
Check	(0.0170)		

[illegible]Document Classification: KPMG Confidential

Document Classification: KPMG Confidential

Sensitivity: General

Project Funding		\$NZ'm																					0.0950
Upfront payment portion	\$NZ'm		0.0950							0.0950													0.0950
Crown funding required	\$NZ'm																						-
Cofunding required	\$NZ'm																						-
Final payment portion	\$NZ'm																						-
Total project funding	\$NZ'm		0.0950	-	-	-	-	-	-	0.0950	-	-	-	-	-	-	-	-	-	-	-	-	0.1900
Cash position																							
Opening cash position	\$NZ'm		-	0.0950	0.0950	0.0950	0.0950	0.0949	0.0620	(0.0034)	(0.0514)	0.0360	0.0360	0.0350	0.0250	(0.0048)	(0.0048)	(0.0049)	(0.0049)	(0.0049)	(0.0049)	(0.0049)	
Project spend	\$NZ'm		-	-	-	-	(0.0001)	(0.0329)	(0.0654)	(0.0479)	(0.0076)	-	(0.0010)	(0.0100)	(0.0298)	-	(0.0001)	-	-	-	-	-	
Project funding	\$NZ'm		0.0950	-	-	-	-	-	-	-	0.0950	-	-	-	-	-	-	-	-	-	-	-	
Closing cash position	\$NZ'm		0.10	0.10	0.10	0.10	0.09	0.06	(0.00)	(0.05)	0.04	0.04	0.04	0.02	(0.00)	(0.00)	(0.00)	(0.00)	(0.00)	(0.00)	(0.00)	(0.00)	Warning
Worker hours		Hours	Mostly equipment																				478
#REF!	# or %						15.50	87	143	-	90	-	142.00	-	-	-	0.25						1.00
#REF!	# or %						0%	17%	34%	25%	4%	0%	1%	5%	15%	0%	0%						100%
#REF!	# or %																						-
10 Project Name		Scoping & benchmarking of incentives for Rainwater Storage Tanks for household instal																					
Project Type		OTHER - Strategy Study or Report																					
Start date	Feb-21	Capex																					
End date	Jun-22	Opex																					
Total upfront payment	0.0350	N/A																					
Total final payment		Check	Ok																				
Total project spend	0.0670																						
Total project funding	0.0700																						
Check	0.00																						
Project Spend																							
Spend from Crown funding	\$NZ'm					0.0003	0.0005	0.0056	0.0128	0.0255	0.0003	0.0051	0.0019	0.0016	(0.0027)	0.0037	0.0019	0.0001	0.0021	0.0011	0.0050	0.0024	0.0674
Spend from cofunding	\$NZ'm																						-
Total project spend	\$NZ'm		-	-	-	0.0003	0.0005	0.0056	0.0128	0.0255	0.0003	0.0051	0.0019	0.0016	(0.0027)	0.0037	0.0019	0.0001	0.0021	0.0011	0.0050	0.0024	0.0674
Project Funding		\$NZ'm																					
Upfront payment portion	\$NZ'm		0.04																				0.04
Crown funding required	\$NZ'm																						0.04
Cofunding required	\$NZ'm																						-
Final payment portion	\$NZ'm																						-
Total project funding	\$NZ'm		0.04	-	-	-	-	-	-	-	0.04	-	-	-	-	-	-	-	-	-	-	-	0.0700
Cash position																							
Opening cash position	\$NZ'm		-	0.04	0.04	0.04	0.03	0.03	0.03	0.02	(0.01)	0.03	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.01	0.01	0.01	
Project spend	\$NZ'm		-	-	-	(0.00)	(0.00)	(0.01)	(0.01)	(0.03)	(0.00)	(0.01)	(0.00)	(0.00)	0.00	(0.00)	(0.00)	(0.00)	(0.00)	(0.00)	(0.01)	(0.00)	
Project funding	\$NZ'm		0.04	-	-	-	-	-	-	-	0.04	-	-	-	-	-	-	-	-	-	-	-	
Closing cash position	\$NZ'm		0.04	0.04	0.04	0.03	0.03	0.03	0.02	(0.01)	0.03	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.01	0.01	0.01	0.00	Warning
Worker hours		Hours	Hourly Rate: 200.00																				379
#REF!	# or %					17	35	75	94	55	26	5	6.00	7.50	14.25	10.50	7.75	6.75	6.75	1.50	1.25	11.00	
#REF!	# or %					1%	1%	8%	19%	38%	0%	8%	3%	2%	-4%	6%	3%	0%	3%	2%	7%	4%	100%
#REF!	# or %																						-
#REF!	# or %																						-
11 Project Name		Citywide I&I investigation (smoke testing) and programme of funding the repair of any pri																					
Project Type		WASTE - Wastewater pipe inspections																					
Start date	Feb-21	Capex																					
End date	Apr-22	Opex																					
Total upfront payment	0.3000	N/A																					
Total final payment		Check	Ok																				
Total project spend	0.6098																						
Total project funding	0.6000																						
Check	(0.0098)																						
Project Spend																							
Spend from Crown funding	\$NZ'm					0.0064	0.0082	0.0176	0.0341	0.1021	0.0624	0.0383	0.0444	0.0540	0.0413	0.0633	0.0186	0.04	0.06	0.02	0.00	0.00	0.6098
Spend from cofunding	\$NZ'm																						-
Total project spend	\$NZ'm		-	-	-	0.0064	0.0082	0.0176	0.0341	0.1021	0.0624	0.0383	0.0444	0.0540	0.0413	0.0633	0.0186	0.04	0.06	0.02	0.00	0.00	0.6098
Project Funding		\$NZ'm																					
Upfront payment portion	\$NZ'm		0.3000																				0.30
Crown funding required	\$NZ'm																						0.30
Cofunding required	\$NZ'm																						-
Final payment portion	\$NZ'm																						-
Total project funding	\$NZ'm		0.30	-	-	-	-	-	-	-	0.15	-	-	0.15	-	-	-	-	-	-	-	-	0.60
Cash position																							
Opening cash position	\$NZ'm		-	0.30	0.30	0.30	0.29	0.29	0.27	0.23	0.13	0.22	0.18	0.14	0.23	0.19	0.13	0.11	0.07	0.02	(0.00)	(0.01)	
Project spend	\$NZ'm		-	-	-	(0.01)	(0.01)	(0.02)	(0.03)	(0.10)	(0.06)	(0.04)	(0.04)	(0.05)	(0.04)	(0.06)	(0.02)	(0.04)	(0.06)	(0.02)	(0.00)	(0.00)	
Project funding	\$NZ'm		0.30	-	-	-	-	-	-	-	0.15	-	-	0.15	-	-	-	-	-	-	-	-	
Closing cash position	\$NZ'm		0.30	0.30	0.30	0.29	0.29	0.27	0.23	0.13	0.22	0.18	0.14	0.23	0.19	0.13	0.11	0.07	0.02	(0.00)	(0.01)	(0.01)	Warning
Worker hours		Hours	Hourly Rate: 120.00																				3,601
#REF!	# or %					57	57	109	303	678	450	271	124	308	254	262	75.00	219.00	256.00	107.00	19.00	53.50	118,515

Sensitivity: General

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Cash position																																					
Opening cash position	\$NZ'm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-																
Project spend	\$NZ'm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-																
Project funding	\$NZ'm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-																
Closing cash position	\$NZ'm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-																
		Ok																																			
Worker hours		Hours																																			
#REF!	# or %																	172.80	43.20																		
#REF!	# or %																				216.00																
#REF!	# or %																				-																
		-																																			
13 Project Name		Ecological improvements for erosion, water quality, SW control, gully network improvem																																			
Project Type		STORM - Stormwater treatment																																			
Start date	Feb-21	Capex	1.1875																																		
End date	Jun-22	Opex	1.1875																																		
Total upfront payment	1.1875	N/A																																			
Total final payment		Check	Ok																																		
Total project spend	2.3763																																				
Total project funding	2.3750																																				
Check	(0.00130)																																				
Project Spend																																					
Spend from Crown funding	\$NZ'm				0.0054	0.0341	0.0099	0.1645	0.1789	0.1307	0.0588	0.0406	0.1443	0.1970	0.1406	0.1770	0.1631	0.6613	0.1108	0.0741	0.0853																
Spend from cofunding	\$NZ'm																																				
Total project spend	\$NZ'm	-	-	-	0.0054	0.0341	0.0099	0.1645	0.1789	0.1307	0.0588	0.0406	0.1443	0.1970	0.1406	0.1770	0.1631	0.6613	0.1108	0.0741	0.0853																
		2.3763																																			
Project Funding																																					
Upfront payment portion	\$NZ'm		1.1875																																		
Crown funding required	\$NZ'm									1.1875																											
Cofunding required	\$NZ'm																																				
Final payment portion	\$NZ'm																																				
Total project funding	\$NZ'm	1.1875	-	-	-	-	-	-	-	1.19	-	-	-	-	-	-	-	-	-	-	-																
		2.3750																																			
Cash position																																					
Opening cash position	\$NZ'm	-	1.19	1.19	1.19	1.18	1.15	1.14	0.97	0.79	1.85	1.79	1.75	1.61	1.41	1.27	1.09	0.93	0.27	0.16	0.08																
Project spend	\$NZ'm	-	-	-	(0.01)	(0.03)	(0.01)	(0.16)	(0.18)	(0.13)	(0.06)	(0.04)	(0.14)	(0.20)	(0.14)	(0.18)	(0.16)	(0.66)	(0.11)	(0.07)	(0.09)																
Project funding	\$NZ'm	1.19	-	-	-	-	-	-	-	1.19	-	-	-	-	-	-	-	-	-	-	-																
Closing cash position	\$NZ'm	1.19	1.19	1.19	1.18	1.15	1.14	0.97	0.79	1.85	1.79	1.75	1.61	1.41	1.27	1.09	0.93	0.27	0.16	0.08	(0.00)																
		Warning																																			
Worker hours		Hours	Hourly Rate:	120.00																																	
#REF!	# or %				34	42	487	502	493	828	481	537	405	1,271	661	683	1,669	1,206	470	779	776																
#REF!	# or %				N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A																
#REF!	# or %				0%	1%	0%	7%	8%	5%	2%	2%	6%	8%	6%	7%	7%	28%	5%	3%	4%																
		11,322																																			
		100%																																			
		-																																			
14 Project Name		Investigations into Urban Stormwater Quality Management approaches																																			
Project Type		OTHER - Strategy Study or Report																																			
Start date	Feb-21	Capex																																			
End date	Jun-22	Opex	0.2500																																		
Total upfront payment	0.1250	N/A																																			
Total final payment		Check	Ok																																		
Total project spend	0.2520																																				
Total project funding	0.2500																																				
Check	(0.00200)																																				
Project Spend																																					
Spend from Crown funding	\$NZ'm				0.0001			0.0009	0.0021	-	0.1100	-	-	-	0.0011	-	0.1000	-	0.0054	0.0032	0.0297																
Spend from cofunding	\$NZ'm																																				
Total project spend	\$NZ'm	-	-	-	0.0001	-	-	0.0009	0.0021	-	0.1100	-	-	-	0.0011	-	0.1000	-	0.0054	0.0032	0.0297																
		0.252378																																			
Project Funding																																					
Upfront payment portion	\$NZ'm		0.1250																																		
Crown funding required	\$NZ'm												0.1250																								
Cofunding required	\$NZ'm																																				
Final payment portion	\$NZ'm																																				
Total project funding	\$NZ'm	0.13	-	-	-	-	-	-	-	-	-	-	0.13	-	-	-	-	-	-	-	-																
		0.25																																			
Cash position																																					
Opening cash position	\$NZ'm	-	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.02	0.02	0.15	0.15	0.15	0.15	0.05	0.05	0.04	0.04																	
Project spend	\$NZ'm	-	-	-	(0.00)	-	-	(0.00)	(0.00)	-	(0.11)	-	-	-	(0.00)	-	(0.10)	-	(0.01)	(0.00)	(0.03)																
Project funding	\$NZ'm	0.13	-	-	-	-	-	-	-	-	-	-	0.13	-	-	-	-	-	-	-																	
Closing cash position	\$NZ'm	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.02	0.02	0.15	0.15	0.15	0.15	0.05	0.05	0.04	0.04																	
		Ok																																			
Worker hours		Hours	Hourly Rate:	75% labour 120.00																																	
#REF!	# or %				0.50	-	-	-	10	-	118	18	22	61	107	20.00	84.00	104.00	41.00	80.00	61.00																
#REF!	# or %				0%	0%	0%	0%	1%	0%	44%	0%	0%	0%	0%	0%	40%	0%	2%	1%	12%																
#REF!	# or %																																				
		727																																			
		100%																																			
		-																																			
15 Project Name		Rotokauri Swale Designation conditions implementation																																			
Project Type		OTHER - Strategy Study or Report																																			
Start date	Feb-21	Capex																																			
End date	Jun-22	Opex	0.7000																																		
Total upfront payment	0.3500	N/A																																			
Total final payment		Check	Ok																																		
Total project spend	0.7072																																				
Total project funding	0.7000																																				
Check	(0.0072)																																				

Page 48 of 293

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Cofunding required	\$NZ'm																							-
Final payment portion	\$NZ'm																							-
Total project funding	\$NZ'm		0.97								0.97													1.93
Cash position																								
Opening cash position	\$NZ'm		-	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.02	0.99	0.99	0.73	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	
Project spend	\$NZ'm		-	-	-	-	-	-	-	(0.95)	-	(0.26)	(0.40)	-	-	-	-	-	-	-	-	-	-	-
Project funding	\$NZ'm		0.97	-	-	-	-	-	-	0.97	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Closing cash position	\$NZ'm		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.02	0.99	0.99	0.73	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	Ok
Worker hours	Hours	Hourly Rate:	200.00							3,260	-	-	882	1,388	-	-	-	-	-	-	-	-	-	5,530
#REF!	# or %																							0%
#REF!	# or %																							-
#REF!	# or %																							-
21 Project Name																								
Project Type	Programme Management / Delivery																							
	PRGRM - Programme management																							
Start date	Nov-20	N/A																						
End date	Jun-22	N/A																						
Total upfront payment	0.3253	Other/Reform	0.6505																					
Total final payment		Check	Ok																					
Total project spend	0.5590																							
Total project funding	0.6505																							
Check	0.091500																							
Project Spend																								
Spend from Crown funding	\$NZ'm				-	0.0581	0.0897	(0.0148)	0.0265	0.0969	0.0067	0.0087	0.0335	0.0244	0.0509	0.0467	0.0144	(0.0013)	0.0264	0.0175	0.0184	0.0564	0.559034	
Spend from cofunding	\$NZ'm																						-	
Total project spend	\$NZ'm		-	-	-	0.0581	0.0897	(0.0148)	0.0265	0.0969	0.0067	0.0087	0.0335	0.0244	0.0509	0.0467	0.0144	(0.0013)	0.0264	0.0175	0.0184	0.0564	0.559034	
Project Funding																								
Upfront payment portion	\$NZ'm		0.32525																				0.3253	
Crown funding required	\$NZ'm									0.11			0.11			0.11							0.3253	
Cofunding required	\$NZ'm																						-	
Final payment portion	\$NZ'm			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total project funding	\$NZ'm		0.33	-	-	-	-	-	-	0.11	-	-	0.11	-	-	0.11	-	-	-	-	-	-	0.6505	
Cash position																								
Opening cash position	\$NZ'm		-	0.33	0.33	0.33	0.27	0.18	0.19	0.17	0.07	0.17	0.16	0.13	0.21	0.16	0.12	0.21	0.21	0.18	0.17	0.15		
Project spend	\$NZ'm		-	-	-	(0.06)	(0.09)	0.01	(0.03)	(0.10)	(0.01)	(0.01)	(0.03)	(0.02)	(0.05)	(0.05)	(0.01)	0.00	(0.03)	(0.02)	(0.02)	(0.06)		
Project funding	\$NZ'm		0.33	-	-	-	-	-	-	-	0.11	-	-	0.11	-	-	0.11	-	-	-	-	-		
Closing cash position	\$NZ'm		0.33	0.33	0.33	0.27	0.18	0.19	0.17	0.07	0.17	0.16	0.13	0.21	0.16	0.12	0.21	0.21	0.18	0.17	0.15	0.09	Ok	
Worker hours																								
#REF!	Hours		-	-	344.3	66.5	98.0	75.8	104.0	84.3	129.5	76.5	59.8	100.0	383.0	95.8	121.0	135.0	135.5	169.0	147.0	136.0	2,460.75	
#REF!	# or %		5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	100%	
#REF!	# or %																						-	
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Sensitivity: General



LTP information				Actual LTP Spend																											
		FY19/20	FY20/21	FY21/22	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22			
Water Supply																															
Potable water mains / pipes upgraded / renewed or new	\$NZ/m				0.30	0.85	0.66	0.70	1.44	0.12	0.67	0.27	1.17	0.31	0.77	1.60	0.22	0.38	0.73	0.83	0.60	0.48	1.33	0.62	0.71	0.93	0.66	1.16			
Water pipe inspections	\$NZ/m	6.13	7.12	4.32																											
Leak detection	\$NZ/m	0.09		0.10								0.01	0.01	0.04	0.08	0.10	0.00	0.03	0.04	0.06	0.06	0.05	0.02	0.00	0.00	0.00	0.00				
Water Treatment Plant upgrades	\$NZ/m	4.39	7.12	15.71	0.83	0.27	0.11	0.31	0.54	0.51	0.20	-0.24	0.46	0.64	0.48	1.40	-0.07	0.26	0.53	0.46	0.30	-0.09	0.27	0.09	-0.01	0.04	0.12	0.34			
Pump station upgrades	\$NZ/m																														
Bore upgrades	\$NZ/m																														
New water source added	\$NZ/m																														
Raw water storage	\$NZ/m																														
Treated water storage (refurbished or new)	\$NZ/m	9.96	2.49	0.06	0.34	0.20	0.08	0.09	-0.05	0.15	0.08	0.03	0.06	-0.01	0.01	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.85			
Boundary backflow preventors	\$NZ/m	0.34	2.10	0.70	0.02	0.00	0.01	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.09	0.02	0.00	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.01	0.00	-0.09			
Water meters installed	\$NZ/m																														
Water filling station	\$NZ/m											0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Water security / fencing	\$NZ/m											0.13	0.13	0.17	0.36	0.33	-0.01	0.24	0.27	1.46	0.83	0.62	0.57	0.33	1.65	1.13	1.54	1.13			
Other	\$NZ/m	1.66	2.37	12.61	0.23	0.27	0.12	0.09	0.08	0.23	0.03	0.13	0.13	0.17	0.36	0.33	-0.01	0.24	0.27	1.46	0.83	0.62	0.57	0.33	1.65	1.13	1.54	1.13			
Total Water Supply	\$NZ/m	22.57	21.18	33.51	1.72	1.59	0.98	1.20	2.02	1.02	0.98	0.20	1.83	1.16	1.70	3.54	0.16	0.93	1.59	2.79	1.89	1.07	2.23	1.07	2.35	2.11	2.32	3.39			
Wastewater																															
Wastewater pipes upgraded / renewed or new	\$NZ/m	17.51	46.54	23.99	1.86	2.12	2.51	2.32	2.26	1.54	4.29	1.22	2.69	2.35	2.45	2.79	2.85	2.19	2.37	2.09	6.12	3.33	0.26	1.21	-2.03	2.21	2.82	4.82			
Wastewater pipe inspections	\$NZ/m	1.51	1.72	1.74								0.01	0.01	0.02	0.03	0.10	0.06	0.04	0.04	0.05	0.04	0.06	0.02	0.04	0.06	0.02	0.00	0.00			
Sludge removal from ponds #	\$NZ/m	1.52	2.28	2.37	0.11	0.14	0.14	0.17	0.07	0.02	0.06	0.05	0.03	0.04	0.25	0.43	0.02	0.12	0.09	0.01	0.01	0.10	0.00	0.02	0.15	0.14	0.07	0.25			
Wastewater Treatment Plant upgrades	\$NZ/m	18.28	14.13	6.13	0.16	2.35	2.37	1.86	0.94	1.30	1.05	0.29	1.15	1.06	0.58	0.96	0.18	-0.10	0.49	0.22	0.23	0.11	0.12	0.15	0.05	0.48	0.72	1.90			
Other	\$NZ/m	2.73	4.86	8.31	0.14	0.19	0.40	0.45	0.31	0.15	0.01	0.36	0.39	0.36	0.48	0.68	0.02	0.19	0.69	0.81	0.61	0.35	0.37	0.14	1.15	0.39	-0.13	0.23			
Total Wastewater	\$NZ/m	41.54	69.53	42.53	2.26	4.79	5.41	4.80	3.58	3.00	5.42	1.92	4.27	3.82	3.80	4.96	2.93	2.44	3.69	3.19	7.02	3.95	0.77	1.56	-	0.62	3.24	3.49	7.20		
Storm																															
Stormwater pipe inspections	\$NZ/m		0.17	0.67	0.30	0.37	0.39	0.61	0.41	0.88	1.02	-0.19	0.47	0.33	0.67	1.39	0.17	0.72	0.34	0.40	0.71	0.53	0.47	0.43	1.59	1.12	1.76	0.42			
Stormwater pipes upgraded / renewed or new	\$NZ/m	7.28	15.37	11.31																											
Stormwater treatment	\$NZ/m				0.06	0.02	0.05	0.26	0.06	0.06	0.02	0.06	0.11	0.54	0.11	1.08	0.06	0.03	-0.01	0.11	0.04	0.03	0.03	0.00	0.11	0.21	0.09	0.50			
Other	\$NZ/m	1.26	2.20	6.23	0.38	0.39	0.44	0.87	0.47	0.73	1.04	-	0.12	0.58	0.88	0.77	2.48	0.23	0.75	0.33	0.52	0.75	0.55	0.50	0.43	1.70	1.33	1.85	0.91		
Total Storm	\$NZ/m	8.54	17.74	18.22																											
Other																															
Asset data and GIS improvements/update/maintenance	\$NZ/m	0.36	1.87	0.84	-0.05	0.10	0.04	0.05	0.04	0.08	0.02	0.03	0.18	0.31	0.26	0.55	0.06	0.26	0.15	0.26	0.18	0.07	0.20	0.09	0.23	0.12	0.22	0.30			
SCADA upgrades or new	\$NZ/m	0.02	0.13	0.13																											
Hydraulic modelling of network	\$NZ/m	0.05	1.29	0.20																											
Strategy Study or Report	\$NZ/m	2.69	2.32	4.01	0.07	0.15	0.61	0.24	0.20	0.24	0.23	0.12	0.48	0.31	0.14	0.80	0.03	0.39	0.12	0.24	0.41	0.93	0.25	0.44	0.68	0.60	0.44	1.38			
Co-ordination initiatives undertaken	\$NZ/m																														
Preparation for Reform	\$NZ/m										0.02	0.07	0.04	0.01	0.11	0.03	0.04	0.03	0.02	0.03	0.14	-0.53	0.03	0.03	0.03	0.03	0.04	0.02	0.18		
Programme management	\$NZ/m											0.06	0.04	-0.02	0.03	0.10	0.01	0.01	0.03	0.02	0.05	0.05	0.01	0.00	0.03	0.02	0.02	0.05			
Total Other	\$NZ/m	3.11	5.61	5.18	0.01	0.26	0.66	0.28	0.25	0.34	0.33	0.24	0.72	0.72	0.45	1.50	0.12	0.71	0.34	0.67	0.61	1.09	0.50	0.97	1.03	0.78	0.75	2.03			
Total	\$NZ/m	75.76	114.05	99.43	4.35	7.03	7.49	7.15	6.32	5.09	7.78	2.24	7.41	6.56	6.71	12.47	3.44	4.81	5.95	7.17	10.27	6.66	4.00	3.63	4.47	7.45	8.41	13.54			

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Hamilton City Council - Three Waters Reform Stimulus Programme
Project Close-Out Summary – July 2022

Strategic Planning Work Package:

Project	WRS 2 - Metrospatial Wastewater Detailed Business Case	Overall Project Status	Complete (Stimulus Scope)
Objective	To deliver detailed business cases for strategic wastewater treatment facilities for the Hamilton-Waikato Metro Area		
Final Cost	\$1,334,518* (previously budgeted at \$1,050,000) <small>*Note that the total project cost from Water Stimulus grant funding is \$2,869,024 – with \$1,334,518 funded from the HCC programme and \$1,534,506 funded from the Waipa District & Waikato District Council programmes</small>		
Background	<p>The pressure on water resources is evident globally, nationally, and locally. These pressures manifest as degraded environmental quality, loss of biodiversity, diminished mauri and constraints on development.</p> <p>Local authorities, iwi, communities, and industry face significant challenges in meeting their current and future three waters service needs.</p> <p>The Waikato Metro Wastewater Detailed Business Case project seeks to provide a long-term wastewater infrastructure solution for the Hamilton-Waikato Metropolitan Areas.</p>		
Completed Works	<p>This project has evaluated sub-regional wastewater solutions that operate across territorial boundaries, to deliver greater outcomes, community benefits and overall efficiencies compared to solutions which are constrained by territorial boundaries. The project will develop Metro area Wastewater Detailed Business Cases and supporting Strategic Studies. Waipa and Waikato Districts are co-contributors of stimulus funding to deliver this project.</p> <p>The Southern Business Case which outlines the strategic approach for wastewater conveyance and treatment in southern Hamilton, Cambridge, Te Awamutu and associated areas is now substantively complete and was approved and endorsed by the Future Proof governance group in April 2022.</p> <p>The Northern Business Case has also been developed and is currently progressing through final reviews and approvals.</p> 		
Next Steps	<p>The northern business case is continuing to progress through reviews and approvals by Future Proof and respective Councils.</p> <p>Subsequent implementation of strategic solutions and business case outcomes will either utilise budgets as currently allocated in the 2021-31 Annual Plan or be considered for future Annual Plan or Long Term Plan processes.</p>		

Project	WRS 12 Te Wetini Drive Crossing Upsize	Overall Project Status	Complete (Stimulus Scope)
Objective	Construct strategic three waters infrastructure required to support the future development of the Rotokauri Growth Cell.		
Final Cost	\$1,362,924 (previously budgeted at \$1,543,706)		
Background	<p>The Te Wetini Drive extension is intended to provide strategic 3-waters and utility infrastructure as well as enable better access, transport and PT connections to the Rotokauri Stage 1 development area. This has been unable to proceed as the proposed road connection crosses over the designated footprint of the future Rotokauri Greenway, which is required to manage all development driven stormwater runoff.</p> <p>The connection will enable better access to the surrounding city networks and amenities for the existing Rotokauri Rise community, those that will follow, and the broader city community given the strategic nature of the transport link for public transport services and active modes. The strategic transport connection Te Wetini provides will enable the developer who is undertaking the works to start to realise their master plan for a further 700 dwellings. This connection including strategic waters services unlocks the wider growth cell of Rotokauri stage 1 for a further estimated 3100 dwellings.</p> <p>Te Wetini extension acknowledges the future greenway in its design, and this requires a 4.5m culvert and consented dam structure to be built to support the road across the future greenway to enable the greenway to operate as intended. The construction of the culvert structure is the first significant portion of the Greenway that is being constructed to manage stormwater effects from development.</p>		
Completed Works	<p>Construction of the Te Wetini Drive stormwater crossing and Rotokauri Rise bulk water, bulk wastewater, and stormwater swale works – including installation of 3 parallel 1050mm pipe/culverts in a 4.5m deep excavation which will ultimately form part of the strategic Rotokauri Greenway stormwater system. The project has been delivered the developer on behalf of Council.</p> <p>Construction on this site has been extremely challenging particularly regarding management of groundwater to enable pipe installation and appropriate backfill to form the new arterial roading connection.</p> <div>   </div> <p><i>View of the Te Wetini Drive Extension construction site from inside pipe and above</i></p>		
Next Steps	Installation of stormwater, wastewater and water supply services (the scope funded via the water stimulus programme) is complete, however the final roading construction (separately funded) is ongoing.		

	There have been some additional costs incurred throughout construction primarily related to management of groundwater – however final negotiation of these costs has not yet been resolved between the contractor, developer, and council. If additional costs are realised these will be funded outside of the water stimulus programme within existing 2022/23 Annual Plan budgets.		
Project	WRS 15 – Rotokauri Greenway Conditions	Overall Project Status	Complete (Stimulus Scope)
Objective	Give effect to and accelerate growth of Rotokauri greenway designated growth cell which is included in the Hamilton City and Waikato District plans by advancing the long lead time consenting requirements of the Rotokauri Greenway corridor.		
Final Cost	\$707,224 (previously budgeted at \$700,000)		
Background	A key enabler for development of the planned Rotokauri growth area in north-west Hamilton is approximately 3.8 km of new stormwater swales and detention ponds within the planned Rotokauri greenway corridor - which is planned to range between 65m and 130m in width. The greenway corridor will provide for stormwater management for the developing Rotokauri urban growth area in accordance with the Rotokauri Structure Plan.		
Completed Works	<p>Implementation of Stage 1 Rotokauri greenway designation and conditions, including establishment of groundwater monitoring and development of a Mudfish Management Plan.</p> <p>The project has developed an improved understanding of ground water interactions with the biodiversity, and indications that this is not as critical as first indicated through modelling.</p> <p>Due to the relatively unknown mitigations for mudfish, a Mudfish Strategy has been developed with significant stakeholder engagement from Te Haa o te Whenua o Kirikiriroa, mana whenua, Waikato Regional Council and Department of Conservation to ensure alignment on outcomes and mitigation options reflected in the Mudfish Management Plan are accepted by all. The Strategy will provide a foundation for all developers in the catchment to leverage off as they develop.</p>		
Next Steps	Funding is budgeted in the 2021-31 LTP and current Annual Plan to further progress strategic planning, design, consenting and land procurement of the designated greenway corridor.		
Project	WRS 19 – Rotokauri Wastewater Upsizing for Unconnected Communities	Overall Project Status	Complete
Objective	Install wastewater infrastructure to give the ability for connection for currently unconnected communities and future proofing for development in Rotokauri, specifically for wastewater services.		
Final Cost	\$1,153,007 (previously budgeted at \$1,153,000)		
Background	A community located in Te Kowhai Rd in Rotokauri is currently unconnected to a wastewater reticulation network and rely on a septic tank system that is degrading with time. This project serves to mitigate this environmental and public health issue by constructing a pipeline to allow connection to Hamilton's wastewater reticulation network and additionally to future proof wastewater servicing in the wider area to support and enable future growth.		
Completed Works	Installation of approximately 460m of new gravity wastewater pipe from the Far Western Wastewater Interceptor (Mangaharakeke Drive) to Te Kowhai Road is complete to enable an isolated un serviced residential community to connect to the wastewater reticulation network. The pipe has been sized and installed at depth suitable to enable further connections in the future Rotokauri growth area.		

Next Steps	
	<p><i>Installation of the new wastewater pipe utilising trench shields to enable safe installation of new services at required depths</i></p> <p>Works are complete to extend the wastewater reticulation network – however internal works to decommission the existing septic tank system and connect to the wastewater reticulation network are the responsibility of the landowner.</p>

Renewals and Asset Information Work Package:

Project	WRS 4a – Additional Asset Renewals	Overall Project Status	Complete
Objective	Accelerate renewals programme to provide improved resilience on water and wastewater networks, reduce pipe failures and leakages.		
Final Cost	\$1,516,476 (as previously budgeted)		
Background	Council is responsible for providing water and wastewater services that are reliable and which protect people's health and our waterways. Council uses condition assessment data with industry standard life expectancy curves to forecast assets likely end of life and plan for the renewal of those assets.		
Completed Works	<p>A total of 1560m of water main renewals and 126.5m of specialised aerial wastewater main renewals has been completed – in addition to the baseline budgeted LTP programme of water and wastewater network renewals.</p> <p>The overall combined length of water and wastewater pipe renewed exceeded the original proposed length of 1,473m.</p>  <p><i>Photos showing various wastewater and water renewal sites</i></p>		
Project	WRS 4b – Improved Asset Data Information	Overall Project Status	Complete
Objective	Improve understanding of asset conditions across the network to inform our asset management processes.		
Final Cost	\$2,117,001 (previously budgeted at \$2,070,663)		
Background	Accurate and reliable asset information and systems are integral to being able to manage critical water and wastewater assets. Looking for new and enhanced ways of collecting, processing, accessing, and analysing asset data underpins risk management and our journey to enhanced asset management practices.		
Completed Works	<p>Asset system and asset technology reviews are complete along with asset criticality assessments and frameworks, hydraulic model improvement actions and asset management information system improvements.</p> <p>This project has streamlined and integrated systems, improved functionality and consistency and aligns with asset management best practice. In addition, the project has reduced a backlog of asset information to be entered into asset management systems which assists in the improvement of existing asset attribute and location data to inform maintenance and renewals planning.</p>		

Asset Condition Assessment and Resilience Work Package:

Project	WRS 7 – Three Waters Asset Resilience Study	Overall Project Status	Complete
Objective	To improve the understanding of current vulnerability and level of resilience of the Three Waters Infrastructure and services		
Final Cost	\$633,314 (previously budgeted at \$712,500)		
Background	<p>Three waters activities have many vulnerabilities and need standardised business processes to ensure activity and infrastructure planning appropriately addresses known vulnerabilities. It is important that three waters activities have the adaptive capacity to respond to the unexpected.</p> <p>By mapping and assessing vulnerabilities we will increase the level of certainty that our existing planning approaches are robust or identify gaps in our current programmes to enhance our resilience. Establishing standardised processes will guide future reviews and enable us to adapt as our knowledge increases or factors change. This project will result in a map or matrices of vulnerabilities, current programmes / mitigations and the development of a waters centric risk and resilience policy to guide consistent resilience planning.</p> <p>HCC is on a journey to enhance three waters asset management maturity. This project will contribute to enhancing the policy, risk management and asset management systems attributes.</p>		
Completed Works	A Three Waters Resilience Scorecard has been developed (based on the United Nations Resilience scorecard) and an assessment completed to identify priority areas for further assessment in relation to the resilience of Hamilton's three waters activities. These assessments have focused on risk assessments, contractors and suppliers, emergency response plans, design standards, power and telecommunications, natural hazard vulnerability and alternative emergency water source options. The completed assessments have informed a draft management policy on Three Waters Risk and Resilience will support future infrastructure planning.		
Next Steps	<p>Priority resilience actions will be incorporated into future Activity Management Plans and Long Term Planning processes.</p> <p>Progress with implementation of improvements can be measured through future reassessment of the Three Waters Resilience Scorecard.</p>		

Project	WRS 9 –Low River Contingency Deployment and Pumping Capacity Upgrade	Overall Project Status	Complete
Objective	Trial deployment of the Low River Contingency plan to ensure operational readiness for a future low river level and flow scenario.		
Final Cost	\$194,858 (as previously budgeted)		
Background	<p>The Waikato Water Treatment Plant's water inlet pipe is set at a fixed level in the Waikato River. If river levels drop below the level of this pipe, the treatment plant is unable to physically pump water from the river to the treatment plant. In 2016, a dedicated floating platform with pumps was built to enable the pumping of water from the deeper part of the Waikato River into the water treatment plant during exceptionally low river levels. This contingency plan, if required, will ensure that the treatment plant can continue to treat and supply Hamilton with up to 70 million litres of treated water per day. The low river contingency infrastructure has not needed to be deployed since it was commissioned in 2016.</p>		
Completed Works	Deployment of the Low River floating platform and pumps (including assembly, installation, operation, disassembly and storage) was undertaken successfully in April 2021 and following trial operation, the operational management plan was updated. Additional pumps were procured and installed in late 2021 to increase pumping capacity from 70 to 90 million litres per day.		



Project	WRS 20 – Eastern Resilience Bulk Water Main	Overall Project Status	Complete (Stimulus Scope)
Objective	To improve the resilience of the water supply to the eastern side of Hamilton from the Water Treatment plant.		
Final Cost	\$1,603,073 (as previously budgeted)		
Background	<p>Currently, the main supply of water to over 30,000 households, schools and businesses on the eastern side of the Hamilton is provided via twin bulk water mains located under the Waikato River. In 2017 an unexpected subsidence to the northern bank of the Waikato River, in the vicinity of the twin eastern bulk water mains, put the continuity of the supply to the eastern side of the city at significant risk.</p> <p>In mid-2020 as part of the planning for the construction of a new bridge crossing to service the Peacocke growth cell, HCC identified an opportunity to install an alternative bulk water main supply from the Water Treatment Plant across the Waikato River to the eastern side of Hamilton. The inclusion of a new bulk water main utilising the new bridge crossing would improve the resilience risk in relation to the bulk main supply of water to the eastern side of Hamilton.</p> <p>This project was originally identified as an unfunded contingency project and was promoted to be delivered within the funded programme in June 2021 following identification of forecasted cost savings in other projects within the programme.</p>		
Completed Works	Procurement and installation of two bulk water main pipes from the Waiora Water Treatment plant to the Peacocke Waikato River Bridge. The alignment is to travel down the service corridor to the east of the Waiora Water Treatment Plant, along Peacocke Road and Weston Lea Drive to the new bridge.		


Next Steps				
	<p><i>Photos of new water main pipes and pipe installation work</i></p> <p>This project is co-funded between the water stimulus programme and budgeted funding in Councils 2021-31 LTP. The water stimulus funded component of the project is complete, however the overall installation of the pipe including ultimately connecting across the new Waikato River Bridge (HCC LTP funded) is ongoing.</p>			

Demand Management Work Package:

Project	WRS 6 - Water Sustainability Strategy	Overall Project Status	Complete (Stimulus Scope)
Objective	To develop a Sustainability Strategy to guide Hamilton City Council's Water supply activity and develop internal guidelines to guide asset management and infrastructure planning recommendations.		
Final Cost	\$216,919 (previously budgeted at \$200,000)		
Background	<p>Water supply contributes to the wellbeing of Hamiltonians and as the city grows, we face a number of challenges, our water resource will become constrained, the costs are increasing, and we have competing demands for our water supply to support social outcomes. Our water source is the Waikato River, we are committed to protecting and enhancing the awa.</p> <p>A strategic plan is needed to ensure that we take appropriate action now to ensure future generations continue to have access to reliable water supply.</p>		
Completed Works	<p>Information collection, a review of relevant legislative and policy drivers and water sustainability case studies have been completed. A draft water sustainability strategy including the vision, outcomes and focus areas has been developed with iwi partners. Ongoing refinement is continuing to ensure alignment of the draft strategy with requirements of legislation, regulation and relevant policies as well as providing guidance to staff in decision making and help them meet the outcomes of the strategy.</p> <p>The water sustainability strategy provides a vision for the future of sustainable water supply services, aligns with legislative and policy drivers and interprets how the water supply activity can contribute to the United Nations Sustainable Development Goals. The strategy will be used to help guide water supply decision making.</p>		
Next Steps	<p>Further development and finalisation of the strategy including engagement with mana whenua and elected members.</p> <p>Implementation of the strategy through Activity Management Planning and Long Term Planning processes.</p>		


Project	WRS 10 – Scoping and Benchmarking of Incentives for Rainwater Storage Tanks for household installation	Overall Project Status	Complete (Stimulus Scope)
Objective	To investigate the use, benefits and incentives for rainwater tanks and greywater re-use as a tool/intervention for the purposes of assisting with achieving sustainable future potable water demand.		
Final Cost	\$67,371 (previously budgeted at \$70,000)		
Background	<p>To meet the capacity and availability needs for Hamilton's future water supply there is a need to address security of water allocation and supply from the Waikato River to meet the demand of a growing city.</p> <p>The level of service currently provided is that demand does not outstrip the available capacity. The average consumption of drinking water per Hamilton resident, per day is approximately 378 litres per person per day with an annualised target demand of less than 400 litres per person per day. The level of service is currently being met but consented limits for abstraction of water from the Waikato River are expected to be reached by expiry of the current water abstraction consent in 2044.</p> <p>Interventions currently being used, (or proposed) to manage demand include water loss reduction, water metering, education (Smart Water Programme), planning controls (ICMPs and Water Impact Assessments) and regulation (Water Supply Bylaw and Three Waters Connection Policy).</p>		


	This project will further explore the benefits rainwater and greywater use could potentially provide and assist with developing policy position on whether HCC wish to progress with initiatives to increase their use across the city.
Completed Works	Rainwater and greywater tank use case studies (Watercare, Wellington City Council, Kapiti Coast District Council, Western Australia, Victoria and Tauranga City Council) and Hamilton high level rainwater analysis has been completed, and a report has been drafted outlining the benefits of Rainwater and greywater tanks from a water demand management perspective.
Next Steps	Consideration of rainwater tank and Greywater System incentivisation for development as part of District Plan changes. Incorporation of rainwater tank and Greywater System incentivisation as part of levels of service options considered in Activity Management Planning and Long Term Planning processes.

Project	WRS 11 – Citywide Inflow & Infiltration Investigation	Overall Project Status	Complete
Objective	Expansion of the inflow and infiltration investigation programme to identify and repair any identified defects to reduce the level of stormwater entering the Hamilton wastewater network.		
Final Cost	\$609,846 (previously budgeted at \$604,788)		
Background	Gully traps at many homes are incorrectly designed and installed and are located at a level that allow stormwater to enter the wastewater not the stormwater system. This additional flow of stormwater entering the wastewater system reduces the wastewater network capacity, increases the risk of wastewater overflowing and entering the environment and can also increase operational costs associated with additional wastewater pumping and treatment. Gully traps that are incorrectly designed or installed need to be identified and modified to reduce these effects.		
Completed Works	<p>It was intended to conduct targeted inflow and infiltration investigation in at least 2 wastewater pump station catchments in the city to identify properties with non-compliant gully traps and storm water drainage and undertake repairs and improvements.</p> <p>The project is complete with 894 site visits undertaken in the Temple View, Collins Road, Rimu/Rata, Fitzroy/Hamilton Lake and Maeroa wastewater catchment areas. A total of 505 sites have now had remedial works completed. Most of the remedial work undertaken is either raising gully traps or diverting stormwater out of gully traps.</p>		
			




Project	WRS 16 – Three Waters Mobile Education Hub	Overall Project Status	Complete (Stimulus Scope)
Objective	To enhance the community's connection to the Waikato River and increase the communities understanding of three waters infrastructure and activities and how their interaction with those activities can add value and protect the environment and Waikato River.		
Final Cost	\$251,493 (previously budgeted at \$294,500)		
Background	<p>Hamilton City Council manages large infrastructure networks, the residents of the city interact with this network many times every day. There are interactions that the community can have with the network that greatly supports the sustainability of both the network and the environment.</p> <p>Hamilton City Council has undertaken a number of education campaigns in the past and would like to build on the current programme with a mobile education hub that contains a number of resources that can be taken to schools, community events and other locations to support education.</p>		
Completed Works	<p>To support three waters education in schools, this project has developed curriculum activities and supporting resources in partnership with Waikato Regional Council Waikato River Schools programme and House of Science (national teacher support and resource provider for Scientific learning). The Mauri curriculum resource activities developed as part of this project have been utilised in 7 Hamilton schools to date (Te Wharekura o Kirikiriroa, Te Kopuku High School, Koromatua School, Hamilton East Primary, Sacred Heart Girls College, Silverdale Normal School, Peachgrove Intermediate) with the programme well received by schools and the public.</p> <p>To support the curriculum resources, a successful tira hoe was undertaken on 3 May 2022 with approximately 25-year 9 and 10 students from Te Wharekura o Kirikiriroa. The students paddled from Hamilton to Ngaaruawaahia to explore sites of significance along the Awa and learn hapuu narratives from Ngaati Wairere.</p> <p>The construction of an interactive and mobile three waters model has been highly successful as an engagement tool. The model is intended to assist with explaining the water cycle, how three water services and infrastructure operate and interact with the environment, with particular focus and linkages back the Awa. The riverbanks on the model will show the many ways we connect and interact with the Awa in Hamilton – and includes table skirt based on artwork by students from Te Wharekura o Kirikiriroa depicting the Awa from source to ocean and its journey through sites of significance.</p> <p>As well as in schools the model has also been successful in supporting engagement with the general community – as demonstrated at the Your Neighbourhood event on 18 June 2022.</p>		

	<p>It is noted that a media release in relation to this project on the Our Hamilton website was also published by Te Ao Māori News (https://www.teaomaori.news/te-wharekura-o-kirikiroa-art-brings-life-three-waters-model) which focused on the interactive three waters model designed to provide Hamiltonians of all ages a hands-on experience and a glimpse into some of the Waikato River's rich cultural history and significance to iwi and mana whenua, while showcasing the water treatment processes and waters infrastructure operated by Council.</p> <div data-bbox="725 416 1832 655">  </div> <p><i>Photo 1 and 2 above show the concept design and constructed interactive mobile model of Hamilton's three waters system. Photos 3 and 4 show the completed Mauri model - water analysis resource kits and curriculum guidance ready for use in the classroom. The resource kits have been developed to support a waters-based curriculum activity focusing on Te Mauri o te Wai and are available for local schools to utilise through House of Science Central Waikato Charitable Trust.</i></p>
Next Steps	The curriculum resources and educational collateral including the interactive model are enduring with future interest and bookings in utilising the resources and collateral in schools as well as other events.

Project	WRS 17 – Water Leak Detection	Overall Project Status	Complete
Objective	Expansion of the water leak detection programme and identify and repair of any identified leaks to reduce the water lost from the Hamilton City water network.		
Final Cost	\$479,532 (as previously budgeted)		
Background	<p>Water leaks are often identified through reports from the public or members of Council staff once they are visible at the ground surface. Leaks are reported more frequently in summer due to the Smart Water campaigns and water restrictions, plus the dry weather makes leaks more visually obvious (i.e. a wet patch on dry ground). Over the past three years an average of 1457 of leaks were reported each year. Hamilton's water infrastructure leakage Index (ILI) in the 2020/21 year was estimated at a level of 3.1. A calculated ILI of between 2 - 4 indicates that there is possibility for further improvement in relation to system water losses. An ILI less than 2.0 indicates that further losses below this level may be uneconomic unless there are water shortages.</p> <p>Leak detection programmes target a specific area of a network, listening for leaks on pipes using acoustic loggers, then pinpointing leaks with trained staff using listening equipment. This allows small leaks that haven't yet reached the surface to be located, as well as visible leaks. The work is time consuming, particularly in noisy areas where it can be difficult to hear clearly and repeated or night visits are required.</p>		
Completed Works	<p>Dinsdale Water Supply Zone</p> <div data-bbox="1196 1243 1659 1383">  <ul style="list-style-type: none"> 65.2 km pipes checked 44 leaks found, so far 1812 m³/year water </div>		

	<p>Water leak detection investigations have been completed in the Temple View, Ruakiwi and Dinsdale areas. These areas were selected as they have older pipework that are more likely to have deteriorated over time and could have increased levels of leakage occurring.</p> <p>A total of 127km of water mains and 5511 connections were assessed with 94 water leaks identified and repaired.</p>
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Three Water Strategy and Environmental Compliance Work Package:


Project	WRS 5 - Water Infrastructure Security Measures	Overall Project Status	Complete
Objective	Extra security measures and technology to improve the physical and cyber security of our critical water and wastewater infrastructure.		
Final Cost	\$937,998 (previously budgeted at \$950,000)		
Background	<p>Council is responsible for two large, advanced treatment facilities (Wairoa water treatment plant and Pukete wastewater treatment plant) and nine water reservoirs across the city.</p> <p>These facilities and reservoirs are in public spaces which makes them vulnerable to vandalism and other malicious acts. Our existing security measures are designed to deter these acts and alert staff if they occur. In the last year or two we have had vandalism and damage to property, theft of equipment and unauthorised access at multiple water and wastewater sites across the city.</p> <p>Providing water and wastewater services to our community relies on highly specialised computer control and automation systems. Increasing cyber security threats in New Zealand and the world mean robust, effective, and continuously updated cyber security protection is essential.</p>		
Completed Works	<p>Expanded CCTV, Cardax systems and installation of new security lighting complete at all sites. Cyber security measures and the encryption of the microwave communication link have been completed. Installation of security fencing at Rototuna Reservoir is also complete and fully operational.</p>  <p><i>Photos showing sections of the new installed security fencing at Rototuna Reservoir.</i></p>		
Project	WRS 8 – Taitua Arboretum Bore Upgrade	Overall Project Status	Complete
Objective	Provision of a safe and reliable non-fluoridated bore water supply		
Final Cost	\$190,092 (as previously budgeted)		
Background	<p>Water supply at Taitua Arboretum is via a bore supply, believed to be commissioned in approximately 1980. The supply was unregistered and untreated water supply consisting of a shallow unprotected bore, pump and reservoir. The supply was upgraded in 2016 to include cartridge filtration and UV disinfection treatment to ensure water was safe to drink. The site was subsequently promoted as an un-fluoridated supply to the public, from where water could be collected from. A booster pump was installed to increase pressure and flow from the tap. In 2020 routine sampling identified the presence of E.coli in the water. In response the supply to the public was stopped and investigations into the cause of the contamination were undertaken. A water safety plan assessment was completed, and 21 improvement actions were identified as being needed to ensure the safety of the water supply.</p>		
Completed Works	<p>Physical upgrade and maintenance works associated with this project are complete. Project included the construction of a new bore shed, bore pump pad, refurbishment of the bore pump and improved pump enclosure. Supply pipework, metering, valve and sample points were all installed or renewed. New treatment plant equipment including pumps, cartridge filtration, UV disinfection, flow metering and associated valving</p>		

	<p>and pipework and remote SCADA and alarming capabilities were also installed and enclosed in a new treatment plant shed. The existing small water reservoir was refurbished with new liners and roof and security installed on chamber and hatches.</p> <p>Water quality monitoring has indicated UV system is not achieving the required level of performance and discussions are continuing between the City Waters teams and the UV system supplier to resolve the issues so that the supply can be re-opened to the public.</p> <div data-bbox="696 395 1841 592"> </div> <p><i>Photos showing new and upgraded bore pump, treatment, storage, and monitoring facilities at Taitua Arboretum</i></p>
Project	<div> <div>WRS 13 - Ecological Improvements for Erosion, water quality, Stormwater Control and Gully Network Improvements (Mangaiti Gully)</div> <div>Overall Project Status</div> <div>Complete</div> </div>
Objective	To expand ecological connections, improve water quality and enhance biodiversity within the Kirikiriroa catchment. This project will help prevent erosion and sedimentation, increase water quality, reduce peak stormwater flows and enable gully access for maintenance and enhancement.
Final Cost	\$2,376,270 (previously budgeted at \$2,375,000)
Background	<p>Stormwater management is an evolving multi-disciplinary practice that accommodates growth and requires compliance with regulatory requirements. Hamilton is growing rapidly in greenfield and brownfield areas. This can affect the quality and quantity of stormwater discharged to receiving environments.</p> <p>The health and wellbeing of the Waikato River and associated tributaries is a priority focus area with waterways needing to be restored and protected, and natural hazards minimised. This can be achieved through the design of stormwater management that provides for a high level of water quality and the naturalisation of existing watercourse to redevelop hydraulic and natural habitat diversity through gully restoration.</p>
Completed Works	<p>Completed works include erosion control works in the Mangaiti gully streambed and banks, construction of new DOC style access tracks along the gully including boardwalks over seepages, flows and permanently wet areas plus vegetation/weed clearance and restoration of the gully floor and gully slopes with native landscaping including planting of approximately 70,000 indigenous plants.</p> <p>Landscaping works have been completed by Ngaati Haaua Mahi Trust, who through this project have provided employment, training and upskilling opportunities – particularly to local maori including some previously unemployed individuals.</p>



Mangaiti gully where planting, access way creation and stormwater improvement works have been completed

Project	WRS 14 – Urban Stormwater Quality Management Investigation	Overall Project Status	Complete
Objective	Build on current practice and knowledge in relation to urban stormwater management is meeting best practice and environmental performance expectations.		
Final Cost	\$252,377 (previously budgeted at \$250,000)		
Background	This project builds on the existing relationship HCC and NIWA have in the Mangakōtutuku Urban Research Hub. The findings will in part assist in ensuring that stormwater management is meeting BPO and environmental performance requirements. The results from these investigations will be applicable across the city and ultimately across urban areas throughout New Zealand.		
Completed Works	<p>NIWA have undertaken investigations and monitoring in the Mangakōtutuku stream and work to complete a high-level assessment of on lot stormwater device management (with particular focus on brownfields retrofit) and how it compares to best practice across other Councils.</p> <p>Performance monitoring of actual stormwater management devices adds to the body of knowledge regarding the efficacy of constructed wetlands for stormwater management and water quality improvement purposes.</p> <p>A technical report has been developed which will inform the development and calibration of an urban hydrology and water quality model. It is anticipated that this model may be used to improve the design, selection, and location of site stormwater mitigation tools, and contribute to cost-benefit assessments of alternative stormwater management approaches.</p>		
Next Steps	This assessment will support the on-lot treatment toolbox for updated practice notes.		

Project	WRS 18 - Water Sampling Points	Overall Project Status	Complete
Objective	To ensure best practice drinking water monitoring infrastructure and procedures are utilised to demonstrate compliance with the Drinking Water Standards of New Zealand.		
Final Cost	\$90,800 (previously budgeted at \$95,000)		
Background	<p>Microbiological monitoring of drinking water required to be undertaken every day in Hamilton City in order to demonstrate compliance with the Drinking Water Standards for New Zealand 2005 (Revised 2018).</p> <p>Historically sampling is carried out using external taps of residential and some commercial properties, however this is not considered best practice as monitoring resulted can be impacted by activities undertaken on private property and so results may not reflect the quality of the drinking water in the network.</p>		
Completed Works	<p>Design, fabrication, and installation of 32 dedicated sampling new cabinets to be used for drinking water compliance monitoring.</p> <div data-bbox="696 611 1848 933">  <p>Water Sampling Point</p> <p>Having a consistent, good-quality water supply is essential for the wellbeing of our community. Through this sampling point we can make sure our systems are doing their job to provide you with safe and clean drinking water. Please report any damage to Hamilton City Council.</p> <p>Hamilton City Council</p> </div> <p><i>Photos of installed sampling box and map showing proposed locations of new sampling cabinets - purple dots are new sites, yellow dots indicate existing sampling cabinets and blue circles indicate water reservoirs.</i></p>		
Next Steps	As Hamilton grows, additional sampling locations will be identified and sampling cabinets installed to enable representative water quality sampling and analysis to be undertaken to demonstrate compliance with the Drinking Water Standards and Drinking Waters Quality Assurance rules.		

Preparation for Reform & Programme Management Work Package:

Project	WRS 0 – Programme Management	Overall Project Status	Complete
Objective	To ensure the effective management and delivery of the approved Three Waters Stimulus Grant Delivery Plan.		
Final Cost	\$559,036 (previously budgeted at \$650,500)		
Background	<p>Hamilton City Council (HCC) entered into a funding agreement in October 2020 with the Department of Internal Affairs, who in conjunction with Crown Infrastructure Partners (CIP) are administering the Three Waters Reform Stimulus delivery programmes on behalf of the New Zealand Government.</p> <p>Under the funding agreement, HCC was allocated \$17,460,000 to deliver projects agreed in the Three Waters Stimulus Grant Delivery Plan between HCC and DIA.</p>		
Completed Works	<p>Stimulus programme delivery oversight and reporting including programme management resources and structures to support and direct delivery of the programme to meet required outcomes and metrics of the approved Three Waters Stimulus Grant Delivery Plan and Funding Agreement.</p> <p>Ongoing reporting has been provided to DIA and CIP in accordance with requirements of the Funding Agreement.</p>		

Project	WRS 3 – Three Waters Reform Engagement	Overall Project Status	Complete (Stimulus Scope)
Objective	Ensure resourcing is available to undertake initial preparatory work in relation to the Three Waters Reform		
Final Cost	\$806,591 (previously budgeted at \$760,000)		
Background	Based on Council's previous investigations in relation to the Waters CCO project, Council anticipates that significant expenditure will be required to participate, transition, and transform Council in response to the Three Waters Reform. Council's expectation is Government will cover all reasonable costs incurred as a direct result of the Three Waters Reform.		
Completed Works	Hamilton City has responded to DIA information requests, participated in reform discussions and forums and provided submissions associated with the proposed Three Waters Reform. In June 2022 Hamilton City Council also conducted two community surveys with support from NielsenIQ following the introduction of the Water Services Entities Bill legislation to the House, with the intent of helping to shape Hamilton City Council's submission to Government.		
Next Steps	Ongoing reporting on the Three Waters Reform programme will continue via regular reports to Council.		

Council Report

Committee: Infrastructure Operations Committee
Date: 09 August 2022
Author: Phil Haizelden
Authoriser: Eeva-Liisa Wright
Position: Transport Strategy Principal
Position: General Manager Infrastructure Operations
Report Name: Access Hamilton Strategy Refresh 2022- Approval

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

1. To seek approval from the Infrastructure Operations Committee for the refreshed draft Hamilton Transport Strategy – 2022 Access Hamilton Strategy - Ara Kootuitui Kirikiriroa.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee:
 - a) receives the report;
 - b) approves the refreshed 2022 Access Hamilton Strategy - Ara Kootuitui Kirikiriroa (**Attachment 1** of the staff report); and
 - c) notes the draft Hamilton City Parking Policy was developed concurrently and has been informed by the Access Hamilton Strategy Refresh 2022.

Executive Summary - *Whakaraapopototanga matua*

3. The Access Hamilton Strategy was first adopted by Council in 2005 and reviewed in 2010 to fully align with national and regional legislation and strategic direction at the time.
4. The role of the Access Hamilton strategy is to enable the transport vision of Council through establishing guiding principles and strategic directions that can be clearly understood by Hamiltonians and used to inform our future transport funding programme development.
5. On the 7 December 2021, the Infrastructure Operations committee meeting approved the scope of the Access Hamilton Strategy refresh 2021-22 and the draft Hamilton parking policy and guiding principles that were requested by Members to be developed in parallel and delivered in alignment with the overarching transport strategy and Access Hamilton refresh.
6. A series of four workshops with Members were undertaken from November 2021 to May 2022 to assist in refreshing the Access Hamilton Strategy with a focus on updating our strategic transport directions, developing new outcomes, and identifying areas we need to focus on when it comes to turning the strategy into a series of projects and programmes for inclusion in our next Long-Term Plan.
7. These workshops with Members also discussed elements of the development of the draft Hamilton City Parking Policy as this was run in parallel with the Access Hamilton refresh to

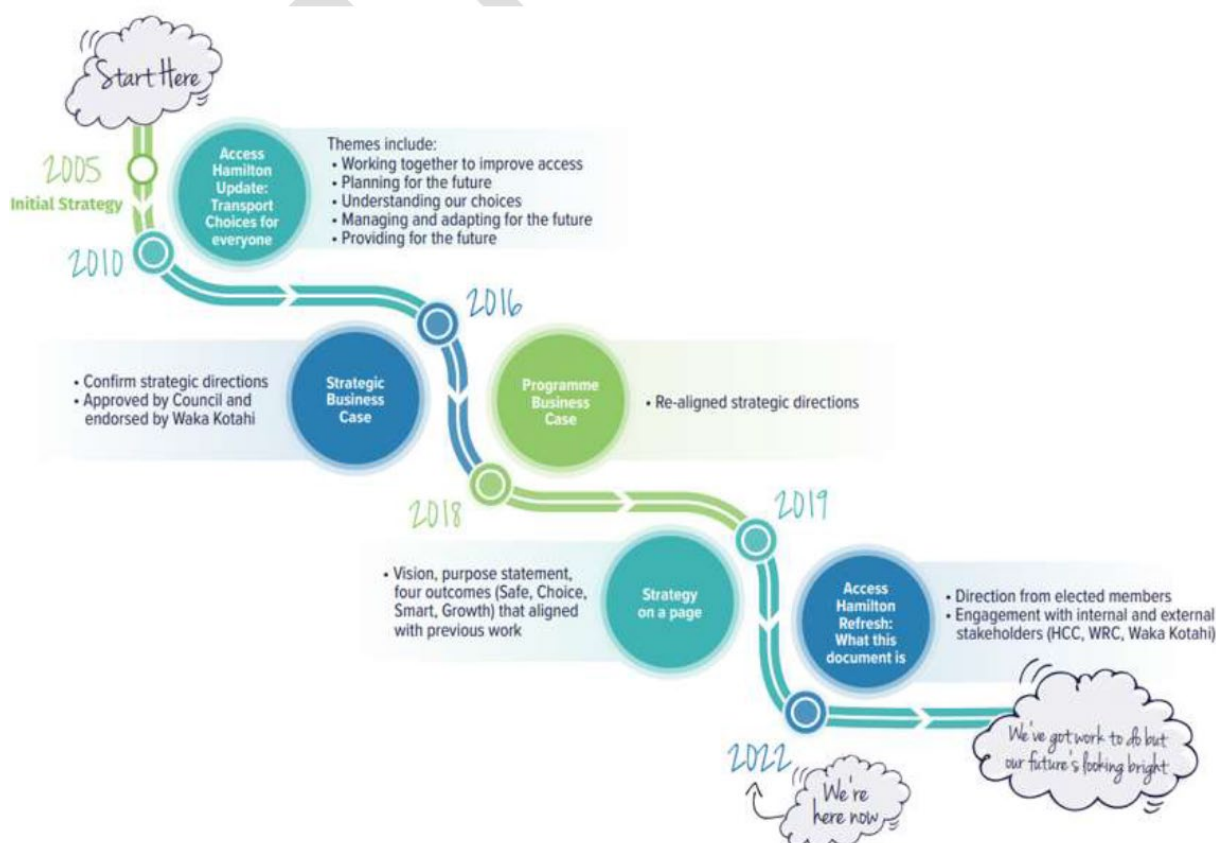
- ensure the parking policy was delivered in the alignment with the engagement and decision-making sections of the scope of the Access Hamilton refresh. A separate report is being presented to this Committee titled – Hamilton City Parking Policy – Approval.
8. Three documents are being prepared. A “strategy on a page”, an executive summary (more a public facing document) and a larger strategy document with interactive mapping that can be printed or utilised online. The latter is the attachment to this report.
 9. The 2021-22 refreshed draft Hamilton Transport Strategy – 2022 Access Hamilton Strategy - Ara Kootuitui Kirikiriroa can be found in **Attachment 1**.
 10. The refreshed strategy has maintained its long-standing Access Hamilton identity whilst introducing a te reo “Ara Kootuitui Kirikiriroa” name to work alongside “Access Hamilton”. The refreshed documents also include translations of some of the key points in the guiding principles and outcomes chapters. *Ara Kootuitui Kirikiriroa* can be broadly described as meaning pathways that bring/join us together.
 11. This strategy refresh has been designed to give clarity to Hamiltonians on our strategic transport directions as well as assisting staff in our business development and funding conversations with partners. It will also directly inform the development of our internal transport programmes as part of our Long-Term planning process.
 12. A great deal of emphasis was given to utilising recent consultation and feedback material from other projects and maintaining a distinctly Hamilton “feel” to the transport strategy, and this is reflected throughout the document.
 13. This Access Hamilton Strategy refresh focuses on the high-level transport related guiding principles and associated outcomes, not individual projects. The guiding principles being:
 - A safe transport system
 - Enjoyable and liveable city
 - Viable travel choices
 - Thriving business and economic growth
 - Climate change and emission
 - Environmental responsibility
 - Inclusivity
 - Supports quality growth and urban development
 14. These outcomes have been linked to a series of focus areas that will help us turn this strategic document into a robust transport programme based on the strategic directions noted above.
 15. Our success of implementing this strategy will be understood through monitoring and evaluation process that is being developed as part of this process. Monitoring will identify if changes are needed in the future around priorities and actions to ensure that we are on track to meet our stated desired outcomes.
 16. The funding in relation to the development this strategy refresh are estimated to be \$351,000 which are included in current funded 2021-31 LTP within the transport activity.
 17. Engagement has been undertaken during the Access Hamilton refresh process with targeted community, Iwi and feedback from Waikato Regional Council and Waka Kotahi NZ Transport Agency being actively completed and feedback received has been used to inform the strategy refresh process.
 18. Staff consider the matters in this report have a high level of significance and that the recommendations in this report comply with the Council’s legal requirements.

Background - *Koorero whaimaarama*

Item 8

The background and role of Access Hamilton

19. The Access Hamilton Strategy was first adopted by Council in 2005. In March 2009 a partnership of funding and delivery stakeholders discussed and facilitated a review of the 2005 Access Hamilton strategy. This partnership ensured that Access Hamilton 2010 was fully aligned with national and regional legislative and strategic directions. In 2010 the strategy was paving the way for its time.
20. The refreshed Access Hamilton Transport strategy was adopted by Council in 2010. The Strategy was subtitled “Transport Choices for Everyone”. The Strategy identified five key themes that were prioritised at that time:
 - Working together to improve access
 - Planning for the future
 - Understanding our choices
 - Managing and adapting for the future
 - Providing for the future
21. In 2016 a Strategic Business case was undertaken to ensure the strategic direction of Access Hamilton was still valid and to align the strategy to funding processes. The strategic business case was followed by the development of the Access Hamilton Programme Business case in 2018. This re-tested the strategic direction of Access Hamilton and identified a joint programme aligned to funding processes to be delivered by Hamilton City Council, Waikato Regional Council and Waka Kotahi.
22. The Growth and Infrastructure Committee meeting on 20 June 2017 approved a strategic programme business case including problems, benefits and transport objectives and preferred programme direction for Access Hamilton.
23. The 2 and 26 August 2019 meetings of the Access Hamilton Task Force discussed a document being developed for the Access Hamilton Strategy which portrays the strategy in a way that is easy to understand and community friendly. This will provide clear high-level messages that can be used every time projects relating to Access Hamilton are discussed.
24. The ‘Access Hamilton on A Page’ was tabled at the Growth and Infrastructure Committee on 27 August 2019. The ‘Access Hamilton on a Page’ outlines the vision, purpose statement and sets out the four key outcome areas – Safe, Choice, Smart, Growth.
25. The Access Hamilton Refresh 2021/2022 continues to build on the work that has been previously done, while also re-evaluating the strategy and its alignment with recent data and policy changes, to ensure that the strategy best provides for all Hamiltonians, today and in the future.



26. The Access Hamilton refresh demonstrates Councils ongoing commitment to providing a comprehensive transport strategy that aligns and delivers on the recent changes in local and central Government and regional policy direction to improve the wellbeing of Hamiltonians, today and for the future.

Hamilton City Council's strategic alignment and programme

27. The Access Hamilton refresh has been developed in tandem with and in alignment with other Council policy and strategy development including:
- Hamilton-Waikato Metro Spatial Plan and the supporting Programme Business Case
 - Hamilton Urban Growth Strategy (HUGS),
 - NPS-UD area plans and District Plan review,
 - HCC's Vision and Priorities,
 - District Plan, and
 - Climate Change Strategy and Policy
28. The map in Figure 2 (below) shows how Access Hamilton, as a guiding strategic document, fits into the wider strategic transport planning framework. Taking into consideration of local, regional and national perspective.



Figure 2: Strategy map for Access Hamilton

The Access Hamilton Refresh Process

29. The Access Hamilton Refresh 2021 has been completed in 2 stages:

- Part One:** Gap analysis was undertaken with staff and key stakeholders. The scoping phase for the refresh informed by the Gap Analysis and elected member engagement.
- Part Two:** Refreshing the strategy, targeted public and stakeholder engagement and integration of te reo translations into 2022 version.

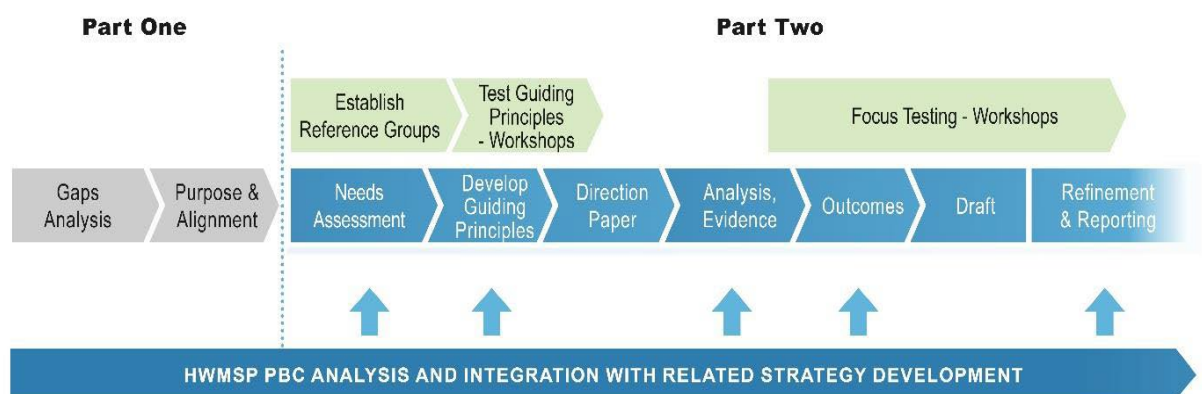


Figure 3: Access Hamilton Refresh process diagram. Noting the two parts of the whole refresh process.

Gap Analysis and Initial Scoping phase

30. In early 2021 MRCagney was commissioned to do a Gap analysis of the current Access Hamilton Strategy. See Figure 3 (above), this is the “gap analysis”.

31. Aurecon was commissioned in mid-2021 to scope the Access Hamilton Refresh (informed by the gap analysis).
32. In the initial scoping phase or 'Part One', a comprehensive review of the previous Access Hamilton report was undertaken to better understand Council's requirements and objectives for the report in the current policy environment. The following key tasks completed:
 - a review of the Access Hamilton Gap Analysis produced by MRCagney in July 2021;
 - extensive engagement with key stakeholders to align on outcomes and process;
 - gap analysis and strategic alignment;
 - development of an initial communications and engagement plan; and
 - development of purpose and outcomes desired for the Access Hamilton refresh.
33. The multiple stakeholder discussions were intended to help define not only gaps in the current Access Hamilton transport strategy, but also identify learnings from the existing strategy and to help identify the purpose of the refreshed strategy and method of developing it. The scoping phase provided a clear alignment among HCC owners, funding partners and HCCs stakeholders, on the purpose and required content of an Access Hamilton refresh.
34. On the [7 December 2021, the Infrastructure Operations Committee](#) approved the scope of the Transport Strategy – Access Hamilton 2021/22 refresh, noting the Hamilton Parking Policy is being developed concurrently and will be informed by the refresh.

Discussion *Matapaki*

The purpose and outcomes of the Access Hamilton Refresh:

35. Some of the key points that emerged from part one, that are needing to be addressed in the strategy refresh included the need to:
 - demonstrate alignment with the Government Policy Statement on Transport 2021
 - (GPS)/ Te Tauākī Kaupapa Here a te Kāwanatanga mō ngā waka whenua 2021;
 - consider Climate change changes including, recommendation from Climate Change Commission and by implication more recently, Emission Reductions Pathways discussion documents;
 - consider National Policy Statement on Urban Development (NPS-UD) and Urban (re)development;
 - consider Measurability & Monitoring;
 - communicate a story to the community;
 - secure a clear strategic pathway to funding (this strategy to clearly guide our LTP development);
 - ensure ease of implementation;
 - facilitate greater programme alignment and associated benefits;
 - assist and streamline the complicated business case development process; and
 - align with other strategic documents.
36. The Government Policy Statement on Transport (GPS) has developed considerably since 2011 in the areas of focus and priority with a particular focus on equity, travel choice, productivity, and climate change / emission reduction. While some alignment exists with the 2010 Access Hamilton themes in broad terms, there are several areas that have evolved significantly.

37. Climate change and associated emissions reductions is, and is expected to be increasingly, a major driver of transport decision making. While the issue is recognised in the current GPS, the report of the Climate Change Commission in May 2021 is likely to result in significant changes to policy settings and targets in the transport sector.
38. Council is currently assessing the latest Government announcements on climate change targets in order to respond to these as a city and a region by developing a Hamilton Climate Change Strategy. Noting that in Hamilton, 64% of all emissions are from the transport sector. It is well recognised that transport plays a major role in emission reduction and the refresh will play a major role in helping to meet requirements from the GPS, NPS-UD and Climate change commission report.
39. Note that the targets related to the draft HCC Climate Change Strategy contained within the draft Access Hamilton strategy 2022 are subject to the Strategy being adopted by Council at its meeting on 18 August 2022.
40. The draft Hamilton Climate change strategy is being developed in parallel with the Access Hamilton refresh and close collaboration will occur to ensure strong alignment with both pieces of work demonstrating Council's ongoing commitment to the role transport plays in emission reduction and climate change.
41. There are several changes to the urban planning framework that have occurred since the Access Hamilton Strategy was developed in 2010. With an increasing focus on the integration of urban planning and transport/access planning in the Hamilton and Waikato area, the role of the transportation network in driving good development and community outcomes is critical. By integrating these into the Access Hamilton refresh, we are better able to plan and address the effects seen in urban (re)development.
42. While we recognise the role Access Hamilton plays in the integration in delivering the outcomes of the GPS and addressing other social and environmental issues, significant work on this is being done in the following projects: HUGS, Futureproof, Hamilton-Waikato Metro Spatial Plan and related transport Programme Business Case and the NPS-UD District Plan refresh and spatial plans.

Making it happen

43. Three documents are being prepared. A "strategy on a page", an executive summary (more a public facing document) and a larger strategy document with interactive mapping that can be printed or utilised online. The latter is the attachment to this report.
44. The refreshed draft Hamilton Transport Strategy – 2022 Access Hamilton Strategy, Ara Kootuitui Kirikiriroa, can be found in **Attachment 1**.
45. The draft 2022 Access Hamilton Strategy provides the framework to ensure our transport network will meet our city's transport needs in the next 30 years, while being flexible to respond to opportunities and challenges ahead.
46. This strategy is intending to be a live document and will be reviewed or refreshed periodically to ensure the outcomes are being achieved, and the proposed actions are being implemented. The document will also need to reflect changes in both Council and other regional and national priorities as they occur, hence the need for a flexible and agile document that can be refreshed on a regular basis.
47. The strategy will be used to inform our investment programme in collaboration with other transport agencies. We recognise that we cannot deliver this strategy on our own and will work with a range of partners and stakeholders to achieve the vision and outcomes for Hamilton.

48. Our success of implementing this strategy will be understood through a monitoring and evaluation process that is being developed as part of this process. Monitoring will identify if changes are needed in the future around priorities and actions to ensure that we are on track to meet our stated desired outcomes.
49. The performance measures contained within this work try to maximise alignment with other KPI's and measures in other Council and regional documents. The aim being to simplify as much as possible our monitoring frameworks and develop consistent measures around shared outcomes e.g., we will be intending to use the same KPI's were appropriate for Metro Spatial Plan monitoring as we will for this strategy (and others).

The engagement and decision-making approach

50. This draft Access Hamilton Strategy refresh process was directed and led by Elected Members.
51. During the refresh process, four workshops were held with Members to develop the strategy's guiding principles, identify challenges & opportunities, and explore what "good" looks like for transport outcomes, so we can understand how to best monitor and evaluate our success or failures.
52. Staff developed a SharePoint exercise in February 2022 for Elected Members to review the work done in late 2021, and further refine concepts & ideas to help shape the third and fourth workshops.
53. Additional to the targeted engagement undertaken directly for the strategy refresh process, staff referred to the data and information received from recent engagements, particularly the extensive work undertaken in 2020 when developing Our Vision for Hamilton Kirikiriroa. Information gathered from engagement related to the last Long-term plan 2021-2031, and the Biking and Micro-mobility survey was also used.
54. Directly related to the refresh process, staff, in an effort to not repeat full consultation, on areas where Council already has a strong understanding of public views undertook two Webinars with stakeholders and held a Citizens Advice Panel.
55. The Citizen Advice Panel is a new consultation tool where HCC staff can test ideas with a representative group of Hamiltonians. On the 16 May staff held a Citizens advice panel for Access Hamilton. Outcomes were similar to the feedback received during the webinars, a high level of support for the guiding principles with concerns raised about the ability of Council to follow through on a transport programme that reflects the strategy.
56. There has also been a significant degree of engagement with both Waka Kotahi and Waikato Regional Council during the course of this refresh. One of the primary reasons for updating the Strategy alongside of need to inform Hamiltonians of our key transport thinking, is to reinforce to our partners and co-funders, our strategic transport alignment with national policy direction. This will have benefits in business case development and ultimately funding and was a major element of the feedback received from staff last year when this refresh process was being considered.
57. We have also sought feedback from Iwi and Mana Whenua Groups through (Waikato Tainui and ThAWK), Waipā and Waikato District Council staff.
58. A draft Communication Plan has been developed to share the 2022 Access Hamilton Strategy, *Ara Kootuitui Kirikiriroa* with the community following approval by this committee. Once the committee has approved the Communication plan will be finalised to include any feedback received during this committee from Members. Key messages will be shaped through 'Our Hamilton' and social media as a minimum over the coming months.

Financial Considerations - *Whaiwhakaaro Puutea*

- 59. Costs in relation to professional fees to help develop this strategy refresh are \$351,000 sourced from regular operating activity funded through the Long Term Plan.
- 60. The costs for implementation of known projects that are developed as a result of this strategy are currently partly funded within the current 2021-31 LTP for both local share and co-investment from Waka Kotahi and Central Government.
- 61. Future capital and operational projects will be considered by Council during future Annual Plan and Long Term Plan funding considerations.

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

- 62. Staff confirm that the endorsement of a refreshed Access Hamilton transport strategy complies with the Council's legal and policy requirements.
- 63. Staff have also considered the key considerations under the Climate Change Policy and have determined that an adaptation assessment and emissions assessment is not required for the matter(s) in this report. It is noted that transport plays a major role in addressing climate change and enabling emission reduction.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

- 64. 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 wellbeing's).
- 65. The subject matter of this report has been evaluated in terms of the 4 wellbeing's during the process of developing this report as outlined below.
- 66. The recommendations set out in this report are consistent with that purpose.

Social

- 67. The Access Hamilton strategy will help provide for a connected city allowing communities to access employment, education, health and other essential services as well as access to recreational and social opportunities.
- 68. The strategy supports and enables Council in their ability to adapt streets to better support active and safe transport needs by contributing to the creation of more people-friendly spaces in our towns and city.

Economic

- 69. The strategy will support economic wellbeing by guiding the development of more resilient communities. The strategies refresh will also reduce the potential economic burden of a high emission, car-centric city, by strongly focusing on emission reduction and enabling mode-shift in Transport.

Environmental

- 70. The Access Hamilton Strategy refresh scoping phase has identified that climate change is a major driver of all transport decision making.
- 71. The Access Hamilton refresh is working closely with the team developing the draft Hamilton Climate Change Strategy as transport plays a major role in addressing climate change and enabling emission reduction. This ensures that the strategy is updated adequately and can better address emission reduction and climate change.

72. Access Hamilton Strategy will enable more projects that support alternative modes of transportation and the ability for the community to traverse across and around the city in a safe way without the need for a vehicle.

Cultural

The Strategies development has strong guidance/reference to He Pou Manawa Ora and can play a role in developing Mana Whenua values for the city. Mana Whenua are strongly interlinked into the development of this strategy and will play a key role during the refresh work programme including alignment with Te Ture Whaimana O Te Awa o Waikato, Vision and Strategy for the Waikato River.

Risks - *Tuuraru*

74. The broad risks associated should the Transport Strategy refresh – 2022 Access Hamilton Strategy - Ara Kootuitui Kirikiriroa, not be approved are those risks identified in our original gap analysis completed in 2021 and those identified throughout the Access Hamilton refresh 2021/22 process, primarily being:
- i. inability to communicate to Hamiltonians our strategic transport directions and to give confidence Council can develop a funded programme of projects based on these refreshed strategic directions;
 - ii. inability to assure both strategic partners and funders that our strategic thinking on transport and land use is aligned and coherent, noting the risk of adopting a transport strategy that is in imbalance with national direction, or not adopting one at all will cause additional difficulties in obtaining funding and subsidy.

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

Significance

75. 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 high level of significance.

Engagement

76. Given the high level of significance determined, the engagement level is high. Engagement is required.
77. This is highly significant for both Hamilton City and our regional partners.
78. Engagement during this refresh process has been undertaken and is described in paragraphs 48-56. Additionally, the level of engagement with agencies such as the Waikato Regional Council and Waka Kotahi has been significant and has included attendance at some of the workshops we have undertaken.
79. There is no legal requirement for full public consultation under s82 or 83 of the LGA (2001) for the strategies refresh.
80. Given that this is a refresh and not developing a new strategy, the Access Hamilton Strategy refresh has been led by Elected Members and the views of the community are already known, a targeted community consultation approach was taken to test assumptions with key community groups. This engagement has been outlined in paragraphs 51-56.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Draft Access Hamilton Strategy 2022 (For approval)





Contents

1. Foreword	2
2. Our strategy in a nutshell	5
3. Context	7
4. Hamilton’s opportunities and challenges	16
5. Outcome areas	21
6. Making it happen	64
7. What’s next?	73

1. Foreword

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XXXXXXXX

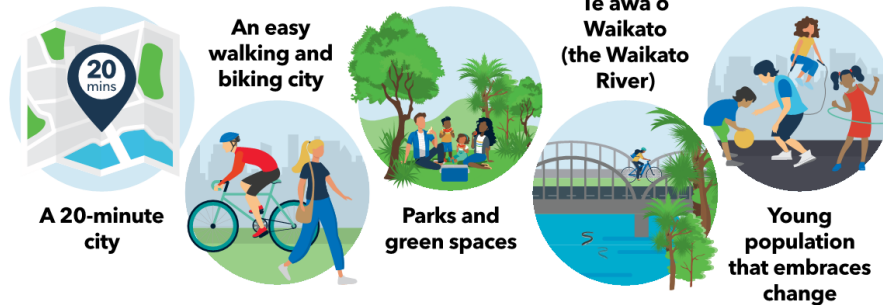
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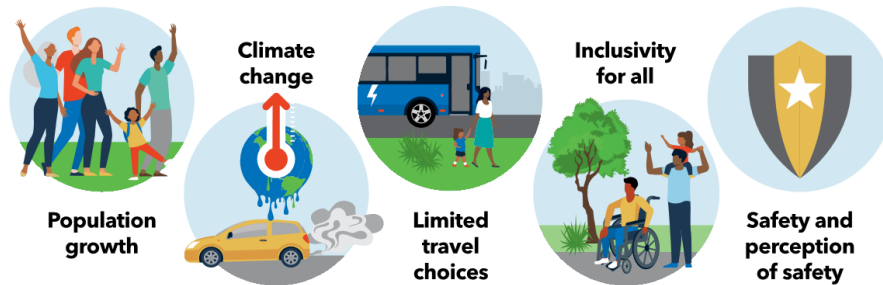
The outcomes we want to achieve

- Everyone is safe and feels safe while using our streets and public spaces
- A low-emission transport system that is resilient against climate change
- Hamilton Kirikiriroa is a great place to live for everyone
- A healthy te awa o Waikato and natural sites which sustain abundant life and prosperous communities for all generations
- More people choose to travel on foot, by bike, by bus, or using micro-mobility devices such as scooters
- Hamilton Kirikiriroa is accessible for all because it has a city culture and heritage that is shared, protected and celebrated
- Hamilton Kirikiriroa is a great place for everyone to work and do business
- An adaptable, future-ready transport system that supports quality and compact urban form.

The opportunities we have



The challenges we're facing



Our Hamilton / Kirikiriroa

The heart of the North Island



3. Context

Painting the picture

Quality of life and ease of living is important to Hamiltonians, with the city's relaxed, enjoyable lifestyle attracting families in increasing numbers.

To be a successful city, Hamilton Kirikiriroa needs to provide opportunities for people to thrive socially and economically.

Hamilton Kirikiriroa has natural, open spaces to enable a healthy lifestyle and aspires to a green, sustainable future.

As an important service hub for surrounding agricultural production, our city is also a focal point for employment, education, health, governance, and recreation, as well as world-leading research, development, manufacturing and professional services institutions.

Being one of only a few inland cities in New Zealand Aotearoa, we are well-connected and have a significant role in the North Island's economy. Our city is a unique, vibrant, exciting, and rapidly growing place to live, work and visit.



Public transport, walking and biking combined make up only 10% of all our journeys.

Between 2015-2019, 25 people died on our roads.

Getting around in the 'Tron'

Hamilton's rapid growth in population¹ has and will put pressure on the local transport system through:

- an increasing trend in the number of people being killed or seriously injured
- an increase in congestion and unreliable journey times
- an increasing need for infrastructure to unlock new growth areas.

The way we have designed our transport system until now has been focused on car travel, and as a result, most of our journeys are made by car.

Safety is the top priority for Council.

We have introduced safer speed zones around Hamilton Kirikiriroa and continue to expand and improve our biking network to reduce crashes. We want to ensure everyone gets to where they are going safely, and to feel safe and enjoy the experience.

Your views

Council and its partner agencies have spoken to people about their views on Hamilton's transport system; here are a few perspectives.

Hamiltonian A: "Hamilton is a driving city. It's what people do."
(HAMILTON-WAIKATO METRO AREA mode shift plan)

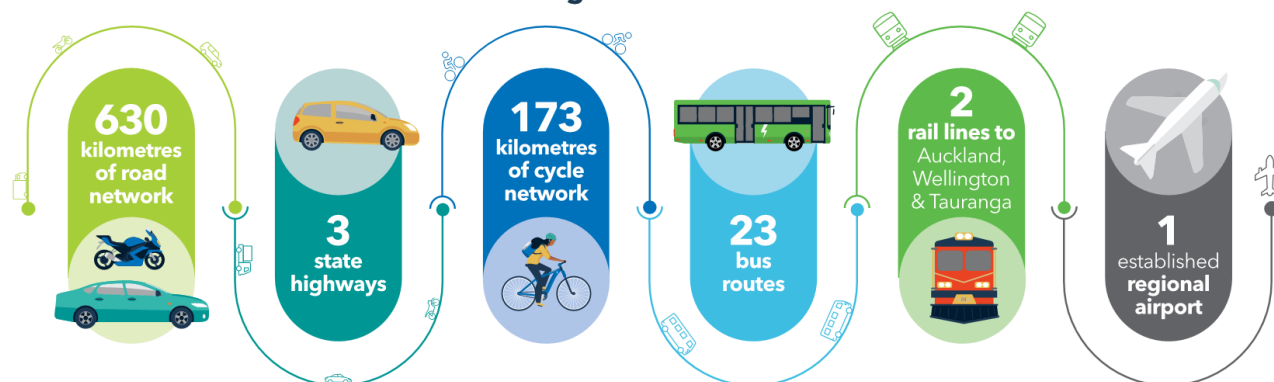
Hamiltonian B: "As a converted car commuter, I really enjoy my commute along the river path to and from work - I love the freedom and hassle-free aspect of riding in each day." (Bike Hamilton)

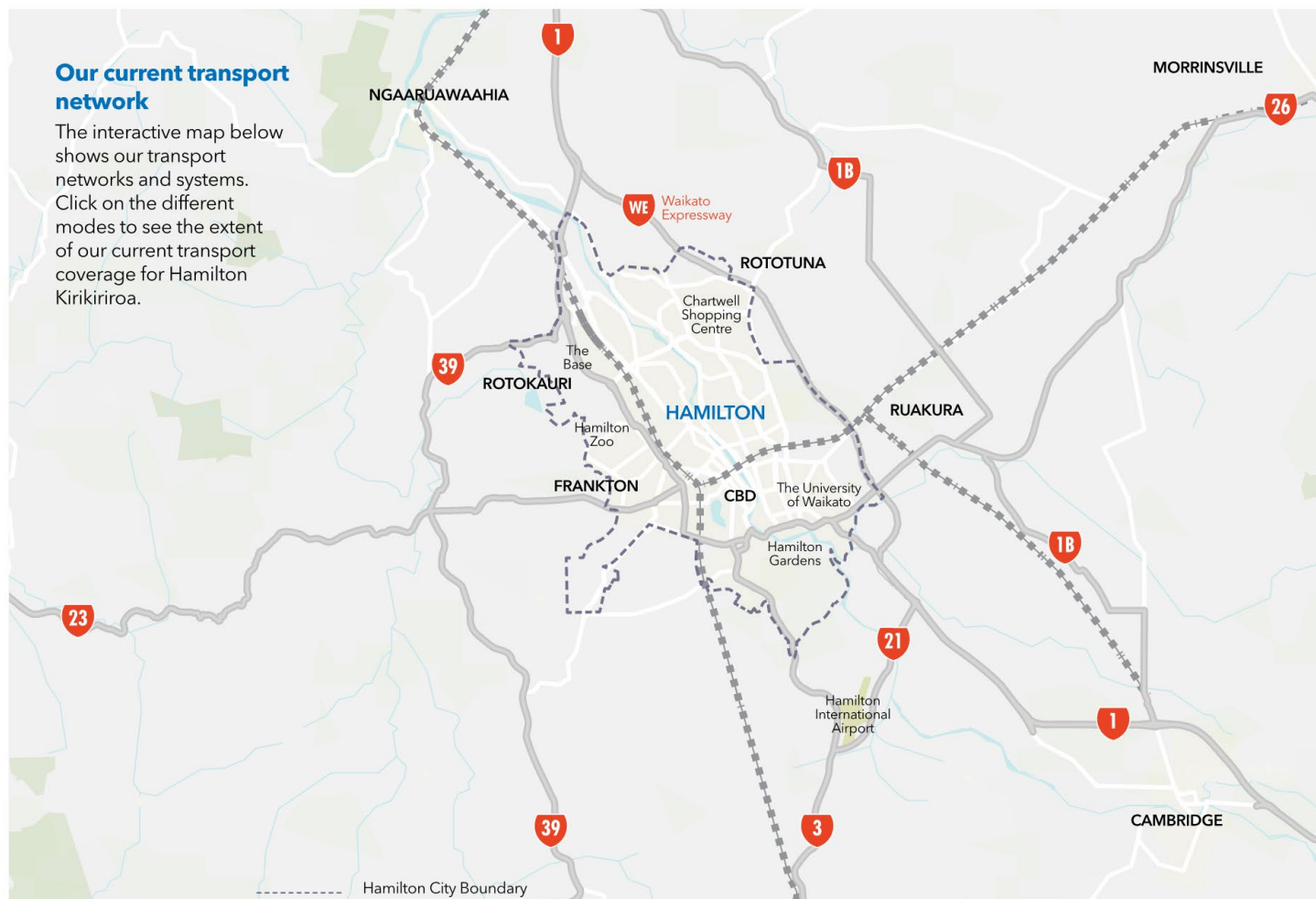
Hamiltonian C: "There are limited bike lanes and some of the existing ones are just painted roads, so you still have to share the space with a car, especially on the bridges. I just don't feel safe riding my bike on Hamilton roads." (Biking and Micro-mobility programme insights)

Hamiltonian D: "We need to connect places of work and play with where we live, just as we do by car and try to by bus." (Biking and Micro-mobility programme insights)

Right now, we have an opportunity to make Hamilton's transport better, safer, more sustainable, fun, and accessible for all.

Lengths of network





3.1. Why do we need a transport strategy?

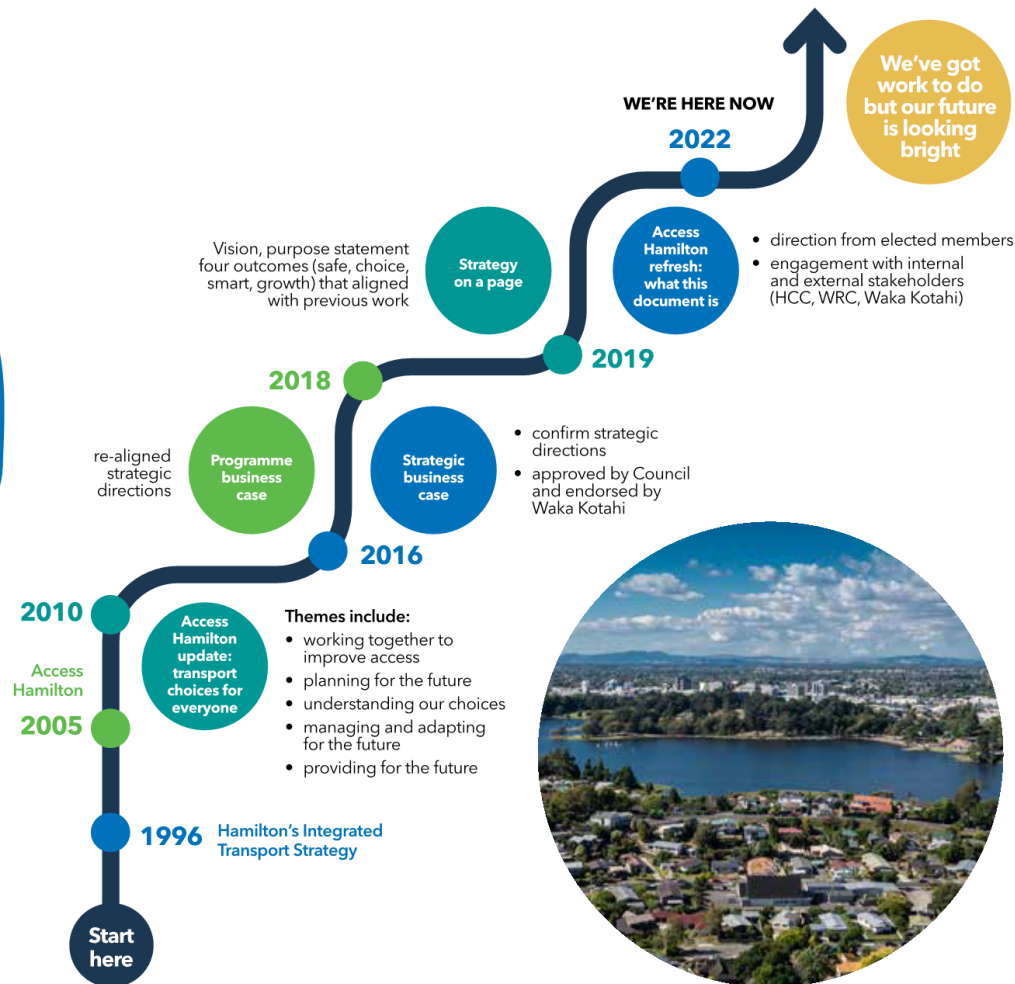
Making changes to the transport system takes time and can involve significant costs. We need to make sure we are doing the right thing at the right time and spending our money wisely.

This strategy sets out what's important to us and guides our investment decisions through our Long-Term and Annual Plans.

This transport strategy sets out what our transport system needs be like to serve our community's needs now and into the future and identifies where we need to focus our efforts to achieve it.

Things we need to consider are:

- planning for future growth
- balancing and coordinating different forms of transport
- improving transport equity
- enabling a liveable city
- securing funding for transport
- aligning with local, regional and national priorities



3.2. Who is responsible for what?

Providing quality transport for Hamiltonians is a team effort and Council works closely with a number of organisations to achieve this. Our transport partners have a shared vision for our city and our region's future, and we will work together to deliver the transport aspirations of Hamilton Kirikiriroa to achieve that vision.

Hamilton City Council is responsible for developing and maintaining local roads (including the footpaths, berms and bike facilities), public transport assets such as bus shelters and bus lanes, and regulation of the local network. Council manages on-street parking, as well as owning and managing off-street car parking in some locations. Importantly, Council is responsible for the District Plan which sets the rules for private development, including for example parking requirements and access to the network for new subdivisions.

Waikato-Tainui collaborates with Government authorities to co-create the vision and outcomes to generate a prosperous, healthy, culturally strong iwi that enables mana motuhake (self-determination) to enhance and protect natural resources as outlined in our He Pou Manawa Ora - Pillars of Wellbeing strategy.

Waipaa District Council and **Waikato District Council** are our neighbours, and have similar responsibilities as Hamilton City Council in their respective areas. They manage the public transport infrastructure in their districts connecting to Hamilton's central city.

Waikato Regional Council plans, contracts, funds and manages public transport services within Hamilton Kirikiriroa. Consequently, Waikato Regional Council works closely with Hamilton City Council as there is a need to co-ordinate public transport infrastructure and services. Waikato Regional Council has a lead role in delivering the Regional Land Transport Strategy and has a major role in environmental and transport policy and strategy.

Waka Kotahi is the government agency that maintains and operates the state highways to ensure safe, efficient and reliable travel on the strategic network. Waka Kotahi also co-funds most of Hamilton City Council's transport activities (including maintenance and new projects) as well as subsidising the Waikato Regional Council to provide public transport services.

Ministry of Transport sets out the government's strategic direction for investment in the land transport network. While it is not directly involved in delivering services, it sets the priorities that Central Government has for transport, and influences where funding is made available either directly or via Waka Kotahi.

Kiwi Rail maintains and delivers upgrades to the rail network. Kiwi Rail operates freight trains and facilities on a commercial basis and the Te Huia passenger service under contract to the Waikato Regional Council.

Private parking providers supply and operate most of the off-street parking facilities in Hamilton Kirikiriroa.

Developers influence the urban form, and therefore the travel demands of Hamilton Kirikiriroa through the type, density and form of new developments.



3.3. Hamilton Kirikiriroa as a 20-minute city

The Council aspires for Hamilton Kirikiriroa to be a “20-minute city”. This is defined as:

“A 20-minute city of compact, connected and healthy neighbourhoods in Hamilton Kirikiriroa means that people can live locally by meeting most of their daily needs* walking from their home, in pleasant surroundings and with safe, easy access to other parts of the city by biking, using micro-mobility or public transport.”**

Being able to access essential services easily and quickly, means having them local. This is also good for the community and the environment as it means less time spent travelling and reduced need to drive. The concept of “20-minute city” is one that the Council is working on to provide more convenient, safer and more sustainable access to the facilities Hamiltonians need.

Rather than long commutes through congested streets, Hamiltonians can have access to the services they need to work, learn, play and thrive close to where they live and have these services easily accessible without using a car.

The climate crisis combined with COVID-19 pandemic has accelerated the consideration and planning of this idea. Many cities around the world are already embrace similar ideas including London, Paris, Singapore, Sydney and Melbourne.

Council’s strategy to introduce the 20-minute city concept will reduce unnecessary travel, reduce travel times and distances, reduce carbon emissions, and support community wellbeing and local businesses.

The concept is supported by the Access Hamilton strategy and has been adopted through other key Council strategies including the Climate Change strategy and the Hamilton Urban Growth Strategy (HUGS).

Living locally will help Hamiltonians to access various services – especially essential ones – close to home while not necessarily relying on a private vehicle. This means Hamiltonians can experience a higher quality of life.

* daily needs may include access to the following in your compact, connected and healthy neighbourhood: Local shops and businesses (e.g. supermarket (small), butcher, grocer, bakery, café, shared workspaces), opportunities for play, open green spaces, early childhood facilities, primary schools, health services such as doctors, dentists, chemists and public transport stops.

** This definition acknowledges that the 20-minute city is a concept. We will reflect this aspiration throughout our work with our partners and our strategies, plans and activities, however it is not intended to define a standard of service delivery.



3.4. Transport strategy influences

The transport vision for Access Hamilton is shaped by a range of influences, most importantly, the aspirations of our community.

In our document *Our vision for Hamilton Kirikiriroa* we asked Hamiltonians to contribute towards a vision that reflects the values of our city. In the document, the key focus areas are:

- a city that is connected and safe
- a liveable and sustainable city
- a city with affordable housing options
- easy access to essential services
- supporting community identity and spaces

These values have been taken into account in the development of the outcome areas for this strategy.

There are four key themes that dominate the influence from Central Government and the Waikato region:

Safety: the safety of Hamiltonians is foremost in all we do. Guided by Vision Zero, Road to Zero and our own Safer Roads for All campaign, we don't believe any loss of life on our streets and roads is acceptable. We also believe that all members of our community should feel safe and be safe using our transport system.

Climate change: climate change is the most significant challenge of our time and how we move people and goods around is a major contributor.

The Climate Change Response (Zero Carbon) Amendment Act 2019, has committed New Zealand Aotearoa to reducing net emissions of all greenhouse gases (except biogenic methane) to zero by 2050.

To play our part in this through our transport strategy, we are committed to developing a low-carbon transport system for Hamilton Kirikiriroa and a pathway for how we'll get there. We want to be a thriving, low-carbon city

The Climate Change Response (Zero Carbon) Amendment Act 2019, has committed New Zealand Aotearoa to reducing net emissions of all greenhouse gases (except biogenic methane) to zero by 2050.

that responds and adapts to climate change, as stated in our own Climate Change Strategy.

Travel choice and mode shift: In the past, our streets have been designed to focus on moving cars and trucks around efficiently. Travel choice means changing the way we design the system to provide viable options for people to move around.

It also means actively encouraging more people to travel easily, conveniently and intuitively using various options to help reduce our impact on the environment and improve accessibility to facilities for all. Guided by the cities moving - Hamilton-Waikato Metro Area Mode Shift Plan, we aim to make public transport, biking and walking more attractive for all Hamiltonians.

Urban development: Hamilton Kirikiriroa is growing fast, and to keep up, we require higher density urban development served by well-connected public transport and attractive living environments. Good planning and design are essential for people to live where they want, and easily access where they want to go for work, education, health or leisure. This is set out in the National Policy Statement on Urban Development and the Hamilton Waikato Metro Spatial Plan.

3.5. Joining the dots

Given our wide range of responsibilities, Council has a large number of concepts, plans, policies and strategies. These all provide Hamiltonians with certainty and visibility over what we intend to do. The transport network and how we move around is part of almost everything we do and enables the community to benefit from many things Council provides. If people can't access parks safely for example, the benefits of our city's excellent parks won't be realised.

A key role of Access Hamilton is to "join the dots" and deliver directly to Council's purpose of improving the wellbeing of Hamiltonians.

It is important that our strategy aligns with wider strategies, policies and plans to attract support and funding to enable programmes and projects to benefit our local communities.

- Safety
 - Climate change
 - Mode shift / change
 - Enjoyable and liveable city
 - Urban development and growth
- * strategy in progress



The challenges and opportunities of Hamilton Kirikiriroa

Ngaa wero, ngaa whakapuaretanga

Every city has both a history and a current state that provides it with its own unique circumstances. In a transport context, these can be physical (the shape and form of a city and its network), demographic (populations, ages, habits), economic, or any other aspect of a city. Sometimes, these present a city with an opportunity and sometimes a challenge. It is important to acknowledge these circumstances as we need to make the most of our opportunities and form strategies to overcome our challenges and take advantage of our opportunities.

4.1 Opportunities Ngaa whakapuaretanga

What's good in Hamilton Kirikiriroa and how can we use that to make transport easier?

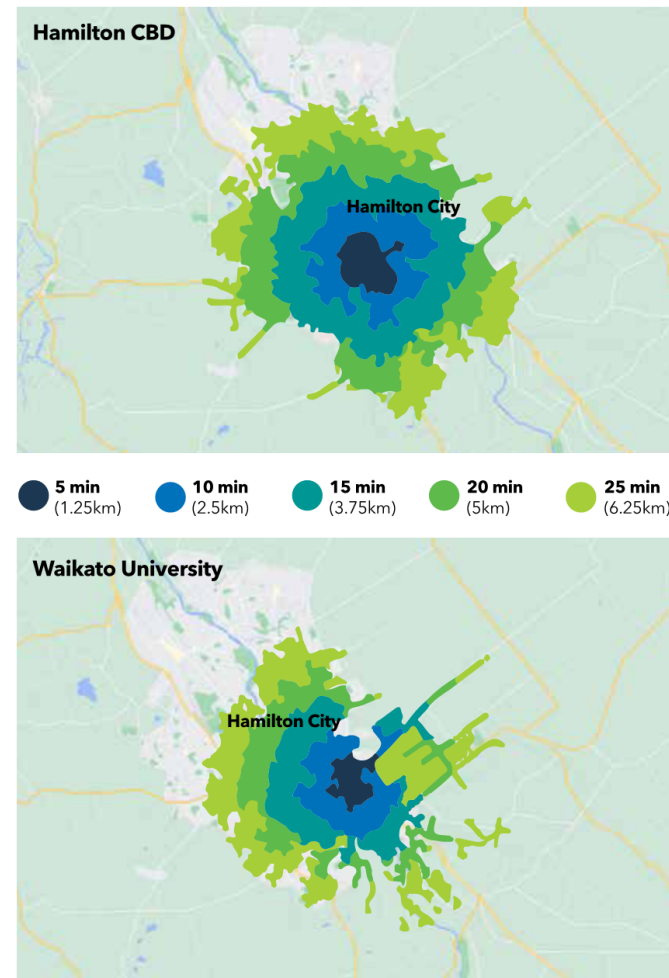
An easy walking and biking city.

Hamilton is a relatively compact size when we consider it as New Zealand's fourth largest city. From Horsham Downs in the north to Glenview in the south, Hamilton is 13km long and from Grandview Heights in the west to Silverdale in the east, the city is only 8km across. This means that most trips in Hamilton are likely to be a distance that is walkable or can be biked. Hamilton's roads are well connected which gives us a good base to provide walking and biking facilities between key social and economic areas. The reasonably flat landscape provides easy gradients and creates opportunities for Hamiltonians to walk and bike in comfort.

We are already seeing an increased uptake of walking and biking which helps reduce congestion. We need to act now and make the most of being an easy biking and walking city.

Here, we can see how far people can go by bike in 5 - 25 minutes.

*Most trips
in Hamilton
Kirikiriroa are a
walking or biking
distance.*



A young population that embrace change.

Hamilton Kirikiriroa is home to New Zealand's youngest population. Young people are our future and have many choices ahead of them. They are generally concerned about their future and climate change² and are capable of being agents of change within the community if they are supported by the right strategies and actions by Council and its partners.

We can use te awa o Waikato as a transport corridor for pedestrians and cyclists

Te awa o Waikato (the Waikato River).

The most significant natural feature of the city is te awa o Waikato (the Waikato River), which is New Zealand's longest awa (river). It plays an important role in the identity of the Waikato region and has significant cultural value to iwi and all Hamiltonians, and is the mauri (life force) of Tainui Waka and Ngāti Tūwharetoa³.

The health of te awa o Waikato supports the prosperous, living communities in the region. Te awa o Waikato has historically been a form of movement so there is an opportunity to use the riverside as a transport corridor for walking and biking so that Hamiltonians can actively engage with this taonga and enjoy a more sustainable journey.

Changing work and travel behaviour.

COVID-19 has presented significant challenges locally and globally, but it also gives us an opportunity to think about the way we live, travel and enjoy the city.

Buying locally and accessing essential services close to home is not only convenient but reduces the need to travel by private vehicle. The effects of COVID-19 mean more people are working remotely and goods are more likely to be delivered which reduces travel demand.

A working from home culture and utilising more local facilities also encourages mode shift to more active travel such as walking or biking – shaping future travel behaviours to be less dependent on cars – and helps us to combat the climate crisis by enabling a more sustainable way of living. This culture aligns perfectly with the 20-minute city concept where people have access to the most essential things they need – work, shops, healthcare, leisure – within a short walk or bike trip.

Great parks and green spaces.

Open spaces like parks and reserves can be excellent connectors to complement the street network. This allows people to take more enjoyable local trips, provided they are safe and facilities are of a good standard. Not all trips are work trips – and sometimes a local trip to visit friends or whānau, to buy something, or an entertainment event can be a source of fun and relaxation.

These circumstances present opportunities to use open spaces as more than just passive areas in a community; they can also connect people to the things and places they need.

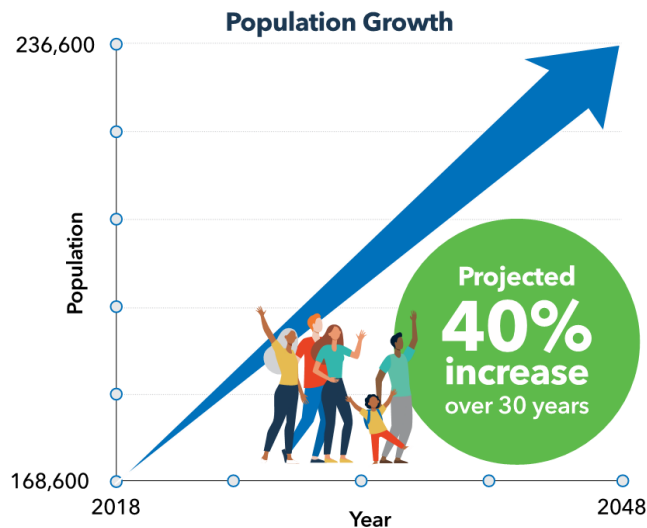
Hamilton Kirikiriroa has excellent parks and reserves, with council managing over 1100 hectares of open space.

4.2. Challenges Ngaa wero

What do we need to overcome to make transport easier?

Accommodating future growth.

The role of transport is to connect all areas of the city together, make it an easy city to get around, to do business and to provide opportunities for a great quality of life. As a growing city, we need to understand the challenges our transport system might face to carry out this role and prioritise these challenges now to make the most of the funds available to us.



Safety and perception of safety.

In Hamilton Kirikiriroa the number of deaths or serious injury crashes increased by 11% in 2015-2019 (pre-COVID-19)⁴ compared to the previous five years; 12% of these involving cyclists - which is much higher than cyclists as a percentage of total people movements. It is essential that safety is improved such that there is no loss of life on our transport system.

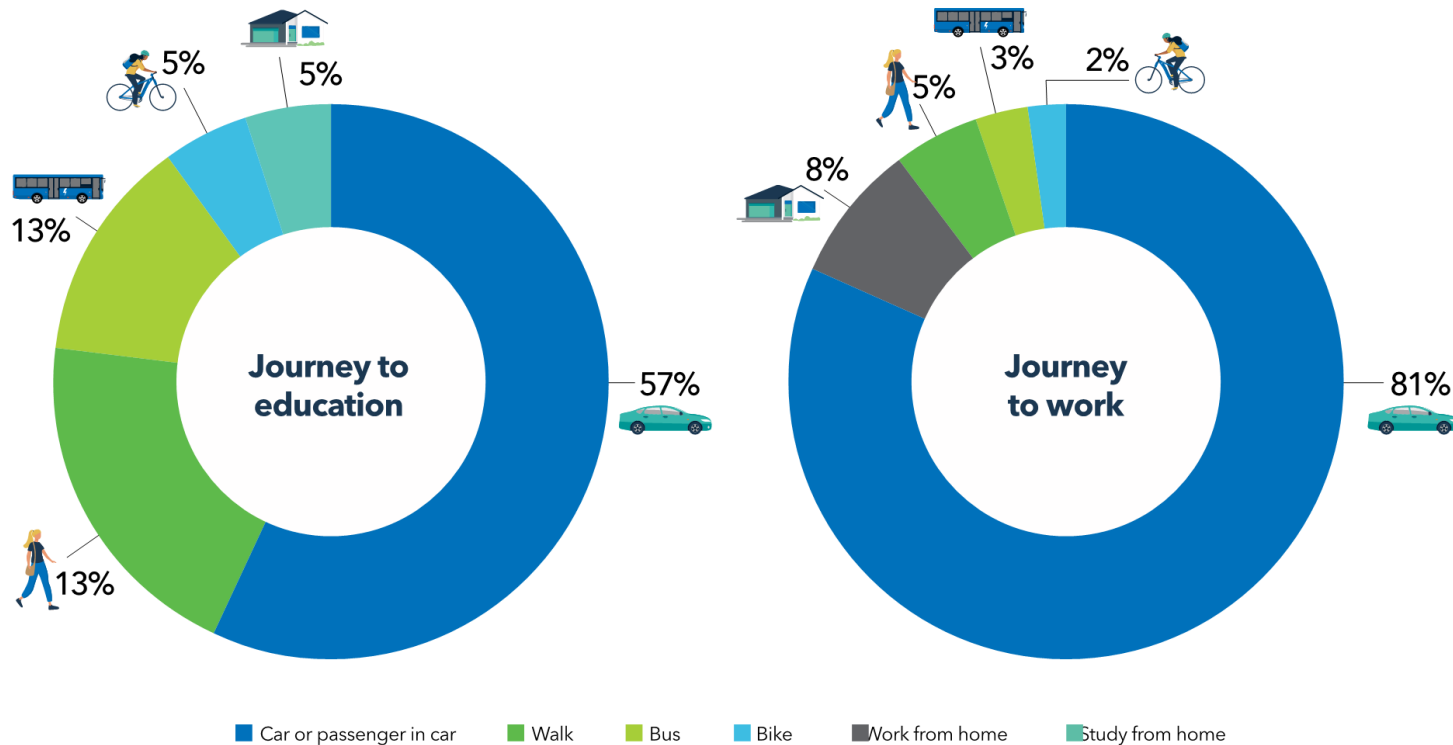
The perception of personal safety is just as important because the more unsafe people feel using a transport option, the less likely they are to choose it. Feedback from recent surveys show that 58% of people don't feel safe in the central city at night⁵.

We need make sure that people feel and actually are safer travelling in our city, particularly for people walking and biking and those using public transport, as they are potentially more exposed to incidents or crashes than car drivers.

Cars dominate our roads but there are barriers when using other modes.

In Hamilton Kirikiriroa, there is a high reliance on cars for people to meet their travel needs. 81% of workers and 57% of students travel by car⁶ - this imbalance is due to historically high focus and investment on roads designed for cars, and the lack of alternate transport options for

Hamiltonians. Travel by car has a high impact on the environment and takes up the most road space per person of any method of travel, contributing to congestion. We need our transport system to be more balanced and this requires other travel options to be better and easier to use.



Climate change - reducing carbon emissions from transport.

In the Climate Change Response (Zero Carbon) Amendment Act 2019, Aotearoa has committed to reaching net zero emissions of long-lived greenhouse gases by 2050.

Hamilton Kirikiriroa had 1 million tonnes of CO₂ equivalent emissions in 2018/2019, of which 64% were from transport.

The transportation sector is the highest contributor to emissions⁷.

This is a significant challenge, and we have work to do over the next few decades to achieve our own targets of a minimum reduction of 30% by 2030, and a minimum reduction of 82% by 2050. Achieving these goals means everyone doing their part and making significant changes in how we travel now and in the future.

Our city is separated by rail lines.

Our city is separated by two rail lines - North Island Main Trunk between Auckland and Wellington, and East Coast Main Trunk to Tauranga. Building safe crossings to enable better access and movement not only could impact the relationship between te awa o Waikato and our community, it is also complex and costly for Council.

Meeting the diverse needs for transport.

Transport equity and inclusivity means transport enables everyone to fully participate in all aspects of life, regardless of their background, socioeconomic status, age, ability, or gender. Hamilton Kirikiriroa is diverse and people's experiences in using the transport system are not equal.

Inclusive access is at the heart of a fairer society and the lack of genuine transport choices contributes to inequity⁸. The current reliance on private vehicles in Hamilton Kirikiriroa means that owning and regularly using a car has now become a pre-requisite to fully participate in society⁹. We want to consider the diverse individual needs of our people to ensure they can all get involved in what Hamilton Kirikiriroa has to offer.

Providing safe and easily accessible transport the most vulnerable people in Hamilton Kirikiriroa benefits us all in providing more easily accessible transport facilities.

Intensification of parking and parking management.

In parallel with developing new areas, planned infill development within the city creates challenges for managing parking and street space. We need to manage our street space in a manner that is fair, preserves the urban amenity we enjoy, and ensures our transport connections can still function safely and reliably.

Recent studies show that parking supply influences car ownership, and parking management and parking pricing is an effective component of a vehicle travel reduction strategy.

We need to ensure that we provide sufficient parking for equitable access, particularly for people with mobility impairments and create a transport network with more travel options so there is a reduced dependency on private vehicles.

Outcome Areas

Ngaa hua

This section describes the outcome areas we expect to achieve from implementing the Access Hamilton strategy; they describe our city's desired future state. These outcome areas were developed through a collaborative process by Council's Elected Members.



A safe transport system

Safety and harm reduction is the top priority. Our outcome is that no one should be injured or killed while moving around Hamilton. Further, people should always feel safe using transport system - whether walking to a carpark, waiting for a bus or biking through a park.



Climate change

Climate change is a major issue of our time and transport is a major contributor. Creating a low carbon transport system to support significant emissions reductions by 2030 and even less emission by 2050 will require early and sustained action.



Enjoyable and liveable city

People's ability to enjoy life and thrive in the city they live in is important for their hauora (wellbeing) and their sense of belonging to the community. The way we move can contribute to this. Visitors to the city should also have good, clear transport choices.



Environmental responsibility

Our transport system should lessen our negative impacts on the environment. There is also a need to protect our taonga and te awa o Waikato, so that it continues to sustain abundant life.



Genuine travel choices

Providing a range of transport options gives people travel choices, whether private vehicle, taxi, public transport, scootering or active transport such as walking and biking. These choices mean that everyone can access various parts of the city when they want to by a range of modes, and support mode shift and the benefits this brings.



Inclusivity

Providing a range of transport options to make access to and within the city available for all is important, if everyone in our city is to meet their needs and thrive. We want to promote a fair transport system that allows all residents and visitors to safely and reliably access their preferred destination based on their individual needs.



Thriving business and economic growth

Hamilton has employment opportunities for young people, and strong business connections with the rest of the North Island. Creating a transport system that is efficient and supports these opportunities and connections through freight movements is important for economic growth in a thriving city.



Supports quality growth and urban development

Hamilton is a rapidly growing city because it is an attractive place to live and work. This will need to be carefully managed to ensure this growth supports both the lifestyle we aspire to and the environmental outcomes we want to achieve.

5.1. A safe transport system

He puunaha waka whai ora

Outcome area

Safety and reducing harm is a top priority. Our outcome is that no one should be injured or killed while moving around Hamilton Kirikiriroa. Further, people should always feel safe using our transport system, whether walking to a carpark waiting for a bus or biking through a park.

Context

Vision Zero is our ambitious safety vision where we don't accept any fatalities and serious injuries on Hamilton's transport system. We want to provide a more forgiving road system that considers human mistakes and vulnerability.

Further, we want people to feel safe in the city at any time of the day, whether they are walking, waiting for a bus, biking through a park, or just relaxing. How safe people feel is one of the major factors in how people choose to move around the city.

We want to see a future where people using our streets and public spaces feel safe and are safe.

Cities with comfortable and safe transport tend to have healthier populations, increased community bonds, and more equitable access to services.



Key insights

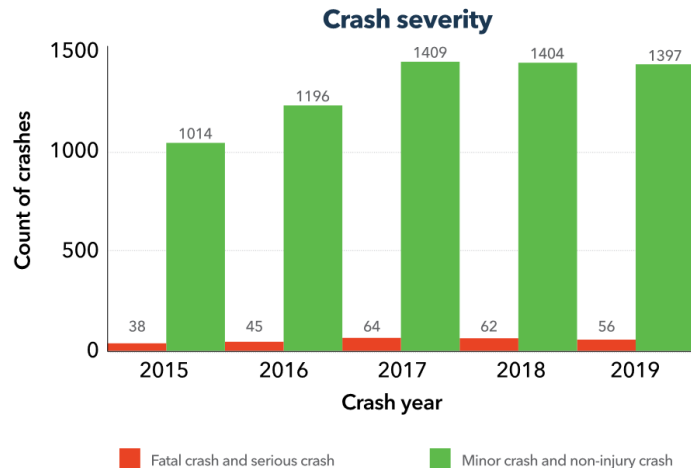
Road injuries: we are working on it, but there is a long way to go to reduce road-related fatalities and injuries.

In 2015-2019 (pre-COVID-19), there were 265 incidents causing death or serious injury on our roads – a steady increase from previous years.

Top contributing factors to deaths and serious crashes include poor observation, alcohol, failure to give way, and driving too fast. Minor and non-injury incidents are also increasing.

We already have actions in place to address this, but it remains an ongoing challenge.

In 2019, deaths and serious injury incidents cost us \$1.14 billion¹⁰.



Biking facilities: they are available, but the quality needs to be better.

Hamiltonians are the greatest supporters of biking out of the five largest New Zealand cities, with 78% most likely to consider improved facilities as a reason to bike¹¹.

Hamiltonians' current perception of biking isn't that great. Over half (55%) of the people surveyed said they would ride a bike more often if it felt safer¹². Reasons people don't feel safe include biking in the dark, and the speed of other drivers.

The mixed quality of the existing biking network with a lack of segregated facilities and safe intersections, also gives Hamiltonians a low perception of safety for biking. Not feeling safe while biking has been a consistent theme of community feedback and a barrier to uptake.

Providing connected, safer biking facilities (i.e., protected from motor vehicles, or in low traffic/low speed environments), we can encourage more Hamiltonians to bike.

55% of people surveyed would bike home if the network felt safer.

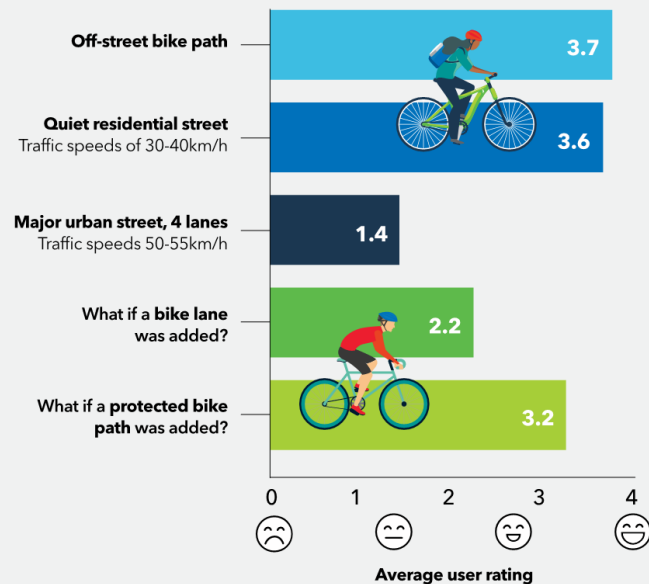
Out of the five largest cities in New Zealand Aotearoa, Hamiltonians are the most supportive of biking.



Case study:

A North American research study¹³ asked “interested but concerned” users – who heavily influence mode shift – to rate different bike facilities on their willingness to use them.

From this, we can see users feel most uncomfortable when bikes are mixed with general traffic, and we know that Hamilton Kirikiriroa has a lot of on-street non-segregated biking facilities.

Attractiveness of different biking facilities**Personal safety: many Hamiltonians don't feel safe using the network.**

Some Hamiltonians don't feel safe travelling in the city. In a recent Hamilton central city safety survey¹⁴, 58% respondents from Hamilton Kirikiriroa feel unsafe in the city centre after dark, and 42% of respondents feel unsafe in their neighbourhood at night. People's perception of safety is important, as it affects their travel choices.

For public transport, only 61% of those surveyed agree that public transport is safe, and while this may seem like the majority, this proportion is significantly lower than the eight other cities surveyed.

How people feel and perceive things affects their decisions and preferences. We want Hamiltonians to feel safer while taking public transport around our city.

Safer speeds: we need to continue our work in this area.

Historically, between 9-13% of crashes in Hamilton Kirikiriroa involve excessive speed. Council is and will continue to be active in speed management. Since the introduction of Safer Speed Areas, there has been a reduction in severe injury crashes¹⁵.

We need to continue our efforts to further reduce the number caused by excessive speed.

Improving safety has other benefits.

Less environmentally friendly modes of transport such as private car use makes people feel less safe walking, biking and taking public transport. However, these other modes are the most environmentally friendly and use road space in the most efficient way.

What do safety improvements look like?

Everyone is safe and feels safe while using our streets and public spaces.

- Pedestrians are safe and feel safe in pedestrian friendly environments, with wide footpaths, great amenity, and a reduced risk of harm.
- People on bikes are in a connected, high-quality, safe bike network with inclusive infrastructure that is suitable for all ages and abilities. People feel safe and confident to bike around Hamilton Kirikiriroa.
- Public transport interchanges, stations and stops are clean, attractive, welcoming and have safe crossing points. Public transport journeys are high-quality, accessible, and safe for all.
- People are driving responsibly at safe and appropriate speeds, in safe vehicles.
- Children are safe to walk and bike on our streets and their parents feel their children are safe when travelling around their neighbourhood.
- People travel safely through our city and neighbourhoods at all times - both day and night.
- We have zero deaths and serious injuries on our roads, because we have safe streets, safe speed, safe vehicles, safe behaviours and many people have shifted to safer modes.

Focus areas

- Deliver infrastructure improvements to make roads safer.
- Investigate and implement speed management within Hamilton.
- Investigate and deliver connected, separated, safe bike and walking facilities on key routes.
- Improve personal safety using the transport network via better lighting and surveillance.
- Invest in suitable technology for parking, red light and speed enforcement.
- Provide education to support safer behaviour on our public spaces and roads.
- Provide biking safety education programmes for kids and adults.
- Deliver wide, high-quality footpaths between key destinations.
- Provide adequate and safe delivery and service spaces for business and retail.
- Coordinate and add temporary traffic management to maintain good and safe access at all times.

How we'll measure success

Performance measure	Baseline data and source	How we'll know we are successful
Deaths and serious injuries (DSIs) Number of deaths and serious injuries compared to five-year baseline	265 DSI crashes between 2015-2019 <ul style="list-style-type: none"> • 32 DSI crashes involved cyclists • 59 DSI crashes involved pedestrians • 3 DSI crashes involved bus Source: Waka Kotahi CAS database	Reduced number of people sustaining serious injuries or being killed on Hamilton's roads
Perception of safety of public transport, walking and biking Hamiltonians' perception of safety on public transport, walking and biking	<ul style="list-style-type: none"> • 58% respondents from Hamilton feel unsafe in the city centre after dark • 42% of respondents feels unsafe in their neighbourhood at night • 61% agree that public transport is safe • 40% of micro-mobility users feel that using this mode is high risk • 85% of survey respondents feel safe walking, and 69% of survey respondents feel safe biking Sources: Central City Safety Perceptions Survey, Biking and Micro-mobility Survey, Quality of Life Survey, Waka Kotahi - understanding perceptions of walking and biking	Improvement in perception of safety for public transport, pedestrians and cyclists

5.2. Climate change

Te aahuarangi

Outcome area

Climate change is a major issue of our time and transport is a major contributor. Creating a low carbon transport system to support significant emissions reductions by 2030 - and even fewer emissions by 2050 - will require early and sustained action.

Context

We know that transport is currently the greatest contributor of greenhouse gas emissions in Hamilton Kirikiriroa. At a global, national, and local scale, we must act now to reduce emissions and recognise that the impacts of climate change are already here. We must build our ability to plan and respond to these, so our transport system is resilient. We want to ensure that everyone is prepared for changes to our climate and increased likelihood and frequency of extreme weather events.

To become a low-carbon city, we need to challenge and change the way we grow, live and travel, so that future generations can still call Hamilton Kirikiriroa home. We as kaitiaki (caretakers) are committed to enhancing and protecting our awa (river) and taiao (environment) from the effects of climate change.



Key insights

Climate change is a global issue, and Council is committed to playing our part in the transition to a low-carbon future.

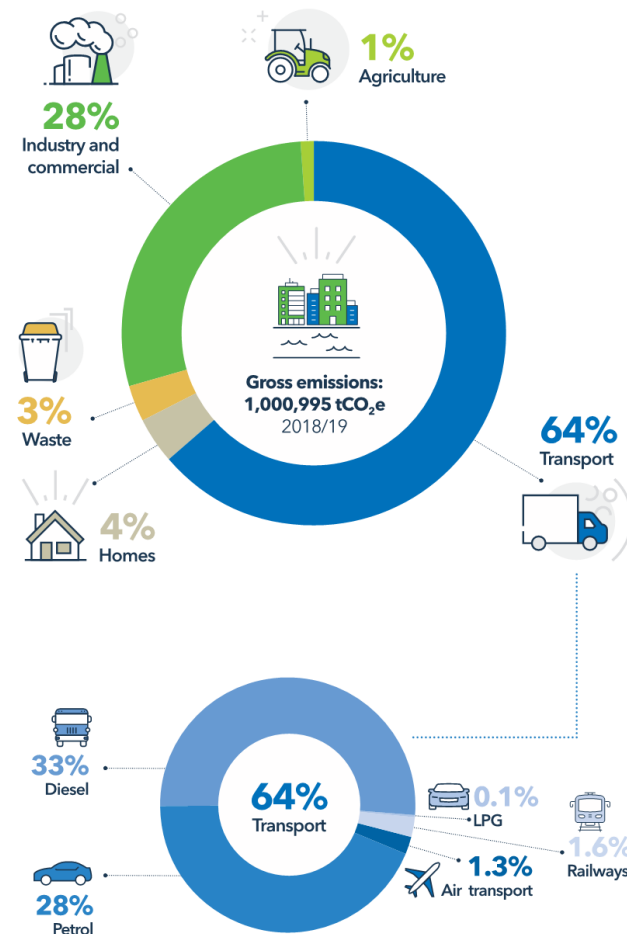
Climate change is one of the most significant global and national issues of our time. We, as Hamiltonians, must play our part in reducing our emissions and have committed to doing so through our climate change strategy, *Our Climate future: Te Pae Tawhiti o Kirikiriroa*. Through this strategy, we have the emissions targets of a minimum 30% reduction by 2030 and a minimum 82% reduction by 2050.

Due to climate change, it is predicted that Hamilton Kirikiriroa will likely experience an overall increase in temperatures, longer summers, and increases in extreme rainfall events. These changes could lead to transport infrastructure damage or reduced services, which hinders our efforts to move people to low-emissions travel. We need to provide regulations and policies to enable the development of infrastructure that supports Hamiltonians to make changes in the way they choose to travel.

Transport is the greatest contributor to emissions in our city.

Hamilton's gross (total) emissions in 2018/19 were just over 1 million tonnes of carbon dioxide equivalents (tCO₂e). Transport is the greatest contributor, with 64% of our city's emissions in 2018/19¹⁶ and so our transport sector must do the most work to achieve significant emission reductions in both the short and long term.

We have an opportunity to reduce carbon emissions from our transport system by encouraging more sustainable or low-carbon travel options such as walking, biking, public transport, and micro-mobility modes.



We, as Hamiltonians can act to reduce emissions.

As Hamiltonians, we know we have opportunities to reduce emissions:

- Hamilton's flat landscape and compact size creates significant opportunities for us to take up alternative transport comfortably, such as walking and biking.
- As a 20-minute city of compact, and connected neighbourhoods, Hamiltonians can easily access the essential things we need quickly by walking or biking instead of having to rely on private vehicles. We can encourage this by providing safe and attractive options for short trips and plan our land use better, so activities are closer together.
- Opportunity for public transport: we have an extensive public transport system and by improving coverage and ridership services, we can make public transport more attractive for Hamiltonians and visitors to reduce emissions. This is covered in more detail under the 'genuine travel choice' outcome area.
- Opportunities for more efficient rail freight: we know that on average, every tonne of freight moved by rail produces 66% fewer carbon emissions than road-based heavy freight movements. Increasing rail freight share in the Waikato is an opportunity to reduce emissions, while also increase efficiency¹⁷. Focusing on first and last-mile movements, we have the opportunity to significantly reduce our emissions.
- Carbon-neutral vehicles: we are supporting carbon-neutral vehicles. By partnering with WEL Networks (a local electronic distribution company), we are providing electric charging stations around Hamilton Kirikiriroa¹⁸. Having cleaner vehicles on our roads helps us to achieve our climate change targets.

We need to embrace, capitalise, and expand on these opportunities going into the future to help us achieve the vision for Hamilton Kirikiriroa and emissions reduction targets set out in our climate change strategy.

Case study: solar powered biking paths in Cambridge, UK¹⁹

Cambridge City Council in the United Kingdom has installed solar powered lighting for 900m of the Coe Fen shared footpath - a key commuter biking route into the city centre. The council had to ensure that installing the light would not change the natural landscape of Coe Fen and adversely affect local wildlife. Illuminating the shared use path has reduced public safety concerns and allowed for cyclists and pedestrians to use the path all year round, with one in three Cambridge residents choosing to bike to work. The success of the path has meant the solar lighting has been extended a further 250m.



What does low-emission, resilient transport look like?

A low-emission transport system that is resilient against climate change.

- Hamilton's transport system supports the city to achieve the emissions reduction minimum target of 30% by 2030, and a minimum 82% reduction by 2050.
- There is a higher proportion of freight moved by rail.
- The transport system can adapt quickly and effectively to climate change, with minimal disruptions to services and access.
- The transport system is well-supported by strategies and policies which enable developments to make the transport network more resilient to climate change.

Focus areas

- Investigate and deliver connected, separated, safe bike and walking facilities on key routes.
- Promote low and zero emissions vehicles.
- Discourage high-polluting vehicles on our roads to improve air quality, environment and reduce noise.
- Transition Hamilton City Council's fleet to zero emissions by 2040.

- Deliver wide, high-quality footpaths between key destinations.
- Deliver community and school programmes to encourage and support more people to walk, bike and use the bus.
- Deliver bike and micro-mobility parking in key destinations.
- Investigate zero emissions zones or congestion charge zone in central Hamilton.
- Coordinate climate change initiatives with Central Government to promote Hamilton's needs.
- Provide high-quality public transport priority infrastructure to improve public transport reliability and frequency.
- Work with Waikato Regional Council to improve public transport reliability and frequency.
- Support and require key employers to have workplace travel plans that encourage mode shift.
- Support uptake of local electric distribution technology for businesses and local deliveries.
- Provide high-quality, people-welcoming public transport centres to support mode shift.
- Support schools to have travel plans that encourage mode shift.
- Support integration of different modes across the region via seamless station access for key bus stations, high-quality end of journey facilities, and park and ride facilities.
- Support car share schemes and carpooling initiatives to decrease private car ownership.
- Support developers to invest in the community and incorporate sustainable elements into design and construction.

How we'll measure success

Performance measure	Baseline data and source	How we'll know we are successful
CO₂e emissions Tonnes of CO ₂ equivalents emitted from transport, by <ul style="list-style-type: none"> absolute value per capita 	<ul style="list-style-type: none"> 635,615 tonnes CO₂e in 2018/2019 3.7 tonnes CO₂e per capita Population in 2019: 169,500 Source: Waikato regional greenhouse gas inventory	2030 target: minimum emissions reduction of 30% (city-wide) 2050 target: minimum emissions reduction of 82% (city-wide) Transport sector emissions reduction target TBC
Vehicle kilometres travelled (VKT) Vehicles kilometres travelled by cars and light vehicles	<ul style="list-style-type: none"> Light VKT in Hamilton Kirikiriroa: 249,598,637 (2020/2021) Light/heavy not known VKT in Hamilton Kirikiriroa: 820,038,733 (2020/2021) Source: Waka Kotahi Data and Tools VKT	Reduce VKT by cars and light vehicles
Carbon neutral vehicles Number of zero-emissions vehicles on Hamilton's roads	Source: Household Travel Survey, Census Data and other central government statistics, partner surveys	Increase number of zero-emissions vehicles on our roads
Single occupant private vehicle Overall single occupant private vehicle travel <ul style="list-style-type: none"> three-year average per capita 	Source: Household Travel Survey, Census Data and other central government statistics, partner surveys	Decrease single occupant private vehicle trips

5.3. Enjoyable and liveable city **He taaone ngahau e tau ai te noho**

Outcome area

People's ability to enjoy life and thrive in the city they live in is important for their hauora (wellbeing) and their sense of belonging to the community. The way we move can contribute to this. Visitors to the city should also have good, clear transport choices.

Context

We want our transport system to not only let people access the many opportunities that Hamilton Kirikiriroa has to offer, but also provide an enjoyable journey along the way.

Public spaces are important for the long-term liveability and prosperity of the city. Streets with ample seating, greenery and public art will mean Hamiltonians and our visitors have pleasant places to relax, rest and enjoy the city.

An enjoyable and liveable city that is served by a connected, easily accessed and pleasant transport system is the key for Hamiltonians' wellbeing and overall quality of life.



Key insights

Our young population is specifically vulnerable in Hamilton, and should have what they need to live a full life.

Young people have a huge role to play. We are a city with talented and well-educated young people who have a lot to offer.

Almost a quarter of our people are young - we are the most youthful city in New Zealand.

Almost a quarter of Hamiltonians are 15-25 year olds²⁰ and our youth is an integral part of creating a transport culture that is more active, more fun and easier to navigate.

This could include shared transport spaces that are vehicle-free in the city centre, so we are able to enjoy the city without the risks associated with dangerous crossings or vehicles travelling nearby at high speeds.

We need to support our young population to live, stay and grow in Hamilton Kirikiriroa.

“Play” is about ‘physical fun and adventure wherever you are’.²¹

In Hamilton Kirikiriroa, we have quite a broad definition of “play”. It could include involvement in competitive organised sports, riding bikes recreationally on a sunny day, having a space to hang out with friends, taking a walk in the park, or spontaneous play with our friends or neighbours.

This means the opportunity to play in Hamilton Kirikiriroa is vast, with destinations like Victoria on the River, Waikato Museum, Hamilton Gardens, Seddon Park, and our local parks and reserves.

With this broad and inclusive definition, we want more Hamiltonians to embrace the outdoors and engage in the range of activities that Hamilton Kirikiriroa has to offer.

Play improves people’s individual wellbeing, and this benefits the hauora (wellbeing) of the wider collective.

Engaging in play across all stages of life has physical health and mental health benefits and contributes to improving individual and community wellbeing.

Play helps protect us against a range of physical ailments, including obesity, dementia and heart disease. Biking and walking can be a part of play and a UK study found that regular biking can reduce your risk of death from any cause by 41%²², while another study found that walking can reduce the risk by 39%.

Play is also found to improve self-confidence, self-esteem and physical self-perception in young people²³. People can start conversations and form connections while they are playing in a sports field, or walking and biking on our streets. Play creates a stronger sense of belonging to our community.

Play is a vital part of what makes up a fulfilled life, and we need to ensure that our transport system supports Hamiltonians to engage in play in all stages of life that enhances health and wellbeing.

Walking and biking contribute to a greener and more liveable city.

More people walking and biking on our streets would mean less noise, less congestion, less air pollution, and fewer emissions, making our city greener and more liveable. Through walking and biking, people can fully immerse themselves in the sound, smell, greenery and the culture that Hamilton Kirikiriroa has to offer.

We are working towards a climate change strategy, and creating a green, clean city that current and future generations of Hamiltonians can live in and enjoy.

Our transport system should include the healthy streets' approach.

Putting Hamiltonians' health and experience at the heart of planning is what we want to do so we want to adopt the healthy streets approach²⁴. This is a new type of thinking, adopted in the London Transport strategy, that uses indicators to assess our people's experience of using our streets.

What does an enjoyable, liveable city look like?

Hamilton Kirikiriroa is a great place to live and work for everyone.

- Hamiltonians love moving around the city and exploring new places to be physically active.
- Our streets, footpaths and public places are comfortable spaces for people to relax, rest and immerse in the city's art and culture.
- Our streets and footpaths are places where people can move, interact, and for young people to play safely.
- People can move seamlessly on foot or by bike between parks, schools, shops, work and across city, to explore the city with sense of joy and wonder.
- Our central city is vibrant as it is easily accessible for all Hamiltonians to come together to work, play and enjoy.
- Our transport system is built around the healthy streets indicators.

Focus areas

- Deliver wide, high-quality footpaths between key destinations.
- Deliver community and school programmes to encourage and support more people to walk, bike and use the bus.
- Provide high-quality public transport priority infrastructure to improve public transport reliability and frequency.
- Work with Waikato Regional Council to improve public transport reliability and frequency.
- Use underutilised road space for amenities, greenery and cultural landmarks.
- Improve navigation around the city by providing accurate and timely wayfinding.
- Deliver high-quality urban realm for a vibrant central city.
- Protect the Waikato River through prioritising our blue/green network.
- Provide high-quality, people-welcoming public transport centres to support mode shift.
- Provide high-quality end-of-trip facilities.
- Support schools to have travel plans that encourage mode shift.
- Promote flexible and/or staggered working hours to reduce peak hour congestion and road conflicts.
- Optimise traffic signal timing to reduce delays for bus services, pedestrians and cyclists.
- Support integration of different modes across the region via seamless station access for key bus stations, high-quality end of journey facilities, and park and ride.
- Support car share schemes and carpool to decrease private car ownership.

How we'll measure success

Performance measure	Baseline data and source	How we'll know we are successful
Hamiltonians' rating experience of public transport, walking and biking Hamiltonians' perception of their experience in public transport, walking and biking	<ul style="list-style-type: none"> 68% agree that public transport is easy to get to 54% agree that public transport is frequent 47% agree that public transport is reliable 50% agree that public transport is affordable 15% agree that going "anywhere on my bike safely" would encourage more regular biking and e-scooting Only 6% of the biking network is perceived as safe²⁵ Source: Biking and Micro-mobility Survey, Waka Kotahi Perception of Walking, Quality of Life Survey	Improvement in perception rating for public transport, walking and biking
Extent of walking and biking facilities Network kilometres of walking and biking facilities delivered	321km of biking facilities: 43% on-road biking facilities, almost zero on-road segregated biking facilities, 24% off-road shared paths and 29% park shared paths. Source: Hamilton City Council GIS	Increase in kilometres of walking and biking facilities
Extent of greenery (plants, flowers, parks) on roads Nature has a key role to play in our adaption response. In making our infrastructure more resilient we can incorporate nature-based solutions such as green roofs, natural waterways and trees; all which help reduce urban heat island effect and reduce run-off into our stormwater network	Source: The Nature in the City strategy	Tree canopy cover increases across the city Native vegetation cover will increase by 10% by 2050, in alignment with our Nature in the City strategy

5.4. Environmental responsibility

Ngaa haepapa moo te taiao

Outcome area

The transport system should remove and mitigate negative impacts on the environment. There is also a need to protect our taonga (treasure) and te awa o Waikato, so that it continues to sustain abundant life.

Context

We want to be a sustainable city, and this means challenging the way we grow and live within the city. We love our environment and we want to protect it so that future generations can still call Hamilton Kirikiriroa home.

We recognise and embrace our individual and collective roles as kaitiaki (caretakers) of our land, water and air. Together, we want to protect our taonga (treasures) like the Waikato River, so it continues to sustain abundant life. We need to plan well for a future where neighbourhoods and natural environment can co-exist in harmony. Trees and greenery in our streets are important for our environment and creating a sense of place. Our transport system and land use decisions should remove, reduce and mitigate impacts on the environment. We take personal responsibility for the city we live in by choosing to live more sustainably. This might look like walking to the shops if it's a quick grocery trip, using public transport to get to the next big rugby game, or jumping on a bike for slightly longer journeys for which you might normally use the car.



Key insights

Te awa o Waikato and its catchment should be protected as it is part of who we are.

The vision from Te Ture Waimano o Te Awa o Waikato (the Vision and Strategy for the Waikato River), is a future where “a healthy Waikato River sustains abundant life and prosperous communities who, in turn, are all responsible for restoring and protecting the health and wellbeing of the Waikato River, and all it embraces, for generations to come”.

We want a healthy awa for our kids and grandkids to enjoy as much, if not more, than we do.

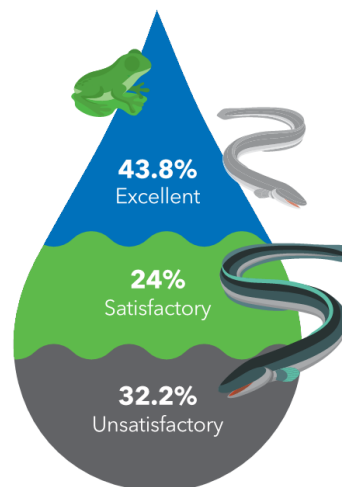
Unfortunately, the health of te awa o Waikato has been degrading in recent decades, due to land use changes. Water quality downstream of Hamilton Kirikiriroa is not always good enough for swimming or for ecological health.

Managing our transport system can play a part in preventing further degradation by ensuring that contaminated stormwater from our roads does not end up in our river.

We want to restore and protect te awa o Waikato and its relationship with our community through promoting improved access to the awa, to better enable sporting, recreational and cultural opportunities²⁶.

Water quality for ecological health

2015-2019

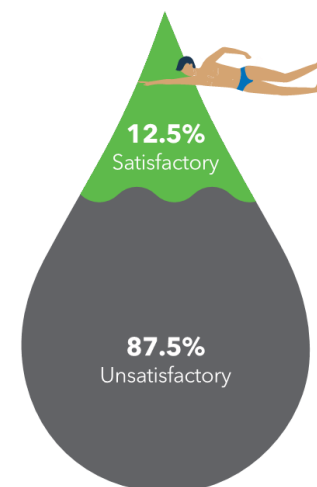


Lower Waikato River water quality

- Excellent
- Satisfactory
- Unsatisfactory

Water quality for swimming

2015-2019



Air quality is good, but we need to prepare for the future.

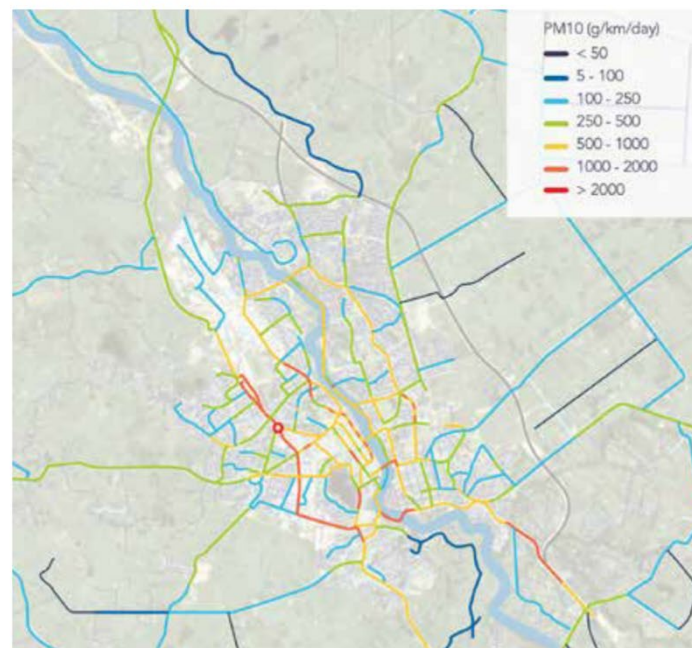
Good outdoor air quality is fundamental to Hamiltonians' wellbeing. Air pollution caused by carcinogenic diesel emissions, high levels of nitrogen dioxide (NO₂) and particulate matter (PM) will lead to health conditions such as respiratory diseases, heart attacks, and lung cancer, and shorten the lives of Hamiltonians.

Right now in Hamilton Kirikiriroa, air quality is good with particulate matter (PM₁₀) levels well under the guidelines. PM₁₀ is a measure of air quality and contains microscopic solid or liquid droplets that if inhaled, may cause serious health problems²⁷.

However, with future growth in population, more residential housing on arterial roads, air quality may decrease. While the main source of poor air quality is from home heating using wood, traffic is a significant source of poor air quality (11% of PM₁₀) especially near busy intersections²⁸.

From transport's perspective, high traffic flows, congestion, heavy vehicle movements, and steeper roads lead to higher level of pollution concentrates and poor local air quality²⁹.

Hamilton's transport network needs to contribute to good air quality levels. This will protect Hamiltonians' health, especially our children, and help us tackle climate change. More people choosing to walk, bike or bus will help. More trees and greenery around our streets, and cities will also help. There is also a need for vehicles to be clean and energy efficient as well, to continue reducing our carbon emissions in the long term.

Vehicle emissions

Noise pollution is low, but we need to prepare for the future.

Noise pollution is unwanted sound that negatively impacts the wellbeing of our people³⁰. Noise pollution can lead to hearing loss, sleep disturbance, stress, anxiety, high blood pressure, poor mental health, poor work and school performance, and cognitive impairment in children.

The risk of cardiovascular disease increases when noise levels exceed 60 decibels, which is the case on some of our roads.

In 2019, on regional and arterial roads in Hamilton Kirikiriroa, approximately 101,179 people are exposed to category A levels of noise – below 64 decibels adjusted, while under 100 people are exposed to more than 67 decibels adjusted (category C levels)³¹. These are under the guideline of 85 decibels adjusted value³².

It is great to see that most people in Hamilton Kirikiriroa are not exposed to unhealthy levels of noise at the moment. Noise can also discourage people from walking, biking and spending time on our streets.

It is important that the transport system, and construction of future interventions, maintains low noise levels. These may consider new approaches to noise management, reduced speeds, consideration of which surfaces we use on our roads, and encouraging usage of quieter electric vehicles. The land use planning system also has a role to play with supportive zoning patterns and planning and design rules that mitigate noise.

What does environmental responsibility in transport look like?

A healthy te awa o Waikato and natural sites that sustain abundant life and prosperous communities for all generations.

- Te awa o Waikato is restored and protected from harm so that it continues to sustain abundant life and prosperous communities for all generations, in line with the vision in Te Ture Whaimana o Te Awa o Waikato³³.
- The health of te awa o Waikato is improved as contaminants from our transport network are reduced.
- Hamiltonians have improved access to te awa o Waikato with better sporting, recreational and cultural opportunities.
- Hamiltonians choose to use low-emission transport options, such as walking, biking and public transport because it is sustainable, convenient and fun.
- Our streets are quieter, greener and more relaxing for Hamiltonians, with fewer, quieter cars and more greenery.
- Our air is cleaner, with lower levels of air pollution (PM10, PM2.5 and NO2).

Focus areas

- Investigate and deliver connected, separated, safe bike and walking facilities on key routes.
- Promote low and zero-emissions vehicles.
- Discourage high-polluting vehicles on our roads to improve air quality, improve the environment, and reduce noise.
- Deliver wide, high-quality footpaths between key destinations.
- Deliver community and school programmes to encourage and support more people to walk, bike and use the bus.
- Provide high-quality public transport priority infrastructure to improve public transport reliability and frequency.
- Work with Waikato Regional Council to improve public transport reliability and frequency.
- Improve access to the River Path with better sporting, recreational and cultural opportunities.
- Enhance existing relationships with tangata whenua and continue to work closely with them as partners to deliver the aspirations of this strategy.
- Protect the Waikato River through prioritising our blue/green network.
- Support integration of different modes across the region via seamless station access for key bus stations, high-quality end-of-journey facilities, and park and ride facilities.
- Transition Hamilton City Council fleet to achieve a 44% emission reduction by 2030.

How we'll measure success

Performance measure	Baseline data and source	How we'll know we are successful
Ambient air quality - NO₂ & PM₁₀ Concentration of nitrogen dioxide (NO ₂) and particle matter (PM ₁₀) in µg/m ³	<ul style="list-style-type: none"> • NO₂ at 42µg/m³ (2019 annual mean at Killarney Rd/Greenwood St) • PM₁₀ at 13µg/m³ (2021 annual mean at Claudelands) Source: Stats NZ Nitrogen Dioxide Concentrations, Land Air Water Aotearoa (LAWA) Air Quality	Improvement in air quality
Water quality - te awa o Waikato Waikato River water quality for swimming and ecology	<ul style="list-style-type: none"> • 2015 - 2019 water quality for ecological health: 43.8% excellent, 24% satisfactory, 32.2% unsatisfactory • 2015-2019 water quality for swimming: 12.5% satisfactory, 87.5% unsatisfactory Source: Waikato Regional Council Water Quality Monitoring Data	Improvement/no further degradation in water quality due to reduced runoff from the road system

5.5. Genuine travel choice

Ngaa whiringa haere

Outcome area

Providing for a range of transport options gives people travel choices, whether private vehicle, taxi, public transport, scootering or active transport such as walking and biking. These choices mean that everyone can access various parts of the city when they want to by a range of modes, and supports mode shift and the benefits this brings.

Context

We need to provide a range of genuine travel choices for Hamiltonians to change our way of travel easily and intuitively.

Hamilton Kirikiriroa has the highest car use rates for trip making in the country. We need to make significant changes and investment to provide Hamiltonians with attractive alternative transport options. These include wide footpaths with amenity for walking, comfortable and connected biking paths and welcoming, reliable and frequent public transport. We want to make Hamiltonians feel like they want to use a bike, scooter, skateboard or a bus pass instead of a car, as it's more convenient and efficient.

Increasing the share of travel by public transport, walking and biking means we are improving the wellbeing of Hamiltonians by shaping a more accessible and safe transport system. We are growing our city more sustainably with less congestion, cleaner air and we are on our way to achieve our emission reduction targets for 2030 and 2050.

Hamilton Kirikiriroa has the highest car use rates in the country for trip-making.



Key insights

We're the fourth largest city in the country with opportunities for great biking and walking networks, but most of us are driving.

A Hamiltonian once said, "Hamilton is a driving city. It's what people do".

Our high car use has been encouraged by historically high investment in our roads. With further population increases, it will mean more congestion, high carbon emissions, poor journey time reliability, low productivity and reduced amenity for walking and biking. In the long term, it may even encourage demand for further urban sprawl.

Shifting from private vehicles to more active modes is a priority for changing our transport network to be more reliable and sustainable.

Over 81% of workers and 57% of students travel by car.

We've got a comprehensive bus system, but it's not supported by infrastructure.

The current public transport network in Hamilton Kirikiriroa city has good coverage (see current transport network map) but has long, indirect and unreliable routes.

We have less than 1km of priority lanes for buses in Hamilton Kirikiriroa.

There is a lack of investment in public transport infrastructure, with very limited bus priority measures, low quality shelter and seating and no real time information displays. The journey times by public transport to important places including hospital, schools, entertainment and shopping areas are incomparable to private vehicle trip times.

The perception of public transport also isn't great. 69% of those surveyed did not use public transport over the past year or could not access public transport. Based on surveys, the barriers³⁴ include that the perception that public transport is unsafe, and public transport is unreliable. This is a direct result of the lack of infrastructure and bus priority. In Hamilton Kirikiriroa, only 47% agree that public transport is reliable (meaning comes on time), which is the lowest of the eight cities surveyed³⁵.

We need to provide better infrastructure to provide high-quality and reliable services to improve Hamiltonians' public transport experiences.

Only 47% of Hamiltonians surveyed agree that public transport is reliable.

Most of our bus routes lack frequency.

While the coverage is great, with 95% of households in Hamilton Kirikiriroa being within 600m of a bus stop, there is a lack of rapid, frequent public transport services.

Infrequent services is one of the key barriers for people to take public transport.

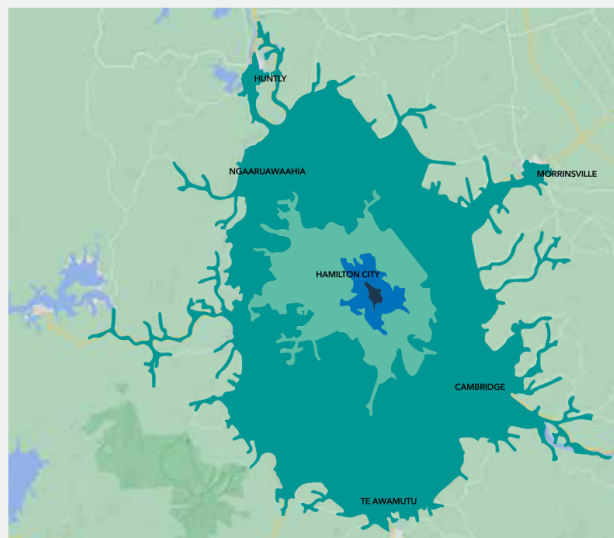
Frequency is important because higher frequency means people don't have to wait for the service as long, and the overall travel time improves. Higher frequency also provides greater flexibility and the ability to "turn up and go" without worrying about a timetable.

If we want more of our people in buses and out of cars, we need to provide more frequent and reliable services to reduce wait times.



There is a need for more flexible and extended public transport services to cater for shift workers and those with flexible work hours - especially post-COVID-19.

Case study: taking a look at how far you can go in 15 and 30 minutes from Hamilton's city centre, compared to public transport



People can travel around Hamilton Kirikiriroa in a private vehicle a lot easier than they can by public transport. For example, currently 30 minutes in a car takes you significantly further than 30 minutes riding the bus. This significant difference makes it difficult to advocate for public transport use, as travelling in a private vehicle can be more convenient, is faster, and allows access to many more opportunities.



 Public Transport

 15 min  30 min

 Car

 15 min  30 min

Our pedestrian and bike network has huge potential.

Although our biking network is relatively extensive, the facilities provided are mostly on-road and inconsistent - and therefore, less attractive.

Hamiltonians' perception of biking isn't great, and here's what they say:

- 55% say they would ride a bike more often if it felt safer³⁷
- 37% of people don't feel safe biking in the dark³⁸
- 38% don't feel safe because of the speed of other road users
- 38% don't feel safe because of how people drive

To increase the share of walking and biking across our transport network, we need to ensure the facilities are high-quality, safe and attractive.

What do genuine travel choices look like?

More people choose to travel on foot, by bike, by bus or using micro-mobility devices such as scooters.

Hamiltonians choose to travel on foot or on a bike because safe, high-quality facilities and a welcoming environment make walking and biking an enjoyable experience.

- Hamiltonians choose to travel by bus due to its convenient, frequent and reliable service, and high-quality interchanges.
- Walking, biking, scootering, skateboarding, and public transport are accessible, safe, and viable options for all at any time of the day.
- A frequent, fast and reliable public transport network that provides travel time comparable to making the same trip using a private car.
- Pedestrian environments have wide footpaths, great amenities, high security, and a reduced risk of harm from vehicles.

Focus areas

- Investigate and deliver connected, separated, safe bike and walking facilities on key routes.
- Provide biking safety education programmes for kids and adults.
- Deliver wide, high-quality footpaths between key destinations.
- Deliver community and school programmes to encourage and support more people to walk, bike and use the bus.
- Deliver bike and micro-mobility parking in key destinations.
- Provide high-quality public transport priority infrastructure to improve public transport reliability and frequency.
- Work with Waikato Regional Council to improve public transport reliability and frequency.
- Use underutilised road space for amenities, greenery and cultural landmarks.
- Support and require key employers to have workplace travel plans that encourage mode shift.
- Provide high-quality, people-welcoming public transport centres to support mode shift.
- Provide high-quality end-of-trip facilities.
- Support schools to have travel plans that encourage mode shift.
- Promote flexible and/or staggered working hours to reduce peak hour congestion and road conflicts.
- Optimise traffic signal timing to reduce delays for bus services, pedestrians and cyclists.
- Support integration of different modes across the region via seamless station access for key bus stations, high-quality end-of-journey facilities, and park and ride facilities.
- Support car share schemes and carpooling initiatives to decrease private car ownership.
- Identify people with transport disadvantages, and provide viable transport choices for these people.
- Implement accessibility and mobility improvements in Hamilton.
- Support developers to invest in the community and incorporate sustainable elements into design and construction.
- Trial technology to enable innovative solutions to understand and better manage transport usage.
- Identify and implement changes to kerbside spaces to optimise use of space and improve efficiency.



How we'll measure success

Performance measure	Baseline data and source	How we'll know we are successful
Mode share Proportion of people using public transport, and active modes of travel	<ul style="list-style-type: none"> Journey to work: 81% car or passenger in car, 5% walk, 3% bus, 2% bike Journey to education: 57% car or passenger in car, 20% walk, 13% bus, 5% bike Source: Census	Improvement in the number and proportion of people who choose to use active modes and public transport Refer to the Biking and Micro-mobility Programme for more targets
Average travel time Average travel time for key public transport routes	<ul style="list-style-type: none"> Waikato University to The Base, AM peak: 45 minutes (via Orbiter) Te Awa to Hamilton, AM peak: 30 minutes (via Orbiter and Route 21) Hamilton to Ruakura, AM peak: 20 minutes (via Route 30) Source: March 2019 Waikato Regional Council Actual Travel time, Google Travel Time	Improvement in public transport journey time on key routes
Public Transport Patronage Number of passengers using public transport: <ul style="list-style-type: none"> total per head of population 	<ul style="list-style-type: none"> 3,691,352 boardings in Hamilton Kirikiriroa in 2019 22 boardings in Hamilton Kirikiriroa in 2019 per head Population in 2019: 169,500 Source: Waikato Regional Council Pre-Card, and Bee Card Patronage Data	Improvement in patronage per head of population
Cyclist numbers Number of people biking in Hamilton Kirikiriroa: <ul style="list-style-type: none"> total per head of population 	<ul style="list-style-type: none"> Across all sites with a counter installed, an average daily count of 67 cyclists is recorded Most popular site is Wairere Drive northbound, with an average daily count of 149 Second most popular site is the river path, with average daily count of 120 Source: bike counter	Improvement in number of cyclists per head of population Refer to the Biking and Micro-mobility Programme for more specific targets
See above sections for associated performance measures including: <ul style="list-style-type: none"> Hamiltonians' rating experience of public transport, walking and biking Extent of walking and biking facilities 		

5.6. Inclusivity

Ngaā miro katoa

Outcome area

Providing a range of transport options to make access to the city available to all is important if everyone in our city is to meet their needs and thrive. We want to promote a fair transport system that allows all residents and visitors to safely and reliably access their preferred destination based on their individual needs.

Context

Providing a range of transport options would make access city more inclusive for all. Council wants to promote a fair transport system that allows all residents and visitors to access places safely and reliably regardless of their individual needs. These choices mean that everyone can access various parts of the city how and when they want to. Particularly for Hamilton Kirikiriroa with so many neighbouring towns, it is important that the transport system allows rural communities to feel connected to the city.

For a transport system to be truly inclusive, it needs to be usable and accessible for more vulnerable users such as the mobility impaired, older people, younger children, and other members of our community who may be marginalised and are often overlooked in public design.

Access to education, employment, family, friends and social activities is crucial to both wellbeing and the human experience. Transport is at the centre of this. If the network is inclusive and caters to the most vulnerable communities, then it is better for everyone.

Alongside a transport system that is accessible for everyone, it also needs to be inclusive of Hamilton's rich history and diversity. The transport network should reflect the narrative of how it became home to the Waikato-Tainui iwi over 700 years ago and acknowledge the people, events and stories since that time. We can incorporate storyboards, pavement design, and public spaces for the 160 cultures which call Hamilton Kirikiriroa home - and reflect on their journey to the city, and how they add to its richness and diversity.





Key insights

Meeting the diverse needs of users for more equitable transport.

Transport equity and inclusivity means that transport enables everyone to fully participate in all aspects of life, regardless of their background, socioeconomic status, financial situation, age, ability, or sexual orientation.

People's experiences in using the transport system are unequal and transport inequity affects many different groups. Hamilton Kirikiriroa is diverse, and we need to consider each individual's diverse needs to ensure equality, equity and inclusive access for all.

Case study: the different needs of Hamiltonians

Income and employment: the median income in Hamilton Kirikiriroa is \$30,000 per year, which is lower than the New Zealand average.

"Unemployment rates in Hamilton Kirikiriroa have been consistently higher than New Zealand average since 2001"³⁹.

Our transport network should be affordable for both people on lower incomes, as well as the unemployed. We want to ensure lower cost options, such as walking and biking are viable and accessible.

Gender: women often feel more unsafe than men in many situations. In the 2021 Hamilton Central City Safety Survey⁴⁰, a staggering 64% of women said they felt unsafe, much worse than the safety perceptions of their male counterparts. Additionally, caregivers with additional responsibilities have more complex trip patterns than those who work full-time, as they move between various locations more frequently.

64% of women feel unsafe in Hamilton Kirikiriroa central city after dark.

Rainbow community (LGBTQIA+): in the Waikato region, 4% of the population belong to the rainbow community⁴¹. The rainbow community is twice as likely to report feeling anxious, nervous and worried compared to those who do not identify with its related groups⁴².

Our transport network should help all people to feel included and should not add to their concerns. This could include positive messaging, well-lit facilities and welcoming transport spaces – bus stops, train stations, biking paths – to ease the nerves of anxious and worried travellers.

Age: both older and younger people have far more limited options for moving around the city if they cannot drive, and complex intersections or busy roads are more difficult to navigate.

Older people need convenient access to social services, hospitals, and recreational spaces to engage with the community.

Along with children, young people and caregivers, older people also need a transport system that is safe and enjoyable to use.

Creating a transport network that caters to those of limited abilities whilst being a safe, fun experience for young people is crucial for all people to feel included.

Disability and temporary impairments: a disability is an impairment with long-term limiting effects that impacts on a person's ability to carry out daily activities.

In 2013, one in four people in the Waikato region had some form of hearing, vision, physical, intellectual, psychological and/or other disability.

"Without a transport system that is not only accessible...available, affordable and acceptable to them, disabled people are prevented from living a full and inclusive life, in contravention of their human rights."⁴³

In addition to disability, we must also consider temporary impairments, including people with prams and small children, elderly, people with luggage, and injured people.

Our transport infrastructure and services should be easily accessible for everyone through their whole journey, regardless of their impairment.

Ethnicity: Hamilton Kirikiriroa is home to over 160 ethnic groups and has been home to Waikato-Tainui iwi for over 700 years.

Our transport network and public assets should reflect the stories and values of our Waikato-Tainui iwi, and represent the richness of culture from our 160 ethnic groups.

Rural access: Hamilton Kirikiriroa is surrounded by extensive and rich agricultural land, and this means rural families need access to Hamilton Kirikiriroa whether it be for jobs, education, healthcare, entertainment or social activities. Some are disadvantaged as they live in areas that are not well-served by public or alternative modes of transport.

Our transport network should be more connected so rural communities feel included and able to access to our city.

People who don't own a car: in central Hamilton Kirikiriroa, 22% of households do not own their own vehicle. This tells us that people might not need a car when they are well-served by public transport or live closer to their essential needs, but we also know not everyone can afford to buy or keep up with the running costs of a vehicle.

We need to provide for the people who can't afford a car, or can't or don't want to drive a car for various reasons.

22% of households in Hamilton Kirikiriroa do not have a vehicle.

There is an opportunity for public transport, walking and biking to improve transport equity.

The cost of owning a car is significantly more than it costs to walk or bike. People with limited travel options travel less overall⁴⁴, creating a barrier for accessing work, education, healthcare and sustain a vibrant social life.

Walking and biking are low cost, independent travel options. With improvements to walking and biking to make them safe, comfortable and inclusive, we create attractive access options for everyone, and this in turn reduces transport inequity within our community.

Through transport design, infrastructure, facilities, spaces, and pricing we can ensure that all Hamiltonians feel included and experience a sense of belonging to our community.

Case study: Cambridge's disability cyclists

In the context of an ageing global population, mobility experts are increasingly seeing biking as a way to help people with disabilities move around cities independently. In Cambridge in the United Kingdom, improving biking infrastructure has allowed 26% of all commutes by disabled people to be made by bike⁴⁵. This highlights that for many in the disabled community, biking can be a viable and attractive option.



What does inclusive transport look like?

Hamilton Kirikiriroa is accessible for all because it has a city culture and heritage that is shared, protected and celebrated.

- Te ao Maaori values are embedded in our transport aspirations for Hamilton Kirikiriroa and we acknowledge the Waikato-Tainui iwi who settled here over 700 years ago.
- Our transport network and public assets reflects the richness of the 160 cultures that call Hamilton Kirikiriroa home alongside Waikato-Tainui iwi.
- People of all cultures and abilities have equitable access to the infrastructure, services and support they need to thrive.
- The needs of the most vulnerable are prioritised, particularly older people, children, people with low income and disability and activity limitations, to provide safe and accessible options for all.
- Our transport network provides reasonable connections with rural communities, so there is less need for them to use private transport.

Focus areas

- Deliver infrastructure improvements to make roads safer.
- Investigate and implement speed management within Hamilton.
- Investigate and deliver connected, separated, safe bike and walking facilities on key routes.
- Provide education to support safer behaviour on our public spaces and roads.
- Deliver wide, high-quality footpaths between key destinations.
- Deliver bike and micro-mobility parking in key destinations.
- Improve navigation around the city by providing accurate and timely wayfinding.
- Support and require key employers to have workplace travel plans that encourage mode shift.
- Improve access to Waikato River path with better sporting, recreational and cultural opportunities.
- Enhance existing relationships with tangata whenua and continue to work closely with them as partners to deliver the aspirations of this strategy.
- Identify people with transport disadvantages and provide viable transport choices for these people.
- Implement accessibility and mobility improvements in Hamilton.
- Understand and support expressions of Hamilton's cultures in transport corridors.
- Engage with our communities to understand their diverse and potentially changing needs.
- Encourage and support migrant education for biking, public transport and using electric vehicles.

How we'll measure success

Performance measure	Baseline data and source	How we'll know we are successful
Investment in inclusive infrastructure	Source: Long term Plan , Disability Action Plan	Increased level of investment targeting inclusive infrastructure Increased expression of Hamilton's culture in transport infrastructure Design of infrastructure in alignment with Maaori design principles – te aranga Audits undertaken for specific parts of the transport network that are particularly hazardous for vulnerable users
Ongoing engagements with tangata whenua and community groups	Source: Adherence to He Pou Manawa Ora - Pillars of Wellbeing Strategy	Meaningful and successful application of the strategy focus areas

How we'll measure success

Performance measure	Baseline data and source	How we'll know we are successful
Walking and biking network condition Percentage travel on bike network classified as complying with defined level of service (facility type)	43% on-road biking facilities, almost zero on-road segregated biking facilities, 24% off-road shared paths and 29% park shared paths Source: HCC GIS biking network	Improvement in good quality and fit-for-purpose walking and biking infrastructure
Access to key social destinations Proportion of population living within 15 and 30 minutes of key social opportunities (including education, healthcare, supermarkets) by public transport, walking and biking	Source: GIS Analysis using GTFS and street network and Census data	Increased population living within 15 and 30 minutes of key social opportunities by public transport, walking and biking
Spatial coverage of biking facilities Number of people living within 500m of a high-quality biking facility	Source: GIS Analysis with biking network and Census data	Increased in population living with 500m of high-quality biking facility
Spatial coverage of public transport Number of people within 500m of a bus stop or 1km from a rail or bus rapid transit station	Source: GIS Analysis with bus stops and Census data	Increased in population living within 500m of a bus stop or 1km from a bus rapid transit station

5.7. Thriving business and economic growth

He oohanga puaawai, he tupunga rawa

Outcome area

Hamilton Kirikiriroa has ample employment opportunities for young people, and strong business connections with the rest of the North Island. Creating a transport system that is efficient and supports these opportunities and connections through freight movements is important for economic growth in a thriving city.

Context

Hamilton Kirikiriroa is a major hub for business and industry, providing significant employment opportunities for Hamiltonians to thrive. Hamilton Kirikiriroa is a strong servicing and delivery centre for the rest of the Waikato.

A dynamic, integrated transport network is key to enhancing this position by allowing people to access employment and businesses to connect to each other and their customers. The potential for growth means more job opportunities for Hamiltonians, either as employees or innovators in their own businesses.

Integrating freight movements and creating a transport system that is efficient and supports business is important for this growing city, especially because Hamilton Kirikiriroa is at the centre of the 'golden triangle' of New Zealand's economy, encompassing Auckland, Hamilton Kirikiriroa and Tauranga. The golden triangle is home to over half of New Zealand's population, and it's no surprise that it also contributes to the country's economic growth in a similar way⁴⁶.

We have an exciting future ahead in creating this dynamic, integrated transport network to help our people, businesses and our city thrive.



Key insights

Our city is at the centre of the golden triangle and it is important that we continue to thrive.

The golden triangle is an integral part of economic growth for Hamilton Kirikiriroa and the wider Waikato region. The connections with neighbouring cities allow Hamilton Kirikiriroa to be a thriving business hub.

We need to continue to capitalise on the advantage that we have as the inland part of golden triangle to bring economic prosperity to Hamilton Kirikiriroa.



Freight vehicles and distribution play an important role for our city's economic growth and need to be effectively managed.

Freight deliveries are essential for the city to function and thrive as an industrial city in the golden triangle.

Freight vehicles need to have easy access to the strategic road network without having to travel through residential neighbourhoods or community centres.

We need to embrace and explore new freight and logistic ideas and innovations, so our city can continue to grow and thrive in a sustainable way.

We're not capitalising on our rail opportunity as much as we could be.

Currently, the majority of freight movements for Waikato is via roads. For the freight within the Waikato region, only 1% was moved by rail and for the freight from Bay of Plenty to Waikato only 4% was moved by rail. There are minimal rail freight movements between Auckland and the Waikato⁴⁷.

Only 1% of freight in the Waikato region is moved by rail - we should and can change this.

Increasing rail freight share in Waikato is not only a great opportunity to reduce emissions, but it will also increase efficiency, throughput and further benefits from economies of scale. It will also remove trucks from our roads, creating capacity for other users.

We want a vibrant city centre where our people can come together to play, work and shop.

Our city centre has the potential to be the vibrant heart of Hamilton Kirikiriroa, with things to do or see around every corner. We want our city to be alive with hustle and bustle, with people happily living and playing, and businesses prospering in the central city.

As the heart, our city centre can be the main hub for telling the story of our city.

The central city is the commercial, civic and social centre for the city and region, contributing to 12% of the city's GDP⁴⁸. Our central city is currently home to over 1500 business and property owners⁴⁹. We want to create space and use land wisely with good access, so that more local, national and international businesses can be part of our city centre.

Currently, our people tend to access the central city using a private vehicle and there are no safe routes for cyclists to travel through the area. Creating more pedestrian friendly places and reducing non-essential vehicles from central city's streets will free up valuable space to make our streets more attractive and efficient. We will have better amenity, less noise and fewer emissions in our central city for Hamiltonians.

We want to create a vibrant city centre that always has something going on for our diverse communities to come together to play, work and enjoy.

Our central city is home to 1500+ business and property owners.

Case studies: alternative modes' contribution to economic productivity

Research has shown the significant economic benefits of public transport and other alternative modes' contribution to economic productivity, and at times, above and beyond private vehicle.

Our central city should be accessible via different transport modes and enjoy easy access to our awa nearby, which is celebrated and treasured for the city taonga it is.

Public transport: public transport contributes directly to economic growth by providing easy, fast access between people's homes and where they work, play, study and access community services. Research shows that improved public transport increases productivity between 3% and 23% over other modes such as the private car⁵⁰.

Walkability: walking connections are critical to support productivity and vibrant economy. Multiple studies suggest walkability is likely to make a positive contribution to economic productivity. An Auckland study⁵¹ concludes that there is a significant positive association between walking, job density and labour productivity within the Auckland city centre.

A Melbourne study⁵² found that a 10% reduction in the connectivity of the pedestrian network (e.g. through extended waiting at signals) would reduce the value of the Hoddle Grid (1-by-0.5-mile grid of streets in Melbourne CBD) economy in central Melbourne by \$2.1 billion (equivalent to a 6.6 per cent reduction in the value of the economy).

We're a knowledge-led, tech-savvy city and we want to continue to be.

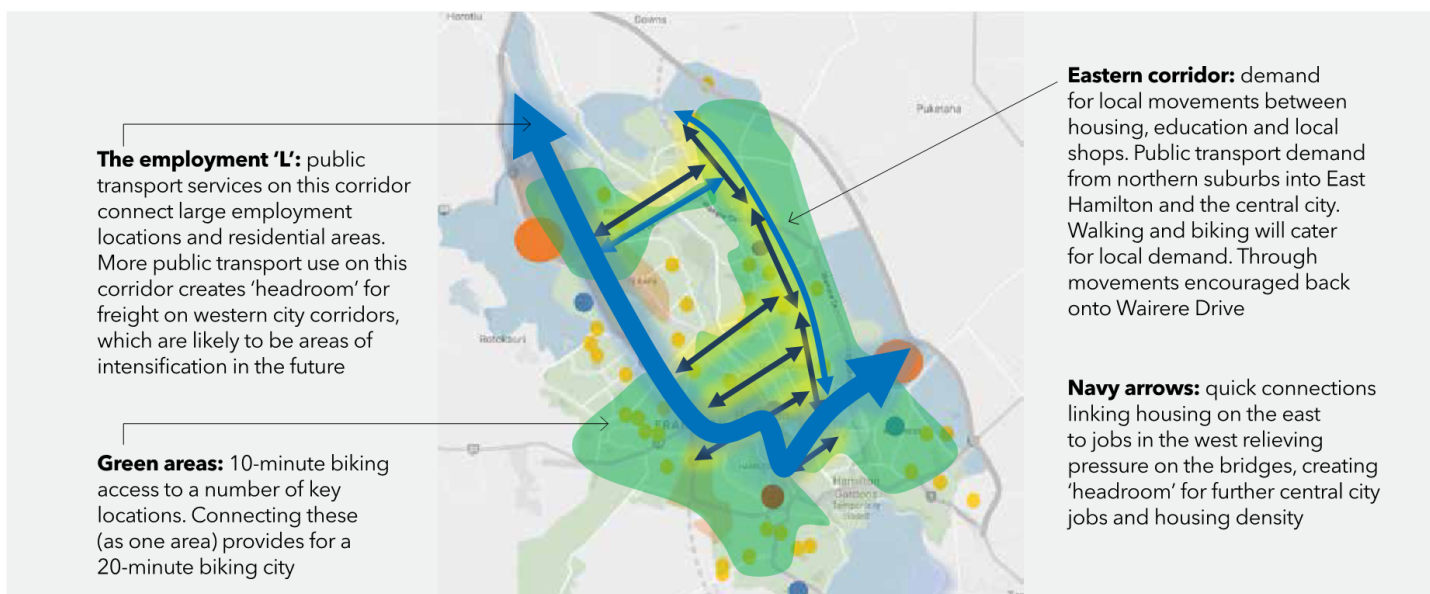
We are already home to world-class businesses across a range of sectors, bringing opportunities, jobs and investment. We are a tech-savvy city, with the digital know-how to deliver research and development on the world stage.

Global businesses like Fonterra, AFFCO, and highly valued education institutes including Waikato University, Waikato Institute of Technology (Wintec), Ruakura Research Centre (AgResearch), and Manaaki whenua – Landcare research thrive in our city. It is important that Hamiltonians can continue to access education, research and job opportunities to learn, grow and thrive. When Hamilton Kirikiriroa thrives, our wider region thrives.

We want Hamilton Kirikiriroa to continue to build on its growing reputation as a centre of excellence within innovation, training, smart and tech-sector industries. We need the transport infrastructure and support services in place to nurture and promote sustainable businesses that add value to our city.

Our residential areas need to be well connected to the buzzing locations in our city.

There are several distinct areas in Hamilton Kirikiriroa where most jobs are located - Te Rapa and the city centre - and some large employers including the hospital and university, which are commonly referred to as the employment "L"⁵³.



There are new residential developments in Rotokauri and Rototuna, and employment development at the airport business park.

It's important to connect existing and future residential areas to employment, and provide for commuter trips that are multimodal, reliable and frequent.

Reduced dependency on private vehicles can open the roads for essential trips, including freight deliveries.

Providing alternative modes of transport and encouraging alternatives to private vehicles mean less congestion on our roads and reduced pressure on the network. This would support our businesses by reducing the travel times of essential trips that must be made by car or truck, for freight, servicing, maintenance or delivery.

By reducing our dependency on cars, we can help improve the economic growth and productivity of local businesses.



What does thriving business and economic growth from transport perspective look like?

Hamilton Kirikiriroa is a great place for everyone to work and do business.

- Our businesses thrive and prosper as customers, employees and employers can conveniently access shops.
- We have sufficient spaces in key employment areas for businesses to conveniently load and unload supplies, access services, and maintain vehicles.
- We have an integrated freight network with a good balance of rail and road freight, and smaller carbon-neutral vehicles to ensure efficient and sustainable movements.
- Employment centres support employees shifting to alternative modes by providing safe facilities for micro-mobility and bike storage.

Focus areas

- Support and require key employers to have workplace travel plans that encourage mode shift.
- Deliver a high-quality urban realm for a vibrant central city.
- Support uptake of local electric distribution technology for businesses and local deliveries.
- Support the future freight form, i.e. support interregional rail freight, freight distribution centres on our urban fringes, local electric/hydrogen distribution vehicles and infrastructure, system-wide planning, and reduce freight vehicle travel during peak hours.
- Provide adequate and safe delivery and service spaces for business and retail.

How we'll measure success

Performance measure	Baseline data and source	How we'll know we are successful
Rail freight mode share Proportion of freight movements by rail	Source: MoT FIGS Rail Trends Data, National Freight Study	Increase rail freight mode share
Access to key economic destination Proportion of population living within 15 and 30 minutes of key economic opportunities (including work) by public transport, walking and biking	Source: GIS Analysis using GTFS and street network and Census data	Increase population living within 15 and 30 minutes of key economic opportunities by public transport, walking and biking

5.8. Supports quality growth and urban development

Hei tautoko i te tupu kounga me ngaa whanaketanga aa-taaone

Outcome area

Hamilton Kirikiriroa is a rapidly growing city because it is an attractive place to live and work. This will need to be carefully managed to ensure this growth supports the lifestyle we aspire to and the environmental outcomes we want to achieve.

Context

Hamilton Kirikiriroa is a rapidly growing city because it is an attractive place for people to live and work and we are growing faster than expected.

The interaction between land use patterns, growth and transport provision are particularly important because these combined factors shape our future social, economic and environmental prosperity.

In the future, we aspire to be living in compact urban areas that are served by well-connected public transport and attractive living environments. This means reducing urban sprawl and creating a quality and sustainable city that future generations can enjoy.



Key insights

Hamilton Kirikiriroa is growing quickly - and this is a good thing.

The population of Hamilton Kirikiriroa is expected to grow to over 230,000 people over the next 30 years. With more people moving to the city, we have the opportunity to shape land use to meet the changing needs of communities and support sustainable growth.

Over the next 30 years, we expect 230,000 people will call our city home.

We want to create compact urban environments that enable people to live close to employment opportunities, access good public transport facilities, businesses and community services.

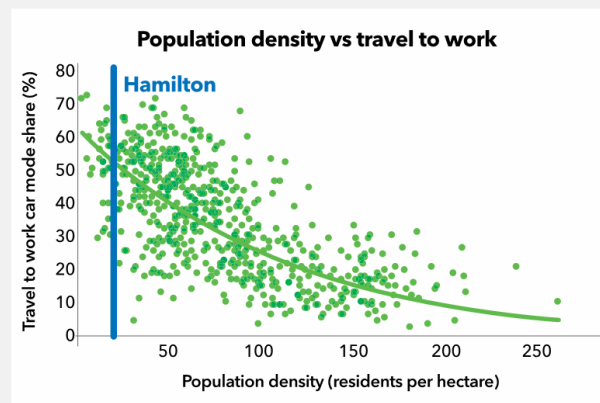
Case study:

London's population density vs travel to work mode share

A higher population density is inversely proportional to commuter car use; that is, the more people living in the city, the less likely it is that people will use private vehicles to travel around⁵⁴.

The existing relationship in Hamilton Kirikiriroa between proximity to the city centre and journey to work mode choice shows high active mode choice within 2 km of the city centre and higher public transport mode share within 3km are also a key considerations.

Currently, Hamilton Kirikiriroa has a population density of 16 residents per hectare. This means we sit at the lower end of the graph below. With a more compact urban form, we have the potential to be closer to the other side of the spectrum. With low commuter car share and correspondingly higher public transport, walking and biking mode share, we can achieve more sustainable living.



A car takes up the most road space and this leads to congestion.

A car takes up the most space, making it the least space-efficient transport mode, with the largest space per person (m²)⁵⁵. With high car use – our precious road space is used very inefficiently.



With population growth, congestion is expected to increase by 50% by 2040 during peak periods, particularly in the city centre, Hamilton East, Pukete Bridge and towards the Waikato Hospital.

Congestion is expected to increase by 50% in 2040 during peak traffic.

If there are no actions to encourage alternative modes of transport and no infrastructure to support this, in time, Hamilton Kirikiriroa will have heavy congestion.

Building our way out of congestion is not affordable nor effective. Using existing transport infrastructure better and encouraging modes that are more efficient (walking, biking, and public transport) will ease congestion, reduce travel times and create a desirable solution for the city⁵⁶.

Managing our parking effectively can help Hamilton Kirikiriroa grow in a sustainable way.

A Hamilton parking policy has been created with our people at the centre; it's about accommodating population growth, making the city more people-friendly, promoting wellbeing and supporting economic growth. We need to manage our parking effectively to support use by the intended users and drive sustainable outcomes for our city.

We should plan our city layout to improve access to public transport.

Public transport in Hamilton Kirikiriroa is often less attractive and less convenient compared to private vehicles, limiting travel choices and access to opportunities for people.

We need to create a compact and sustainable urban form and integrate this with the growing rapid transit network and micro-mobility networks. We need to ensure that our multi-modal transport network is shaped around where and how our communities will grow.

Doing this will mean more Hamiltonians can go to where they want to go easily on public transport, or via walking and biking.

We should plan our city layout to improve access to industrial areas for employment.

In many cities around the world, industrial centres have been set up a considerable distance from residential areas necessitating extensive car journeys. Hamilton is in the unique position that existing industrial areas are often within walking and biking distance of major residential areas.

To ensure our industrial areas are easily accessed by active modes, walking and biking facilities need to be designed as an integral element from day one in developing industrial areas.

Case study: relationship between public transport and land use

There have been many studies around the relationship between public transport and land use, which identify the urban development potential around public transport stations⁵⁷. Following a review of six international studies, we see that land use planning and public transport interventions influence one another and therefore, public transport investments can be used to leverage growth and developments in specific corridors and places, e.g. transport-oriented developments around key stations. This growth can be encouraged with good access to public transport, public policy, zoning and developments that are well-served by public transport.



What does supporting quality growth and urban development through transport improvements look like?

An adaptable, future-ready transport system that supports quality and compact urban form.

- Hamiltonians in compact urban areas are well-served by frequent public transport services, with high-quality and welcoming public transport interchanges.
- People can move seamlessly by foot or by bike between parks, schools, shops, work and across the city.
- Road space is allocated to provide the appropriate land use and transport infrastructure that is suitable for the right movement, place and time.
- Continued use of data and technology to understand our system performance, inform our decisions and evolve our transport system.
- The system is adaptable and future-proofed for changes, opportunities, and challenges.
- Our transport network continues to support Council's aspiration to be a 20-minute city with compact, connected and healthy neighbourhoods.

Focus areas

- Investigate and deliver connected, separated, safe bike and walking facilities on key routes.
- Provide biking safety education programmes for kids and adults.
- Deliver wide, high-quality footpaths between key destinations.
- Deliver community and school programmes to encourage and support more people to walk, bike and use the bus.
- Deliver bike and micro-mobility parking in key destinations.

- Provide high-quality public transport priority infrastructure to improve public transport reliability and frequency.
- Work with Waikato Regional Council to improve public transport reliability and frequency.
- Use underutilised road space for amenities, greenery and cultural landmarks.
- Support and require key employers to have workplace travel plans that encourage mode shift.
- Provide high-quality, people-welcoming public transport centres to support mode shift.
- Provide high-quality end-of-trip facilities.
- Support schools to have travel plans that encourage mode shift.
- Promote flexible and/or staggered working hours to reduce peak hour congestion and road conflicts.
- Optimise traffic signal timing to reduce delays for bus services, pedestrians and cyclists.
- Support integration of different modes across the region via seamless station access for key bus stations, high-quality end-of-journey facilities, and park and ride facilities.
- Support car share schemes and carpooling initiatives to decrease private car ownership.
- Identify people with transport disadvantages and provide viable transport choices for these people.
- Support high-density developments through policy, zoning, and maximising access by active modes and public transport.
- Support developers to invest in the community and incorporate sustainable elements into design and construction.
- Trial technology to enable innovative solutions to understand and better manage transport usage.
- Coordinate and add temporary traffic management to maintain good and safe access at all times.
- Identify and implement changes to kerbside spaces to optimise use of space and improve efficiency.

How we'll measure success

Performance measure	Baseline data and source	How we'll know we are successful
Use of technology for road network optimisation and flexible travelling information	Source: Long-Term plan technology initiatives	Increase use of data and technology so our transport network can respond quickly to change
See above sections for associated performance measures including: <ul style="list-style-type: none"> • Access to key economic destinations • Spatial coverage of public transport • Freight mode share • Access to key social destination • Spatial coverage of biking • Patronage 		

Making it happen

The success of this strategy is in its implementation – actually making it happen. The strategy will be used to inform our investment programme in collaboration with other transport agencies, particularly funders and service providers. This strategy is intended to be a live document, and it will be periodically reviewed to ensure outcomes are being achieved and the proposed actions are being implemented.

6.1. Partnerships and stakeholder relationships

We cannot deliver this strategy on our own and will work with a range of partners and stakeholders to achieve the vision and outcomes for Hamilton Kirikiriroa. This will include working in partnership with:

- Waka Kotahi
- Waikato Regional Council
- Waipaa District Council
- Waikato District Council
- tangata whenua
- Kiwi Rail
- property developers and the construction industry
- freight industry
- sports and leisure industry
- advocacy groups

In a constrained financial environment, we need to work efficiently and effectively through strong collaborative partnerships with other organisations.

Where existing governance structures or partnerships are not sufficient, we will consider establishing working parties related to specific issues over a specified time period, with relevant organisations involved. We will use international best practices as guide.

With strong working relationships with our partners and stakeholders, we can respond faster and more efficiently to our city's challenges and opportunities.

6.2. Public engagement

As we plan projects to deliver to the strategy outcomes, we will continue to engage with our community to identify local issues and deliver the best results. This will include engagement with:

- city residents and community groups
- city businesses and institutes
- special interest groups

6.3. What will we focus on?

A summary set of focus areas proposed by the strategy and their alignment with outcomes are shown on the next page. Several of these focus areas address multiple outcomes.

We're working on many of them already and new ones will be added to our plans. These focus areas will be used to guide both Annual Plan and Long-Term Plan prioritisation.

Focus areas	Status	Outcomes							
		A safe transport system	Climate change	Enjoyable and liveable city	Environment responsibility	Genuine travel choice	Inclusivity	Thriving business and economic growth	Supports quality growth and urban development
Deliver infrastructure improvements to make roads safer	Underway with Safety and Access Improvement Programme	✓		✓			✓		
Investigate and implement speed management within Hamilton	New	✓		✓			✓		
Investigate and deliver connected, separated, safe bike and walking facilities on key routes	Planned	✓	✓	✓	✓	✓	✓		✓
Improve personal safety using the transport network via better lighting and surveillance	New	✓		✓					
Invest in suitable technology for parking, red light and speed enforcement	New	✓							
Provide education to support safer behaviour on our public spaces and roads	Underway with Safety and Access Improvement Programme	✓		✓			✓		✓
Provide biking safety education programmes for kids and adults	Planned	✓		✓		✓			
Promote low and zero emissions vehicles	Planned		✓		✓				

Focus areas	Status	Outcomes							
		A safe transport system	Climate change	Enjoyable and liveable city	Environment responsibility	Genuine travel choice	Inclusivity	Thriving business and economic growth	Supports quality growth and urban development
Discourage high polluting vehicles on our roads to improve air quality, environment and reduce noise	Planned		✓		✓				
Transition Hamilton City Council fleet to achieve a 44% emission reduction by 2030	Underway		✓		✓				
Deliver wide, high-quality footpaths between key destinations	Underway with Safety and Access Improvement Programme	✓	✓	✓	✓	✓	✓		✓
Deliver community and school programmes to encourage and support more people to walk, bike and use the bus	Underway		✓	✓	✓	✓			✓
Deliver bike and micro-mobility parking in key destinations	Underway with Biking and Micro-mobility Programme		✓			✓	✓		✓
Investigate zero emissions zones or congestion charge zone in central Hamilton	New		✓						
Coordinate climate change initiatives with central government to promote Hamilton's needs	Underway with Climate Change Strategy		✓						
Provide high-quality public transport priority infrastructure to improve public transport reliability and frequency.	Planned		✓	✓	✓	✓			✓

Focus areas	Status	Outcomes							
		A safe transport system	Climate change	Enjoyable and liveable city	Environment responsibility	Genuine travel choice	Inclusivity	Thriving business and economic growth	Supports quality growth and urban development
Work with Waikato Regional Council to improve public transport reliability and frequency	Planned		✓	✓	✓	✓			✓
Use underutilised road space for amenities, greenery and cultural landmarks	Planned			✓	✓	✓			✓
Improve navigation around the city by providing accurate and timely wayfinding	Underway with various wayfinding projects			✓			✓		
Support and require key employers to have workplace travel plans that encourage mode shift	Underway with Biking and Micro-mobility Programme		✓			✓	✓	✓	✓
Deliver high-quality urban realm for a vibrant central city	Underway			✓					✓
Support uptake of local electric distribution technology for businesses and local deliveries	New		✓						✓
Support the future freight form, i.e. support interregional-rail freight, freight distribution centres on urban fringe, local electric/hydrogen distribution vehicles and infrastructure, system-wide planning, and reduce freight vehicle travel during peak hours	Planned								✓

Focus areas	Status	Outcomes						
		A safe transport system	Climate change	Enjoyable and liveable city	Environment responsibility	Genuine travel choice	Inclusivity	Thriving business and economic growth
Provide adequate and safe delivery and service spaces for business and retail	Underway with Parking Policy	✓						✓
Improve access to Waikato River Path with better sporting, recreational and cultural opportunities	New				✓		✓	
Enhance existing relationships with Tangata whenua and continue to work closely with them as partners to deliver the aspirations of this strategy	New				✓		✓	
Protect the Waikato River through prioritising our blue/green network	Planned			✓	✓			
Provide high-quality, people-welcoming public transport centres to support mode shift	Planned		✓	✓		✓		✓
Provide high-quality end-of-trip facilities	Underway with Biking and Micro-mobility Programme			✓		✓		✓
Support schools to have travel plans that encourage mode shift	Underway with Biking and Micro-mobility Programme		✓	✓		✓		✓
Promote flexible and/or staggered working hours to reduce peak hour congestion and road conflicts	New			✓		✓		✓

Focus areas	Status	Outcomes							
		A safe transport system	Climate change	Enjoyable and liveable city	Environment responsibility	Genuine travel choice	Inclusivity	Thriving business and economic growth	Supports quality growth and urban development
Optimise traffic signal timing to reduce delays for bus services, pedestrians and cyclists	Underway			✓		✓			✓
Support integration of different modes across the region via seamless station access for key bus stations, high-quality end of journey facilities, and park and ride	Planned		✓	✓	✓	✓			✓
Support car share schemes and carpool to decrease private car ownership	Planned		✓	✓		✓			✓
Identify people with transport disadvantaged and provide viable transport choices for these people	New					✓	✓		✓
Implement accessibility and mobility improvements in Hamilton	Underway with Biking and Micro-mobility Programme					✓	✓		
Understand and support expressions of Hamilton's cultures in transport corridors	Planned						✓		
Engage with our communities to understand their diverse and potentially changing needs	New						✓		

Focus areas	Status	Outcomes						
		A safe transport system	Climate change	Enjoyable and liveable city	Environment responsibility	Genuine travel choice	Inclusivity	Thriving business and economic growth
Encourage and support migrant education for biking, taking public transport and using electric vehicles	Planned						✓	
Support high density developments through policy, zoning, and maximising access by active modes and public transport	Underway via District Plan change							✓
Support developers for investing in the community and incorporating sustainable elements into design and construction	Planned		✓			✓		✓
Trial technology to enable innovative solutions to understand and better manage transport usage	Underway with various traffic operations projects					✓		✓
Coordinate and add temporary traffic management to maintain good and safe access at all times	Underway with various projects	✓						✓
Identify and implement changes to kerbside spaces to optimise use of space and improve efficiency	Underway with Parking Policy					✓		✓

6.4. How will we measure success?

Our success in implementing this strategy will be understood through the monitoring and evaluation process. Monitoring will identify if changes are needed in the priorities and actions to ensure that we are on track to meet the desired outcomes. The performance measures summarised below relate directly to various strategies and frameworks including Waka Kotahi Land Transport Benefits Framework, Keeping Cities Moving Plan, Waikato Regional Public Transport Plan, to ensure consistency across organisations and regions.



A safe transport system

- deaths and serious injuries
- perception of safety of public transport, walking and biking



Climate change

- CO2e emissions
- Vehicle kilometres traveled
- carbon neutral vehicles
- single occupant private vehicle

Enjoyable and liveable city

- Hamiltonians' rating experience of public transport, walking and biking
- extent of walking and biking facilities
- extent of greenery in community places and on roads



Supports quality growth and urban development

- use of technology for road network optimisation and flexible traveling information
- access to key economic destinations
- access to key social destination
- spatial coverage of public transport
- spatial coverage of biking
- patronage - number of people using public transport



Genuine travel choice

- mode share
- average travel time
- patronage
- cyclist numbers
- Hamiltonians' rating experience of public transport, walking and biking
- extent of walking and biking facilities



Environment responsibility

- ambient air quality - NO2 & PM10
- water quality - te awa o Waikato

Thriving business and economic growth

- freight mode share
- access to key economic destinations
- freight throughput value



Inclusivity

- investment in inclusive infrastructure
- number of engagement with tangata whenua and community groups
- walking and biking network condition
- access to key social destinations
- spatial coverage of biking facilities
- spatial coverage of public transport

7. What's next?

This strategy has been developed by Council's Elected Members in consultation with our stakeholders and partners.

Access Hamilton will guide the development of a series of programmes and projects that will make Hamilton's transport safe, sustainable, fun, and accessible for all.

The purpose of this strategy is to provide clarity on what Hamilton's transport future will look like and how we will get there.

Progress will be monitored to assess how we're moving towards providing for Hamilton's future transport to meet the needs of the community.

The initiatives that stem from this strategy allow us to work alongside our partners to deliver a Hamilton Kirikiriroa that can be enjoyed for generations.

We look forward to engaging with you, as part of our community, to shape the future of our transport together.



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Council Report

Committee: Infrastructure Operations Committee
Date: 09 August 2022
Author: Robyn Denton
Authoriser: Eeva-Liisa Wright
Position: Network Operations and Use Leader
Position: General Manager Infrastructure Operations
Report Name: Speed Management Plan review- Deliberations and Adoption report

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

1. To inform the Infrastructure Operations Committee on the submissions received and heard at the 21 June 2022 Hearings and Engagement Committee meeting following public consultation on the Hamilton Speed Management Plan Review.
2. To seek a recommendation from the Infrastructure Operations Committee that the Council approves the proposed Hamilton Speed Management Plan 2022.

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

3. That the Infrastructure Operations Committee:
 - a) receives the report; and
 - b) recommends that the Council approves Option One of the staff report, adopt the Hamilton Speed Management Plan 2022 (**Attachment 1** of the staff report).

Executive Summary - *Whakaraapopototanga matua*

4. The current Hamilton Speed Management Plan has been reviewed so that it is able to align with:
 - i. recent and proposed legislative changes, e.g. Speed Limit Rule Changes;
 - ii. new regulatory framework from Waka Kotahi on Speed Management; and
 - iii. to ensure 'certification' from Waka Kotahi on our Speed Management.
5. The [24 February 2022 Infrastructure Operations Committee](#) meeting considered a report on a review the Hamilton Speed Management Plan and subsequently approved a draft Statement of Proposal for public consultation.
6. Public consultation occurred between 28 February to 14 April 2022. There were two options in the consultation document:
 - **Option One** – Retain the current plan and make minor amendments;
 - **Option Two** – Retain the current plan and do not refresh/update.

7. During public consultation, 67 submissions were received with 70% of the respondents **FOR** Council's proposal to retain the current plan with minor amendments (**Option One**). A copy of the responses received can be [viewed here](#).
8. Three submitters presented to the 21 June 2022 Hearings and Engagement Committee meeting [[Agenda](#)][[Minutes](#)].
9. The key issues raised in the verbal submissions regarding the Hamilton Speed Management Plan proposal primarily related to accelerating implementation and speed limits on particular roads.
10. Members sought specific additional information to be provided in this report to assist with decision making based on the issues raised in the submissions. This information is included in paragraph 32 of this report.
11. It is noted that since starting the review of the Speed Management Plan 2019, the Land Transport Rule: Setting of Speed Limits 2022 has come into force. This rule requires the development of Speed Management Plans and has introduced a certification process for these plans along with a National Speed Limits Register.
12. The Hamilton Speed Management Plan 2022 is a refreshed version of the 2019 document and has been certified by Waka Kotahi NZ Transport Agency (Waka Kotahi).
13. Funding for the implementation of the Speed Management Plan is in the 2021 Long Term Plan within the Low Cost Low Risk programme.
14. The risk of not recommending Council approve the 2022 Speed Management Plan is that it no speed limit changes will be able to be made in the future as the current 2019 Speed Management Plan does not meet the requirements of the new Land Transport Rule: Setting of Speed Limits 2022.
15. Staff recommend the approval and adoption of the proposed Hamilton Speed Management Plan 2022 (**Attachment 1**).
16. Staff consider that the recommendations in this report have a low level of significance and comply with Council's legal and policy requirements, including consultation requirements

Background - *Koorero whaimaarama*

17. The 24 February 2022 Infrastructure Operations Committee considered a report on a review of the Hamilton Speed Management Plan [[Agenda](#)].
18. A draft Statement of Proposal (SOP) for the draft Speed Management Plan review 2022 was prepared and it was proposed to form the basis of the public consultation.
19. Two options were considered within the SOP and staff recommended Option One – Retain the current plan and make minor amendments.
20. The SOP set out an options table along with an assessment of the advantages and disadvantages of each option as shown below:

Options outlined in the SOP	Advantages	Disadvantages
Option one – Amend the current plan (preferred)		
Retain the current plan and make minor amendments	<ul style="list-style-type: none"> Updates based on recent and proposed changes to legislation would ensure that the plan reflects current best practice and 	None known

Item 9

	<p>legal requirements, for example Land Transport Rule: Setting of Speed Limits.</p> <ul style="list-style-type: none"> • Data insights and advancements are used to guide the update of maps. • The plan reflects recent changes to the long-term vision of speed-limits for the city and the growth it is currently experiencing. • Changes to increase clarity in the bylaw will improve ease of interpretation and effective administration. 	
Option two – do not refresh the plan		
Retain the current plan and do not refresh/ update	None known	<ul style="list-style-type: none"> • Council and the public would need to rely on the plan as it is currently written and interpreted for the public. • The maps would not reflect current data insights, will be outdated and not support the growth Hamilton is experiencing. • The plan will not reflect recent changes to legislation or accommodate changes that are outlined in the Land Transport Rule: Setting of Speed Limits. • The plan would not reflect recent changes to the long-term vision of speed-limits for the city. • The plan is not likely to be certified by Waka Kotahi and Council would be unable to make speed limit changes and access vital funding until a refresh/update was completed.

21. The originally planned consultation period was for 28 February to 25 March 2022 was extended to 14 April 2022 to enable consultation to take place with critical stakeholders.
22. As a result of the extension of the consultation period, the consideration of the submissions was presented to the 21 June 2022 Hearings and Engagement Committee.

Discussion - *Matapaki*

23. The following section summarises the submissions received and considered at the 21 June 2022 Hearing and Engagement Committee and responds to the key questions asked by Elected Members at that meeting.

Written submissions

24. Council received a total of 67 submissions through 'Have Your Say', four emails, one hard copy response and 62 online responses.

25. A summary and analysis of submissions, including details of the public engagement process and key themes from the feedback is provided in **Attachment 2**.
26. From the responses through 'Have your Say', 70% of the respondents agreed with Council's proposal to retain the current Hamilton Speed Management Plan with minor amendments (**Option One**).
27. The key themes for comments from submitters who supported (70%) option one (retain with minor amendments) were:
 - i. these changes will have a positive effect on safety for road users;
 - ii. lowering speed limits would be welcomed as the streets within Hamilton City are currently too fast; and
 - iii. Council should also consider measures to decrease speed within road design (e.g., planter boxes, speed bumps, wider cycle ways and reduced car lane size).
28. For the submitters who did not support (28%) retaining the current Hamilton Speed Management Plan with minor amendments key comment themes included:
 - i. Road to Zero being an unobtainable goal;
 - ii. the need for these changes is not justified by the data, which should drive the decision-making regarding speed limits;
 - iii. decreasing the speed limits within Hamilton will increase problems on roads within Hamilton; and
 - iv. issues and topics that are not directly covered by the Hamilton Speed Management Plan itself and will be addressed via other Council activities.
29. Further detail is provided in the 21 June 2022 Hearings and Engagement Committee report.

Hearings

30. Ten submitters had indicated that they wished to provide a verbal presentation to support their written submissions but only three attended and presented to the 21 June 2022 Hearings and Engagement Committee meeting.
31. The three verbal submissions were in support of the proposal to retain the current Hamilton Speed Management Plan with minor amendments.
32. The table below details the Members request for additional information following their consideration of the written and verbal submissions:

Issue or request	Staff response
Shopping Centre considerations and risks	The Speed Management Plan specifically allows for installation of 30km/h speed limits at locations where there are high numbers of pedestrians and cyclists in the transport network. There is a proposed programme of locations included within the Speed Management Plan and physical works are proposed to support these lower speed limits including specific signage and roadmarking (red area with 30). Note this does not include shopping centres on private land.
Cycle Safety and Education	The Speed Management Plan sets out the proposed speed limits for all roads within the city. The Speed Management Plan continues to deliver the Safer Speed Areas which provide for 40km/h in local residential streets. As part of the development of the Biking and Micro-mobility business case a cycling network has been developed which has a hierarchy of

Item 9

	<p>routes and associated infrastructure and speed limits. This information will feed into the next review of the Speed Management Plan alongside the new Speed Management Guidelines being prepared by Waka Kotahi NZ Transport Agency. The combined information will enable a programme of works to be developed and funding implications to be considered in the preparation for the 2024 Long Term Plan.</p>
Waka Kotahi Involvement	<p>Implementation of the Speed Management Plan will be undertaken via the Low Cost Low Risk – Road to Zero programme. This programme receives 51% co-investment from Waka Kotahi. Opportunities for linking into other capital works programmes eg Eastern Pathways are also identified in the Speed Management Plan.</p>
Speed Limit changes on Arterial Roads	<p>The current draft of the Speed Management Plan does not propose to have changes made to the speed limits on arterial roads over the next couple of years.</p> <p>Waka Kotahi NZ Transport Agency are in the process of developing a new Speed Management Guide to support the new Land Transport Rule: Setting of Speed Limits 2022 and it is expected that this will provide guidance on changes for these roads. These new guidelines are expected out late 2022 and will be used in the next review of the Speed Management Plan in preparation for the 2024-2034 Long Term Plan and incorporation into a Regional Speed Management Plan.</p>
Challenges with Long Term Plan funding	<p>Some submissions requested that the work outlined in the Speed Management Plan for delivery over the next five years be delivered in the next 2-3 years instead. The funding for the speed management activities is included in the Low Cost Low Risk Programme and any opportunities for gaining additional funding from Waka Kotahi to assist with increasing delivery are being investigated. As part of the development of the next Speed Management Plan and Long Term Plan options for increasing the pace of delivery will be investigated for Elected Members to consider.</p>
Responses to submissions	<p>Staff will be looking specifically at all the streets specifically identified in the feedback received and looking at how we can address the issues raised. This feedback will help with prioritisation of speed management work and the next review of the Speed Management Plan. Following the adoption of the Speed Management Plan, all submitters will be provided with a response outlining the outcome of the process and dealing with any specific issues raised.</p>
Can roundabouts have the speed set at the speed of the lowest road entering eg roundabouts?	<p>Yes. The new Land Transport Rule: Setting of Speed Limits 2022 has specific provision to make this easier to implement. Staff will be working on making changes around the city to have this change incorporated into the new National Speed Limits Register and the signage changed on site over the next year. There is not a need to make any change to the Speed Management Plan to address this request.</p>
What work is being done with public behaviour change?	<p>There is currently limited budget for this work but use of the Speed Trailers is used to educate and remind motorists of the speed limits that are in place. Various education campaigns are being planned to further promote speed management and a launch of the Safer Schools 30km/h speed limits is planned for 2024.</p>
Can we have a limit of 40km on residential roads not 50km?	<p>The current speed regime within the Speed Management Plan has the lower 40km/h on residential local roads but not collector roads. Waka Kotahi NZ Transport Agency are in the process of developing a new Speed Management Guide to support the new Land Transport Rule: Setting of Speed Limits 2022 and it is expected that this will provide guidance on</p>

	changes for these situations. These new guidelines are expected out later in 2022 and will be used in the next review of the Speed Management Plan in preparation for the next Long Term Plan and incorporation into a Regional Speed Management Plan.
Regional Speed Management Plan	The new Land Transport Rule: Setting of Speed Limits 2022 sets out the requirements for the development and consultation on a Regional Speed Management Plan. It is expected that this work will be undertaken in time to feed into the development of next Long Term Plan and Regional Land Transport Plan.
School Facility speed considerations	The new Land Transport Rule: Setting of Speed Limits 2022 sets out expectations for changes to speed limits for schools. The Speed Management Plan notes that we are planning to work on the infrastructure changes necessary to support these lower limits eg installation of raised safety platforms. At this stage the plan is to have all speed limits for all schools changed to 30km/h for the first day of Term 4 2024 and to have a communications plan developed to promote this change alongside activities with the schools, parents and students to celebrate this change.
The use of red-light cameras and other speed management tools	The ‘Tackling Unsafe Speeds’ action plan for the Road to Zero Strategy set out changes to the ownership and operation of safety cameras (speed and red light) from NZ Police to Waka Kotahi. This work is being progressed and in the future information on additional safety cameras will be provided by Waka Kotahi for inclusion in the Speed Management Plans.

Options

33. Two options were considered as part of the Statement of Proposal.
34. Based on the submissions received and the general support for adoption of the Hamilton Speed Management Plan with minor amendments staff recommend that the Infrastructure Operations Committee approves **Option 1**.
35. Staff also recommend **Option 1** because it allows for the Hamilton Speed Management Plan to be amended to incorporate the following:
 - i. recent and proposed legislative changes, e.g. Speed Limit Rule Changes;
 - ii. new regulatory framework from Waka Kotahi on Speed Management; and
 - iii. to ensure ‘certification’ from Waka Kotahi on our Speed Management.

Update on Legislative Change

36. It is noted that during the timeframes of completing this review of the Speed Management Plan, the Land Transport Rule: Setting of Speed Limits 2022 (Speed Limits Rule 2022) came into force on 19 May 2022.
37. As noted at the 31 May 2022 Infrastructure Operations Committee, this change resulted in a requirement for Road Controlling Authorities to develop Speed Management Plans as the primary means by which proposed speed limit changes are developed, shared and certified.
38. Staff have been working with Waka Kotahi on this review of the Speed Management Plan 2022 and have had confirmation that the Hamilton Speed Management Plan 2022 (**Attachment 1**) has been certified by Waka Kotahi NZ Transport Agency as it meets the requirements for an interim Speed Management Plan.

39. This is the first certified interim Speed Management Plan for the country and is a key step in ensuring that Hamilton City is able to continue to make timely speed limit changes in the city. A further review of the Hamilton Speed Management 2022 will need to be completed in the next two years to feed into the development of a Regional Speed Management Plan which will be a key input into the development of the next Regional Land Transport Programme and Long Term Plan.
40. As a result of the introduction of the Land Transport Rule: Setting of Speed Limits 2022 the Infrastructure Operations Committee recommended that the Council revoke the Hamilton City Speed Limits Bylaw 2018, effective 20 July 2022 as the National Speed Limit Register (NSLR) is now the legal instrument for setting speed limits.
41. [29 June 2022](#), Council approved the revocation of the Hamilton City Speed Limits Bylaw 2018.

Financial Considerations - *Whaiwhakaaro Puutea*

42. The key costs associated with this project have been consultation materials and staff time managing the consultation process and completing committee reports. The costs incurred to date are within the previously estimates provided in the 24 February 2022 report to Infrastructure Operations Committee of approximately \$10,000 - \$15,000.
43. This is a planned operating activity funded through the approved 2021-31 Long-Term Plan and is included within existing operating budgets.
44. The total costs are inclusive of staff time, legal review, consultation and advertising.
45. The costs for implementation of the Speed Management Plan area included within the approved 2021-31 Long Term Plan and will be reviewed for the development of the 2024-34 Long Term Plan.

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

46. Staff confirm that the staff recommendations comply with Council's legal and policy requirements, and consultation complies with section 83 of the Local Government Act 2002.
47. Staff have also considered the key considerations under the Climate Change Policy and have determined that an adaptation assessment and emissions assessment is not required for the matter(s) in this report. It is noted that reductions in speed limits do help with reducing vehicle emissions and facilitates increased use of active modes.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

Social

51. Social wellbeing is defined as the capacity of individuals, their families, whaanau, iwi, hapuu and a range of communities to set goals and achieve them.
52. The proposed speed limit changes improve safety for all road users but especially for those who are walking, biking and scooting around the city.

53. The review of the Speed Management Plan is an opportunity to consider how speed can be managed to ensure Hamilton continues to be a great place to play and be active and that its community remains accessible, safe and healthy.
54. The review has ensured that an up-to-date Hamilton Speed Management Plan is available as a tool for community education on the impacts of speed management, pedestrian movement, sustaining networks and further improving safety.

Economic

55. Economic wellbeing is defined as the capacity of the economy to generate employment and wealth necessary for present and future financial security.
56. It is not considered that the review of the plan is inconsistent or contrary to economic wellbeing outcomes.

Environmental

57. Environmental wellbeing is defined as the capacity of the natural environment to support, in a sustainable way, the activities that constitute community life.
58. The review of the Speed Management Plan has ensured that the transport networks speeds continue to be operated as efficiently as possible thereby minimising the adverse effects on the environment.
59. The Speed Management Plan will also reduce directly greenhouse emission associated with faster speeds and car-centric urbanisation.
60. The proposed Speed Management Plan supports the increased use of active travel (walking and biking) within the community and therefore reduce the negative impact on the environment.

Cultural

61. Cultural wellbeing is defined as the capacity of communities to retain, interpret and express their shared beliefs, values, customs, behaviours, and identities.
62. Early engagement has been completed with Te Haa o te whenua o Kirikiriroa (THaWK) and Ngaati Wairere.
63. The Speed Management Plan was developed in alignment and is consistent with the Hamilton Cities Pillars of Wellbeing Strategy 'He Pou Manawa Ora'.
64. No specific cultural considerations were identified in the development of this report in relation to the review of the Hamilton Speed Management Plan.

Risks - *Tuuraru*

65. There are no known risks associated with the decisions required for this matter.
66. If the Infrastructure Operations Committee choose not to recommend the approval of the 2022 Speed Management Plan to the Council, there is a risk that we will not be able to progress any speed limit changes in the city moving forward. The current 2019 Speed Management Plan does not meet the requirements set out in the legislation which recently came into effect; the Land Transport Rule: Setting of Speed Limits 2022.

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

67. 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

68. There is a statutory requirement to consult as per legislation outlined below.
- i. Special Consultative Procedures are required to be followed these are set out in Section 83 of the Local Government Act 2002.
 - ii. Consultation requirements are also set out in the Land Transport Rule: Setting of Speed Limits 2017.
69. The public and stakeholders were invited to provide formal feedback through the public consultation from 28 February- 14 April 2022 so that their views could be captured on the proposal to retain the current Hamilton Speed Management Plan with minor amendments.
70. Submitters have been given an opportunity to present their views in a spoken form at the Hearings and Engagement Committee on 21 June 2022.
71. Staff note that since completing the consultation process the Speed Limits Rule 2022 has come into force and this Rule has new consultation requirements. There is provision within the Speed Limits Rule 2022 to complete the Speed Management Plan and gain certification on the basis of the consultation already completed prior to the date the Speed Limits Rule 2022 came into force.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Hamilton Speed Management Plan 2022

Attachment 2 - Analysis of Have You Say submission on the Speed Management Plan review 2022

SPEED MANAGEMENT PLAN

Version 2,
July 2022

HAMILTON CITY COUNCIL

*He aha te mea nui o te ao?
He tangata, he tangata, he tangata
What is the most important thing in the world?
It is the people, it is the people, it is the people*

**Safer
ROADS
FOR
All**



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

CONTENTS

1. Purpose of this document	3
2. What is speed management and why do we need it?	3
2.1. Government Policy Statement (GPS) on land transport	3
2.2. Road to Zero	4
2.3. Hamilton's transport strategy (Access Hamilton)	5
2.4. One Network Framework (ONF)	6
2.5. Speed management	6
2.6. The speed management guide	6
2.7. Is speed an issue for Hamilton?	8
2.8. What has Hamilton done about speed in the past?	10
3. Development of the speed management plan	11
3.1. Stakeholder engagement	11
3.2. Community engagement	11
4. Speed management principles	12
5. Speed management priorities	12
6. Speed management maps	13
7. Speed management activities	15
7.1. What role does Hamilton City Council play in speed management?	15
7.2. The speed management toolbox	15
8. Proposed programme of work for the next five years	16

1. PURPOSE OF THIS DOCUMENT

The purpose of this document is to take the information provided in Waka Kotahi NZ Transport Agency's (Waka Kotahi) Speed Management Guide and create an implementation plan related to safer speeds in Hamilton.

Hamilton has a Vision Zero goal for road safety. We don't believe any loss of life on our city's roads is acceptable. With more and more people using our roads, we need to make sure they're as safe as they can be.

Road safety risk can be reduced by investing in infrastructure improvements to make a road safer at current speeds, or by managing speeds down through a combination of road design, risk targeted enforcement and education on safe behaviour, all reinforced by speed limits appropriate for the roads.

The plan sets out what work needs to be done, by who, where and finally an indication of funding to implement this work, with a focus on the next two financial years leading into the 2021-2031 Long Term Plan.

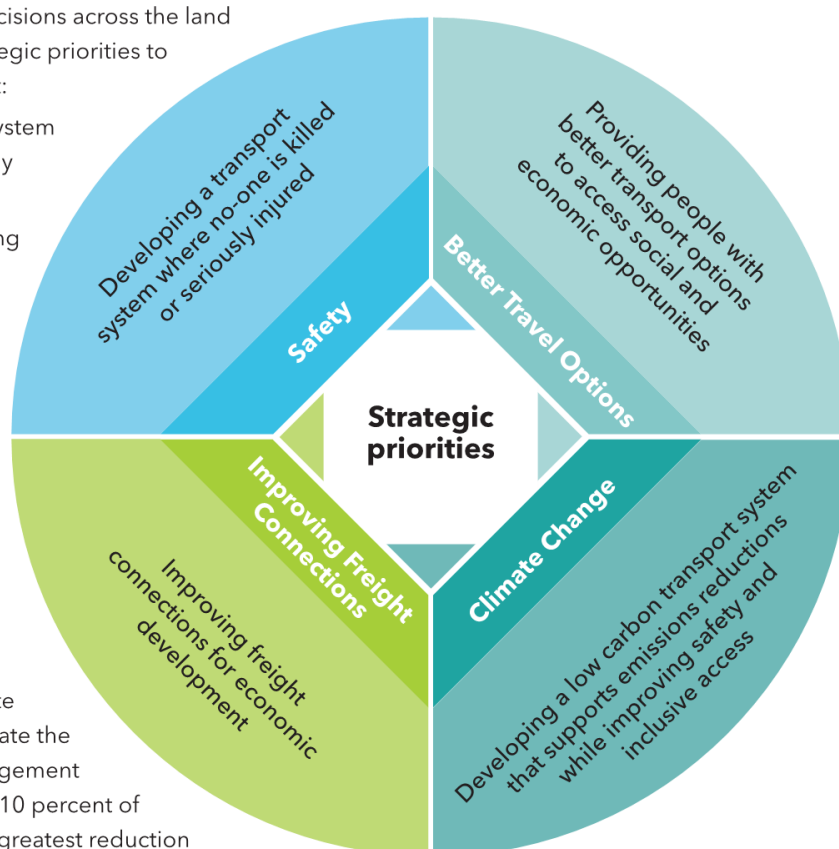
2. WHAT IS SPEED MANAGEMENT AND WHY DO WE NEED IT?

2.1. Government Policy Statement (GPS) on land transport

The GPS is central to investment decisions across the land transport system, and sets four strategic priorities to achieve a land transport system that:

- Safety: Developing a transport system where no one is killed or seriously injured.
- Better transport options: Providing people with better transport options to access social and economic opportunities.
- Improving freight connections: Improving freight connections for economic development.
- Climate change: Developing a low carbon transport system that supports emission reductions, while improving safety and inclusive access.

The GPS supports investment in state highways and local roads to accelerate the implementation of the Speed Management Guide, focusing on treating the top 10 percent of the network, which will result in the greatest reduction in deaths and serious injuries as quickly as possible.



2.2. Road to Zero

Road to Zero is the Government's strategy to guide improvements in road safety from 2020 to 2030. The strategy's vision is for New Zealand to be a country where no one is killed or seriously injured in road crashes. This means that no death or serious injury while travelling on our roads is acceptable.

This strategy articulates our vision, guiding principles for how we design the road network and how we make road safety decisions, as well as setting targets and outcomes for 2030. It sets out the five areas we want to focus on over the next decade, and a framework for how we will hold ourselves accountable.

We all make mistakes, but these mistakes should not cost us our lives. We take a safe system approach, which recognises that crashes are inevitable but deaths and serious injuries are not. By placing safety at the foundation of all transport decisions and turning our attention towards building a safe road system that is designed for people, we can anticipate and adapt to the changes ahead while continuing to strive for our vision.

A step towards achieving this vision is by setting a target of 40% reduction in deaths and serious injuries by 2030. This will be achieved by through actions in five key areas with infrastructure improvements and speed management being one of them.



2.3 Hamilton's transport strategy (Access Hamilton 2018)

Access Hamilton (Strategy on a Page 2019) identifies four key outcomes for Hamilton's transport system.

- Safe - Everyone experiences a safe and enjoyable journey.
- Choice - Everyone has travel options for moving around the city.
- Smart - Our transport network is adaptable and resilient to change.
- Growth - We are forward thinking with our city planning and create attractive neighbourhoods, which keep our city moving.



The vision is to ensure that Hamilton's transport network enables everyone to connect to people and places in safe, accessible, and smart ways.

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

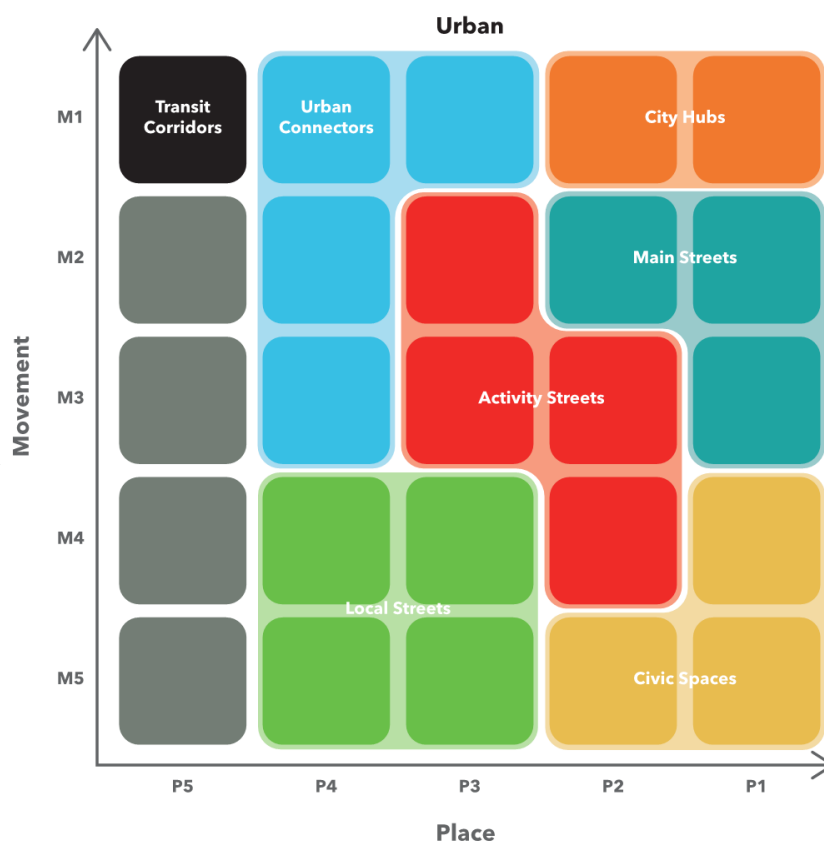
Speed management has a key role to play in all of these.

2.4. One Network Framework (ONF)

The One Network Framework (ONF) is the new national classification system. It will be used to determine the function of our roads and streets and inform decision making. The framework recognizes that shared, integrated planning approaches between transport and land use planners will result in better outcomes.

The ONF acknowledges the transport network has a 'Place' and 'movement' functions. This means roads and streets are destinations for people, as well as transport corridors making it fit for purpose in complex urban environments, like Hamilton City. The framework includes classifications for different modes of transport, recognizing that our roads and streets have different functions for different modes.

The ONF enables Road Controlling Authorities (like Hamilton City) to better define and articulate the differences between metro, urban and rural transport needs and provide a consistent, level playing field for future investment conversations, based on locally recognised needs rather than broad categories.



2.5. Speed management

Speed management is about achieving safe and appropriate speeds that reflect road function, design, safety and use.

We need people and goods to move reliably and safely around our transport network; and being aligned to the safe system approach, we also need to see a reduction in deaths and serious injuries.

Speed management is more than just speed limits and requires input from policy makers, engineers, educators, and the Police to educate, encourage and influence road users to adopt safe and appropriate speeds.

2.6. The Speed Management Guide

The [Speed Management Guide](#) provides a national single assessment framework for determining safe and appropriate speeds on New Zealand's entire road network. It provides guidance on how to progressively align travelling speeds with road function, design, safety and use, utilising the ONRC to take traffic volumes, freight volumes and place functions into account.

Previous speed limit frameworks were developed when there was no overarching road classification system. While speed limit reviews involved a consistent process that took land use and road use into account, they did not give sufficient weight to road classification, design, geometric characteristics, network efficiency or the safe system approach. The result is that on some routes, travel speeds are not appropriate to the road use and function.

The Speed Management Guide includes a set of best practice principles to inform decisions to ensure outcomes support the broader goal of national consistency. This is especially important where some roads don't easily fit into various classifications and different lengths along a road may be classified with different functions.

The guide draws on the four key principles from the Dutch Sustainable Safety Programme:

1. **Functionality** – Differentiate speeds and speed limits according to a hierarchical classification, with clear differences between levels, to support self-explaining road systems.
2. **Predictability and consistency** – Support road user expectations through consistency and continuity of design, speed limit setting, enforcement, communication, adherence to standards and collaboration between partners.
3. **Homogeneity** – Keep like with like (mode separation) and encourage speeds within a narrow band to increase both safety and efficiency.
4. **Credibility** – Identify and manage safe and appropriate speeds for an entire route (and manage out-of-context risks by exception) to support the overall credibility of the limits and of enforcement.

The guide sets out safe and appropriate speed ranges which consider road function, design, safety, and use. It is intended that this guide should begin to underpin all speed management activity, such as engineering and investment decisions, land use planning, fleet management, communication, and enforcement, and become embedded into planning, engineering and network management moving forward.

The proposed safe and appropriate speeds for different types of roads fall within the ranges shown in the figure below. The proposed speed ranges are not in themselves speed limits.

Classification	Straight open road/ urban motorways	Curved open road	Winding open road	Urban (not motorway)
Class 1 High volume national	100-110km/h Depends on design and safety risk (e.g. divided 4-5 star, grade separated intersections, safety barriers) and factoring in enforcement thresholds	80-100km/h	60-80km/h	
Class 2 National, Regional, Arterial	80-100km/h Depends on safety risk and whether volumes justify investment to bring the road up to 3 star equivalent, also enforcement thresholds			50km/h
Class 3 Primary and secondary collector				60-80km/h where safety risk allows, e.g. fewer intersections, mode separation for active users
Class 4 Access and low-volume access All winding/tortuous	60-80km/h Depending on roadside development, pedestrian and cyclist volumes, whether sealed or not			30-50km/h 30km/h if high volumes of cyclists/pedestrians Recognise access and place 10km/h for Shared Spaces

Figure 1: Recommended Safe and appropriate speed ranges for Road Classes

Waka Kotahi NZ Transport Agency (Waka Kotahi) is working on a new regulatory framework (Mid-2022) for speed management to improve how road controlling authorities (RCA) plan for, consult on, and implement speed management changes. This process will now take a whole-of-network approach, so that decisions about safety-related infrastructure improvements, speed limit changes and safety camera placement are made together.

Alongside this, the new Land Transport Rule: Setting of Speed Limits 2022, will replace the current Land Transport Rule: Setting of Speed Limits 2017 and will enable an improved approach to speed management planning on New Zealand roads.

2.7. Is speed an issue for Hamilton?

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 injuries within Hamilton.

The total number of fatalities in the city from 2019 to 2021 was ten.

Crashes that are attended by the New Zealand Police (NZ Police) have a Traffic Crash Report (TCR) completed and the information from that report is then entered into the national Crash Analysis System (CAS) which is managed by Waka Kotahi.

The analysis of the data for fatal and serious crashes, which occurred in Hamilton from 2016 to 2020 (including the state highways), indicates the following:

- There have been 24 fatalities and 262 serious crashes.
- These crashes resulted in 24 deaths, 262 serious and 1551 minor injuries.
- A total of 1837 injured road users.

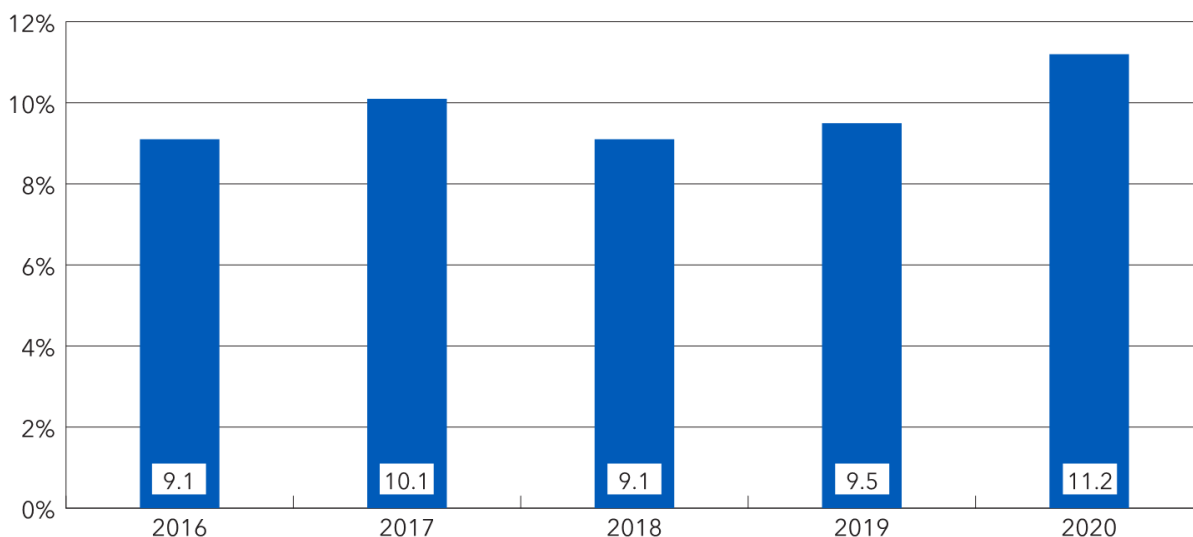
The top four contributing factors to fatal and serious injury crashes were:

- Poor observation (36%).
- Failed to give way/stop (25%).
- Alcohol related (23%).
- Driving too far left (16%).

The relationship between speed and road trauma is well-established internationally and that's why managing speed is one pillar of the safe system approach.

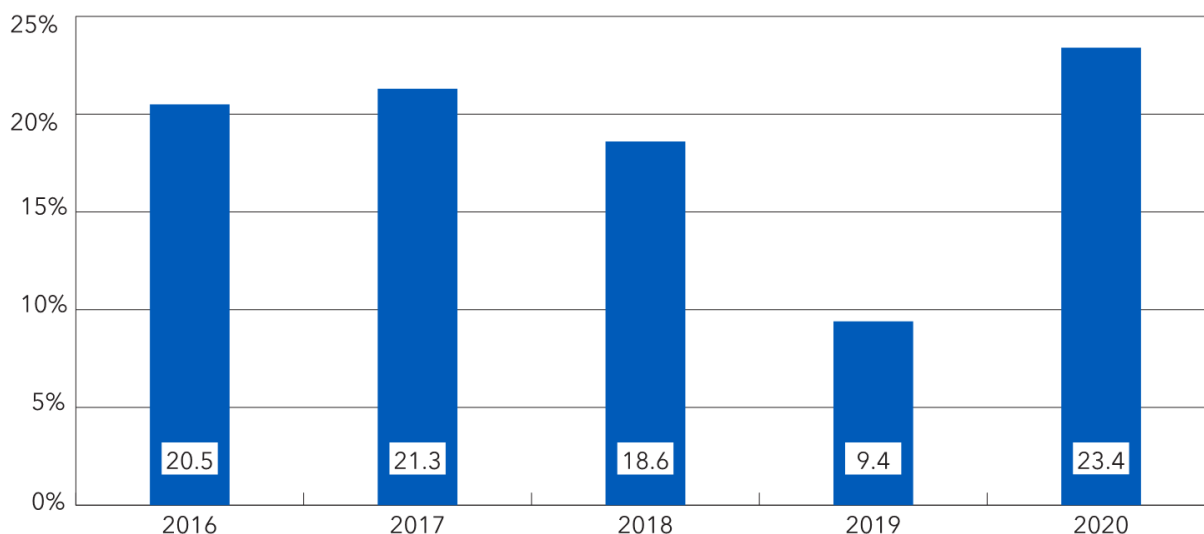
For Hamilton, the percentage of all crashes involving inappropriate speed from 2016 to 2020 has varied from 10% up to 14%.

Percentage of all crashes involving inappropriate speed



However the percentage of death and serious injury crashes involving inappropriate speed is much higher, varying from almost 14% up to almost 24%.

Percentage of death and serious injury crashes involving inappropriate speed

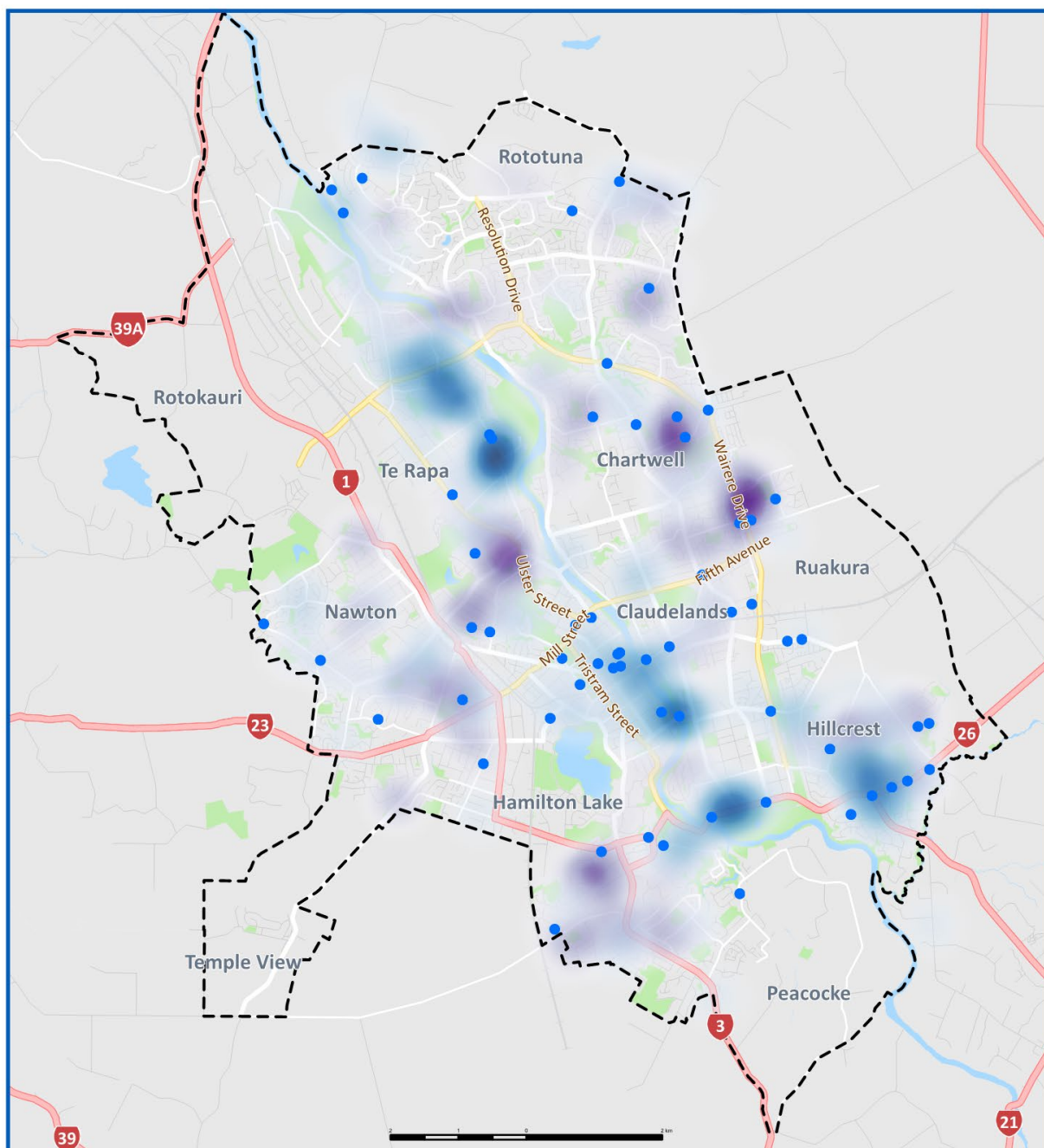


This means that under our Vision Zero road safety philosophy we can make a big difference in the number of deaths and serious injuries on our roads by implementing a good speed management programme. If we can increase the number of drivers driving at safe and appropriate speeds, we can reduce the number of people in our community whose lives are devastated by road trauma.

We also know that:

- Most of our crashes involving inappropriate speed happen in areas with a 50km/h speed limit (61% 2016-2020).
- 58% of our crashes involving inappropriate speed (2016-2020) occur during the day.
- Just under half of crashes involving inappropriate speed occur at intersections (47%, 2016-2020).

Our community has also told us that speed is an issue around the city. Below is a heat map illustrating where they have told us speed is a safety issue, either through our engagement process or customer service complaints and feedback.



2.8. What has Hamilton city done about speed in the past?

Hamilton has in the past been very active in the area of speed management and had developed a speed management policy, which set out the high-level approach to speed management that was used for a number of years to guide Council's decision making.

The initial programme of works focused on the introduction of 40km/h speed limits outside schools via electronic variable signage. Once all these sites were completed, a solution was needed for the school sites that didn't meet the warrant requirements for the electronic signage. A 'Safer Speed Areas' programme on local residential streets was developed and ultimately led to the introduction of over 380 streets with a permanent 40km/h speed limit, throughout the city. Engineering and education around speed limits also played a key part in rolling out the programme.

3. DEVELOPMENT OF THE SPEED MANAGEMENT PLAN

3.1. Stakeholder engagement

The original development of Hamilton's Speed Management Plan involved series of workshops with industry stakeholders and politicians. Represented in this group were councilors from Hamilton City Council and Waikato Regional Council, and staff from Hamilton City Council, Waikato Regional Council, Waikato District Council and Waipa District Council, Waka Kotahi, AA, NZ Police, Road Transport Association and Waikato District Health Board.

Drawing on the principles set forward in the national Speed Management Guide, this working group defined eight principles and four prioritisation tools for the application of speed management across Hamilton.

In completing the refresh of this document, we have undertaken early engagement with these representatives to ensure we have their ongoing support for our plan.

3.2. Community engagement

A key element of speed management is community input and buy in. Council recognised it was crucial to take the work by the stakeholder group to the community, key advocacy and Maaori representative groups to understand their views in the development of the original plan. The proposed principles and priorities were related to real-life situations and people in the community were asked to share their views. The opportunity was also given to share on maps where they think there are issues with speed on Hamilton's transport network.

While there were a small number of people who spoke against any reduction in speed and would like all roads to be faster, the overwhelming majority were supportive in principle. The key themes identified regarding speed management were:

- Changing the speed limit alone isn't sufficient.
- The infrastructure must reflect the required speed of the road, and this must be maintained.
- Behaviour change and education is essential, and speed is not the only problem – distracted driving and school gate behaviour is a significant road safety issue.
- There is greater enforcement required, including of current speed limits.
- Targeting vulnerable users, particularly children, should be given priority.

Overall, the response to speed management was positive and continues to be positive. Engagement with the community in advance of any proposed speed management change has been maintained and a wraparound approach including supporting infrastructure and education, with a strong focus on protecting children and vulnerable users to encourage more people to walk and bike, has been well received.

4. SPEED MANAGEMENT PRINCIPLES

The following principles will guide the application of speed management within Hamilton:

- i. The speed environment around schools at school times will be 30km/h.
- ii. Where there are high numbers of people walking, biking and crossing the road the speed environment will be 30km/h.
- iii. Residential local roads will be constructed for a 40km/h environment.
- iv. New roads will be constructed appropriate to their function and to create a safe and appropriate environment.
- v. Existing roads may be upgraded appropriate to their function and to create a safe and appropriate environment.
- vi. A logical, area-based approach will be used for the implementation of speed management.
- vii. Investment will be targeted to achieve the best access and safety outcomes.
- viii. We will work with partnering RCAs to provide a consistent approach in line with the Speed Management Guide.

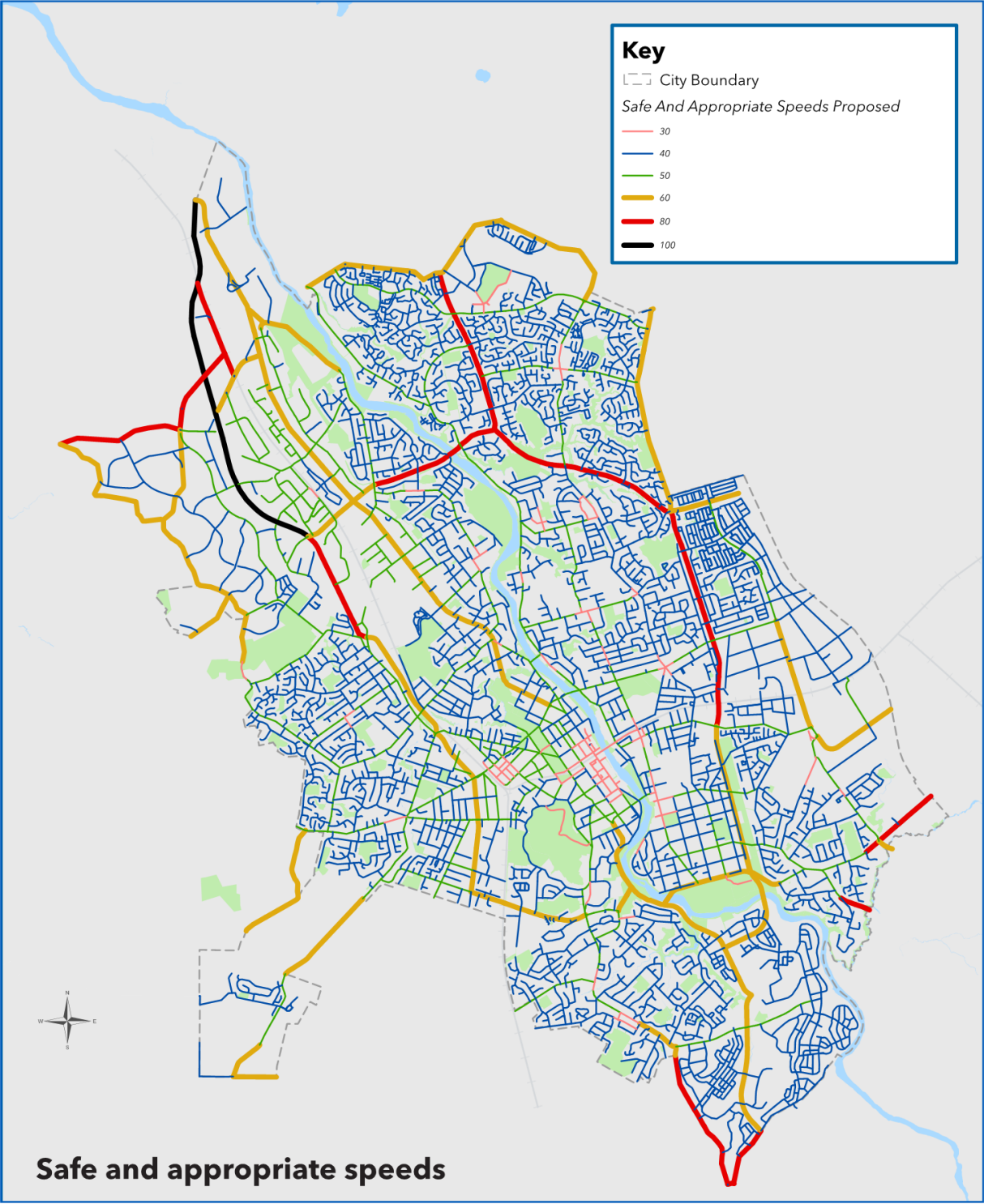
5. SPEED MANAGEMENT PRIORITIES

We need to be able to prioritise our work. The following priorities will guide us in our approach to implementing speed management:

- High benefit routes which deliver maximum benefit in reducing deaths and serious injuries.
- Community demand.
- Supporting changes in neighbouring areas to achieve consistent and logical implementation.
- Activities which generate high numbers of people walking or cycling.

6. SPEED MANAGEMENT MAP

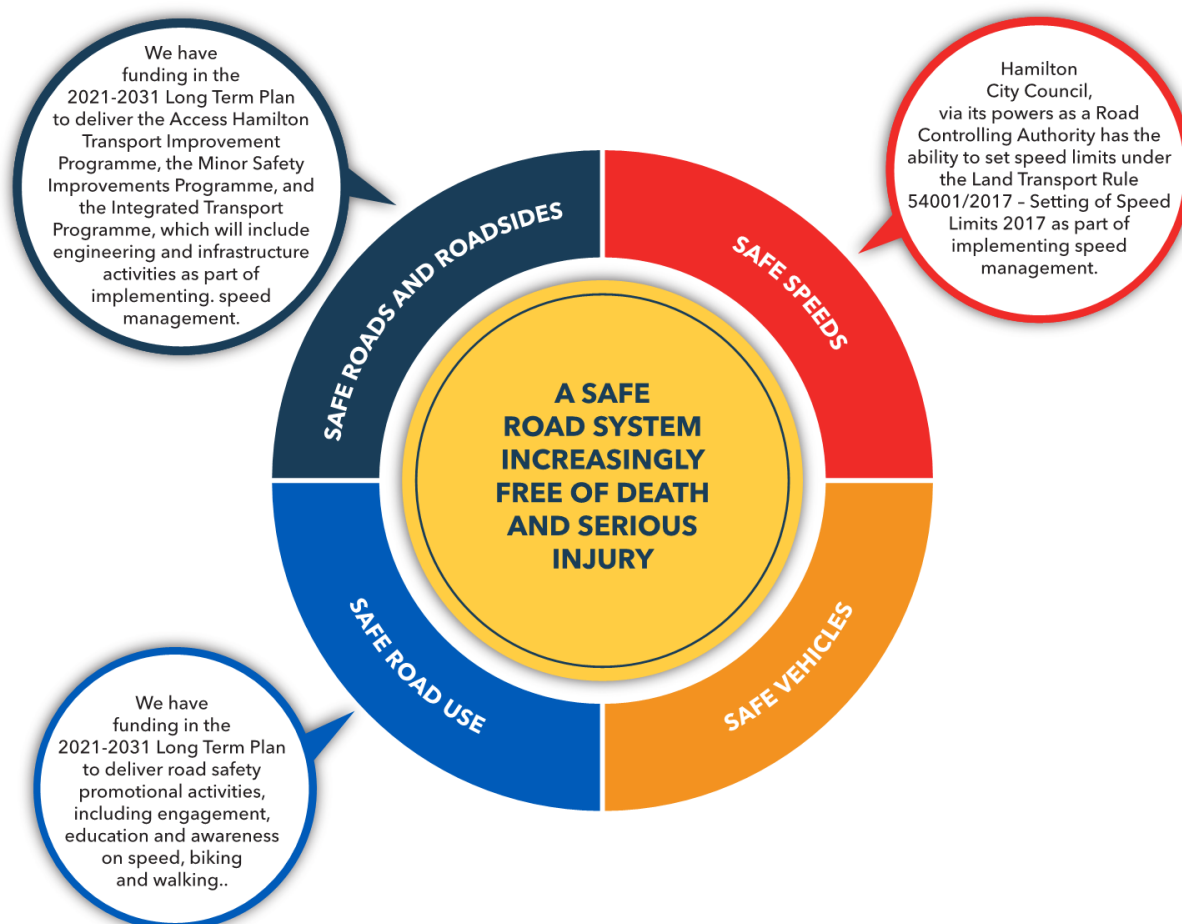
Using these principles, as well as tools provided by Waka Kotahi, we have mapped a speed management vision for Hamilton. Please note, this map has been previously consulted on and the proposed changes as part of this review are dotted on the map.



Our delivery of this vision for speed management will be governed by the priorities identified above and will be consulted with and communicated to stakeholders and the community.

7.1. What role does Hamilton City Council play in speed management?

Council has the following roles under the safe system approach:



7.2. The speed management toolbox

Speed management is about more than just speed limits. Achieving safe and appropriate speeds for roads also requires engineering and infrastructure, education and communication, and enforcement.

If Council's speed management process shows a change to a speed limit is required or desirable there is a legal process to change the registers to the Hamilton City Speed Limit Bylaw 2018. To do this, consultation must take place with stakeholders and the community, before asking Council to approve a change to the register of speed limits in the bylaw. It is likely this will be undertaken in conjunction with consultation on physical infrastructure changes.

Speed limits aren't the only tool in the speed management toolbox to ensure drivers are driving at safe and appropriate speeds. Roads must also be built appropriately for their use and function. For example, on residential streets raised safety platforms, pedestrian refuge islands, or lanes for people on bikes may be installed. These are all visual signals to drivers to expect to see more people walking and biking, and to drive at a lower speed in these environments. On roads expected to move more vehicles at faster speeds, such as Wairere Drive, off-road walking and biking paths would be expected to be built and include other safety features such as separating oncoming traffic through median barriers or plantings.



We work with local communities, schools and businesses to ensure proposed infrastructure delivers safety benefits, improves access for all and fits with what the community has told us about their streets. Local communities will always be kept informed on any proposed infrastructure changes in their area.

Council works closely with our road safety partners at Waka Kotahi and NZ Police on campaigns to inform and educate all road users on speed and road safety and support the Police in their enforcement activities.

Our road safety promotions are targeted to risk and include activities like:

- Road risk information campaigns, including the 'Safer Roads for All' campaign.
- Seasonal campaigns targeted to road safety issues, such as driving behaviour in winter or awareness of motorcycles.
- Annual campaigns focused on intersections, such as roundabout education and a focus on intersection use.
- Promotional activities around speed and speed limit changes. Supporting the national speed campaign.
- School-based campaigns, such as 'Mix It Up at School Pick-Up', which supports active travel.

More information

You can find out more about the work we are doing and key reference documents via the following useful links:

The 'Safer Roads for All' campaign:

hamilton.govt.nz/saferroadshamilton

Current safety improvement projects:

hamilton.govt.nz/our-services/transport/safetyaccessimprovementprogramme

Myths and FAQs about speed:

hamilton.govt.nz/our-services/transport/safetyaccessimprovementprogramme/road-risk/Pages/FAQs-on-Road-Risk.aspx

Waka Kotahi NZ Transport Agency Speed Management Guide, including toolbox:

nzta.govt.nz/safety/speed-management-resources/

8. PROPOSED PROGRAMME OF WORK FOR THE NEXT FIVE YEARS

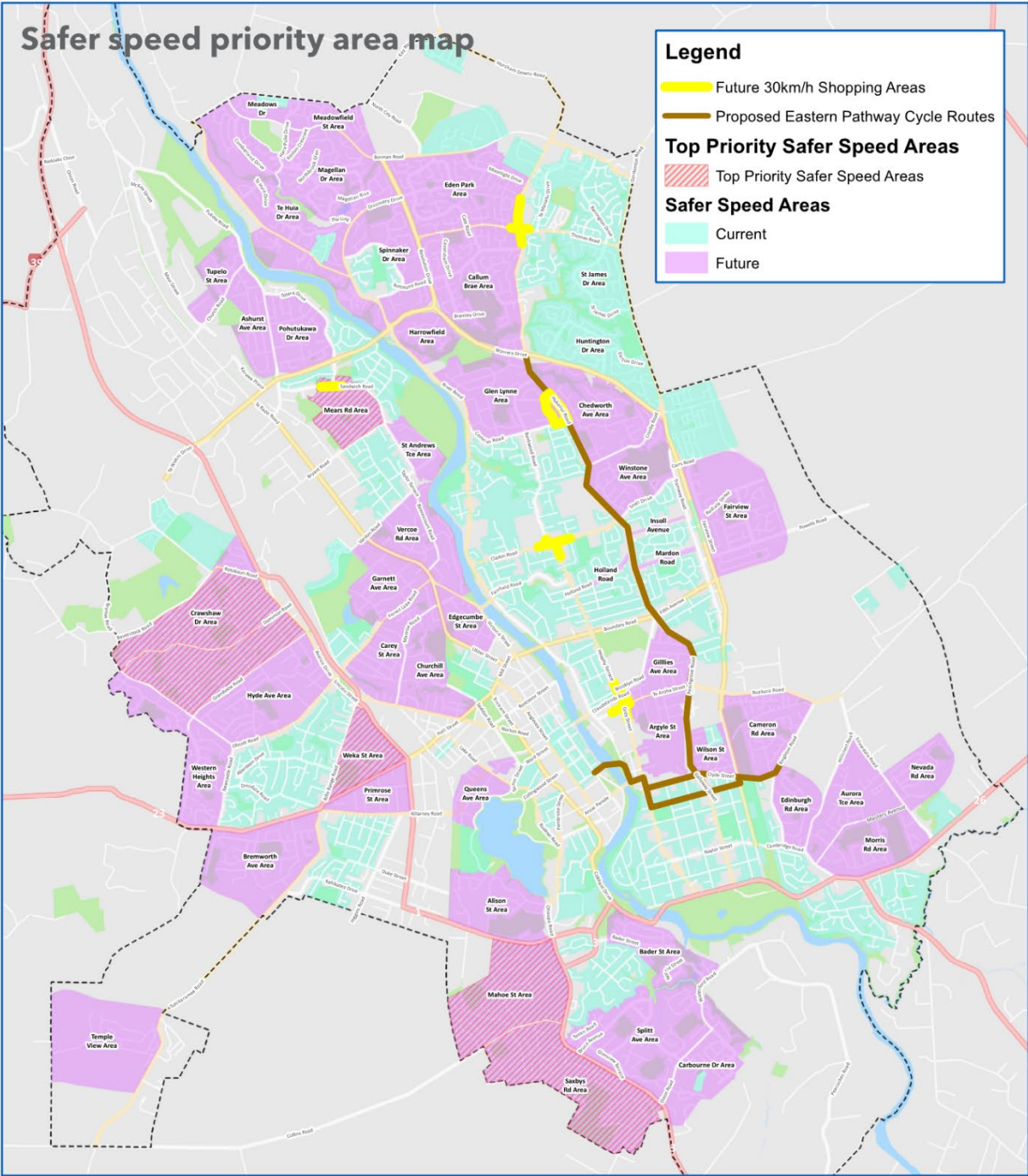
We will be completing a regular refresh of the Hamilton Speed Management Plan moving forward so that this document can be used to inform the funding requirements needed for implementing speed management changes throughout the city. These funding requirements will be fed into the development of Hamilton's Long-Term Plan and the National Land Transport Programme (for co-investment by Waka Kotahi).

We are proposing to undertake the following speed management activities in the upcoming years as we take a phased approach towards achieving the end state reflected in part 6 of the Speed management map:

- Safer speed areas (permanent 40km/h speed limits) – as shown in the following map.
- Preparation for 30km/h rollout for all schools via electronic signs upgrades and safety improvements in these areas.
- Shopping areas transitioning to 30km/h speed limits.
- Speed limits as part of major projects such as:
 - o Eastern Pathways
 - o Biking and Micro-mobility Programme
- New roads as they are vested in Council.
- Consultation for any proposed speed limit changes.
- Education campaigns including use of speed trailers and advertising – with a specific campaign to be developed for the change of speed limits around schools.

The funding we have in the current Long-Term Plan 2021-31 for these activities is:

Safer Speed Areas	
Area	Proposed Year
Mahoe Street	2022
Mears Road	2023
Saxbys Road	2024
Weka Street	2025
Crawshaw Drive Area	2026
Shopping Areas	
Location	Proposed Year
Clarkin/Heaphy/Bankwood	2022
Sandwich Road	2023
Chartwell, Davies	2024
Grey Street	2025
Thomas/Horsham	2026
Future Cycle Projects	
Projects	Comments
Eastern Pathways	Implement speed limit changes in conjunction with physical works
Biking and Micromobility	





SPEED MANAGEMENT PLAN REVIEW: ENGAGEMENT AND INSIGHT REPORT

Report prepared by:
Tegan Andrews, Research and Insights Analyst
Rebecca Robinson, Communication and Engagement Advisor
May 2022.

Report reviewed by:
<Name>, Team Leader, Communication and Engagement, <Name of team>
Julie Clausen, Unit Manager, Strategy and Corporate Planning
Month, 2020.

BACKGROUND:

Council are proposing minor changes to the current Hamilton Speed Management Plan to ensure its alignment with Waka Kotahi under their new speed management guidance and prepare it for the certification process.

Alongside this review, Council are also keeping the Speed Management Plan up to date to ensure it reflects current best practice, the city's long-term philosophies, plans, policies and strategies such as:

- Council's commitment to the Vision Zero philosophy;
- Council's Access Hamilton Strategy (which is currently under review);
- Hamilton Waikato's mode-shift plan.

We are seeking feedback on the review of the plan from people who will or may be affected by, or have an interest in, the proposed changes. The consultation took place between 3 March 2022 and 14 April 2022 via Have Your Say.

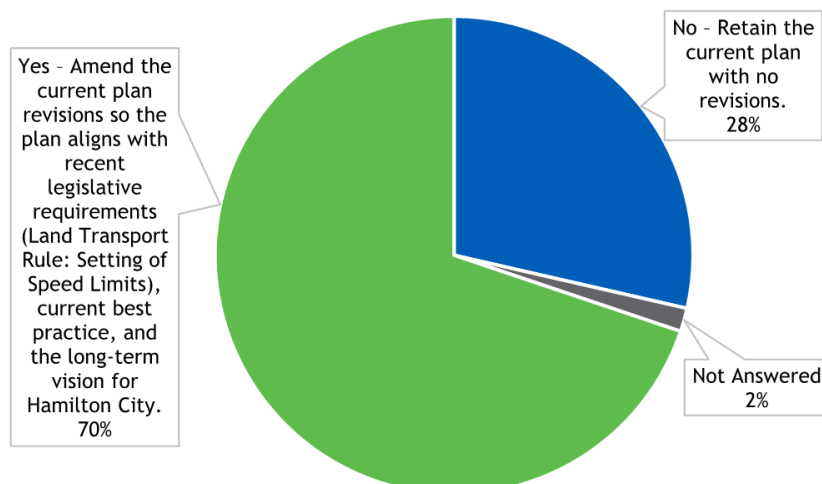
There were 67 submissions; four emails, one hard copy response and 62 online responses to Have Your Say. Three of the submissions were from organisations. The submissions have been summarised into themes as shown below.

SUBMISSIONS INSIGHTS

FEEDBACK THROUGH SUBMISSION FORMS (ONLINE & PAPER COPY)

Of the 63 respondents who filled in either the online or hardcopy form, 44 respondents agreed with the Council's proposal to amend the current speed management plan to align it with recent legislative requirements, current best practice, and the long-term vision for Hamilton City (70% of respondents). 18 respondents (or 28%) disagreed with amending the plan, choosing to retain the current plan with no revisions and one respondent (2%) did not answer this question.

Do you agree with Council's proposal to amend the Speed Management Plan?



Of those who agreed with the amendment, 38 provided a comment. From the comments, three top themes were identified.

These changes will have a positive effect on safety for road users.

- *“Need to have the ability to manage safety on the roads and make changes based on observation & data (e.g. changing traffic flow, use of electric personal transport, increased residential density)”*
- *“I submit that more care and input is needed in setting speed limits to all city streets used by cyclists and pedestrians in order to protect and encourage walking and cycling. Logical cycle routes to town and schools need to be developed and to have unencumbered access to the cycle lanes preferably on both sides of the road so they are not forced into the main traffic flow. It may be necessary to purchase sections to develop for resident parking as part of the overall scheme.”*
- *“I have kids and live near a school, so I have a personal stake in Council taking this approach. Furthermore, the literature I've read regarding best practice for the health and safety of our city and our people makes the alternative ludicrous. My only additional suggestion would be to add 'areas where people (or children) are playing' as a component alongside 'walking, cycling, and road crossing' for a reason for lower speeds in order to further support health and safety outcomes as well as further align with the Council's Play Strategy.”*

Lowering speed limits would be welcomed as the streets within Hamilton City are currently too fast.

- *“There are many streets that 50kmh is too fast, speeds on our streets need to be slowed down and managed. The speeds need to also be monitored and enforced, as there is little or no control”*
- *“Overall I would like speed limits to be reduced within the city limits. I sometimes find it difficult to determine speed limits as there is not always good signage. Speed limits painted on the road help but I appreciate this requires extra maintenance. Would it be possible to change the colour of the white line on the shoulder to reflect a change in limits, even if just outside schools?
This would apply to the whole 24 hour period not just start and finish of school day. Maybe red paint? Lets start a nationwide movement where drivers automatically know the speed limit by the colour of the shoulder line.”*
- *“I live in St Andrews and am a keen walker and cyclist. My wife I spend spent much of our holiday cycling the numerous cycle trails around New Zealand. During this time we meet people from all over the country who, like us, drive long distances in order to enjoy our cycling. We all agree that that we would like to be able to use our bikes on a daily basis to visit friends and shop on a bike in our own cities and that this is something we should all be doing in order to reduce climate change. Instead we are put off by the risk of travelling along roads with vehicles going past us at 50 to 60 km per hour. I agree that we cannot expect traffic free cycle routes on an existing network but a speed reduction to 40 km per hour and freeing up the cycle lanes on each side of the roads on the main feeder routes in our area would be a good start. The main feeder roads are Sandwich, Totara, Bryant, Part Braid, Taylo, Beerescourt and Vardon. This gives everyone a safer access to friends, schools, parks and the riverside walk / cycle routes.”*

Council should also consider measures to decrease speed within road design (e.g., planter boxes, speed bumps, wider cycle ways and reduced car lane size).

- *"This is very reasonable action. However residential streets really should not have a speed limit of higher than 30 km / hr. And the Council needs to consider making actual adjustments to streets to enforce the speed limit rather than just changing a number of a sign, for example narrowing the street by using plantar boxes or median boxes, or creating wide cycle lanes with cycle lanes separating them from traffic. Traffic calming should also be used, especially in residential areas, to slow down traffic."*
- *"Many school children use Whitney place, Watford Place, Wessex Place, Welwyn Place Footpath to access Borman Road. Students bike, scooter and walk. I have seen a lot of vehicles on those streets mentioned above do drive more than 50km/h. Some hardly stops at the intersection. This is just shocking how the residents on those streets speed. As well as speed limits, raised island (not sure if this is a correct term) is necessary on those streets. An example is intersection of Whitney Place and Wentworth Drive. It is matter of time until one student gets hit by a speeding driver failing to stop at the intersection. Not to mention, a lot of residents living on those streets walk to countdown and shops on Borman Road, accessing via Welwyn Place footpath."*
- *"You have to amend the current regardless of this feedback, if legislative requirements change then everything else it impacts needs to change with it. My concern is being rejected speed bumps in my street, and you claim safer roads for all, everyday there is speeding down my busy street which is around the corner from a large primary school, I have asked for speed bumps but have been rejected, Michael Ave Dinsdale"*

Of those who disagreed with the amendment, opting to retain the current Speed Management Plan with no amendments, 16 provided a comment. From these comments, three top themes were identified:

Road to Zero is an unattainable goal

- *"The Road to Zero road safety strategy is a pipe dream by this Labour government and is overly ambitious. Even if speed limits were reduced around the country, people are still going to die in car accidents regardless whether it's someone running from the police, a diabetic or epileptic for example has a medical event and goes down a hill or someone making some kind of misjudgement. All of this depends on the person behind the wheel, not government."*

There's only so much that can be done from slowing everyone down and issuing fines. What we need is better driver education and people need to learn to be sensible on the road. In the end, it all boils down to driver attitude and personal responsibility and I believe there's no way this strategy is achievable. Reducing speed limits aren't going to stop one death from happening on our roads."

- *"Why? Zero is not a feasible target so why even pretend that slowing the majority of traffic will get to an unobtainable target. Numbers of people getting hurt or killed in a growing city and country are getting smaller as a percentage of the population. What's being done is improving the numbers, however this zero tolerance, smoke free, elimination thing is political and the flavour of the times that is missing the point and attempting to blind the easily swayed. Carry on with separating the majority of pedestrians from the majority of traffic flow (There is a reason why cyclists can't go down a motorway and a reason why the statistics of people being hit by cars while on an escalator are the way they are). Instead of literally*

roadblocking the majority make change the affects the minority or the ones at the supposed risk.

Already enough congestion slowing down our city's trade and movements so it'll only get worse.

There will be a select committee, many hundreds of thousands of dollars spent, then the following year we will be told to conserve more water because there is no budget to upgrade that system."

The need for these changes is not justified by the data, which should drive the decision-making regarding speed limits.

- *"Reverting limit decreases especially on main arterial roads should happen. Since when has a wide shouldered dual carriage road necessitated a 50kph speed limit, down from 60. All across Western, Southern and Eastern Hamilton the arterial roads have had their limits altered in what appears to be an ad hoc basis. Traffic isn't any better or worse during peak times but now traffic is generally heavier on many of these roads during off-peak times and this has occurred post limit decreases. Also many drivers haven't noticed the limit drops and I have seen many more dangerous incidents since the drop than I did in the years prior. Finally vision to zero is another virtue signalling governmental drive. This is a highly unlikely eventuality."*

Decreasing the speed limits within Hamilton will increase problems on roads within Hamilton.

- *"You have already decided to lower speeds on the streets, but why are you proposing this, have there been death accidents on the streets, if not then this is just following what the central government is wanting implemented, you will cause frustration to drivers more work for the stretched police force, what about emergency services what will the impact of slower traffic have on them, and so far you haven't been great at communicating with them, with your stupid pot plantings road closures around Founders theatre. Leave the speed at 50 kph so visitors from other parts of New Zealand and around the world can feel comfortable as 50 kph is common in other countries."*

Mode of Transport - Insight

Those that said 'Yes' to amending the plan had a higher uptake of walking, biking, and scooting whereas those who said 'No' did not use alternatives to driving as frequently.

Mode of Transportation -

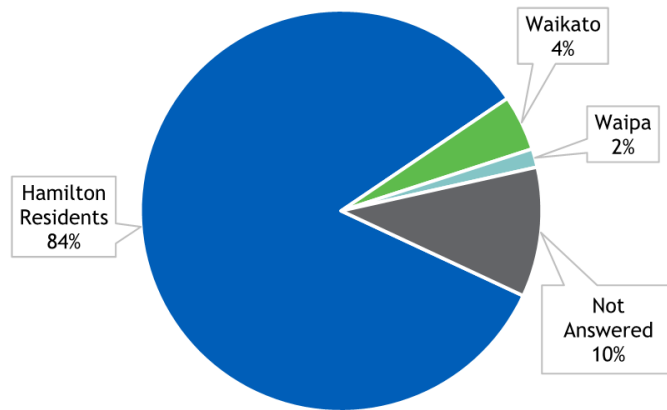
100% of those that chose 'No – Retain the current plan with no revisions' drove their car at least once per week, and 94% were daily car users. 67% reported walking at least once a week. 17% were weekly bicycle users (using their bike or e-bike at least once a week).

Of those that said 'Yes – Amend the current plan revisions so the plan aligns with recent legislative requirements (Land Transport Rule: Setting of Speed Limits), current best practice, and the long-term vision for Hamilton City' 91% drove their car at least once per week, and 39% were daily car users. 52% were weekly bicycle users (using their bike or e-bike at least once a week). 82% reported walking at least once a week. 18% of those that said yes also used a scooter or e-scooter at least once a week.

DEMOGRAPHIC COMPARISON OF RESPONSES FROM INDIVIDUALS

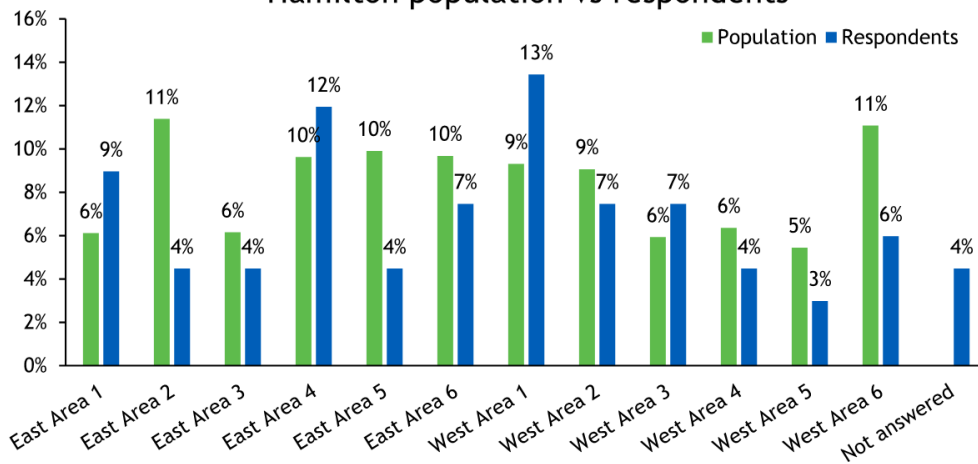
RESPONDENTS VS HAMILTON CITY PROFILE*-LOCATION

56 of the 67 respondents (84%) were from Hamilton. Seven respondents (10%) did not give their location. Three respondents (4%) were from Waikato and one respondent (2%) were from Waipa.



Of the 56 Hamilton residents, we had a high representation from East Area 1 and West Area 1. We had low representation from East Area 2 and West Area 6.

Community Profile Area Comparison Hamilton population vs respondents



*Hamilton city profile statistics are from the 2018 Census published by Stats NZ.

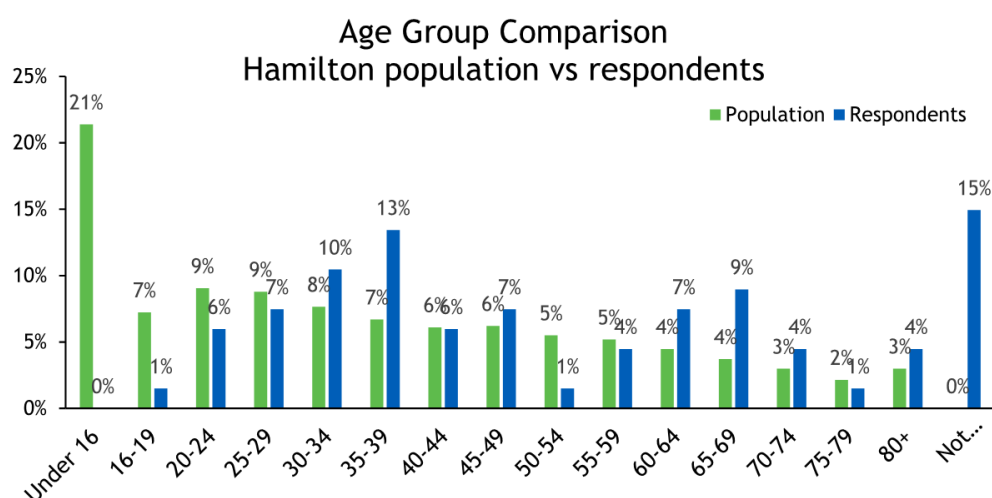
See table below for a list of suburbs in these community profile areas.

Community Profile Area	List of suburbs
East Area 1	Flagstaff
East Area 2	Callum Brae, Huntington, Rototuna, Rototuna North
East Area 3	Chartwell, Chedworth, Harrowfield, Queenwood
East Area 4	Enderley, Fairfield, Fairview Downs
East Area 5	Claudlands, Hamilton East, Peachgrove
East Area 6	Hillcrest, Ruakura, Riverlea, Silverdale

West Area 1	Avalon, Beerescourt, Forest Lake, Northgate, Pukete, St Andrews, Te Rapa
West Area 2	Crawshaw, Grandview Heights, Nawton, Rotokauri, Western Heights
West Area 3	Aberdeen, Dinsdale, Temple view
West Area 4	Frankton, Maeroa, Swarbrick
West Area 5	Hamilton Central, Hamilton Lake, Hospital, Whitiara
West Area 6	Bader, Deanwell, Fitzroy, Glenview, Melville, Peacocke

RESPONDENTS VS HAMILTON CITY PROFILE*-AGE GROUP

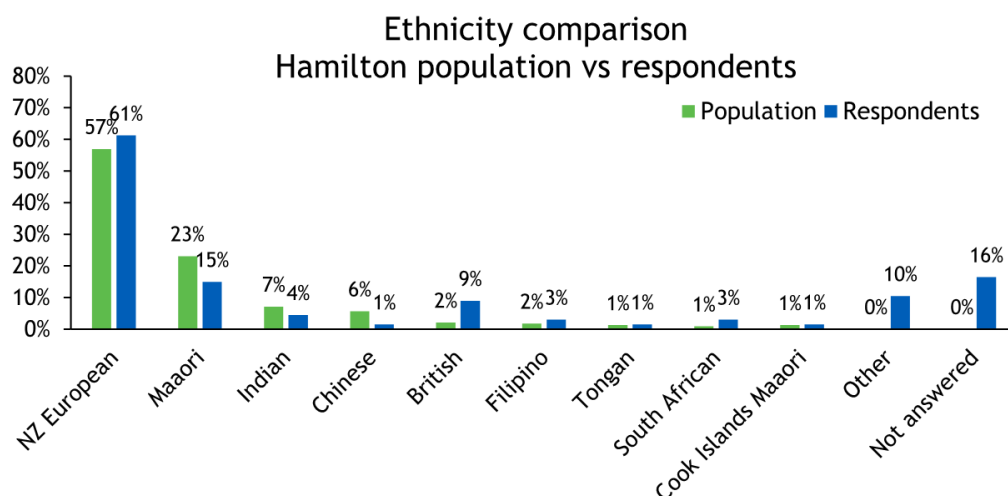
We had a low representation from those under 24, in particular those aged 16-19. We also had low representation from those 50-54 years. We had a high representation from those between 25-39 and 65-69 years. 15% of the sample declined to give their age group.



*Hamilton city profile statistics are from the 2018 Census published by Stats NZ.

RESPONDENTS VS HAMILTON CITY PROFILE*-ETHNIC GROUP

We had a high representation from British and low representation from Maaori, Indian and Chinese.



*Hamilton city profile statistics are from the 2018 Census published by Stats NZ.

FEEDBACK FROM ORGANISATIONS

We received feedback from three organisations that were all supportive of the changes to the Speed Management Plan 2022 however some suggestions were also recommended. See below for a summary of comments.

Living Streets	<p>Living Streets supports the 'Speed Management Plan 2022'</p> <p>Living Streets supports the 30km speed limit near schools, which will help to promote the health and social benefits of more students walking to school.</p> <p>Living Streets supports the 30km speed limit near suburban shops, which will help to promote the economic benefit of more people shopping within walking distance of where they live.</p> <p>Living Streets asks:</p> <p>(1) That the 5-year safer 'speed management plan' be completed within 3 years.</p> <p>(2) Hamilton City council to correct the speed map to show the Hukanui Rd / Wairere Dr roundabout at the Hukanui Rd posted speed limit.</p> <p>(3) That an additional principle be added, this being:</p> <p>ix. The posted speed limit of roundabouts to be set at the speed of the slowest street entering the roundabout.</p> <p>Example: the speed limit for the Te Rapa Rd roundabout should be posted at the same speed as that applied in Bryant Rd/Sunshine Ave.</p> <p>(4) That the Heaphy Tce speed limit be lowered to provide safer and better connections for people crossing to Claudelands Park from the high density* neighbourhood between Heaphy Tce and River Rd.</p>
	<p>NZAA supports what Hamilton City Council (HCC) is seeking to achieve with speed management in Hamilton. NZAA have provided feedback in the initial consultation phase where we emphasised the importance of HCC aligning with the national Tackling Unsafe Speed Programme (TUSP) and the new Land Transport Rule: Setting of Speed Limits 2022 which is due out at in the middle of this year. We note that HCC is running ahead of the TUSP and in particular the new Land Transport Rule. We question whether it would be wise for HCC to wait until the details of the new Rule are released before finalising the SMP. We understand that there are moderate changes that have been made to the Rule which could impact and influence the final shape and content of the HCC SMP.</p> <p>Suggestions are summarized below:</p> <ul style="list-style-type: none"> • Road design and physical infrastructure changes should sit alongside changes to speed – in accordance with the University of Waikato's Transport Research Group – which needs to be accounted for within the budget. • The Public need to be better educated regarding changes to speed limits. A further new principle could be developed to ensure the public are sufficiently informed about new speed limits so that they can modify their driving behaviour. • We submit that a new principle could be developed to ensure the protection of the speed and function of existing highly important strategic arterials in the City such as Wairere Drive where no current road safety risk exists. • We seek that in cases of important strategic routes such as Wairere Drive that the full public consultation process is used and that the feedback received is meaningfully taken into account.

	<ul style="list-style-type: none"> There should be a new priority to roll out the new speed regime around all schools in Hamilton in a short-term (1 to 3 years) timeframe (in line with the TUSP priorities). <p>We support the new engineering standards around roads and lower speeds in new residential subdivisions.</p> <p>NZAA supports the early rollout of slower speeds around all schools in Hamilton and the use of variable (time based) signage.</p>
Te Whaanau Roopu Oo Aotearoa-Komiti Maaori	<p>Te Whaanau Roopu Oo Aotearoa-Komiti Maaori acknowledge and thank HCC efforts to bring the pedestrian crossing near the shops in Mardon Rd, up to NZTA spec., mindful of Austroad's definitions.</p> <p>With-regards-to traffic speed; from data analysed, pre-schoolers are the most vulnerable, and least listened to, pedestrian group. They are disadvantaged by the speed of vehicles. Slower traffic speed may give better avoidance of collision – it has to be tried. However, it is only one of a raft of traffic control options available in the statutes that Council is mandated to comply with.</p> <p>The excessive height of vegetation on traffic islands are 'accidents-waiting-to-happen' for pre-schoolers. At these sites, slower traffic speed may also give better avoidance of collision. The data will tell.</p> <p>Pedestrian 'refuge' crossing points, and also courtesy crossings, are not official pedestrian crossings. Those on Peachgrove Road between Davies Corner and Tennyson Road need critically urgent replacement with the Mardon Road standard.</p>

FEEDBACK THROUGH EMAILS/LETTERS

The emails received from community members mostly focused on specific issues. A summary of what community members said through emails is shown in the below table:

Summary of the comments
<ul style="list-style-type: none"> Many drivers do not have patience – Instead they having an attitude of haste We should increase red light cameras and increase fines Increase driver education and training, and focus on increasing driver patience, driver attitudes, awareness of potential hazards and conflicts Increase traffic calming measures to decrease speed within road design (e.g., raised crossings) Increase enforcement of speeding and red-light running
<ul style="list-style-type: none"> Queens Ave is used a throughfare and being a long straight flat road, a lot of speeding occurs, and something should be implemented to reduce speeding along this stretch of road before something happens
<ul style="list-style-type: none"> There is a need for speed bumps around the roundabout installed around Davies Corner, as both cars and motorbikes just fly through here, way over 100 kph sometimes.

FEEDBACK FROM SOCIAL MEDIA

We received 75 comments, and replies to comments on social media advertising. Majority of comments were not relevant. Similar to submissions, one of the major themes identified from relevant comments were that the changes proposed to the Speed Management Plan will increase safety for road users. Other reoccurring messages from people posting on social media, were calls to improve roads (e.g., fixing potholes) and improve driver education and training.

ENGAGEMENT TACTICS

GOAL

Hamiltonians feel they have had the opportunity to provide feedback on proposed changes to the Hamilton Speed Management Plan and submissions are received because of this.

OBJECTIVES

- To engage with all key stakeholders and the wider public on changes to the plan.
- To produce a speed management plan that thoroughly reflects the needs and aspirations of our growing city.
- To align our speed management plan with national plans and policies for speed management so we can ensure our plan is relevant and up to date.

ENGAGEMENT CAMPAIGN REVIEW

The campaign utilised a range of tactics to ensure that feedback was received from both key stakeholders and the general public including the following:

- Pre-engagement with key stakeholders and advocacy group (prior to public engagement beginning).
- Follow up letter to key stakeholders once public engagement was live.
- Have your say feedback forms placed in the Council reception and libraries.
- Our Hamilton story/media release distributed, and advertisement tile displayed on the Our Hamilton website.
- Social media boosted posts on Hamilton City Council Facebook page.
- Press adverts placed in local newspapers – Hamilton Press and Waikato Times.

ENGAGEMENT CAMPAIGN DESIGN EXAMPLES

Press advert:



Facebook tile:



ENGAGEMENT RESULTS

SUBMISSION FORM (ONLINE & PAPER COPY)

There were 67 submissions; four emails, one hard copy response and 62 online responses to Have Your Say.

SOCIAL MEDIA

Results of the boosted Facebook posts on Hamilton City Council Facebook page are below:

Post	Impressions	Reach	Engagements	Comments	Reactions	Link clicks	Other clicks
22 March - Facebook	31,184	15,413	1,222	133	35	562	486
3 March - Facebook	6,782	6,434	270	18	15	53	163
Total	37,966	21,847	1,492	151	50	615	649

WEBSITE

Have your say webpage:

- 1,545 page views
- Average time spent on the page was 2.20 minutes

Our Hamilton story/media release:

- 67 views
- Average time on page 2.59 minutes

WHAT'S NEXT

The analysis of this feedback will be presented to the Hearings and Engagement Committee on Tuesday 21 June 2022. At this meeting, submitters who want to speak to their written submission will be able to do so. Council will then consider all the views and make a decision.

Council Report

Item 10

Committee: Infrastructure Operations Committee

Date: 09 August 2022

Author: Gordon Naidoo

Authoriser: Eeva-Liisa Wright

Position: City Transport Unit Director

Position: General Manager
Infrastructure Operations

Report Name: Hamilton City Parking Policy - Approval

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

1. To seek the Infrastructure Operations Committee recommendation that the Council approves the principles-based Hamilton Parking Policy.

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

2. That the Infrastructure Operations Committee:
 - a) receives the report; and
 - b) recommends that the Council approves for adoption the principles-based Hamilton City Parking Policy noting that:
 - i. the policy guiding principles were developed by Members alongside the Access Hamilton Strategy refresh 2022;
 - ii. the guiding principles of the policy will be used in the development of any future parking management plans (area focused);
 - iii. the policy will be used to help make future decisions on the direction and approach of parking management in Hamilton city; and
 - iv. the policy will be reviewed every three years, in response to any issues that may arise, at the request of Council or in response to changed legislative and statutory requirements (whichever occurs first).

Executive Summary - *Whakaraapopototanga matua*

3. Council has a role in shaping the form and function of parking in Hamilton City as a provider, facilitator, regulator, and enforcer.
4. Staff recognise and acknowledge that there have been many previous conversations about parking since 2016.
5. The Hamilton City Parking Policy and its guiding principles were developed alongside the Access Hamilton refresh. Workshops with Members were undertaken to ensure both

documents support the others' purpose and vision and have alignment with the strategic direction.

6. On 3 and 10 November 2021, Elected Member workshop sessions were held to discuss the scope of the Access Hamilton refresh update and start the process of developing the guiding principles. The focus of both workshops was to develop high-level outcomes and principles that will be used to develop a Parking Management Policy for Hamilton.
7. Following the workshop sessions, the draft Hamilton City Parking Policy 2021-22 document was developed including guiding principles. These were both approved at the 7 December 2021 Infrastructure Operations committee meeting [[Minutes](#)].
8. The Hamilton City Parking policy sets the objectives and principles for parking in the central city, suburban centres, and district plan areas for the future. This is done in a way that supports broader objectives of preparing the city for population growth, making the city more people-friendly, supporting economic growth including retail, hospitality, and tourism, while improving mode choice for access and supporting an overall emission reduction plan.
9. The approved Hamilton City Parking Policy's guiding principles help to shape how Hamilton can optimise public assets through the planning, design, and enforcement of parking in future. These are the following eight guiding principles:
 - i. provision of safe facilities and facilities for people with mobility impairments
 - ii. prioritisation of road space
 - iii. managing parking provision
 - iv. charging for parking
 - v. application of parking management technology
 - vi. reduce the demand for parking
 - vii. provide sufficient loading and servicing areas
 - viii. alignment with Council and Central government policy
10. Staff recommend the Infrastructure Operations Committee recommend to Council to approve the Hamilton City Parking Policy (**Attachment 1**), Option 1 as outlined in this report, and that it continues to be used to guide city parking decisions.
11. Noting that the Hamilton City Parking Policy will be reviewed every three years or at the request of Council, in response to issues that may arise, in response to legislation and statutory requirements, whichever occurs first.
12. The total cost to complete the development of this policy is estimated to be \$60,000 which is funded through the approved 2021-31 Long Term Plan transport activity budgets.
13. Staff consider the decision in this report has medium significance and that the recommendations comply with Council's legal requirements.

Background - *Koorero whaimaarama*

The History of the Hamilton Parking Policy/ Principal Development

14. Staff recognise there have been a considerable number of conversations and resolutions on parking activities since 2016. Further information to the history of the Hamilton parking policy/principle development can be found in the 7 December 2021 Infrastructure Operations committee report, Background sections [[Agenda](#)].
15. At the start of the Draft Hamilton parking policy and guiding principles development, it was decided a blank slate approach would be best to ensure the policy and guiding principles were

developed in alignment with recent policy direction from central government and in alignment with the Access Hamilton Strategy refresh 2021/2022.

The concurrent Access Hamilton Refresh process

16. The Hamilton Transport Strategy review known as the Access Hamilton Strategy refresh was reported on concurrently to the 7 December 2021 Infrastructure Operations Meeting, seeking approval of the scope for the strategies refresh.
17. The role of the Access Hamilton Strategy is to enable the transport vision of Council through establishing some clear guiding principles that can be clearly understood and measured to plot progress.
18. Since the development of the Access Hamilton Strategy in 2005 and subsequent review and publication of the 2010 Access Hamilton Strategy 12 years ago, there have been several key changes in Government and Regional policies, which suggest a requirement for a refresh of Council's overall transport strategy to influence the range of transport solutions required to enable those policies.
19. The Access Hamilton Strategy refresh 2021/2022 continues to build on the work that has been previously done, while also re-evaluating the strategy and its alignment with recent data and policy changes, to ensure that the strategy best provides for all Hamiltonians, today and in the future.
20. Access Hamilton Strategy acts as the overarching story that links together other Hamilton City Strategies from a transport perspective and will be used to inform development of further strategy workstreams and the next Long-Term plan.
21. The final 2022 Access Hamilton Strategy refresh is seeking approval at the 9 August 2022 Infrastructure Operations Committee.

The start of the 2021 Hamilton Parking Policy development

22. Alongside the Access Hamilton Refresh, consultants Aurecon have also been commissioned to develop the Hamilton Parking Policy, picking up from the work completed previously through the direction of the Access Hamilton Taskforce, Elected Members and Workshops/Briefings, previous Council, Growth and Infrastructure Committee, Central City River Plan Advisory Group and the Infrastructure Operations Committee decisions.
23. Aurecon are currently involved in the Access Hamilton refresh and Metro Spatial Plan Transport Programme Business Case and have a level of familiarity with Hamilton transport matters within Hamilton City.
24. The draft Hamilton City Parking Policy was developed alongside the 2022 Access Hamilton Strategy refresh to ensure the documents support each other's purpose, vision, and outcomes.

The Principle Setting Workshops

25. On 3 and 10 November 2021, Elected Members, staff, and Aurecon representatives workshopped the scope of the Access Hamilton refresh update and started the process of developing the guiding principles for parking. As previously requested by Members, parking matters were not to be treated in isolation but discussed as part of the integrated Hamilton transport strategy.
26. The focus of both workshops was to develop high-level outcomes and principles that will be used by staff to develop a Parking Policy for Hamilton City – excluding operational issues.
27. The content developed by Members in the November 2021 workshops, was done in alignment with local, regional, and central government plan, strategy and policy direction.

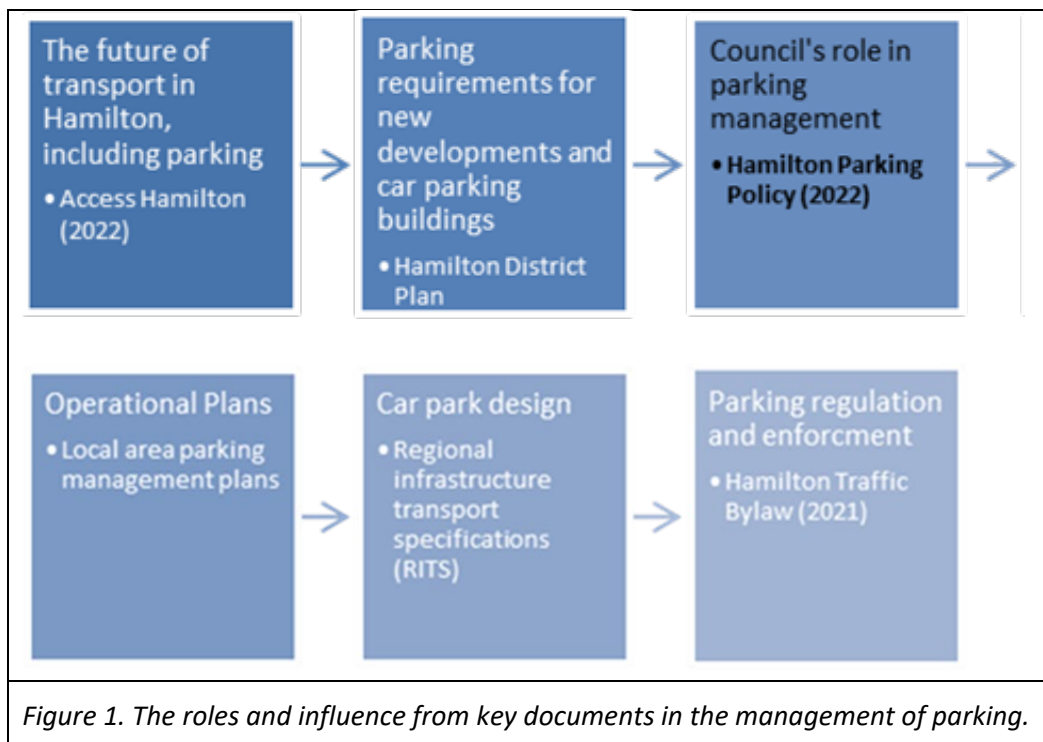
Approval of the draft parking policy principles

28. Following the workshop sessions, the draft Hamilton parking policy and guiding principles were approved at the 7 December 2021 Infrastructure Operations committee meeting 2022. Noting that work was to be completed by staff to deliver the final Hamilton parking policy for approval alongside the Access Hamilton strategy refresh approval in mid-2022 to ensure parking matters were not treated in isolation.

Discussion - *Matapaki*

Councils' role in Parking management

29. Council is responsible for managing the street space in the city for all forms of movement. Council shapes the form of parking in the city by providing, facilitating, regulating, and enforcing parking.
30. Parking consists of publicly owned parking (e.g., on-street parking), privately owned public parking (e.g., Wilsons parking), commercially provided parking (e.g. at supermarkets and other businesses), and privately owned private parking (e.g., car parks and driveways). Most of the Council controlled carparking is on-street parking.
31. The policy will address Council owned carparking, while still considering private parking. This covers all types of parking, including parking for cars, motorcycles, bikes, micro mobility devices, loading, and accessible parking spaces.
32. The Draft Hamilton City Parking Policy can also be used to provide guidance on how Council can/should work with its partners in surrounding districts to address parking outside the city boundary; specifically for the issues that will arise from any future rapid transit provision for the region and park and ride opportunities.
33. Further detail as to the different levels of influence, input, and direction into the management of parking is outlined in figure 1 below.



34. Following the 7 December 2021 Infrastructure Operations committee meeting and approval of the draft Hamilton Parking Policy and guiding principles document, staff have received no further feedback and changes from Elected Members as to their thoughts on the approved draft parking policies guiding principles.

35. Staff have continued to work to develop the parking policy, using the approved draft principles, concurrently to the Access Hamilton refresh to ensure the final transport strategy is leading the parking policy, and parking was not treated in isolation. All engagement during the Access Hamilton refresh, has been tested against the guiding principles and used to shape the draft Hamilton City Parking Policy.
36. The draft Hamilton City Parking Policy can be found as **Attachment 1**.
37. The intention of this parking policy is to use its guiding principles as inputs into the development of all future council parking decisions, operational parking standards and parking management plans. The guiding principles will be used to shape how Hamilton can optimise public assets through the planning, design, the use of technology and enforcement of parking in future.
38. The eight parking principles are:
- i. provision of safe facilities and facilities for people with mobility impairments,
 - ii. prioritisation of road space,
 - iii. managing parking provision,
 - iv. charging for parking,
 - v. application of parking management technology,
 - vi. reduce the demand for parking,
 - vii. provide sufficient loading and servicing areas, and
 - viii. alignment with HCC and Central Government policy.
39. The policy includes industry best practice, will make a positive impact to the management of parking in Hamilton for all road users.
40. Staff worked closely with Council's Disability advisor Judy Small to ensure the language in Principle 1: *'Provision of safe facilities and facilities for people with mobility impairments'* in the policy, best reflects the parking needs of mobility permit holders and address both equality and equity. You can also see this as 'mobility parking' is the second priority in the kerbside road space table under Principle 2: Prioritisation of road space.
41. The kerbside road space table, developed by elected members during workshop two in November 2021 and approved at the 7th December 2021 Infrastructure Operations Committee meeting, is a key part of Principle 2: *'Prioritisation of road space'*.
42. The table provides a generalised framework for considering user needs and will be used by staff to guide decisions around how kerbside road space should be allocated and what uses have priority depending on whether it is a Central City/ shopping centre, residential, or employment area. Noting that safety is an overarching priority in the prioritisation process.

Location	Central City/ shopping centres	Residential	Employment
Overarching	Safety		

Priority			
1 st Priority	Movement and place	Movement and place	Movement and place
2 nd priority	mobility parking spaces	mobility parking spaces	mobility parking spaces
3 rd priority	Bus stops	Bus stops	Loading and servicing
4 th priority	Loading and servicing	Residents' parking	Bus stops
5 th priority	Biking and micro-mobility parking	Biking and micro-mobility parking	Biking and micro-mobility parking
6 th Priority	Short to medium stay parking	Short to medium stay parking	Short to medium stay parking
7 th Priority	Long-stay/ commuter parking	Long-stay/ commuter parking	Long-stay/ commuter parking

Table 1: Kerbside roadscape allocation and prioritisation

Options Considered

43. Staff have assessed that there are two options for the Infrastructure Operations Committee to consider although only one could be considered reasonable and viable given the importance of this policy proposed. The options are set out in the table below.

Option 1	Approve the draft Hamilton Parking Policy
Option 2	No not approve draft Hamilton Parking Policy

Option One

44. If the Draft Hamilton City Parking Policy is approved, future parking decisions will be made in accordance with the guiding principles outlined in this Policy. Future Council parking decisions will include, but are not limited to, the development of area-focussed parking management plans and car parking.
45. While this Policy provides a framework to guide parking decisions, other requirements in relation to decisions under legislation or other policy, including consultation requirements, continue to apply.
46. This Hamilton City Parking Policy provides a framework to guide future decisions on car parking. There will still be a case-by-case assessment on changes to any car parking, and consultation as appropriate to any situation.
47. The next steps following the approval of the draft Hamilton City Parking Policy may include:
- i. develop Parking Management Plans where required;
 - ii. review design standards;
 - iii. develop staged implementation of parking area management plans including funding;

- iv. data collection to understand parking demands, needs, behaviour, capacity, and to inform monitoring;
 - v. develop monitoring framework; and
 - vi. implement – “action on street”.
48. Implementation of the policy will be overseen by the Unit Director of Transport and performance against the policy will be monitored and reported to the relevant Council/Committee as required.
49. The policy will be reviewed in response to any issues that may arise, every three years, at the request of Council or in response to changed legislative and statutory requirements (whichever occurs first).

The Parking Policies Strategic Alignment

50. The Hamilton parking policy has been developed in a way that is considered consistent with national and local policy. This policy’s development has been informed by the concurrent refresh of the Access Hamilton Transport Strategy which provides alignment to national and regional strategies, and reflects the direction set by Our Vision for Hamilton Kirikiriroa, and the National Parking Management Guidance from Waka Kotahi. See figure two below.

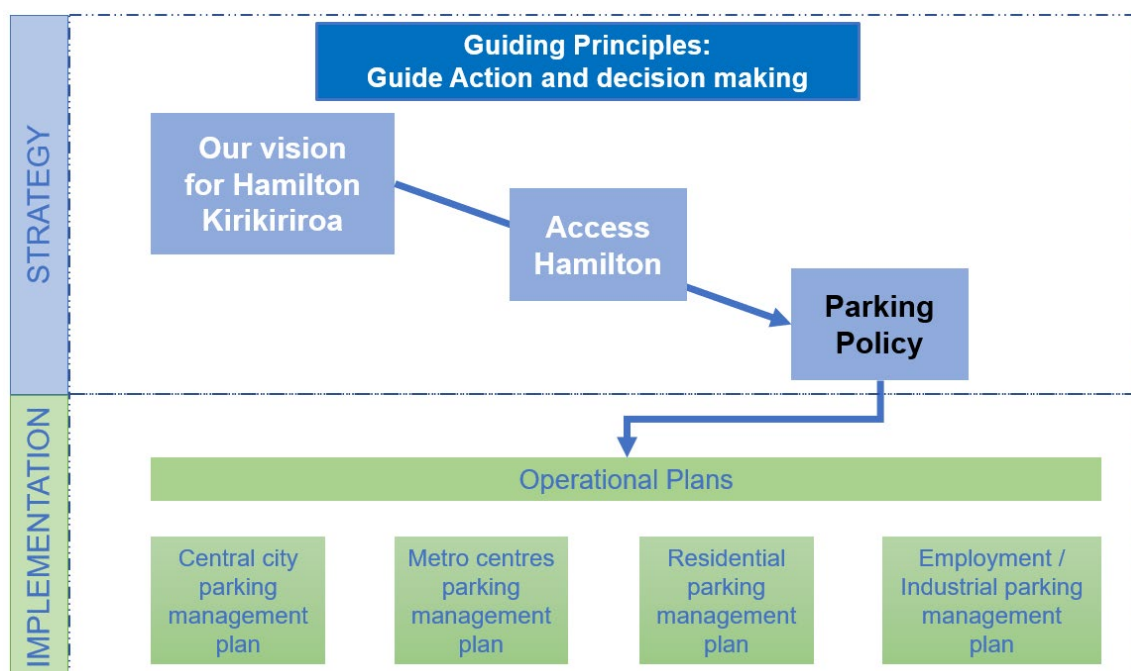


Figure 2: Parking Policy in wider context

51. Parking plays a considerable role in helping to shape peoples travel choice. This policy is instrumental in helping to shape a ‘low emission transport system that is resilient against climate change’ as identified as key outcome in Access Hamilton (2022) and will help to reduce transport emissions in alignment with the Draft Climate Change Strategy – Our Climate Future (2022). To be reported to Environment committee on 2 August 2022 recommending approval by Council.

Option Two

52. If the approval of the Hamilton parking policy is not approved, Council will not have the core policy guide needed to support the future direction of parking and its associated land use in Hamilton.
53. Council will have no vision and objective in the management of parking for Hamilton and will not be able to fully support other projects, policies, and strategies that this policy influences and supports, including:
 - i. Access Hamilton Strategy,
 - ii. Waka Kotahi Hamilton-Waikato Area Mode-shift Plan,
 - iii. Central City Transformation Plan (CCTP),
 - iv. Hamilton City Council – Climate change and emission reductions target obligations,
 - v. Waka Kotahi - Keeping cities moving,
 - vi. National Policy Statement-Urban Development (NPS-UD),
 - vii. Waka Kotahi - Arataki, and
 - viii. Hamilton-Waikato Metro Spatial Plan.
54. These projects include but are not isolated to:
 - i. the district plan refresh and its associated removal of minimum car parking requirements under the NPS-UD; and
 - ii. parking recommendations to inform other council resolutions, i.e. in relation to Rotorua town centre, Central City, commuter parking.

Financial Considerations - *Whaiwhakaaro Puutea*

55. The total cost to complete this work is estimated to be \$60,000 which is funded through the approved 2021-31 Long Term Plan transport activity budget.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga*

tonutanga 57. 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').

58. 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.
59. The recommendations set out in this report are consistent with that purpose.

Social

60. The Hamilton parking policy will help provide for a connected city allowing communities to access employment, education, health and other essential services as well as access to recreational and social opportunities.
61. The policy supports and enables Council in their ability to adapt streets to better support active and safe transport needs by contributing to the creation of more people-friendly spaces in our towns and city.
62. The policy better supports those who are not as able-bodied and rely on cars for their transport mode of choice, by ensuring mobility parking is well supported and provided for.

Economic

63. The policy will support economic wellbeing by guiding the development of more resilient communities. The policy refresh will also focus on emission reduction opportunities and enabling mode choice.
64. The policy will support economic growth and development and better provided financial security in employment and metro zones by ensuring the public parking provided is managed in a way to support high turnover for customer use and business support.
65. The policy enables any charging for parking to be re-invested into supporting mode choice and urban amenity upgrades.

Environmental

66. The Access Hamilton refresh worked closely with the team developing the Hamilton Climate Change Strategy as transport plays a major role in addressing climate change and enabling emission reduction. This ensures that the strategy was updated adequately and can better address emission reduction and climate change. With parking being developed alongside/under Access Hamilton, the parking policy works to enable modal choice and its direct links to emission reduction.
67. The policy sets out a table that will be considered when providing a choice of travel mode and enable motorists to switch from unnecessary car journeys when they can to help reduce congestion, carbon emissions, promote carbon reduction, and improve air quality.
68. The Hamilton parking policy will enable more projects that support alternative modes of transportation and the ability for the community to traverse across and around the city in a safe way by managing and controlling the parking of a vehicle/bike/motorbike and its location when not in use.

Cultural

The policies development is strongly interlinked with the Access Hamilton Refresh. The Access Hamilton Strategy has strong guidance/reference to He Pou Manawa Ora and can play a role in developing Mana Whenua values for the city. Mana whenua are strongly interlinked into the development of this strategy and subsequently will the parking policy development. **Risks - Tuuraru**

70. There are no known risks associated with the decisions required for this matter outside of those mentioned in this report related to the benefits from a strategic level of adopting a coherent parking policy to align with our transport strategy refresh and updates to the district plan.
71. Staff recommend **Option 1** because otherwise Council will be without a parking policy and there will be significant obstacles in aligning with government direction and providing guidance in our requirements in the district plan refresh, other council resolutions and development within the city.
72. If the approval of the Draft Hamilton City Parking Policy are not approved staff will be required to make decisions around parking in an adhoc manner and delivery of approved programmes of work as approved in the 2021-31 Long Term Plan may be delayed.

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

Significance

73. 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 medium level of significance.

Engagement

74. Although engagement is not required, the proposed Policy has been fully informed by the community views and preferences known to the Council through robust engagement conducted over the last three years, including specifically:
- i. the 2021-2031 Long Term Plan Consultation period;
 - ii. targeted community consultation on the Access Hamilton refresh 2022; and
 - iii. engagement within the Biking and Micro Mobility and Eastern Pathway projects
75. Given the medium level of significance determined, the engagement level is medium. No engagement is required.
76. The proposed policy aligns with these community views and preferences and meets central government policy direction on parking.
77. As an additional check on the policy and principles, staff sought feedback from Council's Disability Advisor and the General Manager of the Hamilton Central Business Association. Both parties support the proposed Policy from the disability/mobility perspective, and central city/local business needs, respectively. They also commended the approach to developing the principles, which are considered to help shape a robust and inclusive policy that is fit-for-purpose for all Hamiltonians.
78. As a framework for parking decisions, the approval of the principles-based policy would not result in any immediate changes to parking management in Hamilton City. If adopted, the policy would apply to all future parking decisions made by staff and Elected Members. Consultation may be required on specific future decisions on parking, depending on the nature and significance that decision.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Hamilton City Parking Policy- Policy (for approval) 2022 .

First adopted:	August 2022
Revision dates/version:	Version 1/August 2022
Next review date:	August 2025
Document Number:	D-4256535 (word) D-4310562 (pdf)
Associated documents:	Hamilton City Parking Policy Report (D-4048472) (7 August 2022, Infrastructure Operations committee)
Sponsor/Group:	General Manager Infrastructure Operations

Hamilton Parking Policy

Ko te Puutaketanga

Purpose

- The purpose of this policy is to:
 - provide both a framework and guiding principles for decisions on parking in Hamilton;
 - support broader objectives of accommodating population growth, making the city more people friendly and promoting wellbeing, and supporting economic growth – whilst improving travel choice and supporting a reduction in overall emissions; and
 - set the guiding principles for the development of area-specific parking management plans, and site and land use specific parking management.

Ko te Whaanuitanga

Scope

- This policy applies to:
 - all public and Hamilton City Council-owned parking places, including on-street and off-street parking; and
 - all types of parking places (as defined in the Hamilton Traffic Bylaw) including, but not limited to, parking for: cars, motorcycles, bikes, micro-mobility devices, servicing and loading spaces, and mobility parking spaces.
- This policy does not apply to:
 - privately owned off-street car parking; or
 - any parking outside of the Hamilton City Council boundary.
 - All parking is subject to compliance with the Operative District Plan.
- The diagram below shows how this policy fits within the regulatory context.



Ko ngaa Whakamaaramatanga

Definitions

Term	Definition in this Policy
------	---------------------------

Car share	Includes informal car pooling arrangements involving three or more passengers per vehicle and car sharing apps. Does not include 'rideshare' or 'ridehail' apps such as Uber and Ola.
Commercial areas	An area which is primarily used for retail premises, office buildings, or community premises (such as hospitals) and includes the central city
Employment	An area which is primarily industrial or which does not fall within the meaning of central city, commercial area, or residential area.
Micro-mobility device	A powered or unpowered transport device (as defined by the Traffic Bylaw).
Mobility parking space	A parking place set aside under the provisions of the Hamilton Traffic Bylaw for use by people who hold an approved disabled person's parking permit.
Parking fees	Fees required for the use of any parking place for any identified length of time.
Parking machine	Means a device or system (including electronic or software-based systems) that is used to collect payment in exchange for a vehicle parking in a particular place for a limited time.
Parking Management Plan (PMP)	A Parking Management Plan is an area-specific plan developed by Council outlining how parking will be managed, taking into consideration the local context.
Parking place	Means a place (including a building) where vehicles, or any class of vehicles may stop, stand or park; and may be situated: a) within a road or road reserve (on-street parking); or b) on property owned by Council which is not a road reserve (off-street parking).
Parking warden	Means a parking warden appointed under section 128D of the Land Transport Act 1998.
Residential area	An area which is primarily used for living accommodation (excluding visitor accommodation).
Vehicle	Has the same meaning as set out in the Land Transport Act 1998.

Ko ngaa Tikanga Policy

5. Council has a role in shaping the form and function of parking in Hamilton City as a provider, facilitator, regulator, and enforcer.
6. Council decisions about parking provision will be made in accordance with the guiding principles outlined in this Policy.
7. Council parking decisions will include, but are not limited to, the development of area-specific parking management plans and the management of parking places.
8. While this policy provides a framework to guide parking decisions, other requirements in relation to decisions under legislation or other policy – including consultation requirements – will continue to apply.

9. Each of the following principles must be considered by staff and Elected Members in the making of Council parking decisions, depending on the nature and significance of the proposed decision.
 - a) Providing safe facilities and facilities for people with mobility impairments
 - b) Prioritisation of road space
 - c) Managing parking provision
 - d) Charging for parking
 - e) Application of parking management technology
 - f) Reducing the demand for private vehicle parking
 - g) Providing sufficient loading and servicing areas
 - h) Alignment with local, regional, and national policy

10. Each of these principles has equal weight and is described below.

Principle One: Providing safe facilities and facilities for people with mobility impairments

11. All parking places should align with Crime Prevention Through Environmental Design (CPTED) principles, including being regularly patrolled/monitored and have high levels of appropriate lighting.
12. Parking places, and access to them, should be designed to take into account best practice and guidance, especially regarding people with mobility impairments.
13. Council will improve the provision of mobility parking space parking for mobility permit card holders, by:
 - a) continuing to provide concessions in alignment with the Traffic Bylaw, to cars displaying mobility permits to enable longer parking in time restricted on-street parking spaces;
 - b) reviewing the utilisation of and requests for mobility parking spaces to ensure sufficient facilities are in place to meet demand;
 - c) auditing mobility parking spaces, and their unimpeded kerb access, to ensure that they meet best practice design standards;
 - d) ensuring good public information about where mobility parking spaces are available;
 - e) ensuring that usage of mobility parking spaces is appropriately enforced to deter illegal parking; and
 - f) periodically conducting occupancy surveys to assess utilisation of mobility parking spaces .

14. This will not replace the minimum mobility carparking requirements specified in the District Plan or any requirements under the Building Act 2004.

Principle Two: Prioritisation of road space

15. Council will use the table below to guide how kerbside road space should be allocated and which uses have priority depending on whether the location is in the Central City, shopping centre,

residential, or employment areas. Uses with a high priority in the hierarchy would be accommodated first, providing there is demand for that use.

Location	Central City/ Commercial areas	Residential	Employment
Overarching Priority	Safety		
1 st Priority	Movement and place	Movement and place	Movement and place
2 nd priority	mobility parking spaces	mobility parking spaces	mobility parking spaces
3 rd priority	Bus stops	Bus stops	Loading and servicing
4 th priority	Loading and servicing	Residents' parking	Bus stops
5 th priority	Biking and micro-mobility parking	Biking and micro-mobility parking	Biking and micro-mobility parking
6 th Priority	Short to medium stay parking	Short to medium stay parking	Short to medium stay parking
7 th Priority	Long-stay/ commuter parking	Long-stay/ commuter parking	Long-stay/ commuter parking

16. Safety is an overarching priority in the prioritisation process. Council uses road markings to prohibit parking in any location where it would impede the safe and efficient operation of the transport system, for example, to protect visibility at intersections and key pedestrian crossing points.

17. The first priority, movement and place, will be provided in accordance with Waka Kotahi's One Network Framework.

- a) The movement focus will include provision of wider footpaths, cycle lanes, bus lanes, and traffic lanes.
- b) Placemaking includes a focus on amenity including additional high-quality materials like Seats, rubbish bins and gardens.

18. While the hierarchy provides a generalised framework for considering various user needs, the priority should not be given to the complete detriment of other uses and users.

Principle Three: Managing parking provisions

19. On-street and off-street parking places will be managed efficiently to support use by the intended categories of user.
20. Short to medium-term parking places will be prioritised in the central city and shopping centre areas.
21. Commuter and long-term parking places should be limited to appropriate areas which may include the periphery of the Central City area, or in areas designated or identified in parking management plans.

22. Council will continue to support initiatives to decrease carbon emissions and congestion by enabling:
- a) parking places for sustainable alternatives to single occupancy private cars, to encourage greater use of the other sustainable transport choices such as bicycles, micro-mobility devices like scooters and e-scooters, zero-exhaust emission vehicles (e.g., battery electric vehicles), car sharing, and motorcycles;
 - b) an increase in car sharing provisions;
 - c) space for electric vehicle and Micromobility charging stations; and
 - d) reallocation of road space for active and public transport modes.

Car sharing

23. Council will support car sharing by offering on-street parking places for car share parking.
24. Council will promote car sharing in education and community campaigns, where appropriate.

Zero and low-emission vehicles

25. Electric vehicles help to reduce transport-related emissions and minimise the overall carbon footprint of the transport sector.
26. Council will encourage the use of zero and low-emission vehicles and related infrastructure throughout the city by:
- a) providing designated parking places for zero and low-emission vehicles; and
 - b) enabling charging infrastructure to be installed within in parking places.

Biking and micro-mobility

27. Council will continue to prioritise and provide inclusive and easy to use biking and micro-mobility device parking.
28. Biking and micro-mobility parking will be provided either in the footpath zone or the kerbside lane zone in alignment with the table (in principle two).
29. In areas where medium to long term parking of bicycles and micro-mobility is expected, facilities with weather protection, CCTV and lighting, and charging points should all be considered.
30. The locations where these facilities may be provided will be carefully chosen to emphasise:
- a) proximity of key destinations;
 - b) proximity of the biking and micro-mobility transport network;
 - c) the effect on safe movement of other modes, with a particular emphasis on walking, and people with people with mobility impairments;
 - d) where parked bike and micro-mobility vehicles (and their users) will be safe and people on foot are not obstructed;
 - e) at appropriate spacing; and
 - f) with consideration for current and future parking demand.

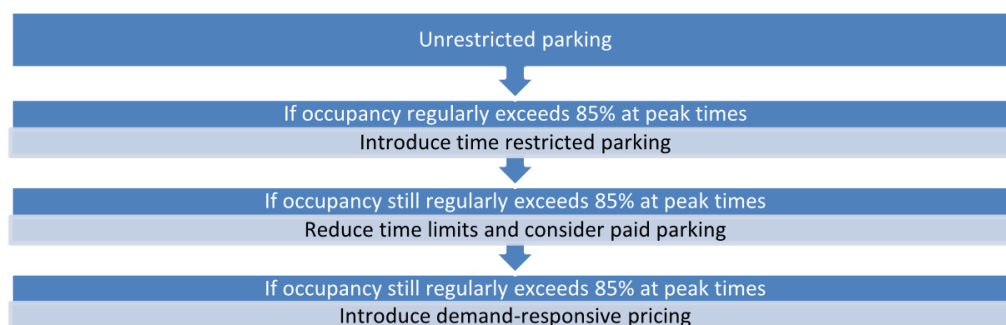
Residents' Parking

31. Residents' parking permits provide a way to fairly share on-street parking places between different users, especially in areas where parking is in short supply.
32. A residents' parking policy may be considered if there is the demand for greater residents' parking management to either:

- a) reduce the negative impacts of high parking demand on local communities; or
- b) manage the impacts of long stay/ commuter parking.

Principle Four: Charging for parking

- 33. Parking will be managed in alignment with the flow chart below. Parking will be managed by levers such as time or price.
- 34. Changes to time restrictions or fees to manage parking will be decided based on meeting or exceeding the data thresholds or trigger points outlined the following flow chart:



- 35. Peak times are the four highest hours of the day, usually between 10am and 2pm, Monday to Friday, excluding public holidays.
- 36. Parking fees will be set at a level which endeavours to encourage the use of local facilities and businesses.
- 37. Any parking fees set, will be used as a lever solely for the control of parking management. Further detail as to the potential for the ringfencing of funds for public amenity upgrades and cost recovery, will be detailed in the parking pricing policy.
- 38. Changes to parking fees should be guided by data, focussing on incremental, reasonable, well-communicated changes that strongly align with the purpose of this policy.
- 39. Parking fees will predominantly be implemented in the Central City and commercial areas.

85% Threshold

- 40. The 85% threshold means that the parking resource is well used but people can still easily find a space, thus reducing congestion and frustration.
- 41. When peak parking occupancy is regularly above 85% and the parking demand is high, Council will recommend a change to the parking management approach.

Demand-responsive pricing

- 42. In areas which experience low demand and/or there is no change in demand, and parking fails to reach the trigger points, Council will not consider changes to the parking management approach.
- 43. Where parking demand continues to exceed the 85% threshold following the implementation of paid parking and / or time limits, Council will consider implementing demand-responsive

pricing as a way to manage demand for on-street car parking places. The prices will only be increased if warranted by demand data.

44. Occupancy levels will be regularly monitored to ensure peak demand of parking, reflected in the hierarchy, is within the 85% threshold most of the time. Any pricing adjustments will be made known to the public well in advance to any implemented changes, and only if warranted by demand.
 - a) If the demand for parking in a car park is found to decrease below 85%, Council will consider a price decrease.
 - b) If the demand for parking in a car park is found to increase beyond 85%, Council will consider a price increase.
45. Council will ensure demand-responsive pricing prioritises short and medium stay parking (in alignment Principle Two) to ensure the Central City and other shopping areas remain accessible for short-stay visitors to support local businesses and economic viability, through encouraging occupancy turnover.
46. Council will develop Parking Pricing policy when there is demand for demand-responsive pricing. This policy will set expectations on pricing range, periodic increases, and regular pricing review periods.

Principle Five: Application of parking management technology

47. Advances in parking management technology are shaping how Council manages parking. Technologies can make parking more customer-friendly, reduce operating costs and enhance data collection and monitoring.
48. Council will continue to:
 - a) explore technology solutions to maximise compliance, monitor parking occupancy, support pricing technologies, and provide parking-related information to all road users;
 - b) review the extent and type of parking that will be required in the future, in response to technology changes (such as driverless and autonomous vehicles); and
 - c) investigate and implement new technologies to improve the efficiency of parking enforcement, and offer a better service across Hamilton.

Principle Six: Reducing the demand for private vehicle parking

49. Reducing the demand for private vehicle parking in Hamilton over time aligns with both Council and national guidelines.
50. Council will continue to manage parking places in alignment with making other transport choices available. If there are more transport choices, parking places for private vehicles can be managed and restricted to ensure alternative modes are more attractive and prioritised.
51. Where there are good transport choices available, Council will consider applying time restricted and / or paid parking to parking places for private vehicles in the Central City and other key shopping areas.
52. Council will continue to work to provide a range of public and alternative transport choices to ensure the need for reliance on private vehicle use and related parking demand is reduced over time.
53. Council will continue to work with business in employment areas requiring travel plans as a tool to help reduce the overall demand for parking places for private vehicles.

54. In some of these areas where the drivers of parking demand for private vehicles are considered particularly complex, Council will develop area-specific parking management plans.
55. Area-specific parking management plans will be developed in accordance with Waka Kotahi guidance and in consultation with the local community and business stakeholders to reflect local issues. Parking management plans will provide a comprehensive assessment of parking across the area, an analysis of issues, and make short, medium, and long-term recommendations.

Principle Seven: Providing sufficient loading and servicing areas

56. The provision and management of any on-street loading and servicing areas should be sufficient to support economic growth by providing sufficient spaces and access at key locations.
57. Off-street provisions will be required in compliance of the operative district plan.
58. Where loading zones are provided, these will be managed to maximise access for the delivery of goods and services.
59. Council will monitor and review loading and servicing areas to ensure times and locations remain suitable

Principle Eight: Alignment with local, regional, and national policy

60. To continue to align with local, regional, and national policy direction, Council needs to ensure that the way parking is managed:
 - a) encourages travel by a range of sustainable transport choices;
 - b) prioritises parking for a range of transport choices; and
 - c) enables kerbside space to be utilised for more beneficial activities.
61. Local, regional, and national policy includes but is not limited to:
 - a) Hamilton's Access Hamilton transport strategy; (*pending adoption August 2022*)
 - b) Hamilton's Climate Change Strategy; (*pending adoption August 2022*)
 - c) Waka Kotahi's National Parking Management Guidance;
 - d) Waka Kotahi's Arataki and Keeping Cities Moving document; and
 - e) The direction set by Council's document, Our Vision for Hamilton Kirikiriroa.
62. Figure 1 below shows how the parking policy fits in the wider strategy and policy context and how it will influence operational plans:

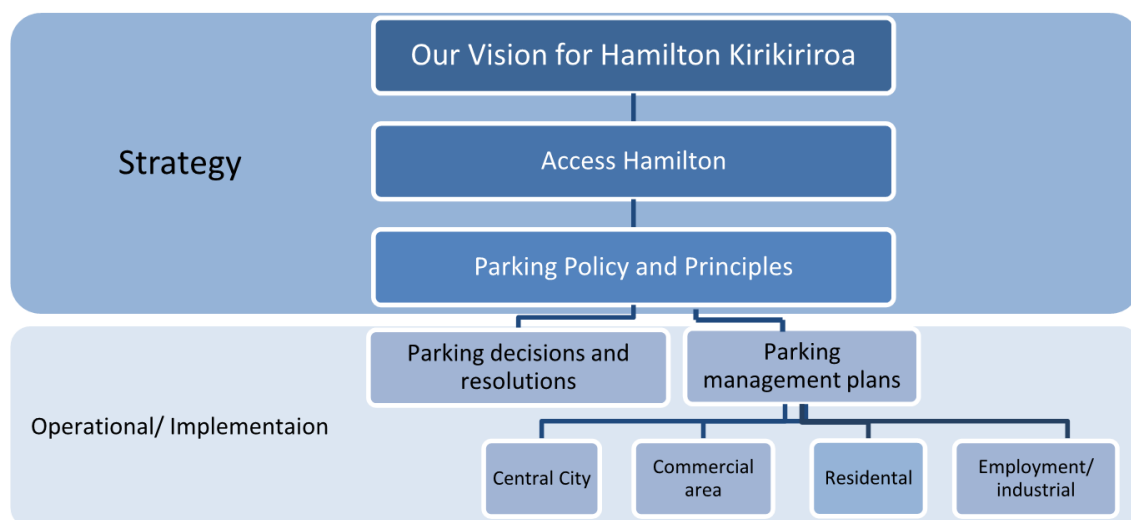


Figure 1: Organisational hierarchy of the Transport Strategy, parking policy and associated parking management plans (operational).

Ko te Aroturukitanga me te Whakatinanatanga **Monitoring and Review**

Implementation,

63. Implementation of the policy will be overseen by the Unit Director of Transport.
64. Performance against the policy will be monitored and reported to the relevant Council Committee as required.
65. The policy will be reviewed every three years, in response to any issues that may arise, at the request of Council or in response to changed legislative and statutory requirements (whichever occurs first).

Council Report

Committee: Infrastructure Operations Committee
Date: 09 August 2022
Author: Martin Parkes
Authoriser: Eeva-Liisa Wright
Position: Transport and Urban Mobility Programme Delivery Lead
Position: General Manager Infrastructure Operations
Report Name: Cycling Improvement Opportunities for 2022/23

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

1. To inform the Infrastructure Operations Committee on initiatives planned for 2022/23 financial year to improve cycle safety on the transport network.
2. To seek approval from the Infrastructure Operations Committee for the General Manager Infrastructure Operations to complete and submit an application for the Transport Choices package of the Climate Emergency Response Funding 2022 (CERF)
3. To seek approval from the Infrastructure Operations Committee for reallocation of existing funding in Year 2 and Year 3 of the 2021-31 Long Term Plan (2022/23 and 2023/24) to improve cycle safety on the transport network to support Council's Climate Emergency Response Funding 2022 application; and commence the pre-implementation of Biking and Micromobility projects.

Staff Recommendation - *Tuutohu-aa-kaimahi*

4. That the Infrastructure Operations Committee:
 - a) receives the report;
 - b) delegates the General Manager Infrastructure Operations, in consultation with the Chair and Deputy Chair of the Infrastructure Operations Committee, to complete and submit an application for the Climate Emergency Response Fund 2022 (CERF) for the progression of known projects that include improvements for people walking, biking and using public transport;
 - c) approves the use of the local share from the 2021-31 Long Term Plan Biking and Micromobility programme (2022/23 \$2.12m and 2023/24 \$2.568M) to support an application to the Transport Choices package from the Climate Emergency Response Fund and the appropriate level of staff resources to deliver;
 - d) notes that updates on the progress of any application to the Climate Emergency Response Fund will be provided to the relevant Committee in the new triennium;
 - e) approves the reallocation of \$931k of local share funding from the Eastern Pathways School Link Programme (2022/23) to support the Biking and Micromobility Pre-

Implementation phase; and

- f) notes that (e) is subject to Waka Kotahi Board approval of the Biking and Micromobility business case; and
- g) notes that the funding reallocated to footpath maintenance at the 7 December 2021 Infrastructure Operations Committee will also include bike facility maintenance as part of this funding reallocation.

Executive Summary - *Whakaraapopototanga matua*

- 5. The [31 May 2022](#) Infrastructure Operations Committee requested staff undertake a series of investigations and reports to improve cycle safety on the cities transport network.
- 6. This report focuses on the most immediate opportunities that will be delivered in the 2022/23 financial year in all activities undertaken in the transport network including operations, maintenance, and capital programmes.
- 7. Further work will be undertaken throughout the upcoming year including monitoring of levels of service to assist in developing recommendations for future Annual Plans and Long-Term Plans.
- 8. Staff recommend that approval be given for use of the local share of two existing funding streams in the 2021-31 Long Term Plan to apply for co-investment from the Climate Emergency Relief Fund as detailed in paragraph 84 below.
- 9. Staff recommend that approval be given for use of some local share from the Eastern Pathways School Link Programme to support the Biking and Micromobility Pre-Implementation phase as detailed in paragraph 80 below.
- 10. Staff consider the decisions in this report have low significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

- 11. The [31 May 2022](#) Infrastructure Operations Committee resolved:
That the Infrastructure Operations Committee:
 - a) *requests staff provide an update to the 9 August 2022 Infrastructure Operations Committee meeting informing of immediate improvements that can be made to level of service of existing city cycleway network within 2022/23, with particular reference to cyclist safety and temporary signage and works placement within cycle lanes;*
 - b) *following the above report to the Committee meeting of 9 August 2022, requests staff complete a full audit and assessment of the existing city cycleway network to assess the operation and maintenance 'levels of service' to provide a complete picture of level of service gaps; and*
 - c) *requests staff report back to the Council with a proposal for city cycleway network level of service improvements and resources for the education, operations, maintenance and renewals programmes in time for consideration as part of the funding opportunities for the draft 2023/24 Annual Plan and 2024-34 Long-Term Plan and the draft National Land Transport Programme 2024-27.*
- 12. Staff have looked at immediate opportunities as requested in part a) of the above resolution and have determined several opportunities which are set out in the report below.

13. Completion of parts b) and c) of the 31 May 2022 resolution will continue to be investigated and reported early in 2023 when Council committee meetings resume following the Local Body Elections.
14. For completeness, this report also includes an overview of the other activities that are being delivered over the next year that are related to cycling – ranging from business cases through to capital works.

Discussion - *Matapaki*

Maintenance and Operations

15. There are a number of opportunities available for improving cycle safety on the existing transport network within the 2022/23 financial year maintenance and operations activities including:
 - Temporary traffic management
 - General maintenance
 - Road resealing programme
 - Education and communication
 - Parking Enforcement
16. Further details on each of these areas is provided below.

Temporary Traffic Management

17. The safe passage of all road users is the focus of any temporary traffic management installation.
18. Following recent concerns being expressed regarding temporary traffic management standards and the 31 May 2021 Infrastructure Operations Committee resolution requesting this report, several activities have been undertaken which are detailed below.

Hamilton Supplement – Requirements for Temporary Traffic Worksites and Cycle Lanes

19. A couple of years ago staff developed a supplement to provide additional guidance on the requirements for people on bikes following changes to the national standard (Code of Practice for Temporary Traffic Management (CoPTTM)). A copy of that guidance is included with each approval of temporary traffic management application and is included in this report as **Attachment 1**.
20. A review of the supplement has been undertaken with the key change being that all roads will have a requirement to consider the needs of people on bikes – not just those roads with formal cycle facilities. An updated version was not available at the time of writing this report but will be provided to Elected Members once completed via Executive Update.

Training

21. There is currently a review by Waka Kotahi NZ Transport Agency of the current CoPTTM document and processes to move to a 'risk based approach'. As a result, there is a lot of work being undertaken at a national level to review the training requirements for all the various roles involved in the provision and approval of temporary traffic management.
22. Downer New Zealand have been developing a pilot training programme for specific Micro Unit Standards relating to the provision of safe temporary traffic management for people on bikes. The 4-hour session will be provided for all their staff nationally and will include training on blind spots for drivers of large equipment along with having a practical 'ride on a bike'

component so that the workers can experience road work sites from the perspective of a person on a bike.

Share←the→road

Heavy vehicle drivers and cyclists



Item 11

Fleet Training Programme

Fleet Training Programme

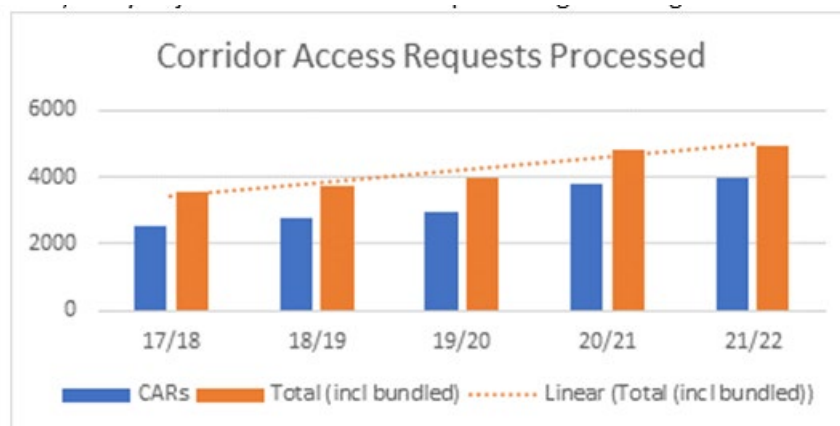
- Designed for heavy vehicle truck drivers (Class 2 +) and Temporary Traffic Management workers focussing on the potential impact of their actions on vulnerable road users such as cyclists
- The programme involves the roll out of 2 hour 'On Bike Workshops' to enable participants to experience life on the road from a cyclist's perspective
- Facilitated by Share the Road <https://sharetheroad.org.nz/>
- 45 locations – some multi day
- Estimated cohort circa 3000 employees
- Max 12 participants per session (1 facilitator per 6 riders)
- Max 3 sessions / day
- Completion date – 30 June 2023

23. The rollout of this training is due to commence very shortly, and the Infrastructure Alliance will be one of the first to undertake this training. Downers are also providing funding towards an additional 3,000 people nationally to receive this training.

24. Opportunities for providing this training to the heavy motor vehicle drivers employed by Hamilton City Council e.g., City Delivery and Parks Units is also being investigated.
25. Training of all Project Managers and key members of the Health and Safety team will also be undertaken to raise awareness of the need to ensure safe passage for all road users throughout worksites alongside the need to ensure all workers on the site are also safe.
26. A letter to contractors and traffic management companies promoting the need for additional focus on providing safe passage for all road users through worksites has been sent outlining the holistic approach which will include over time:
 - i. review of Councils guidance document – “[Requirements for Temporary Traffic Worksites and Cycle Lanes](#)” to move away from marked cycle lanes to reflect the City’s Urban environment. The change will provide a default that all roads should be considered for cycling specially around schools even when there are no dedicated cycle lanes;
 - ii. review of approval process and increased on site auditing and reporting of non-compliance with emphasis on high cycling sites and around schools;
 - iii. induction and training expectations for all contractors who wish to work on Hamilton roads;
 - iv. quarterly updates and ongoing workshops, including cycle safety and improvements;
 - v. ownership and accountability for worksites, including a lead contractor if multiple contractors are working on the same site; and
 - vi. education to road users about safely moving around temporary worksites and standards expected of contractors and how to report any safety concern.
27. A letter to the key truck representative groups has also been sent reminding them of the need to ensure that their drivers are extra diligent when driving in urban areas where there are vulnerable road users also sharing the transport network. There is blind-spot training available for truck drivers and we are encouraging all operators to have their drivers attend these sessions.

Temporary Traffic Management Plan Audits

28. An additional staff member has recently been employed within the City Transport Unit who manage the traffic management process to assist with the increasing numbers of temporary traffic management approvals. The graph below illustrates the number of corridor access requests (CARs) that have been processed in the last five financial years and the associated temporary traffic management plans that accompany these requests.



29. It is noted that for the larger work sites, there may be several temporary traffic management plans approved over the life of the project as various sections of the road corridor are being worked on.
30. To assist with ensuring the quality of the on-site temporary traffic management deployment, recruitment is now underway for the appointment of a fourth person in this team. The focus of this person will be solely to increase the number of audits of traffic management sites.
31. A risk-based approach will be taken – with the audits targeted toward those sites where we have higher numbers of people on bikes
32. This work is self-funded via the [fees and charges](#) associated with the Corridor Access Request system.
33. A standard letter has been developed for Council follow up with the management of any companies where non-compliant traffic management has been found to reinforce the conversations that occur on site with the traffic management team.
34. The letter will reiterate the contractual obligation to comply with the approved Traffic Management Plan for each site, compliance with CoPTTM and that under section 36 of the Health and Safety at Work Act 2015 (HSWA), the Company has a primary duty of care to ensure, so far as reasonably practicable:
 - i. the health and safety of workers; and
 - ii. that the safety of other persons is not put at risk from work carried out.
35. It also notes that if the health and safety of pedestrians, cyclists, or others is put at risk then the Company could be prosecuted under the HSWA for a breach of this duty of care. If convicted the Company could face significant fines. Where such pedestrians, cyclists, or others are exposed to a risk of death or serious injury, potential fines imposed could be up to \$1,500,000.

Reporting sites where there are safety concerns

36. There are several ways which members of the public can contact Council to register concerns or issues regarding safety for people on bikes, scooters, or motorbikes.
37. Increased publicity on these options for reporting will be made via various channels including through social media, the new Council Website and various advisory groups.

General Maintenance

38. Two specialised machines have been purchased by the Infrastructure Alliance specifically for sweeping cycle lanes and paths which are not able to be maintained via the standard road sweeper truck. The machine is 1.2m wide and the aim of any separated transitional cycle installations is to be a minimum of 1.6m wide.
39. Cycleways within the city scheduled for cleaning are predominantly completed using sweepers both small and large – road sweepers clean 80% of network; compact sweepers clean 20% of network. In addition, manual sweeping is also completed in areas where the sweeper is unable to clean e.g., where hit/reflector sticks have been placed) approximately 15% of network.
40. The current Level of Service for sweeping on and off-road cycleways is once per month including Western Rail Trail and Te Aurora trail (not including on road state highways).
41. Nightly/early morning sweeping cleans are completed in the Central City, Hamilton East and Frankton, as part of this regime, Anzac Bridge and Claudelands bridge are also swept every two weeks, which is completed during the night/early morning Central City clean.
42. In accordance with 31 May 2022 resolution b) a monitoring system will be put in place to determine if the current levels of service (primarily frequency of sweeping) is sufficient. It is

expected this will often be route specific and a reflection of the traffic volumes and types, and that a change to the levels of service will be needed to be developed to reflect this.

43. In addition to the regular sweeping regime, there is also the ability for requests for service to be lodged for dealing with the 'random' issues that occur such as broken glass. These random issues do often rely on users reporting them to achieve timely resolution.
44. As identified and advised during the development of the 2021-31 Long Term Plan, an increase in the number of separated cycle lanes (by cycle wands or concrete barriers) will require additional investment in this type of equipment moving forward and plans are underway for this to be completed this year and in preparation for future Annual Plans and Long Term Plans considerations.

Road Resealing Programme

45. Currently when staff develop the budget for the road resealing programme, there is an allowance for each site to receive up to 2-3 sweeps to pick up any surplus sealing chips. We are now proposing to increase the sweeping provision to be up to 4-5 times.
46. In addition, an allowance for some additional work by rollers at the time of applying the chip seal is being proposed where just utilising the vehicle traffic using the road to do the rolling is not sufficient to embed the sealing chip.
47. Both initiatives will result in less loose chip road after a reseal and reduce the loose chip that currently builds up at the edge of the vehicle travel lanes – which is generally where people on bikes are riding.
48. It has been estimated that this additional work will cost approximately \$24k.
49. At the [7 December 2022](#) Infrastructure Operations Committee a report funding reallocations was considered and the following resolved:

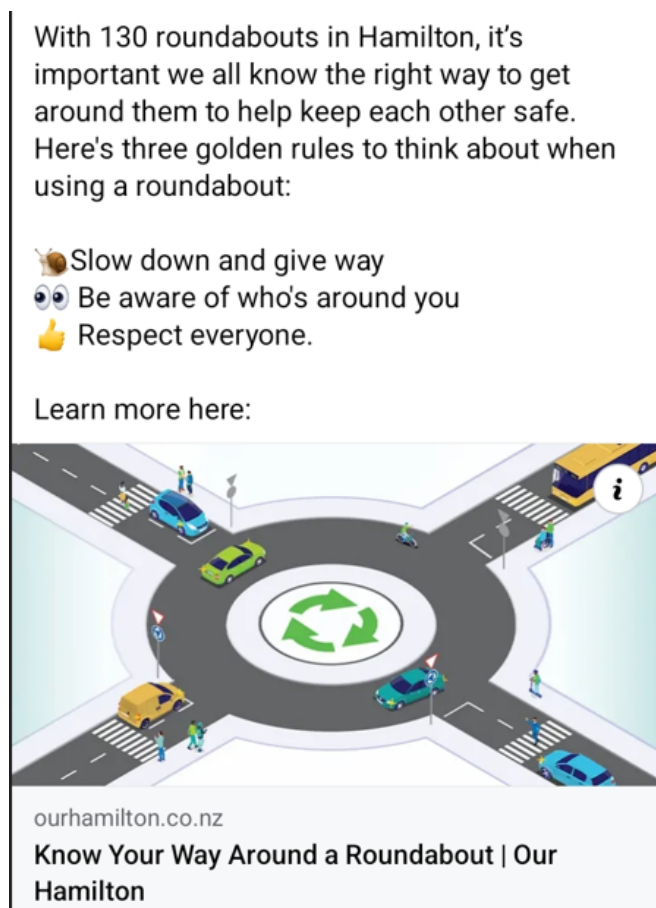
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|--|
| <p>vii. reinvestment of forecast additional unbudgeted Waka Kotahi co-investment of \$2.736m across our transport network operations, maintenance and renewals programmes in the 2021-24 three year period into delivery of additional transport network renewals – noting additional renewals will be delivered without Waka Kotahi co-investment and will be applied to accelerating the footpath maintenance and renewal programme;</p> |
|--|

50. The staff recommendation therefore notes that the additional unbudgeted co-investment from Waka Kotahi NZ Transport Agency will be applied to **both** footpath and biking facilities. This would then enable this work to be completed with no impact on existing budgets.
51. The opportunity that the reseal programme provides for amending the road marking layout is also a process that is undertaken each year. In the past the focus has been primarily on safety improvements, but with the recent developments in facilities for people on bikes and then transitional approach, this is an additional focus.
52. Both the safety and active travel teams review the proposed programme of works for the reseal programme to identify opportunities for improvement and this is being reinforced and formalised moving forward.

Education and Communication

53. Our annual winter campaigns this year have included 'Know your way Around a Roundabout', 'Mix it up at School Pick Up' and 'Be bright, Be Seen'.

54. These campaigns include use of several different media including bus backs, posters, the HCC website and Facebook.
55. A copy of the 'Know your way Around a Roundabout' Facebook post is shown below which encourages everyone to slow down and give way as well as being aware of other users of the intersection space:



56. Council's City Delivery caravans have also been used to spread the message on this campaign and below is a photo of one of the caravans:



57. The 'Be Bright, Be seen' campaign was launched in July and focused on encouraging cyclists to ensure that they 'Light Up' their ride so that they can see and be seen. A copy of the poster is shown below:



Winter Cycling Campaign Poster

58. These campaigns are just part of an ongoing series of education initiatives that are rolled out each year, with some additional campaigns also being planned also as shown in the table below:

BIKING CAMPAIGN FOCUS & KEY MESSAGES	PROPOSED TIMING
<p>Winter visibility campaign</p> <p>Be seen be bright – use of bright clothing, hi viz vests and lights to see and be seen.</p> <p><i>Direct target audience</i> - cyclists</p> <p><i>Indirect target</i> - all users, increased awareness of cyclist wanting to be seen</p>	July 22
<p>Look again</p> <p>Focus on drivers to look twice for people on bikes, scooters or motorbikes and pedestrians</p> <p><i>Direct target audience</i> – Drivers</p> <p><i>Indirect target audience</i> – All other users of the road as we ALL have a responsibility</p>	August 22
<p>Cycle lane safety</p> <p>Focus on drivers to be mindful that cycle lanes are for people on bikes and only to enter when turning.</p> <p>Indicate your intentions</p> <p>Focus on drivers to use indicators whenever they are making a turn so that other users know what they are doing – especially people on bikes, scooters and motorbikes</p> <p><i>Direct audience</i> - Drivers</p>	September 22
<p>Blind spot education</p> <p>To coincide with International car free day we will be doing blind spot education in Worley Place. We will be using a bus and truck and trailer for the demonstration</p> <p>Drivers can see what a cyclist sees and cyclist can see what a driver sees – from a car, truck, bus and bike</p> <p><i>Audience</i> – All road users</p>	<p>Car free Day - 22 September 22</p> <p>Your Neighbourhood event - 1 October 22</p>
<p>Temporary traffic management sites</p> <p>Focus on all road users about negotiating their way through– keeping themselves and the road workers safe</p> <p>Timing to go coincide with the start of when the main season of road works.</p> <p><i>Direct audience:</i> All road users</p>	October 22
<p>Safely opening car doors</p> <p>Focus on vehicle drivers to double check for people on bikes, scooters or motorbikes. eg Using your left hand to open the door will turn your shoulders, increasing your chances of seeing an approaching cyclist.</p> <p><i>Direct audience</i> – Drivers</p>	November 22

59. Our [website](#) has a lot of useful information and we also have ongoing use and distribution of existing education materials such as:

- Keep out of cycle lanes – Park Smarter campaign

- Sharrows – what are they and what do they mean.
- Sharing the road for safer journeys – tips for people in cars or on bikes

60. The ‘Your Neighbourhood’ events also provide a great opportunity to talk with the community and we take this opportunity to promote travel choices, talk about upcoming projects in the area. If there is sufficient space at the venue, we also have practical interactive opportunities for cycle skills and blind spot awareness.
61. Skills training in schools and for adults has ongoing programmes for delivery planned throughout the year with great feedback being received by all of those who have been involved.
62. As noted in clause 36 above, there will also be increasing information on what the public can do if they believe that the temporary traffic management at a worksite is not safe or if there is a maintenance issue on a cycle path.
63. A review of HCC campaigns is underway which will include engaging with the public, key stakeholders, and subject matter experts to understand opportunities for changes current and proposed campaigns to ensure they continue to be effective and resonate with the target audiences.

Cycle Data

64. Currently we are collecting pedestrian, cyclist, and scooter data from 40 counters around the city from recently installed “Pathway” counters. The data is collected using small camera sensors attached to streetlights. Further counters are proposed for 2022/23.
65. This is resulting in reliable and greater pathway usage information at a fraction of the cost of the systems used previously. The data is always being updated and is publicly available and can be accessed at [this link](#). Users can click any location on the map to see the daily counts.
66. The data is used to inform several decisions made on the transport network daily as noted in various sections of this report.

Parking Enforcement

67. The recent deployment of the Licence Plate Recognition (LPR) cars will enable the parking enforcement activity to widen its coverage of activity to include greater emphasis on illegal parking activities on footpaths, berms, and cycle facilities.
68. These activities go hand in hand with the education work that is discussed in clause 58 above.

Previous Resolutions

69. At the Infrastructure Operations Committee meeting on 7 December 2021 the following items were resolved in relation to biking opportunities:

That the Infrastructure Operations Committee approves in the 2021/22 financial year partial delivery of the planned ‘Biking and Micromobility’ programme utilising \$1.5m of budgeted HCC funding without Waka Kotahi co-investment.

70. At the Council meeting on 3 June 2022 as part of the 2022-23 Annual Plan Deliberations report the following items were resolved in relation to cycling opportunities:

That the Council approves the Bikes on Pipes proposal for inclusion in the 2022-23 Annual Plan budget, with a Capital Expenditure impact of \$7,426,000 and annual Operational Expenditure impact of \$35,000 (ongoing);

That the Council approves \$210k of low-cost low-risk walking and cycling funding for Cycle Wands – City Wide and \$150k from Additional Bike Infrastructure - City Wide (including 51%

Waka Kotahi co-funding) capital expenditure be brought forward from 2023/24 to 2022/23 to address immediate safety concerns on the existing cycling network; and

That the Council allocates a further \$1million in 2022/23 towards minor cycle facility improvements and upgrades, subject to at least 51% Central Government subsidy being available, with a Capital Expenditure impact of \$490k.

Capital Improvements

71. There are several planned activities and opportunities available for improving cycle safety on the existing transport network within the 2022/23 financial year capital programme including:
- Bike and scooter parking
 - Cycle safety improvements
 - Eastern Pathways Schools Link
 - Climate Emergency Response Fund 2022 (CERF)
72. Further detail of these activities is included below:

Bike & Scooter Parking

73. We have previously reported on the city-wide bike and scooter parking survey. We've now had the opportunity to analyse the survey results. Staff are working through the data to identify where to prioritise the installation of bike racks. 100 new racks are planned for 2022/23.
74. Bike parking and a bike repair station is expected to be installed in Cook Street adjacent to Steele Park in the vicinity of Duck Island Ice Cream and The Cook Bar by August 2022. This location is well used by people on bikes using the park and the adjacent businesses.
75. Funding for this work is from the Low-Cost Low-Risk Walking and Cycling Programme that was approved at the 31 May 2022 Infrastructure Operations Committee.

Cycle Safety Improvements

76. There are several key safety improvements planned for the upcoming year including:
- **Te Aroha Street/Peachgrove Road intersection.** Cycle wands and green surfacing treatment will be installed at the Te Aroha Street/Peachgrove Road intersection (including the entrance/exits to Countdown) in July 2022. These improvements are transitional ahead of an Eastern Pathways School Link project to be built in due course.
 - **Rifle Range Road.** Staff are progressing the design of transitional cycle safety improvements. The work will tie into planned Waka Kotahi safety projects at the Norton Road/SH1 roundabout and the Dinsdale roundabout.
 - **Kirikiroa Cycle Bridge.** The Kirikiriroa Bridge on River Road (just south of Harrowfield Drive) is too narrow to safely accommodate people on bikes currently. It is proposed to install a new dedicated cycling bridge to the east of the existing bridge. In addition, improvements to pedestrian and biking facilities north and south of the bridge will be made.
 - **Lake Domain Road/Killarney Road & Killarney Road/Queens Avenue.** The intersection of Lake Domain Road/Killarney Road has been identified as a 'Road to Zero' high-risk site. A safety assessment determined the best solution is to convert the intersection to a T-intersection with a give-way control on Killarney Road. Included in the project are cycle facilities and pedestrian crossings to better connect the Western Rail Trail to the Lake Rotorua area. Engagement with residents took place in July 2022. Construction is expected to begin in early 2023. Funding is from the Low-Cost Low-Risk programme.

- **Bryce Street.** A consultant has been engaged to complete an assessment of the corridor between the Western Rail Trail and Victoria Street. The purpose of this work is to identify opportunities and concept options to improve walking, biking and public transport, as well as streetscape upgrades to improve the public space

In due course, results from the assessment will be brought to Elected Members for discussion and direction.
- **Tristram Street Intersection improvements.** The following intersections have been identified as priority sites in the Low-Cost/Low-Risk 'Road to Zero' Programme. Consultants have been engaged to investigate and assess options to improve safety as well as the level of service for pedestrians and cyclists.
 - **Tristram Street/Ward Street**
 - **Tristram Street/Nisbet Street**
 - **Tristram Street/London Street/Norton Road**
 - **Tristram Street/Rostrevor Street**
- **Te Awa River Path Safety Signage.** Safety and wayfinding signage along the Te Awa River Path will be installed in August 2022. The Hamilton section of the Te Awa Great River Ride is expected to open in latter part of 2022.
- **Localised footpath widening.** In conjunction with the footpath renewals programme, funding from the Low-Cost Low-Risk Walking and Cycling for widening of some paths to be completed at the same time. The sites are chosen based on an assessment of the existing width and the role that path has in the biking and micro-mobility network along with data on the number of people on bikes and scooters using the path/area.

Eastern Pathways School Link

77. At the [31 May 2022](#) Infrastructure Operations Committee staff updated on the progress of the business case for this project.
78. A professional services contract for the pre-implementation component of the Eastern Pathways School Link & Connections Programme has been awarded to AECOM. The contract includes concept design development, geotechnical assessments, and detailed designs for the following sections of the programme:
 - Hukanui Road - Wairere Drive to Davies Corner
 - Comries Road/Hukanui Rd intersection
 - Pickering Crescent Connection
 - Crosby Road
 - Peachgrove Road - Clyde Street to Te Aroha Street
 - Te Aroha Street/Peachgrove Road/Ruakura Road intersection
 - Clyde Street/Peachgrove Road/Galloway Street intersection
 - Ruakura Road - Wairere Drive to Peachgrove Road
 - Te Aroha Street - Peachgrove Road to Grey Street
79. Five Crossroads is not included in this package of work. This area will be subject to a secondary investigation phase prior to pre-implementation and construction funding being allocated. At this point, it is unknown when we will re-engage with the Five Crossroads community, but they will be encouraged to get involved in the development of the other sections of the project as

the design for these pieces are likely to influence the future form and function of Five Crossroads.

80. Funding for the Eastern Pathways School Link project is in the current Long-Term Plan. Waka Kotahi have tentatively allocated \$17m (HCC 49% and Waka Kotahi 51%) for the implementation of School Link in this current NLTP period (2021-24).
81. From discussions with Waka Kotahi, it has been suggested re-allocating \$1.9m (HCC share \$931k) from the \$17m towards the Biking and Micromobility Pre-Implementation phase. Staff recommend this approach. This would allow staff to advance priority routes identified in the Biking and Micromobility business case through the assessment, design, and engagement phases ahead of the development of the draft 2024-27 NLTP.
82. Funding for completing the construction of School Link will need to be reassessed as part of the next LTP and NLTP processes.
83. Staff are therefore recommending that approval be given to use \$931k of local share funding from the Eastern Pathways School Link Programme (2022/23) to support the Biking and Micromobility Pre-Implementation phase.

Central Government Funding Opportunity - Climate Emergency Response Fund 2022 (CERF)

84. Staff have been in discussions with Waka Kotahi NZ Transport Agency about the 'Climate Emergency Response Fund 2022' ([CERF](#)) – [CERF Investments PDF](#).
85. The Government have made \$350m available over the next two years for the 'Transport Choices' package from the CERF Fund. The package is made up of the following funding allocations:
 - Progressing strategic cycle networks - \$120 to \$150m
 - Creating walkable neighbourhoods - \$80 to \$100m
 - Safe, green and healthy school travel - \$50m to \$70m
 - Making PT more reliable and easier to use - \$50m to \$70m
86. In addition to the \$350m, there's also \$22.5m for VKT (vehicle kilometres travelled) reduction planning which will include development of a national plan & VKT reduction programmes in Tier 1 and 2 urban areas. Hamilton City is classified as a Tier 1 urban area.
87. The key messages at this stage in the process are:
 - The package will fund activities, services and infrastructure that reduce reliance on cars and support uptake of active and shared modes.
 - The package will provide a foundation for urban VKT reduction plans and programmes that will be developed in coming years.
 - Applications need to be with Waka Kotahi by September 2022.
 - Waka Kotahi will partner with us to develop and deliver agreed programmes and proposals.
 - Waka Kotahi need to report to Ministers with recommended priorities for investment in September 2022.
 - Implementation funding is contingent on Ministers' agreement to these priorities.
 - Waka Kotahi are also looking at how they can support us, e.g., additional expertise, capacity, and capability in a range of areas including network planning, investment assessment and benefits forecasting, procurement and delivery, community engagement, plus monitoring and evaluation.

- The package needs to be developed and implemented by mid-2024.
88. Waka Kotahi made the application template available in early August 2022 and in order to be prepared for this opportunity and the completion of applications in August 2022, staff have completed the following:
- Identified projects that reduce reliance on cars and support uptake of active and shared modes.
 - Identified local share budgets that can be released to support uptake of active and shared modes.
89. While the financial assistance rates (FAR) for the funds are yet to be set staff understand that it will be at least at the standard rate for Approved Organisations but potentially higher. Hamilton City currently receives a 51% FAR.
90. There are several known public transport and cycling projects that staff have identified which appear to be good candidates for this fund. Examples of these projects include -
- Transitional Cycling infrastructure – that can be quickly designed and implemented for safety improvements as identified in the Biking and Micromobility Network Plan and end of trip facilities.
 - Bikes on Pipes (Peacocke) – walking and cycling connections
 - Western connections – completing connections of local streets to the western rail trail and the Te Awa River ride/ river path on Cobham Drive
 - Comet Route, Public Transport high frequency infrastructure improvements
 - Meteor Route, Public Transport high frequency infrastructure improvements
91. It is noted that while there was local share funding made available in the 2021 Long Term Plan for the Biking and Micro-mobility programme there was no co-investment approved by Waka Kotahi. Approval was given at the 7 December 2021 Infrastructure Operations Committee for the use of \$1.5m Year 1 local share funding to complete planned Biking and Micromobility projects. This funding is being used to deliver the Claudelands East project.
92. The year 2 and 3 local share funding of the Biking and Micromobility local share funding (2022/23 of \$2.12M and 2023/24 of \$2.568M) has not yet been committed and gaining co-investment will be dependent on the final approval by the Waka Kotahi Board of the business case (expected in late September 2022) and then funding becoming available within the Waka Kotahi budgets. This activity class is currently over-subscribed. The CERF therefore provides an opportunity to gain co-investment against this local share which is unlikely to be achieved otherwise.
93. Staff are therefore recommending that:
- i. approval be given to the General Manager Infrastructure Operations to consult with the Chair and Deputy Chair of the Infrastructure Operations Committee to complete an application for the Climate Emergency Response Fund for improvements for walking, cycling and public transport in Hamilton City.
 - ii. approval be given for use of the local share funding (2022/23 \$2.12M and 2023/24 \$2.568M) from the Biking and Micromobility programme to support an application to the Transport Choices package from CERF.
94. This will enable progress to be made during the period between the end of this triennium and the commencement of the new Committee structures in late 2022/early 2023.
95. Updates will be provided to the relevant Committee at the first opportunity in the new triennium.

Financial Considerations - *Whaiwhakaaro Puutea*

96. The various activities included in this report are already funded through the 2021 Long Term Plan and no additional funding is required.
97. Opportunities to use existing local share funding to attract co-investment from Waka Kotahi and the Climate Emergency Respond Fund.

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

98. Staff confirm that recommendation comply with the Council's legal and policy requirements.
99. Staff have also considered the key considerations under the Climate Change Policy and have determined that an adaptation assessment and emissions assessment is not required for the matter(s) in this report.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

100. 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').
101. 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.
102. The recommendations set out in this report are consistent with that purpose.

Risks - *Tuuraru*

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

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

104. 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

105. Given the low level of significance determined, the need for community engagement is low.
106. Specific community engagement is planned via the Education and Communication activities outlined in the report, along with engagement with contractors, temporary traffic management providers and truck representative groups.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Temporary Traffic Management and Cycle facilities - current guide .



Requirements for Temporary Traffic Work Sites and cycle lanes



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

All Temporary Traffic Management (TTM) sites must consider how they impact our city's cyclists when applying for a Corridor Access Request (CAR), and what can be done to remedy this.

Prior to submitting a Temporary Management Plan (TMP), the Site Traffic Management Specialist (STMS) on site must identify:

- Marked cycle lanes
- Endorsed cycle routes
- Off road designated cycling routes
- Routes with a high number of cyclists such as those near schools or the University/ Wintec, where the shoulder is an unofficial cycle lane
- Any main road where cyclists use the shoulder

A plan - either site specific, or generic - must accommodate cyclist requirements.

- If a Site Specific Traffic Management Plan is used for areas with known cycle lanes - it **must include a copy of this document**. The STMS must consider best practise. If a Generic Traffic Management Plan is used - it must include both a copy of this document, and a map of the cycle lanes in Hamilton (available on our website [here](#)). The STMS must identify a plan of action for any cycle lanes before site installation.



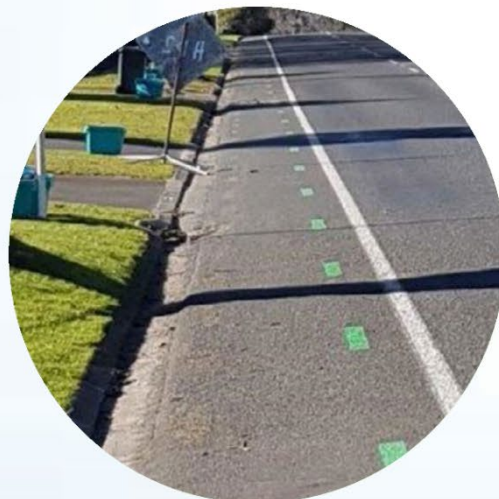
Identifying a cycle lane

A map of cycle lanes in Hamilton is available on the Hamilton City Council website – however, this may not have the most current data. We recommend an onsite inspection.

Cycle lanes within Hamilton can be identified by any one of the following methods.



Where a cyclist symbol has been painted at the beginning of a shoulder, this is a cycle lane.



Where there are green dotted lines along the shoulder, this is a cycle lane.

Sign and equipment placement

Here is a list of preferred sign and equipment placements, in order:

Preferred option:

Option 1: all cycle lanes and footpaths to remain open, and be free of signage. If the first option is not viable, please note the rationale as to why prior options are not feasible, and consider Option 2.





Option 2: Signage is fully on footpath, where footpath standards are still met. If options 1 and 2 are not viable, please note the rationale as to why prior options are not feasible, and consider Option 3.



Option 3: Signage is placed on back berm, in order to keep footpath and cycle lane open.

At no point can signs or equipment be placed in a marked cycle lane until after the point where it is deemed to be closed. This is now a CoPTTM (Code of Practice for Temporary Traffic Management) requirement.

Variable Message Sign locations

It is essential that the locations of Variable Message Sign (VMS) are considered prior to deployment. Unless necessary, a VMS is not be placed in a cycle lane. If this cannot be avoided, then the cycle lane may need to be closed, requiring a static closure.



Where possible, situations like this should be used



This type of situation is to be avoided (consider cycle lane closure if this is the only option)

Unattended sites

When leaving a site unattended, ensure that all TTM signs and equipment are reduced to the minimum amount as required by CoPTTM.

Do not leave redundant equipment in a cycle lane if it is not needed.



Guidance for enabling cyclists through an established static site

STEP 1: Does the working space require the use of the cycle lane?

NO
proceed
to
STEP 2

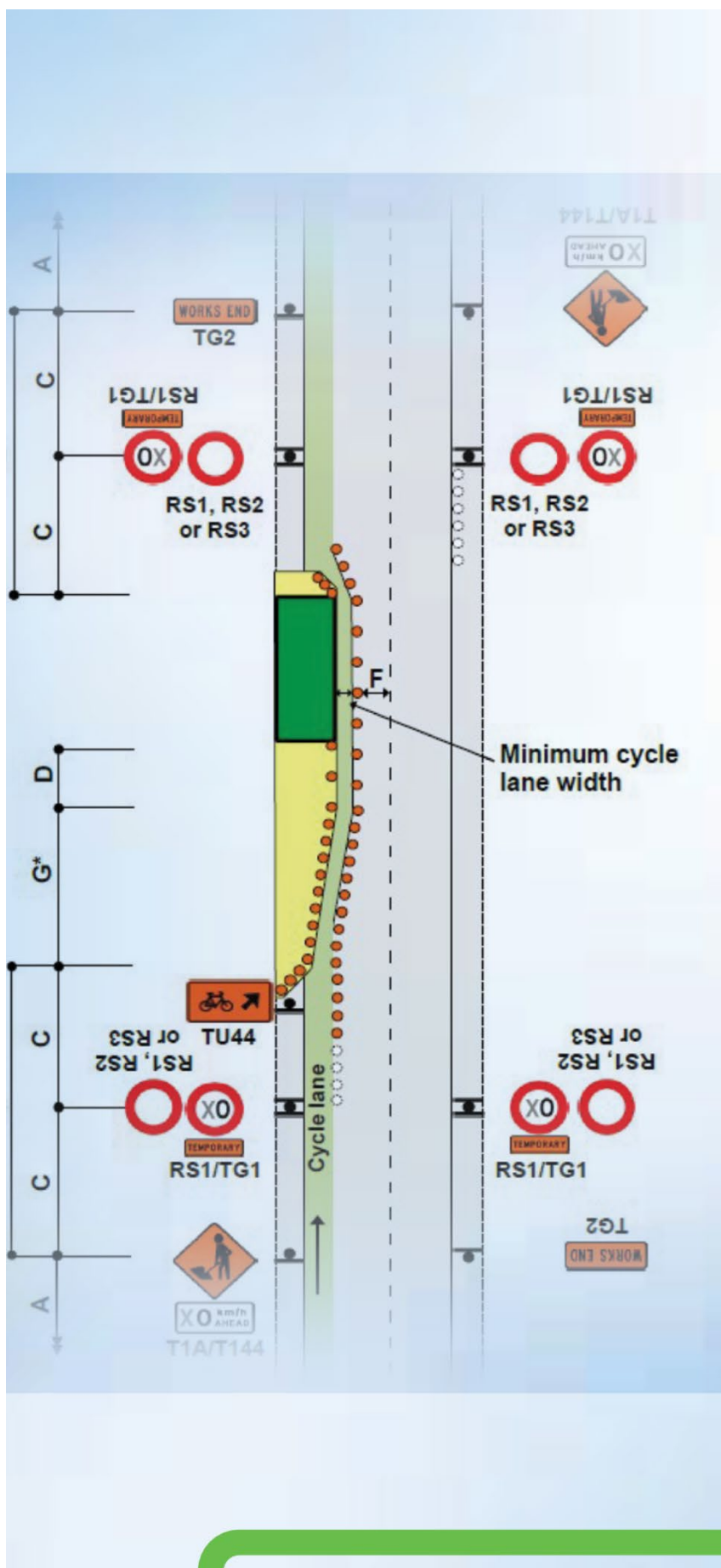
YES
use the
following
options

First Option: Place cones along the curb to keep the shoulder or cycle lane open for use by cyclists. If the first option is not viable, please note the rationale as to why prior options are not feasible, and consider Option 2.



Second option: Cycle lanes are in addition to a shoulder, and ensure that the cycle lane remains clear and able to be used.





STEP 2: Can you provide a cycle lane and still have 2 lanes of traffic?

NO
proceed
to
STEP 3

YES
use the
following
options

First Option: Where works will require the use of the cycle lane, consider shifting the cycle lane into the carriageway, where traffic will not be forced to cross the centre, yet a cycle lane is formed using delineation devices. Be aware that this may require a Temporary Speed Limit (TSL) in order to maintain appropriate lane width. If the first option is not viable, please note the rationale as to why prior options are not feasible, and consider Option 2.

STEP 3: Can two lanes of traffic be maintained, but there is not enough room for a cycle lane?

NO

proceed to
STEP 4

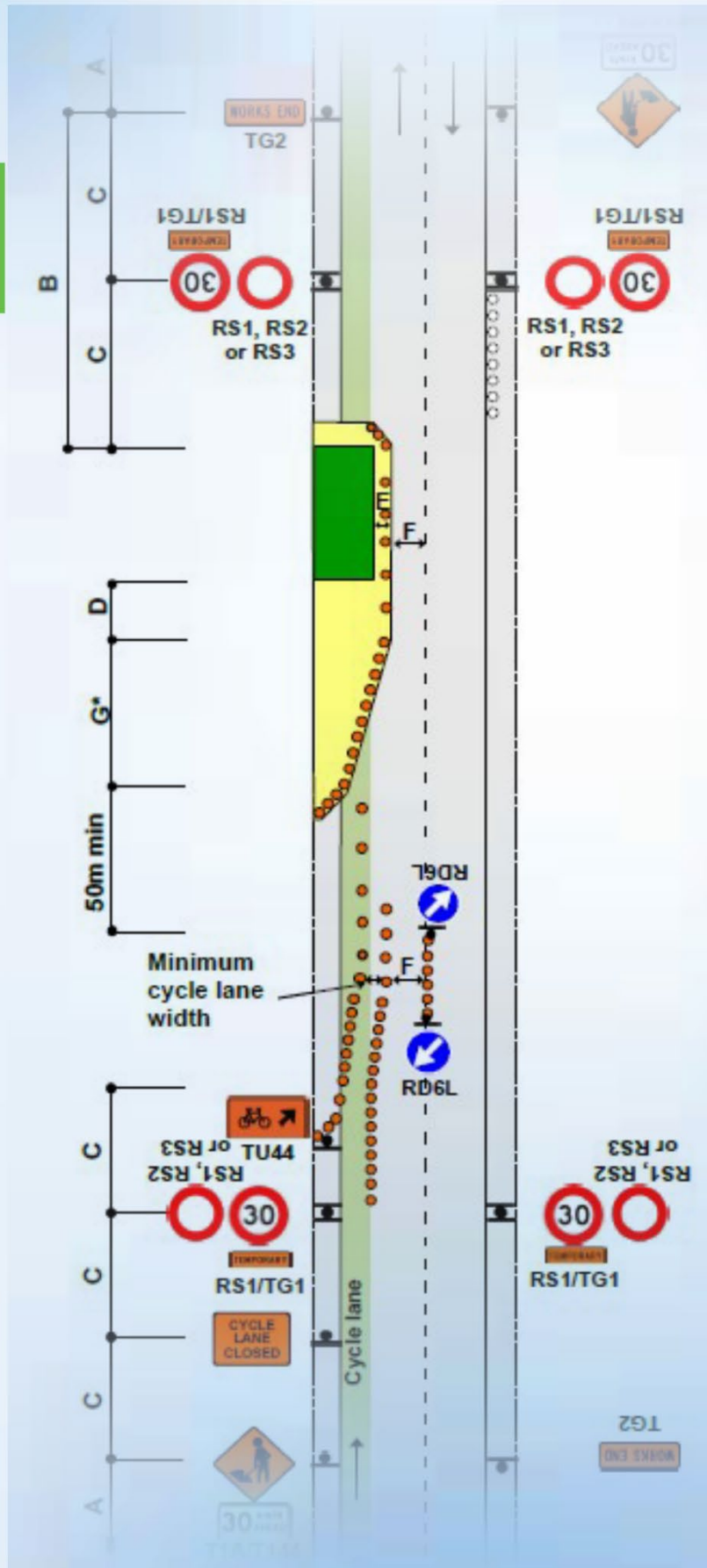
YES

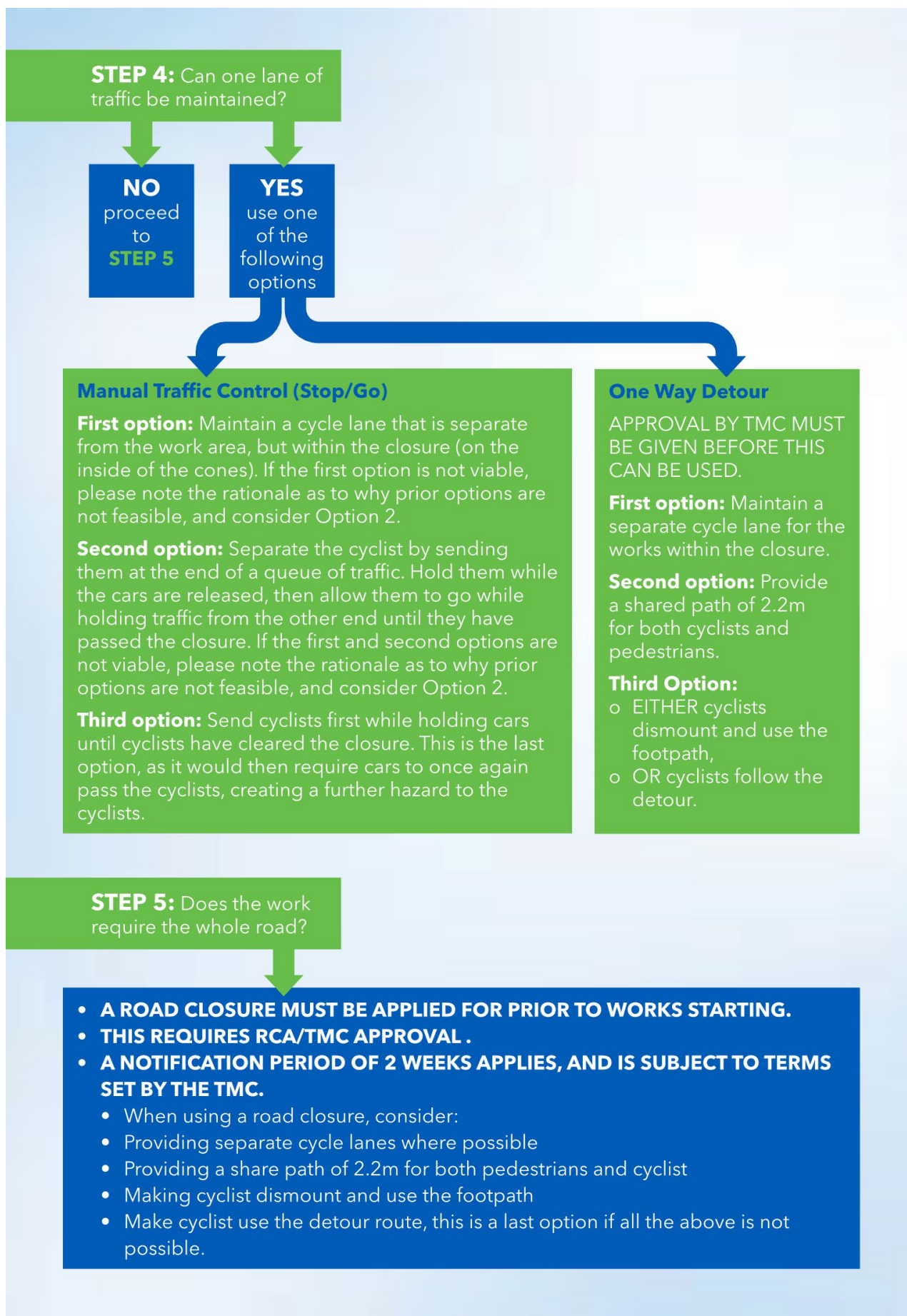
use one of the following options

Formally close the cycle lane. Cyclists will be required to merge into traffic to pass the working space. This **MUST** be done with a TSL of 30km/h. A formal merge point **MUST** be provided.

Provide a shared path of 2.2m for cyclist and pedestrians, diverting cyclist off the carriageway onto the footpath.

Where a path of 2.2m cannot be made, cyclists must dismount and walk down the footpath.

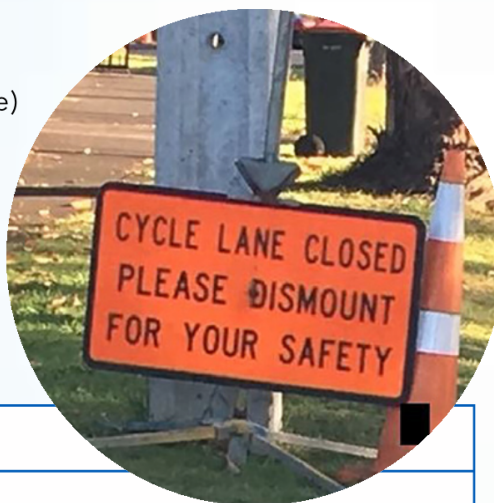




CoPTTM Requirements

Things to be aware of:

- New guidance states you cannot put any signs or equipment in a marked cycle lane until the point at which it is closed
- **Single direction cycle lanes:**
 - If the permanent speed limit is no more than 50km/h, then a cycle lane can be 1m wide
 - However, if it is uphill, it needs to be 1.5m wide
 - If the permanent speed limit is over 50km/h, then a cycle lane must be at least 1.5m wide
- **Two way cycle lanes:**
 - Need to be at least 2m wide
 - Shared footpath and cycle lane (share with care)
 - If you cannot maintain 2.2m width, then cyclists must dismount or be stopped from using the path.



WAS AN ON SITE INSPECTION COMPLETED?

☐ Yes

☐ No

WHAT WAS OPTION PROPOSED?

☐ Option 1

Used:

☐ Yes

☐ No

If no, why?

☐ Option 2

Used:

☐ Yes

☐ No

If no, why?

Council Report

Committee: Infrastructure Operations Committee
Date: 09 August 2022
Author: Robyn Denton
Authoriser: Chris Allen
Position: Network Operations and Use Leader
Position: General Manager Development
Report Name: Karewa Place and Wairere Drive intersection - macroscope approval for traffic signals

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

- To seek approval from the Infrastructure Operations Committee of the macroscope design for installation of traffic signals at the intersection of Karewa Place and Wairere Drive.

Staff Recommendation - *Tuutohu-aa-kaimahi*

- That the Infrastructure Operations Committee:
 - receives the report.
 - approves the macroscope design for the installation of traffic signals at the intersection of Karewa Place and Wairere Drive as presented in **Attachment 1** of the staff report; and
 - notes that staff will provide updates on the progress of the traffic signals installation via Executive Updates.

Executive Summary - *Whakaraapopototanga matua*

- As part of the resource consent for the construction and operation of a new Pak n Save supermarket in Te Rapa several improvements to the surrounding transport network were required via the Resource Consent.
- The partial signalisation of the intersection of Karewa Place at Wairere Drive to allow for a safe right turn into Kawera Place was one of the improvements required. In conjunction with the signals installation a lower speed limit on Wairere Drive was also required.
- The [16 December 2021 Council](#) meeting approved the lower speed limit on Wairere Drive (from 80km/h to 60km/h) for implementation in conjunction with the intersection improvements.
- A request was made at the Council meeting for the design of the partial signalisation to be presented to an Infrastructure Operations Committee for approval.
- A information session for Members was held on 28 June 2022 to discuss the macroscope design of this intersection and the matters raised in that session are detailed in paragraph 25 below.

8. The costs associated with the installation of the traffic signals will be met by the developer. If Council wishes to complete additional works beyond the scope of that included in the Resource Consent conditions, then these costs will need to be met by Council.
9. Staff recommend that approval is given for the macroscope design for the partial signalisation of the intersection of Karewa Place with Wairere Drive as detailed in the report and shown in **Attachment 1**.
10. Staff consider the decisions in this report have medium significance and that the recommendations comply with Council's legal requirements.

Background - *Koorero whaimaarama*

11. In July 2018 Hamilton City received an application for a resource consent for the construction and operation of a new 'Pak n Save' supermarket in Te Rapa from Foodstuffs North Island Limited (the Developer). The proposed development included a supermarket with a drive-through fuel facility, at-grade car parking and all other associated enabling works.
12. The applicant requested public notification of the proposed development and the proposed development was publicly notified on Tuesday, 11 December 2018. Submissions closed on Thursday, 7th February 2019.
13. In October 2019 a resource consent hearing was held for the development. The consent process considered the traffic impacts associated with the development on the surrounding road network and as a result there were a number of transport related conditions included in the consent. A copy of the Decision Report for the resource consent can be viewed [here](#) and the final consent conditions can be viewed [here](#) – the transport specific conditions are clauses 39 - 62 inclusive.
14. The proposed development is shown in Figure 1 below:

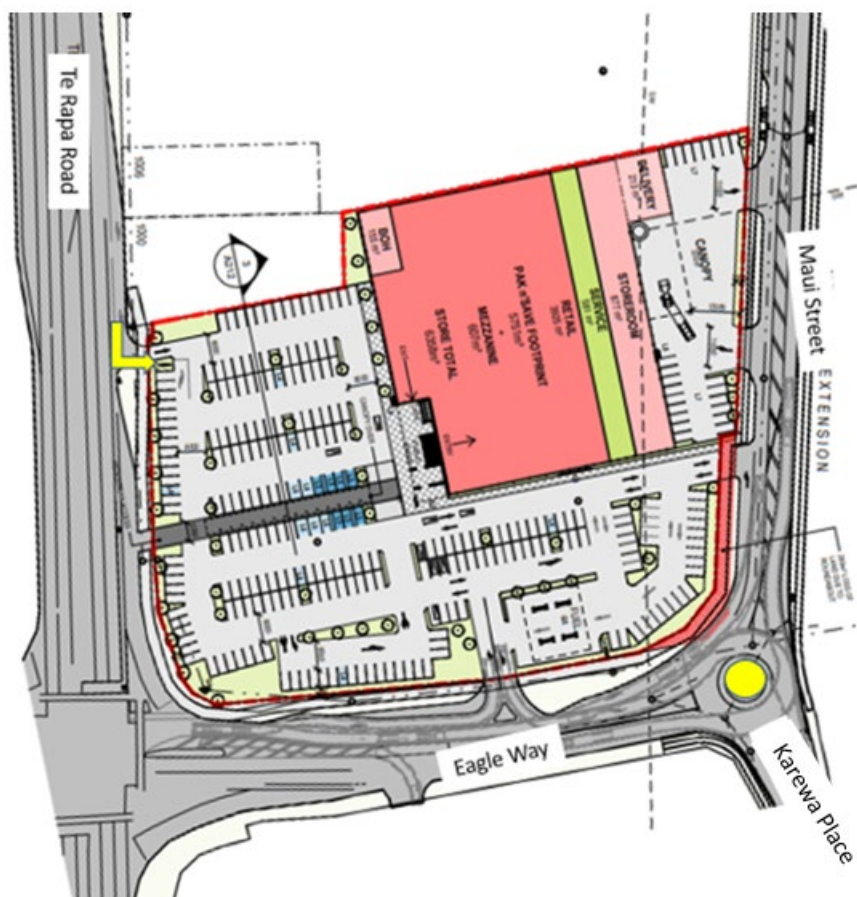


Figure 1: Proposed Pak n Save, Te Rapa site layout.

15. The proposed changes and improvements to the surrounding transport network required by the resource consent conditions are:
 - i. installation of a left slip lane off Te Rapa Road into the Pak n Save site (completed);
 - ii. installation of a roundabout at the intersection of Eagle Way and Karewa Place;
 - iii. partial signalisation of Kawera Place and Wairere Drive to accommodate a right turn into Karewa Place off Wairere Drive; and
 - iv. installation of no-stopping restrictions in Karewa Place.
16. These changes are shown in Figure 2 below:



Figure 2: Proposed changes and improvements in surrounding transport network

17. While the majority of the consent conditions are to be completed by the Developer, the change for the speed limit on Wairere Drive between Te Rapa Road and Pukete Road (from 80km/h to 60km/h) required completion by Hamilton City Council as the Road Controlling Authority (RCA).
18. The speed limit reduction consultation process was undertaken in 2021 and the [7 December 2021 Infrastructure Operations Committee](#) meeting considered the information on the requests made by Elected Members at the Hearing and the 17 August 2021 Infrastructure Operations Committee including:
 - i. Traffic light phasing management along Wairere Drive to reduce congestion
 - ii. Infrastructure requirements to support the proposed speed limit reduction
 - iii. Examples of similar intersection design (Kerewa) and spacing (ie 3 signalised intersections within 400m)
 - iv. Data on existing speeds, congestion and accident rates, modelling for increased effect on congestion and accidents and detailed traffic report and projected traffic volumes
 - v. The speed reduction's effect on the network and upcoming Ring Road projects
 - vi. Examples of driver habits on roads where speed limits vary.

19. The 7 December 2021 Infrastructure Operations Committee resolved:

9. Wairere Drive proposal to lower speed limit - Deliberation and Adoption Report
(Recommendation to the Council)

Resolved: (Cr Macpherson/Cr Pascoe)

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) notes the feedback from public submissions received as a result of the special consultation procedure including the hearing held at the 4 November 2021 Hearings and Engagement Committee meeting, completed in accordance with Section 83 of the Local Government Act 2002 on the proposal to lower the speed limit on a section of Wairere Drive between Arthur Porter Drive and Pukete Road from 80km/h to 60km/h.

20. The matter was then considered at the [16 December 2021 Council](#) meeting and it was resolved:

That the Council:

- a) approves that the speed limit on a section of Wairere Drive between Arthur Porter Drive and Pukete Road from 80km/h to 60km/h; and
- b) notes that the new speed limit will come into effect in conjunction with the construction of traffic signals at Karewa Place intersection on Wairere Drive which will be fully funded and completed by Foodstuffs; and
- c) requests staff report back to a future Infrastructure Operations Committee with the final intersection design for approval.

21. This report provides an overview of the partial signalisation proposed at the intersection of Karewa Place and Wairere Drive and seeks approval of the macroscope design.

Discussion - *Matapaki*

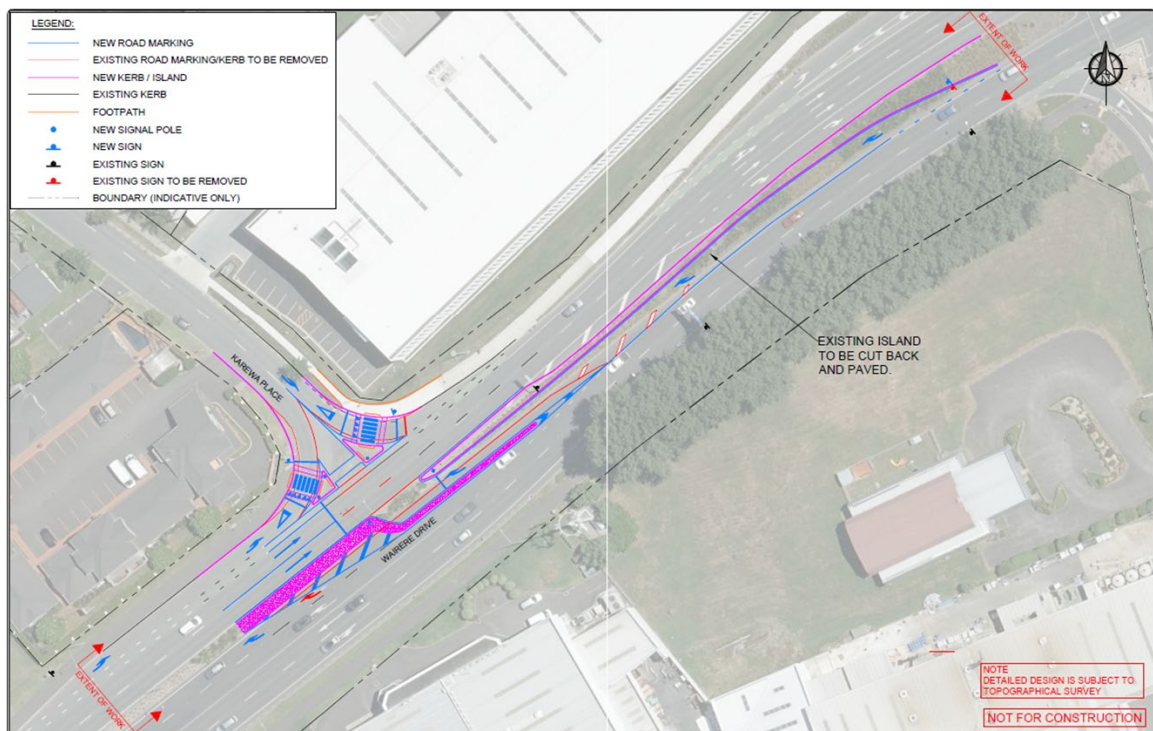
22. An information session for Members was provided on Tuesday 28 June 2022 to consider the macroscope design for the partial signalisation of the Karewa Place intersection at Wairere Drive.
23. The proposed works included in the macroscope design are listed below along with an excerpt of the relevant consent conditions (#46 & #50):
- i. partial signalisation of the intersection to provide a safe right turn into Karewa Place from Wairere Drive;
 - ii. the provision of raised zebra crossings across Karewa Place;
 - iii. provision of a right turn bay in Wairere Drive; and
 - iv. installation of a raised safety platform in Wairere Drive

46. Prior to the operation of the supermarket the intersection of Wairere Drive with Karewa Place shall be signalised to provide the following:

- Two continuous unsignalised through lanes south west bound on Wairere Drive with a separate signalised right turn into Karewa Place that has a storage length of 100 metres.
- Two signalised through lanes on Wairere Drive north east bound with a separate left turn slip lane with a storage length of 50 metres; and
- An unsignalised left turn only on Karewa Place.

50. Prior to the operation of the supermarket a raised safety platform shall be provided on the eastbound movement of Wairere Drive at the partial signalisation of the Karewa Place/ Wairere Drive intersection.

24. The plan below shows the proposed macroscope design for the partial signalisation of the intersection and the right turn bay with a larger version being included as Attachment 1 to this report.



Proposed macroscope design for partial signalisation of Karewa Place and Wairere Drive intersection

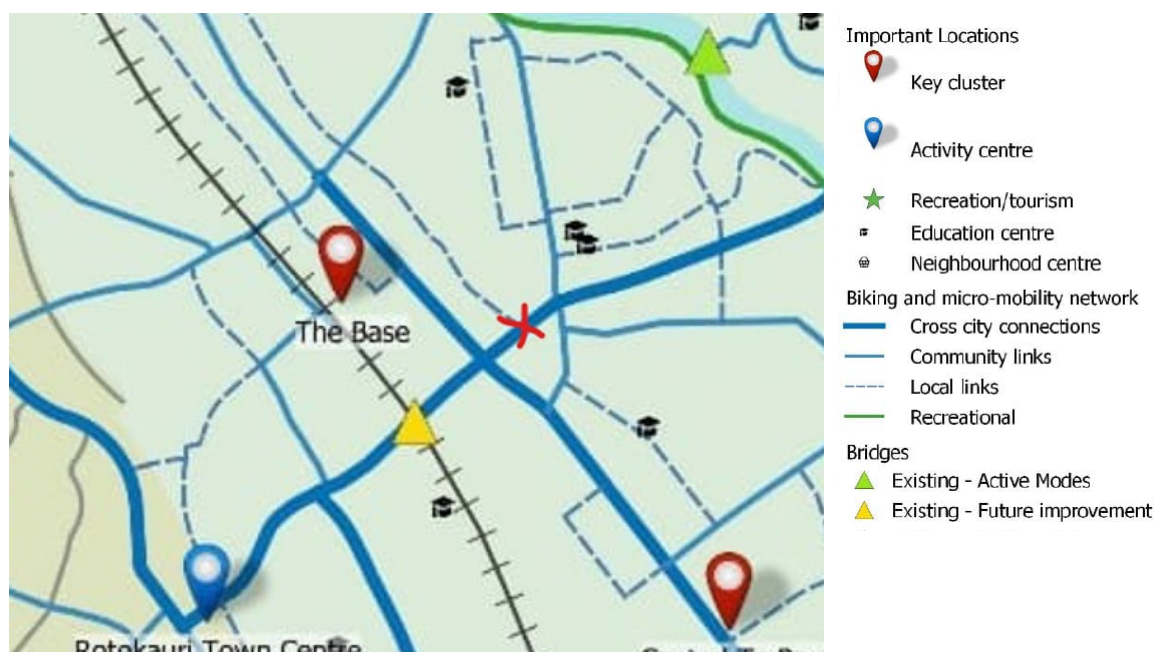
25. Based on the discussions at the drop-in session the following points were noted by Elected Members as requiring additional information or changes/amendments for incorporation in the detailed design:

Questions/points raised	Staff response
would like to see more clearly	The Biking and Micro-Mobility business case has included

Item 12

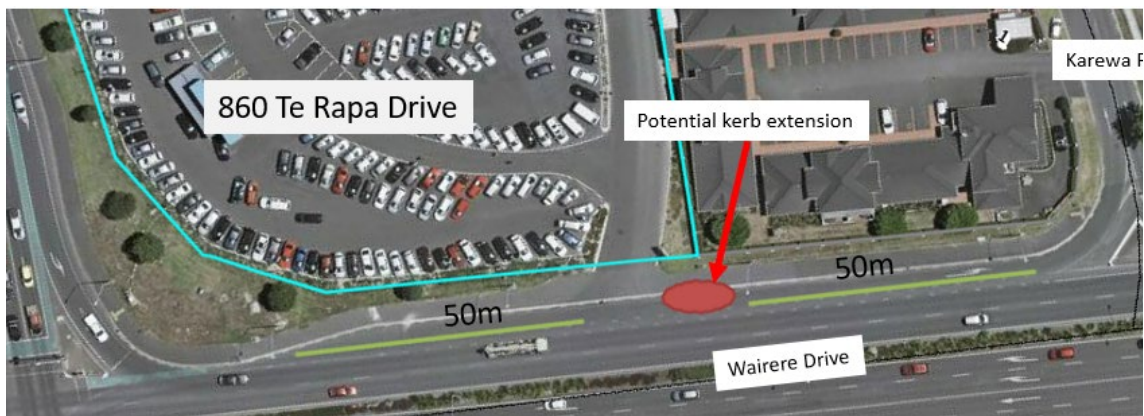
how <u>cycling and pedestrian movements</u> are going to be catered for in the precinct of which this new signalised intersection will be part of.	the development of a network plan. An excerpt from the network plan is shown below in clause 26 of the report along with a list of some additional measures that should be considered in the detailed design phase.
Would like a scope focus on the left turn slip lane and the relationship to vehicle speeds i.e. should be shorter and sharper encouraging lower speeds	<p>A shorter, high angle left slip lane is recommended to control speed of vehicles exiting Wairere Drive and turning left into Karewa Place. This will also provide some additional space for a widened shared path.</p> <p>The Resource Consent (condition #46 b shown above in clause 23) requires a left slip lane with storage of 50m. The current left slip on Wairere Drive and Te Rapa Road were constructed as part of the access requirements approved in the consent for 860 Te Rapa Road. A plan of this property and its accesses is shown in clause 29 below.</p>
would like some reassurance about the <u>raised platform design</u> and its effectiveness	<p>Raised safety platforms are a nationally (and internationally) accepted safety device which are used to manage vehicle speeds down to acceptable levels. These are included in the Waka Kotahi NZ Transport Agency 'Standard Safety Intervention Toolkit' and based on the experiences in Hamilton City they are very effective. The design for any raised safety platform installed within the city has to comply with the Regional Infrastructure Technical Specifications – with key decisions being made on a case by case basis about the approach and departure angles of the ramps when considering the speed environment and volumes of heavy vehicles especially buses. Quality assurance processes will be in place to ensure that the construction of the raised safety platforms comply with the designs and are achieving the desired speed reductions.</p>

26. The following is an excerpt from the Biking and Micro-Mobility Network Plan for the area of the proposed works:



Excerpt from Biking and Micro-Mobility Network Plan showing location of proposed works with a red cross

27. This indicates that Wairere Drive is a Cross City Connector and Karewa Place is a Local Link for Biking and Micro-Mobility. It is therefore noted that the following work would be included within the traffic signals installation scope:
 - i. widening the shared path on Wairere Drive to 4m;
 - ii. providing on and off ramps for people on bikes in Karewa Place at Wairere Drive; and
 - iii. making the crossing points on top of the raised safety platforms joint pedestrian and cyclist crossings.
28. The access to 860 Te Rapa Road is shown in the plan below and it is noted this is a more recent aerial photo than that used as the base for the Attachment 1 drawings. Also shown is a potential change that could be made to the existing left turn slip lane to reduce its length and help to manage vehicle speeds.
29. Any amendment to the Wairere Drive left slip lane into Karewa Place would need to consider the turning movements into and out of 860 Te Rapa Road, the consent conditions for 860 Te Rapa Road and determine if shortening the slip lane is warranted and fit for purpose at a network level. Staff believe that it would be appropriate for Council to fund this analysis and if changes to the slip lane are warranted, then this work is considered within the scope of the work to be completed by the Developer.



30. It was also noted by some Elected Members that there were some concerns about the suitability of Karewa Place and Eagle Way to manage the traffic. The Resource Consent process investigated and considered these matters and determined that in addition to the installation of a roundabout (consent condition #47) the Developer would also be required to complete a safety audit for pedestrians in this vicinity (consent condition #51) as shown below:

47. Prior to the operation of the supermarket a single-circulating lane roundabout shall be established at the Karewa Place/ Eagle Way / Maui Street intersection. The roundabout shall include two approach lanes on Eagle Way and be designed in accordance with the Austroads Guide to Road Design Part 4B Roundabouts.

51. Prior to the operation of the supermarket and subject to a satisfactory road safety audit pedestrian crossing facilities shall be provided on Karewa Place and on Eagle Way in the vicinity of the roundabout.

31. Installation of additional No Stopping Restrictions were also required in Karewa Place as part of the Resource Consent process in response to concerns raised by submitters. Approximately 80m of no-stopping restriction was suggested as shown in red on plan below.



Current and proposed extent of No Stopping Restriction in Karewa Place

32. It has always been proposed that the additional No Stopping Restriction be dealt with separately once the intersection changes are made.
33. Staff have been working with businesses in this area and recently installed white parking 'hold bars' to help define the safe and appropriate locations for vehicles to park on-street. Monitoring of these changes will continue and staff will continue to liaise with the adjacent businesses to determine whether anything extra is needed in the meantime.
34. In accordance with the Resource Consent (conditions #54 and #55) shown below staff will continue to work with the Developer to ensure that all Council standards, safety audits and traffic signal commissioning processes are complied with and that there are good communications in place as the detailed design stage is completed and infrastructure is delivered on site.

Road Safety Audit

54. *Prior to engineering design acceptance, a detailed design road safety audit of all proposed works within the road corridor in accordance with Sections 3.2.5 of the Regional Infrastructure Technical Specifications shall be undertaken at no cost to Council. The road safety auditors shall be commissioned from another organisation independent of the Consent Holder, designer and contractor. Audit recommendations and design changes arising from the detailed design road safety audit shall be certified by the General Manager, Development (or nominee) prior to changes (if any) being implemented.*

55. *At completion of work a post-construction road safety audit of all works completed as part of this consent in accordance with Sections 3.2.5 of the Regional Infrastructure Technical Specifications shall be undertaken at no cost to Council. Road safety auditors shall be commissioned from another organisation independent of the Consent Holder, designer and contractor. Audit recommendations and design changes arising from the detailed design road safety audit shall be certified by the General Manager, Development (or nominee) prior to changes (if any) being implemented.*

35. As part of the safety audit processes for the designs of both the Eagle Way / Karewa Place and Karewa Place / Wairere Drive intersections staff will also consider any additional restrictions to ensure that the area operates safely.
36. Monitoring of actual performance of the network will be undertaken once the physical works are completed and any additional parking or turning restrictions considered and consulted upon before being reported via the relevant committee who have the delegation to consider changes under the Hamilton Traffic Bylaw 2021. Currently the Traffic, Speed and Road Closures Panel holds this delegation.
37. It is recommended that the macroscope design be approved noting that ongoing updates will be provided to Elected Members as the project progresses.

Financial Considerations - Whaiwhakaaro Puutea

38. The costs to complete the partial signalisation of the intersection of Karewa Place and Wairere Drive will be met by the Developer. This includes costs associated with design, safety audits, construction, temporary traffic management, communications and commissioning.
39. Staff time associated with oversight and approval (as necessary) of these activities is included in the operational budgets of the City Transportation and City Development Units and is considered a standard activity associated with any development.
40. If Council wishes to complete additional analysis work relating to the left turn slip lane from Wairere Drive into Karewa Place then staff recommend that these costs be met by Council and that if changes are warranted, the cost for completion of design and construction is within the scope of work for the Developer.

Legal and Policy Considerations - Whaiwhakaaro-aa-ture

41. Staff confirm that the staff recommendations comply with the Council's legal and policy requirements.
42. Staff have also considered the key considerations under the Climate Change Policy and have determined that an adaptation assessment and emissions assessment is not required for the matter(s) in this report.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

Social

46. Social wellbeing is defined as the capacity of individuals, their families, whaanau, iwi, hapuu and a range of communities to set goals and achieve them.
47. The proposed improvements at the intersection of Karewa Place at the Wairere Drive intersection will improve safe connectivity in this area and access to the services in the area.

The lower speed limit on Wairere Drive which will come into effect at the time of the partial signalisation of Karewa Place intersection will also provide safety benefits for those travelling along the section between Arthur Porter Drive and Pukete Road, along with those trying to cross at the intersections. The safety improvements would benefit those driving along with people walking or biking and trying to access the nearby retail facilities. **Economic**

49. Economic wellbeing is defined as the capacity of the economy to generate employment and wealth necessary for present and future financial security.
50. Completion of the partial signalisation of Karewa Place intersection with Wairere Drive will help enable the completion of the new supermarket which will provide additional employment in the Te Rapa area.

Environmental

51. Environmental wellbeing is defined as the capacity of the natural environment to support, in a sustainable way, the activities that constitute community life.
52. There are no known environmental considerations associated with this matter.

Cultural

53. Cultural wellbeing is defined as the capacity of communities to retain, interpret and express their shared beliefs, values, customs, behaviours, and identities.
54. There are no known cultural considerations associated with this matter.

Risks - *Tuuraru*

55. There are no known risks associated with the decisions required for this matter.
56. There is a risk of not approving the macroscope design at this time and the impact that this will have on the ability of Foodstuffs to be able to process with these works in a timely manner.

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

Significance

57. 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 medium level of significance.

Engagement

58. Community views and preferences are already known to the Council through the consultation that was undertaken during the speed limit consultation process.
59. Given the medium level of significance determined, the engagement level is medium. While no consultation is required, Hamilton City will facilitate the sharing of the design with key advocacy groups with interests in accessibility, walking and cycling.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Macroscopic design for partial signalisation of Karewa Place and Wairere Drive intersection

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PRELIMINARY INTERSECTION DESIGN: WAIRERE DRIVE AND KAREWA PLACE HAMILTON

- TRAFFIC INFRASTRUCTURE

DRAWING REGISTER

DRAWING NUMBER	REV	DRAWING TITLE
INITIALISATION		
17119 - DDA - (000)	A	Cover Sheet
17119 - DDA - (001)	A	General Notes
ROAD MARKING & SIGNAGE LAYOUT		
17119 - DDA - (100)	A	Overall Traffic Layout
17119 - DDA - (101)	A	Dimension Plan
17119 - DDA - (102)	A	Dimension Plan
TRAFFIC SIGNAL LAYOUT		
17119 - DDA - (200)	A	Traffic Signal Layout
STANDARD DETAILS		
17119 - DDA - (900)	A	Standard Signage Details
17119 - DDA - (901)	A	Standard Road Marking Details
17119 - DDA - (902)	A	Signal Infrastructure Details

NOT FOR CONSTRUCTION

TPC

TRAFFIC PLANNING CONSULTANTS LTD

Unit 4, 400 Tairāwhiti Rd, Tairāwhiti, P.O. Box 60 055, Auckland 2004

Project Title

Wairere Drive and Karewa Place, Hamilton
Intersection Design

Sheet Title

DesignedEF

DrawnAM

Project No - (Sheet No)

ScalesNTS (A)

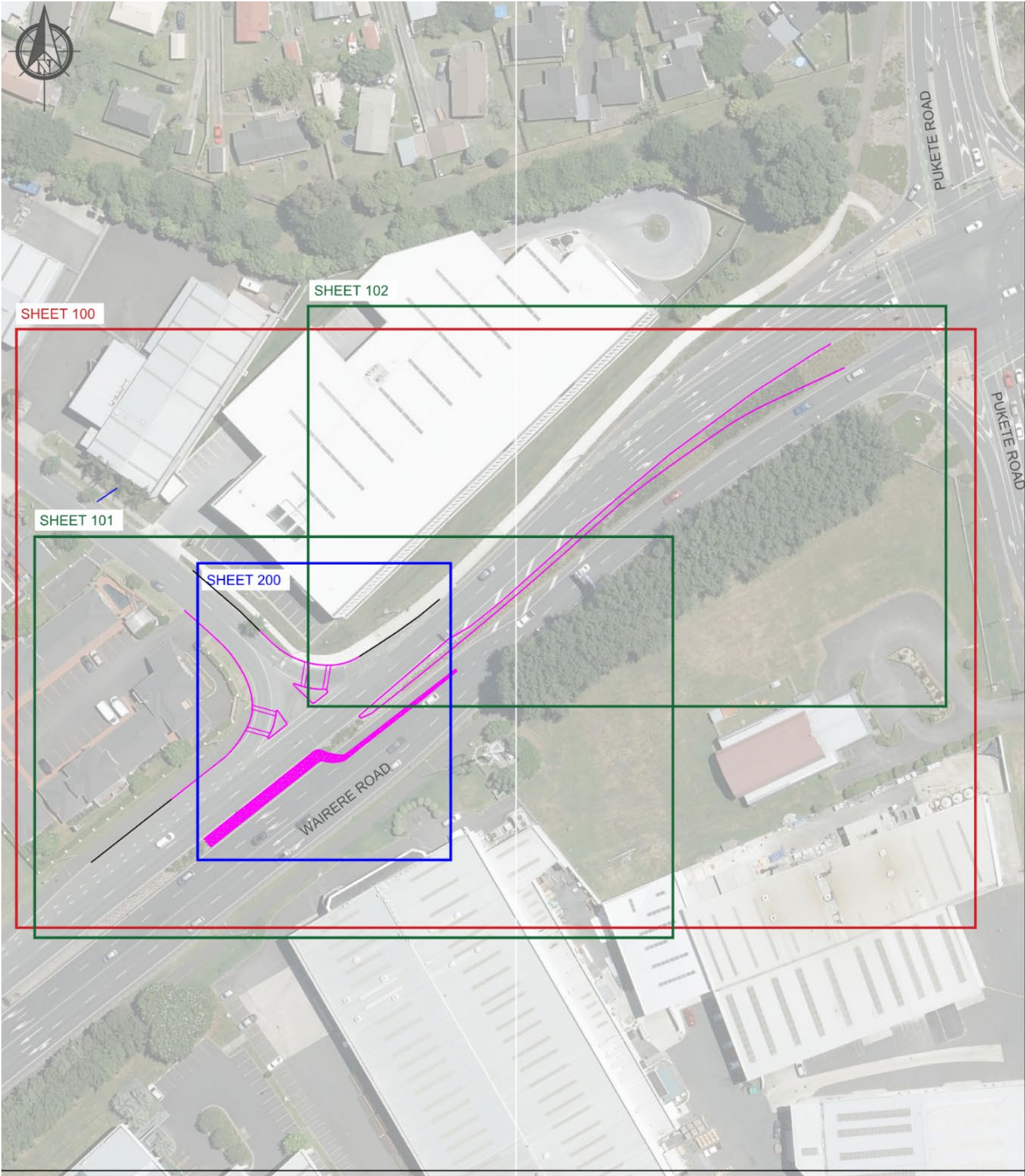
CheckedEF

ApprovedTL

17119 - DDA - (000)

Date03.05.2

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NOTES

GENERAL

- 1. All cross references to standard engineering detail drawings and Hamilton City Standard Technical Specifications Manual and specifications shall be to the latest revision.
- 2. All kerblines, road geometry & footpath setout are to be confirmed by others.
- 3. Refer to other plans for details on surface treatments, street furniture, streetlights, civil elements, tactile ground surface indicators, pram crossings and landscape features.

ROADMARKING & SIGNAGE

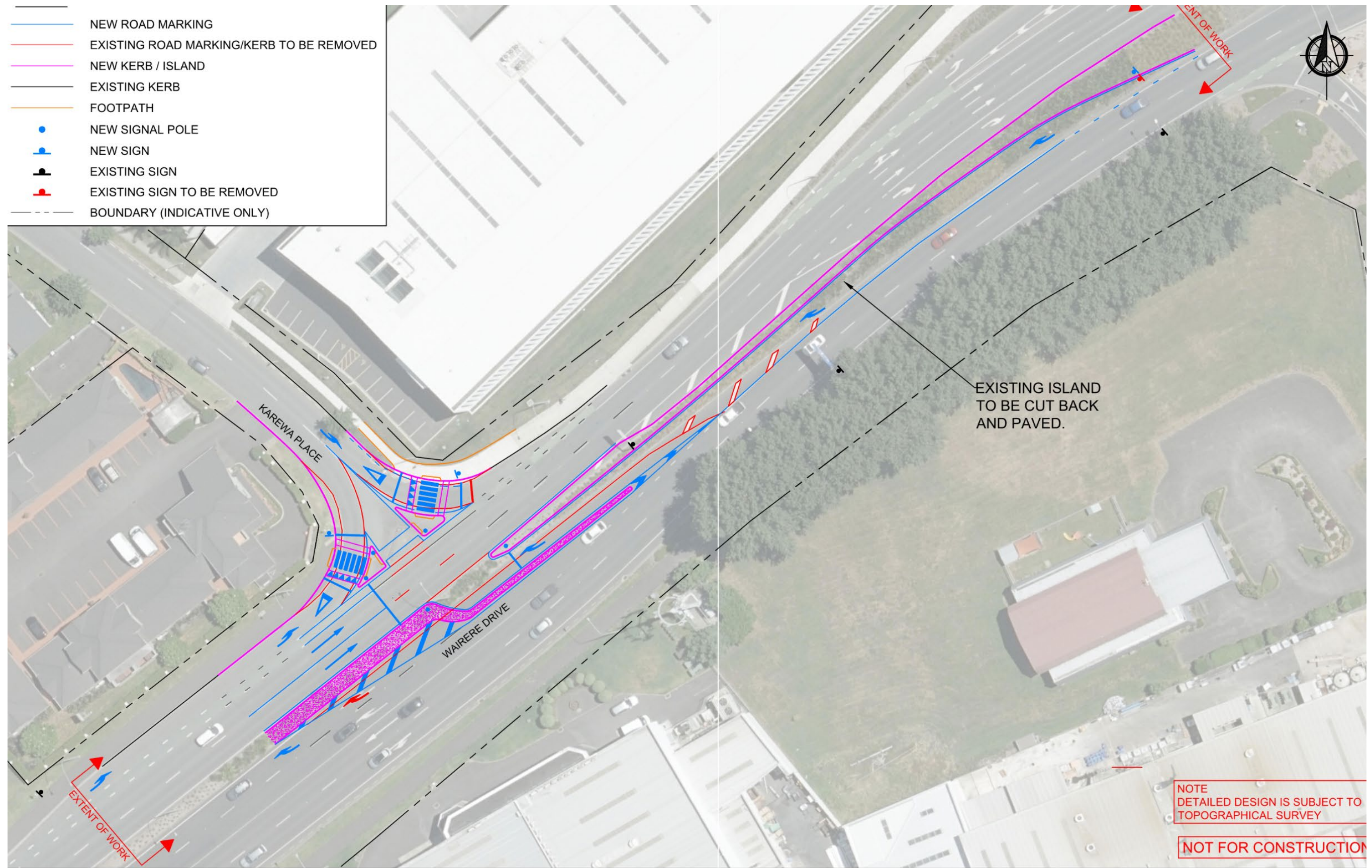
- 1. All road marking and signage to conform to the specifications in accordance to the manual of traffic signs and roadmarking (MOTSAM) and in accordance with the traffic control devices rules and Auckland Transport standards unless otherwise stated.
- 2. The contractor shall ensure that all reinstated road markings are to be extended as required beyond the limits shown in the drawings to achieve continuity matching into the existing lane markings.
- 3. All redundant lane markings shall be permanently removed by waterblasting. Blacking out of markings is not permitted.
- 4. All road markings to be laid in two coats within a month of each other. All first coat markings shall be of reflectorised pavement markings.
- 5. All second coat parking restriction lines and continuity lines shall be reflectorised pavement marking. All other road markings shall be long life pavement marking.
- 6. All traffic signs to be mounted on light poles where possible or mounted on white posts.
- 7. All traffic signs & poles to be new unless otherwise specified.

TRAFFIC SIGNALS

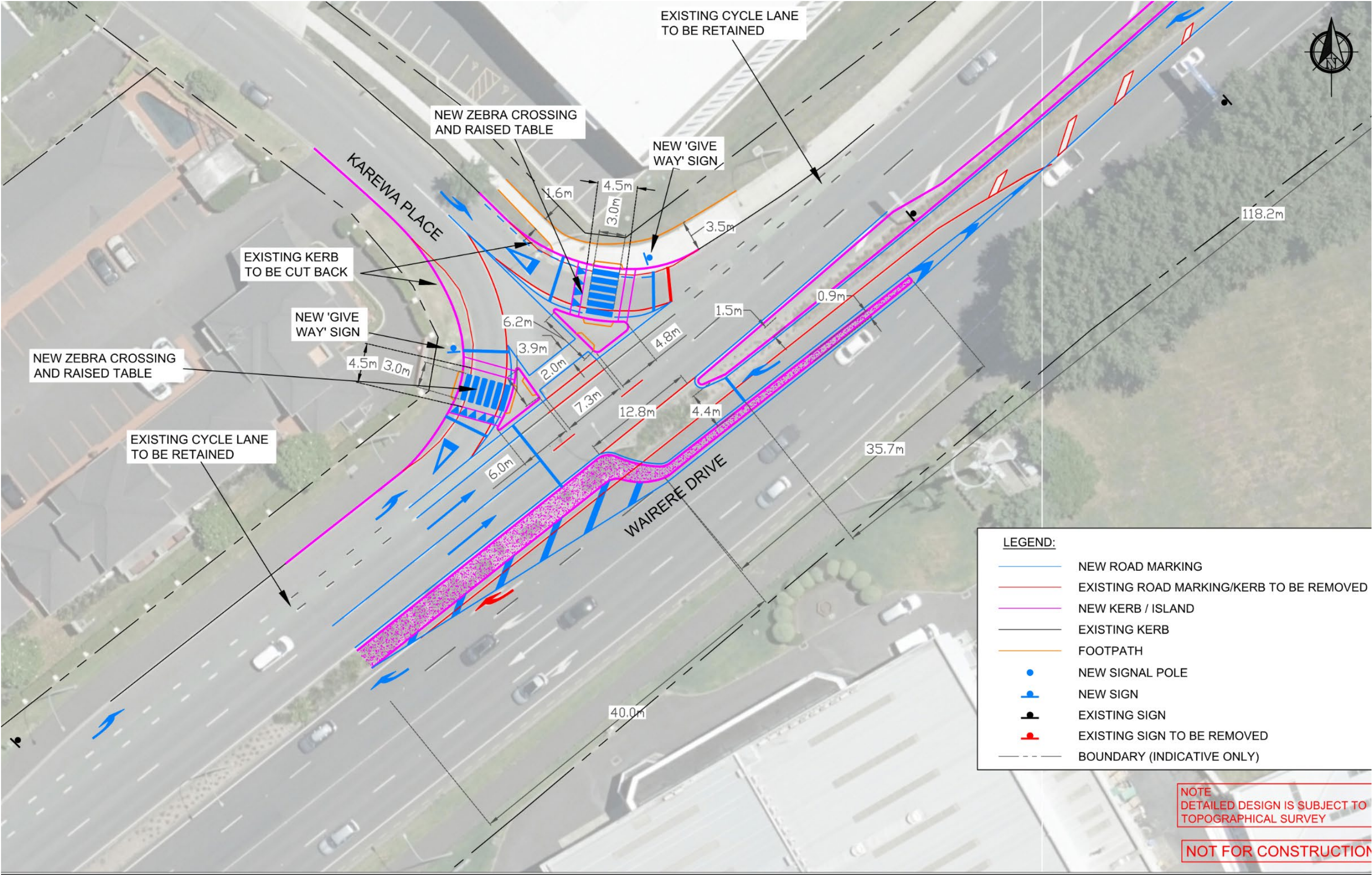
- 1. All traffic signal equipment and installation shall comply with the latest revision of the national traffic signal specifications unless stated otherwise.
- 2. All signal controllers are to be TSC/4 compliant.
- 3. Contractor to allow for the installation of e-prom dat and testing.
- 4. Ducts between chambers shall be 100mm diameter.
- 5. If thrustrod, 1x 100mm diameter duct is to be installed. If open cut, 2 x 100mm diameter ducts are to be installed.
- 6. All displays including pedestrian displays shall be LED lanterns.
- 7. Where possible, avoid placing ducting under pram crossings.
- 8. Hamilton City Council will specify the software and determine the level of protection set. Refer to final C.I.S. to be issued by Hamilton City Council's principal traffic signals engineer.
- 9. Unless specified, all mast arm outreach shall be 5 metres and minimum overhead display mounting height to have a clearance of at least 5.8 metres between the bottom of target board and road level. Clearance to be at least 6.4 metres along overdimensional routes.
- 10. Hardware positions are indicative only. Exact positions are as defined in the specification and will be confirmed by the engineer on site.
- 11. All streetlights and CCTV specifications to be supplied by others.
- 12. All traffic signal equipment to be new unless otherwise stated.
- 13. Refer to others regarding chamber lid specifications.
- 14. Standard pedestrian push buttons are to be used on all crossing points.
- 15. All signal cabling to be 1x36 core unless specified.

NOT FOR CONSTRUCTION

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	Wairere Drive and Karewa Place, Hamilton Intersection Design			EF		AM		17119 - DDA - 100		1:600 (1"	
Sheet Title	Checked			EF		Approved		Date		03.05.2	



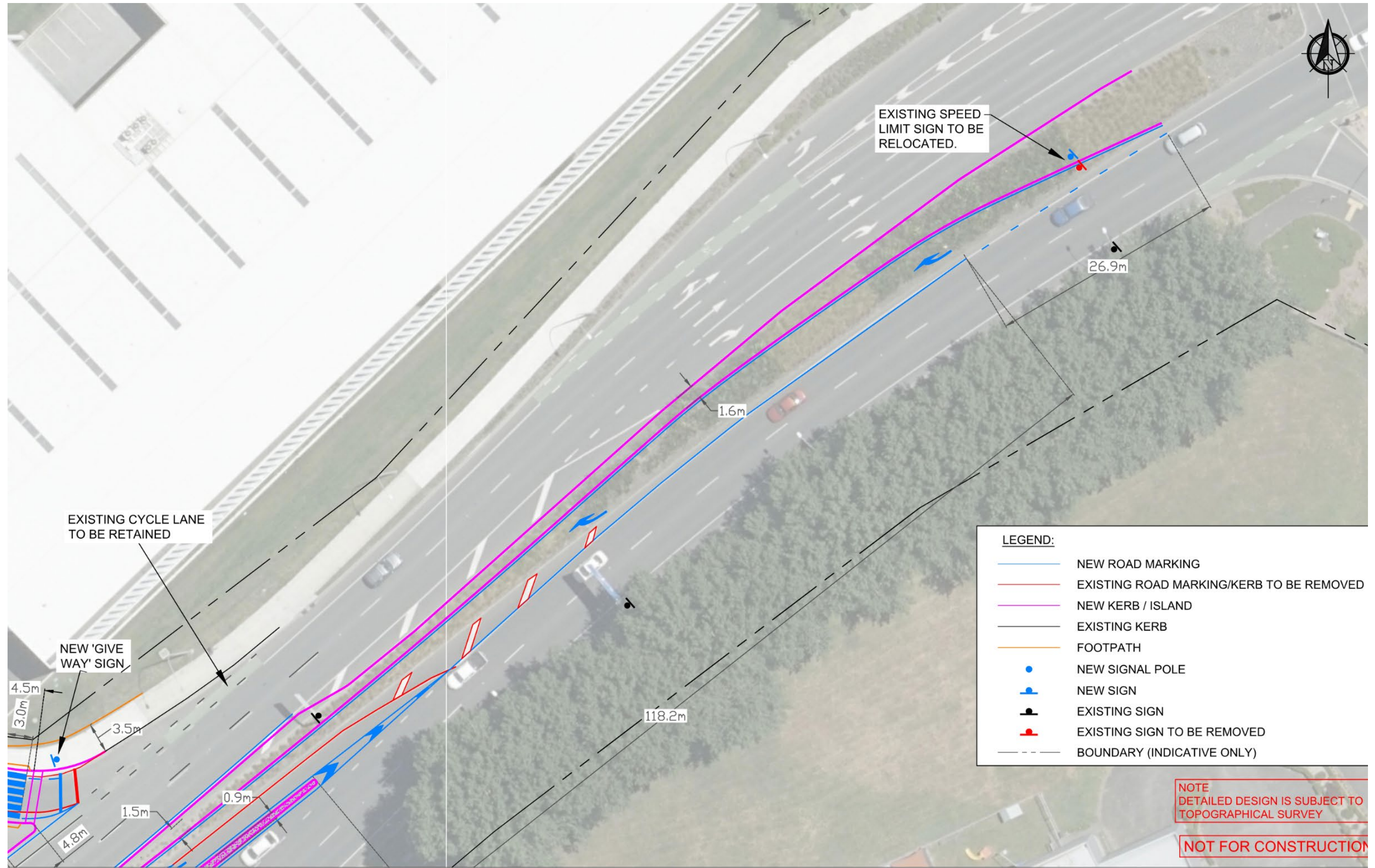
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Project Title
Wairere Drive and Karewa Place, Hamilton
Intersection Design

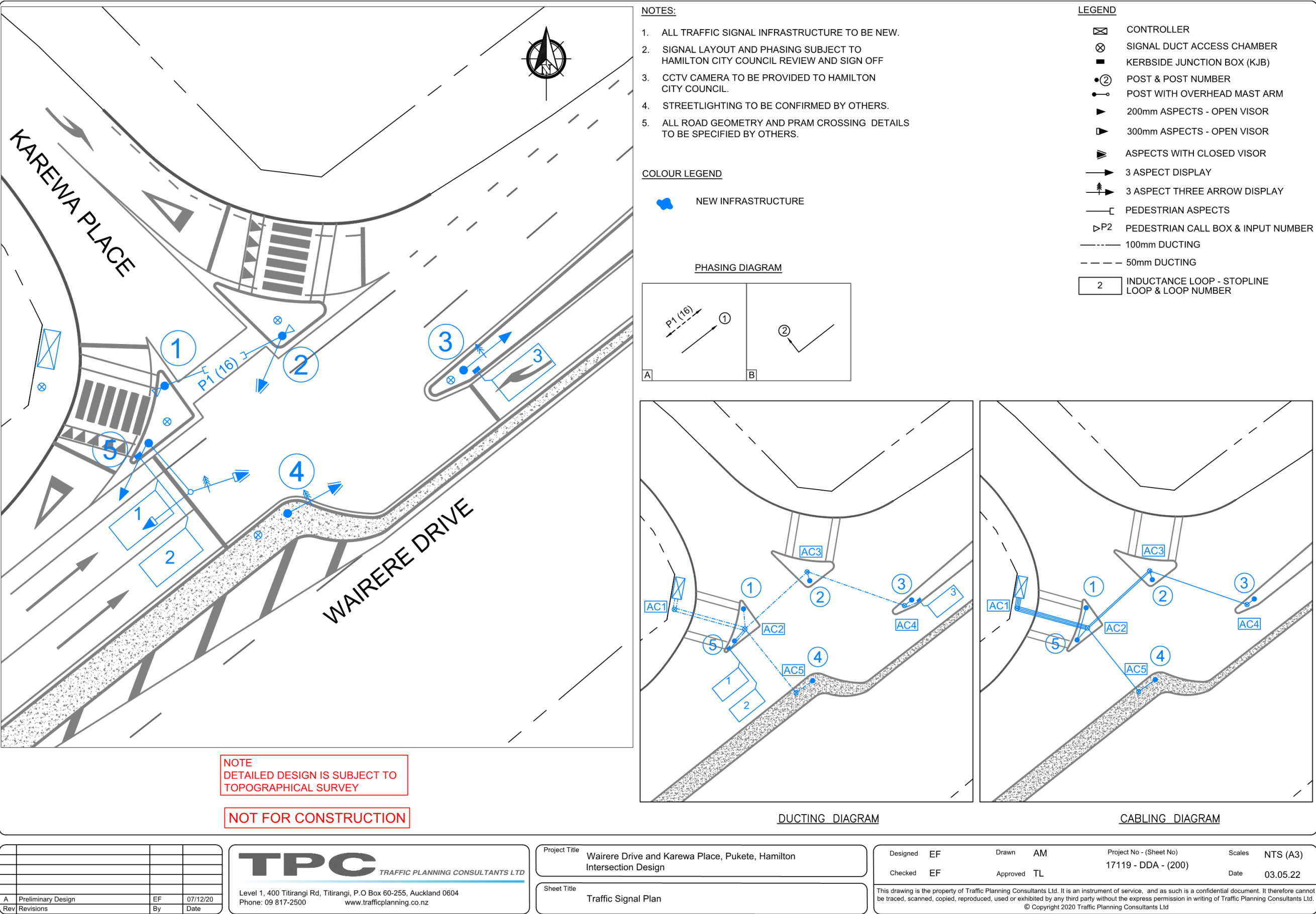
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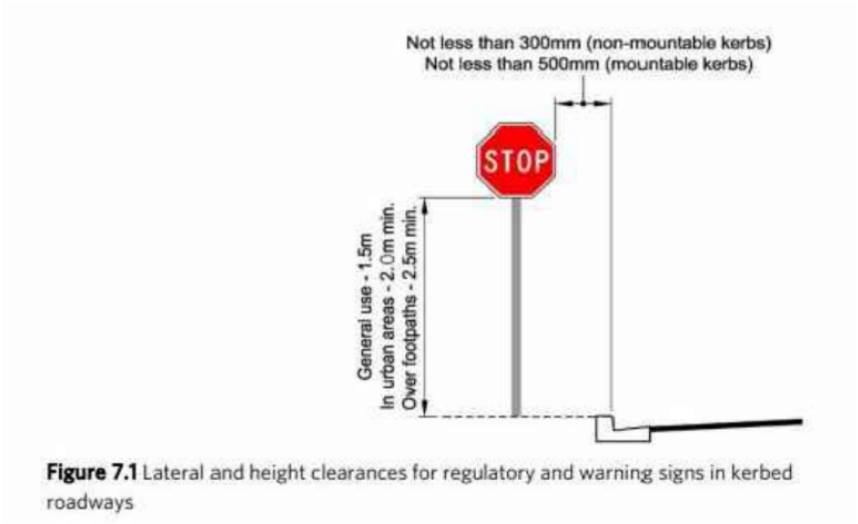
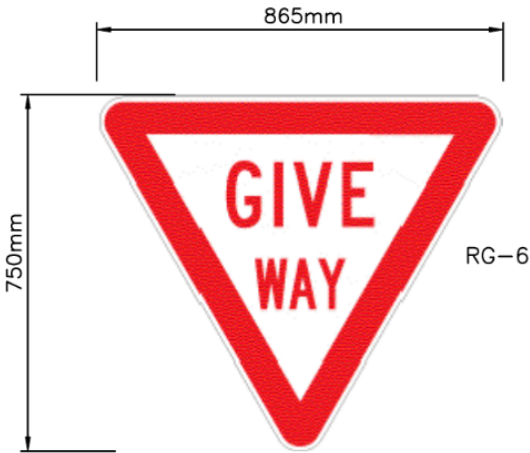


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				Wairere Drive and Karewa Place, Hamilton		EF		AM		17119 - DDA - 102		1:250 (1:1000)	
				Intersection Design		Checked		Approved		Date		03.05.22	
				Sheet Title									
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TRAFFIC SIGNAGE SCHEDULE

Plan Reference	Name	Sign Angle to Kerbline	Notes
RG-6	GIVE WAY	90°	

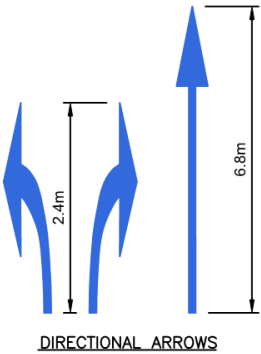
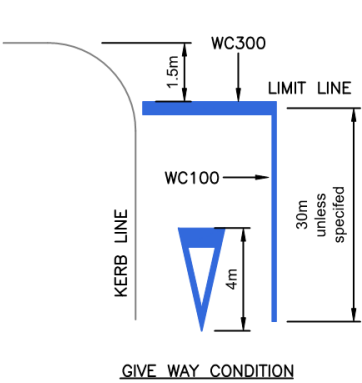
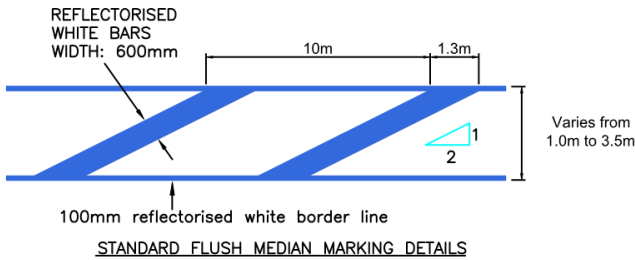
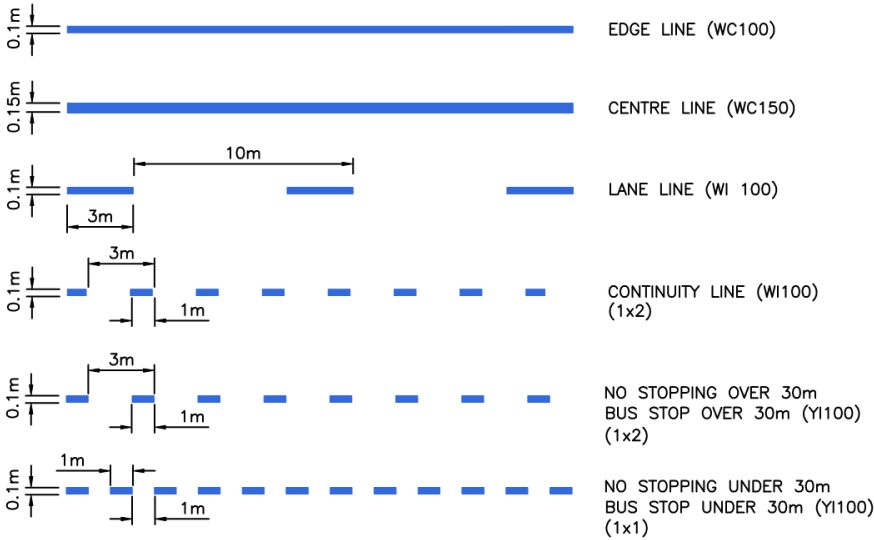


Source:
NZTA - Traffic control devices manual part 1:
General requirements for traffic signs

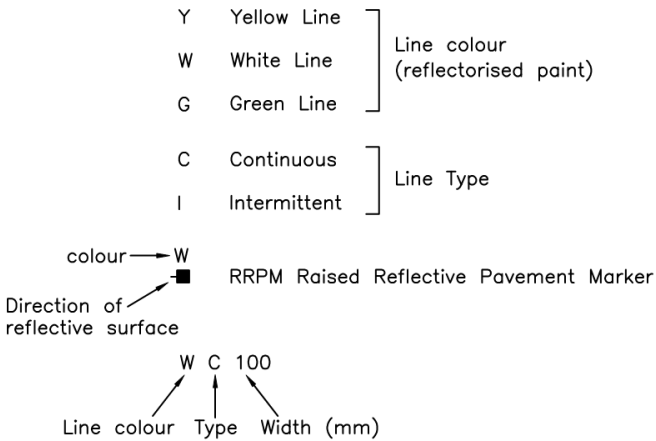
- Notes:
- 1. All parking signs should are mounted parallel to the adjacent kerb line unless otherwise stated
 - 2. All mounting heights should be read as distance between ground surface and underside of sign
 - 3. All signs are to be installed in accordance with NZTA's "Manual of Traffic Signs & Markings, Part 1: Traffic Signs unless otherwise stated.

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		<div>Checked</div> <div>EF</div>	<div>Approved</div> <div>TL</div>	<div>Date</div> <div>02.05.2</div>		
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ROAD MARKING LINE TYPES



LEGEND



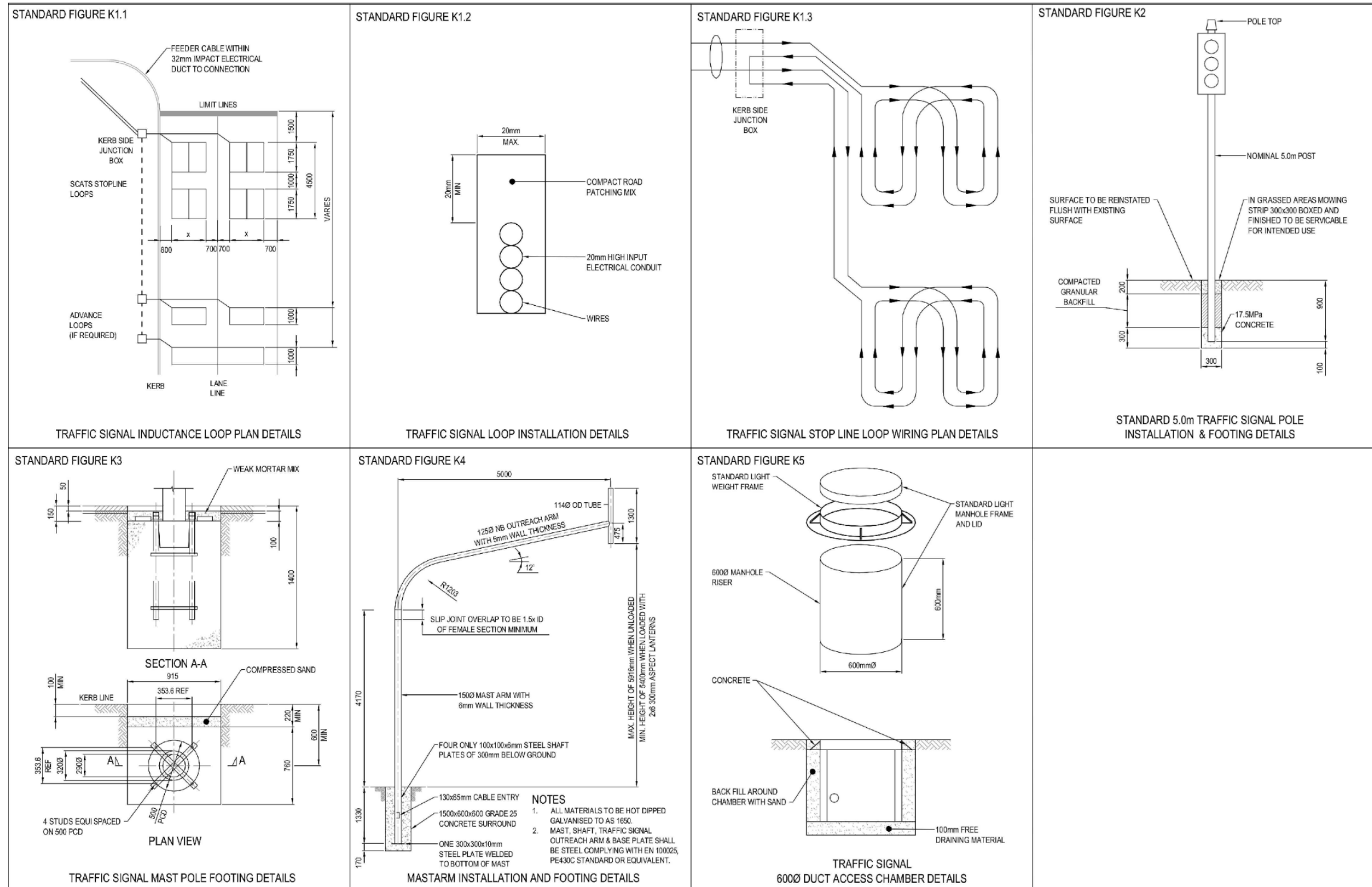
A	Detailed Design	EF	07/12/20
Rev	Revisions	By	Date

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TRAFFIC PLANNING CONSULTANTS LTD

Level 1, 400 Titirangi Rd, Titirangi, P.O Box 60-255, Auckland 0604
Phone: 09 817-2500 www.trafficplanning.co.nz

Project Title	Wairere Drive and Karewa Place, Hamilton Intersection Design
Sheet Title	Standard Road Marking Details

Designed	EF	Drawn	AM	Project No - (Sheet No)	Scales	NTS
Checked	EF	Approved	TL	17119 - DDA - (901)	Date	02.05.22
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	Wairere Drive and Karewa Place, Hamilton Intersection Design		Checked	EF	Approved	TL	17119 - DDA - (902)	Date	02.05.2
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Council Report

Item 13

Committee: Infrastructure Operations Committee

Date: 09 August 2022

Author: Eeva-Liisa Wright

Authoriser: Eeva-Liisa Wright

Position: General Manager
Infrastructure Operations

Position: General Manager
Infrastructure Operations

Report Name: General Managers Report

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

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

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

2. That the Infrastructure Operations Committee:
 - a) receives the report;
 - b) approves the Draft 2 (**Attachment 1** of the staff report) submission to the Waikato Regional Council on the Draft Waikato Regional Public Transport Plan 2022-2032;
 - c) notes that the following sites will be included for consideration in 2023/24 (Year 3) of the Low Cost Low Risk Programme:
 - i. raised platform at the controlled pedestrian crossing on Forest Lake Road;
 - ii. crossing facilities on Wairere Drive/Bisley Ave left turn slip lane;
 - iii. crossing facilities on Brooklyn Road; and
 - iv. footpath connection between Pembroke Street and the Fow St entrance to Hamilton West School.

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. Hamilton City Council Submission Updates
 - ii. Vision Zero progress update
 - iii. Monitoring of the Hamilton Network following the opening of the Waikato Expressway

- iv. Low Cost Low Risk Transport Improvement Programme Update
 - v. Collaborative Corridor Agreement (Transport Maintenance and Renewal) update
 - vi. Personal Hire (Transport) Device Update
 - vii. Transport Centre Rejuvenation Project Update
 - viii. Wastewater Overflow Mitigation Update
 - ix. Review of Waste Management and Minimisation Plan
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*

Hamilton City Council Submission Updates

Waikato Regional Public Transport Plan submission (Waikato Regional Council)

Introduction

6. The Waikato Regional Council (WRC) is currently consulting on the **Draft Waikato Regional Public Transport Plan 2022-2032** ([refer here](#)). Consultation closed on 29 July 2022, with hearings and deliberations scheduled for August 2022. The Final Plan is to be adopted by WRC on 22 September 2022.
7. The Waikato Regional Public Transport Plan sets out the priorities and needs of public transport services and infrastructure to be delivered in the Waikato over a 10-year period. It has been prepared in partnership with territorial authorities and key stakeholders from a wide range of sectors. Hamilton City Council's Elected Members and staff have been working with WRC to ensure Council's aspirations around public transport and climate change are embedded in the Draft Waikato Regional Public Transport Plan 2022-2032 (the Draft Plan).
8. The Draft Plan proposes to connect every urban area to its nearest regional centre with daily bus services. It also proposes reducing emissions from public transport services, with a target to be net negative by offsetting more carbon emissions than it produces for the period 2027 to 2050. For Hamilton and its surrounding areas, the Draft Plan sets out a future network that would enable growth to increasingly concentrate around frequent public transport corridors. These corridors would enable fast and convenient car free access throughout the city and wider metropolitan area.
9. The Draft Plan also signals continuous improvement for Te Huia, as well as plans to investigate the viability and benefit of rail stations in Pōkeno and Te Kauwhata, in the north Waikato. Central to the Draft Plan is a goal to maximise access to opportunities such as education, jobs, housing, healthcare, commerce, recreation and social connections.
10. The Draft Waikato Regional Public Transport Plan 2022-2032 was reviewed and the Draft 1 Council submission circulated to Elected and Maangai Maaori for feedback. Comments were analysed for inclusion in Draft 2.
11. As agreed to with the Waikato Regional Council, Draft 2 was sent to the Regional Council on 29 July 2022 to meet the official submission closing date. At that time it was noted that, following consideration and approval of Draft 2 at the 9 August 2022 Infrastructure Operations Committee meeting, the final approved submission will then be sent to the Waikato Regional Council. Any changes made between Draft 2 and the final approved submission will be clearly identified.
12. The material highlighted in yellow in Draft 2 (**Attachment 1**) reflects changes resultant from feedback on the Draft 1 submission that was circulated to Elected Members and Maangai Maaori on 25 July 2022.

Vision Zero Progress Update

13. Hamilton City Council (HCC) 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.
14. The following table provides information on the types of users that were seriously injured in the city this financial year on a quarterly basis (1 July 2021 to 30 June 2022 inclusive).
15. At the 31 May 2022 Infrastructure Operations Committee meeting staff were asked to confirm where scooter crash statistics are included. The classification of crashes is undertaken by Waka Kotahi NZ Transport Agency at the time of the crash data being entered into the Crash Analysis System (CAS). A review of the current data indicates that crashes involving scooter crashes are being classified as 'wheeled pedestrians'.
16. 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 30 June 2022				Number of Fatalities	Total Deaths and Serious Injuries (DSI)	DSI by mode	Mode share of total trips
	July 2021 to Sept 2021	Oct 2021 to Dec 2021	Jan 2022 to March 2022	April 2022 to June 2022				
Cyclist	2	-	1	1	1	5	11%	1%
Driver	4	4	5	11	1	25	60%	87%
Passenger		1		2	0	3		
Pedestrian		2	5	5	1	13	29%	12%
Wheeled pedestrian (wheelchairs, mobility scooters)		1		0	0	1		
Total	6	8	11	19	3	47	100%	100%

Monitoring of the Hamilton Network following the opening of the Waikato Expressway

17. At the 31 May 2022 Infrastructure Operations Committee meeting (Item 8), a request was made for staff to report back to the 9 August 2022 Infrastructure Operations Committee General Managers Report on the scope of monitoring and review of the impacts on the Hamilton City transport network after the opening of the Waikato Expressway.
18. Staff have been working with Waka Kotahi to install additional sensors and monitoring points for the AdInsight system around the city and at the interchanges on the Waikato Expressway as shown in the map below.



Additional Sensors being installed for monitoring the effects of the Waikato Expressway opening

19. These new sensors were installed in June/July 2022 ahead of the opening of the expressway.
20. The six-month monitoring will use data from these sensors and from the following additional sources:
 - i. SCATS data from traffic signals
 - ii. Tube counts monitoring traffic volumes around the city
 - iii. EROAD freight data
21. Together these data sources will enable us to track:
 - i. Traffic volume change
 - ii. Journey time
 - iii. Origin/Destination
 - iv. Select Link Analysis
 - v. Freight Volumes
 - vi. Crashes
 - vii. Speed
 - viii. Clustering of key flows
22. It is proposed that the results of this monitoring will be reported to an appropriate Council Committee early in 2023, noting that the expressway only opened to vehicular traffic mid-July so data is not yet available.

Collaborative Corridor Agreement Update (Transport Maintenance and Renewal)

23. As previously updated via the General Managers Report to the Infrastructure Operations Committee, the transport maintenance and renewal contract, the Collaborative Working Agreement (CWA) between Hamilton City Council and Downer is due to expire on 30 June 2023. The agreement is known as the Infrastructure Alliance.

24. Staff have been working to prepare contract documentation in preparation for the new contract that will come into place from 1 July 2023 under a new Collaborative Corridor Agreement (CAA). The CCA model is similar to the existing CWA model, covering the same scope of works and with a focus on collaboration.
25. Further improvements are that it brings new aspects of information management, reporting, measuring of performance, and a focus on long-term asset management outcomes to implement the improvements identified through a cost efficiency review and feedback provided by Elected Members.
26. Procurement for the new CCA for road maintenance and renewal within Hamilton City began mid-July 2022 and the request for proposal (RFP) document was released on Government Electronic Tender Service (GETS) and Tenderlink on the 20 July 2022.
27. A Member workshop is being arranged by staff to receive feedback on the operational performance improvement focus areas of the new CCA which will be part of the next stage of the procurement process prior to Council contract award.

Personal Hire (Transport) Device Update

28. The General Manager report to the Infrastructure Operations Committee on 31 May [[Agenda](#)], advised that further permits to operate Personal Hire Devices e-scooters in Hamilton for the 2022 – 23 financial year have been extended to the existing operators (Neuron Mobility and Lime) for an additional 12 month period.
29. Neuron Mobility have since advised that they will not be taking up the option of the additional 12-month extension to their operating permit, confirming that they will cease all operations in Hamilton from the end of July 2022. The permits on offer were to operate up to 500 PHD's, at least 50 of which are required to be e-bikes across the city. Each operator was given freedom to increase the numbers of e-bikes in their fleet provided that the total number of devices does not exceed the permit total of 500.
30. Under the terms of their operating permit, Neuron are required to have removed all of their e-scooters, e-bikes and signage from city streets within 30 days of notifying of their withdrawal of services. Neuron have shared their plans to dismantle their services and staff are confident that this will be a seamless process.
31. During their first year of operation in the city, Neuron achieved 50% market share of Personal Hire Devices hired in the city. However, they have advised that they do not consider their operation locally to be financially viable while operating in a two-operator model, having a strong view that the current and forecast demand for e-scooters in the city is only sufficient to sustain a single operator model.
32. Staff have engaged with Lime, and they have indicated a high level of interest in exploring potential opportunities to increase the permitted number of scooters they can operate in the city in the absence of a second operator. Staff will undertake to commence further discussions with Lime to achieve a firm proposal.
33. Staff have also been approached by another national operator who has also indicated a strong interest in applying for an operating permit in the city if there is an opportunity to do so and has also noted the previous resolutions of the Committee that have indicated a desire to have a variety of devices / operators within the city.
34. Staff are very cognisant of the difficulties experienced by the operators during the past two years with Covid related lockdowns and significantly reduced demand impacting the financial viability of their services. Due to this, staff will continue to assess the market need for more than one provider at this time, meaning that Lime continue to operate in Hamilton for the remainder of the 2022/23 financial year as the sole e-scooter operator and that staff consider Lime's request to increase the number of e-scooters they can operate for this period.

Transport Centre Rejuvenation Project Update

35. The tender for the detailed design has yet to be awarded by staff (under delegated authority) at the time of writing this report. A verbal update will be provided by staff at the Infrastructure Operations meeting should there be further progress on this matter.
36. The total budget available for physical works after all other costs are accounted for (business case and design costs, internal costs and an allowance for contingency) will be about \$5.8m. It is expected that there will be shortfall in funding.
37. It is proposed at this stage to complete design of the project scope agreed through the business case and as per guidance sought through Member workshops and the Infrastructure Operations Committee. Staff recommend that prior to awarding a construction contract Council may need to determine whether to match the scope to approved funding, to seek additional funding, to reallocate funding within the programme.
38. In anticipation of a decision being required, regular reporting to Members will continue in 2022 via Executive Updates and then to appropriate Council Committees in 2023 leading up to requesting award of the construction phase.

Wastewater Overflows Mitigation Update

39. As previously reported to the Infrastructure Operations Committee 31 May 2022, staff are continuing to review and remove the 24 unmonitored overflow points that are located within the wastewater network. This work was requested by the Infrastructure Operations Committee 9 November 2021 in relation to the Delia Court overflow.
40. To date 13 of the 24 engineered overflow points have been removed, including Delia Court.
41. Following ongoing survey work, a further five overflow points have been identified as being able to be removed. This work will happen over the next few months.
42. Four overflow points have been confirmed as necessary to remain for current network operation. For example, survey works have indicated that an overflow point will need to be retained in Snell, as without it, the overflow could be directed to multiple low lying residential properties in the area.
43. Survey works are ongoing to determine how many more of the remaining 2 engineered overflow points can be removed without impacting current network operations.
44. Staff have now successfully completed the trial and assessment of battery powered loggers that can be installed in wastewater manholes to monitor levels and send out alarms to on-call staff to respond to if trigger levels are exceeded. Four of these loggers have now been ordered and once received will be installed on the four-overflow points that have been confirmed as necessary to remain in place. Further units will be purchased as required for monitoring of any additional overflow points confirmed as being unable to be removed.
45. Streams into which the engineered overflows discharge continue to be monitored. In some instances, the engineered overflow is connected to the stormwater network, in others there is an immediate connection from the wastewater network to the natural environment. Visual and odour stream inspections completed to date continue to show no evidence of overflows occurring recently at any identified overflow sites.

Waste Management and Minimisation Plan Review

46. Under the Waste Management Act 2008 (WMA) there is requirement for Councils to adopt a Waste Management and Minimisation Plan (WMMP) which is to be reviewed in intervals of not more than six years of the last review.

47. The current 2018-2024 WMMP is due to be reviewed by 2024. Staff have commenced the early stages of the review which will include:
- i. waste assessments;
 - ii. consultation process;
 - iii. review of existing WMMP (progress against the current action plan);
 - iv. data gathering and analysis;
 - v. issues and opportunities sessions to determine options development;
 - vi. early engagement to seek community and stakeholder views on key issues and opportunities to address these; and
 - vii. review of WMMP Actions and outcomes.
48. It is proposed that the review will be completed and adopted by Council in April 2024.
49. Staff will continue to provide information of the review through General Manager updates or reports to Committee.

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

50. Staff confirm that the staff recommendation complies with Council's legal and policy requirements.
51. Staff have also considered the key considerations under the Climate Change Policy and have determined that an adaptation assessment and emissions assessment is not required for the matter(s) in this report.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

52. 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').
53. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.
54. The recommendations set out in this report are consistent with that purpose.
55. There are no known social, economic, environmental or cultural considerations associated with this matter.

Risks - *Tuuraru*

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

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

57. 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 - Hamilton City Council - Draft 2 Submission - Draft Waikato Regional Public Transport Plan 2022-2032 (as at 29 July 2022) .

DRAFT 2

HAMILTON CITY COUNCIL SUBMISSION

**Draft Waikato Regional Public Transport Plan
2022 - 2032**

Waikato Regional Council



29 July 2022



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

Improving the Wellbeing of Hamiltonians

Hamilton City Council is focused on improving the wellbeing of Hamiltonians through delivering to our five priorities of shaping:

- **A city that's easy to live in**
- **A city where our people thrive**
- **A central city where our people love to be**
- **A fun city with lots to do**
- **A green city**

The topic of this submission is aligned to the priority '**A city where our people thrive**'.

As a city we want to have safe routes for people to move around our city, alongside efficient transport connections to connect Hamilton to other places.

Hamilton City Council Approval and Reference

This submission was approved at the Council's 9 August 2022 Infrastructure Operations Committee meeting.

Hamilton City Council Reference D-4282763 - Submission # 698

Key Messages and Recommendations

1. Hamilton City Council supports the Vision and objectives of the **Draft Waikato Regional Public Transport Plan 2022-2032** (the Plan).
2. We look forward to continuing to strengthen the established collaborative working partnership we have with the Waikato Regional Council (WRC) in our role as a key partner in the Public Transport (PT) space. We recognise that implementation of the Plan will result in positive change to PT in the city over the next ten years.
3. We support and recognise the strong alignment and role that the Plan has with assisting achievement of actions set out in other key city, regional, national plans and strategies e.g., Hamilton City Council's Access Hamilton Strategy 2022; Future Proof; Hamilton City Council's Climate Change Strategy; the National Policy Statement - Urban Development; and the Hamilton-Waikato Metro Spatial Plan Transport Programme Business Case.
4. We recognise the critical role that PT will play in achieving the reductions in emissions and vehicle kilometres travelled (VKT) by the Light Vehicle fleet that are being set in national policy and encourage WRC to work with all key partners, including Waka Kotahi NZ Transport Agency, local councils and the Ministry of Education to progress implementation of the Plan.
5. We strongly support seeking increased funding support and opportunities from Central Government to ensure the step change in PT services for the city and neighbouring districts identified within the Plan can be implemented to enable our region to achieve the reductions in emissions and vehicle kilometres travelled (VKT) by the Light Vehicle Fleet that are being set in national policy.
6. We support and recognise the need for bus depots as the fleet electrifies over the next five years and the associated infrastructure and location requirements needed to continue delivering a successful and more sustainable PT service.
7. We note that Waka Kotahi NZ Transport Agency is working on updating the national guidance on the Public Transport Operating Model and look forward to the direction it provides on how to navigate electrification of fleet and the responsibilities between regional and local territorial councils.
8. We recognise the need for consistent approaches nationally in both carbon offsetting and emissions accounting and support the exploration of all regional and national onshore offsetting initiatives before considering offshore initiatives.
9. Te Huia plays a significant role in the future of regional travel between Hamilton and Auckland. Hamilton City Council continues to support this service and looks forward to it becoming the preferred choice for commuters, particularly as improvements are made to move the service to a Ridership model.
10. We recognise our obligation to provide bus stop infrastructure and look forward to ongoing route investigations and planning for the infrastructure required to enable the services move successfully to a ridership model where needed.
11. We recognise the importance of regular PT services operating from all parts of the city to Hamilton's visitor destinations, particularly Hamilton Gardens, which is one of the Waikato Region's major visitor attractions, and key community facilities (such as Waterworld), both to ensure equity of access for residents and to connect and support local tourism services and infrastructure.

12. We recognise the view that sharing a public bus with school children can have negative implications of PT being considered an attractive choice. We therefore strongly support the work in providing both a school assist bus service and a dedicated school's bus service **in conjunction with the School Travel Plan pilot projects that Hamilton City Council is commencing this year.**
13. The final Plan needs to ensure there is still a strong commuter-focused service for the larger towns outside of Hamilton i.e., Cambridge and Te Awamutu linking into the city to address the commuter demands.
14. We strongly support capping the fare system and its influence on helping to make PT a more attractive choice by making it cheaper for the user of frequent PT travel. The integrated ticketing system approach is also welcomed.
15. We look forward to future information systems being more digital and having two-way digital communication features.
16. We support implementation of the Plan's key recommendations noting the significant funding commitments it puts on all Future Proof partners, particularly WRC and note that work will need to commence in the 3–10-year period on the Metro Spatial Plan network to ensure its proposed completion within 16-30 years.

Introduction

17. Hamilton City Council appreciates the opportunity to make a submission to the Waikato Regional Council's **Draft Waikato Regional Public Transport Plan 2022-2032** (the Plan).
18. We support the Vision and objectives of the Plan.
19. Elected Members and staff from Hamilton City Council have appreciated the opportunities to work alongside the Waikato Regional Council (WRC) during the development of the Plan via discussions held at the Regional Connections Committee.
20. We support and recognise the strong alignment that the Plan has with/the role it plays in helping to achieve actions set out in:
 - Hamilton City Council's Access Hamilton Strategy 2022.
 - Future Proof.
 - The Hamilton - Waikato Metro Spatial Plan Transport Programme Business Case Process.
 - Hamilton City Council's Climate Change Strategy.
 - The National Policy Statement - Urban Development.
 - Hamilton City Council's District Plan Change 12 - Growing Up.

Section 2: Vision and Objectives

21. Hamilton City Council supports the Plan's Vision and objectives and looks forward to the resultant positive change and new direction for public transport (PT).
22. Hamilton City Council recognises the role that it plays in assisting WRC to achieve objectives 2,4,5 and 7 in the Plan.

Objective 1: Deliver public transport services in a way that results in negative emissions from 2027 onwards

23. Hamilton City Council supports Objective 1 and recognises the positive step forward in addressing emissions associated with PT.
24. Hamilton City Council recognises that transport contributes 64 percent of Hamilton City's emissions and 16 percent of the Waikato Region's emissions (in 2018/2019). We identify the invaluable role PT plays in emission reductions and mode choice and would like to see a greater emphasis on providing a stronger climate stance in the Plan.
25. Effective reliable and frequent PT services will be key to the 'Hamilton area' (Hamilton, Waipa and Waikato Districts) achieving the Light Vehicle VKT (vehicle kilometres travelled) targets that are currently being developed by the Ministry of Transport for this area. Additional funding (including increased funding support from central government) will need to be sourced to enable the delivery of services that enable the achievement of this step change in PT services for the city and neighbouring districts – especially for commuter and school travel.
26. **Section 2.2, Page 8, Paragraph 5**
27. Hamilton City Council notes an additional third point for the ways that PT can contribute to emissions reduction: by enabling *strong relationships between transport and land use*.
28. **Section 2.2.2: Zero Emission Vehicles and Infrastructure**
29. We support and recognise the need for bus depots as the fleet electrifies over the next five years. We recognise the associated infrastructure and location requirements needed to continue delivering a successful and more sustainable PT service and are committed to working with WRC to achieve these changes.
30. We recognise that Waka Kotahi NZ Transport Agency is working on updating the national guidance on the Public Transport Operating Model. Hamilton City Council looks forward to this work providing the direction on how to navigate fleet electrification and the responsibilities for this between regional and local territorial councils.
31. **Section 2.2.3: Carbon Offsetting**
32. Hamilton City Council is supportive of working collaboratively with WRC, as we recognise the need for consistent approaches nationally in both carbon offsetting and emissions accounting.
33. We support the exploration of all regional and national onshore offsetting initiatives **before** considering offshore initiatives and would like to have this approach reflected in the wording of Policy 1, bullet point #3.

Objective 2: Deliver an integrated network of public transport services that enhances accessibility and wellbeing

34. **Section 2.3.2: Accessibility and Service Design - Coverage Versus Ridership**
35. Hamilton City Council recognises how important ridership services are and what they can help achieve. We suggest adding "provide travel choice" to the list on page 11 of the Plan. Hamilton City Council has a strong focus on providing "efficient travel choices" in our transport strategy **Access Hamilton** and anticipates that the Plan will provide strong guidance with helping to achieve real travel choice in Hamilton City.
36. We recognise and the support use of an on-demand service as a way to continue to deliver coverage services in Hamilton while moving to a ridership model.

37. **Section 2.3.4.1: Interregional Public Transport Services**
38. Hamilton City Council acknowledges that there is a level of uncertainty to service demands of interregional travel, particularly since the disestablishment of District Health Boards, and believe that this will be an area that requires specific focus in upcoming years as the health system settles into its 'new normal'.
39. **Section 2.3.5: Network Aspirations - Interregional Passenger Rail**
40. Te Huia plays a significant role in the future of regional travel between Hamilton and Auckland, and Hamilton City Council continues to support this service. We look forward to seeing it expand to provide a stronger ridership service.
41. Te Huia continues to provide on-par travel times during peak times from downtown Hamilton to downtown Auckland. We look forward to having it become the preferred choice for commuters, particularly as improvements are made to the service ridership.
42. We acknowledge the trade-offs that will be made with the balance of ridership and coverage of services to key satellite towns but anticipate that there will continue to be adequate levels of coverage for commuters in satellite towns (such as Te Kauwhata and Pokeno) to Hamilton City.
43. We recognise that the Te Huia service also helps to provide choice and equity alongside the noted emission reductions with inter-regional travel (page 12).
44. We recognise that the key priorities for Te Huia are very important and would request that they be elevated to become actions, so their progress is monitored and reported upon (page 14).
45. **Priority 2**
46. We suggest a slight rewording of this priority to read "advocate and support rail improvements", noting that there is more than "rail track improvements" that will be needed e.g., upgrading/renewal of electrification and stations.
47. **Section 2.3.6: Network Aspirations - Regional Accessibility**
48. We request that policy 6 be strengthened by an additional bullet point to reflect the Hamilton-Waikato Metro Spatial Plan's concept of Bus Rapid Transit (BRT).
49. **Section 2.3.7: Our Network Aspirations - Metro Accessibility**
50. This section discusses the metro area and the predicted population future growth for the next 100 years. Again, this would be a good place to reference the Hamilton-Waikato Metro Spatial Plan as we recognise the significant amount of work that has been undertaken and the value it plays in helping to shape the region's PT aspirations and tools to achieve them.
51. We recommend reviewing the Plan to see where further sections can be strengthened by adding relevant links to the Hamilton-Waikato Metro Spatial Plan.
52. **Section 2.3.7.2: Key Metro Area Priorities Over the Next 10 Years**
53. Hamilton City Council would support these priorities and requests that they be included as specific actions within the Plan to ensure that their process is monitored and reported upon.
54. **Section 2.3.8: Hamilton Ridership Network Plan**
55. The scope of this section (Hamilton) and the map (Network Diagram 1) have some inconsistencies with the network diagram illustrating key network components beyond the Hamilton boundary e.g., the Airport, Horotiu and Ngaruawahia. We support this wider scope/coverage as it better reflects the Future Proof area and recognises the large impact that residents from these areas have on the daily traffic flows in the city, and therefore the large opportunities for change via an improved ridership model.

56. We suggest a review of the bullet points in the list of core elements so that it better reflects the subsequent headings of section 2.3.8.1 - 2.3.8.5.
57. **Section 2.3.8.6**
58. We recognise our obligation to provide bus stop infrastructure. Hamilton City Council staff look forward to continuing discussions with WRC staff to ensure strong alignment between the Plan and the Hamilton Public Transport Design Guidelines currently being developed by Hamilton City Council.
59. **Section 2.3.9. Regionwide Service Level Guide**
60. 'Hamilton Frequent' service: Hamilton City Council looks forward to working with WRC to provide greater public bus connectivity and frequency to key community facilities and destinations e.g., Hamilton Zoo, Waterworld and Hamilton Gardens.
61. Two of five priorities in Hamilton and Waikato Tourism's Draft Destination Management Plan 2022 rely on further investment in PT and infrastructure - Visitor Infrastructure and Investment and Sustainable Tourism. The Region has visitor hot spots where local infrastructure struggles to meet local and visitor demand. Annual visitation to Hamilton Gardens, Hamilton Zoo-Waiwhakareke, Waikato Museum, and Waterworld alone currently exceeds 1.4 million visitors and is growing, with the majority of visitors self-driving.
62. Improving PT services to visitor destinations and key community facilities supports a desirable modal shift as well as emissions reductions. Understanding patterns of visitor use at individual destinations and travel routes informs planning for infrastructure and mitigates impacts for both residents and visitors.
63. The 'Hamilton Rapid' service type has strong influences with intensification planning and the National Policy Statement - Urban Development (NPS-UD). We recommend this is amended to read "in close proximity to rapid corridors", rather than "along rapid corridors" to enable flexibility in the delivery of District Plan Change 12 - Growing Up and clustering of high-density development around the rapid corridor facilities rather than linear development along them.
64. We note that for 'Metro frequent links', the Hamilton-Waikato Metro Spatial Plan has a more aggressive target of 20-minute services during peak hours, instead of 30 minutes in the Plan's aspirational table. It is important that the minimum frequencies outlined in this table will be sufficient to cover and deliver on the ridership and coverage outcomes, with special mention to ensure there is a strong commuter-focused service for those larger towns outside of Hamilton i.e., Cambridge and Te Awamutu.
65. Hamilton City Council recognises the view that sharing a public bus with school children can have negative implications on PT being considered an attractive travel choice. We therefore strongly support policy 9 and the work in providing both a school assist bus service and a dedicated school's bus service.
66. **Section 2.3.10 Targeted Services - School Transport**
67. Hamilton City Council is very supportive of the role of school transport and access to education and believe that having more school journeys undertaken by people walking, biking and using PT will be key to achieving the Light Vehicle VKT (vehicle kilometres travelled) targets that are currently being developed by the Ministry of Transport for the Hamilton/Waipā/Waikato District areas.
68. Hamilton City Council has recently approved a 2-year trial for the development and implementation of School Travel Plans in two school clusters. We look forward to working closely with WRC and the Ministry of Education in support of the provisions of policy # 9 to enable improved PT use and potentially dedicated school bus services. Either way, they should be involved in this work.

69. **Section 2.3.10.4 Special Events**

70. Hamilton City Council supports the proposed policies (P26, 27 and 28) included within the Plan and looks forward to working with WRC to promote the opportunities to event organisers for integrated ticketing between event attendance and public transport.

Objective 3: Provide a fares and ticketing system that is simple, affordable, and attracts and retains customers

71. Policy 30 - Hamilton City Council suggests further clarification on which years are being referenced in the “the three year” period included in this policy.

72. **Section 2.4.3: Ticketing System and Fare Products**

73. **Policy 37:** Hamilton City Council strongly supports capping the fare system and its influence on helping to make PT a more attractive choice by making it cheaper for the user of frequent public transport travel.
74. **Policy 40:** Hamilton City Council supports the work towards a national integrated ticketing system approach.

Objective 4: Provide high-quality and intuitive public information

75. **Section 2.5.2: Communication - Policy 46**

76. Hamilton City Council looks forward to future information systems being digital but also believes that it needs to facilitate two-way digital communication features to enable ‘push messaging’ to users as an option e.g., via Antenno when there are impacts on the services that potential users would benefit from knowing about to help plan their travel.

Objective 5: Provide the infrastructure necessary for an accessible, effective and efficient public transport network

77. Hamilton City Council recognises the role it plays as a partner in helping to deliver and achieve policies 51-53. We look forward to continuing the collaborative conversations with WRC to ensure that together, we can meet our obligations in building an accessible, effective, and efficient PT network. We note that the Hamilton - Waikato Metro Spatial Plan Transport Programme Business Case recommended programme over an investment profile of 30 years includes significant investment from all Future Proof partners. We trust WRC will continue to support the Transport Programme Business Case recommendations, including providing sufficient funding from the Regional Council to support the early years of the programme and the increases proposed in bus service provision.
78. Hamilton City Council will continue to work with WRC staff in the development of the Hamilton Public Transport Design Guidelines (noting that the infrastructure provisions are strongly interlinked in the Plan).

Objective 6: Provide public transport services that are affordable for passengers and funders

79. **Section 2.7:** Hamilton City Council suggests clarifying “operating expenditure” to ensure transparency between the funding provided via the regional council for operating expenditure associated with the provision of PT services versus the operational expenditure by local territorial authorities for the provision of public transport infrastructure.

80. **Section 2.7.2:** Hamilton City Council is supportive of the intent of delivering coordinated PT and infrastructure funding expectations for greater day-to-day alignment. We look forward to keeping conversations flowing and open as we continue to collaboratively explore the details of this alongside the work currently being completed by Waka Kotahi NZ Transport Agency.
81. In regard to funding PT, Hamilton City Council would like to reiterate the following key points made in its 16 March 2022 initial feedback ([refer here](#)) to the Waikato Region Public Transport Business Improvement Review:
- *Methods of funding PT across various councils should be able to be varied i.e., not every council should have to use a solely based rating system for funding PT.*
 - *In addition, levels of service need to be aligned early on in the piece.*
 - *There is a need for co-governance and agreement by all participating parties. This could potentially be called a 'Public Transport Governance Board'.*
 - *The Waters CCO model operating in Wellington seems to be one that appears to work well, whereby LTP budgets have to be approved by each participating council. The Board of the Regional Council approaches each council to identify what is required to achieve various levels of service. This is a model that should be investigated further in regard to PT in the Waikato.*
 - *We also request that Waikato Regional Council staff approach Auckland Transport to ascertain how their structure works regarding PT.*
82. **Section 2.7.3: Integrated Land Use Planning and Public Transport**
83. Hamilton City Council supports the intent of policies 54 and 55 and associated reference to Appendix B. We recognise there is a dependency between urban form characteristics and the viability of providing frequent PT services.
84. Hamilton City Council requests that policies 54 and 55 be amended to more explicitly reference the urban form characteristics under which frequent PT services are considered viable, and by implication the circumstances under which the Regional Council will not provide frequent services. Having more explicit reference to these factors can help inform land use and transport planning initiatives.
85. Hamilton City Council also requests that the transport and urban form factors included in Appendix B be amended to serve as assessment criteria for policies 54 and 55.
86. Hamilton City Council notes that the supporting information relating to “connectivity” in Appendix B appears to have been omitted from the Plan in error.
87. Hamilton City Council requests the supporting information relating to “connectivity” is included in the Plan and that the information contains reference to the safety and viability of walking and micro mobility. We note that every PT passenger is also a pedestrian, and that micro mobility will become an increasingly important means of accessing PT.

Objective 7: Develop and maintain partnerships that obtain best value for money in the delivery of transport solutions

88. Hamilton City Council understands its role as a transport partner and looks forward to continuing to foster and grow our relationship with WRC in the PT sector to ensure each council is acting as a trusted partner.

Section 3: Implementation and Review

89. Implementation and Monitoring Table

90. Hamilton City Council supports the implementation of the key priorities but notes that for the Metro focus area work will need to commence on the Hamilton rapid network (potentially via the implementation of transition steps) in the 3-15-year period to enable its proposed completion in 16-30 years (page 51).

91. Section 3.2 Service Performance Monitoring

92. We request that WRC reconsider using the 2019 level as the target for user experience and accessibility and recommend that the target customer survey measure to be more ambitious to reflect the increased investment in the measures suggested throughout the Plan.

Other Notes for the Plan

93. Hamilton City Council has identified some inconsistencies in terminology/language and mapping issues in the Plan and is happy to work directly with WRC staff to work through these so that they can be addressed in the final Plan.
94. Hamilton City Council recommends that the Plan should provide links to other key documents where appropriate and strengthen the recognition of the Hamilton-Waikato Metro Spatial Plan work.

Further Information and Hearings

95. Should the Waikato Regional Council require clarification of the submission from Hamilton City Council, or additional information, please contact **Robyn Denton** (Operations Team Leader, City Transportation) on 07 838 6910 or 021 971 127, email robyn.denton@hcc.govt.nz in the first instance.
96. Hamilton City Council representatives **do wish to speak** at the 16 August 2022 hearings in support of this submission.

Yours faithfully

Lance Vervoort
CHIEF EXECUTIVE

Hamilton City Council
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Council Report

Item 14

Committee: Infrastructure Operations Committee

Date: 09 August 2022

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Authoriser: Eeva-Liisa Wright

Position: General Manager
Infrastructure Operations

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Infrastructure Operations

Report Name: External Committees Updates

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

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

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee receives the report.

Executive Summary - *Whakaraapopototanga matua*

3. This report provides updates to Committee Members on External/Joint Committees relating to Infrastructure Operations Committee which Elected Members or Hamilton City Council staff are appointed to.
4. The following updates are included in this report:
 - i. Waikato Regional Council – Regional Transport Committee
 - ii. Waikato Regional Council – Regional Connections Committee
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 last met on 16 May 2022 and there has not been any further meetings since.
9. The final RTC meeting for this triennium is scheduled for 22 August 2022.

10. The Te Huia Sub-committee meets on 1 August 2022. At the time of writing this report the meeting had not taken place and a verbal update can be given at the Committee meeting if required.

Waikato Regional Council – Regional Connections Committee update

11. 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.
12. 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.’
13. 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.
14. 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.’
15. Since the last Infrastructure Operations Committee (31 May 2022), the Regional Connections Committee (RCC) met on 10 June 2022. The main purpose of the meeting was to discuss the draft Waikato Regional Public Transport Plan (RPTP).
16. Links to the agenda and several presentations from the meeting are provided below:
 - [Agenda](#)
 - [Presentation](#) on the Draft Waikato Regional Public Transport Plan
 - [Presentation](#) from Waka Kotahi NZ Transport Agency
 - [Presentation](#) on Public Transport Marketing Initiatives
17. Public consultation for the RPTP took place during July 2022 with submissions due 29 July 2022.
18. Information on the Hamilton City Council submission on the draft RPTP plan can be found in the General Managers Report to this Infrastructure Operations Committee meeting.
19. Public hearings are tentatively set for 16 August 2022. The final RPTP plan is anticipated to be adopted in September 2022 by Waikato Regional Council.
20. The next RCC meeting is scheduled for Friday 12 August 2022.

Legal and Policy Considerations - Whaiwhakaaro-aa-ture

21. Staff confirm that the recommendations in this report comply with Council’s legal and policy requirements.
22. Staff have also considered the key considerations under the Climate Change Policy and have determined that an adaptation assessment and emissions assessment is not required for the matter(s) in this report. It is noted that the draft Regional Public Transport Plan has a key focus on Climate Change and a programme for reducing emissions from the public transport activity.

Wellbeing Considerations - Whaiwhakaaro-aa-oranga tonutanga

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

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

Risks - *Tuuraru*

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

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

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

Attachments - *Ngaa taapirihanga*

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 - 31 May 2022) Good reason to withhold) information exists under) Section 7 Local Government) Official Information and) Meetings Act 1987)	Section 48(1)(a)
C2. Charging Infrastructure Trial - Council Sites and Facilities		
C3. Waste and Stormwater Renewals Contract Award - 1377/2022		
C4. Ranfurly Gully Wastewater Renewal - Early Contractor Involvement		
C5. Contracts for the Waiora 2 Capacity Upgrade		
C6. General Managers Report		

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 negotiations	Section 7 (2) (b) (ii) Section 7 (2) (i)
Item C3.	to enable Council to carry out negotiations to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (i) Section 7 (2) (j)
Item C4.	to enable Council to carry out commercial activities without disadvantage to enable Council to carry out negotiations	Section 7 (2) (h) Section 7 (2) (i)
Item C5.	to enable Council to carry out commercial activities without disadvantage to enable Council to carry out negotiations	Section 7 (2) (h) Section 7 (2) (i)

Item C6.

to maintain legal professional privilege
to enable Council to carry out commercial
activities without disadvantage

Section 7 (2) (g)
Section 7 (2) (h)