

Notice of Meeting:

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

Date: Thursday 20 July 2023
Time: 9.30am
Meeting Room: Council Chamber and Audio Visual Link
Venue: Municipal Building, Garden Place, Hamilton

Lance Vervoort
Chief Executive

Infrastructure and Transport Committee

Komiti Hanganga

OPEN AGENDA

Membership

Chairperson Deputy Mayor Angela O'Leary
Heamana

Deputy Chairperson Cr Maxine van Oosten
Heamana Tuarua

Members	Mayor Paula Southgate	Cr Andrew Bydder
	Cr Ryan Hamilton	Cr Geoff Taylor
	Cr Moko Tauariki	Cr Sarah Thomson
	Cr Ewan Wilson	Cr Emma Pike
	Cr Mark Donovan	Cr Melaina Huaki
	Cr Louise Hutt	Cr Anna Casey-Cox
	Cr Kesh Naidoo-Rauf	

Quorum: A majority of members (including vacancies)

Meeting Frequency: Six weekly

Amy Viggers
Mana Whakahaere
Governance Lead

10 July 2023

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Purpose

The Infrastructure and Transport Committee is responsible for:

1. The execution of Council's infrastructure and operational plans and strategies across Infrastructure asset classes.
2. To monitor and approve contracts relating to core infrastructure and provision of services.
3. 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 (water, wastewater, stormwater) and waste management, to meet the current and future needs of the city and to enhance the wellbeing of its communities.
4. Facilitating community and stakeholder involvement and discussion on core infrastructure provision and services.
5. Guiding discussion and implementation of innovative core infrastructure and service provision solutions.
6. To ensure that all infrastructure networks and service provisions are legally compliant and operate within resource consent limits.

In addition to the common delegations on page 10, the infrastructure and Transport Committee is delegated the following Terms of Reference and powers:

Terms of Reference:

7. 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.
8. To develop policy, approve core-infrastructure related operational strategies and plans and monitor their implementation.
9. To receive and consider presentations and reports from stakeholders, government departments, organisations and interest groups on core infrastructure and associated services and wellbeing issues and opportunities.
10. 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).

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:
 - a) contravenes the Council's Financial Strategy; or
 - b) significantly alters any level of service outlined in the applicable Long Term Plan or Annual Plan; or
 - c) 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 and Monitoring Committee.
- The Committee may make recommendations to Council and other Committees.

Recommendatory Oversight of Strategies:

- Access Hamilton
- Waste Management and Minimisation Plan
- Speed Management Plan
- Hamilton Biking Plan 2015-45

Recommendatory Oversight of Policies and Bylaws:

- *Three Waters Connections Policy*
- *Dangerous and Insanitary Buildings Policy*
- *Hamilton Parking Policy*
- *Streetscape Beautification and Verge Maintenance Policy*
- *Gateways Policy*
- *Traffic Bylaw*
- *Waste Management and Minimisation Bylaw*
- *Stormwater Bylaw*
- *Trade Waste and Wastewater Bylaw*
- *Water Supply Bylaw*

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 whaipaaanga</i>	5
4	Public Forum – <i>Aatea koorero</i>	5
5	Confirmation of the Infrastructure and Transport Committee Open Minutes - 30 May 2023	6
6	Chair's Report	14
7	2024-34 Hamilton City Council Waste Assessment	17
8	Climate Emergency Response Fund Transport Choices Package - Delivery Update	23
9	Infrastructure and Transport Activity Report	112
10	Resolution to Exclude the Public	135

1 Apologies – *Tono aroha*

2 Confirmation of Agenda – *Whakatau raarangi take*

The Committee to confirm the agenda.

3 Declaration of Interest – *Tauaakii whaipanga*

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

4 Public Forum – *Aatea koorero*

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

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

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

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

Council Report

Item 5

Committee: Infrastructure and Transport Committee

Date: 20 July 2023

Author: Nicholas Hawtin

Authoriser: Michelle Hawthorne

Position: Governance Advisor

Position: Governance and Assurance Manager

Report Name: Confirmation of the Infrastructure and Transport Committee Open Minutes - 30 May 2023

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

That the Infrastructure and Transport Committee confirm the Open Minutes of the Infrastructure and Transport Committee Meeting held on 30 May 2023 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Infrastructure and Transport Committee Unconfirmed Open Minutes 30 May 2023

Infrastructure and Transport Committee

Te Komiti Tuaapapa me ngaa Waka

OPEN MINUTES

Minutes of a meeting of the Infrastructure and Transport Committee held in Council Chamber and Audio Visual Link , Municipal Building, Garden Place, Hamilton on Tuesday 30 May 2023 at 9.30am.

PRESENT

Chairperson <i>Heamana</i>	Deputy Mayor Angela O’Leary
Deputy Chairperson <i>Heamana Tuarua</i>	Cr Maxine van Oosten
Members:	Mayor Paula Southgate Cr Ryan Hamilton Cr Moko Tauariki Cr Louise Hutt (via Audio-visual link) Cr Kesh Naidoo-Rauf Cr Andrew Bydder Cr Sarah Thomson Cr Anna Casey-Cox

In Attendance: Eeva-Liisa Wright – General Manager infrastructure Operations
Chris Allen – General Manager Development
Robyn Denton – Network and Systems Manager
Martin Parks – Public Transport & Urban mobility Manager
Kyll Foley – Environmental Policy Analyst

Governance Staff: Amy Viggers – Governance Lead
Nicholas Hawtin – Governance Advisor
Chantel Jansen – Governance Advisor

Cr Hamilton opened the meeting with a karakia

1. Apologies – *Tono aroha*

Resolved: (Deputy Mayor O’Leary/Cr van Oosten)

That the apologies for absences on Council business from Cr Wilson and Cr Donovan, for absence from Cr Taylor, Cr Pike and Cr Huaki, for early departure from Cr Hamilton, and for lateness from Cr Tauariki are accepted.

2. Confirmation of Agenda – *Whakatau raarangi take*

Resolved: (Deputy Mayor O’Leary/Cr van Oosten)

That the agenda is confirmed noting that item C7 (General Managers report – Public Excluded) is taken at 2.00pm to accommodate external presenters.

3. Declarations of Interest – *Tauaakii whaipanga*

No members of the Council declared a Conflict of Interest.

4. Public Forum – *Aatea koorero*

Melissa Smith (Bike Waikato) spoke to item 9 (CERF Projects) concerning the Killarney roundabout upgrade and raised safety platforms.

5. Confirmation of the Infrastructure and Transport Committee Open Minutes - 7 March 2023

Resolved: (Deputy Mayor O’Leary/Cr Thomson)

That the Infrastructure and Transport Committee confirm the Open Minutes of the Infrastructure and Transport Committee Meeting held on 7 March 2023 as a true and correct record.

6. Chair's Report

The Chair outlined her report and spoke to a change to the recommendation. She responded to questions from Elected Members concerning the submission to the parliamentary Select Committee, Regional Land Transport Plan and Waka Kotahi’s focus on resilience and climate change.

Resolved: (Deputy Mayor O’Leary/Mayor Southgate)

That the Infrastructure and Transport Committee:

- a) receives the report; and
- b) requests staff investigate opportunities and costs for safe access of the pedestrian gate at the Metlifecare Forest Lake Gardens to enable walking access to Minogue Park and report back to the next Infrastructure and Transport Committee meeting, noting Metlifecare has offered a financial contribution to the cost of works of \$15,000.00, payable in three instalments.

7. Trade Waste and Wastewater Bylaw - Deliberations Report

The Environmental Policy Analyst took the report as read, highlighting feedback on the bylaw process. Staff responded to questions from Elected Members concerning mortuary waste and the consultation process.

Resolved: (Deputy Mayor O’Leary/Cr van Oosten)

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) recommends that the Council adopts the revised Trade Waste and Wastewater Bylaw (2023), effective from 1 July 2023;
- c) notes that:
 - i. as part of this review, Council determined on 8 June 2021 that a Trade Waste and Wastewater Bylaw is the most appropriate mechanism for addressing issues relating to Trade Waste and Wastewater management in Hamilton;

- ii. the Hamilton Trade Waste and Wastewater Bylaw 2016 has been reviewed and consulted on as per the requirements of the Local Government Act 2002;
- iii. the revised Trade Waste and Wastewater Bylaw 2023 is the most appropriate form of the bylaw, having regard to the issues identified in the review and consultation feedback; and
- iv. the revised Hamilton Trade Waste and Wastewater Bylaw 2023 does not give rise to any implications under the New Zealand Bill of Rights Act 1990.

8. Improvements to Wairere Drive / Gordonton Road roundabout

The Network and Systems Manager outlined the report and highlighted that there was a Briefing with Members that took place prior to the meeting to discuss the options. Staff responded to questions from Elected Members concerning raised safety platforms with a focus on departure ramp design, legal risks to council, further safety options, and engagement with the Community.

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

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) approves **Option A**, the proposed installation of raised safety platforms on four approaches to the intersection of Gordonton Road and Wairere Drive to improve safety, noting funding for this work will be from the 2023/24 Low Cost Low Risk Road to Zero programme as approved in the 2021-31 Long Term Plan.

Cr Bydder and Cr Hamilton Dissenting

9. Climate Emergency Response Fund Transport Choices Package - Delivery Update

The Public Transport & Urban Mobility Manager and Capital Projects Director outlined the report and the noted that the staff recommendation was seeking approval of three macroscopes. Staff responded to questions from Elected Members concerning the macroscopes designs, parking management, and further education. It was confirmed that the next report to the Committee would include the bus usage data and history in relation to project 27-Anglesea Street South Bus Stop.

Resolved: (Cr Casey-Cox /Cr Thomson)

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) approves the microscope of the following project schedules as outlined in the staff report:
 - i. Project 16 - Western Rail Trail to Frankton Station
 - ii. Project 26 - Killarney Road between the Western Rail Trail and Queens Avenue
 - iii. Project 27 - Anglesea Street South Bus Stop;
- c) delegates the Chief Executive to finalise and execute the civil construction contracts, subject to Waka Kotahi NZ Transport Agency procurement approval and agreement terms of the CERF Transport Choices programmes, noting that staff will continue to seek amendments to improve the Council's commercial position;
- d) delegates the Chief Executive to execute contract agreements and make the following direct or closed tender contract appointments, to be paid for from CERF Transport Choices and subject to Waka Kotahi NZ Transport Agency procurement process approval:

- i. approves delegation up to 3 Civil Construction Contracts for all investigation, consenting, design, construction, and post construction contract documentation preparation including variations and time extensions associated with the approved CERF Transport Choices programme for a combined Approved Contract Sum not exceeding \$25M + GST following an open tender process
- ii. approves a direct appointment with ARA Shelters Ltd for award of a contract for the supply of bus shelters and bike parking facilities with a maximum Approved Contract Sum of \$1,200,000 + GST
- iii. approves a \$3M direct appointment maximum contract value for the CERF Transport Choices funded contracts for the delivery of specialist services not going to tender, noting this is consistent with the existing provision for monopoly service providers in the Council's Delegation to Positions Policy
- iv. approves an Approved Contract Sum not exceeding \$3.5M + GST for Professional Services Panel member consultants for all investigations, consenting, design, construction, and post construction safety review contract documentation
- v. approves a delegation to the Capital Programme Director to make contract payments up to the Approved Contract Sum relating to resolutions c) and d) above;
- e) notes that the above delegations are subject to infrastructure and Transport Committee macroscope approvals of project schedules as per 7 March 2023 Infrastructure and Transport Committee resolutions; and
- f) notes that the above delegations are subject to commercial, probity, and assurance aspects being resolved to the specification of the General Manager Development.

Cr Bydder, Cr Hamilton and Cr Naidoo-Rauf Dissenting

The meeting was adjourned 11:06am to 11:24am during the discussion of the above item.

Cr Hutt retired from the meeting (11:45am) at the conclusion of the above item. She was present when the matter was voted on.

10. Draft 2024 Speed Management Plan Review - approval for consultation

The Network and Systems Operation Manager spoke to the report and highlighted that the recommendation was seeking approval to go out for public consultation. Staff responded to questions from Elected Members concerning the Speed consultation process, construction of speed adequate roads, tracking data surrounding high speed zones, communication with the police regarding high concern spots, Regional Transport Plan processes and speed cameras.

Staff Action: *Staff undertook to invite Waka Kotahi to speaker at a future meeting concerning reduction of speed within the city and any impact data that they have.*

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

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves the draft 2024 Speed Management Plan (**Attachment 1** of the staff report) and consultation document (**Attachment 2** of the staff report);
- c) approves public consultation from 7 June to 5 July 2023 on the draft 2024 Hamilton Speed

Management Plan; and

- d) notes that public submissions will be presented to the Traffic, Speed Limit and Road Closure Hearing which is tentatively scheduled for 8 August 2023.

Cr Hamilton Dissenting

11. General Managers Report

The General Manager infrastructure Operations spoke to the report in particular the transport centre project. Staff responded to questions from Elected Members concerning Project Watershed, park and ride, and the status of the transport centre project with a focus on project timeframes, inflation and safety.

Staff Action: Staff undertook to seek an updated from Waikato Regional Council concerning Project Watershed and Councils request for greater oversight.

Staff Action: Staff undertook to organise a Briefing with Elected Members concerning the transport centre project at the appropriate time.

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

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) approves the Draft 2 (**Attachment 1** of the staff report) submission to Parliament's Transport and Infrastructure Committee on the *Land Transport Management (Regulation of Public Transport) Amendment Bill*;
- c) approves the Draft 2 (**Attachment 2** of the staff report) submission to Ministry of Transport on the *Charging our Future - Draft Long Term Electric Vehicle Charging Strategy for New Zealand*; and
- d) approves the Climate Emergency Response Funding (CERF) – Vehicle Kilometres Travelled (VKT) Programme Draft 2 (**Attachment 2** of the staff report) application to Waka Kotahi NZ Transport Agency.

Cr Tauariki joined the meeting (12:45pm) at the conclusion of the above item. He was not present when the matter was voted on.

12 Resolution to Exclude the Public

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

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 and Transport Committee Public Excluded Minutes - 7 March 2023) Good reason to withhold information exists under) Section 7 Local Government) Official Information and) Meetings Act 1987)	Section 48(1)(a)
C2. Refuse Transfer Station & Hamilton Organic Centre - Proposed Gates Fees 2022/23		
C3. Three Waters Connection Request - Hillcrest Area		
C4. Contract 0805-2021 - Disposal of Sewage Sludge - Variation		
C5. Pukete WWTP Capacity Upgrade Bioreactor Retrofits Contract Award		
C6. Contract Award - Whatukooruru Drive - Hall Rd to State Highway 3 enabling works		
C7. General Managers Report - Public Excluded		

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

Item C1.	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
Item C2.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h)
	to enable Council to carry out negotiations	Section 7 (2) (i)
	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
Item C3.	to enable Council to carry out negotiations	Section 7 (2) (i)
Item C4.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h)
Item C5.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h)
	to enable Council to carry out negotiations	Section 7 (2) (i)
Item C6.	to maintain the effective conduct of public affairs through protecting persons from	Section 7 (2) (f) (ii)
		Section 7 (2) (h)

Item C7.	improper pressure or harassment	Section 7 (2) (i)
	to enable Council to carry out commercial activities without disadvantage	
	to enable Council to carry out negotiations	
	to avoid the unreasonably, likely prejudice to the commercial position of a person who supplied or is the subject of the information	Section 7 (2) (b) (ii) Section 7 (2) (g)
	to maintain legal professional privilege	

The meeting was moved into public excluded session at 12:45pm

The meeting was declared closed at 3:08pm

Council Report

Item 6

Committee: Infrastructure and Transport Committee

Date: 20 July 2023

Author: Nicholas Hawtin

Authoriser: Michelle Hawthorne

Position: Governance Advisor

Position: Governance and Assurance Manager

Report Name: Chair's Report

Report Status	Open
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Recommendation - *Tuutohu*

That the Infrastructure and Transport Committee receives the report.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Infrastructure and Transport Committee Chairpersons Report 20 July 2023



Chairperson's report

Tēnā koutou katoa.

Welcome committee members to the third Infrastructure and Transport Committee meeting of 2023 and a very short report!

There's just a couple of things about some of the people who work with us, that I want to formally acknowledge.

Our Parking Team

On 21 June I was invited to attend the team briefing session with the parking team at our Transport Centre.

I was invited to talk about how as an experienced elected member I handle difficult customers while looking after my mental wellbeing. It was an open chat and as well as sharing my experiences, I learned just how well trained and supported our parking team members are.

Given the size of our city we are extremely well served in this area considering the enforcement team is currently only nine. With the growth of our city, and if we take safety and compliance seriously, we should turn our attention to more resourcing of this important service during our LTP discussions.

Thank you to Gideon Spain - Parking Enforcement and John Purcell – Parking Activity Manager for the opportunity to join the team for the morning, and for the lovely, shared morning tea.

Our Waters Team

Of the 28 hours commencing Thursday 22nd June 2023, Hamilton saw up to 80% of the average rainfall for June. Council teams responded to 34 calls overnight about heavy rainfall and resulting flooding, particularly in Exeter Street, Glenview.

While my report is not about the incident - as we continue to get updates from Executive Director Eeva-Liisa Wright – my report is about outstanding customer service.

In a heavily monitored media world where often our very existence as Local Government is questioned, the headline ***"Their absence is conspicuous – a tale of two councils after a flood"*** naturally caught my eye.

Upon further reading, what a pleasure it was to see responses from some of the residents affected by the floods that said, ***"HCC have been beyond amazing"***, and ***"I even had one of their chiefs of three waters come around, him and his wife with a big bag of food. Blown away!"***.

We can be very proud of our waters team in dealing not only with a damaging weather event so quickly and efficiently, but in doing so in a very human way.

I am certain that every day this organisation is delivering great customer service and when we hear of it, we should acknowledge it.



managed by the neighbouring council it seems only fair they help with the clean up.

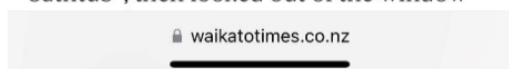
“That’s the gutting part, they’ve [WDC] created this and we haven’t heard anything. Hamilton City Council have been beyond amazing. I even had one of their chiefs of three waters come around, him and his wife with a big bag of food. Blown away!”



A pile of wrecked possessions ready to be disposed of by HCC staff.

CHRISTEL YARDLEY/STUFF / WAIKATO TIMES

Kyle woke to a “gurgling from the bathtub”, then looked out of the window



[Waikato Times: News from Waikato | Stuff Ltd](https://www.waikatotimes.co.nz/)

Ngā mihi

Angela O’Leary
Chairperson, Infrastructure & Operations Committee

Council Report

Item 7

Committee: Infrastructure and Transport Committee

Date: 20 July 2023

Author: Tania Hermann

Authoriser: Eeva-Liisa Wright

Position: Unit Director Sustainable Resource Recovery

Position: Executive Director Infrastructure Operations

Report Name: 2024-34 Hamilton City Council Waste Assessment

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

1. To inform the Infrastructure and Transport Committee of the vision, outcomes, guiding principles, and focus areas of the waste assessment and 2024-30 Waste Management and Minimisation Plan as developed by the Waste Management and Minimisation Working Group.
2. To recommend to the Infrastructure and Transport Committee that Deputy Mayor O'Leary is delegated authority to approve the final Waste Assessment.
3. To note that the approved waste assessment will then be submitted to the Medical Officer of Health as required for the review of the Waste Management and Minimisation Plan review and in accordance with the legal requirements under the Waste Minimisation Act 2008.

Staff Recommendation - *Tuutohu-aa-kaimahi*

4. That the Infrastructure and Transport Committee:
 - a) receives the report;
 - b) delegates authority to Deputy Mayor O'Leary as Chair of Infrastructure and Transport to approve the final Hamilton Waste Assessment to be submitted to the Medical Officer of Health as required under the Waste Minimisation Act 2008;
 - c) notes that staff will provide an update on any feedback received from the Medical Officer of Health to the Waste Management and Minimisation Plan Working Group and circulate the final waste assessment via an Executive Update to Elected Members; and
 - d) notes that a statement of proposal and consultation plan for the draft 2024-30 Waste Management and Minimisation Plan will be provided at a future Infrastructure and Transport Committee meeting.

Executive Summary - *Whakaraapopototanga matua*

5. In March 2023 staff provided a report to the Infrastructure and Transport Committee outlining the process for the review of the 2018-24 Waste Management and Minimisation Plan (WMMP).

6. Included in this report was information about the waste assessment which is required to be developed as part of the WMMP.
7. Although primarily a technical document, the waste assessment outlines the vision, outcomes, guiding principles and focus areas for the WMMP. Through workshops, these have been reviewed by the Waste Management and Minimisation Working Group in conjunction with staff.
8. The waste assessment does not require public consultation, but it is recommended that councils approve the waste assessment as part of the review and drafting of the WMMP. The waste assessment must then be submitted to the Medical Officer of Health in accordance with the legal requirements under the Waste Minimisation Act 2008.
9. Staff recommend that Deputy Mayor O’Leary, in her capacity as Chairperson of the Infrastructure and Transport Committee and lead for the Waste Management and Minimisation Working Group, is delegated authority to approve the final waste assessment prior to the document being submitted to the Medical Officer of Health.
10. Staff consider the matters in this report have low significance and that the recommendations comply with the Council’s legal requirements.

Background - *Koorero whaimaarama*

11. The Waste Management and Minimisation Plan 2018-24 (WMMP) is one of Council’s key strategies.
12. As previously reported at the March 2023 Infrastructure and Transport Committee, the Waste Minimisation Act 2008 (WMA 2008) requires Council to review and develop a WMMP every six years. Hamilton’s current 2018-24 WMMP is valid until April 2024 and is being reviewed.
13. As part of this review, the WMA 2008 requires Local Authorities to complete a waste assessment (WA) which includes the situation review, goals/objectives, options, and future actions to consider as part of the WMMP.
14. At the March 2023 Infrastructure and Transport Committee, the committee, for the purpose of reviewing the WMMP, resolved:
 - i. *approves the establishment and terms of reference (attachment 2 of this report) of a Waste Management and Minimisation Working Group to support the plan review process; and*
 - ii. *approves the appointment of Deputy Mayor O’Leary (Lead), Cr Thomson, Cr Bydder, Cr Casey-Cox, Cr Huaki and Mayor Southgate (ex officio) as members of the Waste Management and Minimisation Plan Working Group.*
15. As waste assessment (WA) establishes the planning foundations for the WMMP. The waste assessment describes the current waste situation, outlines waste flows, volumes, services, and facilities provided by Hamilton City Council and other providers.
16. The waste assessment forecasts future demands and options, sets the vision, outcomes, guiding principles, and focus areas for the WMMP. Most of the information provided in a waste assessment forms part of the final WMMP.
17. Section 51 of the WMA 2008 requires that Council consult with the Medical Officer of Health when conducting a waste assessment.

Discussion - *Matapaki*

18. The waste assessment vision, outcomes, guiding principles, and focus areas have been drafted with input from the Waste Management and Minimisation Plan Working Group (WMMP-WG).

19. These are included in the waste assessment and will also form the Waste Management and Minimisation Plan.

20. The draft vision, outcomes, guiding principles and focus areas are:

(i) Draft Vision

Hamilton – Kirikiriroa is leading the way towards a low-waste city

(ii) Outcomes

Low-waste solutions are easy, and we are using them

By working together, we are sending less to landfill

Our economy keeps resources in use for as long as possible

(iii) Guiding Principles

Enriched by Te Ao Maaori

Te Ao Maaori acknowledges the value and significance of Maaori culture and traditions. We use it to inform and enhance the work we do.

Inclusive and Accessible

We make it easy for our diverse community to do the right thing. We provide equal opportunities for everyone to contribute to a low waste city.

Collective Action

We work together with Iwi, Mana Whenua, Mataawaka, community, business, government and other key stakeholders to create change.

Acting for the Future

We are innovative and take action for the long-term wellbeing of our people and planet.

Best Practice

We are guided by evidence, data and knowledge.

At the Forefront of Change

We lead by example and advocate for change. We are recognised as the go-to for action and expertise.

(iv) 2024-30 Focus Areas

- Further reduce the amount of organic waste going to landfill
- Ongoing efforts to reduce construction and demolition waste
- Support the move to a circular economy
- Recover more from waste streams
- The way we live is changing
- Shaping national direction on waste and resource recovery

21. This, along with technical data will be used to finalise the waste assessment document required to be submitted to the Medical Officer of Health. At the time of writing this report, staff were completing the final components of the waste assessment.

22. To ensure that the review of the 2018-24 WMMP process continues in a timely manner, it is recommended by staff that Deputy Mayor O'Leary as the Chairperson of the Infrastructure and Transport Committee and of the WMMP-WG is delegated authority to approve the final waste assessment document prior to it being submitted to the Medical Officer of Health. Once finalised, this document will be circulated to Elected Members via an Executive Update.
23. The WMMP-WG will continue to meet and develop actions and targets for the 2024-34 WMMP. It is proposed that the draft 2024-30 WMMP and statement of proposal for public consultation will be brought to the September 2023 Infrastructure and Transport Committee for approval with consultation taking place during October 2023.
24. If the waste assessment is not approved or submitted to the Medical Officer of Health for review, this may impact the full review of the 2018-24 WMMP. If Council is unable to keep to the statutory timeframes for a WMMP review, it may result in council's waste levy funding payments being withheld under S33 of the WMA 2008.
25. The recommendation in this report supports the development of the 2024-30 WMMP.

Options

26. No other legal options are available for the Infrastructure and Transport Committee to consider because a waste assessment is required as part of the review of the 2024-30 WMMP.

Financial Considerations - *Whaiwhakaaro Puutea*

27. The total cost of the development of the Waste Assessment is \$45,000 and was budgeted in the 2022/23 and 2023/24 operational budgets. The waste assessment meets the criteria for funding received from the Ministry for the Environment Waste Levy that Council receives.
28. The financial implications of not approving the waste assessment are that the waste levy received may be impacted or withheld.

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

29. Staff confirm that the option complies with the Council's legal and policy requirements.

Climate Change Impact Statement

30. Staff have assessed this option and determined:
31. No adaptation assessment is required.
32. Staff have assessed this option and determined the waste assessment contributes towards reducing greenhouse emissions.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

Social

36. Waste management and minimisation impacts all residents of our community. The 'build-up of plastic in the environment' and 'too much waste/rubbish generated' were ranked two of the top concerns for New Zealanders (2020 Colmar Brunton Better Futures report). If waste minimisation continues to be important to the community, demand will continue for solutions.

Economic

37. Total waste and the composition of waste is expected to grow as our population grows. Having effective waste minimisation and services as identified through the waste assessment will support future infrastructure solutions, education, and support.

Environmental

38. Waste management and minimisation in New Zealand is underpinned by the Government's New Zealand Waste Strategy 2023 (NZWS). The NZWS sets out the long-term policy priorities for waste management and minimisation. The vision for the NZWS is *By 2050, Aotearoa New Zealand is a low-emissions, low-waste society, built upon a circular economy. We cherish our inseparable connection with the natural environment and look after the planet's finite resources with care and responsibility.*

Cultural

39. Throughout the drafting of the waste assessment staff have identified and acknowledged the importance of engagement with Māori. This has including that the waste assessment is aligned with Council's core strategic document and pillars of He Pou Manawa Ora, the principles of Te Tiriti O Waitangi, and the vision of Te Ture Whaimana.

Risks - *Tuuraru*

40. To comply with the WMA 2008, Council must adopt a WMMP by April 2024. If the 2024-30 WMMP is not adopted, this will have an impact on future funding available through the waste levy from the Ministry for the Environment. The waste assessment as discussed in this report forms part of this WMMP review.

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

Significance

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

Engagement

42. The waste assessment will also be provided to the Medical Officer of Health for feedback.
43. Once finalised, the waste assessment and the draft 2024-30 WMMP will follow Councils consultation process as required by the WMA 2008.

Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

Item 7

Council Report

Item 8

Committee: Infrastructure and Transport Committee
Date: 20 July 2023
Author: Martin Parkes
Authoriser: Gordon Naidoo
Position: Public Transport and Urban Mobility Manager
Position: Unit Director Transport
Report Name: Climate Emergency Response Fund Transport Choices Package - Delivery Update

Report Status

Open

Purpose - *Take*

1. To inform the Infrastructure and Transport Committee on the progress of the Climate Emergency Response Fund Transport Choices Programme.
2. To seek approval of macroscopes of projects #3 (Gallagher Drive & Kahikatea Drive cycling upgrades), #4 (Heaphy Terrace cycling upgrades between Boundary Road and Brooklyn Road), #9 (Killarney Road rail level crossing upgrade), #15 (Hayes Paddock upgrade), #21 (Horsham Downs Road public transport improvement) and #28 (Claudelands rail level crossing upgrades).

Staff Recommendation - *Tuutohu-aa-kaimahi*

3. That the Infrastructure and Transport Committee:
 - a) receives the report;
 - b) approves the macroscope of the following projects outlined in this report;
 - (i) **Project 3** - Gallagher Drive & Kahikatea Drive cycling upgrades;
 - (ii) **Project 4** - Heaphy Terrace cycling upgrades (between Boundary Road and Brooklyn Road);
 - (iii) **Project 9** - Killarney Road rail level crossing upgrade, subject to KiwiRail approval;
 - (iv) **Project 15** - Hayes Paddock upgrade (Option 1);
 - (v) **Project 21** - Horsham Downs Road public transport improvement;
 - (vi) **Project 28** - Claudelands rail level crossing upgrades, subject to KiwiRail approval; and
 - c) notes and approves inclusion of **Project 29** in the Climate Emergency Response Fund Transport Choices Programme to the value of \$120,000 for bike parking in schools to be 100% funded by Waka Kotahi;
 - d) notes and approves the revised overall funding total for the Climate Emergency Response Fund Transport Choices Programme as \$37.12M; and

- e) notes some reallocation of overall programme funding between projects will be required to address forecast overs and unders and that staff will work with Waka Kotahi to reallocate funding where necessary but keep within the overall CERF budget allocation.

Executive Summary - *Whakaraapopototanga matua*

4. Hamilton City Council (HCC) has entered into a funding agreement with Waka Kotahi NZ Transport Agency under the Climate Emergency Response Fund Transport Choices (CERF) initiative to deliver a programme of transport network improvements to a total value of \$37m across 28 projects by 30 June 2024.
5. Waka Kotahi has approached HCC with an opportunity, with funds, to support improvements to bike parking infrastructure in schools (Project 29). HCC have been offered \$120,000 for this purpose. This is to be 100% funded by Waka Kotahi, no HCC local share is required.
6. Should this Committee approve the additional project (Project 29), the HCC CERF Programme will refer to 29 projects, with the total cost to complete the programme rising from \$37m to \$37.12m. There is no additional financial impact on HCC. HCC's share to complete the programme of works remains at \$3.784m.
7. Delivery of the approved CERF programme of works is currently on track.
8. Projects are at various stages, with some still at concept stage and requiring further engagement with stakeholders and the community, and some planned for construction commencement within the next month.
9. Following preliminary design and community consultation several projects are seeking macroscope approval from this Committee to enable progressing detailed designs and seeking implementation phase approvals from Waka Kotahi.
10. As designs are developed and updated cost estimates for implementation are received, it is noted that cost forecasts for some projects may vary from the original budget estimates. As per the CERF Funding Agreement, staff are working with Waka Kotahi on the reallocation of existing programme funding between projects to address identified forecast overs and unders.
11. Staff consider the matters and decisions in this report have low significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

12. Transport makes up almost half of New Zealand's carbon emissions, most of which comes from road transport.
13. Funded as part of the Central Governments Climate Emergency Response Fund (CERF), Waka Kotahi NZTA are administering the Transport Choices initiative nationally – targeted at reducing transport emissions.
14. Following an application to the Transport Choices initiative in 2022 the HCC programme has an agreed total of 28 projects. Should this Committee approve the additional project to deliver bike parking in schools, this will rise to 29 projects. These 29 projects will deliver:
 - i. strategic cycling/micro mobility networks;
 - ii. walkable neighbourhoods; and
 - iii. public transport infrastructure improvements.

15. The proposed projects support existing Council strategies and plans, including the Access Hamilton Strategy, the Our Climate Future Strategy and Action Plan, the Biking Plan, the Regional Public Transport Plan, and the Parking Policy.
16. On 2 February 2023, Council resolved to support entering into CERF Transport Choices funding agreement in principle subject to the Infrastructure and Transport Committee finalising and approving the CERF project schedules.
17. On 7 March 2023, the Infrastructure and Transport Committee resolved to approve the CERF project schedules subject to future macroscope approval from the Infrastructure and Transport Committee for any projects valued over \$1.5m as well as projects #4 (Heaphy Terrace), #5 (Brooklyn Rd), #15 (Hayes Paddock), #21 (Horsham Downs Rd), #26 (Killarney Rd – Queens Ave to Western Rail Trail) and #27 (Anglesea St South).
18. The CERF Transport Choices is about making quick, small, visible changes to our streets and the way people use them, as well as encouraging people to try biking, walking, or public transport as a means of travel. These relatively small-scale improvements will have a positive impact on improving the reliability of our transport system and improve the experience of people who use the networks which, in turn will make walking, cycling, and public transport a more attractive option.
19. Delivery of the programme is utilising a combination of existing internal resources and external resources. Internal programme and project governance structures have been established, including a Programme Steering Group which Waka Kotahi NZTA are a member of.
20. Waka Kotahi have recently provided updated guidance on upcoming key deliverables and deadlines for the programme:

Deadline	Council deliverable	Detail and document type
1 May 2023	Funding Agreement and Schedule 1 or Schedule 2	All funding agreements submitted and approved. (Complete)
Friday 9 June 2023	Project Plan – timeline (draft)	All project plan timelines must be received by this date. (Complete)
30 June 2023	C&E Plan (draft) M&E Plan (draft) Scheme/concept or preliminary design (work in progress)	All first drafts must be received by this date. If your project is going straight to Implementation, then your C&E and M&E plans must be approved by this date. (Complete)
29 September 2023	<ul style="list-style-type: none"> ○ Detailed design ○ Safe System Audit (Stage 3) as per Waka Kotahi Guidelines ○ Refined scope ○ Updated cost estimate for implementation ○ Final Project Plan ○ Final C&E Plan ○ Final M&E Plan 	Final approved. We recognise many of you will have these through earlier, however this is the final deadline for approval of these documents, to make sure we can report to the Minister on the final programme, and ensure you're set up well to deliver by June 2024.
20 October 2023	Schedule 2 Implementation approval for all remaining projects	Due to Ministerial reporting requirements, all Schedule 2 Implementation documents must be submitted to Waka Kotahi by this

		date.
4 March 2024	Construction Started	All projects must start construction by this date.
30 June 2024	Project evaluation and close Safe System Audit (Stage 4 - Post Construction)	The Transport Choices programme finishes on 30 June 2024. All claims must be submitted in TIO by this date.

21. The total HCC programme value is \$37.12m - inclusive of \$3.784m local share. In accordance with the funding agreement, all works are to be complete by 30 June 2024.

Discussion – *Matapaki*

Project Updates

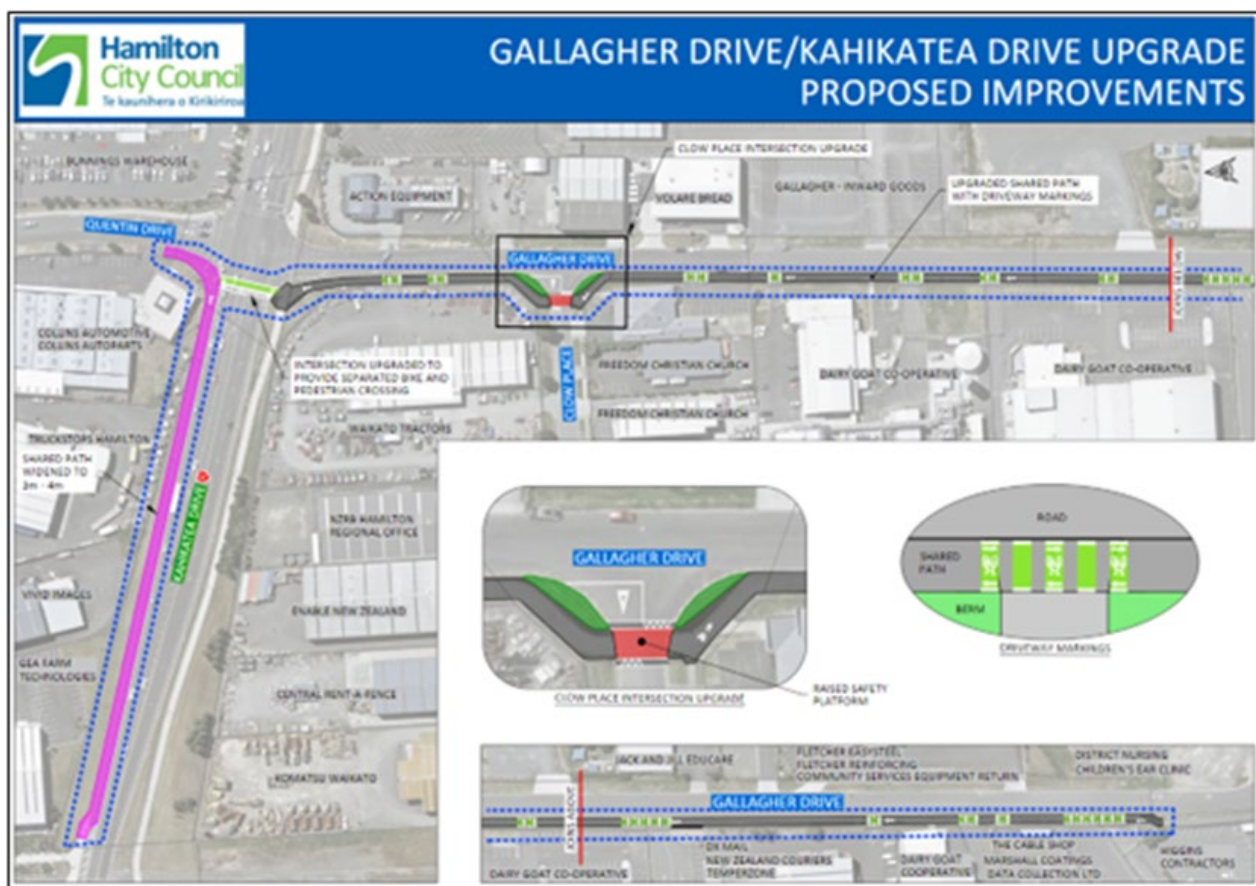
22. An update on each of the projects is included as **Attachment 1**.
23. A summary of projects including indicative construction timing is included as **Attachment 2**.
24. Projects are on-track to be delivered by 30 June 2024 however there remains a risk regarding delivery of planned level crossing upgrade projects 9 (Killarney Road) and 28 (Claudelands) regarding timing of design deliverables and construction in accordance with Waka Kotahi timeframes.
25. The key timeframe risk item is installation of automated gates at the level crossing points, which requires integration with signals. Timeframes for rail signals design and installation are currently under significant pressure nationally. To address this, it is proposed that the scope of the Killarney Road site does not include signal installation within the scope. Following discussions with KiwiRail, they advise that delivery of the Claudelands project is viable within the programme timeframe.
26. Further to the original programme of \$37m across 28 projects, Waka Kotahi have made additional 'complementary measures' funding available to support improvements to bike parking infrastructure in schools. HCC have secured \$120,000 funding for this. This is to be 100% funded by Waka Kotahi, no HCC local share is required.
27. Staff recommend this Committee approve the additional project to deliver bike parking in schools, with HCC's CERF Programme increasing from 28 projects to 29 projects.

Project Macroscopic Approvals

28. In accordance with previous Committee resolutions, several projects in the programme require macroscopic approval prior to progressing to implementation. 6 projects are recommended for macroscopic approval in this report.

Project 3 - Gallagher Drive & Kahikatea Drive cycling upgrades

29. The project will improve walking and cycling connections between the Western Rail Train and the Frankton/Melville areas.
30. The planned project is shown below:

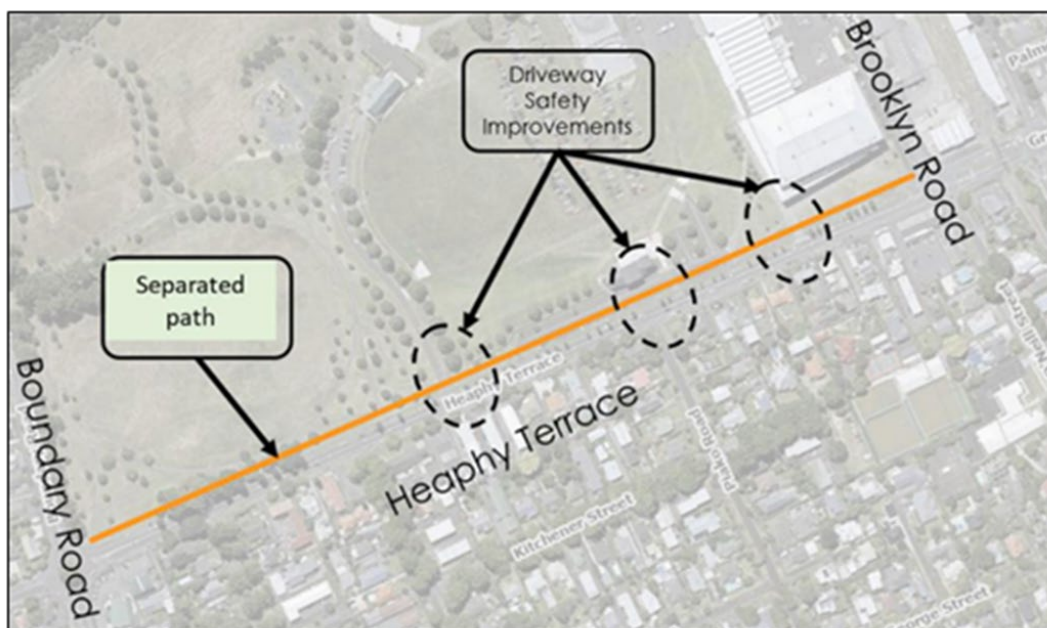


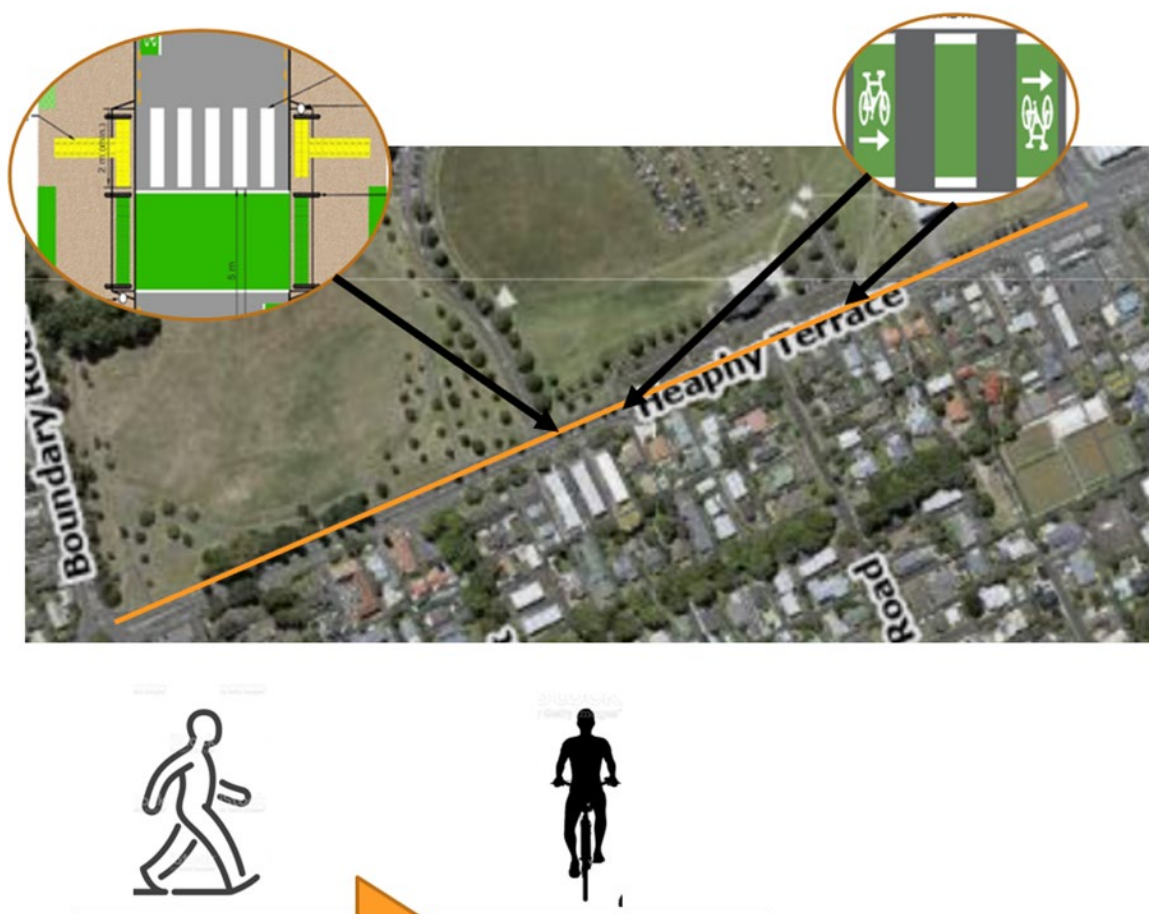
- i. Widening the existing path along Kahikatea Drive between the Western Rail Trail and Quentin Drive
 - ii. Installing a cycle crossing across Kahikatea Drive at the existing Gallagher/Kahikatea signalised intersection
 - iii. Improvements to the existing Gallagher Path shared path including additional marking at driveway crossings
 - iv. New Raised Safety Platform at Clow Place.
 - v. There are no changes to roadside parking associated with this project.
31. Staff engaged with businesses in the Gallagher Drive/Kahikatea Drive area between 12 June and 26 June 2023. The feedback is summarised below:
- i. Support received from the following key stakeholders – Bike Waikato, Go Eco, Parents of Vision Impaired NZ, Waikato Regional Council and NZ Police.
 - ii. Parents of Vision Impaired NZ prefer separated facilities, but understand we are constrained by space. They consider the project an upgrade on what is currently in place and support the proposed improvements for pedestrians to the Gallagher Drive shared path where it intersects with vehicle crossings.

- iii. Feedback received from four residents. One supports the project as she bikes through the area. She has requested cycle footrests/handrails at the signalised intersection due to the long wait times to cross the road. These will be considered as part of the detailed design. Two residents oppose the project on the basis that no-one uses the area, it's safe as it is, and the project isn't a good use of money. The fourth resident provided support for the project but requested the raised safety platform for Clow Place be replaced with a raised crossing on Kahikatea Drive next to the Western Rail Trail. This is outside the scope of the project.
 - iv. Feedback was received from seven businesses. One supports the project as they are "100% behind safety improvements". Another business stated, "this project will see improved space for cyclists and pedestrians to share pathways, and much of the project looks to improve safety without detriment to the existing infrastructure". However, concerns were raised by them about visibility along Gallagher Drive due to the existing on-street parking arrangements and parking on the grass berms near Clow Place. Similar concerns were raised by one of the residents about illegal parking on the Gallagher Drive shared path.
 - v. One business opposes the project as they don't feel a shared path on Gallagher Drive is safe due to the presence of heavy vehicles. Four businesses provided neutral feedback, expressing no major issues on what was proposed. An out-of-scope issue raised by a few of the businesses was the competing need for on-street parking and safe vehicle movements along Gallagher Drive. This has been referred to the Transportation Network Operations team as a request for service to determine if any action can be taken to improve the operation of the area for businesses.
32. Following feedback, as part of the detailed design process, the project team will include measures to manage the illegal parking on the shared path at Gallagher Drive.
33. Staff recommend this Committee approves the macroscopic of this project.

Project 4 - Heaphy Terrace cycling upgrades (Boundary Road to Brooklyn Road)

34. This project will provide improved cycling connections including connections to adjacent upgrades to the Boundary/Heaphy intersection, Brooklyn Road upgrade and additional connection through Claudelands Park.
35. The planned project is shown below:





- i. Planned asphalt bi-directional cycleway on the eastern side of Heaphy Terrace adjacent to Claudelands Park boundary;
 - ii. the cycleway will connect to existing shared paths at Claudelands Event Centre and Brooklyn Road;
 - iii. a raised platform crossing will be provided at Claudelands Park driveway connection and the main entrance to H3 carpark area;
 - iv. existing trees are expected to remain; and
 - v. there are no changes to roadside parking associated with this project.
36. This project is part of a larger suite of projects being developed for this area. These are highlighted in the image below. It is also worth noting the connection these projects will have with Eastern Pathways School Link and the future biking and micromobility strategic link along the Boundary Road corridor (Biking & Micromobility Single Stage Business Case – 2022).

Item 8

- Key**
- Signalised crossing
 - New off road bike path
 - New bike parking
 - New protected bike lanes
 - New facility
 - Raised pedestrian and bike crossing

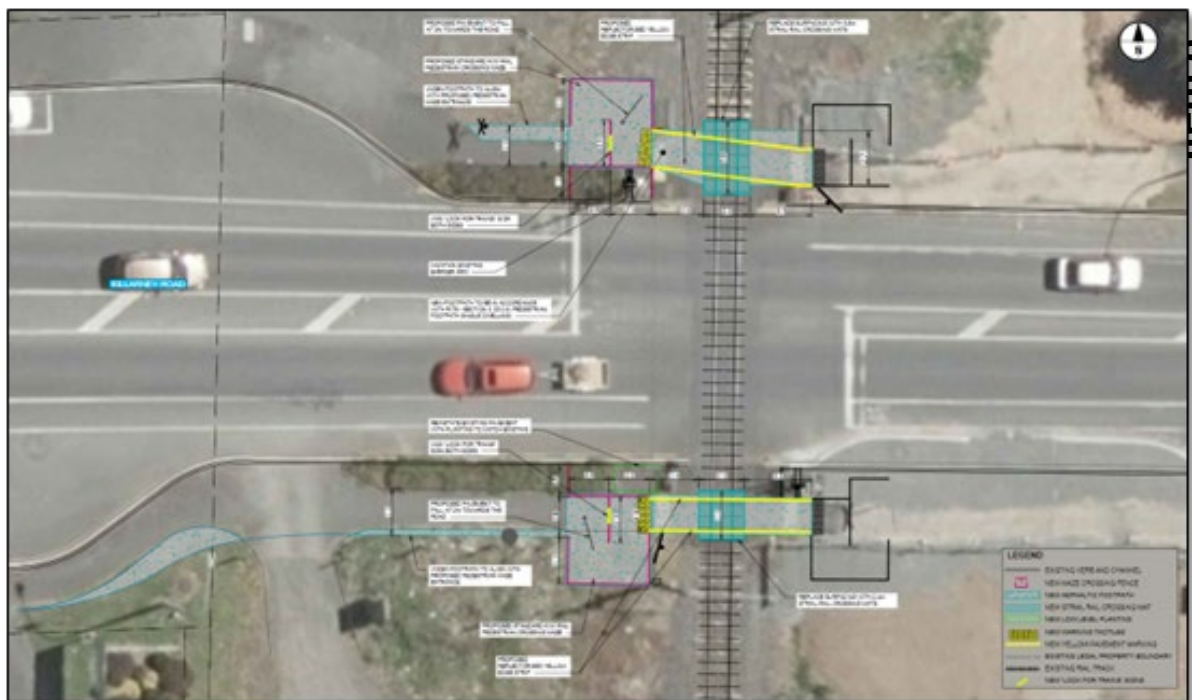


37. Engagement with directly with affected parties (H3, HCC Parks & Open Spaces, and the Waikato A&P/Waikato Show teams) has been undertaken. All fully support the planned works.
38. Staff recommend this Committee approves the macroscope of this project.

Project 9 – Killarney Road rail level crossing

39. The project will improve safety at the existing Killarney Road rail level crossing for pedestrians and cyclists. It is noted this project ties into adjacent Killarney Road cycling network improvements.

40. The planned project is shown below:



- i. New pedestrian mazes on the western side of the rail corridor (note mazes are already installed on the eastern side)
 - ii. Upgrade and widen existing footpath surfacing including 'strail-rail' crossing mats across the rail corridor.
 - iii. Design to be future proofed for potential future installation of automated gates.
 - iv. The existing rail level crossing barrier arms will be retained.
41. It was originally intended that automated gates would be installed at this site, however due to the timing for installation of these we will, unfortunately, not meet programme completion deadlines. The proposed scope of work will still deliver the intended outcome of improved safety at the level crossing, however confirmation and acceptance of the proposed scope is still subject to KiwiRail approval.
42. Staff recommend this Committee approves the macroscope of this project, subject to KiwiRail approval.

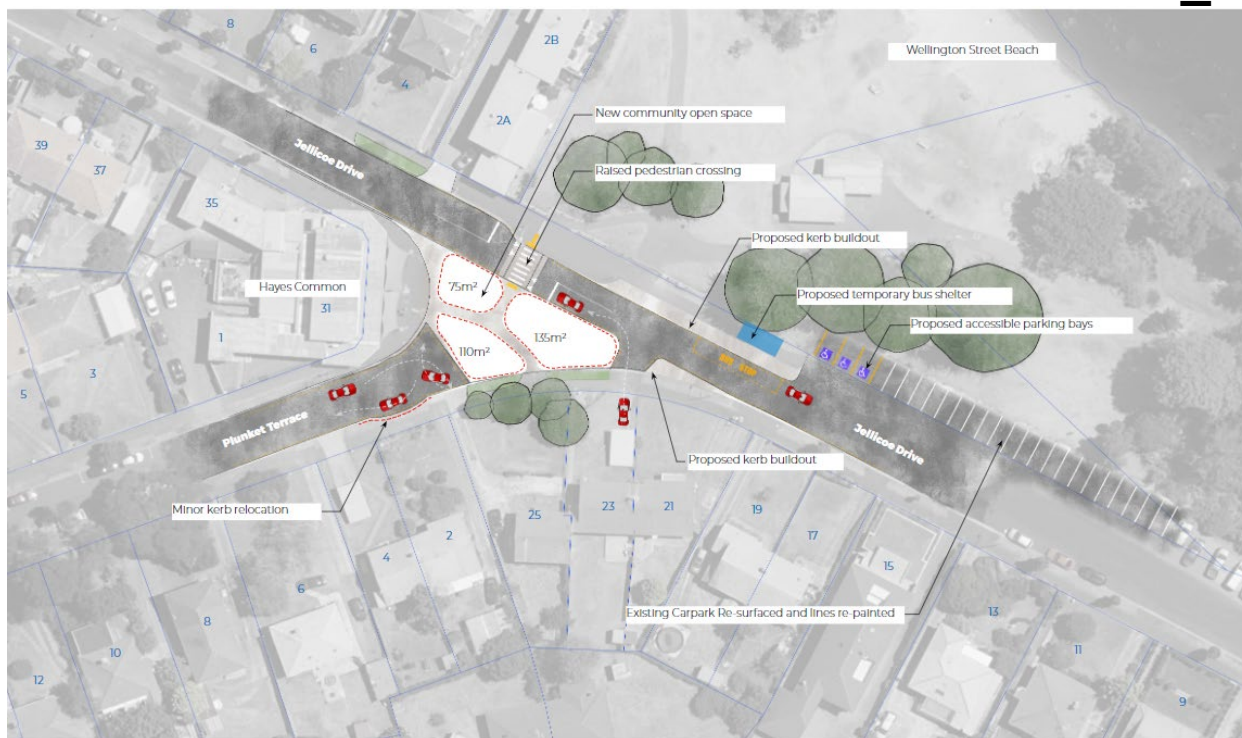
Project 15 – Hayes Paddock

43. Hayes Paddock is an attractive suburb developed around the ideals of the Garden City Movement. It is popular with locals and visitors. This project seeks to enhance the area in line with the Garden City principles. These principles are:
- i. Strong community engagement;
 - ii. a wide range of local jobs within easy commuting distance of homes;
 - iii. well-designed homes with gardens;
 - iv. green infrastructure that enhances the natural environment;
 - v. strong cultural, recreational, and shopping facilities; and
 - vi. integrated and accessible transport.

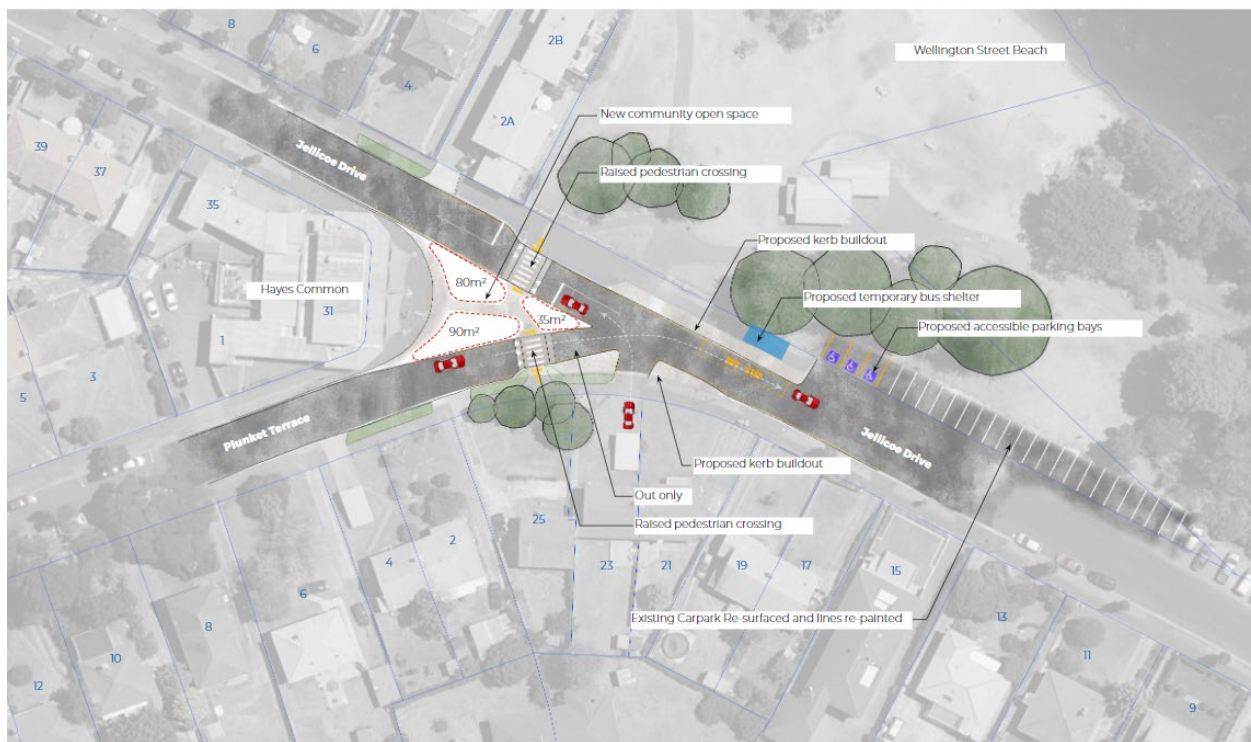
44. This project will provide the following:
- i. a new community space outside Hayes Common Café (***a design for this space will be bought to a future Infrastructure & Transport Committee***);
 - ii. changed road layout at the Plunket Terrace/Jellicoe Drive intersection;
 - iii. raised pedestrian crossing(s);
 - iv. new road markings; and
 - v. installation of wayfinding signage and bike parking.
45. Some roadside parking will be displaced/removed, however the detailed design process will seek to re-establish as much of this close by, where at all possible.
46. Extensive community engagement on the two options shown below was undertaken between 17 May and 16 June 2023. A rescheduled focus group meeting took place on 26 June 2023. Summary below of how the project was communicated:
- i. Several meetings with Hayes Common Café before community engagement started;
 - ii. brochure delivery to the neighbourhood;
 - iii. media story with the Waikato Times;
 - iv. project collateral displayed at Hayes Common Café ;
 - v. Corflute signs around Hayes Paddock;
 - vi. Facebook post and sponsored Facebook by Hamilton City Council;
 - vii. Facebook post by Waka Kotahi NZ Transport Agency; and
47. Feedback was gathered through the following channels:
- i. 'Have Your Say' online survey;
 - ii. multiple rounds of door knocking and conversations with immediate neighbours on Plunket Terrace, Jellicoe Drive and Galway Avenue;
 - iii. drop boxes at Hayes Common Café;
 - iv. two focus groups at Hayes Common Café;
 - v. a drop-in session at Hayes Common Café; and
 - vi. two pop-up conversations at Hayes Paddock Reserve.

48. The two options are:

Option 1 - cul-de-sac Plunkett Terrace



Option 2 – one-way exit from Plunkett Terrace onto Jellicoe Drive



49. A summary of the community feedback is shown in the table below. A comprehensive account of the engagement is in **Attachment 3** to this report.

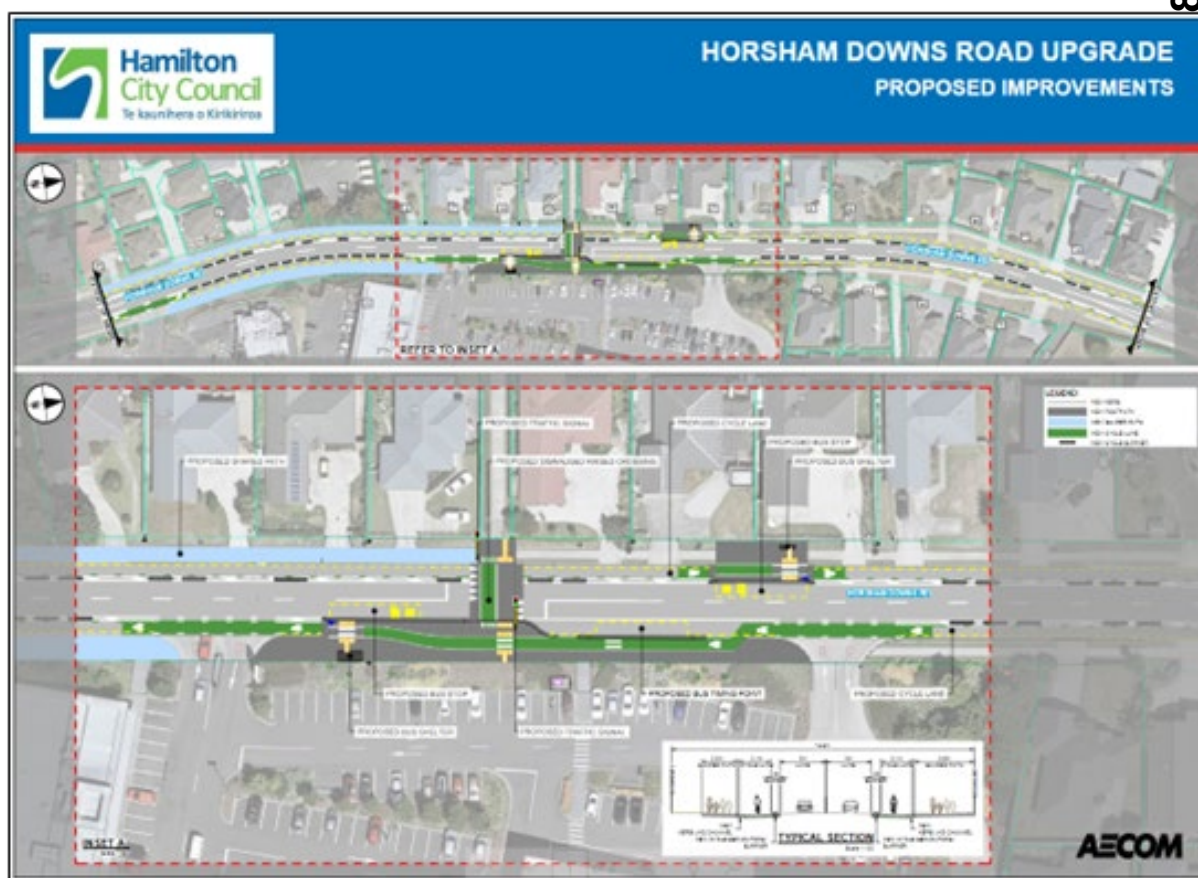
Preferred Option	Responses	Percentage
Cul-de-sac (Option 1)	99	42%
One-way exit (Option 2)	66	28%
Opposed	62	27%
No preference	6	3%
TOTAL RESPONSES	233	100%

50. During the engagement sessions with the Hayes Paddock community, staff were challenged as to why Council did not include a '*Do Nothing*' option as part of the process.
51. In response to this concern, our strategies outline the need to reduce carbon emissions with a city-wide minimum 30% reduction by 2030 as set out in Our Climate Future: Te Pae Tawhiti o Kirikiriroa. As of 2019, 64% of Hamilton's emissions came from transport and we are clear in our need to provide low-emissions transport choices for our community. With 2023 only 6.5 years away, acting now to deliver on our 2030 commitment to the community is imperative, hence why a '*Do Nothing*' option was not included in the Hayes Paddock engagement process. However, 62 residents (27% of responses) expressed the opinion that leaving the area as is was a preference.
52. Hayes Paddock community feedback was presented to the Access Hamilton Action Plan Working Group on 7 July 2023. Guidance from the Working Group is supportive of the staff recommendation to proceed with of Option 1 (cul-de-sac) in this report.
53. Staff recommend this Committee approves the macroscope for Option 1 (cul-de-sac).

Project 21 – Horsham Downs Road Public Transport Improvements

54. The project on Horsham Downs Road (between Thomas Road and Moonlight Drive) will make it safer and more convenient for people to walk, bike and bus through the Horsham Downs Road and Rototuna area.

55. The planned project scope is shown below:



- i. Move the bus stop from inside the shopping centre to Horsham Downs Road, and install in-lane bus stops on both sides of the road;
 - ii. create an accessible platform for people waiting for the bus and install new bus shelters on both sides of the road;
 - iii. build a bus stop (timing stop) at the side of the road for buses that arrive ahead of schedule and need to wait;
 - iv. install a new raised signalised crossing next to the alleyway through to Cranbrook Place to help people cross the road safely;
 - v. extend the shared path from Thomas Road to the new raised signalised crossing to improve connectivity for people walking, scootering, and biking; and
 - vi. widen the existing on-road bike lanes and install barriers to protect people on bikes from vehicles.
56. The project will improve bus service reliability. It is noted that currently bus service schedules in the area are unreliable. The table below shows the percentage of buses that were late to the stop immediately after the shopping centre between December 2022 and May 2023.

Route	Bus Stop	% of Late Buses
Flagstaff (After Shopping Centre)	185 Thomas Road (Villa D'Este)	12.0%
Rototuna (After Shopping Centre)	185 Thomas Road (Villa D'Este)	13.0%
Rototuna Circular Clockwise (After Shopping Centre)	452 Hukanui Road (Rototuna)	19.1%
Rototuna Circular Anti-Clockwise (After Shopping Centre)	94 Thomas Road	18.2%

57. The project had a consultation period from 23 May to 9 June 2023. Staff hand delivered consultation letters, with additional information about in-lane bus stops, to over 80 businesses within the Rototuna Shopping Centre and over 1000 letters to nearby residents. The feedback received is summarised below:

Community & Business Feedback

58. The project received:
- Support from Waikato Regional Council, Bike Waikato, and Go Eco;
 - conditional support from Rototuna Junior/Senior High schools and Age Concern;
 - mixed/neutral from NZ Police and CCS Disability Action; and
 - opposition from National Road Carriers Association.
59. Concerns raised were about impact on traffic flow, ability for heavy vehicles to perform turning movements into the shopping centre and disruption to refuse collection operations. Tracking of large vehicles has been undertaken which has determined the planned project will have no impact on these movements.
60. CCS Disability Action were concerned about potential conflicts points between bus passengers and people on bikes. Age Concern requested that consideration be given to addressing shared path behaviours to keep everyone safe.
61. Waikato Regional Council support the project and will work with staff to ensure infrastructure delivery and operational bus route changes are aligned.
62. Auckland based *Auckland Property Management (APM)* owns the Rototuna Shopping Centre. They object to the project as they believe sightlines from the shopping centre driveways will be compromised and that congestion will become worse.
63. Three businesses within the Rototuna Shopping Centre oppose the project on the basis that they feel it will make congestion worse. The recent roundabout upgrade was mentioned as a reason not to do this project. One business stated that an out of lane bus stop was safer and that providing walking and biking infrastructure would not necessarily encourage people to use them due to Hamilton's weather. A suggestion was made that this project would be better outside Countdown on Hukanui Road.
64. One business provided feedback in support of the project as it removes the buses from the shopping centre. The business observed that people are being hit (*unsubstantiated*) on an almost daily basis by the buses.

65. Approximately 80 businesses (95%) in the area did not respond to the letter that was hand delivered to them by transport staff. A follow up email was also sent to those businesses in the Rototuna Shopping Centre who provided their contact information during the initial letter delivery.
66. The observation from staff who briefly spoke to businesses as part of the letter delivery was that some wanted the bus infrastructure removed from the shopping centre due to safety concerns, while others wanted it to remain due to concerns about traffic congestion on Horsham Downs Road.
67. 11 residents provided feedback. Two supported the project, three provided conditional support, one had mixed/neutral feedback and five were opposed.
68. Concerns were raised about the potential impact on traffic congestion. One resident thought the existing pedestrian crossings were sufficient and the proposal wouldn't improve safety for pedestrians. Two residents were happy with the existing bus stop arrangements and didn't think there was a reliability issue with the bus services. One resident was concerned about potential conflict points between different transport modes in and around the shopping centre driveways.
69. A resident suggested additional traffic calming measures around the shopping centre driveways were needed to ensure drivers would give way to pedestrians and people on bikes. A further suggestion was made to install no-passing lines to discourage drivers from making poor decisions about overtaking buses.
70. A request was made to consider extending the shared path up to Moonlight Drive (or replace the bike lane with a shared path) on the basis that kids prefer to travel to school in bunches. A suggestion was also made to plant more trees and shrubs along Horsham Downs Road to capture emissions, reduce noise, add colour to the environment and provide shade.
71. Approximately 1,000 residents (99%) did not respond to the letter.
72. Following consultation considerations regarding visibility will be incorporated into detailed design, however the overall scope is recommended to stay consistent with the concept as consulted. As with all transport schemes, the project is subject to a Safe System Audit which provides a means of checking a projects alignment to road safety outcomes.
73. The project and feedback were presented to the Access Hamilton Action Plan Working Group on 7 July 2023. Guidance from the Working Group is supportive of the staff recommendation in this report.
74. Staff recommend this Committee approves the macroscope of this project.

Project 28 – Claudelands Rail Level Crossing Upgrades

75. This project is to improve safety at the existing rail level crossings on Grey Street and at the end of Claudelands Road for pedestrians and cyclists. It is noted this project ties in to adjacent recently completed cycling network improvements at the Claudelands Road / Grey Street intersection and planned Transport Choices projects on Heaphy Terrace and Brooklyn Road.

Item 8



- i. 6x new automatic gates; and
 - ii. upgrade and widen existing footpath surfacing including STRAIL rail crossing mats across the rail corridor.
79. Timing for design and construction of this project is subject to KiwiRail timing.
80. Staff recommend this Committee approves the macroscope of this project and that it proceeds to detailed design stages, with the proviso, acceptance of the project scope is subject to KiwiRail approval.

Project Budget Reallocations (Overs/Unders)

81. As the programme progresses including further development of designs and cost estimate updates for implementation, it is anticipated cost forecasts for some projects are likely to vary from the original budget estimates. This report notes some reallocation of existing programme funding between projects will be required to address identified forecast overs and unders whilst still enabling delivery of the originally intended programme scope. These over and unders are highlighted in the financial table below.

Project 13 – Bike Parklets

82. As designs have been confirmed, updated cost estimates have been received to deliver the bike parklets at Grey Street, Barton Street and Braid Road. The estimates are higher than originally forecast; previously \$250,000, now \$400,000. Staff are working with Waka Kotahi to reallocate underspends from other projects to manage the overspend in this project but keeping within the overall CERF allocation to HCC. It is anticipated sites will be delivered as currently designed.

Project 26 – Killarney Road – Queens Avenue to Western Rail Trail

83. Updated construction cost estimates for this project have been received with a revised total project forecast cost to deliver the proposed scope at \$950,000 (current budget \$750,000). Staff are working with Waka Kotahi to reallocate underspends from other projects to manage the overspend in this project but keeping within the overall CERF allocation to HCC. It is anticipated sites will be delivered as currently designed.

Project 16 – Western Rail Trail to Frankton Station

84. Updated construction cost estimates for this project are less than the current project budget of \$1,530,000. A portion of the underspend in this project will, with the approval of Waka Kotahi, be reallocated to Projects 13 & 26 mentioned above.

Financial Considerations - *Whaiwhakaaro Puutea*

85. The total cost to complete the programme of capital works has increased from \$37M to \$37.12M. This increase is due to \$120,000 for bike parking in schools (Project 29) being added to the programme, which is to be 100% funded by Waka Kotahi. The works will be delivered in the 2023/24 financial year.
86. The CERF Transport Choices initiative is funding \$33,336,000 of the programme, with the remaining \$3.784m HCC share being funded from existing 2021-31 Long Term Plan budgets.

Project No.	Project Name	Total Cost	CERF Share	HCC Share	HCC Share %
1	Bader Street/Lorne Street Cycling & Walking Connections	\$3,200,000	\$2,880,000	\$320,000	10%
2	Killarney Road: SH1C Greenwood St to Western Rail Trail (WRT) cycling connections	\$1,650,000	\$1,485,000	\$165,000	10%
3	Gallagher Drive and Kahikatea Drive walking and cycling improvements	\$1,550,000	\$1,395,000	\$155,000	10%
4	Heaphy Terrace: Boundary Rd to Brooklyn Rd cycling improvements	\$930,000	\$837,000	\$93,000	10%
5	Brooklyn Road: Pedestrian crossings and cycle facilities	\$1,280,000	\$1,152,000	\$128,000	10%
6	Claudeland Park Cycling Connection	\$1,030,000	\$927,000	\$103,000	10%
7	Bike & Scooter Parking	\$670,000	\$603,000	\$67,000	10%
8	Frankton East / Lake Domain to WRT cycling connections	\$1,550,000	\$1,395,000	\$155,000	10%
9	Killarney Road: Level crossing safety improvements	\$1,530,000	\$1,377,000	\$153,000	10%
10	Bus shelter replacements	\$1,210,000	\$1,089,000	\$121,000	10%
11	Thackeray Street in-lane bus stops and pedestrian crossing	\$840,000	\$756,000	\$84,000	10%
12	Hukanui Road in-lane bus stops, cycle bypasses and pedestrian crossing	\$1,050,000	\$945,000	\$105,000	10%
*13	*Bike Parklets – Grey Street, St Andrews Shops, Barton Street	\$400,000* <i>Previously \$250,000</i>	\$360,000* <i>Previously \$225,000</i>	\$40,000* <i>Previously \$25,000</i>	10%
14	Palmerston St/Anzac Parade/Tristram St/Clarence St: walking and cycling improvements	\$800,000	\$720,000	\$80,000	10%
15	Hayes Paddock: community space, walking, cycling, public transport improvements	\$1,000,000	\$1,000,000	-	0%
*16	*Western Rail Trail to Frankton Station: walking and cycling improvements	\$1,180,000* <i>Previously \$1,530,000</i>	\$1,062,000* <i>Previously \$1,377,000</i>	\$118,000* <i>Previously \$153,000</i>	10%
17	Rifle Range (Massey) to Avalon Dr (SH1C): cycling and walking improvements	\$2,860,000	\$2,574,000	\$286,000	10%
18	Hall Street/Mill Street: cycling improvements	\$350,000	\$315,000	\$35,000	10%
19	Riverlea Connections; Alternative cycling link	\$1,810,000	\$1,629,000	\$181,000	10%
20	River Road footpath (west side)	\$1,800,000	\$1,800,000	-	0%
Project No.	Project Name	Total Cost	CERF Share	HCC Share	HCC Share %

21	Horsham Downs Road: public transport, walking and cycling improvements (in-lane bus stops)	\$1,300,000	\$1,170,000	\$130,000	10%
22	Lake Road/Commerce Street Roundabout: walking and public transport improvements	\$1,030,000	\$824,000	\$206,000	20%
23	Rotokauri Road/Baverstock Road: public transport and walking improvements.	\$1,030,000	\$824,000	\$206,000	20%
24	Hyde Avenue: Public transport and walking improvements	\$530,000	\$424,000	\$106,000	20%
25	Pembroke Street: in-lane bus stops and pedestrian crossings	\$1,050,000	\$840,000	\$210,000	20%
*26	*Killarney Road - Queens Avenue to WRT: Walking and cycling improvements	\$950,000* <i>Previously \$750,000</i>	\$855,000* <i>Previously \$675,000</i>	\$95,000* <i>Previously \$75,000</i>	10%
27	Anglesea St (south): in-lane bus stop and walking improvements	\$400,000	\$360,000	\$40,000	10%
28	Claudeland East/Brooklyn Road: Level crossings safety improvements	\$4,020,000	\$3,618,000	\$402,000	10%
**29 (NEW)	School Bike Parking (Complementary Measures)	\$120,000	\$120,000	\$0	0%
		\$37,120,000	\$33,336,000	\$3,784,000	

Item 8

**Projects with financial adjustments.*

***This project is new and seeking approval from this Committee.*

87. There are no financial implications for HCC in relation to this report, however, as previously highlighted, with the addition of Project 29 a further \$120,000 is added to the overall CERF Programme fund.
88. Staff recommend this Committee approve the additional project to deliver bike parking in schools, with HCC's CERF Programme increasing from 28 projects to 29 projects.

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

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

Climate Change Impact Statement

90. The CERF Transport Choices programme will positively respond to the climate change emergency by supporting transport modal shift from high emission vehicles to more sustainable modes of public transport, cycling and walking.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

91. 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').
92. 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.

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

Social

94. The initiatives and programme of work in this report will contribute directly to the social wellbeing of people and communities by providing safe alternatives to vehicle use within Hamilton. It will help improve safety for our most vulnerable road users and enable people without access to a motor vehicle to access essential services.

Economic

95. The initiatives and programme of work in this report will contribute towards greater transport choice by improving safe options for travel by bike, scooter, walking, and public transport, all of which provide affordable alternative transport choice options.
96. Hamilton's population is growing fast and becoming denser. This will result in an increased use of the transport network. As roads get busier this can have an economic impact, with people spending more time in traffic getting around the city and greater inefficiencies in freight transport.
97. Increasing use of active modes and public transport will help towards deferring some costs of congestion in the long term. The CERF programme will help better connect people to economic opportunities by providing more cost-effective travel choices.

Environmental

98. The primary purpose of the CERF programme is to support transport modal shift from private vehicles to walking, cycling and public transport. Encouraging active and public transport will contribute to a reduction in vehicle related emissions.
99. Within projects, assessments are being undertaken to assess materials options with an aim to reduce embodied emissions where practical.

Cultural

100. Council is committed to honouring the principles of Te Tiriti o Waitangi/The Treaty of Waitangi through its relationship with Tūhāhā, Waikato-Tainui, mana whenua and maataawaka within Kirikiriroa/Hamilton.
101. The approach for the development and delivery of the CERF projects is to partner and work alongside Iwi and Mana Whenua, and our wider community to reflect and recognise Hamilton Kirikiriroa is culturally diverse, and there will be different priorities, opportunities, and concerns when it comes to the projects in the CERF programme.
102. A hui with Iwi and Mana Whenua was held on 13 June 2023 to discuss cultural opportunities or specific interest areas across the CERF programme of projects. Key projects of interest include Western Rail Trail projects and Hayes Paddock. Subsequent project engagement sessions are currently being arranged relating to these projects to further define opportunities.

Risks - *Tūhāhā*

103. There is a potential reputational risk to Council should CERF projects not progress and/or be delivered by 30 June 2024.
104. There is a risk that if project macroscopes are not approved to enable further detailed design of these projects, the projects may not meet the Waka Kotahi deadlines for detailed design completion in September 2023 which could result in implementation funding not being available.

105. As a result of undertaking construction activities and road works to deliver all these projects by 30 June 2024, there is a risk of causing unacceptable disruption to existing transportation networks. We are currently working through detailed construction phasing and methodology planning to minimise construction disruption as much as possible.

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

Significance

106. 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

107. Community views and preferences on the programme of some projects are already known to the Council through previous consultation and engagement.
108. Further engagement on projects is planned over the next 2 months to seek feedback on proposed concepts and designs.
109. A programme Communications plan has been prepared, and communications plans will be produced for all projects in the programme. Engagement and consultation will be undertaken with adjacent property owners and residents/businesses along with key stakeholders.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Project Updates Report

Attachment 2 - Project Timeline & Summary - CERF Transport Choices Programme

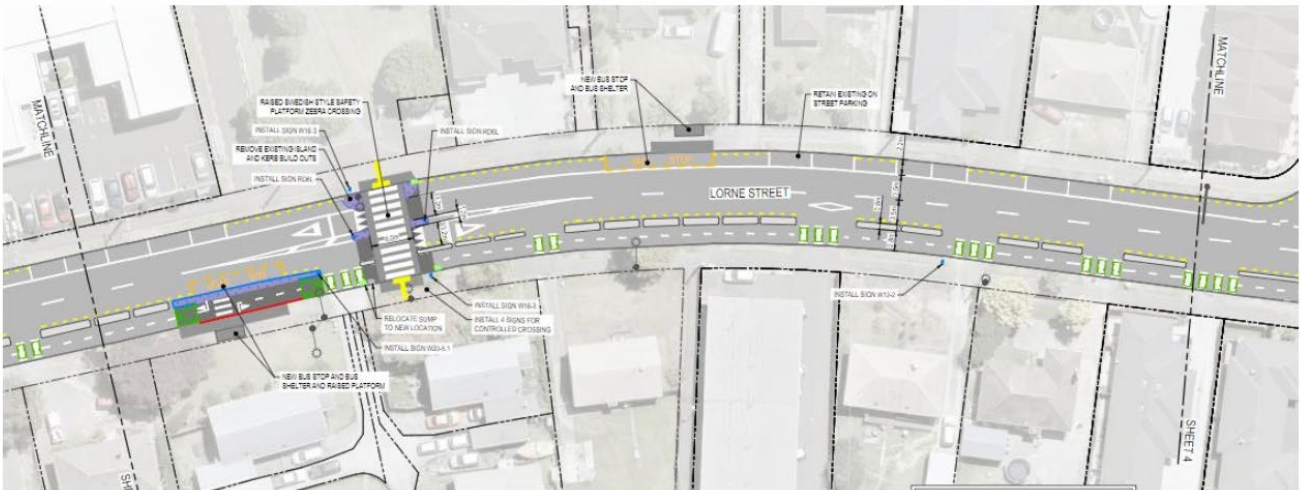
Attachment 3 - Hayes Paddock Feedback Analysis - July 2023

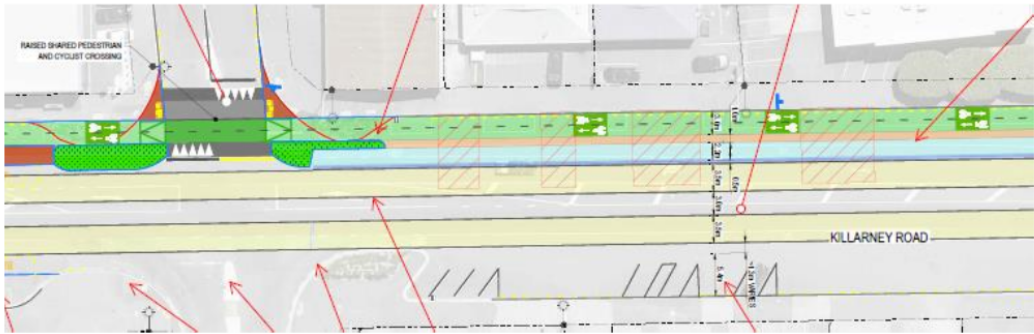
Attachment 4 - In Lane Bus Stop Flyer

HCC CERF Transport Choices Programme - Project Update – June 2023

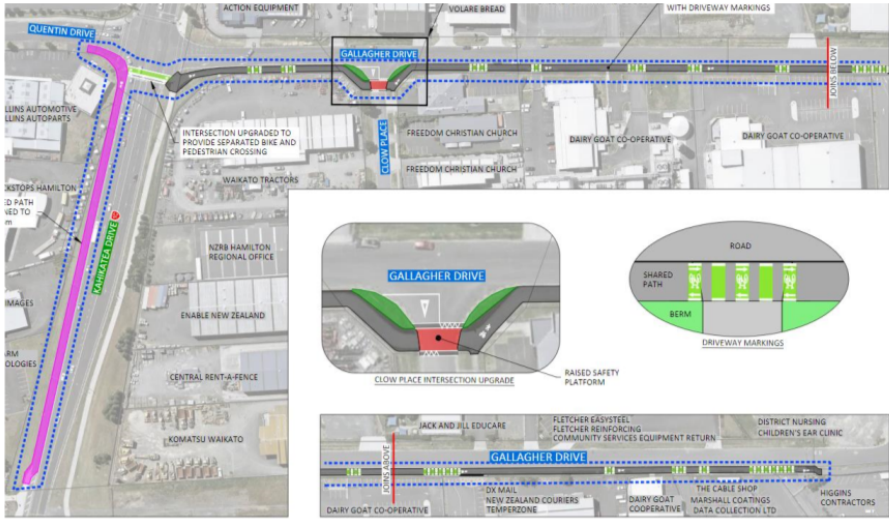
Project	1 - Bader Street connection to River Path and Hospital			Project Status	On track	
Objective	We are providing a safe and accessible connection from Bader community to the river path utilising existing pathways in Melville Park, and the hospital via Lorne Street. Improving pedestrian/cycling facilities at the Normandy Avenue/ Cobham Drive and Normandy Avenue/Lorne Street intersections.					
Allocated Budget	Total Budget	\$3,200,000	HCC Contribution	\$320,000	CERF Contribution	\$2,880,000
What will be done	<ul style="list-style-type: none">• Normandy Ave shared path upgrades from Bader Street to Cobham Drive• On-road cycle lanes along Bader Street with light separation• Quiet-way via Montgomery Crescent and Alenby St to upgraded shared path• CPTED review and improvements for off-road routes• Upgrade Bader Street / Normandy Ave, and Normandy / Lorne Street intersections to paired crossings• Upgrade Lorne Street / Ohaupo Road intersection to paired crossings connecting to Ohaupo Road shared path on the western side• The installation of protected bi-directional facility along Lorne Street (SH1C)• Pedestrian crossing on Lorne Street, providing access to an existing Hospital path					
Indicative Timing	ITC Approval	21 Sep 2023	Construction Start	Jan 2024	Construction Completion	Jun 2024
June 2023 update	Preliminary Design has been agreed between HCC staff, Waka Kotahi Operational staff and Waka Kotahi Transport Choices team. A Signalised crossing on Lorne street, has been moved to the back access of the hospital for direct access into these areas, and Waikato Regional Council have requested two bus stops on Lorne Street for a future bus route. Information on this proposal will be sent to residents and stakeholders on the 4 July. This will include door knocking for selected businesses and a letter drop to residents.					

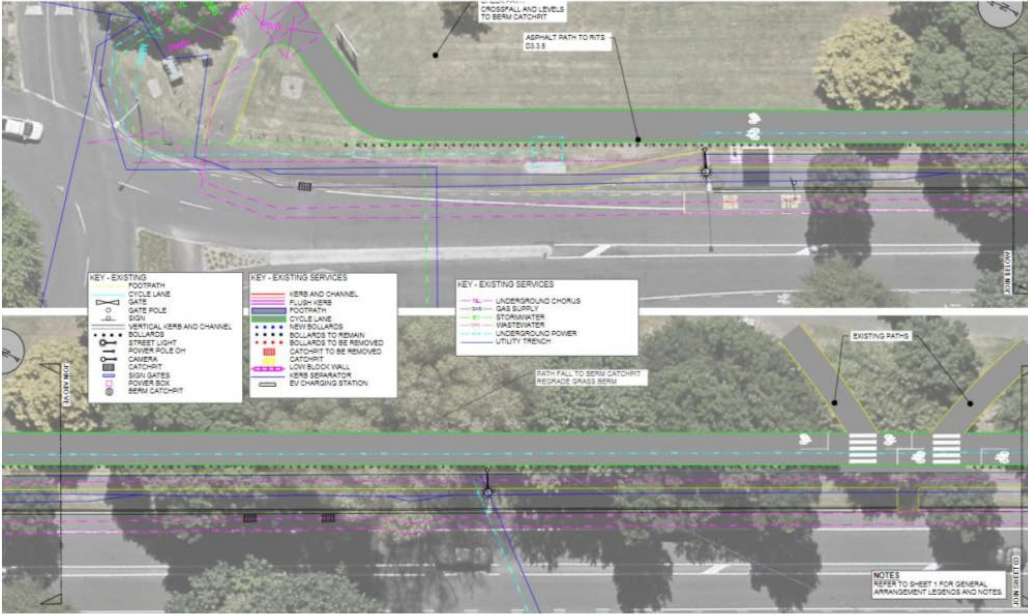
Current Design



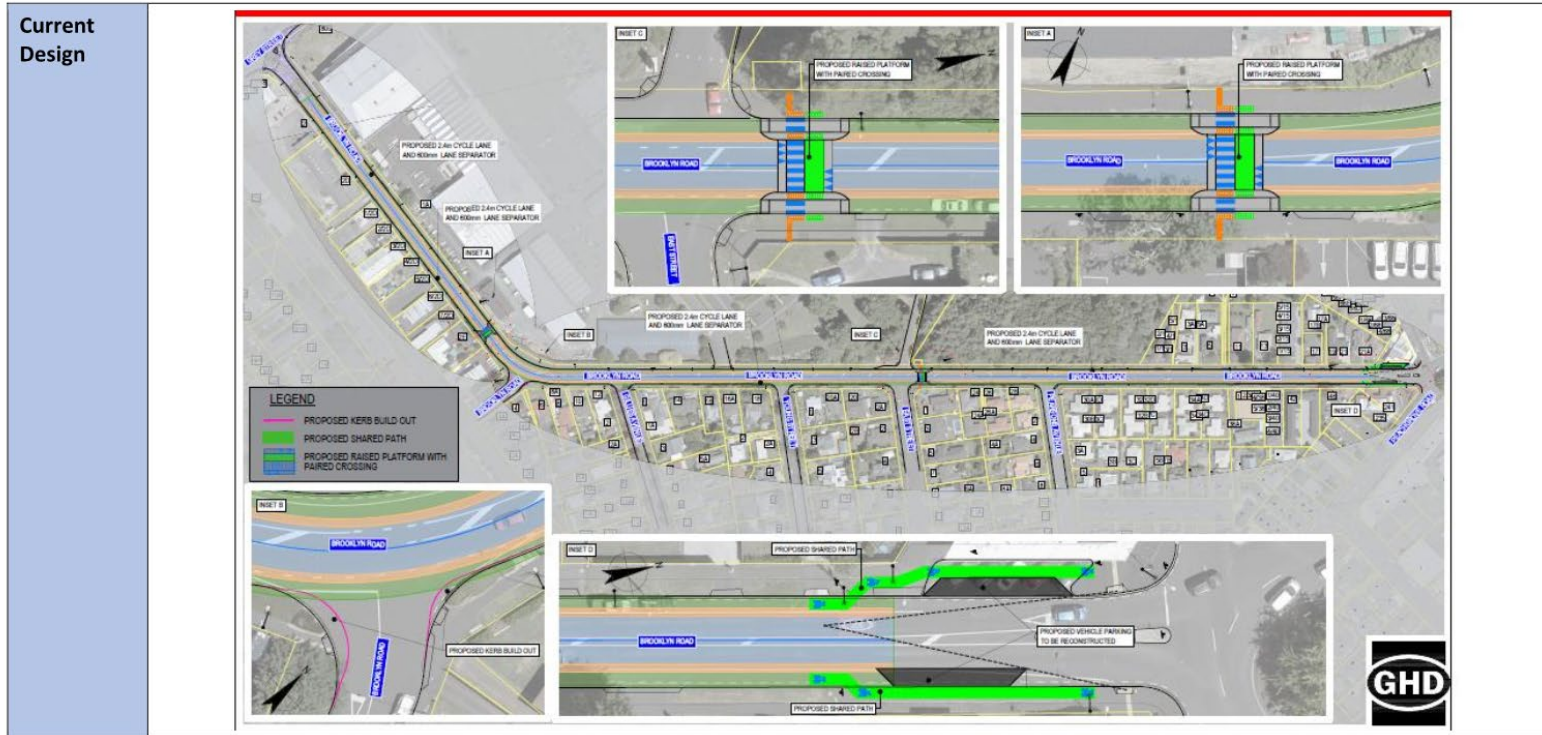
Project	2 - Killarney Road – SH1C Greenwood Street to Western Rail Trail (WRT)			Project Status	Monitoring -schedule Risk	
Objective	We are providing safe and accessible connections for walking, biking and micromobility from Frankton (Hamilton West) community to the Western Rail Trail (WRT).					
Allocated Budget	Total Budget	\$1,650,000	HCC Contribution	\$165,000	Waka Kotahi Contribution	\$ 1,485,000
What will be done	<ul style="list-style-type: none">• Bi-directional cycleway fully protected from traffic• New mid-block ped/cycle signalised crossing to safely cross and access businesses and side roads• Upgrade existing bus stop (indented bus bay)					
Indicative Timing	ITC Approval	21 Sep 2023	Construction Start	Dec 2023	Construction Completion	Apr 2024
June 2023 update	The previous concept design had shown a service lane and proposed roundabout at the Ellis Street intersection. However, through development of the design and the roundabout unable to be funded through the LCLR programme due to funding reductions. The new proposal retains the bi-directional cycle track on the north side with full protection from the vehicle lanes by way of planting and kerbs. Where practicable and safe, parking will be retained. Minimal changes are proposed for the southern side. This change in scope has delayed consultation start dates, however staff are confident on delivery with Waka Kotahi timeframes. Waka Kotahi is implementing a Road Safety project at the Greenwood/kahikatea intersection which connects to this scheme.					
Current Design						

Project	3 - Gallagher Drive and Kahikatea Drive	Project Status	On track
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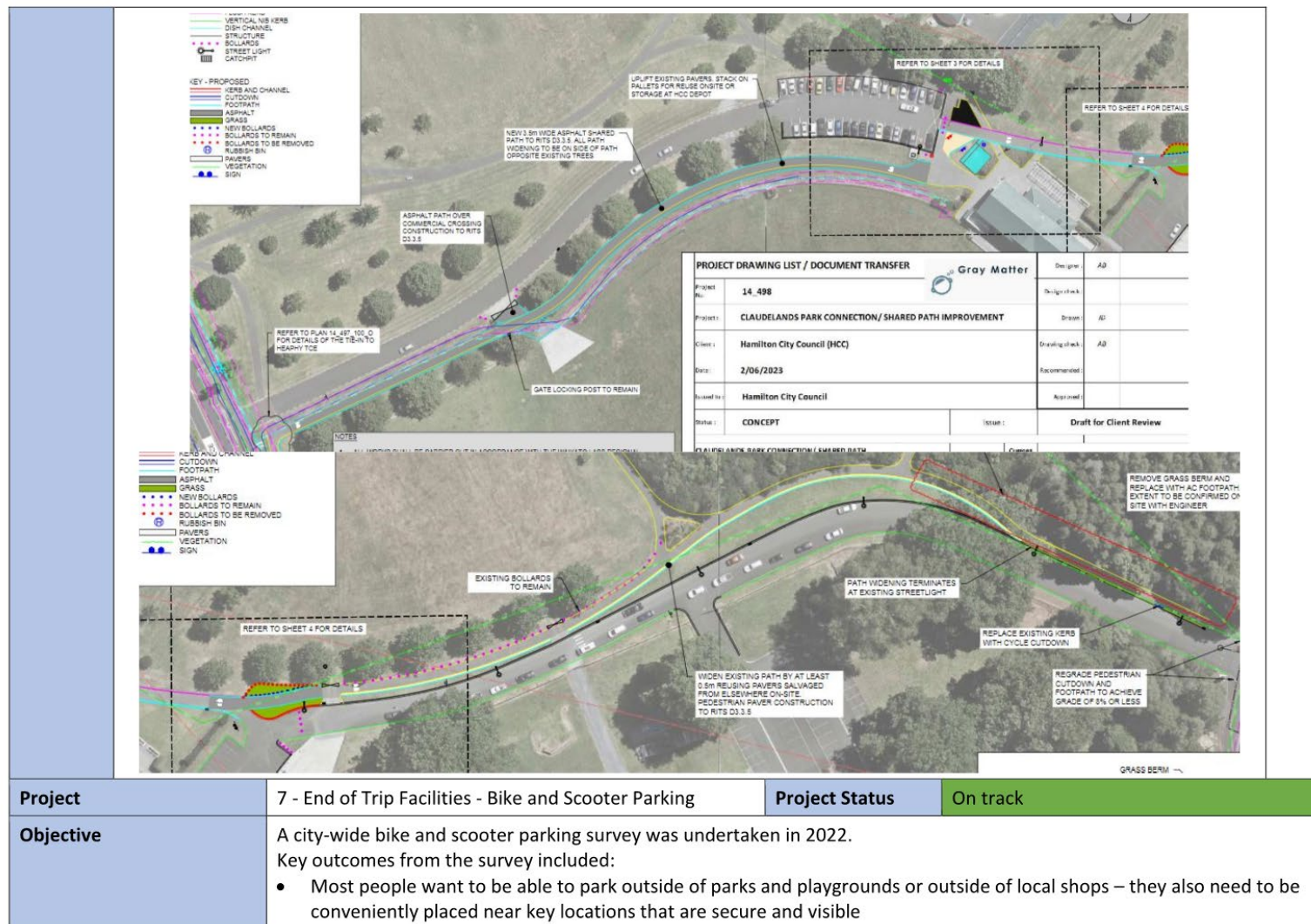
Objective	We are improving connections from Western Rail Trail (WRT) to Gallagher Drive and the Melville community by way of new pedestrian/cycle crossing at Kahikatea Drive (SH1C), improving existing shared path facilities.					
Allocated Budget	Total Budget	\$1,550,000	HCC Contribution	\$155,000	Waka Kotahi Contribution	\$1,395,000
What will be done	<ul style="list-style-type: none"> • Dual pedestrian and cycle crossing at the existing SH1C/Gallagher Drive signalised intersection • Widen existing footpath to shared path on SH1C between Gallagher Drive and WRT • Upgraded shared path on Gallagher Drive, including access controls to passively enforce parking restrictions. • CPTED review and improvements for off-road routes 					
Indicative Timing	ITC Approval	20 Jul 2023	Construction Start	Oct 2023	Construction Completion	Mar 2024
June 2023 update	<p>Letter for information to businesses and stakeholders was sent on the 12 June 2023. Feedback has been positive, with support from key stakeholders including NZ Police, Bike Waikato, Go Eco and Waikato Regional Council. Parents of Vision Impaired NZ are supportive of the project but noted their preference for separated facilities over shared spaces where possible. We've received support from one resident who uses the Western Rail Trail and wants improvements to the shared path surface on Gallagher Drive. One resident opposes the project as he believes the current layout is safe and not a good use of funding. One business requested out of scope changes to on-street parking.</p> <p>Staff are seeking Macro-scope approval in July 2023, more information can be found in the main report.</p>					
Current Design						

Project	4 - Heaphy Terrace – Boundary Road to Brooklyn Road				Project Status	On track
Objective	We are providing a separated cycle link from Fairfield community and existing cycle lanes to Grey Street cycle facilities, as well as Eastern Pathways School Link. It compliments Claudelands East Intersections project					
Allocated Budget	Total Budget	\$930,000	HCC Contribution	\$93,000	Waka Kotahi Contribution	\$837,000
What will be done	<ul style="list-style-type: none"> Off-road cycle facility and footpath improvements adjacent to Claudelands Park Address safety concerns at the Claudelands carpark entrance/exits 					
Indicative Timing	ITC Approval	20 Jul 2023	Construction Start	Nov 2023	Construction Completion	Feb 2024
June 2023 update	<p>Designs have been completed, and no treatments are affecting residents.</p> <p>The cycle facilities complement the Low Cost Low Risk project at the Boundary Road roundabout and ties into Claudelands Intersection improvements.</p> <p>This is low risk project which provides a high level of service for cyclists.</p>					
Current Design	 <p>KEY - EXISTING</p> <ul style="list-style-type: none"> FOOTPATH CYCLE LANE GATE GATE POLE BOLLARD VERTICAL HEBB AND CHANNEL STREET LIGHT POWER POLE CH CAMERA CATCHPIT BUSH GATES POWER BOX BUSH CATCHPIT <p>KEY - EXISTING SERVICES</p> <ul style="list-style-type: none"> HEBB AND CHANNEL FLUSH HEBB FOOTPATH CYCLE LANE NEW BOLLARDS BOLLARDS TO REMAIN BOLLARDS TO BE REMOVED CATCHPIT TO BE REMOVED LOW BOLLARD WALL HEBB SEPARATOR EV CHARGING STATION <p>KEY - EXISTING SERVICES</p> <ul style="list-style-type: none"> UNDERGROUND CHORUS GAS SUPPLY STORMWATER WASTEWATER UNDERGROUND POWER UTILITY TRENCH <p>NOTES</p> <p>REFER TO SHEET 1 FOR GENERAL ARRANGEMENT LEGENDS AND NOTES</p>					

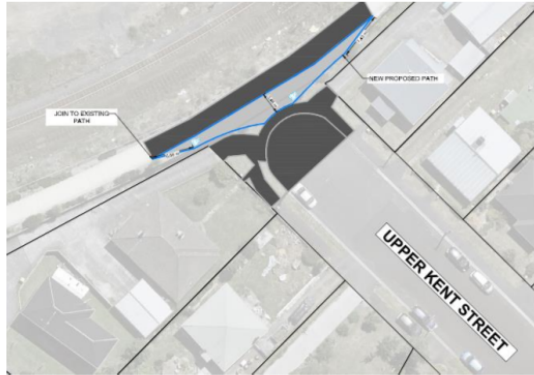
Project	5 - Brooklyn Road Cycle Lane + Pedestrian Crossing			Project Status	On track	
Objective	We are providing controlled crossings at midblock points on Brooklyn Road to connect the local communities and visitors to Claudelands Park and community facilities. In addition, a safe cycle connection from Five Crossroads to Claudelands East Intersection					
Allocated Budget	Total Budget	\$1,280,000	HCC Contribution	\$128,000	Waka Kotahi Contribution	\$1,152,000
What will be done	<ul style="list-style-type: none">• Priority pedestrian/cycle crossings• On-road separated cycle lanes• Adjust parking arrangements at Five Crossroads to mitigate conflict with people on bikes as they come off-road to access bike parking.• Adjust on-street parking, to allow for cycleway					
Indicative Timing	ITC Approval	21 Sep 2023	Construction Start	Jan 2024	Construction Completion	May 2024
June 2023 update	<p>Preliminary design is progressing, with raised safety platform crossing identified at:</p> <ul style="list-style-type: none">• East Street• Outside 4 Brooklyn Road (near kindergarten) <p>Consultation is due to start on the 20 July for 3 weeks. Early engagement has already taken place with Coffee Culture at Five Cross Roads and its likely parking outside here will be modified from angled parking to kerb side. For this reason, staff are proposing kerb side parking outside McDonalds.</p>					

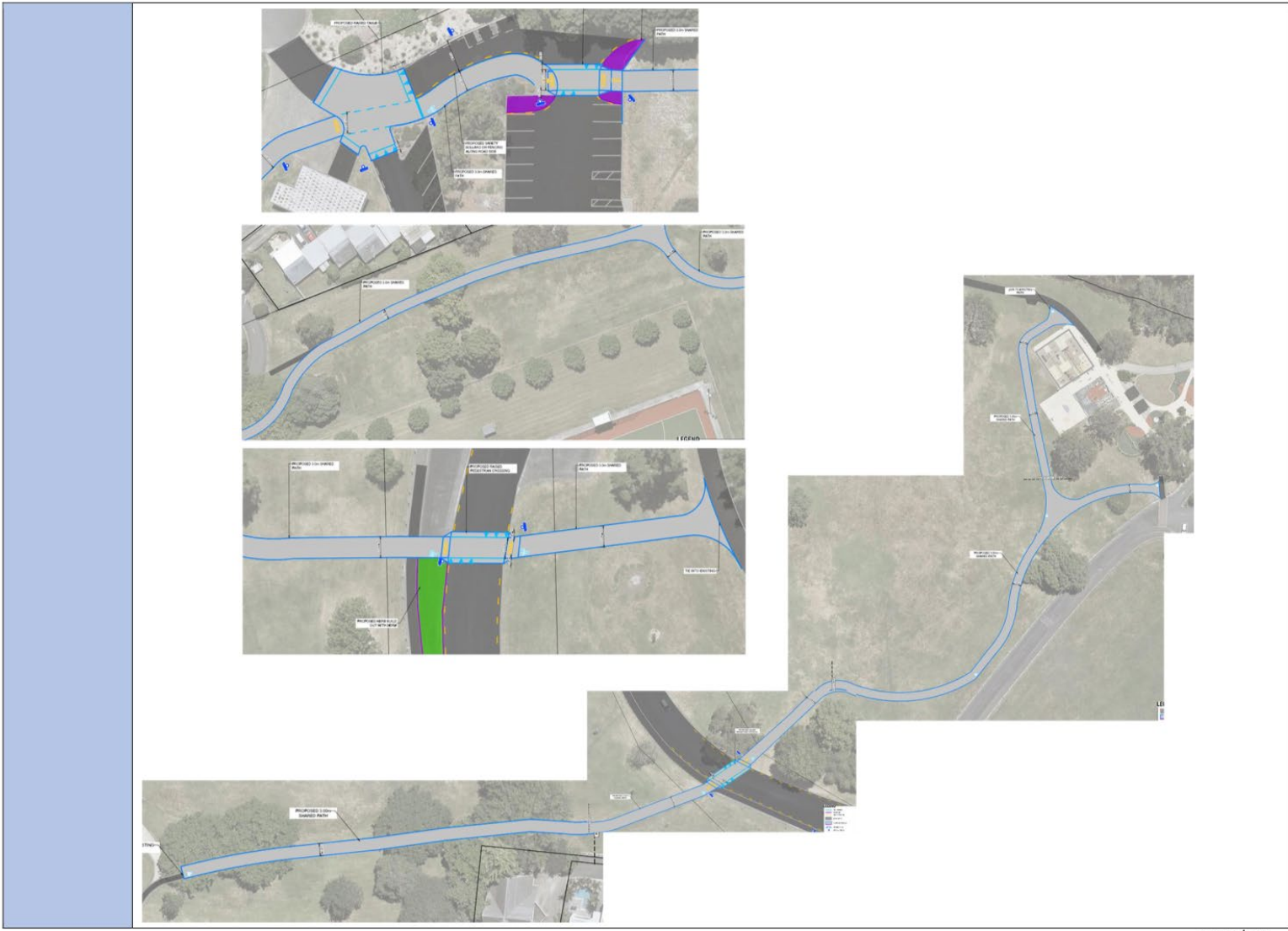


Project	6 - Claudelands Park Connection			Project Status		On track	
Objective	By upgrading the existing path through Claudelands Park, users to safely connect to the park, and communities east of Brooklyn Road and Claudelands area, as well as existing and future cycling facilities. It compliments Claudelands East Intersections project and provides a link to Eastern Pathways School Link utilising the Brooklyn Road crossing and quiet streets.						
Allocated Budget	Total Budget	\$ 1,030,000	HCC Contribution	\$103,000	Waka Kotahi Contribution	\$927,000	
What will be done	<ul style="list-style-type: none">Off-road cycle facility and footpath improvementsAddress safety concerns at the Claudelands gate 2 entrance/exitsImprove lighting and CPTED treatments						
Indicative Timing	ITC Approval	7/3/23 (Complete)	Construction Start	Oct 2023	Construction Completion	Feb 2024	
June 2023 update	Designs have been completed, and no treatments are affecting residents. This cycle facility complements the Magic Playground proposed for Cluadelands Park. This is low risk project which provides a high level of service for cyclists.						
Current Design	<div><div>Proposed Heaphy Terrace improvements</div><div>Proposed Brooklyn Road Crossing</div><div>Proposed Brooklyn Road Improvements</div><div>Claudelands Event Centre</div></div>						

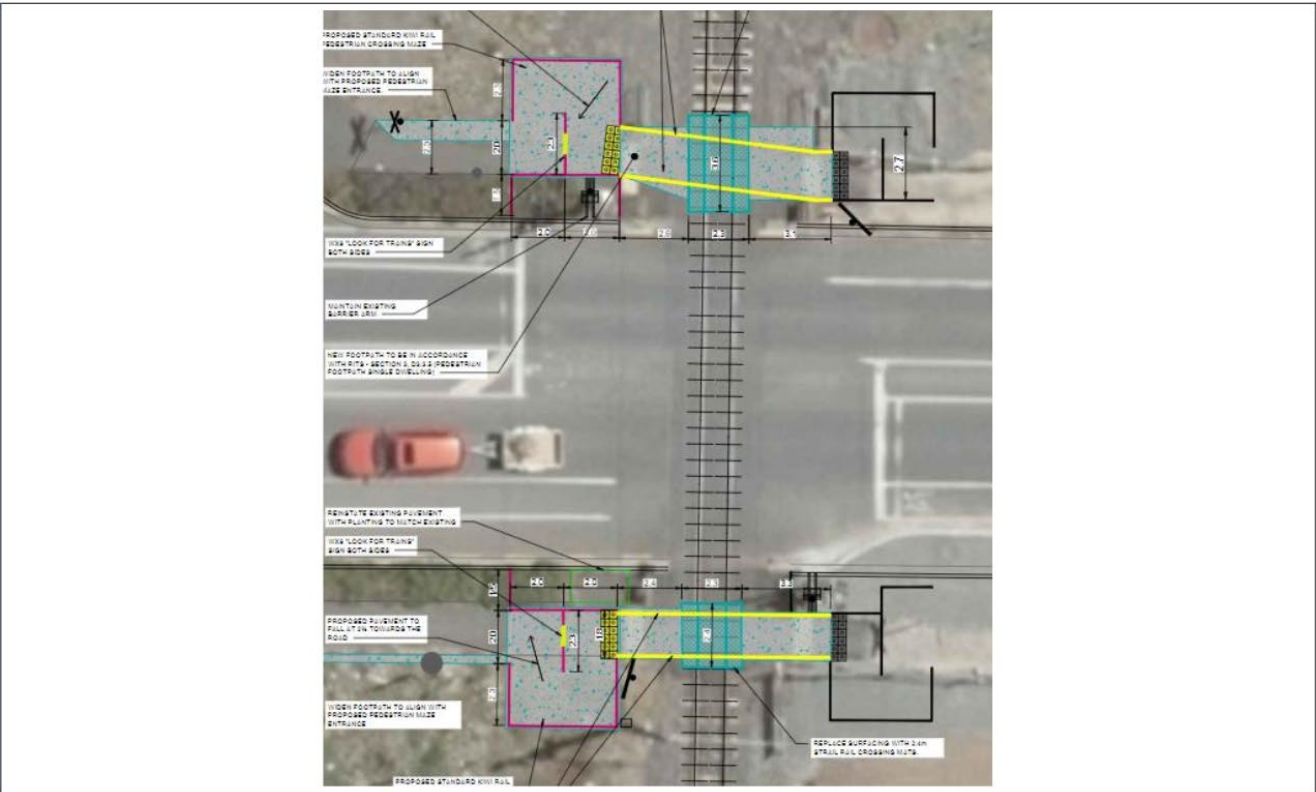


	<ul style="list-style-type: none"> Some key locations identified were Lake Domain, Grey Street, Te Awa Shopping Centre, Waikato Hospital and at the University of Waikato The need for facilities that allow for people to change their mode of transport mid journey, allowing for safe, covered, and well-lit areas to store a bike or scooter for longer periods of time, as well as the ability to charge 'e' bikes and scooters. Of the people that participated in survey, 88% use a car, 63% ride bikes and 44% reported walking to get around Hamilton. 					
Allocated Budget	Total Budget	\$670,000	HCC Contribution	\$67,000	Waka Kotahi Contribution	\$603,000
What will be done	<p>This project is assessing the locations, priority and type of facility (short, medium and long term), through to implementation.</p> <p>Preferred locations from the survey were reviewed by staff, based on the following criteria:</p> <ul style="list-style-type: none"> Ease of access- all the site are either on street or within council own facilities Popularity – cyclists and scooter users will use them regularly Buildability – ease of construction, access, and minimum parking change are required Cost - cost of the installation, to meet budget requirements. 					
Indicative Timing	ITC Approval	7/3/23 (Complete)	Construction Start	Sep 2023	Construction Completion	Apr 2024
June 2023 update	<p>Locations have been confirmed, with affected parties consulted with.</p> <p>The bike racks and shelters have been ordered and are expect in December 2023.</p>					

Project	8 - Frankton East / Lake Domain to Western Rail Trail			Project Status	On track	
Objective	Improve connections from WRT to east Frankton and Lake Domain communities, and recreational areas by way of upgrading existing facilities and safety (including personal safety) and forming new connections to the WRT at the end of quiet streets.					
Allocated Budget	Total Budget	\$1,550,000	HCC Contribution	\$155,000	Waka Kotahi Contribution	\$1,395,000
What will be done	<ul style="list-style-type: none">• New pedestrian/cycle crossing facilities on Lake Domain Drive• Upgrade existing shared path connecting to Lake Domain Drive and Lake path from WRT• New shared path connections from end of cul-de-sac to WRT• Lighting assessment and improvements along shared paths					
Indicative Timing	ITC Approval	20 Jul 2023	Construction Start	Oct 2023	Construction Completion	Mar 2024
June 2023 update	A preferred route has been confirmed through the Hockey Ground car parks, and around the southern side of Innes Common to the playground. Consultation will take place with residents (including Upper Kent Street) on 20 July, for two weeks. This will provide staff insight into the preferred connection with Upper Kent Street.					
Current Design	 <p>Gallagher Hockey Centre path and WRT to Lake Playground</p>					




Project	9 - Level Crossing – Killarney Road			Project Status	At Risk – Timing of KiwiRail Works	
Objective	We are proposing to upgrade the pedestrian level crossing Killarney Road. Previous assessments confirmed that they require safety upgrades. This location is part of the key connection between West Hamilton and the WRT.					
Allocated Budget	Total Budget	\$1,530,000	HCC Contribution	\$153,000	Waka Kotahi Contribution	\$1,377,000
What will be done	<ul style="list-style-type: none">• Install automatic gates• Upgrade footpath• Install / replace matting to prevent trip hazard• Resurface carriageway on approaches to improve surface and rider comfort for on road cyclists					
Indicative Timing	ITC Approval	20 Jul 2023	Construction Start	Mar 2024	Construction Completion	tbc
June 2023 update	Concept designs have been sent to KiwiRail – as they will need to deliver track/signals design and construction works. Feedback from KiwiRail on lead times and timing for delivery of works potentially extend beyond the programme completion date of June 2023. Currently working with KiwiRail to confirm dates for delivery.					



Page | 14

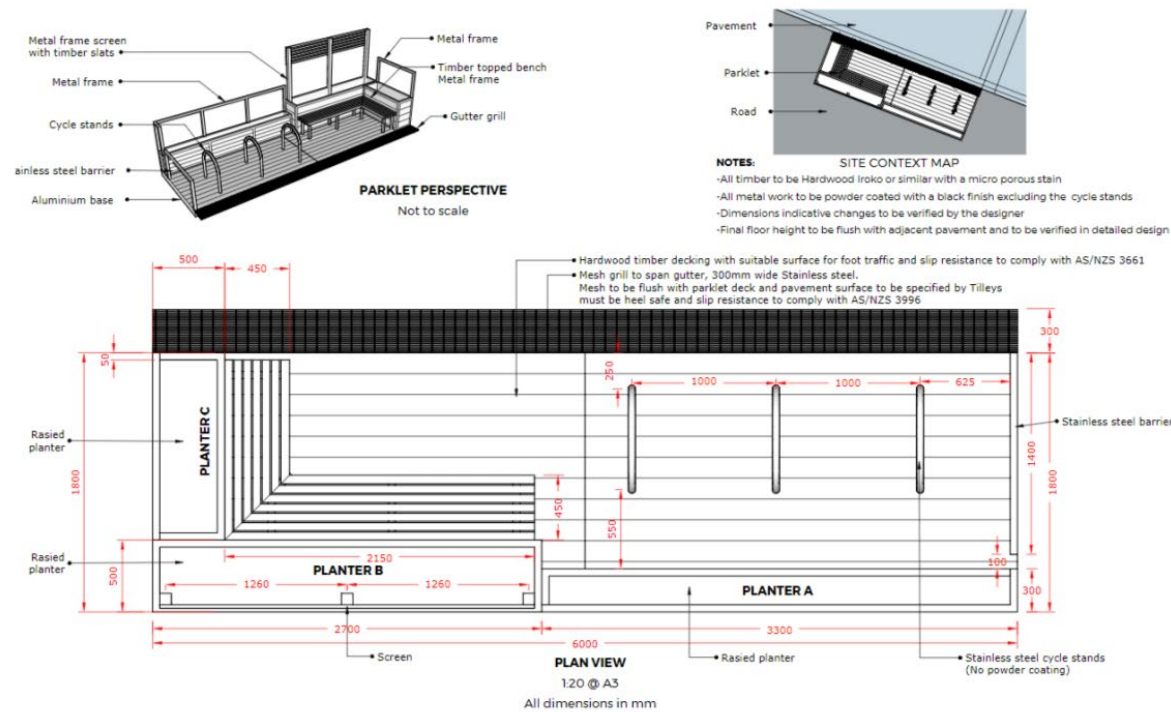
Project	10 – Bus Shelter Replacements			Project Status	On track	
Objective	HCC has a programme to upgrade and install new shelters in high priority sites. However, due to funding limitations there are many locations with old shelters which require replacing to improve user experience and safety. This will support the NLTP bus shelter programme.					
Allocated Budget	Total Budget	\$1,210,000	HCC Contribution	\$121,000	Waka Kotahi Contribution	\$1,089,000
What will be done	The improvements include, but not limited to, the following: <ul style="list-style-type: none">• Replace existing shelters or install new• Accessible kerbs and tactile paving• Upgrade signage• Localised footpath improvements• Select locations with green roof and/or solar panels					
Indicative Timing	ITC Approval	7/3/23 (Complete)	Construction Start	Dec 2023	Construction Completion	May 2023
June 2023 update	Final locations have been confirmed and consultation letters have been sent to affected residents. Funding has been secured through Waka Kotahi and the bus shelters order has been placed.					
Current Design	<div></div> <div></div>					

Project	11 - Thackeray Street bus stops			Project Status	At Risk – Consultation	
Objective	To improve the level of service for the Comet route, existing bus stops will be upgraded, and a new crossing implemented for accessibility. Overall, this will improve connections to the nearby medical clinics and amenities, as well as connecting to the Tristram / Collingwood Street project.					
Allocated Budget	Total Budget	\$840,000	HCC Contribution	\$84,000	Waka Kotahi Contribution	\$756,000
What will be done	Items identified in scope are: <ul style="list-style-type: none">• Upgrade bus stops and shelters on Thackeray Street• Cycle bypasses and improve connections to shared paths on Tristram Street and Anglesea Street intersection.• Localised kerb build outs and footpath upgrades for in-lane bus stops• Raised zebra crossing					
Indicative Timing	ITC Approval	7/3/23 (Complete)	Construction Start	Jan 2024	Construction Completion	Apr 2024
June 2023 update	Though initial consultation with Fire and Emergency New Zealand (FENZ), there is a need to keep Thackeray Street available for emergency vehicles. Staff are redeveloping the design to slow traffic speeds by way of raised safety platforms (with longer exit ramps for emergency services and passenger comfort), pedestrian crossing in the desire line. The bus stops will remain indented and separated cycle facilities removed.					
Current Design	In progress.					

Project	12 - Hukanui Road bus stops			Project Status	On track	
Objective	The Rototuna Rocket is a future proposed high-frequency route that will largely follow the alignment of the existing Route 16 – Rototuna to Hamilton CBD. As part of that route, the bus stops on Hukanui Road (north of Wairere Drive) will be upgraded and relocated. A new crossing will be implemented for accessibility, overall improving connections to local communities and existing walking and cycling facilities. In addition, this complements the Wairere Drive / Hukanui Road roundabout LCLR Road to Zero project.					
Allocated Budget	Total Budget	\$1,050,000	HCC Contribution	\$105,000	Waka Kotahi Contribution	\$945,000
What will be done	<ul style="list-style-type: none">Relocate and upgrade bus stops on Hukanui RoadNew sheltersLocalised kerb build outs and footpath upgradesNew signalised raised crossing					
Indicative Timing	ITC Approval	7/3/23 (Complete)	Construction Start	Jan 2024	Construction Completion	Apr 2024
June 2023 update	Consultation is scheduled to take place on the 26 June, for two weeks. This includes a letter drop to residents. A verbal update of feedback can be provided at the ITC meeting.					
Current Design						

Project	13 - Bike Parklets – Grey Street, St Andrews Shops, and Barton Street			Project Status	At risk – cost overrun	
Objective	This project has been identified by HCC, to formalise and permanently install bike parklets at three locations across Hamilton. These are: <ul style="list-style-type: none">• Grey Street (shopping precinct)• Barton Street (outside Torpedo 7)• Braid Road (outside St. Andrews Shops) Grey Street and Barton Street already have temporary bike parking within on-street car park spaces. This improvement will make them permanent, in addition to streetscaping and seating areas. This will be done with a combination of kerb buildouts, bike/scooter racks along with planting and seating.					
Allocated Budget	Total Budget	\$250,000	HCC Contribution	\$25,000	Waka Kotahi Contribution	\$225,000
What will be done	<ul style="list-style-type: none">• The manufacture and installation of bike parking• New kerb buildouts• Planting and seating					
Indicative Timing	ITC Approval	7/3/23 (Complete)	Construction Start	Jan 2024	Construction Completion	Mar 2024
June 2023 update	<p>Consultation took place, in early May 2023. Feedback is as follows:</p> <p>Braid Road (St. Andrews Shops): Property owner supports the design and is keen to see it progress. We also have support from St Andrews Sport Fishing Club café.</p> <p>Barton Street: Hamilton Central Business Association (HCBA) support the parklet concept but are not convinced of the value of the parklet at this location with the existing street layout and surrounding businesses. Previous key contacts at Torpedo7 have been supportive of the parklet, however the latest key contact was non-committal during an on-site discussion. HCBA advised that Torpedo7 had told them the existing bike parklet is well used.</p> <p>Grey Street: All business owners are aware of the proposal and the only feedback that was received, is to confirm the number of car parks that are being re-allocated. It was confirmed this is three car parks.</p> <p>Staff have also identified a cost over- run within the project, we are proposing to use money available from another CERF project (Project 16 - WRT to Frankton Station) to make up this difference.</p> <p>Current total budget - \$250,000</p>					

	<p>Expect cost - \$450,000 Difference – \$200,000</p>
Current Design	<p>North</p> <p>Plan view Scale 1:75 at A3</p> <p>HCC PARKLETS Grey Street Parklet Concept Page 1 of 3 Drafted by J Dunnett Reviewed by A Liang / A Michels June 12, 2023 FINAL</p> <p>Hamilton City Council Te taunahera o Hamilton wsp</p>



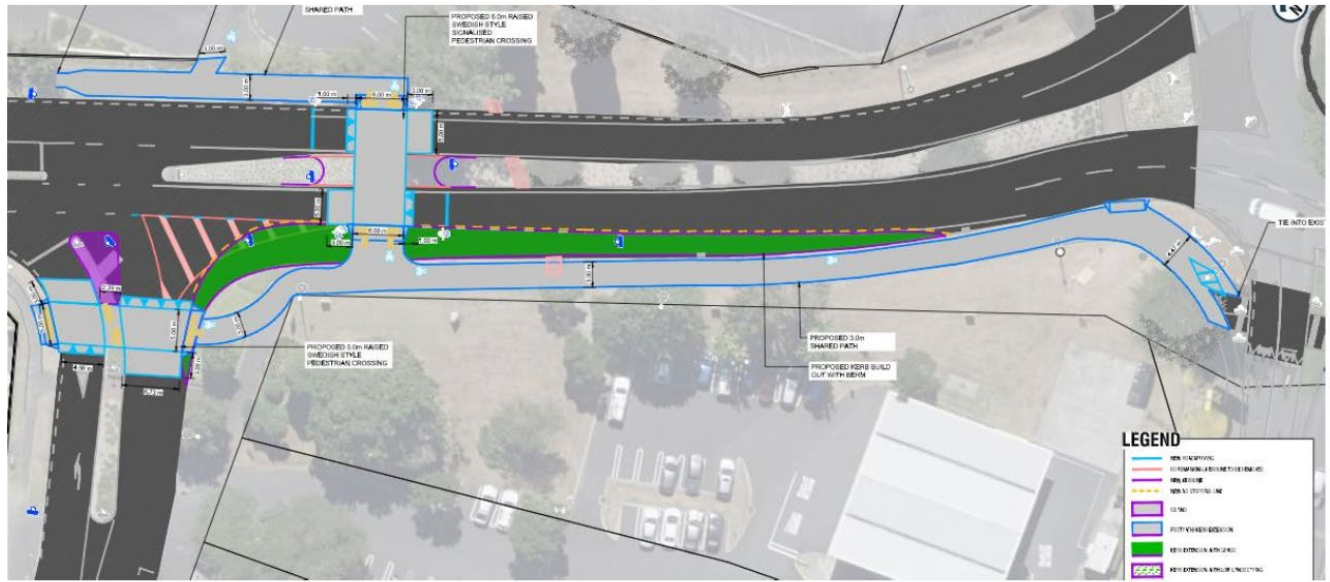
HCC PARKLETS

Barton Street Parklet Dimension Plan

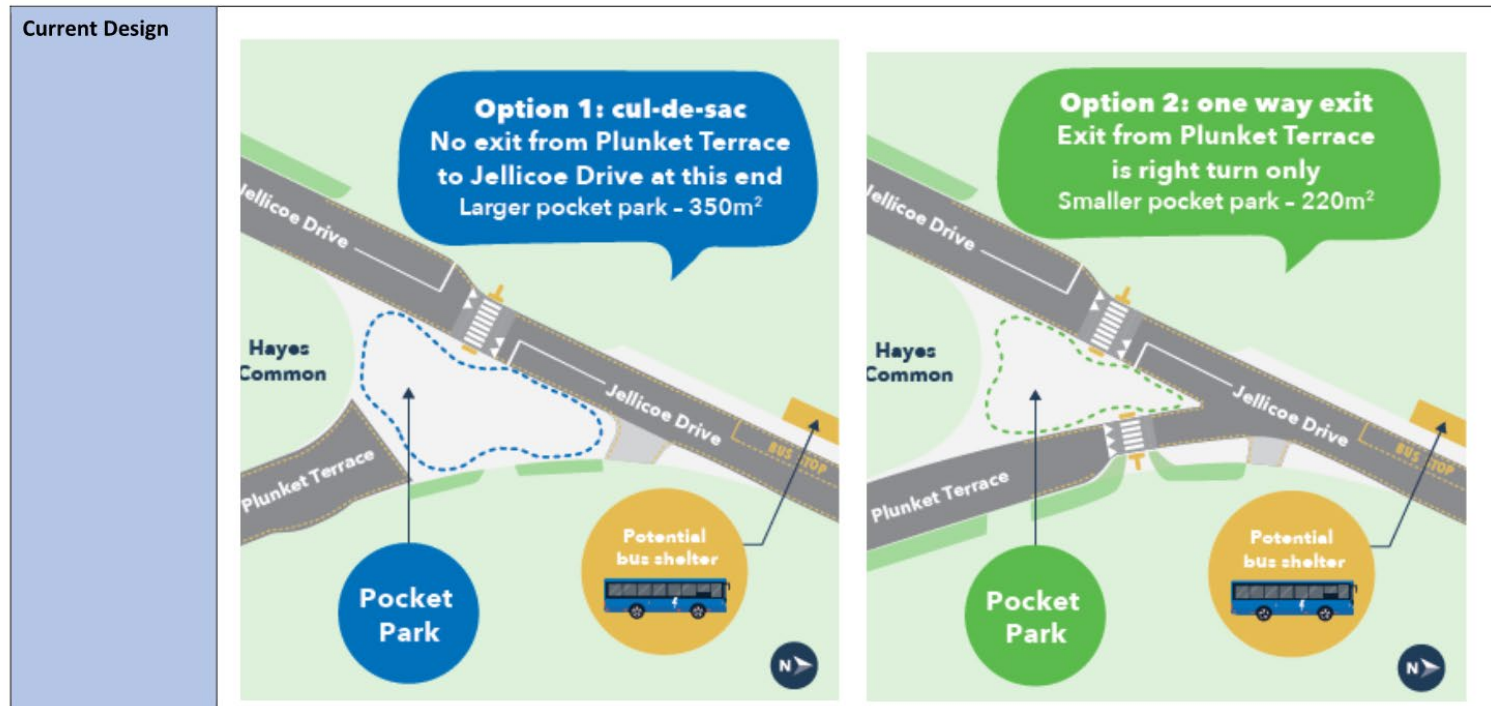
Page 1 of 3 | Drafted by Jack Dunnett | Reviewed by A Liang / A Michals | June 13, 2023

FINAL

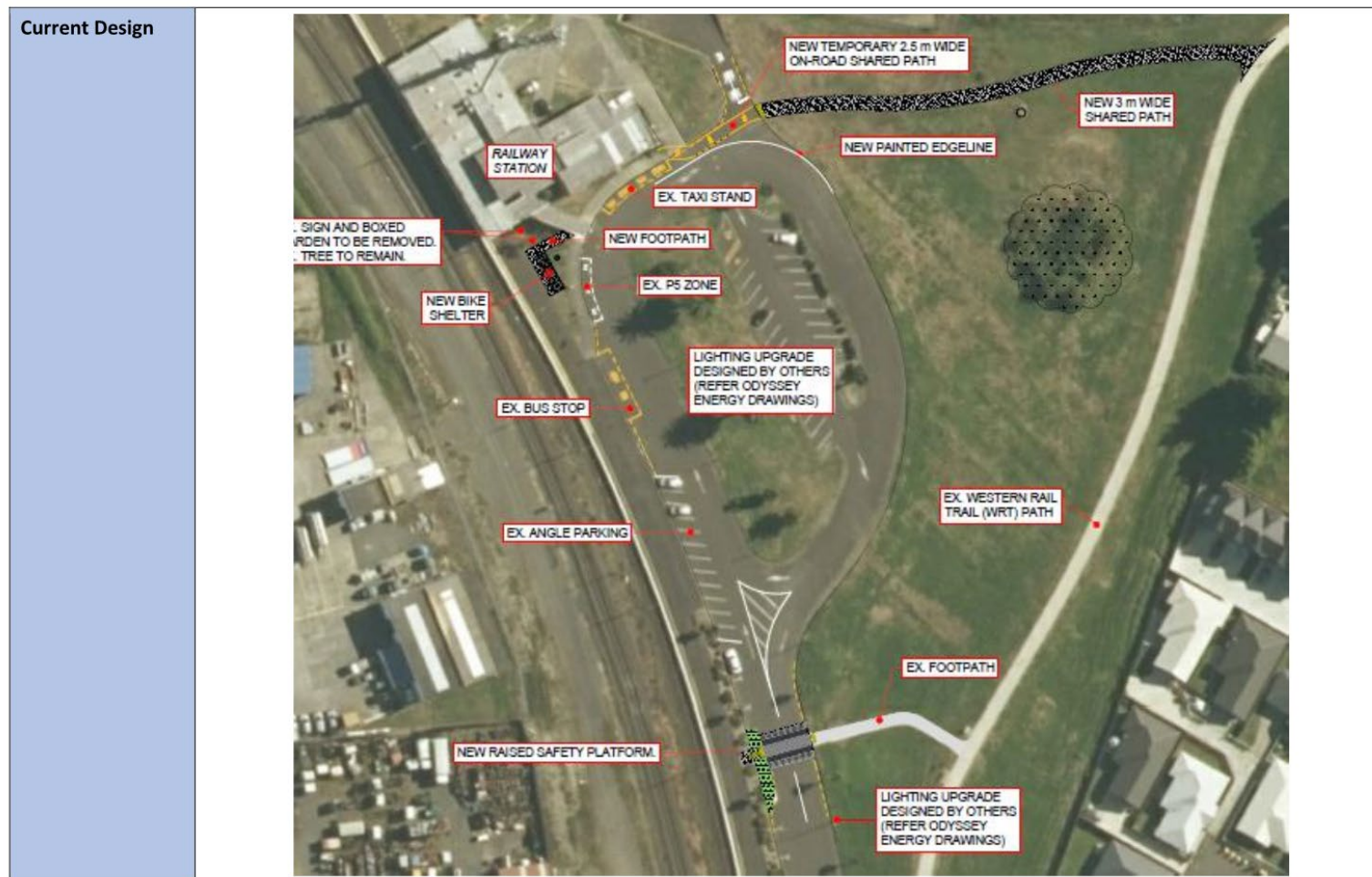
	<p>HCC PARKLETS Braid Road Parklet Concept Page 1 of 3 Drafted by J Dunnett Reviewed by A Lang / A Michels June 12, 2023 FINAL</p> <p>Hamilton City Council Te Kaitiaki o Kaitiaki</p> <p>wsp</p>		
Project	14 - Tristram Street/Anzac Parade – walking and cycling link from Palmerston to Clarence Street	Project Status	On track
Objective	<p>There is a lack of safe infrastructure for pedestrians and cyclists to gain access from Palmerston Street and Clarence Street to the central city due to the dual lane Tristram Street/Anzac Parade roundabout and traffic volumes.</p> <p>This project will provide a safe and accessible connection from Palmerston Street to Clarence Street by way of installing a dual signalised crossing on Tristram Street, safety improvements at the Clarence Street intersection, and improving existing connection from Palmerston Street to Tristram Street footpath.</p>		

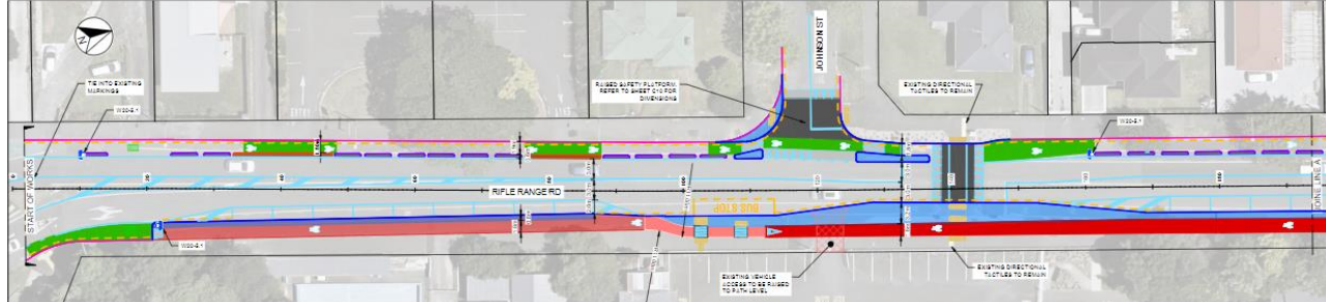
Allocated Budget	Total Budget	\$ 800,000	HCC Contribution	\$80,000	Waka Kotahi Contribution	\$720,000
What will be done	<ul style="list-style-type: none"> • New shared path from Palmerston Street to Clarence Street, tying into recently upgraded shared path as part of Tristram/Anzac roundabout safety project • Reduce kerb radii and raised platform at the Clarence Street / Tristram Street intersection • New signalised pedestrian / cycle crossing on Tristram Street connecting to Clarence Street and Anglesea Street • Lighting assessment and improvements 					
Indicative Timing	ITC Approval	7/3/23 (Complete)	Construction Start	Dec 2023	Construction Completion	Feb 2024
June 2023 update	<p>Initial concept designs have been received by HCC staff.</p> <p>The connection through to Palmerston Street, vegetation will be cutback</p> <p>We have reviewed this design with Fire and Emergency NZ, and their preference is for a non-raised signalised crossing on Thackeray Street.</p> <p>Letters for information on this project is due on the 4 July.</p>					
Current Design						

Project	15 - Hayes Paddock – crossing, bus stop improvement, intersection recon. Bike parking, local interactive space			Project Status	On track	
Objective	The Hayes Common, Hayes Paddock and Wellington Street Beach is an area which attracts a lot of visitors to the area either by walking, biking, and other sustainable modes. There are also local residents who access the river path or nearby café. It has been observed on site the Plunket Terrace and Jellicoe Drive intersection causes confusion to drivers, and there is a strong desire line for pedestrians to cross there to access the river, playground, and café. Safety and accessibility issues identified are: <ul style="list-style-type: none">• Drivers use the intersection to complete U-turns, especially when visitors are looking for a carpark.• Obstructive parking near the intersection and driveways• The pedestrian crossing gets obstructed by the buses when they stop• Entry speeds into Plunket Terrace are high and visibility of pedestrians at the crossing is blocked by parked vehicles.					
Allocated Budget	Total Budget	\$1,000,000	HCC Contribution	\$0	Waka Kotahi Contribution	\$1,000,000
What will be done	<ul style="list-style-type: none">• Bus stop relocation and upgrade, bus shelter to tie into new toilet/changing facilities for the Wellington Beach upgrade• Raised pedestrian crossings• Removal of left slip lane and Intersection improvements• Community space outside Hayes Common Café• Tighten kerb radii at Plunket Terrace• Install new road markings• Install wayfinding signage and bike parking					
Indicative Timing	ITC Approval	20 Jul 2023	Construction Start	Feb 2024	Construction Completion	Apr 2024
June 2023 update	Consultation with the public has taken place in May and June 2023. Feedback from this is reported as Attachment 3. Staff are seeking Macro scope approval at this ITC meeting.					



Project	16 - Western Rail Trail (WRT) to Frankton Station			Project Status	On track	
Objective	A strong pedestrian desire line from the WRT through to Frankton Rail Station has been identified. This project will be installing an extension of the WRT to the rail station to provide a safe and accessible connection for both walking and cycling. As well as personal safety improvements for this connection and around the station. This complements the installation of a new covered bike shelter at the rail station to cater for train users, especially those using the Te Huia rail service.					
Allocated Budget	Total Budget	\$1,530,000	HCC Contribution	\$153,000	Waka Kotahi Contribution	\$1,377,000
What will be done	Interventions include: <ul style="list-style-type: none">Construct a new shared path from the WRT to the Frankton Rail Station carpark and railway platformUpgrade existing and install new LED lighting columns adjacent to the new path and car park.Review existing CCTV locations and install where required to improve security at the station for all usersImprove pedestrian wayfinding to the rail station					
Indicative Timing	ITC Approval	30 May 2023	Construction Start	Sep 2023	Construction Completion	Dec 2023
June 2023 update	Agreement between HCC, WRC and Kiwirail staff on location of path and bike parking facility. Conformation of the contaminated land requirements are being confirmed by staff for the path. The shelter is due for installation in August.					



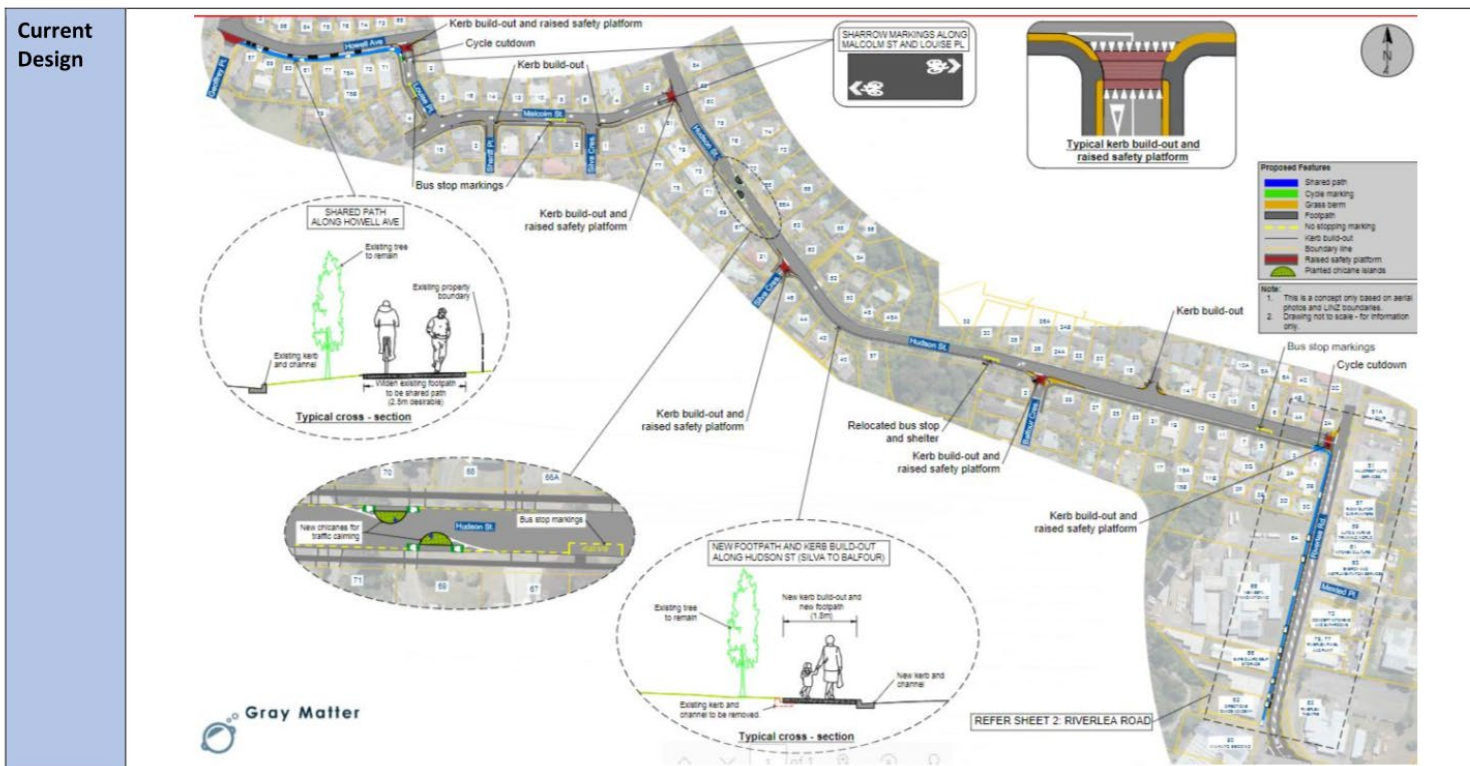
Project	17 - Rifle Range Road - SH23 (Massey Street) to Avalon Drive (SH1C)			Project Status	On track	
Objective	We are providing safe connections for people on bikes to the intersection with SH23 and Avalon Drive underpass, St Columba's and Frankton schools, as well as linkages for Dinsdale and Frankton communities. It compliments Waka Kotahi's Boost projects at Norton Road/SH1C roundabout and Massey Street (SH23) roundabout (Dinsdale), and NLTP low cost low risk pedestrian crossing project.					
Allocated Budget	Total Budget	\$2,860,000	HCC Contribution	\$286,000	Waka Kotahi Contribution	\$2,574,000
What will be done	<p>The project will provide a safe and accessible link, containing the following improvements:</p> <ul style="list-style-type: none">• The installation of uni-directional on-road cycle lanes along Rifle Range Road with light separation• Side road treatments along the route to improve pedestrian connections, reduce cycle conflict and slow turning speeds with raised safety platforms and tighten kerb radii• Dual Pedestrian/cycle zebra crossings on raised safety platforms• Upgrade bus stops with bypasses for cyclists					
Indicative Timing	ITC Approval	21 Sep 2023	Construction Start	Jan 2024	Construction Completion	June 2024
June 2023 update	<p>Concept design has been reviewed, and consultation drawings are being prepared.</p> <p>Letters for information will take place in late Jul 2023.</p> <p>Waka Kotahi have provide \$20,000 for bike parking for schools in this area to assist in increasing the number of people using bikes.</p>					
Current Design	<p>Section of Rifle Range Road Design</p> 					

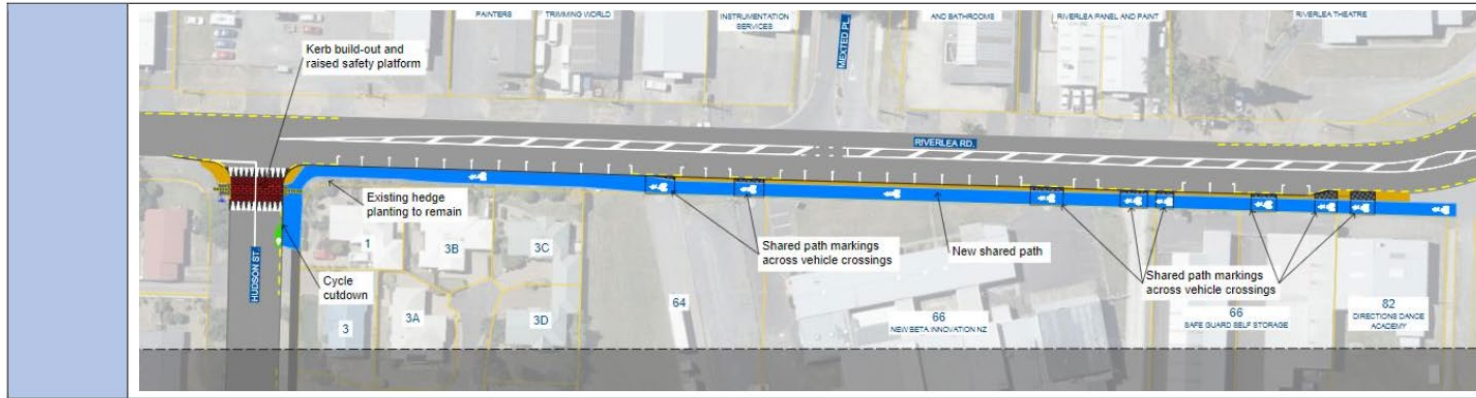
Project	18 - Hall Street/Mill Street - between Kent Street & Victoria Street			Project Status	On track	
Objective	We are completing <u>pre-implementation work only</u> for a safe and accessible connection on Mill Street and Hall Street. This corridor is a key east-west route in the Strategic network.					
Allocated Budget	Total Budget	\$350,000	HCC Contribution	\$35,000	Waka Kotahi Contribution	\$315,000
What will be done	<ul style="list-style-type: none">Separated cycleways on Mill Street and Hall Street between Kent Street and Victoria StreetSignalised crossing at Ulster Street and quiet street on Mill Lane to connect to Victoria StreetTightened kerb radii and improved pedestrian crossing facilities at the Seddon Road intersectionTightened kerb radii to improve pedestrian crossing facilities at Kent Street, Lake Road, and Victoria Street intersectionsNew street planting between Ulster Street and Norton Road					
Indicative Timing	ITC Approval	7/3/23 (Complete)	Construction Start	Nov 2024 (not part of Transport Choices)	Construction Completion	Dec 2023
June 2023 update	The schedule has been signed and submitted to Waka Kotahi.					

Proposed Design



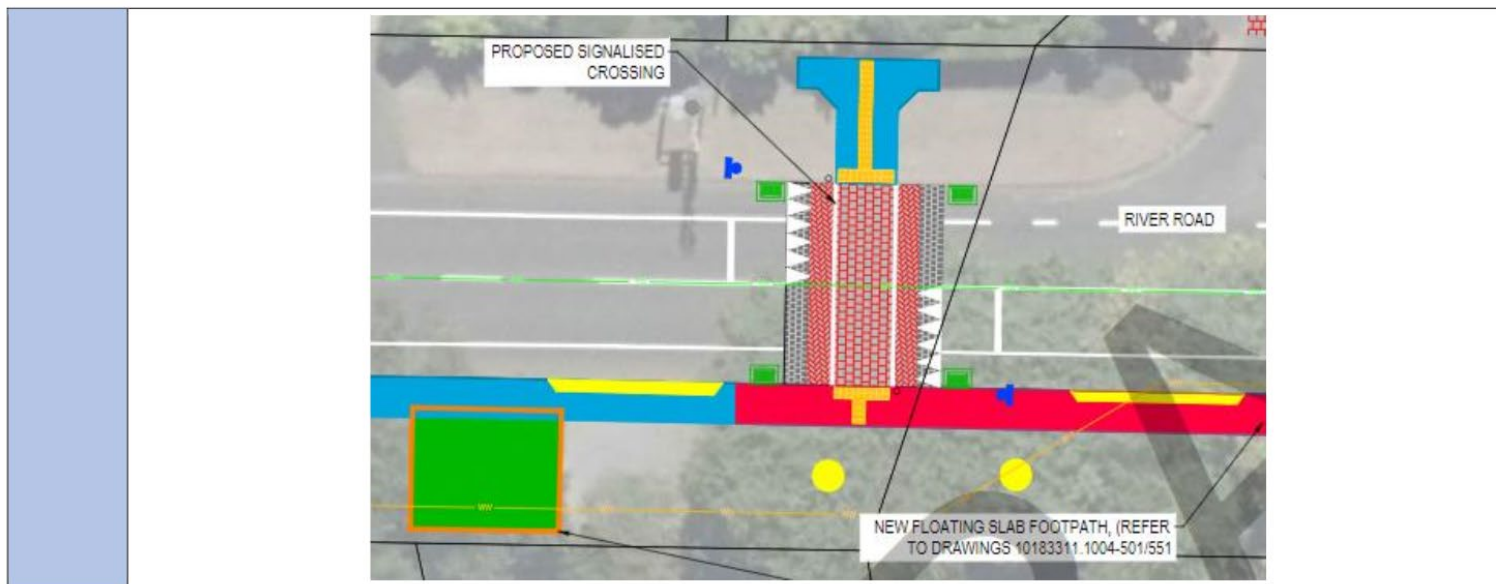
Project	19 – Riverlea Connections			Project Status	On track	
Objective	We are providing safe and accessible connections for people on bikes from/to Riverlea area with the recently implemented Howell Ave and SH1C walking and cycling facilities via local roads and quiet residential streets, thus making it more favourable for all ages and abilities. It also connects to the Wider Hillcrest area and existing cycle network, including the Te Awa River Ride. In addition, it will provide/improve connections to local parks, nearby communities, and local schools.					
Allocated Budget	Total Budget	\$1,810,000	HCC Contribution	\$181,000	Waka Kotahi Contribution	\$1,629,000
What will be done	Interventions include: <ul style="list-style-type: none">• Off-road shared path on Howell Avenue, and Riverlea Road protecting users from heavy vehicles• Install traffic calming measures• Tighten kerb radii at intersections and raised safety platforms• Bus stop improvements					
Indicative Timing	ITC Approval	20 Jul 2023	Construction Start	Nov 2023	Construction Completion	Feb 2024
June 2023 update	Preliminary designs have been confirmed by HCC staff. Consultation is due to start on the 4 July 2023, to follow a letter drop regarding the Hammond Park boardwalk upgrade.					

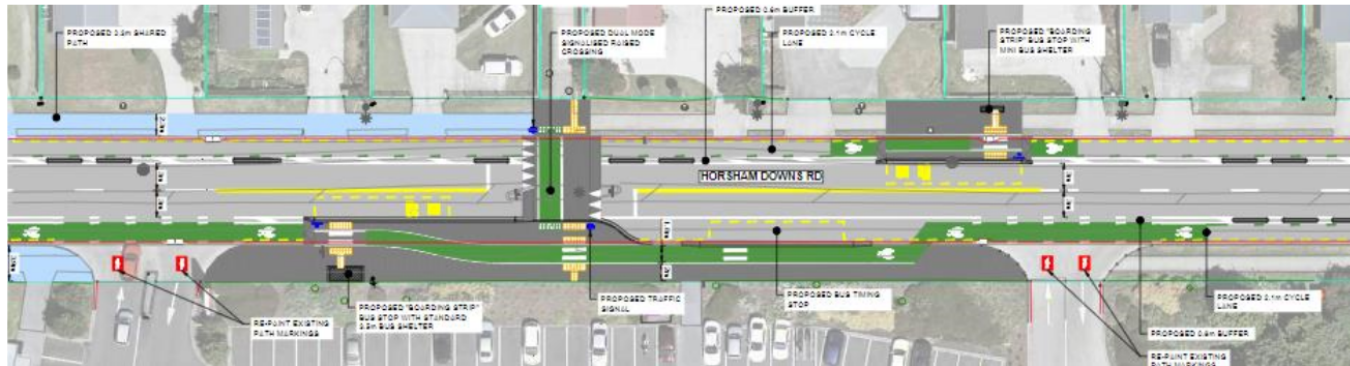




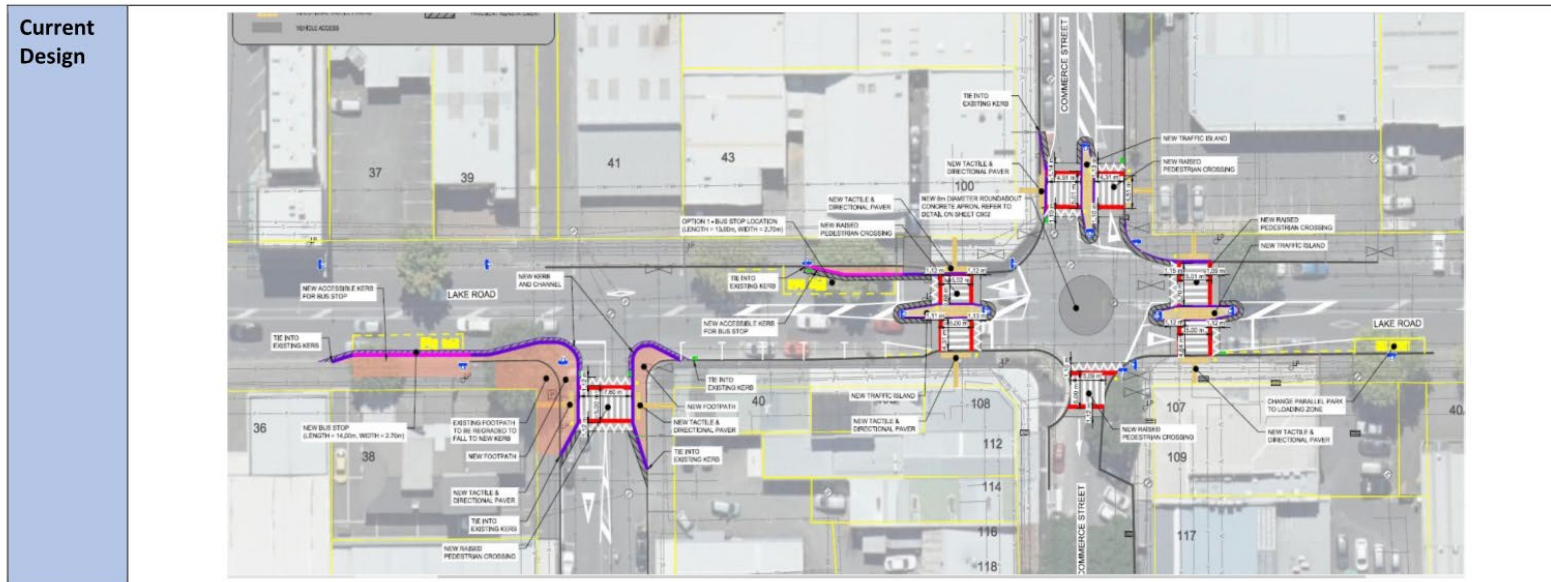
Project	20 - River Road Footpath western side – Kirikiriroa Bridge to Comries Road			Project Status	On track	
Objective	This project will resolve a missing link in Hamilton’s pedestrian network which is required to service the local community. Users currently walk along the grass berm to gain access to their destination. Installation of a new footpath at this location will improve accessibility and uptake of walking and recreational walking by the river, as well as link to the Kirikiriroa Bridge which connects to Wairere Drive and Flagstaff area.					
Allocated Budget	Total Budget	\$1,800,000	HCC Contribution	\$0	Waka Kotahi Contribution	\$1,800,000
What will be done	Interventions include: <ul style="list-style-type: none">• New footpath approx. 1.3km in length• Two raised pedestrian crossings (of the four shown in blue)					
Indicative Timing	ITC Approval	21 Sep 2023	Construction Start	Jan 2024	Construction Completion	May 2024
June 2023 update	Concept design is under development and crossing locations have been confirmed as: <ul style="list-style-type: none">• River Road (near Glenn Lynn)• 1086 River Road. Consultation is due to take place in late July 2023.					





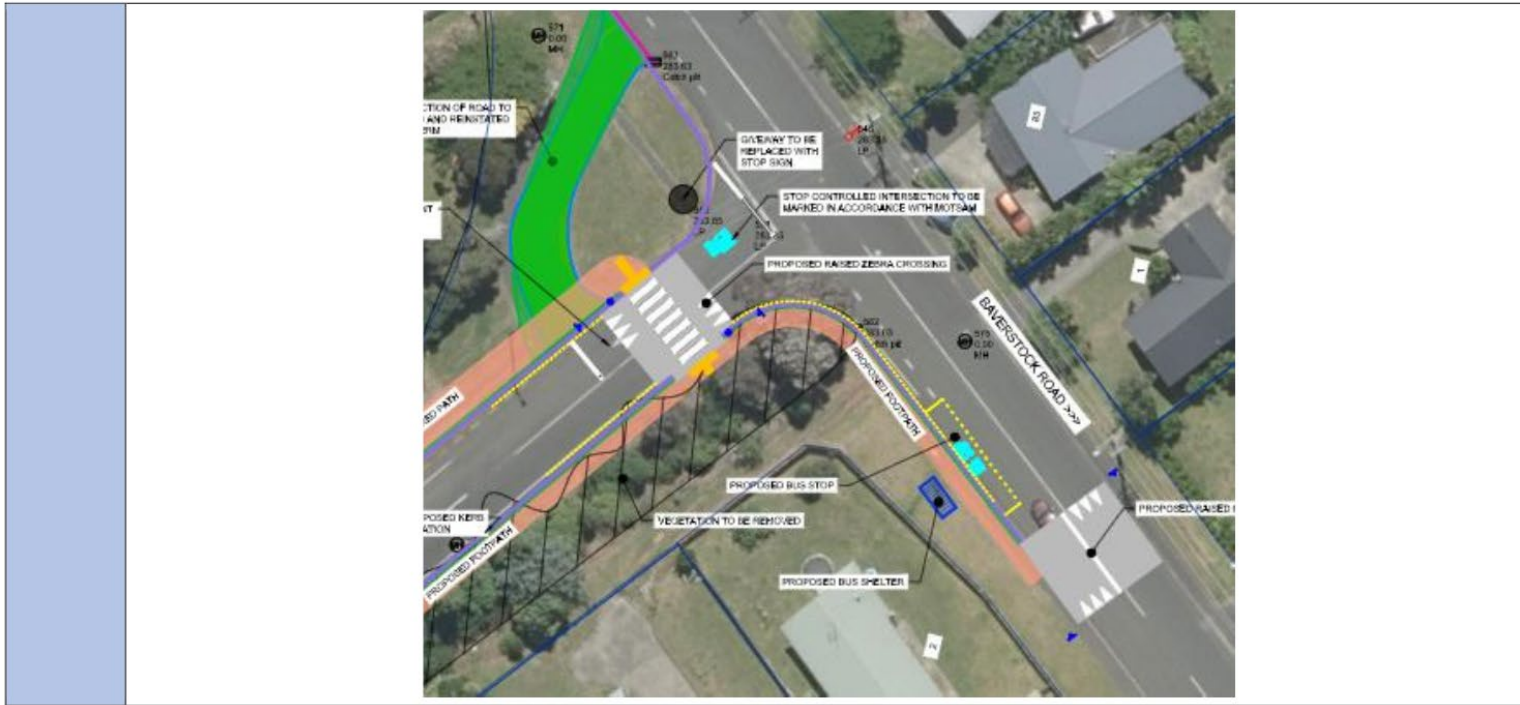
Project	21 - Horsham Downs Road Bus Stops			Project Status	On track	
Objective	The Rototuna bus service currently travels through and stops in the Rototuna Shopping Centre. This creates several safety issues, as well, reducing the efficiency and reliability of the service. To overcome these issues, new stops on Horsham Downs Road adjacent to the Shopping Centre are proposed. This links to the recent NLTP project for walking and cycling safety improvements at the Horsham Downs Road/Thomas Road roundabout. The proposals are supported by Waikato Regional Council and is aligned with their long term network planning.					
Allocated Budget	Total Budget	\$1,300,000	HCC Contribution	\$130,000	Waka Kotahi Contribution	\$1,170,000
What will be done	Interventions include: <ul style="list-style-type: none">• Bus stops and shelters on Horsham Downs Road• New signalised crossing on a raised safety platform between bus stops• Bus stop bypasses for people on bikes• Extend shared path to connect to the Horsham Downs Road/Thomas Road roundabout project• Vehicle access treatments to improve safety for pedestrians, cyclists, and other active modes					
Indicative Timing	ITC Approval	20 Jul 2023	Construction Start	Dec 2023	Construction Completion	Mar 2023
June 2023 update	Consultation was undertaken in May/June 2023. Full details of this feedback is available in the main body of this report.					
Current Design						

Project	22 - Lake Road/Commerce Street Roundabout			Project Status	On track	
Objective	Bus service reliability for the Meteor route will be improved by upgrading the Commerce Street/Lake Road from a give way controlled intersection to a mini roundabout. The site is in Frankton Village and will improve safety and accessibility by connecting people to local shops and reducing traffic speeds. This project also supports walking and bus use associated with new residential developments in Frankton Village.					
Allocated Budget	Total Budget	\$1,030,000	HCC Contribution	\$206,000	Waka Kotahi Contribution	\$824,000
What will be done	Interventions include: <ul style="list-style-type: none">• Install new bus stops on Lake Road• New mini roundabout• Four new Raised zebra crossings on all arms of the roundabout• Kerb build out and raised zebra crossing on Rawhiti Street and Lake Road intersection					
Indicative Timing	ITC Approval	7/3/23 (Complete)	Construction Start	Jul 2023	Construction Completion	Sep 2023
June 2023 update	Waka Kotahi provided final funding approval at the end of June 2023. Construction started on the 17 July. This is first CERF project to be constructed and is due for completion in September 2023.					



Project	23 - Rotokauri Road / Baverstock Road Bus Stop and Accessibility			Project Status	On track	
Objective	Improving the level of service for the Meteor route by installing new bus stops and upgrading existing ones on Rotokauri Road and Baverstock Road. In addition, improving safety and accessibility with new crossings and intersection improvements.					
Allocated Budget	Total Budget	\$ 1,030,000	HCC Contribution	\$206,000	Waka Kotahi Contribution	\$824,000
What will be done	<ul style="list-style-type: none">Relocate and upgrade existing bus stops on Rotokauri RoadNew bus stops on Baverstock roadRemove left slip lane and reduce kerb radii at Baverstock / Rotokauri intersectionVegetation cut back to improve visibilityInstall new crossings between bus stops and near the intersection on raised safety platformsConstruct new shared path on the west side of Rotokauri Road connecting to Baverstock Road, widening existing footpath to connect to existing shared path on east side of Rotokauri Road.					
Indicative Timing	ITC Approval	7/3/23 (Complete)	Construction Start	Dec 2023	Construction Completion	Mar 2024
June 2023 update	The preliminary design has been accepted by staff. Consultation is due to start late July 2023.					

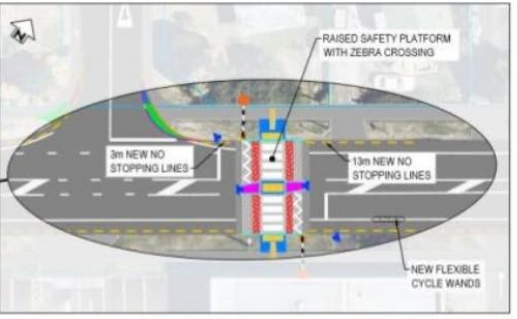
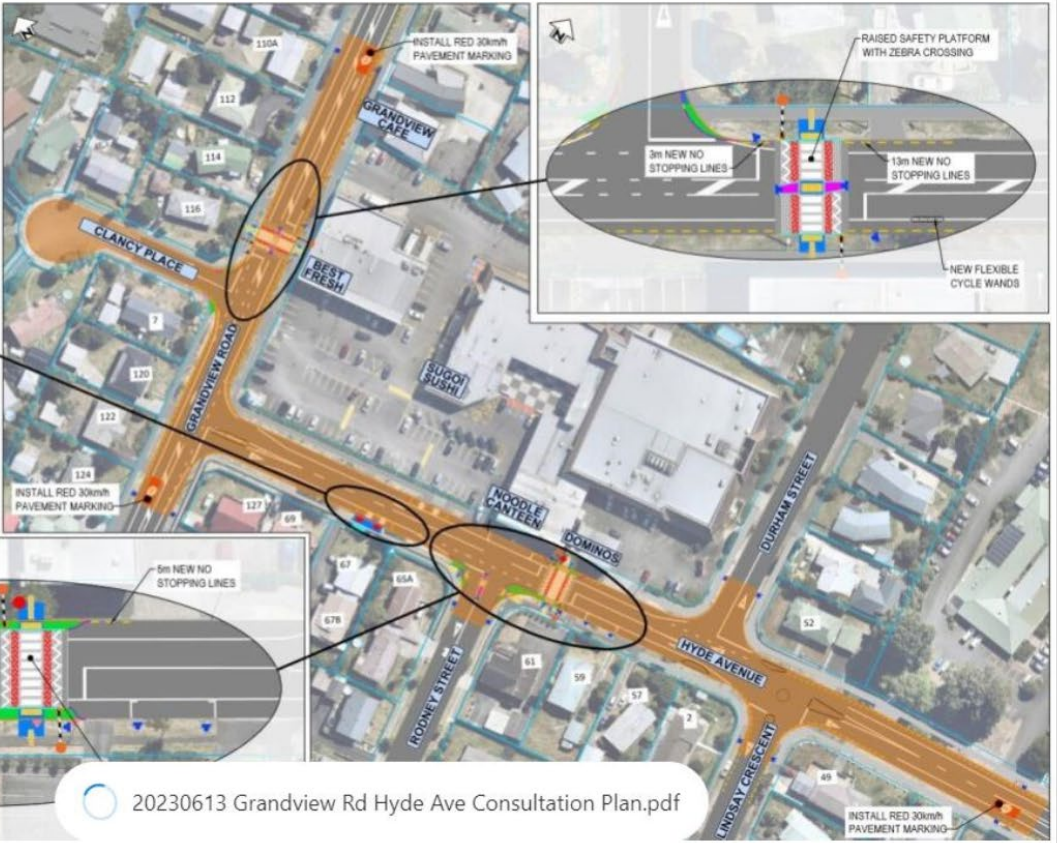
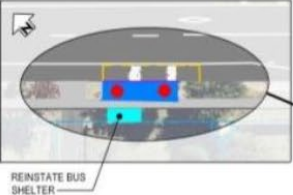




Project	24 - Hyde Avenue Bus Stop and Accessibility			Project Status	On track	
Objective	To improve accessibility and level of service for users for the Meteor Route, the bus stops outside Grandview Shopping Centre will be upgraded, as well as safe crossing points and traffic calming measures. This will link to the 30 km/h speed limit and pedestrian crossing NLTP low cost low risk projects.					
Allocated Budget	Total Budget	\$530,000	HCC Contribution	\$106,000	Waka Kotahi Contribution	\$424,000
What will be done	Interventions include: <ul style="list-style-type: none">• accessible kerbs for in-lane bus stops• Raised zebra crossing near the bus stops and Rodney Street side road• Kerb build outs to shorten crossing distances and slow turning vehicles					
Indicative Timing	ITC Approval	7/3/23 (Complete)	Construction Start	Nov 2023	Construction Completion	Feb 2024
June 2023 update	The zebra crossing has been moved, due to the crossing assessment indicating the preferred location outside of 61 Hyde Avenue. This project is being delivered in line with the 2023/24 safer speed area proposed for this area. Consultation is due to start in late June.					

Current Design

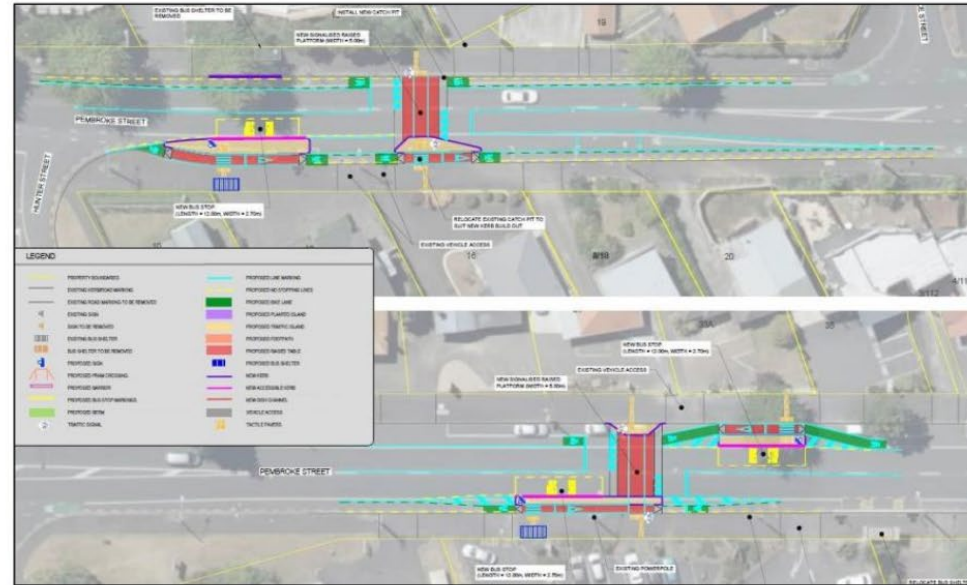
- LEGEND**
- EXISTING FOOTPATH
 - NEW TACTILE PAVERS
 - YELLOW NO-STOPPING LINES
 - NEW BUILDOUT
 - NEW FOOTPATH/HARDSTAND
 - NEW ISLAND
 - 30km/h SPEED AREA
 - TREE TO BE REMOVED



20230613 Grandview Rd Hyde Ave Consultation Plan.pdf

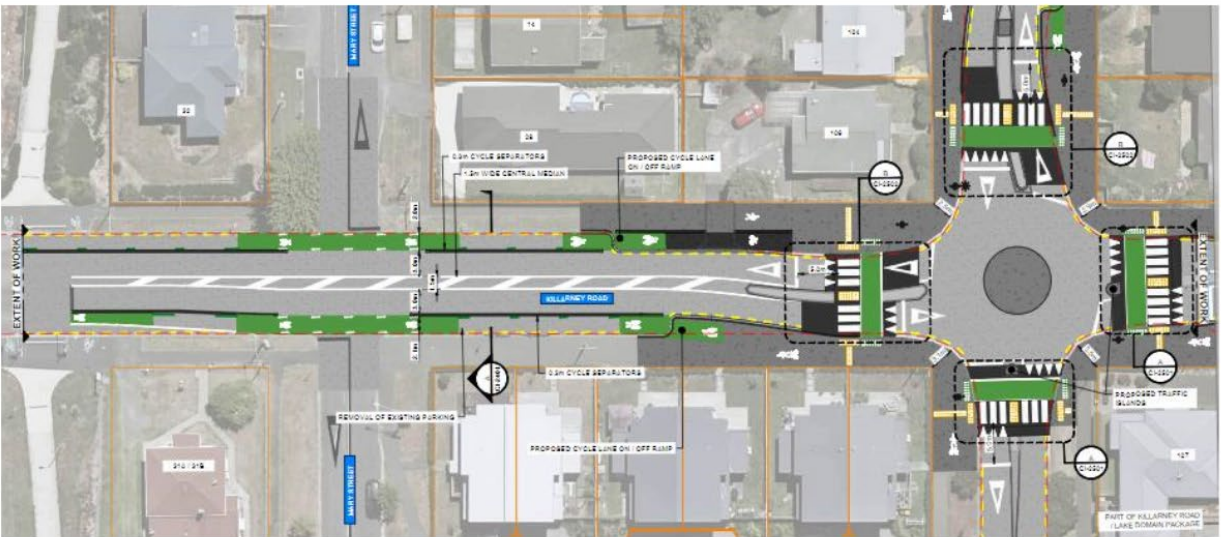
Project	25 - Pembroke Street bus stops			Project Status	On track	
Objective	To improve the level of service for the Comet bus route, existing bus stops will be upgraded and relocated along Pembroke Street. New crossings will also be implemented for accessibility, overall improving connections to the nearby YMCA, supermarket, businesses, and other amenities.					
Allocated Budget	Total Budget	\$1,050,000	HCC Contribution	\$210,000	Waka Kotahi Contribution	\$840,000
What will be done	<ul style="list-style-type: none">Relocate and upgrade bus stops and shelters on Pembroke StreetBus stop bypasses to re-route cyclists off the road to allow them to avoid interactions with busesLocalised kerb build outs and footpath upgradesTwo new Raised signalised crossings, located within proximity of the new bus stops					
Indicative Timing	ITC Approval	7/3/23 (Complete)	Construction Start	Aug 2023	Construction Completion	Oct 2023
June 2023 update	The project was moved though the Hearings committee in May 2023, for the parking and bylaw changes required. Power for signals has been installed. Construction is due to start in September 2023.					

Current Design



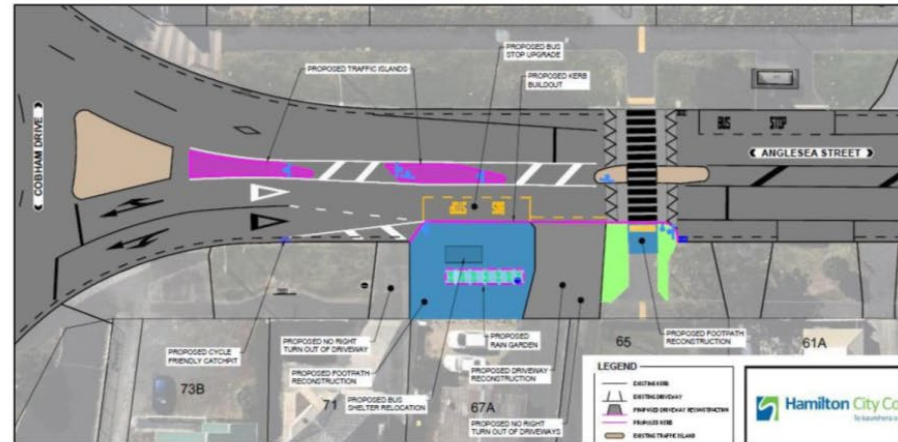
Project	26 - Killarney Road – Queens Avenue to Western Rail Trail (WRT)			Project Status	On track	
Objective	We are providing safe and accessible connections between the WRT and Lake Rotoroa (Innes Common) and Queens Avenue for walking, biking and micro-mobility. This project also links to the Low-Cost Low-Risk ‘Road to Zero’ Lake Domain Road / Killarney Road safer intersection project, and Killarney Road (Greenwood St to WRT) project. In addition, it will provide/improve connections to local parks, nearby communities, and local schools.					
Allocated Budget	Total Budget	\$750,000	HCC Contribution	\$75,000	Waka Kotahi Contribution	\$675,000
What will be done	Interventions include: <ul style="list-style-type: none">• Transitional uni-directional separated cycle path, with pin down concrete islands on Killarney Road• Widened shared paths to navigate through the Queens Avenue roundabout safely• New raised paired zebra crossings for pedestrians and people on bikes					
Indicative Timing	ITC Approval	30 May 2023	Construction Start	Aug 2023	Construction Completion	Oct 2023
June 2023 update	Final design has been agreed by staff. A uni-directional facility has been approved internally. A safety review was undertaken in late June. Final construction drawings have been submitted to Waka Kotahi.					

Current Design



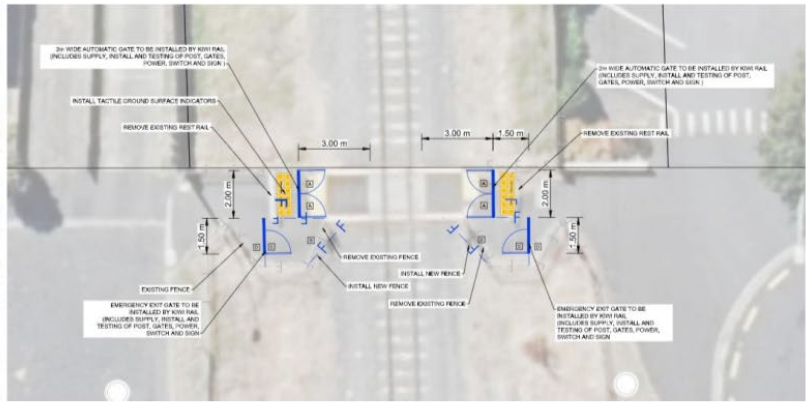
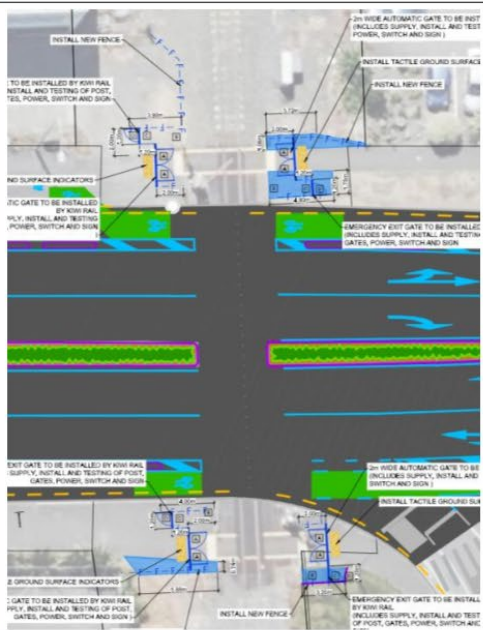
Project	27 - Anglesea Street (south) Bus Stop Improvement			Project Status	On track	
Objective	The bus stop is located on Anglesea Street (south) adjacent to a two-lane approach to the Anglesea Street and Anzac Parade roundabout, opposite Countdown supermarket. During peak hours the Orbiter bus service is unable to service this stop as drivers find it difficult to merge back into the correct lane to head eastbound on Anzac Parade, resulting in delays. This project will move the bus stop in-lane to enable drivers to stop and proceed with traffic, without delays, improving the reliability and efficiency of this service.					
Allocated Budget	Total Budget	\$400,000	HCC Contribution	\$40,000	Waka Kotahi Contribution	\$360,000
What will be done	<ul style="list-style-type: none">• Extend central island approach to prevent overtaking• Kerb buildout and accessible kerbs• Footpath and adjacent vehicle crossing upgrades• Relocate bus shelter• New low planting to control surface runoff on the footpath					
Indicative Timing	ITC Approval	30 May 2023	Construction Start	Sep 2023	Construction Completion	Nov 2023
June 2023 update	<p>Consultation took place in April. Support for the proposal was received from CCS Disability, Bike Waikato, Go Eco, Waikato Regional Council, and NZ Police. Neutral/mixed feedback was received from Fire and Emergency, Hamilton Central Business Association, and the National Road Carriers Association. 189 letters were sent to tenants and property owners in the surrounding area. We received three responses (or 2%) with two objections and one neutral/mixed. A few minor changes were made, and business owners have agreed with the projects. These are:</p> <ul style="list-style-type: none">• Allowing the right turn out of 71 Anglesea Street• Widening the driveway of 73B Anglesea Street <p>After reviewing the site with Waka Kotahi, it was agreed to widen the buildout to ensure cyclists do not try to get past the bus in an unsafe manor.</p>					

Current Design



Project	28 - Level Crossings – Claudelands East and Brooklyn Road			Project Status	At Risk – Timing of KiwiRail Works	
Objective	We are proposing to install a pedestrian/cycle level crossings at Claudelands East intersection, and Brooklyn Road / Claudelands Road (east end). This site has had a Level Crossing Safety Impact Assessments (LCSIA) completed. The assessments confirmed that they require safety upgrades in the form of automatic gates due to expected pedestrian and cyclist volumes, as well as future use of the rail line with the inland port development. These locations are part of the key connection between the City Centre and East Hamilton, including School Link.					
Allocated Budget	Total Budget	\$4,020,000	HCC Contribution	\$402,000	Waka Kotahi Contribution	\$3,618,000
What will be done	<ul style="list-style-type: none">• Install automatic pedestrian gates, to ensure pedestrians and cyclists can safely cross the railway line. Automatic gates mitigate the risk of pedestrians and cyclists crossing the railway line immediately before, during and after the train.• Upgrade footpaths on the approach to the railway crossing• Install / replace matting, within the railway crossing to prevent trip hazard• Resurface carriageway on approaches to improve surface and rider comfort for on road cyclist					
Indicative Timing	ITC Approval	20 Jul 2023	Construction Start	Mar 2024	Construction Completion	Jun 2024
June 2023 update	Concept designs have been sent to KiwiRail – as they will need to deliver track/signals design and construction works. Feedback from KiwiRail on lead times and timing for delivery of works potentially extend beyond the programme completion date of June 2023. Currently working to confirm dates for delivery.					

Current Design



HCC CERF Transport Choices Programme - Project Timeline Summary																				
Pr #	Project	Category	Stage	Total Budget	HCC Share %	ITC Approval	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24
1	Bader Street Connection to River Path, and Hospital	SC&MM	PIP	\$ 3,200,000	10%	21-Sep														
2	Killarney Road – SH1C Greenwood Street to Western Rail Trail (WRT)	SC&MM	PIP	\$ 1,650,000	10%	21-Sep														
3	Gallagher Drive and Kahikatea Drive	SC&MM	PIP	\$ 1,550,000	10%	20-Jul														
4	Heaphy Terrace – Boundary Road to Brooklyn Road	SC&MM	PIP	\$ 930,000	10%	20-Jul														
5	Brooklyn Road cycle lane and pedestrian crossing	SC&MM	PIP	\$ 1,280,000	10%	21-Sep														
6	Claudeland Park Connection	SC&MM	PIP	\$ 1,030,000	10%	7-Mar														
7	End of Trip Facilities - Bike and Scooter Parking	SC&MM	PIP	\$ 670,000	10%	7-Mar														
8	Frankton East / Lake Domain to Western Rail Trail	SC&MM	PIP	\$ 1,550,000	10%	21-Sep														
9	Level Crossing – Killarney Road	SC&MM	PIP	\$ 1,530,000	10%	20-Jul														
10	Bus shelter replacements	PT	PIP	\$ 1,210,000	10%	7-Mar														
11	Thackeray Street bus stops	PT	PIP	\$ 840,000	10%	7-Mar														
12	Hukanui Road bus stops	PT	PIP	\$ 1,050,000	10%	7-Mar														
13	Bike Parklets – Grey Street, St Andrews Shops, and Barton Street	SC&MM	PIP	\$ 250,000	10%	7-Mar														
14	Tristram Street/Anzac Parade – walking and cycling link from Palmerston to Clarence Street	WN	PIP	\$ 800,000	10%	7-Mar														
15	Hayes Paddock – crossing, bus stop improvement, intersection recon. Bike parking, local interactive space	WN	PIP	\$ 1,000,000	0%	20-Jul														
16	Western Rail Trail (WRT) to Frankton Station	SC&MM	IP	\$ 1,530,000	10%	30-May														
17	Rifle Range Road - SH23 (Massey Street) to Avalon Drive (SH1C)	SC&MM	PIP	\$ 2,860,000	10%	21-Sep														
18	Hall Street/Mill Street - between Kent Street & Victoria Street	SC&MM	PIP	\$ 350,000	10%	7-Mar														
19	Riverlea Connections	SC&MM	IP	\$ 1,810,000	10%	21-Sep														
20	River Road Footpath western side – Kirikiriroa Bridge to Comries Road	WN	IP	\$ 1,800,000	0%	21-Sep														
21	Horsham Downs Road	PT	IP	\$ 1,300,000	10%	20-Jul														
22	Lake Road/Commerce Street Roundabout	PT	IP	\$ 1,030,000	20%	7-Mar														
23	Rotokauri Road / Baverstock Road Bus Stop and Accessibility	PT	IP	\$ 1,030,000	20%	7-Mar														
24	Hyde Avenue Bus Stop and Accessibility	PT	IP	\$ 530,000	20%	7-Mar														
25	Pembroke Street bus stops	PT	IP	\$ 1,050,000	20%	7-Mar														
26	Killarney Road – Queens Avenue to Western Rail Trail (WRT)	SC&MM	IP	\$ 750,000	10%	30-May														
27	Anglesea Street (south) Bus Stop Improvement	PT	IP	\$ 400,000	10%	30-May														
28	Level Crossings – Claudelands East and Brooklyn Road	SC&MM	IP	\$ 4,020,000	10%	20-Jul														
29	Bike Parking in Schools (Complementary Measures)	SC&MM	IP	\$ 120,000	0%	N/A														
			Total	\$ 37,120,000																

Concept

Consultation/
Engagement

Prelim Design

Detailed Design

Construction

Attachment 3

HAYES PADDOCK FEEDBACK ANALYSIS

Summary

Based on feedback received, the preferred option from the community for Hayes Paddock is the cul-de-sac.

Preferred Option	Volume	Percentage
Cul-de-sac	99	42%
One-way exit	66	28%
Opposed	62	27%
No preferred option	6	3%
TOTAL	233	

Notes:

- 17 submissions were re-coded as the comments made did not match the option chosen. This was generally where one-way exit was selected as the preferred option, but the comments made it clear the submitter was opposed to the project.
- Individuals who submitted multiple have only been included in the count once, however all comments made were used in analysing the feedback for themes.

Street layout

Cul-de-sac

The strongest themes that came through from the 99 people who submitted in favour of the cul-de-sac were as follows:

- It enabled a larger (and therefore, better) community space.
- It would be a safer environment for everyone with lower traffic volumes and reduced vehicle speeds.
- The space would be more friendly towards pedestrians and people on bikes.
- It would create a quieter neighbourhood for people to live in.

Themes that came through moderately from the 99 people who submitted in favour of the cul-de-sac were as follows:

- It made the community space safer with drivers not moving around or through the space.
- There was no need for Plunket Terrace to be a through road with other accesses available.
- It would create a nicer and more attractive area.
- It would be less confusing for drivers with a simpler road layout.

Comments from a small number of submitters were that the cul-de-sac option best aligned with council strategy and thinking.

One-way exit

The strongest themes that came through from the 66 people who submitted in favour of the one-way exit were as follows:

- It was less inconvenient than the cul-de-sac and it maintained an exit point for vehicles onto Jellicoe Drive/Wellington Street from Plunket Terrace.
- Less traffic would be transferred from Plunket Terrace to Jellicoe Drive and Galway Avenue.

All other comments reflected people not wanting a cul-de-sac as opposed to supporting a one-way-exit.

Attachment 3

Opposed

The strongest themes that came through from the 62 people who submitted in opposition to the project were as follows:

- A community space isn't required because of the proximity to Wellington St Beach.
- The project was not a good use of money.
- The benefits of the community space would be realised by Hayes Common café, rather than the residents in the community.

Another key area of concern was that the proposed options would shift traffic volumes onto Jellicoe Drive, Galway Avenue and Bledisloe Terrace – resulting in safety issues on these streets.

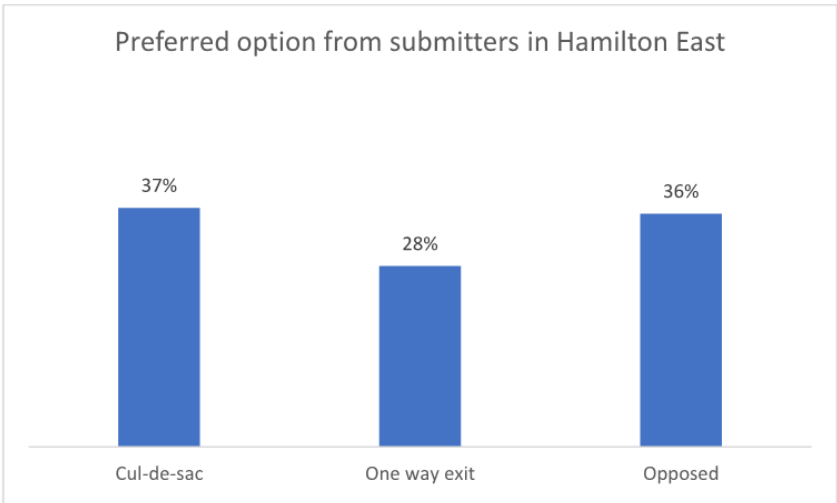
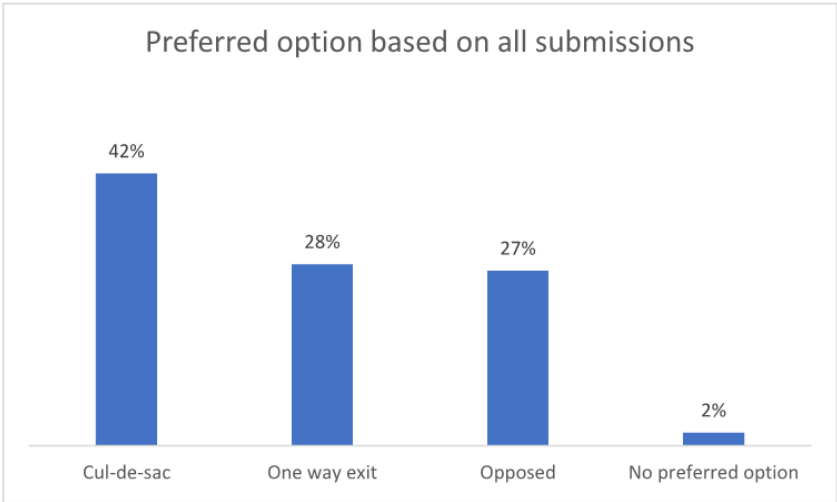
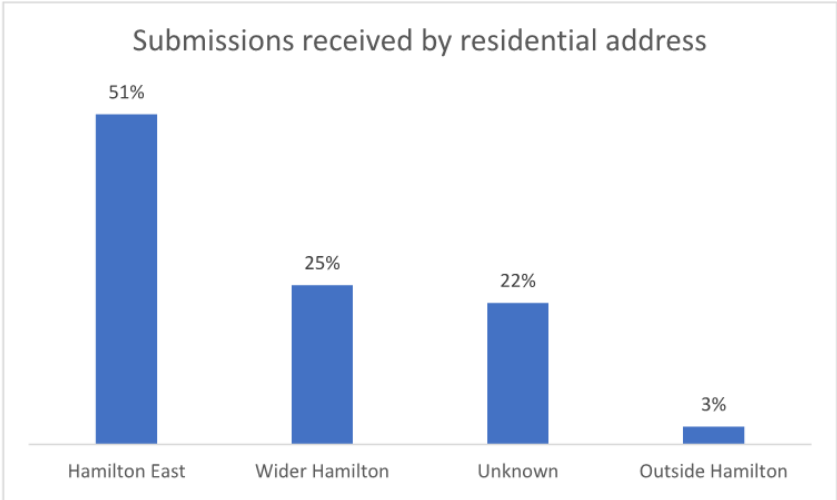
Other suggestions and comments

- Residents would like to see priority given to addressing other intersections in the neighbourhood more than the project site.
- Residents would like Council to address vehicle speeds throughout Hayes Paddock, including the use of more traffic calming measures.
- Concerns were raised about personal safety with some anti-social behaviour in the area.
- Parking was mentioned; however the feedback was both for on-street parking (due to the perceived level of demand) and against on-street parking (to assist with traffic flow and improve sight lines).

Community space

- The most common answer was the need for seating, with some comments around it needing to be accessible with arm/back rest, and relaxing/comfortable.
- There was strong preference for shelter from the elements – sun and rain. A lot of people suggested feature trees would be excellent for providing shade.
- There was strong desire for the space to be planted, with flowers or trees that were native and/or deciduous. Both in-ground and planter were mentioned, though some were opposed to planters.
- An edible garden by way of fruit trees, vegetable patches or herb gardens was also desired.
- There was a demand for end-of-trip bike facilities including bike racks and a repair station.
- Play appeared strongly, but there was support for game play/activities like hopscotch or chess, rather than a playground (due to the proximity to the existing playground). Alternatively, the play could be exercise oriented.
- Art featured prominently through specific suggestions for sculpture, and performance space, as did a need for space for the community to connect with pop-up events around music and food. A few people commented that this could be a good way to incorporate Maori cultural elements.
- The strongest functional aspect that came through was having drinking water for people and dogs. Lighting, power, rubbish/recycling amenities were also mentioned.

Attachment 3



Attachment 3

APPENDIX: Tables

OPTION 1

Theme	Ranking (Strong – Moderate – Light)
Enables a larger/better community space	35
Safer/less speeding	19
Less traffic/quieter	19
More pedestrian/biking friendly	19
No need for through traffic/there is other access for cars	9
Closing off traffic access makes the community space safer (as traffic no longer circulating around it)	8
Nicer feeling / will enhance the area	7
Less confusion for drivers / simpler	5
People already ignore the direction of the existing 'one way' which is really unsafe	4
"Go all in"	3
Less congestion/conflicting modes around cafe	3
Creates an opportunity	3
Making the space about people not cars	2
Better application of council's direction (set through existing strategies and plans) / future oriented design	2
Best achieves climate change emissions goals	1

OPTION 2

Theme	Ranking (Strong – Moderate – Light)
Still enables some access / doesn't cut off traffic	13
Less traffic being transferred to other streets (Jellicoe, Galway)	7
Because they don't want a cul-de-sac	5
Less inconvenient than a cul-de-sac	5
Still enables some community space	3
Better flow of traffic	4
Access for emergency services	2
Flooding on Plunket	1
A smaller community space makes sense given proximity to other area	1
Cul-de-sacs should be avoided – streets should allow through movement with traffic calming measures	1
Closest to what is already there	1
If people go down Plunket looking for a carpark for the café and can't find one, they will have to turn around and go a different way to find one if you make it a cul-de-sac	1

Attachment 3

Community Space ideas

Include	
Table and/or accessible seating with arm/back rest	46
Colorful planting/planter boxes/garden beds	24
Native trees/plants (Kowhai to attract tui)	21
Edible community garden	20
Shade and/or rain cover	19
Bike parking/stand/maintenance that is safe/reliable	18
Feature trees (provide shade)	14
Activities/Games – hopscotch painted onto the ground, chess, petanque etc. - in table like chess	11
Dog-friendly (agility course; somewhere to tie-up, something to drink from)	8
Green space	7
Outdoor meeting/events area	7
Mini concert or farmers market etc.	
Make it sympathetic to Hamilton East history and location and to locals. – colonial and Maori history.	7
Exercise oriented – Kids cycle circuit, exercise gear, sports court, climbing wall, mini skatebowl or pump track	7
Sculpture art	6
Kids play area	6
Fruit trees	5
Food trucks / ice-cream	5
Artist/musician corner/entertainment or performance space	5
Drinking water tap	6
Path for cycles/walkers	3
Playful Street furniture	3
Sun dial	3
Support Hayes Common w outdoor dining permit	3
Beer garden/bar	3
Swing seats	3
Picnic space	3
Kai pantry/food box/Paataka Kai	3
Book swap / community library	2
Rubbish and recycling bins	2
Border/fencing to stop kids running onto Jellicoe Dr	2
Fun	2
Water fountain for play/splash	2
Grass	2
Raised element to offer a view of the river	2
Low maintenance	2
Lighting	1
Bird bath	1
Water feature	1
Something interactive	1
Flexible	1
Power	1
Mature space – for adults	1
Accessible playground	1

Attachment 3

Include art	1
Bean bags	1
Piano	1
Source sustainably / with climate change in mind	1
Play on the way	1
Mosaic map of Hayes Paddock	1
Food	1
Ask mana whenua	1
Texture – not flat	1
Car parking	1
Fairy houses	1
Christmas lights	1
BBQ area	1
Kid friendly	1
Community noticeboard	1
Pou	1
Check out ‘Gap Filler’ in Christchurch for what they did after the earthquakes	1
Grassy knoll	1
Mural	1
Family oriented	1
Nothing people can break or damage	1
Greenhouses	1

Don't include	
No play area	4
Large play equipment – playground is across the road	3
Grass	2
Minimal concrete	2
Keep in aesthetic of the area – don't go bright and bold like Ward St.	2
No planter boxes – prefer inground	2
No plastic	2
No space given to the café	1
No sculpture – MESH Sculpture Trust will have another work in a neighbouring park soon.	1
Not “instagrammable”	1
No flowers	1

Attachment 3

Other comments

Speed	
More speed deterrents – speed humps or traffic islands on Galway/Wellington/Plunket/Jellicoe/Macfarlane	16
Speed limit lowered in the neighbourhood	4
Vehicles travel too fast down Wellington/Jellicoe and Bledisloe	1
Parking	
Please consider where to put parking for Hayes Common customers / beach goers – will they be allowed to park in the cul-de-sac	9
Taking away parking by moving the bus stop	4
Please manage on-street parking better on Jellicoe Dr to improve traffic flow, access to homes and improve safety.	4
Mobility parking for café / beach	2
Remove on-street parking from one side of Plunket Terrace	2
The café needs more parking	1
More yellow lines required around the current intersection – people park too close to it	1
Wellington St Beach	
Improve Wellington St Beach instead	15
Link it well with redevelopment of Wellington St Beach	2
Please install a changing places toilet facility at Wellington St beach	1
There should be a drinking water fountain for people and dogs at the playground. Can this be incorporated into the Wellington St Beach upgrade.	1
Crime/Security/Personal safety	
Cameras/anti-social behaviour deterrents	10
It will interfere with Police operations around gang activity and youth crime	3
It will encourage people to loiter	2
Better lighting along the river walkway so that its safer to use in the earlier hours of the morning.	2
Does not address the community's problems (like boy racers)	2
Liquor ban	1
Install more signs along the footpath so that cyclists don't go too fast.	1
More lighting	1
Disruptive/noisy for community	1
Community space	
Community space not required because of proximity to Wellington St Beach.	8
Community space encourages kids to play near roads/traffic / is unsafe	7
Be clear about pedestrian/cycle access through community space	2
The community space is a waste of money	2
Think about level of service required to maintain whatever you do in the community space – be clear about expectations of who is owning it	1
Concern about how space will be maintained	1
Misc.	
Introduce a river ferry	1
This type of development enables a stronger community feel which is what we need if we intensify our housing	1
Buses	
Bus stop location not correct / does not improve accessibility	4
Make the bus stop accessible	3
There should be more buses to Hamilton Gardens	1

Attachment 3

Buses go too fast down Jellicoe Dr	3
New bus stop location will stop traffic	1
Accessibility	
Concern about access for rubbish trucks and commercial vehicles	3
Put in a pedestrian crossing with lights	3
Fallen leaves create big issue during autumn/winter for footpath users – slippery and puddles	2
Please ensure the community space meets disabled people's needs / consult with them on the design	1
Improve curb letdowns on Galway	1
No steps/hazards to improve accessibility	1
Supports pedestrian crossings	1
Other road issues	
Closing or partly closing road will have traffic impacts on Bledisloe Tr and Galway Ave and Jellicoe Dr	14
Other intersections in neighbourhood require attention, not this one.	4
Interferes with flow of traffic	3
Not aware of road safety issues	3
It will make flooding on Plunket Terrace worse	2
Option 2 the one way should be in the other direction	2
Would support removing of left turn into Jellicoe and make it right turn only.	1
Jellicoe has lots of cars parked on-street and in summer – the access to Graham Island is ALWAYS really bad with cars parked all over.	1
Makes more sense to make Jellicoe Dr the cul-de-sac	1
Look at traffic calming measures for Bledisloe/Jellicoe/Plunket to sort out boy racer problem.	1
Too many roadworks in our neighbourhood already	1
Difficult to choose an option with no information about traffic impacts on surrounds roads	1
Square Plunket Terrace with Jellicoe Dr to tighten the corner, preventing fast turns and slowing traffic in all directions.	1
Concern about turning circle	1
Project management	
No consultation has been done about what the community wants	4
Not clear on purpose	4
Ask what the community wants first, then come up with designs, not design first, community opinion second	4
You haven't been upfront about giving us a "no" option	2
Please consider the timing of the works	1
Please communicate construction timelines clearly in advance	1
Please consider education of residents AND users if the road layout changes to prevent people clogging Plunket.	1
Other	
Money could be better spent elsewhere/Wasting money	12
Not a priority / seems like a nice to have project rather than a must	8
Perception that we are just doing this for the café, not the community	8
Changes do not support heritage precinct	3
You can't restrict people's access	2
Concerned about privacy and devaluation of property	2
Council not giving us an option to oppose / not listening	2
There is no problem here	2

Attachment 3

Stop making the city car unfriendly	1
Angry drivers are more dangerous to cyclists than roads	1
This neighbourhood gets special treatment	1
This does not address climate change	1
Make sure this is aligned with Nature in the City	1

Focus Group Meeting – 7 June 2023**13 Attendees****QUESTION 1 – WHAT ARE THE PROS AND CONS OF THE OPTIONS?****PROS/POSITIVES****CUL-DE-SAC**

- Nature in the city – sympathetic to encouraging bird life of endemic birds eg kereru, ruru (eg a stand of nikau palms (with bigger community space)
- If designed well will increase property values in the area
- Space more usable than other option
- Safer for children at café, playground and for crossing the road, walking and cycling
- Safer for kids in shared area
- Helping to change mindset about options other than driving
- More dog-friendly
- Less speed issues

ONE WAY EXIT

- Fewer on street carparks lost
- Less pressure for people driving cars

BOTH

- Opportunity to tell the story of mana whenua – along with sympathetic planting
- Potential to connect to bigger projects
- Moving bus stop away from the crossing
- Raised pedestrian crossings – will increase safety for walking and cycling
- Heritage values could be enhanced with the Park
- Car park marking takes pressure off [people trying to squeeze in where they shouldn't]
- Car park lines includes disabled spaces
- Enhancing the area with native planting
- More streetlights
- Carpark for Wellington St Beach tarsealed
- Bus stop will be moved to better location
- Encourage biking and fewer cars
- Moving bus stop location – pushing back safer
- More carparks at Wellington St Beach

CONS/NEGATIVES**CUL-DE-SAC**

- Concern about residents living close to cul de sac
- Traffic on Jellicoe
- Cul de sac creates more of a thoroughfare on Jellicoe

Attachment 3

- Removal of being able to go around the smaller block

ONE WAY EXIT

- More pressure on Jellicoe

BOTH

- Concern of congestion with pedestrian crossings
- Bus stop needs to be recessed so cars can go around
- Concern about vehicle congestion – particularly bus lanes and service vehicles
- Bus speed
- Road is narrow
- Reduced feelings of safety from undesirable behaviour (loitering)
- Safety issues Plunket/Jellicoe/Bledisloe
- Bus stop taking up too much of thoroughfare that should be for cars
- Other intersections in area need more attention
- Removal of car parks
- Only one raised pedestrian crossing on Jellicoe – not likely to slow traffic much
- Security issues – need better lighting and cameras

The following comments/suggestions were also made during this section of the focus group:

- Need roundabout on Plunket/Jellicoe/Bledisloe [before we need these changes]
- Concern about adequacy of lighting – including along the river walk
- Need speed bumps to slow existing traffic down now
- Signage for road layout needs to be clear
- Need more zebra crossings around Plunkett, McFarlane and Wellington St as it is
- More bins in area

QUESTION 2 – WHAT ARE YOUR IDEAS FOR THE COMMUNITY SPACE?

- Pre-European history – interpretative panels
- Sculptures
- Open/accessible to wide audience – less of a playground
- Nature in the City project - native planting
- Bike parking/stands
- Drinking fountain
- Have an interactive element
- Trees for shade
- Seating (skateboard protected)
- Native planting
- Seating/disability/accessibility of the space
- Links to playground but doesn't need to be a play space
- Design sympathetic to the area and Wellington St Beach
- Natural materials
- Sculpture (related to MESH sculpture project)
- Must be in keeping with heritage values
- Cycle infrastructure link to Wellington St beach
- Consult mana whenua on designs and acknowledge the history of the area
- Market days
- Keep it simple – natural plantings
- Security cameras and lighting – to mitigate crime and anti-social behaviour
- Not a lump of concrete or astroturf – less intrusive and more natural looking
- Consult Pasifika families who use the area but may not live in the area

Attachment 3

Focus Group Meeting – 26 June 2023

8 Attendees

QUESTION 1 – WHAT ARE THE PROS AND CONS OF THE OPTIONS?

PROS/POSITIVES

CUL-DE-SAC

- Pedestrian crossing
- Creating a bigger community space
- Step in right direction with some emissions reductions

ONE WAY EXIT

[No comments provided]

BOTH

- Create a community space
- Important to slow the traffic
- Less traffic into Plunket Terrace

CONS/NEGATIVES

CUL-DE-SAC

- Forces people to go the long way
- Emissions increase due to forcing traffic along Galway Avenue

ONE WAY EXIT

[No comments provided]

BOTH

- No left turn into Plunket Terrace means residents must travel via Galway, therefore increasing traffic on Galway which isn't designed for increased traffic flow
- Issues with stormwater as vast volumes of water during rain events cause flooding on Plunket Terrace – if the project proceeds, then more flooding will occur on Jellicoe Drive
- Reduction of parking
- More on-street parking occurring toward the southern end of Plunket Terrace
- Will make Plunket Terrace easy escape route for criminals
- Disruption to businesses during construction
- Waste of money; prioritise somewhere else
- Concerns about safety of cars reversing out of spaces near bus stop

The following comments/suggestions were also made during this section of the focus group:

- Would prefer a third option with only raised safety platforms to reduce traffic speeds
- Suggestion to increase the width of the raised crossings to cover more desire lines, or to have multiple raised crossings along Jellicoe Drive
- Judder bars instead of raised crossings
- Address existing drainage issues in the area as flooding occurs during heavy rain
- CCTV and lighting for Hayes Common area
- Prioritise Grey/Wellington intersection instead
- Create people loading zone beside café
- Curious about how traffic patterns will change in the area

Attachment 3

- Not allowed solar panels here (which would help to reduce emissions)
- Do people use the bus, and would more people use it if it was better?
- Smaller electric buses for the area

There was concern expressed that residents were not being heard, previous consultation processes have been lackluster, and it didn't feel like feedback mattered. Previous history meant there was a lack of trust and confidence in Hamilton City Council including the following examples:

- Restrictions from Historical Heritage Area
- Terrible timing for massive roadworks in late 2022
- Not consulted on roundabout upgrade beside café about 10 years ago

QUESTION 2 – WHAT ARE YOUR IDEAS FOR THE COMMUNITY SPACE?

- Need more benches in the area – could be in the new space or park
- Minimal seating
- Good drainage (e.g. rain garden) to solve drainage problems
- Bike and scooter parking
- Access for people with disabilities
- Dog bowls
- Drinking fountain (would prefer it by the playground)
- Sign about history of the garden city movement and how it relates to Hayes Paddock
- Places to sit
- Soft landscaping/planting to make it look nice
- Not just a paved open space
- Native planting that compliments locals' initiatives to plant out existing green spaces (current neighbourhood project)
- Shade trees
- Well-lit but not glary
- Feels safe at all hours
- Pollinators/bees
- No bright colours
- No plastic
- Public art sculpture
- Sculptural play equipment (looks like art but adults can play on it e.g. outside Rototuna library – lit up at night)
- Something low key that enhances the architecture of Hayes Common building and celebrates heritage of area
- Keep it as it is
- Why aren't we using the existing parks?

In-lane bus stops

The bus stop that's easier for more people to use



The bus stops in the traffic lane

In-lane bus stops are common in cities around the world but they're relatively new to Hamilton. We have started using them in places where it is the best solution for that area.

What makes an in-lane bus stop easier to use?

Getting on and off buses can be a challenge if you're a child, elderly, or using a wheelchair.

With in-lane bus stops, the driver can position the bus flush to the kerb so it's easier for everyone to get on and off. This is a small detail that makes a big difference for a lot of people, especially those with mobility issues.



It's easier to get on and off

How do in-lane bus stops help keep the bus on time?

The bus doesn't get stuck waiting to merge back into traffic. And because it's easier for passengers to get on and off the bus, this also saves time.

How much space do they need?

In-lane bus stops are particularly useful if there's not much room. They use about 20m of kerbside or on-street parking space (about four cars' worth). Other bus stops use two-three times as much.

What about vehicles travelling behind the bus?

People driving behind the bus need to pause while passengers get on or off. On average, the delay is no more than five seconds per passenger.



The bus stays on time

When might we consider using an in-lane bus stop?

There's no one-size-fits-all approach. Situations we might consider an in-lane bus stop include:

- It is difficult for the bus to merge back into the traffic stream
- Vehicle speeds through the area are no higher than 50km/h
- Fewer than 800 vehicles per hour travel in the same direction as the bus
- Kerbside parking demand is high.

Improving public transport is a key part of Council's strategy to make the city more accessible for more people.



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

Council Report

Committee: Infrastructure and Transport Committee
Date: 20 July 2023
Author: Eeva-Liisa Wright
Authoriser: Eeva-Liisa Wright
Position: Executive Director
 Infrastructure Operations
Position: Executive Director
 Infrastructure Operations
Report Name: Infrastructure and Transport Activity Report

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

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

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure and Transport Committee:
 - a) receives the report;
 - b) approves the final submission to Parliament's Justice Committee on the *Land Transport (Road Safety) Amendment Bill*;
 - c) approves the final submission to the Ministry of Transport the *Proposed Amendments to the Land Transport Rule: Vehicle Exhaust Emissions 2007*;
 - d) approves the final submission to Waka Kotahi NZ Transport Agency on the *Land Transport Rule: Traffic Control Devices (Bilingual Signs) Amendment 2023 - Draft for Consultation*;
 - e) notes that the recommended option for providing additional access for the Metlifecare Forest Lake Gardens village onto Minogue Drive is **Option 1** as outlined in the staff report: *Move existing pedestrian gate and form footpath over existing grass berm*;
 - f) delegates authority to the Strategic Growth and District Plan Committee to consider and approve the "key decision-making principles" to inform the Three Waters Connections Policy Review included within the following:
 - i. Connections approval process;
 - ii. Wastewater and water supply technical capacity criteria;
 - iii. Draft Three-Waters Connections Policy (for public consultation); and
 - g) notes that following approval of f) above that the Infrastructure and Transport Committee will continue the review the process of the Three Waters Connections Policy as per delegation.

Executive Summary - *Whakaraapopototanga matua*

3. This report provides updates to Infrastructure and Transport Committee Members on activities, actions, projects contained within the plans, 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. Regional Transport Committee Update;
 - ii. Future Proof Public Transport Sub Committee Update;
 - iii. Hamilton City Council Submission Updates;
 - iv. Access Hamilton Action Plan Working Group Update;
 - v. Strategic Approach to Developing Electric Vehicle Charging Network;
 - vi. Waste Management and Minimisation Plan (WMMP) Working Group Update;
 - vii. Waste Fund Update;
 - viii. CERF VKT Reduction Programme Update;
 - ix. Eastern Pathways School Link Update;
 - x. Metlifecare Forest Gardens village - additional pedestrian access options;
 - xi. Council Policy and Bylaw Review Updates; and
 - xii. Waka Kotahi NZ Transport Agency – Technical Investment Audit.
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*

Regional Transport Committee (RTC) Update

6. The objective of the Regional Transport Committee (RTC) is:
 - i. *'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. Deputy Mayor O'Leary is the Hamilton City Council (HCC) nominated representative with Councillor van Oosten being the nominated alternative representative.
8. The RTC had their second meeting on 12 June 2023 and the link to the agenda and minutes will be found [here](#) when published.
9. Agenda items for the meeting were:
 - i. Updated Terms of Reference - The Terms of Reference for the Regional Transport Committee have been updated to reduce the overlap in responsibilities between the Regional Transport Committee and the recently formed Future Proof Public Transport Subcommittee.
 - ii. Appointment of Disability Sector Representative - Oliver Goulden, a representative from CCS Disability Action (Waikato), was appointed to join the Regional Transport Committee as an advisory (non-voting) member as set out within the Committee's Terms of Reference.

- iii. Regional public transport operations and performance monitoring - Good trends in terms of patronage, driver recruitment and service reliability for the buses were reported, and the uplift program commencing with the Meteor will improve both coverage and frequency, with the Comet to follow.
- iv. Regional public transport planning - Regional services continue to be developed and implemented with a current focus on the Eastern district service. Implementation of region-wide total mobility services will be commenced in line with funding from 1 July 2024 and as provider capacity allows.
- v. Submission on Draft Government Policy Statement Land Transport – The Draft Government Policy Statement Land Transport was expected but is still yet to be received. In order to provide input to the development of the final GPS, it is proposed for staff to develop a draft submission with input from the Regional Advisory Group (RAG) to be circulated for the consideration of the committee and approved under the delegation of the Chair of the RTC.
- vi. Regional Land Transport Plan Update - The RTC has now undertaken two workshops using an Investment Logic Mapping (ILM) business case process to identify the region's key transport problems that the 2024 RLTP will be built around. Draft problem statements and objective wording were considered by the RTC, and staff provided initial wording around the type of strategic response arising from the problems and objectives guided by that discussion.
- vii. Waka Kotahi cross-functional update - Waka Kotahi provided the Committee with its regular report covering key information on state highway projects as well as the wider activities of Waka Kotahi. A verbal update was presented at the meeting. A presentation titled Road to Zero Speed and Infrastructure Programme was also provided to the meeting.
- viii. Speed Management Plan Development – The process for preparing a new Regional Speed Management Plan (RSMP) for the Waikato Region, as required under the Land Transport Rule: Setting of Speed Limits 2022, was introduced to the RTC. The committee endorsed the following regional speed management principles:

1	We will work with our Te Tiriti partners and stakeholders to engage with our communities and influence positive behaviour change
2	We will use the Safe System approach, focusing on safe speeds, safe road use, and safe roads and roadsides
3	We will work together to prioritise safety improvements on roads that have the highest risk of death or serious injury
4	We will ensure speed limits are logical and easy to understand across the region
5	We will monitor and manage speed environments to ensure they are safe and appropriate for their function and all users of the roading network
6	We will implement speed management in a responsive manner, in accordance with legislative requirements and in line with best practice guidance
7	We will create safe speed environments where there are high numbers of people, pedestrians, and cyclists focusing on schools and marae
8	We will target investment to achieve the best access and safety outcomes with the funding available

Future Proof Transport Sub Committee Update

10. The Waikato Regional Council Future Proof Public Transport Subcommittee replaces the Regional Connections Committee from the previous triennium. The Future Proof Public Transport Subcommittee is a subcommittee of the Future Proof Implementation Committee.
11. The Hamilton City Council nominated representatives of the Future Proof - Public Transport Subcommittee are Deputy Mayor O’Leary and Councillor van Oosten with Councillor Thomson being the nominated alternative representative.
12. The Subcommittee held a meeting on Friday 26 May 2023 which covered the following areas of interest:
 - i. Te Huia - Addendum to Single Stage Business Case and Updated Capital Work Plan 2024 – 2032;
 - ii. Ministry of Transport Update on Hamilton to Auckland intercity connectivity;
 - iii. Waka Kotahi Presentation on the Sustainable Public Transport Framework;
 - iv. Implementation update on the Public Transport Business Improvement Review;
 - v. Metro Spatial Plan Progress Update;
 - vi. Network Planning Update;
 - vii. Service Performance and Operational Update; and
 - viii. Public Transport Infrastructure Update.
13. At the time of writing this report, the Minutes of the 26 May 2023 Waikato Regional Council Future Proof Public Transport Subcommittee had not yet been received by Council.

Hamilton City Council Submission Updates

Land Transport (Road Safety) Amendment Bill

Introduction

14. Parliament’s Justice Committee recently sought submissions on the *Land Transport (Road Safety) Amendment Bill* - refer [here](#)
15. The Bill’s purpose is to respond to unsafe behaviour on New Zealand’s roads and aims to enable the New Zealand Police and Waka Kotahi NZ Transport Agency to detect inappropriate behaviour on the road and carry out enforcement activities.
16. Changes proposed by the Bill include:
 - i. Increasing the period that a vehicle can be impounded for if a driver fails to stop and remain stopped.
 - ii. Enabling the Police to seize and impound a vehicle if a driver or registered person fails to give information about a fleeing driver offence (and impounding the vehicle is necessary to prevent a threat to road safety).
 - iii. Increasing the period of licence disqualification after a second conviction for an offence of failing to stop or remaining stopped and creating a new sentencing option for the courts to order that a vehicle be forfeited on conviction for failing to stop or to remain stopped.
 - iv. Providing for the electronic service of notices.
 - v. Ensuring that point-to-point safety cameras can be used as an enforcement tool for speeding offences.
 - vi. Providing for the automated issuing of certain infringement notices.

Council Submission

17. Council's **Draft 1** submission, which supported the Bill's provisions, particularly ensuring that point-to-point safety cameras can be used as an enforcement tool for speeding offences, was circulated to Elected Members for feedback on 25 May 2023, with comments due at noon on 31 May **Note:** no feedback was received.
18. The Chair of Council's Infrastructure and Transport Committee is delegated authority to approve the final submission as per the Terms of Reference and Delegations for Council, and Committees of Council. This was sent to Parliament's Justice Committee on 6 June 2023 – refer [here](#).

Proposed Amendments to the Land Transport Rule: Vehicle Exhaust Emissions 2007 (May 2023 Consultation Document)

19. The Ministry of Transport recently sought submissions on the *Proposed Amendments to the Land Transport Rule: Vehicle Exhaust Emissions 2007* - refer [here](#)
20. The Proposed Amendments to the Land Transport Rule: Vehicle Exhaust Emissions 2007 (the Amendment Rule) will reduce emissions from motor vehicles that cause significant harm to our health. The Amendment Rule sets out the lead in times for bringing in a stronger vehicle emissions standard. The aim of this consultation is to receive feedback on the new proposed emissions standard, for new and used vehicles, and the proposed lead in times for these changes.
21. The proposals are intended to:
 - i. Rapidly shift the minimum requirement on used imports from Euro 4/IV to Euro 5/V.
 - ii. Phase in the shift from Euro 5/V to Euro 6/VI on used imports and new vehicles in several steps, between late 2024 and the start of 2028.
 - iii. Introduce an emissions requirement for mopeds and motorcycles.
22. New Zealand and Australia are the only remaining developed countries that are yet to move to Euro 6/VI. The world's three largest auto-markets are now moving beyond Euro 6/VI and onto the next generation of even stronger standards, Euro 7 (China in 2023, Europe over 2025-2027, and USA in 2027). The proposals aim to align with Australia where possible, as we share a global supply of new vehicles with them. The proposal also accounts for the large number of used imports from Japan.

Council Submission

23. Council's **Draft 1** submission, which supported the Bill's provisions, was circulated to Elected Members for feedback on 9 June 2023, with comments due on 16 June **Note:** no feedback was received.
24. The Chair of Council's Infrastructure and Transport Committee is delegated authority to approve the final submission as per the Terms of Reference and Delegations for Council, and Committees of Council. This was sent to Parliament's Transport and Infrastructure Committee on 20 June 2023 – refer [here](#).

Land Transport Rule: Traffic Control Devices (Bilingual Signs) Amendment 2023 - Draft for Consultation

25. Waka Kotahi NZ Transport Agency recently sought submissions on the *Land Transport Rule: Traffic Control Devices (Bilingual Signs) Amendment 2023 - Draft for Consultation* - refer [here](#).

26. A package of 94 bilingual traffic signs is being consulted on as part of the He Tohu Huarahi Māori bilingual traffic signs programme led by Te Mātāwai and Waka Kotahi NZ Transport Agency to enable the use of more te reo Māori on traffic signs across Aotearoa New Zealand.
27. The consultation being undertaken by Waka Kotahi follows rule changes last year that saw the introduction of Kura School traffic signs. While the design principles for Kura School traffic signs have been applied to signs within that same category/group, several other design principles have been developed given the broad and varying nature of the 94 signs covered in the proposals.

Council Submission

28. Council's **Draft 1** submission, which supported the Bill's provisions in principle but outlined a number of specific concerns, was circulated to Elected Members for feedback on 23 June 2023, with comments due on 29 June. Note: no feedback was received.
29. The Chair of Council's Infrastructure and Transport Committee is delegated authority to approve the final submission as per the Terms of Reference and Delegations for Council, and Committees of Council. This was sent to Waka Kotahi on 30 June 2023 and can be found [here](#).

Access Hamilton Action Plan Working Group Update

30. The second meeting of the Access Hamilton Ara Kootuitui Kirikiriroa Working Group was held on 7 July 2023.
31. The Elected Member representatives for this working group are: Cr Louise Hutt (Lead), Mayor Paula Southgate (ex officio), Deputy Mayor Angela O'Leary, Cr Mark Donovan, Cr Moko Tauariki, Cr Maxine van Oosten. All Elected Members are invited to attend the working group meetings.
32. The following items were discussed:
 - i. Low Cost, Low Risk – an update on the impact of 2023/24 Annual Plan deliberations on the Low Cost, Low Risk programme was provided to Elected Members. The Working Group endorsed the staff recommendation to bring all of the Road to Zero funding and some the Local Roads funding back for the 2023/24 financial year, as per the provision in the resolution the Annual Plan meeting at the beginning of June;
 - ii. Climate Emergency Response Fund (CERF) - Travel Choices – summary of feedback from the Hayes Paddock and Horsham Downs Rd project was presented. EMs present endorsed the staff recommendation based on feedback received to be brought to the Infrastructure and Transport Committee on 21/07/23. The project scope and an overview of communications approach was presented for Bader Connections, Riverlea Connections and Brooklyn Road. Refer to detailed CERF Programme report presented to this committee;
 - iii. Eastern Pathways – an overview of the project history and status of the School Link project were provided to Elected Members. Elected Members requested staff to organise a full council briefing; and
 - iv. Worley Place improvements – following a resolution from the previous triennium, options for improving Worley Place were presented to Elected Members. Further discussion will continue at the next working group meeting scheduled for 24/07/23.

Strategic Approach to Developing Electric Vehicle Charging Network

Item 9

33. At the 31 May 2022 Infrastructure Operations Committee meeting the General Manager Infrastructure Operations provided a report on the intention to cooperate with Waikato Regional, Waikato District, and Waipaa District Councils on a consistent, strategic approach to the development of an Electric Vehicle (EV) charging network.
34. It was noted the Infrastructure Operations Committee's preference was for Hamilton City Council to pursue a role as 'Active Facilitator', and over the past period Council has played an active role in working collaboratively with neighbouring councils, facilitated by the Waikato Region.
35. On Thursday July 6, 2023, the regional toolkit of resources for EV charging on council land was made available for Council staff to access, including *He aratohu punahiko Guidelines for electric vehicle supply equipment on council land* which was published on the Regional Council website.
36. The overall toolkit includes the following:
 - i. Process diagram (steps to develop a framework for approving EV charging on council land);
 - ii. Options for council's role;
 - iii. Guiding principles;
 - iv. Exemplar committee report (supplied by HCC);
 - v. Electric Vehicle Supply Equipment (EVSE) policy template;
 - vi. Guidelines for EV charging station on council land (refer [here](#));
 - vii. EVSE proposal assessment and weighting criteria;
 - viii. Draft Licence to Occupy; and
 - ix. Draft MOU or Licence to Occupy (Lite version).
37. The EV charging network working group will continue to meet quarterly, and a regional roadshow is being organised to introduce the toolkit material to relevant staff members and elected members if desired.
38. Next steps for the EV charging work will likely relate to mapping, data collection and monitoring of EVSE and EV uptake in the region.

Waste Management and Minimisation Plan Working Group Update

39. The Waste Management and Minimisation Working Group was approved at the 7 March 2023 Infrastructure and Transport Committee
40. Elected Member representatives for this working group are Deputy Mayor Angela O'Leary (Lead), Mayor Paula Southgate (ex officio), Cr Sarah Thompson, Cr Andrew Bydder, Cr Melaina Huaki, Cr Anna Casey-Cox. The first meeting of the Waste Management and Minimisation Working Group was held on 9 May 2023. All Elected Members are invited to attend working group meetings.

41. The second meeting of the Waste Management and Minimisation Work Group was held on 19 June 2023. The following topics were discussed:
 - i. Draft vision, outcomes and guiding principles for the 2024-34 Waste Management and Minimisation Plan (WMMP)
 - ii. Discussion on potential WMMP actions
 - iii. Overview of targeted feedback approach for the WMMP
 - iv. Summary of upcoming waste plan legislation changes from Government

Waste Minimisation Fund – Update on 2022 recipient projects

42. The Contestable Waste Minimisation Fund was included with the implementation of the 2012 Waste Management and Minimisation Plan (WMMP). The \$50,000 annual fund is funded through the Ministry for the Environment Waste Levy that Hamilton City Council receives.
43. The aim of the fund is to support waste minimisation projects which encourage community participation and behaviour change. Supporting projects with this aim helps reduce waste to landfill and help achieve the vision, goals and objectives of the WMMP.
44. The fund is open to community groups, business, Iwi/Māori organisations, educational institutions and other community-based organisations operating within Hamilton or whose outcomes are for the benefit of the Hamilton community.
45. The fund is contestable, with each application assessed on its merits. Staff have received final evaluation reports from the 2022 recipients of the fund. Details of the outcomes of the projects and evaluations are included as **Attachment 1** of this report for Elected Member information.

Climate Emergency Relief Fund (CERF) Vehicles Kilometers Traveled (VKT) Funding Application Update

46. In Budget 2022 Cabinet approved funding allocated under the Climate Emergency Response Fund (CERF Initiative Programme) for nine Vote Transport initiatives to support the delivery of the Government's first Emissions Reduction Plan (ERP).
47. One initiative under the CERF Initiative Programme is the Vehicle Kilometres Travelled (VKT) Reduction Initiative, which includes the development of a National VKT reduction plan by 30 June 2023 and VKT reduction programmes for Tier 1 and Tier 2 urban environments by 31 December 2023 and 31 December 2024 respectively.
48. Waka Kotahi and Waikato Regional Council (the Funding Recipient) are in the process of agreeing the final terms of the Funding Agreement for the Hamilton Tier 1 urban region. The parties expect that the Funding Agreement will be finalised in June 2023.
49. In the interim, it has been agreed that Waka Kotahi will make Establishment Funds of up to \$200,000 available to help support delivery of the Programme.

Eastern Pathways School Link Update

50. Concept designs are progressing well. The focus for this work is in the following areas:
 - i. ***Ruakura to Central City Connection*** – from Ruakura Road/Wairere Drive intersection to Grey Street/Te Aroha Street roundabout. Concepts will be completed by end of August 2023.
 - ii. ***Peachgrove Road*** – from its intersection with Clyde Street to its intersection with Ruakura Road/Te Aroha Street. Concepts will be completed by end of October 2023.

- iii. **Peachgrove Road/Clyde Street intersection** – Concepts will be completed by end of October 2023.
- iv. **Hukanui Road** – from its intersection with Wairere Drive to Davies Corner. Concepts will be completed by the end of August 2023.
- v. **Hukanui Road/Comries Road intersection** - Concept design will be completed by end of October 2023.

51. Tentative proposed construction start dates are:

- i. **Enabling works** – The undergrounding and relocation of power equipment along Peachgrove Road will be undertaken in 2023-24. This work has been scoped and priced by WEL at \$2.06m.
- ii. **Ruakura to Central City Connection** – early 2024-25.
- iii. **Peachgrove Road** – late 2024-25.
- iv. **Peachgrove Road/Clyde Street intersection** – mid 2024-25.
- v. **Hukanui Road/Comries Road intersection** – early 2024-25.

52. HCC's Communications team are planning information to be released to the public providing an update on the overall programme, including dates when enabling works are likely to commence and the timeframes for construction.

Metlifecare Forest Lake Gardens village – additional Pedestrian Access Options

53. At the [30 May 2023](#) Infrastructure and Transport Committee meeting the Chair's report outlined conversations that had occurred with the residents and management of the Metlifecare Forest Gardens village and it was resolved that:

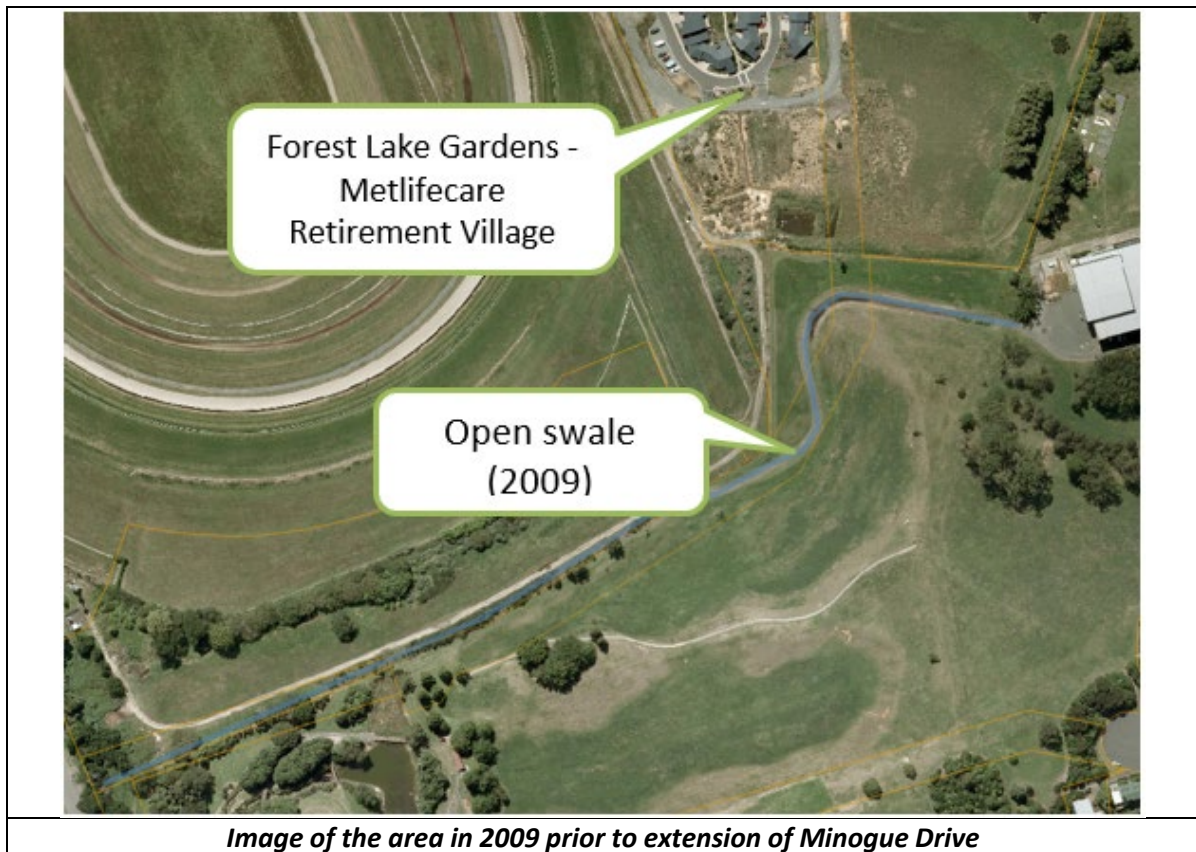
Resolved: (Deputy Mayor O'Leary/Mayor Southgate)

That the Infrastructure and Transport Committee:

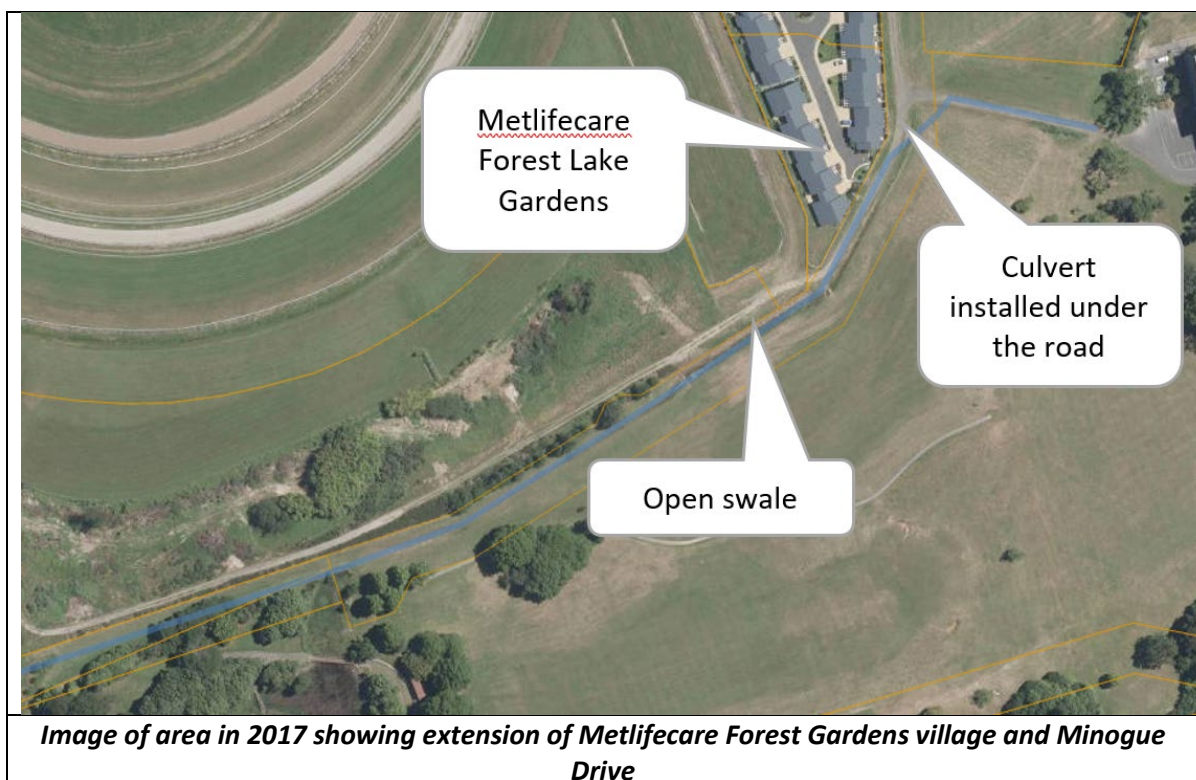
- a) receives the report; and
- b) requests staff investigate opportunities and costs for safe access of the pedestrian gate at the Metlifecare Forest Lake Gardens to enable walking access to Minogue Park and report back to the next Infrastructure and Transport Committee meeting, noting Metlifecare has offered a financial contribution to the cost of works of \$15,000.00, payable in three instalments.

Background:

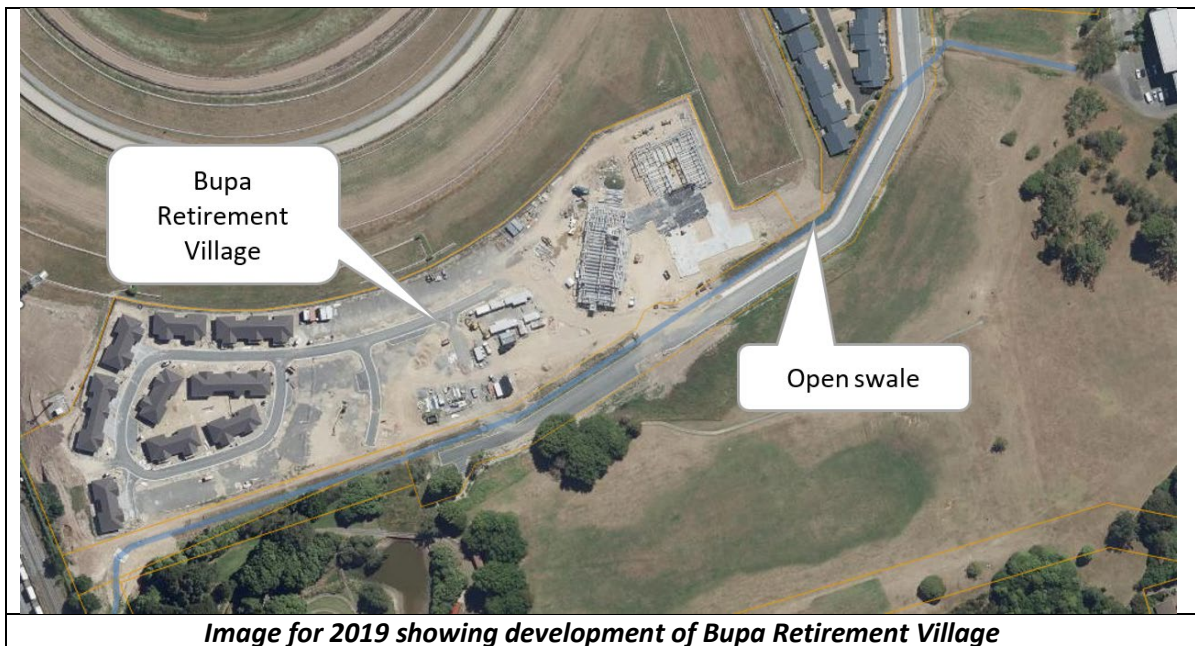
54. An open drain existed along the edge of the paper road (Minogue Drive) before development of this area and was part of the stormwater drainage system to discharge rainwater from the road and adjacent grassland into a lake at the western end of Minogue Drive.



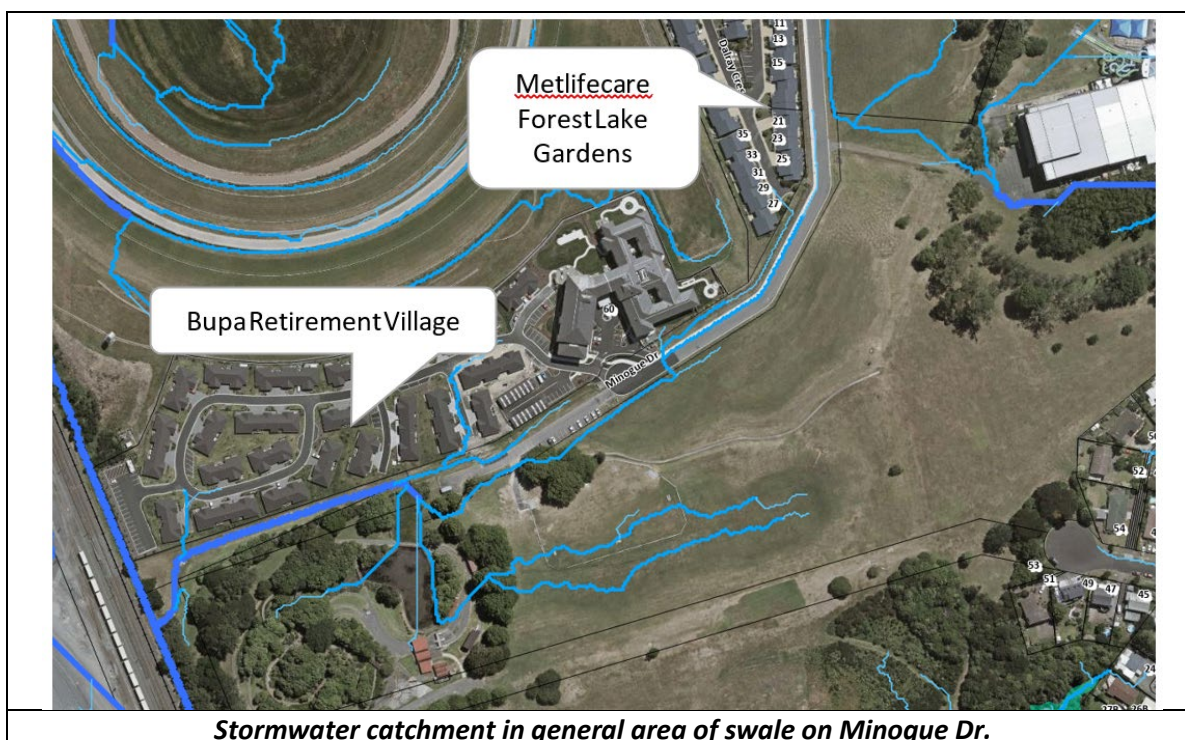
55. In 2017, a portion of the open drain was replaced with a culvert pipe under the road carriageway, and a shallow swale was installed along the fence of Forest Lake Gardens – Metlifecare Forest Lake Gardens village in conjunction with the extension of Minogue Drive.



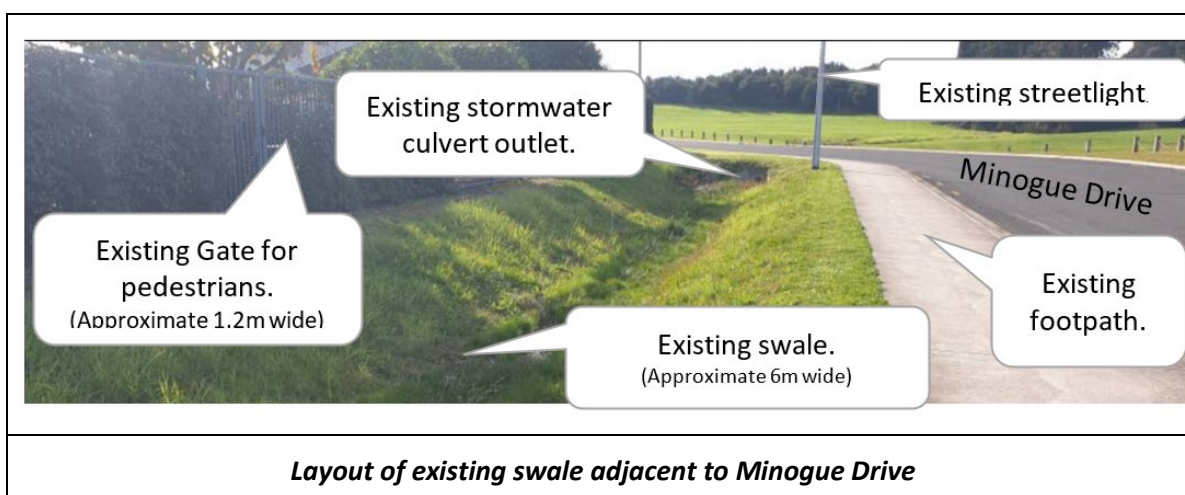
56. In 2019, the stormwater drainage capacity of the swale was increased as part of the road improvements resulting from a new development on Minogue Drive for Bupa Retirement Village.



57. After the construction of the new swale along the Minogue Drive in 2021, the new asset wasn't added to the Hamilton City Asset Register.
58. The swale runs alongside the fence and is within the road corridor and was progressively constructed as part of the road improvement works for the two adjacent developments and should be registered and maintained as a transport asset.
59. The swale runs approximately 440m in length and changes to an underground culvert drain at the KiwiRail corridor.
60. The swale is an open shallow, broad and vegetated drain with grass to store and convey water runoff slowly while removing pollutants and allowing the water temperature to cool. Swales are usually planted with grass to help slow the water's flow and reduce potential erosion.
61. The image below shows the stormwater catchment area that feeds into the swale including stormwater from the adjacent villages, park and road.



62. The grass berm along the fence of the retirement village in the road corridor is currently maintained by the retirement village, but the swale isn't maintained. This has resulted in rubbish collecting in the swale and overgrown grass along a few sections of the swale.
63. There is an existing gate in the Metlifecare Forest Gardens village fence which provides pedestrian access onto Minogue Drive, but residents need to walk along the edge of the swale to then access the footpath.



Community requests:

64. Staff met few residents of Metlifecare Forest Lake Gardens in June 2023 who expressed their preference to replace the swale for a length of 65m with a culvert pipe and grass berm over the pipe. This would provide a future additional access for emergency vehicles to the retirement village, control the problem of smell, mosquitoes and pests in the swale. The retirement village have offered to continue to mow the grass adjacent to the swale through their contractors.

65. Residents of Bupa Foxbridge Retirement Village and Care Home maintain the lawn along their fence but the vegetation in this swale is currently overgrown. Residents have identified a pest problem due to the overgrown vegetation in the open swale and have requested Council to pipe the swale and increase the parking capacity for the adjacent Minogue Park.

Options Considered

66. A number of options have been considered and costs assessed.
67. The costs are high level indicative costs only and depending on the chosen option additional costs may be incurred to obtain relevant consents and approvals and complete structural designs:

Option	Scope	Indicative Cost (excludes ongoing consequential opex)
Option 1 (Staff Recommendation): Move existing pedestrian gate and form concrete footpath over existing grass berm.	Proposed pedestrian access be located upstream of swale to avoid crossing of swale. This proposal requires modification of the fence and installation of a new gate, 20 meters north of the existing gate.	\$15,000
Option 2: Pipe a short section of the swale to accommodate a footpath.	Install short section of pipe (3-5m) and build footpath on top. Location adjacent to existing pedestrian gate. The size of the culvert pipe may vary based on the detailed design by a stormwater engineer. Cost of a potential stormwater treatment system is not included in the estimate. These works may require a consent approval from Waikato Regional Council.	\$40,000
Option 3: Install a boardwalk across the swale (<i>pedestrian access only</i>).	Install a wooden boardwalk (1.2m wide and 7.5m long) with handrails across the swale. These works will require a consent approval, and the structure may need to be designed by an engineer.	\$60,000

<p>Option 4:</p> <p>Pipe a section of the swale existing footpath with footpath to existing gate with a sealed footpath.</p>	<p>Install a manhole at the location of the existing culvert outlet, install 30m long culvert pipe and cover with grass berm.</p> <p>These works may require a consent approval from Waikato Regional Council, and the size of the culvert pipe may vary based on the detailed design by a stormwater engineer, which may result in variation to cost estimation.</p> <p>Cost of a potential stormwater treatment system is not included in the estimate.</p>	<p>\$ 50,000</p>
<p>Option 5:</p> <p>Bridge crossing (designed to allow for emergency vehicle access).</p>	<p>Install pre-stressed concrete bridge (2.4m wide x 7.5m long) with handrails.</p> <p>The bridge will be designed to a load bearing capacity of 6tons and shall comply with NZTA Bridge Manual.</p> <p>These works require a consent approval, and the structure needs to be designed by an engineer. The works will require a Traffic Safety Audit and additional works to mitigate any safety risks identified by the report. These costs are in addition to the estimated cost for the bridge installation.</p> <p>On-going maintenance: bridge asset should be owned and maintained by village.</p>	<p>\$60,000</p>
<p>Option 6:</p> <p>Replace open swale with culvert pipe and grass fill the berm.</p>	<p>Install 450m long culvert pipe along with intermittent manholes for maintenance, grass on top.</p> <p>Cost of additional stormwater treatment system would have to be determined and appropriate location found.</p> <p>These works require a consent approval, and the size of the culvert pipe shall vary based on the detailed design by a stormwater engineer.</p>	<p>\$500,000+</p>

68. The **preferred option** that has been identified by staff is **Option 1**: Move existing pedestrian gate and form footpath over existing grass berm.
69. The reasons for this being the preferred option are:
- i. If there are any changes made to the swale a first principles engineering analysis will be required to determine the discharge capacity of the existing stormwater drainage system, and to design the culvert pipeline which can replace parts or all the existing open swale.
 - ii. A replacement of an open swale with a culvert is likely to require creation of additional assets (e.g. raingardens) to treat the stormwater to comply with current legislative requirements. These additional assets will require maintenance in the future.

- iii. Replacement of the swale is not recommended by the Waters Engineers as swales are a preferred drainage system for roads with limited access (i.e. driveways) such as this situation. Swales are preferred due to their ability to convey stormwater while acting as a treatment device to remove pollutants, retain water in the system and increase the system capacity.
- iv. Now that this asset has been captured in the transport database, regular maintenance including mowing, removal of litter etc will be completed.

70. The following plans illustrate the location of the new gate and footpath for pedestrians that is proposed in **Option 1**.



Preferred Option: Option 1 Move existing pedestrian gate and form footpath over existing grass berm.

71. This option doesn't require crossing of the swale, and the works can be managed by a contractor appointed by the retirement village or by Council's contractor, through a Corridor Access Request process.
72. These works are estimated to be completed with the \$15,000 contribution put forward by the retirement village. Image above indicating the proposed pedestrian walkway.
73. Staff are recommending to committee that staff continue conversations with Metlifecare to pursue option 1 utilising the financial contribution offered from Metlifecare of \$15,000 payable over three instalments.

Council Policy/Bylaw Review Update

Gateways Policy and Streetscapes and Verge Maintenance Policy review

74. The 'Hamilton Gateways Policy' and 'Streetscape Beautification and Verge Maintenance Policy' were last reviewed in 2015 and are currently due to be reviewed in 2022/23.
75. Staff have now commenced the process to review of these policies. Part of the review includes working with Elected Members, community, internal stakeholders and partners including iwi and mana whenua.
76. A workshop with Elected Members was held on 22 March 2023. At this workshop staff were provided guidance and direction on matters to be considered in the policy reviews.
77. Staff are now gathering information on identified key issues including but are not limited to:
 - i. understanding different options including identifying key entry points into the Hamilton City, cost efficiency options,
 - ii. ongoing maintenance consideration, planting options,
 - iii. legal responsibilities, and safety risk management for both staff, road users and residents.
78. The next Elected Member information session is planned for August 2023. With the proposed policy approval date now being by the end of 2023 to mid-2024.

Water Supply Bylaw review

79. The 'Water Supply Bylaw' was last reviewed in 2013 and is currently due for commencement of review by November 2023.
80. Staff have completed a stocktake of issues identified. This has informed the recommendation to make 'minor changes' to the bylaw to address issues of alignment, updates to legislation, and any issues raised by mana whenua.
81. Staff have analysed the legislative impact of the Water Services Entities Act 2022 and Water Services Entities Amendment Bill 2023, which provide Territorial Authorities the ability to defer bylaw reviews. To reduce any legal, reputational, and environmental risks, staff are recommending the committee commence the bylaw review.
82. Part of the review includes working with Elected Members, community, internal stakeholders, and partners including iwi and mana whenua.
83. Staff are now gathering information on identified issues, developing the committee report and SOP documents and communication plans.
84. An Elected Member information session is currently planned for 16 August 2023 to present findings and draft recommendations to the Elected Members.

85. Staff are intending to bring both the Determination report, proposed revised Bylaw and Statement of Proposal to the 21 September 2023 Infrastructure and Transport committee meeting to seek approval to take the Bylaw out for public consultation. These timeframes will ensure efficient consultation and reporting for the broader team.

Three Waters Connection Policy review

86. The 'Three Waters Connection Policy' 2020 is due for a three-year cycle review in 2023/2024. The Policy manages requests for connection to Councils three waters networks.
87. There is potential for increased urban intensification through legislative requirements of the National Policy Statement for Urban Development 2020 (updated May 2022) and the Resource Management (Enabling Housing Supply and other Matters) Amendment Act 2021, and Hamilton City District Plan Change 12.
88. Staff commenced the review process for the Three Waters Connection Policy in 2022 to ensure that potential impacts of intensification on three waters infrastructure networks can be managed. The Policy review considers the current and future legislative environment, the timeline for the District Plan change, and improvements to the existing policy.
89. Part of the review includes working with Elected Members, the development community, internal stakeholders, and partners including iwi and mana whenua. The review is also working alongside improvements to the connection approval process.
90. A briefing was held with Elected Members on 3 May 2023 to discuss how an application to connect to Council's network would be assessed, including aspects such as assessment criteria and thresholds. At this workshop staff were provided guidance and direction on matters to be considered in the policy review.
91. A workshop was then held with Mana Whenua on 1 June 2023 to discuss assessment criteria, thresholds, applications, and matters that were important to mana whenua. Workshops have also been held with targeted development community groups in June and invites were extended to the development community in October 2022, and June 2023 to register their interest in receiving up to date information on Policy revision. Engagement with both Mana Whenua and the development community is continuing to assist with drafting policy.
92. Staff have been advancing policy settings related to technical assessment criteria and thresholds, what connection applications will need assessment, information requirements, application process, and clarification on matters related to municipal water allocation. To ensure that proposed policy settings are appropriate for the City, staff are working to complete early engagement, issues and options and policy drafting in July 2023.
93. Staff had intended to bring a proposed revised policy to the 20 July 2023 Infrastructure and Transport Committee to seek approval to carry out public consultation on the policy, however some key policy settings are still being worked through. Staff have altered the approach to the following:
- i. present the proposed revised Policy to Elected Members for feedback at the 2 August 2023 Elected Members Briefing.
 - ii. Seek approval of key proposed policy settings ("key decision making principles") from 17 August 2023 Strategic Growth and District Plan Committee.
 - iii. Seek approval to consult on the proposed revised Policy and Statement of Proposal from the 21 September 2023 Infrastructure & Transport Committee.
 - iv. Deliberations, and Policy adoption to be finalised in the first quarter of 2024.

94. Staff are seeking approval for draft “key decision-making principles” from the Strategic Growth and District Plan Committee. For timing reasons, a decision on the “key decision-making principles” is required prior to the District Plan Change 12 hearings commencing 4 September 2023 to ensure alignment with the two related streams of work.
95. Approval to delegate this specific decision to the Strategic Growth and District Plan Committee will be required from the Infrastructure and Transport Committee as this decision sits outside of the Strategic Growth and District Plan Committee delegations.
96. If the Strategic Growth and District Plan Committee approve the “key decision-making principles”, Staff will imbed these within the outputs of the overall Connections review. The infrastructure Operations Committee will continue with the policy review and approval process.

Waka Kotahi NZ Transport Agency – Technical Investment Audit

97. Waka Kotahi NZ Transport Agency has a legal obligation to audit organisations that are funded through the National Land Transport Programme (NLTP).
98. The audit programme includes two types of investment audits:
 - i. technical investment audit; and
 - ii. procedural investment audit.
99. Procedural audits typically take place every three years and technical audits every six years.
100. Waka Kotahi NZ Transport Agency spent 2 ½ days at the end of June 2023 completing a technical audit which considered the following aspects:
 - i. assessing whether the value for money objectives are being achieved;
 - ii. activity management planning processes and documents;
 - iii. data quality;
 - iv. network activity management; and
 - v. safety systems.
101. The outcome of the technical audit will be formally advised in writing by Waka Kotahi.
102. A procedural audit is scheduled by Waka Kotahi for early-mid 2024.
103. Further information on the audit processes can be found [here](#).

Legal and Policy Considerations - Whaiwhakaaro-aa-ture

104. Staff confirm that the staff recommendation complies with Council’s legal and policy requirements.
105. 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

106. 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’).
107. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.

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

109. There are no known social, economic, environmental or cultural considerations associated with this matter.

Risks - *Tuuraru*

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

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

111. 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 - Waste Minimisation Fund 2022 Project Updates

2022 Waste Minimisation Fund – Evaluation of Projects

The aim of the fund is to support waste minimisation projects which encourage community participation and behaviour change. Supporting projects with this aim helps reduce waste to landfill and help achieve the vision, goals, and objectives of the WMMP.

The fund is open to community groups, business, Iwi/Māori organisations, educational institutions and other community-based organisations operating within Hamilton or whose outcomes are for the benefit of the Hamilton community.

An evaluation of each of the 2022 fund recipients is included in the tables below. For the 2022 funding round a total of 17 applicants were received, a 70% increase in applications compared with the 2021 year. Eight applications were approved by the panel.

Applicant	Fraser High School
Project	Food waste minimisation systems within Fraser High School and update of the current recycling system
Amount Funded	\$1,480.00
Results	<p>Each week six food waste buckets are being added to the compost at the Western Community Centre. Students are educated on composting through this process. Trolleys and gumboots have been purchased which enable the food waste to be transported easily by students to the Community Centre. There are conversations on Fridays (compost delivery days) between students and members of the community about the compost. As well as regular food waste from lunches and food technology classes, school hangi fundraisers and Hei Taniwha are now separating all food scraps and delivering to the compost.</p> <p>Education and systems across the school have improved through this project. The compost is used as an education opportunity to teach the importance of waste minimisation and caring for our environment. Funding has also been used to improve the eating area (where most waste is created and has been an area which attracted litter in the past) This effort to improve the school environment has encouraged students to recycle right and supports the schools work around taking pride in and caring for our place.</p> <p>Photos/article Fraser High</p>

Applicant	Hillcrest High Childcare
Project	Reduce waste within the childcare centre.
Amount Funded	\$728.00
Results	<p>Hillcrest High Childcare have achieved their goals sooner than they had anticipated, with the amount of waste to landfill has been significantly reduced.</p> <p>Funding has been used to establish systems within the centre which minimise waste and enable food waste to be composted and vegetables to be grown. The waste minimisation work they picked up as part of this Kaupapa has encouraged the centre to trial reusable nappies. Although not directly funded via the 2022 funding round, the connection with the fund and staff uptake has helped encourage and support this extra initiative. Nappies to landfill have been reduced by 75%. They have established a recycling centre for hard to recycle items within the centre such as bottle tops and are donating these items. A Pataka shelf has been created within the centre to share items instead of throwing away.</p>

	<p>Connections have been made with whanau within the centre and the centre is working on bringing families on the journey with them. Further educational connections have been made with Hillcrest High and working together they are looking at ways to bring the community with them.</p> <p>Photos/article Hillcrest childcare</p>
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Applicant	Peachgrove Playcentre
Project	Educate children on caring for Papatuanuku – creating compost with food waste and recycling right at the centre.
Amount Funded	\$670.00
Results	Staff have provided support to the Centre to get this project up and running. They are currently in the process of purchasing solutions for their food waste.

Applicant	Kukutaruhe Education Trust Board
Project	Educate children on caring for Papatuanuku – creating compost with food waste and recycling right at the centre.
Amount Funded	\$670.00
Results	<p>Carbon Cycle Compost Bins were installed on 29 September 2022. To date the total food waste collected and composted has been approximately 1,958kg.</p> <p>Processes have been successfully established to collect food waste from local organisations. Eight local organisations have been engaged. Five composting workshops have been held which have been well attended. These workshops help to raise the community involvement, knowledge, and skills around the importance of and how to compost.</p> <p>Photos/article Kukutaruhe</p>

Applicant	Para Kore
Project	Deliver the Para Kore Programme to new and existing members within the Hamilton City area.
Amount Funded	\$10,000.00
Results	<p>The project has reached multiple groups and various ages – including many new groups to the Para Kore mahi.</p> <p>There were 122 people engaged and 203,500 disposable nappies or 6,783 bags, 2261 wheelie bins or 6.4 trucks diverted/saved from landfill. Feedback from those people engaged in the education component of this programme was very positive.</p> <p>Funding has provided the education as well as products to support waste free periods and nappy options. Para Kore continue to deliver positive outcomes and share the Maaori perspective on waste free living to the community.</p>

Applicant	The Nappy Lady (Kate Meads)
Project	Provide waste free period education across Hamilton schools
Amount Funded	\$13,166.00
Results	<p>This project has been given an extension to the end of the 2023 school year to get the required number of workshops presented.</p> <p>Schools have been tricky to book due to strike days/covid issues/time out of class. At this stage education has taken place at Hamilton Girls High, Sacred Heart and Berkley Middle School.</p> <p>Four more education sessions need to take place before the end of this year. Feedback has been great so far from both schools and students.</p>

Applicant	3R Group Limited
Project	Recycling child car seats – keeping resources out of landfill.
Amount Funded	\$3,912.00
Results	<p>The project has resulted in 214 car seats being recovered for recycling. There has been a 10% increase in seats collected for recycling in the 2022 round of funding. In total 1100kg of material diverted from landfill.</p> <p>The fund provided by HCC encourages recycling of car seats keeping them out of landfill. A city of a similar size to Hamilton without the subsidy collected only 77 seats. Hamilton collected 170% more seats in comparison.</p> <p>The 3 R group continues to work with car seat brand owners to adopt a product stewardship approach for child car seats. They are seeing more brands and retailers showing interest in progressing this. There are promising developments, and this aligns with the aims of Seat Smart to become an industry-led voluntary product stewardship scheme.</p> <p>The waste minimisation fund has supported the business to become established, they are now able to approach the producers and provide a circular economy solution to them.</p>

Applicant	Little Buddies
Project	Feasibility study on worm farm set ups in the Hamilton area.
Amount Funded	\$5,000.00
Results	<p>There has been a report submitted which outlines some details on this project – further details need to be provided in relation to real world data on the performance of these farms under Waikato conditions.</p> <p>Once farms are in place, they will be able to record data on their performance which is a key input into the financial side of the feasibility study. Further details will be provided in future.</p>

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 and Transport Committee Public Excluded Minutes - 30 May 2023) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
C2. Partial Land Sale)	

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)