

### **Notice of Meeting:**

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

Date: Tuesday 30 May 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

22 May 2023

Telephone: 07 838 6727 Amy.Viggers@hcc.govt.nz www.hamilton.govt.nz

#### **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 – Tono aroha	5
2	Confirmation of Agenda – Whakatau raarangi take	5
3	Declarations of Interest – Tauaakii whaipaanga	5
4	Public Forum – <i>Aatea koorero</i>	5
5	Confirmation of the Infrastructure and Transport Committee Open Minutes - 7 March 2023	6
6	Chair's Report	31
7	<b>Trade Waste and Wastewater Bylaw - Deliberations Report</b> (Recommendation to the Council)	35
8	Improvements to Wairere Drive / Gordonton Road roundabout	113
9	Climate Emergency Response Fund Transport Choices Package - Delivery Update	131
10	Draft 2024 Speed Management Plan Review - approval for consultation	171
11	General Managers Report	210
12	Resolution to Exclude the Public	263

### 1 Apologies – Tono aroha

### 2 Confirmation of Agenda – Whakatau raarangi take

The Committee to confirm the agenda.

### 3 Declaration of Interest – Tauaakii whaipaanga

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 **Date:** 30 May 2023

Committee

**Author:** Carmen Fookes **Authoriser:** Michelle Hawthorne

**Position:** Senior Governance Advisor **Position:** Governance and Assurance

Manager

**Report Name:** Confirmation of the Infrastructure and Transport Committee Open

Minutes - 7 March 2023

Report Status Open

### Staff Recommendation - Tuutohu-aa-kaimahi

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.

### Attachments - Ngaa taapirihanga

Attachment 1 - Infrastructure and Transport Committee Unconfirmed Open Minutes - 7 March 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 the Council Chamber and via Audio Visual Link, Municipal Building, Garden Place, Hamilton on Tuesday 7 March 2023 at 9.31am.

#### PRESENT

Chairperson Deputy Mayor Angela O'Leary

Heamana

Deputy Chairperson Cr Maxine van Oosten

Heamana Tuarua

Members Mayor Paula Southgate (via Audio Visual Link)

Cr Ryan Hamilton
Cr Moko Tauariki
Cr Ewan Wilson
Cr Mark Donovan
Cr Louise Hutt
Cr Kesh Naidoo-Rauf
Cr Andrew Bydder

Cr Geoff Taylor (via Audio Visual Link) Cr Sarah Thomson (via Audio Visual Link)

Cr Melaina Huaki

Cr Anna Casey-Cox (via Audio Visual Link)

In Attendance: Eeva-Liisa Wright – General Manager Infrastructure Operations

Chris Allen – General Manager Development

Julie Clausen – Acting General Manager Strategy and Communication Tania Hermann – Unit Director Sustainable Resource Recovery Nicole Bradbury - Resource Recovery Strategic Manager Fiona Sutton – Head of Operations and Process, Three Waters

Maire Porter - Unit Director Three Waters

Robyn Denton - Network and Systems Operations Manager Martin Parkes - Public Transports and Urban Mobility Manager

Honor Young - Urban Mobility Team Lead

Governance Staff: Amy Viggers - Governance Lead

Arnold Andrew and Chantal Jansen - Governance Advisors

Cr Tauariki opened the meeting with a karakia.

Apologies – Tono aroha

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

That the apologies for lateness from Cr Hauki and Cr Taylor, and for absence from Cr Pike are accepted.

Page 1 of 24

Infrastructure and Transport Committee 7 MARCH 2023 - OPEN

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

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

That the agenda is confirmed noting that:

- a) Item 8 (Waka Kotahi NZ Transport Agency Safety Update) is to be taken at 11.00am following a morning tea break to accommodate external presenters;
- b) late attachment (Access Hamilton Terms of Reference) for Item 5 (Chair's Report) is accepted. It was circulated prior to the meeting at the request of the Chair; and
- c) late addition to Item 13 (General Manager report) CERF VKT Reduction Programme, Funding Opportunity is accepted. It was circulated late as an addition to the General Managers report as this CERF funding round has just been released (end of February early March) and has tight timeframes to deliver an Expression of Interest by 30 March 2023.

### 3. Declarations of Interest – Tauaakii whaipaanga

No members of the Council declared a Conflict of Interest.

### 4. Public Forum - Aatea koorero

Liam Carter spoke to Item 11 (Low Cost Low Risk Transport Improvement Programme Update and approval for 2023/24) and requested that the Fairfield Bridge connections be added to the Low-Cost Low Risk programme of works.

Melissa Smith (Bike Waikato) spoke to Item 11 (Low-Cost Low Risk Transport Improvement Programme Update and approval for 2023/24) and Item 12 (Climate Emergency Response Fund Transport Choices Package - Project Schedule Approval) in support of the staff recommendations.

**Bevan Thomas** (Fraser High School) spoke Item 11 (Low-Cost Low Risk Transport Improvement Programme Update and approval for 2023/24) in particular the proposal to install a pedestrian crossing outside of Fraser High School on Ellicott road. They respond to questions from Elected Members concerning their request that the crossing be a signalised and the usage of crossings.

**Peter H Bos** (Living Streets Kirikiriroa) spoke to Item 11 (Low-Cost Low Risk Transport Improvement Programme Update and approval for 2023/24) and Item 12 (Climate Emergency Response Fund Transport Choices Package - Project Schedule Approval) and highlighted the desire for increased safety of pedestrians.

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

### Chair's Report

The Chair spoke to each section of her report and her recommendations. She responded to questions from Elected Members concerning permeable streetscape solutions.

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

That the Infrastructure and Transport Committee:

- a) receives the report;
- requests that staff bring a report back with options and costings for removing planting in small, medium sized or other appropriate intersections and roadsides in time for the 2024 Long Term Plan; and
- approves that the Access Hamilton Working Group outlined in the Chair's report be
  established, noting that memberships of the Working Groups is agreed to by the Mayor and
  Deputy Mayor, as Cr Hutt (Lead), Deputy Mayor O'Leary, Cr van Oosten, Cr Tauariki, Cr
  Donovan, and Mayor Southgate (ex officio); and

Page 2 of 24

 d) note the Waste Minimisation Working Group will be established as part of the Waste Management and Minimisation Plan report.

### 6. Waste Management and Minimisation Plan Review

The Unit Director Sustainable Resource Recovery outlined the staff report. Staff responded to questions from Elected Members concerning the Waste Management and Minimisation Plan Working Group Terms of Reference and the Waste Minimisation Fund Allocation Panel, and the levy.

**Resolved:** (Cr van Oosten/Mayor Southgate)

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) notes the commencement of the Hamilton City Council 2018-24 Waste Management and Minimisation Plan review as per the requirements under the Waste Minimisation Act 2008;
- 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;
- d) 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 Working Group;
- e) approves the appointment of Councillor Casey-Cox to the Waste Minimisation Fund Allocation Panel for the 2022-25 triennium; and
- f) notes that staff will report back to the Infrastructure and Transport Committee on the draft 2024-30 Waste Management and Minimisation Plan and Statement of Proposal prior to the document going out for public consultation.

Cr Taylor joined the meeting (10.24am) at the conclusion of the above item. He was not present when the matter was voted on.

Mayor Southgate left the meeting (10.24am) at the conclusion of the above item. She was present when the matter was voted on.

### 7. Project Watershed Update

The Head of Operations and Process Three Waters introduced the report and explained that Project Watershed was a joint work programme between Waikato Regional Council and Hamilton City Council. Staff responded to questions from Elected Members concerning impact of the works on climate adaptation.

Resolved: (Cr Casey-Cox/Cr Thomson)

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) notes the Hamilton City Council Project Watershed 2022-23 Quarter 2 report and submission to Waikato Regional Council;
- c) approves the submission of the proposed Project Watershed 2023-24 One Year Plan to Waikato Regional Council; and
- d) notes that staff will initiate discussions with Waikato Regional Council on the development of a new Project Watershed Service Level agreement, with a revised scope that reflects activities under Hamilton City Council management after 1 July 2024, and report back to the

Page 3 of 24

Infrastructure and Transport Committee 7 MARCH 2023 - OPEN

Infrastructure and Transport Committee on progress following discussions.

Item 9 (Hamilton City Council submission on Waka Kotahi NZ Transport Agency Interim State Highway Speed Management Plan) was taken after Item 7 (Project Watershed Update) to accommodate presenters.

### Hamilton City Council submission on Waka Kotahi NZ Transport Agency Interim State Highway Speed Management Plan

The Network and systems Operations Manager outlined to Council's submission to Waka Kotahi.

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

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) notes the Hamilton City Council submission on the Waka Kotahi Interim State Highway Speed Management Plan 2022-23 submitted on 12 November 2022 (attachment 1);
- notes that a further opportunity will be provided in 2023 to comment on the 2024-27 Waka Kotahi State Highway Speed Management Plan which will include safety camera installations;
   and
- d) notes that the Hamilton City Speed Management Plan will be reviewed in 2023 to feed into the development the Waikato Regional Speed Management Plan and subsequent 2024 Regional Land Transport Plan.

Item 10 (Traffic impacts of WEX & Improvements to Wairere Drive / Gordonton Road roundabout) was taken after Item 9 (Hamilton City Council submission on Waka Kotahi NZ Transport Agency Interim State Highway Speed Management Plan) to accommodate presenters.

#### 9. Traffic impacts of WEX & Improvements to Wairere Drive / Gordonton Road roundabout

The Network and systems Operations Manager outlined the staff report and highlighted the traffic volumes. She responded to questions from Elected Members concerning the location of sensors and the traffic volumes data.

The Network and systems Operations Manager then spoke to Wairere Drive/Gordonton Road roundabout safety improvements. She responded to questions from Elected Members concerning other safety improvements to be undertaken, other options to reduce crash risks and the impact of raised platforms.

Mayor Southgate re-joined the meeting (10.44am) during the discussion of the above item. Cr Huaki joined the meeting (10.47am) during the discussion of the above item.

Item 10 (Traffic impacts of WEX & Improvements to Wairere Drive/Gordonton Road roundabout) was adjourned during the discussion of the above item to accommodate presenters in attendance.

### 10. Waka Kotahi NZ Transport Agency Safety Update

The Senior Manager Road Safety Waka Kotahi provided Elected Members with a presentation concerning Road to Zero programme. He responded to questions from Members concerning national education campaigns, speed cameras, and raised platforms.

Resolved: (Cr Hamilton/Cr Wilson)

That the Infrastructure and Transport Committee:

Page 4 of 24

### The meeting was adjourned 11.39am to 11.55am.

### 11. Traffic impacts of WEX & Improvements to Wairere Drive/Gordonton Road roundabout – Continued

Staff responded to further questions from Members concerning how installation would occur should Option A of the staff report be undertaken.

Resolved: (Cr Naidoo-Rauf/Cr Wilson)

That the Infrastructure and Transport Committee:

- a) receives this report;
- notes that the monitoring of the traffic flows around and through the city following the opening
  of the Waikato Expressway Hamilton City will continue to be undertaken for at least another six
  months to understand the full impacts and seasonal variations, with updates being provided via
  Executive Update; and
- requests staff organise a workshop to discuss all options and how staff would engage with the Community concerning safety improvements at the intersection of Gordonton Road and Wairere Drive, prior to reporting back to the next meeting of the Committee for approval; and
- d) notes that funding for this work, once approved, will be from the 2022/23 and 2023/24 Road to Zero programme.

#### The meeting was adjourned 12.49pm to 1.30pm.

### 12. Low Cost Low Risk Transport Improvement Programme Update and approval for 2023/24

The Network and Systems Operations Manager spoke to the report, the four Low Cost Low Risk activity areas and noted that the funding amount would be adjusted to reflect the decision of the Annual Plan. She responded to questions from Elected Members concerning raised platforms, Waka Kotahi co-investment, delivery of the projects, engagement that would be undertaken with the Community, and implications of projects being deferred or removed from the overall programme.

Motion: (Cr Taylor/Cr Donovan)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) notes the progress being made on the 2022/23 Low Cost Low Risk Transport Improvement Programme;
- c) approves except for items 1-24, and 26 of the Road to Zero programme section in attachment 1 of the staff report the 23/24 financial year the proposed Low Cost Low Risk Transport Improvement Programme, subject to further consultation over design with schools; and
- d) requests that the projects excluded in c) above are included for discussion in the 2024 Long Term Plan;
- e) notes that progress of the final design and consultation of the projects to be delivered in the Low Cost Low Risk Transport Improvement Programme 2023/24 will be communicated to Members via the Executive Updates and future Infrastructure and Transport Committee meetings.

Page 5 of 24

Page 11 of 264

Infrastructure and Transport Committee 7 MARCH 2023 - OPEN

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

That the Infrastructure Operations Committee:

a) receives the report;

- b) notes the progress being made on the 2022/23 Low Cost Low Risk Transport Improvement Programme;
- approves the proposed Low Cost Low Risk Transport Improvement Programme (attachment 1
  of the staff report) for the 2023/24 financial year; and
- d) notes that progress of the final design and consultation of the projects to be delivered in the Low Cost Low Risk Transport Improvement Programme 2023/24 will be communicated to Members via the Executive Updates and future Infrastructure and Transport Committee meetings.

### The Amendment was put.

Those for the Amendment: Councillors Casey-Cox, O'Leary, Hutt,

Southgate, Thomson, van Oosten and

Tauariki

**Those against the Amendment:** Councillors Hamilton, Naidoo-Rauf,

Taylor, Wilson and Donovan

#### The Amendment was declared CARRIED.

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

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

That the Infrastructure Operations Committee:

a) receives the report;

- b) notes the progress being made on the 2022/23 Low Cost Low Risk Transport Improvement Programme;
- approves the proposed Low Cost Low Risk Transport Improvement Programme (attachment 1
   of the staff report) for the 2023/24 financial year; and
- d) notes that progress of the final design and consultation of the projects to be delivered in the Low Cost Low Risk Transport Improvement Programme 2023/24 will be communicated to Members via the Executive Updates and future Infrastructure and Transport Committee meetings.

**Those the Amendment as the**Councillors Casey-Cox, O'Leary, Hutt,
Substantive Motion:
Southgate, Thomson, van Oosten and

Tauariki

Those the Amendment as the Councillors Hamilton, Naidoo-Rauf, Substantive Motion: Taylor, Wilson and Donovan

Cr Bydder retired from the meeting (2.06pm) during the discussion of the above item. He was not present when the matter was voted on.

The meeting was adjourned 2.21pm to 2.27pm during the discussion of the above item.

Cr Huaki retired from the meeting (2.51pm) during the discussion of the above item. She was not present when the matter was voted on.

### 13. Climate Emergency Response Fund Transport Choices Package - Project Schedule Approval

The Public Transports and Urban Mobility Manager outlined the staff report. Staff responded to

Page 6 of 24

question from Elected Members concerning specific projects, impact on the community during construction, communication and engagement plan, and how the projects were selected.

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

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) approves the Climate Emergency Response Fund Initiative Funding Agreement project schedules as outlined in **Attachment 1** of the report, subject to macroscope approval from the Infrastructure and Transport Committee which will be required for all projects valued \$1.5M, and the following projects #26 Killarney Road Queens Avenue to Western Rail Trail (excluding rail crossings), #15 Hayes Paddock community space, walking, cycling, public transport improvements, #5Brooklyn Road Pedestrian crossing and cycle facilities, #4 Heaphy Terrace Boundary Rd to Brooklyn Rd cycling facilities #21 Horsham Down Roads public Transport, walking and cycling improvements (in-lane bus stops), #27 Anglesea St (south) in-lane bus stop and walking improvements; and
- c) notes that the Climate Emergency Response Fund Initiative Funding Agreement project schedules and reports, including any required approvals and monitoring reports will be reported to the Infrastructure and Transport Committee.

Cr Taylor retired from the meeting (3.18pm) during the discussion of the above item. He was not present when the matter was voted on.

Cr Tauariki retired from the meeting (3.55pm) at the conclusion of the above item. He was present when the matter was voted on.

### The meeting was adjourned 3.55pm to 4.15pm.

### 14. General Managers Report

The report was taken as read.

Resolved: (Cr Hamilton/Cr Thomson)

That the Infrastructure and Transport Committee:

- a) receives the report; and
- b) notes pre-implementation work to commence for identified priority routes for the approved Biking & Micro-Mobility Programme Business Case.
- requests staff work with the Access Hamilton Action Plan Working Group to develop the components of the Tier 1 Expression of Interest(EOI) application for Climate Emergency Response Funding - VKT reduction programme;
- d) delegates to the Chair and Deputy Chair of the Infrastructure and Transport Committee (Deputy Mayor O'Leary and Councillor van Oosten) the approval of the Hamilton City Council components of the Tier 1 EOI application for Climate Emergency Response Funding - VKT reduction programme due by 30 March 2023; and
- e) notes that the draft Climate Emergency Response Funding- VKT reduction EOI application and proposals will be provided to Members for feedback via Executive Updates and the final application and updates will be reported to future Infrastructure and Transport Committees.

#### 14. Resolution to Exclude the Public

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

Page 7 of 24

### 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. Contract Approval - Intelligent Transport System Assets Maintenance  C2. Extension of Transportation Corridor Maintenance and Renewal Contract (12080)	) Good reason to withhold ) information exists under ) Section 7 Local Government ) Official Information and ) Meetings Act 1987 )	Section 48(1)(a)
C3. Newcastle Water Demand Management Area- Increase in Contract Sum		
C4. Mangaonua Gully Restoration- Increase in Contract Sum		
C5. Carshare Agreement		
C6. Arthur Porter Drive		

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 enable Council to carry out commercial activities without disadvantage to enable Council to carry out negotiations to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (h) Section 7 (2) (i) Section 7 (2) (j)
Item C2.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h)
Item C3.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h)
Item C4.	to enable Council to carry out commercial activities without disadvantage to enable Council to carry out negotiations	Section 7 (2) (h) Section 7 (2) (i)

Page 8 of 24

Mediation

Item C5. to enable Council to carry out commercial Section 7 (2) (h)

activities without disadvantage

Item C6. to maintain legal professional privilege Section 7 (2) (g)

to enable Council to carry out negotiations Section 7 (2) (i)

The meeting moved into a public excluded session at 4.16pm.

The meeting was declared closed 4.42pm.

### Appendix 1

### Access Hamilton Action Plan Working Group

Reports to: The Infrastructure and Transport Committee

#### Membership:

Lead: Deputy Mayor Angela O'Leary Mayor Paula Southgate (ex Officio) Cr Maxine van Oosten Cr Louise Hutt Cr Moko Tauariki Cr Mark Donovan

#### Support staff:

General Manager, Infrastructure Operations – Eeva-Liisa Wright Unit Director Transport – Gordon Naidoo Urban Transport Policy and Planning Manager – Glenn Bunting

Meeting frequency: Monthly or as required

### Purpose and Terms of Reference:

- 1. The purpose of the Access Hamilton Action Plan Working Group is to:
  - a. provide governance input and advice for the development of the action plan associated with the implementation of the approved Access Hamilton Strategy
  - provide governance guidance on transport matters to deliver the action plan and current approved 2021-31 LTP projects associated with the approved Access Hamilton Strategy
  - provide governance input and advice to staff during delivery of projects receiving government/external funding i.e CERF Funding
- This working Group is not a decision-making body. It is also not intended to make recommendations to Council and/or Committees.

### Role of the Lead:

- 3. The Lead presides at each meeting.
- The Lead represents the Advisory Group at Council meetings when required and, where appropriate, at external forums/events (with the support of the Mayor).
- The Lead reports back to the Working Group regarding any meetings, discussions or events they have attended as a Working Group representative.
- Where the Lead is not available, a Group member nominated and agreed by majority of those present at the meeting will assume the role of the Lead.

### Meeting schedule / timing / nature

- The Working Group will meet on a monthly basis, with the flexibility to meet more often, as and when required on specific issues/projects.
- 8. The meeting will usually include:
  - a. A review of previous Notes and Actions;
  - Updates on the development of the Access Hamilton strategy action plan to deliver outcomes and priority projects;
  - c. Discussion of any issues and risks associated with delivery of the Access Hamilton Strategy action plan; and
  - d. Discussion on the Access Hamilton Strategy action plan draft 2024-34 LTP programme

### **Review of Working Group**

 The Working Group will be reviewed within 6 months of the formation and will expire on 30 June 2024 or once the Access Hamilton Implementation Plan has been developed and approved by the Infrastructure and Operations Committee.

Page 10 of 24

#### Appendix 2

### Background on Climate Emergency Response Fund (CERF) Urban Vehicle Kilometres Travelled (VKT) Reduction Programme Expression of Interest (EOI)

- In May 2022, government released its first Emissions Reduction Plan (ERP) which noted that transport has a significant role to play, and calling for a 41 percent reduction in emissions from the transport sector by 2035 (from 2019 levels). Both the HCC Access Hamilton Ara Kootuitui Kirikiriroa and Our Climate Future: Te Pae Tawhiti o Kirikiriroa strategies align with the government ERP outcome, by targeting a minimum 30% emissions reduction by 2030 and 82% reduction by 2050.
- 2. The ERP identified three key areas as areas of focus for transport:
  - i. Reduce reliance on cars and support people to walk, cycle and use public transport
  - ii. Rapidly adopt low-emissions vehicles and fuels
  - iii. Begin work now to decarbonise heavy transport and freight
- 3. The Government has set four transport targets that will support these focus areas and align with achieving the sector sub-targets for transport, one of these being:
  - Target 1 Reduce total kilometres travelled by the light fleet by 20% by 2035 through improved urban form and providing better travel options, particularly in our largest cities.
  - Sub-national targets for Tier 1 and 2 urban areas will be set and consulted on by the Ministry of Transport early this year.
- 4. Waka Kotahi has been allocated \$22.5 million under the Climate Emergency Response Fund (CERF) 2022 to deliver the following two actions related to reducing VKT by the light fleet in the ERP:
  - Revise Waka Kotahi NZ Transport Agency's national mode shift plan (Keeping Cities Moving) to ensure nationally led activities align with the pace and scale of VKT reduction and mode shift required in urban areas (i.e. a National VKT Reduction Plan).
  - Develop VKT reduction programmes for Aotearoa New Zealand's major urban areas (Tier 1 and 2) in partnership with local government, Māori and community representatives.

### Expression of interest (EOI) for funding to develop the VKT Reduction programme

- Waka Kotahi has developed an Expression of Interest (EOI) process to assist with developing VKT reduction programmes that will meet the VKT reduction targets.
  - a) The EOI is available to be submitted by the Regional Council on behalf of Tier 1 Councils by 30 March 2023. Hamilton City has been identified as being part of a Tier 1 urban area along with Waikato Regional Council, Waipaa District Council and Waikato District Council, and is working closely with them to develop an EOI within the timeframe.
  - b) The purpose of the EOI funding is not to implement an improvement activity, it is to assist with developing VKT reduction programmes that will meet the VKT reduction targets. The funding can be used to support work required to successfully develop the programmes.
  - c) Funding could be used to support partnering with iwi, community representatives and groups as well as identifying and filling gaps between existing plans, strategies and other documents. The funding request can also include consultant or contractor resource to backfill existing roles, or to bring in resource to coordinate and prepare programme development. The funding is to provide support to identify and produce

an Urban VKT Reduction Programme that meets the targets that will be set for the Tier 1 and Tier 2 areas.

- 6. The VKT Reduction programmes will help Government to understand the scale of work, timing, interdependencies and cost of activities needed to reduce VKT in line with the subnational targets, and will be used for future funding bids. Funding for implementation of the programmes will come later and is likely to be sourced from a range of funds: NLTF, Crown (e.g. CERF), other
- 7. The Emissions Reduction Plan (ERP) and this associated VKT Reduction programme has very strong alignment with all outcomes within Access Hamilton Ara Kootuitui Kirikiriroa and Our Climate Future: Te Pae Tawhiti o Kirikiriroa strategies.

#### Timeline associated with Tier 1 Councils

- 23 February 2023: Webinar to launch the VKT Reduction Programme work, and detail the funding process
- March 2023: Funding process runs with EOI due by 30 March, targeting Tier 1 Councils
- March 2023: Targeted discussions focused on preparing the EOI, and incorporating VKT reduction programme work into existing workstreams
- iv. March 2023: Consultation/engagement on the draft National VKT Reduction Plan
- v. April 2023: Funding released to Tier 1 Councils
- vi. June 2023: National VKT Reduction Plan finalised
- vii. August 2023: Draft VKT reduction programmes ready for incorporation into draft
- December 2023: Tier 1 Programmes completed, including approval by relevant Council committees
- Further information is available on the Climate Emergency Response Fund (CERF) VKT Reduction Programme in the attached information sheet.
- 9. Given the short timeframe for submitting the EOI it is proposed that the Chair and Deputy Chair of the Infrastructure and Transport Committee (Deputy Mayor O'Leary and Councillor van Oosten) be delegated to approve the Hamilton City Council components of the Tier 1 EOI. Updates on the proposals will be provided via Executive Updates and Access Hamilton Working Group meetings and reported to the Infrastructure and Transport Committee.



## Climate Emergency Response Fund (CERF) VKT Reduction Programme

Introducing the urban VKT reduction programmes





Page 13 of 24

### Urban VKT Reduction Programme background

In May 2022, government released its first emissions reduction plan (ERP) and transport has a significant role to play, calling for a 41 percent reduction in emissions from the transport sector by 2035 (from 2019 levels). Three key areas were identified as areas of focus for transport:

- · Reduce reliance on cars and support people to walk, cycle and use public transport
- · Rapidly adopt low-emissions vehicles and fuels
- . Begin work now to decarbonise heavy transport and freight

The Government has set four transport targets that will support these focus areas and align with achieving the sector sub-targets for transport, one of these being:

- Target 1 Reduce total kilometres travelled by the light fleet by 20 per cent by 2035 through improved urban form and providing better travel options, particularly in our largest cities.
- Sub-national targets for Tier 1 and 2 urban areas will be set and consulted on by the Ministry of Transport early this year.

Two actions related to reducing total kilometres travelled by the light fleet in the ERP are:

- Revise Waka Kotahi NZ Transport Agency's national mode shift plan (<u>Keeping Cities Moving</u>) to
  ensure nationally led activities align with the pace and scale of VKT reduction and mode shift
  required in urban areas (i.e. a National VKT Reduction Plan).
- Develop VKT reduction programmes for Aotearoa New Zealand's major urban areas (Tier 1 and 2) in partnership with local government, Māori and community representatives.

### What will the National VKT Reduction Plan do?

- The National VKT Reduction Plan will provide clear direction on what it will take to meet the national VKT reduction target and what Waka Kotahi will do to help achieve this target in partnership with others. It will also signal what needs to be included and prioritised in the urban VKT reduction programmes. The plan will also identify broader actions that are needed and are beyond Waka Kotahi's control (e.g., in the planning system) to enable us to reach the national VKT reduction target.
- The National Plan will highlight the potential contribution of different focus areas i.e., urban planning, public transport, active modes etc, and be explicit about the national actions and supporting conditions that are required to maximise their effectiveness.

### Why Urban VKT Reduction Programmes?

- Urban VKT Reduction Programmes will set out the required actions, investments, and other activities (such as land use and demand management measures) to reduce VKT in each urban area in line with the sub-national VKT reduction farcets.
- This means focusing on the Avoid and Shift components of Avoid/Shift/Improve. VKT reduction was selected by the government as it moves our thinking beyond just vehicles to include land use and behaviour change etc.
- Draft principles underpinning the work state:
  - We need to address the root causes of car dependency
  - We will reduce car use in ways that improve wellbeing and liveability
  - Te Tiriti o Waitangi underpins our approaches
  - We will reduce inequities, not reinforce them
  - We share responsibility for reducing car use, with different levels of responsibility
  - Place-based approaches are vital
  - Communities need to be closely engaged in changes

Waka Kotahi NZ Transport Agency Response Fund (CERF) VKT Reduction Programme- 2 Climate Emergency

- VKT reduction programmes will be used by councils, Waka Kotahi and the Government to better understand the scale of work, timing, interdependencies and potential cost of activities needed to reach our VKT reduction targets (and by proxy emissions reduction targets).
- The programmes may be used to support future budget bids at national and local levels and will inform
  investment across multiple sources.
- This is a unique opportunity to receive government funding to support development of a VKT reduction programme.

### What is the output?

A programme of actions, including timing, lead agency and costs (framed around 3 strategic shifts and 7 focus areas, evidenced, and documented in a form that can be incorporated into RLTPs)

- Shaping urban form
  - Create thriving and resilient communities
- Make shared and active modes more attractive
  - o Improve the reach, frequency, and quality of public transport
  - Deliver a step change in active modes
  - Facilitate car sharing and shared trips
  - Rebalance the road network and its use to support PT and active modes
- · Influence travel demand
  - Manage car parking and vehicle-use, and incentivise PT and active modes
  - Communicate solutions and create comprehensive travel plans

These actions will be supported by the following:

- A description of the scale of challenge gap between current state, forecasted trends and the 2035 target.
- Local context, and vision for the future.
- Barriers to achieving the 2035 target.
- The pathway to achieving the target, including early wins, sequencing and timing.

The process to develop each urban areas VKT reduction programme will differ based on the state of the unique governance arrangements and planning processes in each urban area. For Tier 1 Councils, the Urban Growth Agenda Partnerships, associated working groups, will be the primary avenue for the programme development.

A key component of this will be preparing key actions in time for draft RLTP submission dates in the second half of 2023.

Future Development Strategies are also a key area to incorporate VKT reduction related actions.

Noting we anticipate VKT reduction being woven through regionally specific processes and documents, a summary of the overall programme will be required to be completed for each urban area.

### How will we partner to do this?

- Each of the 13 urban areas will be asked to partner with Waka Kotahi, Māori, and community representatives to prepare an urban VKT reduction programme within the following timeframes:
  - Tier 1s due December 2023
  - Tier 2s due December 2024
- To do this we will need to work together, through existing forums where possible, such as RAG/TAGs and Urban Growth Agenda (UGA) partnerships.
- The development of an urban VKT reduction programme should not be seen as a new task or document, but rather a new approach to existing work plans and processes.
- · What we expect from you:
  - For the purpose of accessing funding, one organisation will take a lead, anticipating that in
    most cases it will be the regional authority (working with the Urban Growth Partnership for Tier
    1s), noting the alignment with RLTP processes.
  - A sense of ownership and looking for opportunities to incorporate this into plans/strategies etc.
  - Partnering at a local level with Māori and community stakeholder, as outlined in the ERP.

Waka Kotahi NZ Transport Agency Response Fund (CERF) VKT Reduction Programme- 3 Climate Emergency

Page 15 of 24

- What you can expect from us:
  - Ongoing local support from your existing Waka Kotahi contacts.
  - VKT reduction programme staff as key contacts and regular faces at meetings as part of the partnership.
  - Advice on evidence base, and tools to assess and model VKT consistently across the country, including tools to support community conversations and more technical assessments, such as T2035 and CATI.
  - A Community of Practice to be set up to support collaboration, cross-pollination and capability.

### Accessing funding to support developing a programme

Waka Kotahi has developed an Expression of Interest (EOI) process to identify the actions required within each urban area to support the development of VKT reduction programmes for the Tier 1 and Tier 2 regions. CERF funding is available to support the development of Tier 1 and Tier 2 programmes. The application process will use Transport Investment Online (TIO), with one application from each Tier 1 and Tier 2 urban area to cover all the respective councils in that urban area, generally led by the regional council (or unitary council). TIO will also be utilised to administer the approval and claiming process. Waka Kotahi will pre-populate TIO as much as possible to minimise administration, A funding agreement will be required between Waka Kotahi and the lead authority from each Tier 1 and Tier 2 region. Note that the EOI process for Tier 1s will start in February/March, while for Tier 2s it will kick off in September.

#### Timeline

- 23 February 2023: Webinar to launch the VKT Reduction Programme work, and detail the funding process
- . March 2023: Funding process runs with EOI due by 30 March, targeting Tier 1 Councils
- March 2023: Targeted discussions focused on preparing the EOI, and incorporating VKT reduction programme work into existing workstreams
- March 2023: Guidance for Tier 2s focused on what a placeholder/draft VKT programme looks like in the RLTP
- March 2023: Consultation/engagement on the draft National VKT Reduction Plan
- April 2023: Funding released to Tier 1 Councils
- · June 2023; National VKT Reduction Plan finalised
- August 2023: Draft VKT reduction programmes ready for incorporation into draft RLTPs
- September/October 2023: Second round of funding focused on Tier 2 Councils
- December 2023: Tier 1 Programmes completed, including approval by relevant Council committees
- December 2024: Tier 2 Programmes completed, including approval by relevant Council committees

### Next steps and contacts

- · For further information please contact:
  - General enquiries and to sign up for regular communications: VKTreduction@nzta.govLnz

Look out for regular updates and communications through the NLTP Bulletin and expect to see us more as we kick off regionally focused engagement and look to embed VKT into local processes.

### Links

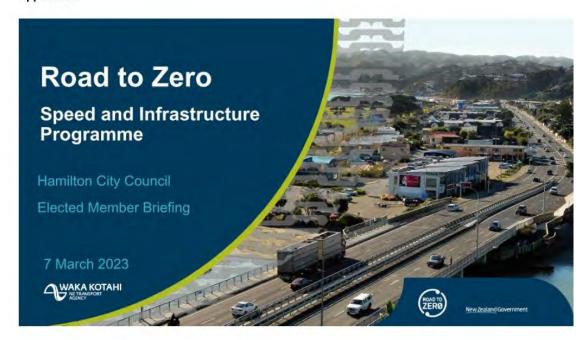
- . Emissions Reduction Plan
- Decarbonising Transport Action Plan
- Note that sub-national VKT Reduction targets are being developed by the Ministry of Transport currently.

Waka Kotahi NZ Transport Agency Response Fund (CERF) VKT Reduction Programme-4

Climate Emergency

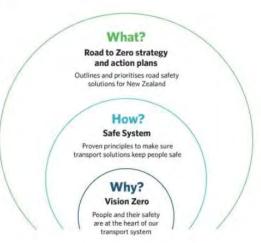
Page 16 of 24

### Appendix 3



### What is Road to Zero?

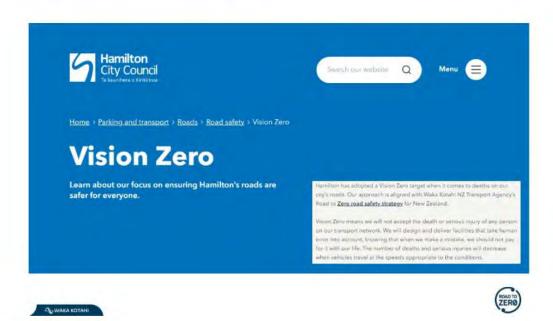
- WHAT strategies and action plans outline specific interventions with timelines, targets and accountability
- HOW the Safe System provides proven principles and a toolbox of evidence based solutions
- WHY Vision Zero is an ethical stance, creating a collective mission







Page 17 of 24









### Road to Zero

Reducing death and serious injury by 40% by 2030

### **Critical interventions:**

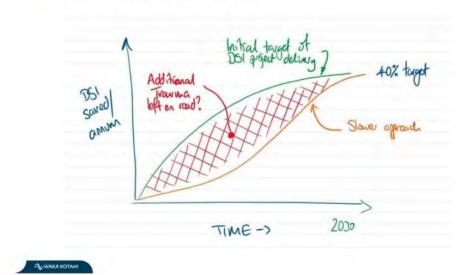
- Strengthen road policing
- 2 Speed management (speed limits)
- Investment in infrastructure
- Safety Cameras
- 5 Safe and clean cars

Supported by a regulatory framework to optimise benefits and promote good road user behaviour





### The delivery challenge





Page 19 of 24

### Safe System



Errors are inevitable but death and serious injuries are not





### We promote good choices but plan for mistakes







### We design for human vulnerability

People are not designed to withstand high impact speeds

Road and section types combined with read users	Target Safe System speed
Roads and sections used by cars and vulnerable users	30 km/h
Intersections with possible side-on conflicts between cars	50 km/h
Roads with possible frontal conflicts between cars	70 km/h
Roads with no possible frontal or side-on conflicts between vehicles and no vulnerable road users	≥ 100 km/h
ource: ECMT, 2006.	

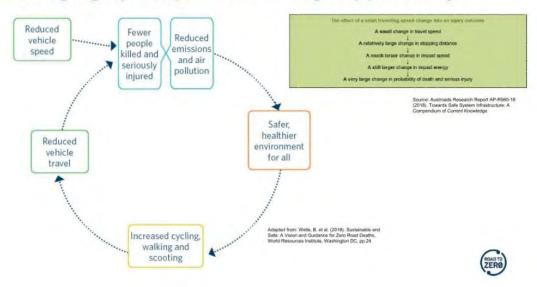




### To achieve our vision, we need safe speed limits and people traveling at safe speeds

"A safe and appropriate speed limit is a speed limit that is safe according to standards set by the Safe System and appropriate in terms of aligning with community wellbeing objectives as well as with the movement and place function, design and infrastructure of the street or road."

### Managing speed presents a huge opportunity





We have a shared responsibility for improving road safety

### We all have a role to play within a Safe System:

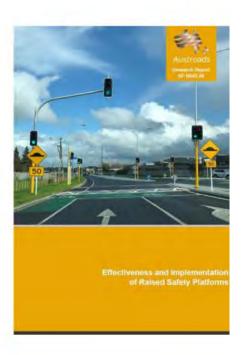
- · Waka Kotahi set national policy, provide speed management guidance
- · Council staff maintain safe roads, evaluate speed limits
- · Elected members set appropriate speed limits
- · Police enforce / encourage proper road use
- · Road users drive / walk / cycle / ride responsibly



### Raised safety platforms

- Raised safety platforms encourage motorists to slow down when approaching an intersection and providing a safer, slow-speed crossing space for pedestrians.
- International experience shows that raised safety platforms can reduce death and serious injuries by 40%.



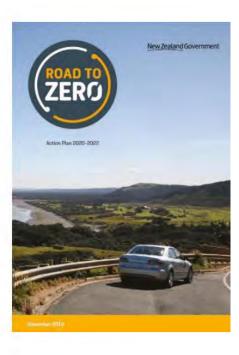


### Raised safety platforms

Road to Zero Action Plan 2020-22

"Some infrastructure measures are more effective than others ...
Primary treatments align closely to Safe System outcomes ...
Supportive treatments provide incremental safety gains but not to a level that would create a Safe System ... Primary treatments should be employed wherever possible."



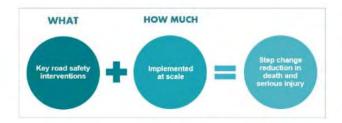


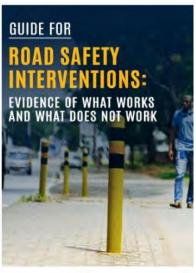
Page 23 of 24

### Safe System

We know what works

... but we are not yet delivering at the necessary pace and scale















## Item 6

### **Council Report**

**Committee:** Infrastructure and Transport **Date:** 30 May 2023

Committee

**Author:** Nicholas Hawtin **Authoriser:** Michelle Hawthorne

**Position:** Governance Advisor **Position:** Governance and Assurance

Manager

Report Name: Chair's Report

Report Status	Open

### **Recommendation - Tuutohu**

1That 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 for consideration in Year 1 of the draft 2024-34 Long Term Plan; noting Metlifecare has offered a financial contribution to the cost of works of \$15,000.00, payable in three instalments.

### Attachments - Ngaa taapirihanga

Attachment 1 - Chair's report



### Chairperson's report

Tēnā koutou katoa.

Welcome committee members to the second Infrastructure and Transport Committee meeting of 2023.

We've gotten off to an extremely busy start for the city in the transportation space and lots of work will continue for the remainder of the year.

The Access Hamilton Ara Kootuitui Kirikiriroa Working Group that sits under this committee is off to a great start in the very capable hands of Councillor Louise Hutt. The second group reviewing our Waste Management and Minimisation Plan has also started their work. Updates of both committees will work their way through to Briefings for all elected members as they progress.

There are a couple of updates and a recommendation that I would like to bring to the committee's attention.

### 1. Minogue Park access for residents of Forest Lake Gardens

On 3 April 2023 I met with Murray Bindon and other members of the Forest Lake Gardens Management and Residents Group for a site visit to look at issues relating to an HCC swale outside their property. City Transportation Unit Director Gordon Naidoo accompanied me.

The swale runs along the boundary and butts up against a gate owned by the retirement village. The gate was used to enable walking access to Minogue Park for residents but due to installation of the swale, is now effectively cut off.

Metlifecare as owners of Forest Lake Gardens wish to enable safe access of the pedestrian gate so have proposed to make a financial contribution to the cost of works to enable this. To restore safe access for residents it would require piping a length of approximately 24m of open drain including the installation of a manhole.

Metlifecare has offered a financial contribution to the cost of works of \$15,000.00, payable in three instalments, the detail to be included in a report and brought back to this committee.

Metlifecare will also take responsibility for the maintenance of the newly covered area and grass.

A decision from this Committee to support the residents aligns with our Hamilton City Open Spaces Strategy outcome where "our open spaces are accessible to everyone", our Play Strategy where we "ensure the provisions of spaces enable everyone to play and be active", and of course Access Hamilton

Page 1 of 3

where a key principle is a 'safe transport system' where 'people should always feel safe' and we're 'inclusive' in providing for everyone.

As a city we have a goal that "we want Hamilton to be one of the friendliest places for those who are 65 and older to live" as New Zealanders aged 65+ is expected to double to between 1.3 and 1.5 million by 2046 (HCC website).

A recommendation is included in my report.

Images: residents gate, open drain







### 2. Parliamentary Select Committee presentation

On 11 May 2023 Glenn Bunting, Urban Transport Policy and Planning Manager – City Transport and I presented via Zoom HCC's submission to the Land Transport Management (Regulation of Public Transport) Amendment Bill.

The purpose of the Bill is to enable the delivery of a more effective and efficient public transport system through enabling a lot more flexibility. The link to our submission is <u>here</u>.

There were quite a few questions of us, and I thank Glenn for his support and contributions on the day. I will provide a verbal update at committee.

### 3. Regional Land Transport Plan Development process for 2024-2034

I wanted to update the committee on the commencement of this important piece of work through the Waikato Regional Council – Regional Transport Committee (Waikato RTC) – the review of the Regional Land Transport Plan (RLTP)

Page 2 of 3

The Land Transport Management Act (LTMA) requires that by the **end of April 2024**, the current Waikato Regional Land Transport Plan (RLTP) is reviewed, and a new plan put in place. Regional Transport Committee's (RTC) are responsible for undertaking this review.

The review involves updating the policy framework of the RLTP based on the latest national and regional policy directions and current issues that will shape the regional transport response. A business case approach guides the RTC through the decision-making exercise to arrive at an updated set of objectives and ten-year priorities for the RLTP.

The RLTP sets out the long-term strategic direction for land transport in the Waikato region and is the primary document guiding integrated land transport planning and investment over the shorter term. It provides a regional consensus on the outcomes the region wants to achieve for land transport and the priorities the region seeks funding for.

The second half of the review involves working closely with Road Controlling Authorities (Territorial Authorities and Waka Kotahi NZTA) including Hamilton City Council, to develop a new regional programme of transport activities. The Programme must reflect the RLTP's objectives and will be submitted for inclusion in the National Land Transport Programme and subsequent funding from the National Land Transport Fund.

It is critical that the policy framework within the RLTP reflects the challenges and issues facing Hamilton as a high growth urban metro city within the Waikato Region. The RLTP is the tool that enables us to get key projects important to Hamilton supported and included in the National Land Transport programme to secure funding opportunities. The risk of leaving something out is we miss Waka Kotahi NZ Transport Agency co-investment.

Councillor Maxine and I have attended two workshops to date to start this process. We will continue to receive information through this committee from staff via the External Committee's update in the General Manager's report.

### **Recommendation:**

- 1. 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 for consideration in Year 1 of the draft 2024-34 Long Term Plan; noting Metlifecare has offered a financial contribution to the cost of works of \$15,000.00, payable in three instalments.

Angela O'Leary
Chairperson, Infrastructure & Operations Committee

Page 3 of 3

### **Council Report**

**Committee:** Infrastructure and Transport **Date:** 30 May 2023

Committee

Author: Kyall Foley Authoriser: Eeva-Liisa Wright

**Position:** Environmental Policy Analyst **Position:** General Manager

Infrastructure Operations

Report Name: Trade Waste and Wastewater Bylaw - Deliberations Report

Report Status	Open
---------------	------

### Purpose - Take

- To inform the Infrastructure and Transport Committee on proposed amendments to the Trade Waste and Wastewater Bylaw 2016 following the bylaw review and public consultation process.
- 2. To enable the Infrastructure and Transport Committee to deliberate on the proposed revised Trade Waste and Wastewater Bylaw.
- 3. To seek approval from the Infrastructure and Transport Committee to recommend to Council that a revised Trade Waste and Wastewater Bylaw be adopted.

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

- 4. That the Infrastructure and Transport Committee:
  - a) receives the report;
  - b) recommends Council adopts the revised Trade Waste and Wastewater Bylaw (2023), effective from 1 July 2023;
  - c) notes that:
    - 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.

### Executive Summary - Whakaraapopototanga matua

- 5. The Council has legislative obligations under the Local Government Act 2002 (LGA), Resource Management Act 1991 (RMA), Waikato River Settlement Act 2010 and other legislation to ensure that the trade waste and wastewater is managed in a way that promotes the protection of public health, the natural environment and wastewater assets from damage, misuse or loss.
- 6. The existing Hamilton Trade Waste and Wastewater Bylaw was adopted in 2016 and is required to be reviewed five years after adoption. If the Bylaw review is not completed by 28 July 2023, it will be automatically revoked under section 160A of the LGA.
- 7. On 8 June 2021, Council determined a bylaw was the best way to manage trade waste and wastewater in Hamilton and approved the preparation of a Statement of Proposal for a reviewed Bylaw [Agenda, Minutes].
- 8. On 16 December 2022, Council approved a Statement of Proposal and proposed reviewed Bylaw under Section 83 of the Local Government Act 2002 [Agenda, Minutes]. The proposal was to continue the Bylaw with minor changes, as detailed in paragraph 18 below.
- 9. At this meeting, Council also approved consultation to be undertaken from the 17 January to 17 March 2023. A total of 16 submissions were received, which are summarised from paragraph 23 30 below. The 16 submitters were also invited to speak to their submission at the Regulatory and Hearings Committee on the 26 April 2023 [Agenda, Minutes]. Two submitters spoke to their submission.
- 10. Staff have responded to submissions and questions from Elected Members following the hearing on the 26 April 2023. These responses have been used to form the final draft of the reviewed Trade Waste and Wastewater Bylaw, which can be found as **Attachment 1** to this report.
- 11. Staff recommend **option 1** (Recommend to Council that a revised Hamilton Trade Waste and Wastewater Bylaw 2016 be adopted), as detailed in paragraph 35 below.

### Background - Koorero whaimaarama

- 12. The Hamilton Trade Waste and Wastewater Bylaw 2016 (the Bylaw) enables Council to:
  - i. protect the health and safety of people using or working in the wastewater system
  - ii. protect the wastewater system from damage and misuse
  - iii. protect the environment from adverse effects of harmful substances discharged to the wastewater system
  - iv. produce wastewater and biosolids of a consistent quality
  - v. encourage waste minimisation, cleaner production, efficient recycling and reuse of waste streams by business
  - vi. ensure that businesses maintain trade waste discharged within agreed levels
- 13. The Bylaw has assisted Council to meet its role and obligations in relation to:
  - i. the objectives of Te Ture Whaimana o te Awa o Waikato (The Vision and Strategy for the Waikato River) under the Waikato River Settlement Act (2010)
  - ii. section 130 of the LGA
  - iii. section 15 of the RMA, including compliance with Council's wastewater discharge consent from Pukete Wastewater Treatment Plant, granted by Waikato Regional Council
  - iv. the Hazardous Substances and New Organisms Act (1996)
  - v. the Health and Safety and Work Act (2015)
  - vi. the Health Act (1956)
  - vii. the Water Services Act (2021)

- viii. the National Policy Statement for Freshwater Management 2016 (and subsequent revisions)
- ix. maintaining and protecting Council's wastewater assets
- 14. On 8 June 2021, Council determined the Bylaw was still the most appropriate resource for the management of trade waste and wastewater in Hamilton, and approved the preparation of a Statement of Proposal (SOP) for a reviewed Bylaw [Agenda, Minutes].
- 15. Staff review of the Bylaw included early engagement with internal stakeholders, sub-regional partners, targeted Trade Waste customers, and mana whenua. The purpose of this engagement was to determine what issues there were with the bylaw, the significance of those issues, and options to resolve those issues. Some issues were out of scope and could not be addressed in the Bylaw review.
- 16. Mana Whenua raised an issue about the management of mortuary waste. It was agreed with Mana Whenua that this will be investigated outside the Bylaw review, due to the depth of investigation required.
- 17. Other matters arising from the staff review and early engagement resulted in proposed minor amendments to the Bylaw.
- 18. On 16 December 2022, Council approved a Statement of Proposal (SOP) and proposed reviewed Bylaw under Section 83 of the Local Government Act 2002 [Agenda, Minutes]. The proposal was to continue the Bylaw with minor changes. The minor changes included:
  - the inclusion of the Te Raa Aro ki a Matariki (Matariki Observed) as a public holiday
  - the correction of two outdated references made to the Local Government Act 2002, and the Land Transfer Act 1952
    - o section 10 was amended in 2019 to change the purpose of the Local Government Act in relation to wastewater.
    - o 'premises' is now defined by the Building Act 2004, instead of the Land Transfer Act 1952
  - strengthening the linkage of the Bylaw with the Waikato River-Tainui Raupatu claims (Waikato River) Settlement Act 2010.
- 19. The SOP set out two options to consider: Option 1 to amend the current Bylaw with only minor changes, or Option 2 to retain the current Bylaw with no changes. The SOP also asked the public if there were topics or areas of interest relating to trade waste and wastewater that they sought a better understanding of.
- 20. The consultation period was open for 8 weeks from 17 January 2023 to 17 March 2023. A total of 16 responses were received during the consultation period.
- 21. On 26 April 2023, submitters were given the opportunity to speak to their submission to the Regulatory and Hearings Committee [Agenda, Minutes]. Two submitters presented their submissions.
- 22. Staff have previously noted that unless the review is completed, the Bylaw will be revoked on the 28 July 2023.

#### Discussion - Matapaki

#### **Submission Analysis**

23. Of the 16 responses that were received, the majority of responses favoured towards amending the bylaw with only minor changes. Half of the comments related to the minor changes 'making sense'.

- 24. One response from a business considered the Bylaw was fit for purpose and should be retained with only the proposed minor amendments.
- 25. One response questioned whether the bylaw does enough to manage the demand of three-waters infrastructure. As a response to this submission, a minor change to the Bylaw has been proposed which seeks to align current staff practice of assessing connections applications with Councils Three Waters Connection Policy.
- 26. Two responses wanted to see the Bylaw retained with no changes. The reasoning provided related to three waters reform, rates, and use of Council's time and money. No businesses had submitted requesting the bylaw remained unchanged.
- 27. One organisation representing a number of fuel companies (Fuel Companies) had particular interest in the appropriateness of how the bylaw achieved the purpose and principles of the Local Government Act (2002) and how the Bylaw addressed car wash discharges. A number of requests for amendments to the Bylaw were made. Staff subsequently met with their representatives to get further understanding of the requests. The requested amendments from the Fuel Companies (as well as other request for amendments from other submitters), and staffs response to these submission are summarised in **Attachment 2** of this report.
- 28. One respondent suggested the use of small onsite septic tanks to filter out fat and wet wipes, connected to Councils wastewater system, and provision of a regular cleaning service.
- 29. There were 13 topics that respondents wanted more information on. Themes included: definition of trade waste; wastewater responsibility, protection of waterways, flora and fauna; wastewater monitoring, reporting and general management; environmental and financial sustainability; discharge limits and ways that residential sites can manage waste better. This feedback will be used to inform education strategies and plans related to the wastewater activity, and the Bylaw communications plan.
- 30. Further detail is provided in the report for the 26 April 2023 Regulatory and Hearings Committee [Agenda, Minutes], as well as the community engagement tactics and insights report (Attachment 3).

#### **Submissions analysis and Hearing**

- 31. On 26 April 2023, submitters were given the opportunity to speak to their submission to the Regulatory and Hearings Committee. Two submitters presented their submissions at this committee.
- 32. Submission points, staff analysis and recommended response are listed in **Attachment 2**. Any recommended changes are included within the tracked change version of the Bylaw, which can be found as **Attachment 1** to this report.
- 33. In addition to the response to the matters raised by submitters, Elected Members requested that several further matters arising from the verbal statements of submitters be addressed in the deliberations report. These matters are also contained within **Attachment 2**.

#### **Mortuary Waste**

34. Staff are currently in the process of preparing a project plan for a review of how mortuary waste is managed in Hamilton. Both Mana Whenua and the Funeral Homes Association are included as key stakeholders and will be contacted to participate once details are finalised.

#### **Options**

35. Staff have assessed that there are three reasonable and viable options for the Infrastructure and Transport Committee to consider the issues to be managed and level of significance and wellbeing. The options are:

Option 1 (recommended)	Recommend to Council that a revised Hamilton Trade Waste and Wastewater Bylaw 2016 be adopted.
Option 2	Continue with the current Hamilton Trade Waste and Wastewater Bylaw 2016 until it is revoked in July 2022.
Option 3	Revoke the Hamilton Trade Waste and Wastewater Bylaw 2016.

- 36. Options one and two were included as part of the SOP. Staff note that Option 3 is also available to Council, however as noted in the 15 December Council Meeting, option 3 will likely result in Council failing to meet its obligations outlined in paragraph 13, and that cost recovery for conveyance and treatment processes through the Bylaw would cease.
- 37. Based on the submissions received and the general support for amendment to the Bylaw with 'only minor' amendments staff recommend that the Infrastructure and Transport Committee approves **Option 1** to amend the bylaw with those minor amendments listed in paragraph 18, and further amendments to address outcomes as a result of engagement listed in **Attachment 2**. A tracked change version of the Bylaw with these changes is included as **Attachment 1**.

#### **Update on Legislative Change**

38. It is noted that during the timeframes of completing this review of the Bylaw, new Water Services Legislation has been released. This does not change the legislative requirement to review the Bylaw under the Local Government Act 2002.

#### Financial Considerations - Whaiwhakaaro Puutea

- 39. The total cost to complete a review on the Bylaw, including the adoption of a revised Bylaw, and any anticipated consultation is approximately \$30,000 \$35,000.
- 40. The review of the Bylaw is a planned operations activity funded in the approved 2021-31 Long-Term Plan.
- 41. The financial implications of Option 1 are considered to be immaterial due to the recommended changes being limited to 'minor changes'.

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

- 42. Staff confirm that Option 1 complies with the Council's legal and policy requirements.
- 43. Section 148(1) of the Local Government Act requires that a copy of the bylaw is to be sent to the Minister of Health 'for his/her comment'. This was issued to the minister on the 8 May 2023. To date, there has been no response.
- 44. Section 155(3) of the Local Government Act requires that bylaws cannot be made which are inconsistent with the New Zealand Bill of Rights Act 1990. Staff can confirm that the revised Bylaw does not give rise to any implications under the New Zealand Bill of Rights Act 1990.
- 45. Staff also confirm that the draft bylaw has been subject to a legal review, which has informed the proposed changes.

#### **Climate Change Impact Statement**

- 46. The impacts of climate change on wastewater systems include those related to both higher and lower rainfall and increased temperature. Higher rainfall can result in; increased flows, overflows, blockages and breakages, increased treatment plant inflows and bypasses, storm related power outages, flooding and infrastructure damage, raised water table levels, flotation, inundation, reduced performance of biological systems. Lower rainfall can result in potential for corrosion, blockages, siltation, increased toxicity levels. Higher temperatures can result in, odour, and changes to the capacity of the receiving environment.
- 47. Staff have assessed if the Trade Waste and Wastewater Bylaw review will worsen or improve the City's resilience to climate related hazards such as floods, drought, extreme weather events or increased city temperatures. As the proposed amendments are minor in nature, staff consider that there is no risk to climate impacts and that an adaptation assessment was not required. The Bylaw has a provision relating to waste minimisation, cleaner production, efficient recycling and reuse of waste streams by businesses.
- 48. As the Bylaw review does not result in new infrastructure, an emissions assessment is not required.

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

- 49. 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').
- 50. 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.
- 51. The recommendations set out in this report are consistent with that purpose.

#### Social

- 52. The review of the Bylaw and the adoption of a revised Bylaw aligns with the following outcomes:
  - Our city is a great place to play and be active
  - Our city supports people to be healthy and happy.
- 53. Adopting a revised bylaw will mean that it would continue to act as a tool for community education on wastewater and the need to protect the network and river.
- 54. Public consultation supported the participation of the community in Council decision making.

#### **Economic**

- 55. The review of the Bylaw and the adoption of a revised Bylaw aligns with the following outcomes:
  - our city has a thriving, sustainable business sector and enables individual and businesses to prosper.
- 56. Adopting a reviewed Bylaw as proposed provides a degree of consistency for the business community, who will be familiar with the current bylaw which has had legal effect since 2016. This consistency and familiarity will enable the business community to continue to prosper.

#### **Environmental**

- 57. The review of the Bylaw and the adoption of a revised Bylaw aligns with the following outcomes:
  - Our city restores and protects the health and wellbeing of the Waikato River.

The 2016 Bylaw contains a number of strong clauses which seek to protect the wastewater network, subsequently helping Council better manage any potential impacts on the health and wellbeing of the Waikato River from the misuse of the wastewater network. Adopting a revised Bylaw as proposed ensures that these clauses remain and are not lost if the bylaw is revoked. **Cultural** 

- 58. The review of the Bylaw and the adoption of a revised Bylaw aligns with the following outcomes:
  - our city supports the values, aspirations, and growth of our taangata whenua; and
  - our city is a place we are proud of.
- 59. Staff have worked collaboratively with Waikato-Tainui and Te Ngaawhaa Whakatupu Ake (TNWA) for this Bylaw review. Council have met with Iwi to discuss their desired outcomes.
- 60. An assessment of the Bylaw against Iwi Management Plans prepared by Waikato Tainui, Ngaati Hauaa and Ngaati Tamainupoo has been undertaken by staff with particular focus on objectives, policy and methods related to wastewater and trade waste impacts. Staff consider that the revised bylaw is consistent with these Iwi Management Plans.
- 61. The proposed revised bylaw further highlights the importance of Te Ture Whaimana o te Awa o Waikato (the Vision and Strategy of the Waikato River) and affirms its direction setting status to the bylaw users.
- 62. Staff have discussed the prospect of proceeding with a review of the Bylaw with no or minor changes with Mana Whenua. Staff have agreed to further engage with Mana Whenua to understand and work collaboratively around the best practice management of mortuary waste.

#### Risks - Tuuraru

- 63. Staff do not consider there to be any risk in adopting Option 1 where the Bylaw is amended with only minor changes. There will be a need to progressively investigate the management of mortuary waste in order to meet Council's agreed commitments with mana whenua to identify solutions that will address iwi's concerns.
- 64. If the bylaw is to remain unchanged (Option 2), it may result in the following potential effects:
  - Potential risk of legal challenge of clauses which reference incorrect legislation.
  - Potential reputational risk as staff would have not responded to submitters.
  - potential to increase regulatory compliance risk to Council.
  - weaker position to assist meeting Council objectives of other plans and strategies.
- 65. If the bylaw is allowed to be revoked (Option 3), it may result in the following potential effects:
  - potential to increase regulatory compliance risk to Council.
  - the loss of a tool to manage commercial strength wastewater inputs into the wastewater network.
  - financial risk associated with the loss of trade waste fees.
  - weaker position to assist meeting Council objectives of other plans and strategies.
  - reduced ability to achieve the objectives of the Te Ture Whaimana o te Awa o Waikato.
     Council will have to rely on infrastructure management, operational processes and education measures.

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

66. 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**

- There is a statutory requirement to consult as per legislation outlined below.
- 68. The LGA requires the Council to consult the public whether continuing the existing Bylaw without amendment (s160(3)(b), the LGA) or amending, revoking or replacing the Bylaw (ss160(3)(a) and 156(1), the LGA).
- 69. The legislative requirement to consult on the proposed changes to the Bylaw provided an opportunity for the Council to engage the community on how the existing Bylaw is working and to consider feedback.
- 70. Staff invited the public and stakeholders to provide formal feedback through the public consultation from 17 January to 17 March 2023 so that their views can be captured on the proposed Bylaw. This consultation has been undertaken in accordance with the Special Consultative Procedure as per staff's approved recommendation on the 15 December 2022.
- 71. On the 26 April 2023, two submitters spoke to their submission.
- 72. The community engagement tactics and insights report can be found as **Attachment 3**.
- 73. Staff also initiated early engagement with mana whenua and trade waste customers in 2021 to identify any matters of concern that could be addressed in a bylaw review.

#### Attachments - Ngaa taapirihanga

- Attachment 1 Hamilton Trade Waste and Wastewater Bylaw 2016 (amended 2023) (tracked changes)
- Attachment 2 Summary of responses to submitters and Elected Members
- Attachment 3 Community Engagement Tactics and Insights Report 2023



Approved By: Hamilton City Council	Date Adopted: 28 July 2016		
Date In Force: 15 August 2016	Bylaw Reviewed: 1 July 2023		
Version History: Minor amendments adopted by resolution of Hamilton City Council on 15 June 2023	Next Review Date: To be reviewed by 1 July 2033		

## HAMILTON TRADE WASTE AND WASTEWATER BYLAW 2016 (amended 2023)

#### TABLE OF CONTENTS

1.	INTRODUCTION	2
2.	SHORT TITLE, COMMENCEMENT AND APPLICATION	-2
3.	SCOPE	2
4.	PURPOSE	2
	COMPLIANCE WITH OTHER ACTS AND CODES	2
6.	DEFINITIONS	3
7.	WASTEWATER	7
		10
9.	TANKERED WASTE	20
10	.ACCESS	21
11	.FEES & CHARGES	22
12	.BREACHES	22
13	REMEDIAL WORKS AND COST RECOVERY	22
14	OFFENCES AND PENALTIES	23



Hamilton City Council, under the Local Government Act 2002, the Health Act 1956 and any subsequent amendments to the Acts and other relevant powers, makes the following bylaw.

#### 1. INTRODUCTION

- 1.1. Hamilton City Council can make bylaws for regulating and protecting wastewater drainage and Trade Waste. Under Section 10 of the Local Government Act, Council needs to provide effective and efficient wastewater infrastructure. The regulation of Trade Waste allows Council to control the quality and quantity of Trade Waste and recover the additional costs of collection and treatment.
- 1.2. Council also has a duty under section 17 of the Waikato River-Tainui Raupatu Claims (Waikato River) Settlement Act 2010, to have particular regard to Te Ture Whaimana o Te Awa o Waikato (the Vision and Strategy for the Waikato River) where the vision is "for a future where a healthy Waikato River sustains abundant life and prosperous communities who, in turn, are all responsible for restoring and protecting the health and wellbeing of the Waikato River, and all it embraces, for generations to come". To this end, Council:
  - (a) recognises the special cultural, social, environmental and economic relationship of Waikato-Tainui with the Waikato River and the need to protect and restore the Waikato River; and
  - (a)(b) manage and regulate discharges into the wastewater network using this bylaw, which protects wastewater infrastructure from damage; encourages businesses to carry out on-site treatment; and prevents further degradation to the Waikato RiverCouncil also has a duty under s17 of the Waikato River Settlement Act 2010, to have regard to the Vision and Strategy for the Waikato River. The management of wastewater assists in achieving this by controlling what can be discharged to the wastewater system, protecting wastewater infrastructure from damage, encouraging businesses to carry out on-site treatment to remove substances that could affect the Waikato River, and controlling stormwater discharges to the wastewater system.

(Note: the above introduction does not form part of this bylaw and is intended to be read as an introductory note)

#### 2. SHORT TITLE, COMMENCEMENT AND APPLICATION

- 2.1. The bylaw is known as the "Hamilton Trade Waste and Wastewater Bylaw 2016 (amended 2023)".
- 2.2. The bylaw applies to the Hamilton City Council District.
- 2.3. The bylaw comes into force on 15 August 2016.

#### SCOPE

3.1. This bylaw applies to the district of Hamilton City under the Local Government Act 2002 and any other land, building, work, or property or catchment under the control of the Council. This bylaw applies to both Wastewater Systems and Private Drains.

#### 4. PURPOSE

4.1. The purposes of this bylaw are to enable Council to:

HAMILTON CITY COUNCIL | TRADE WASTE AND WASTEWATER BYLAW 2016
(amended 2023)

2



- (a) Protect the health and safety of people using or working in the Wastewater System.
- (b) Protect the Wastewater System from damage and misuse.
- (c) Protect the environment from adverse effects of harmful substances discharged to the Wastewater System.
- (d) Produce Wastewater and Biosolids of a consistent quality.
- (e) Encourage waste minimisation, Cleaner Production, efficient recycling and reuse of waste streams by businesses
- (f) Ensure that businesses maintain Trade Waste discharges within agreed levels.

#### 5. COMPLIANCE WITH OTHER ACTS AND CODES

- 5.1. This bylaw has been developed in accordance with all relevant legislation and guidance documents.
- 5.2. Compliance with the requirements of this bylaw does not remove the need to comply with the requirements of any Act, regulation or other bylaw.

#### 6. DEFINITIONS

6.1. In this bylaw except where inconsistent with the context:

Access Point	Is a place where access may be made to a Private Drain for inspection
	(including sampling or measurement), cleaning or maintenance. The

location of the access point must be in accordance with the New

Zealand Building Code.

Alternative Grease Removal System Refers to a grease removal system other than a Grease Trap. Includes, but is not limited to, grease converters and mechanical grease removal

systems.

Approved Approved Means Approved in writing by Council, either by resolution of the

Council or by any Authorised Officer of the Council.

Approval Notice Means an Approval given by Council and signed by an Authorised Officer

authorising a Person to discharge Permitted Trade Waste to the

Wastewater System.

Authorised Officer Means an employee, agent or contractor of Council, appointed by

Council as an enforcement officer under section 1774 of the Local

Government Act 2002.

Biosolids Means wastewater sludge derived from a Wastewater Treatment Plant

that has been treated and/or stabilised to the extent that it is able to be safely and beneficially applied to land or reused, and does not include products derived solely from industrial Wastewater Treatment Plants. The term Biosolid/s is used generically throughout this document to

include products containing Biosolids (e.g. composts).

Characteristics Means any of the physical or chemical properties of a Wastewater and

may include the level of a Characteristic.

HAMILTON CITY COUNCIL | TRADE WASTE AND WASTEWATER BYLAW 2016 (amended 2023)



#### **Cleaner Production**

Means the implementation on Premises of effective operations, methods and processes appropriate to achieve the reduction or elimination of the quantity and toxicity of wastes. This is required to minimise and manage Trade Waste by:

- Using energy and resources efficiently, thereby avoiding or reducing the amount of waste produced;
- (b) Producing environmentally sound products and services;
- (c) Achieving less waste, fewer costs and higher profits.



City Waters Manager Means the City Waters Manager employed by Council, and if that role

has been disestablished, means the appropriate equivalent Council officer, or if there is no such equivalent position, means the Council officer authorised by Council to act in that position for the purposes of

this bylaw.

**Condensing or** Means any water used in any trade, industry, or commercial process or operation in such a manner that it does not take up matter into solution

or suspension.

Conditional Consent Means an Approval given by Council and signed by an Authorised Officer

authorising a Person to discharge Conditional Trade Waste to the

Wastewater System.

Conditional Trade Means a Trade Waste discharge which exceeds the physical and

Waste chemical Characteristics defined in Schedule 1A of this bylaw, and which

is not a Prohibited Trade Waste.

Consent Means an Approval Notice or Conditional Consent.

Consent Holder Means the Person occupying Premises who has obtained a Consent or

Trade Waste Agreement and includes any Person who does any act on behalf or with the express or implied consent of the Consent Holder (whether for reward or not) and any licensee of the Consent Holder.

Council Means Hamilton City Council or an employee, agent or contractor of the

Council appointed to carry out duties relating to Trade Waste and

Wastewater management.

**Defect Notice** Means a notice issued in accordance with clause 13.1 of this Bylaw.

Disconnection Means the physical cutting and sealing of any of Council's water

services, utilities, drains or Wastewater System to prevent use by any

Person.

Wastewater

Domestic Means liquid wastes (with or without matter in solution or suspension)

discharged from Premises used solely for residential purposes and which complies with the physical and chemical Characteristics defined in Schedule 1A of this bylaw, or wastes with the same volume and Characteristic discharged from other Premises; but does not include any

solids, liquids or gases that cannot lawfully be discharged into the

Wastewater System.

Grease Trap Means a separation tank that reduces the amount of fat, oil and grease

in Trade Waste prior to it being discharged into the Wastewater System.



#### Hazardous Materials

Means raw materials, products or wastes containing corrosive, toxic, biocidal, radioactive, flammable or explosive materials, or any materials which when mixed with Wastewater, are likely to generate toxic, flammable, explosive or corrosive materials in quantities likely to be hazardous to the health and safety of any Person or harmful to the Wastewater System, and includes hazardous substances as defined by the Hazardous Substances and New Organisms Act 1996.

#### Independently Qualified Person

Means a Person with appropriate qualifications, Approved by Council and who is independent of the Consent Holder.

#### Infiltration

Means ground or surface water entering the Wastewater System or a Private Drain connected to the Wastewater System through defects such as, but not limited to, poor joints and cracks in pipes or manholes. It does not include Inflow.

#### Inflow

Means water discharged into the Wastewater System or a Private Drain connected to the Wastewater System from non-complying connections. It includes Stormwater entering through illegal down pipe connections or from low gully traps.

#### Management

Plan

Means a plan for management of the operations on the Premises from which Trade Wastes come, and may include provision for flow and quality monitoring, sampling and testing, Cleaner Production, waste minimisation, discharge, contingency management procedures, or any relevant industry Code of Practice.

#### **Mass Limit**

Means the total mass of any Characteristic that may be discharged to the Wastewater System over any stated period from any single Point of Discharge or collectively from several points of discharge.

#### Maximum Concentration

Means the instantaneous peak concentration that may be discharged at any instant in time.

#### Occupier

Means the Person occupying Premises connected to the Wastewater System.

#### **Permitted Trade**

Waste

Means a Trade Waste discharge that complies with the physical and chemical Characteristics defined in Schedule 1A of this bylaw.

#### Person

Includes a corporation sole and also a body of persons whether incorporated or unincorporated.

#### Point of Discharge

Is the boundary between the Wastewater System and a Private Drain but for the purposes of monitoring, sampling and testing, must be as designated in the Consent.

HAMILTON CITY COUNCIL | TRADE WASTE AND WASTEWATER BYLAW 2016 (amended 2023)



#### **Pre-Treatment**

Means any processing of Trade Waste designed to reduce or vary any Characteristic in a waste before discharge to the Wastewater System in order to comply with a Consent or this bylaw.

#### **Private Drain**

Means that section of drain between the Premises and the point of connection to the Wastewater System.

#### **Premises**

Means the physical location to which a Wastewater service is provided and includes:

- (a) A property or allotment which is held under a separate certificate of title or for which a separate certificate of title may be issued;
- (b) A building or part of a building that has been defined as an individual unit by a cross-lease, unit title or company lease;
- (c) Land held in public ownership for a particular purpose; or
- (d) Individual units in buildings, which are separately leased or separately occupied.

Allotment means the same as defined in the section 10 of the Building Act 2004Land Transfer Act 1952.

#### Prohibited Trade Waste

Means a Trade Waste discharge that has any of the prohibited Characteristics as defined in Schedule 1B of this bylaw.

#### Stormwater

Means surface water runoff that:

- Enters or may enter the Stormwater system as a result of a rain event; and
- (b) Contains any substance where the type and concentration of the substance is consistent with the contributing catchments land use(s) and that of the receiving environment.

#### **Tankered Waste**

Is water or other liquid, including waste matter in solution or suspension, which is conveyed by vehicle for disposal, excluding Domestic Wastewater discharged directly from house buses, caravans, buses and similar vehicles.

#### **Temporary Discharge**

Means any discharge of an intermittent or short duration. Such discharges include the short-term discharge of an unusual waste from Premises subject to an existing Consent.

#### Trade Waste

Is any liquid, with or without matter in suspension or solution, that is or may be discharged from a Premises to the Wastewater System in the course of any trade or industrial process or operation, or in the course of any activity or operation of a like nature; and may include Condensing or Cooling Waters; or Stormwater which cannot be practically separated.

#### Trade Waste Agreement

Is a written agreement between Council and a Person discharging Trade Waste, authorising the Person to discharge Conditional Trade Waste to the Wastewater System, that outlines both parties' rights and responsibilities.

HAMILTON CITY COUNCIL | TRADE WASTE AND WASTEWATER BYLAW 2016 (amended 2023)

7



#### Wastewater

Means water or other liquid waste, including sewage and waste matter in solution or suspension, discharged to the Wastewater System. This includes Domestic Wastewater and Trade Wastes.

#### **Wastewater System**

Includes all infrastructure, including pipes, fittings, manholes, pumps, pump stations; and any land, buildings, and treatment works which are under the control of the Council or any other Council and used for the purpose of providing a Wastewater service.

#### Wastewater Treatment Plant

Means the processes and facilities involved in treating Wastewater.

#### **Working Day**

Means any day of the week other than:

- (a) A Saturday, a Sunday, Waitangi Day, Good Friday, Easter Monday, Anzac Day, the Sovereign's birthday, <u>Te Rā Aro kì a</u> <u>Matariki/Matariki Observance Day, and</u> Labour Day, and
- (b) A day in the period commencing with the 25<sup>th</sup> day of December in a year and ending with the 2<sup>nd</sup> day of January in the following year.
- (c) Were a public holiday falls on a weekend day and the public holiday is observed on the next available working weekday, the day on which the public holiday is observed..

AWWA American Water Works Association

IANZ International Accreditation New Zealand

SCADA Supervisory control and data acquisition

UV Ultraviolet

#### 7. WASTEWATER

#### 7.1. Connecting to the Wastewater System

- (a) No Person may, without Council's Approval
  - i. Connect to the Wastewater System;
  - ii. Disconnect from the Wastewater System;
  - iii. Carry out any other works on, or in relation to , the Wastewater System; or
  - iv. Open any manhole, chamber, Access Point on, or otherwise tamper with the Wastewater System.
- (b) Any Person wishing to connect to, disconnect from, or work on the Wastewater System, must write to Council for Approval and provide any information specified by Council.
- (c) Council may grant Approval to such connection, Disconnection or other works, and may impose conditions.

HAMILTON CITY COUNCIL | TRADE WASTE AND WASTEWATER BYLAW 2016 (amended 2023)

8



- (d) Without limiting subclause (c), a condition imposed under that subclause may require that the connection, Disconnection or works comply with any relevant code of practice.
- (e) Council may refuse an application for Approval to connect to a system where:
  - The applicant has not paid fees or charges associated with the connection (including development charges) or has refused to provide Council with specified information relating to the application;
  - ii. In Council's reasonable opinion, there is insufficient capacity in the system to accommodate the connection;
  - In Council's reasonable opinion, the connection would compromise its ability to maintain levels of service in relation to the Wastewater System;
  - The connection is outside the area currently served by the Wastewater System, regardless of its proximity to any specific component of the Wastewater System; or
  - In Council's reasonable opinion, refusal is necessary to protect the Wastewater System, the health and safety of any Person, or the environment.
- (f) (f)Notwithstanding the provisions of this bylaw, Council will assess any application made in accordance with clause 7.1(a) against the provisions of the Three Waters Connection Policy and will, in its sole discretion, determine whether to grant a connection approval.

#### 7.2. Control of Discharges

- (a) A Person must not discharge, or allow to be discharged, any Wastewater into the Wastewater System except in accordance with this bylaw and with the provisions of a Consent or Trade Waste Agreement.
- (b) No Person may introduce or discharge or allow to be introduced or discharged Wastewater that has any of the prohibited Characteristics set out in Schedule 1B into the Wastewater System.
- (c) No Person may cause or allow Stormwater to enter the Wastewater System unless specific Approval is given.
- (d) No Person may introduce or discharge Condensing water, Cooling water, disinfected or super-chlorinated water into the Wastewater System unless specific Approval is given.

NOTE: (this note does not form part of the bylaw) condensing, cooling, disinfected or superchlorinated water must not be discharged to the Stormwater system without specific Approval.

- (e) When any Person fails to comply with clauses 7.2 (a) (d), and a reasonable alternative method cannot be agreed with the discharging party, the Council may physically prevent discharge into the Wastewater System.
- (f) Domestic Wastewater must comply with the physical and chemical Characteristics in Schedule 1A.
- (g) The maximum instantaneous flow rate discharged from any Premises used solely for residential purposes must not exceed 2.0 litres/second.

#### 7.3. Hazardous Materials



(a) A Person must take all practicable steps to store, handle, transport and use Hazardous Materials in a way that prevents Wastewater with prohibited Characteristics as described in Schedule 1B entering the Wastewater System.



- (b) Any Person who knows of the entry or imminent entry of Wastewater with prohibited Characteristics as set out in Schedule 1B to the Wastewater System must inform an Authorised Officer or Council as soon as reasonably practicable.
- (c) Any Person who causes or allows the discharge of Wastewater with prohibited Characteristics as set out in Schedule 1B to the Wastewater System must:
  - Immediately take all practicable steps to stop the imminent entry or further entry of this Wastewater to the Wastewater System; and
  - ii. Inform an Authorised Officer or Council as soon as reasonably practicable.

#### 7.4. Protection of Wastewater System

- (a) No Person may cause or allow to be caused any damage to, or modification, stoppage, or obstruction of, or interference with the Wastewater System, except as Approved by Council
- (b) Every Person excavating or working around the Wastewater System must take due care to ensure that the work does not damage and/or compromise the integrity of the Wastewater System.
- (c) Any Person who knows of any serious or substantial damage to the Wastewater System must inform an Authorised Officer or Council as soon as reasonably practicable.
- (d) Any Person who causes or allows any damage to the Wastewater System must inform an Authorised Officer or Council as soon as reasonably practicable.
- (e) No Person may place any additional material over or near a Wastewater System without Approval.
- (f) No Person may cover an Access Point without Approval. Regardless of who covered an Access Point, removal of any covering material or adjustment of the Access Point will be at the property owner's expense.

#### 7.5. Private Drains

- (a) Council may require an owner to fix or upgrade Private Drains, at the owner's cost, to meet original design specifications.
- (b) Owners of Premises must ensure that all Private Drains on the Premises are kept and maintained in a state which is free of cracks and other defects that may allow Infiltration.
- (c) Occupiers and Owners of Premises must ensure that Stormwater is excluded from the Wastewater System and any Private Drain by ensuring that:
  - There is no direct connection of any Stormwater pipe or drain to the Wastewater System;
  - Gully trap surrounds are set above Stormwater ponding levels (refer New Zealand Building Code G13), or secondary overland flow path flood levels;
  - iii. Inspection covers are in place and are appropriately sealed.
- (d) An Occupier or owner whose Private Drain is overflowing or has other reasons to suspect a blockage, must immediately call a drainlayer to clear and remove any blockage in the Private Drain, at the Occupier or Owner's expense. If the drainlayer

HAMILTON CITY COUNCIL | TRADE WASTE AND WASTEWATER BYLAW 2016 (amended 2023)



considers that the blockage originates within the Wastewater System, then the drainlayer must contact Council.

- (e) Council will reimburse the owner of the Private Drain for the reasonable cost of unblocking work for which the owner has paid, provided that Council is satisfied that:
  - The blockage originated in the Wastewater System;
  - The blockage was not forced downstream into the Wastewater System in the act of clearing the Private Drain; and
  - The owner or occupier of the Premises has not caused or permitted a discharge which does not comply with this bylaw, a Consent or a Trade Waste Agreement.
- (f) Where the roots of a tree which is on private land enter or are likely to enter the Wastewater System, Council will follow the procedure set out in s 468 of the Local Government Act 1974.
- (g) A Person with a pressure Wastewater System, or any other system that is connected to the Wastewater System, must use that system in accordance with any operating manual or guidelines for that system.

#### 8. TRADE WASTE DISCHARGES AND CONSENTS

#### 8.1. Classification of Discharges

- (a) Trade Waste discharges are classified as one of the following types:
  - i. Permitted Trade Waste, (in which case an Approval Notice must be obtained);
  - ii. Conditional Trade Waste, (in which case a Conditional Consent must be obtained or a Trade Waste Agreement be entered into); or
  - iii. Prohibited Trade Waste, (in which case no Consent will be granted and no Trade Waste Agreement will be entered into).
- (b) No Person may discharge or cause to be discharged Trade Waste into the Wastewater System except in accordance with a Consent or a Trade Waste Agreement.
- (c) Council is not obliged to accept any Trade Waste.
- (d) Council may, at any time and at its complete discretion, enter into a Trade Waste Agreement for the discharge and reception of Trade Wastes with an Occupier. Any such agreement may be made in addition to or in place of a Consent and the Trade Waste Agreement and its terms will have the same force as if the agreement was a Consent issued under this bylaw.
- (e) Circumstances where a Trade Waste Agreement may be appropriate include, but are not limited to, where, in the reasonable opinion of Council, the discharge is considered to have:
  - i. Unique discharge Characteristics;
  - A volume or loading of any Characteristic that may affect the operation of the Wastewater System or Treatment Plant;
  - iii. Potential discharge of hazardous or prohibited substances;



- iv. Pre-Treatment systems;
- The requirement for capacity to be reserved at the Wastewater Treatment Plant; and/or
- vi. A history of non-compliance with a Consent or Trade Waste Agreement.

#### 8.2. Application for a Consent or Variation

- (a) Every Person who does, proposes to, or is likely to:
  - Discharge into the Wastewater System any Trade Waste either continuously, intermittently or temporarily;
  - ii. Vary the Characteristics of a Permitted Trade Waste discharge in a manner which may cause it to fail to meet the standards for a Permitted Trade Waste;
  - iii. Vary the conditions of a Consent that has previously been granted; or
  - Iv. Significantly change the method or means of Pre-Treatment for a discharge; must apply to Council, using the prescribed form, for a Consent for the discharge of that Trade Waste, or for consent to the proposed variations.
- (b) Council reserves the right to deal with the owner as well as the Occupier of any Premises.
- (c) Where the Premises produces Trade Waste from more than one area of the Premises, a separate description of the Trade Waste Characteristics must be included in any application for Trade Waste discharge for each area. This applies whether or not the separate areas are part of a single or separate trade process.
- (d) The application and every document conveying required information must contain all the required information, be properly executed and accompanied by the application fee.
- (e) The applicant is responsible for the correctness of the content of the application and any information attached.
- (f) Every act or omission done for, or on behalf of, the eventual Consent Holder (whether for reward or not) in making any such application is deemed to be an act of the Consent Holder.
- (g) Council may require an application to be supported by a report or statement from an Independently Qualified Person, to verify information supplied by the applicant. All costs incurred must be paid by the applicant.

#### 8.3. Processing An Application

- (a) On receipt of an application, Council may:
  - Require the applicant to submit additional information which Council considers necessary to reach an informed decision;
  - ii. Require the applicant to submit a Management Plan to Council's satisfaction; and/or
  - iii. Wherever appropriate, have the discharge investigated and analysed as provided for at clauses 8.8 and 8.10 of this bylaw at the applicant's cost.



#### (b) Council will then:

- Issue an Approval Notice and inform the Consent Holder of the conditions imposed;
- Grant a Conditional Consent and inform the Consent Holder of the conditions imposed;
- iii. Advise the applicant that Council is willing to enter into a Trade Waste Agreement on terms acceptable to Council; or
- Decline the application and notify the applicant of the decision, giving a statement of the reasons for refusal.
- (c) In considering any application for a Consent, Trade Waste Agreement or variation, Council must consider the Characteristics, volume, and rate of discharge of the Trade Waste from such Premises or tanker and any other matter that it considers, on reasonable grounds, to be relevant, which may include:
  - i. The health and safety of Council staff, Council's agents and the public;
  - The limits and/or maximum values for Characteristics of Trade Waste as specified in Schedules 1A and 1B of this Bylaw;
  - The extent to which the Trade Waste may react with other Trade Waste or Wastewater to produce an undesirable effect, e.g. settlement of solids, production of odours, accelerated corrosion and deterioration of the Wastewater System, etc.;
  - iv. The flows and velocities in the Wastewater System and the material or construction of the Wastewater System;
  - The capacity of the Wastewater System including the capacity of any Wastewater Treatment Plant, and other facilities;
  - vi. The nature of any wastewater treatment process and the degree to which the Trade Waste is capable of being treated in the Wastewater Treatment Plant;
  - vii. The timing and balancing of flows into the Wastewater System;
  - viii. Any statutory requirements relating to the discharge of raw or treated Wastewater to receiving waters, the disposal of Wastewater sludges, beneficial use of Biosolids, and any discharge to air. This includes compliance with any resource consent, discharge permit or water classification;
  - ix. The possibility of unscheduled, unexpected or accidental events and the degree of risk these could pose to humans, the Wastewater System or the environment;
  - x. Consideration of other existing or future discharges;
  - xi. Existing Pre-Treatment works on the Premises;
  - xii. The use of Cleaner Production techniques and waste minimisation practices;
  - xiii. Control of Stormwater;
  - xiv. Any Management Plan;
  - xv. Tankered Waste being discharged at an Approved location/s; and



xvi. Whether it would be more appropriate for the discharge to be controlled pursuant to a Trade Waste Agreement.

#### 8.4. Conditions of Consent

- (a) Any Consent may be granted subject to such conditions that Council may impose, including, but not limited to:
  - i. Where the discharge will be made;
  - The maximum daily volume of the discharge and the maximum rate of discharge, and the duration of maximum discharge;
  - iii. The maximum limit or permissible range of any specified Characteristics of the discharge, including concentrations and/or Mass Limits determined in accordance with clause 8.4 (b) of this bylaw;
  - The times during which the discharge, or a particular concentration, or volume of discharge may be made;
  - The provision by, or for the Consent Holder, at the Consent Holder's expense, of screens, Grease Traps, silt traps or other Pre-Treatment works to control Trade Waste discharge Characteristics to the consented levels;
  - vi. The provision and maintenance, at the Consent Holder's expense, of inspection chambers, manholes or other apparatus or devices to provide reasonable access to drains for sampling and inspection;
  - vii. The provision and maintenance of a sampling, analysis and testing programme and flow measurement, at the Consent Holder's expense;
  - viii. The method or methods to be used for measuring flow rates and/or volume and/or Characteristics and taking samples of the discharge for use in determining compliance with the consent and for determining the amount of any Trade Waste charges applicable to that discharge;

NOTE: Council will consider the nature of the discharge when making a decision on sampling, analysis and testing programmes.

- viii.ix. The provision and maintenance by, and at the expense of, the Consent Holder of any devices required to measure the volume or flow rate or Characteristics of any Trade Waste being discharged from the Premises, and for the calibration and/or validation of such devices;
- The provision and maintenance, at the Consent Holder's expense, of services, (electricity, water, compressed air or otherwise), which may be required to operate meters and similar devices;
- \*-xi. At times specified, the provision in an Approved format of all flow and/or volume records, on-line monitoring readings, results of analyses (including Pre-Treatment by-products, e.g. Wastewater sludge disposal) and calibration/validation records;
- xi.xii. The provision and implementation of a Management Plan;
- xii.xiii. Risk assessment of damage to the environment due to an accidental discharge of a chemical;
- \*iii-xiv. The investigation of waste minimisation and Cleaner Production techniques;



xiv.xv. Remote monitoring or control of discharges and associated control, telemetry or SCADA systems;



- xvi. Third party treatment, carriage, discharge or disposal of by-products of Pre-Treatment of Trade Waste (including Wastewater sludge disposal);
- xvii. The provision of a bond or insurance in favour of Council where failure to comply with the consent could result in damage to the Wastewater System, the Wastewater Treatment Plants, or could result in Council being in breach of any statutory obligation or resource consent;
- xviii. Specific discharge-related capital costs Council would incur for altering the Wastewater System and or Wastewater Treatment Plant in order to accommodate the discharge; and
- xix. Specific discharge related operational costs Council would incur for operating the Wastewater System and or Wastewater Treatment Plant in order to accommodate the discharge.
- (b) A Conditional Consent may impose controls on a Trade Waste discharge by specifying Mass Limits for any Characteristic. Any Characteristic permitted by Mass Limit must also have its maximum concentration limited to the value scheduled unless Approved otherwise.
- (c) When setting Mass Limit allocations for a particular Characteristic, Council may consider:
  - The operational requirements of and risk to the Wastewater System, and risks to occupational health and safety, public health, and the ultimate receiving environment;
  - Whether or not the levels proposed pose a threat to the planned or actual beneficial reuse of Biosolids or Wastewater sludge;
  - Conditions in the Wastewater System near the Trade Waste discharge point and elsewhere in the Wastewater System;
  - The extent to which the available industrial capacity was used in the last financial period and is expected to be used in the forthcoming period;
  - Whether or not the applicant uses waste minimisation and Cleaner Production techniques within a period satisfactory to Council;
  - Whether or not there is any net benefit to be gained by the increase of one Characteristic concurrently with the decrease of another;
  - vii. Any requirements of Council to reduce the discharge of any Characteristic to the Wastewater System;
  - viii. How great a proportion the mass flow of a Characteristic of the discharge will be of the total mass flow of that Characteristic in the Wastewater System;
  - ix. The total mass of the Characteristic allowable in the Wastewater System, and the proportion (if any) to be reserved for future allocations; and
  - x. Whether or not there is an interaction with other Characteristics that increases or decreases the effect of either Characteristic on the Wastewater System, treatment process, or receiving water (or land).

#### 8.5. Duration and Review

Conditional Consents granted under this bylaw expire at the end of a term note:



)<del>||</del>|-----

(e)(a) exceeding five years. Shorter terms may be applied where, in the reasonable opinion of Council:

- The applicant has a history of non-compliance with a Consent or Trade Waste Agreement;
- ii. The flow or Characteristics of the discharge are uncertain; or
- iii. The flow or Characteristics of the discharge may change over time.

#### (d)(b) Approval Notices remain valid until:

- i. Cancellation under clause 8.12;
- The discharge fails to comply with the physical and chemical characteristics defined in Schedule 1A of this Bylaw (including any amendments to Schedule 1A); or
- iii. In the reasonable opinion of Council, the discharge changes or is likely to change to such an extent that it becomes a Conditional or Prohibited Trade Waste.
- (e)(c) Council may at any time during the term of a Consent, by written notice to the Consent Holder (following a reasonable period of consultation), vary any condition to such an extent as Council considers necessary.

Note: (this note does not form part of the bylaw) A condition could be varied if technical matters associated with the discharge have changed, to meet any new resource consent imposed on the discharges from Council's Wastewater Treatment Plant or to comply with any other legal requirements imposed on Council.

(f)(d) A Consent Holder may at any time during the term of a Consent, by written application to Council, seek to vary any condition of the Consent, as provided for in clause 8.2 (a) of this Bylaw.

#### 8.6. Accidents and Spills

- (a) A Person who discharges Trade Waste must inform the Council immediately upon becoming aware of:
  - i. An accident;
  - ii. Spillage;
  - iii. A defect in the process discharging Trade Waste; or
  - iv. A risk to the health and safety of the public or the environment;

that may cause a breach of this bylaw.

- (b) A Person who reports an accident, spillage or defect as provided for in clause 8.6 (a) or the Consent Holder for a Premises must disclose any information that may contribute to:
  - The restoration of the integrity of the Wastewater System,
  - ii. The cleaning of any spillage; or
  - iii. The determination of the risks associated with the Trade Waste.
- (c) In the event of any accident, spillage or defect referred to in clause 8.6 (a) from Premises where a Consent Holder has a Conditional Consent, Council may:
  - i. Review the Consent under clause 8.5; or

HAMILTON CITY COUNCIL | TRADE WASTE AND WASTEWATER BYLAW 2016 (amended 2023)

18



- Require the Consent Holder to review the contingency management procedures and resubmit the Management Plan to the Council for its Approval.
- (d) In the event of any accident, spillage or defect referred to in clause 8.6 (a) from Permises where a Consent Holder has an Approval Notice, Council may require the Consent Holder to apply for a Conditional Consent.

#### 8.7. Pre-treatment Requirements

- (a) Council may approve a Trade Waste discharge subject to the provision of appropriate Pre-Treatment systems to enable the Consent Holder to comply with this bylaw. Such Pre-Treatment systems must be provided, operated and maintained by the Person discharging, at their expense. Typical Pre-Treatment requirements are provided for common Trade Waste Premises in Schedule 2.
- (b) Refuse or garbage grinders and macerators must not be used to dispose of solid waste from Trade Waste Premises to the Wastewater System unless Approved by Council.
- (c) Grease Traps must:
  - i. Have a functional capacity of no less than 500 litres;
  - ii. Be sized according to the greatest volume as specified in Table 1 contained in Schedule 2;
  - iii. Be cleaned out at least once every six months or more frequently as specified in Consent conditions. The frequency with which Grease Traps are required to be cleaned out may be determined through a visual inspection and/or sample testing from the device outlet by Council.
- (d) Shared Grease Traps, such as those operated by a body corporate or food court, must be sized appropriate to the total inputs. This must be no less than a functional capacity of 500 litres for each connected Premises.
- (e) A Consent Holder whose Premises has existing Grease Traps with a functional capacity of less than 500 litres must apply for a Conditional Consent unless they can demonstrate compliance with the physical and chemical characteristics set out in Schedule 1A to Council's satisfaction.
- (f) Alternative Grease Removal Systems must be:
  - i. Operated in accordance with the manufacturer's instructions;
  - Serviced and/or cleaned out by a contractor Approved by Council as specified in Consent conditions;
  - iii. Sized according to manufacturer's recommendation; and
  - May only be used with Council's Approval.
- (g) The frequency with which Alternative Grease Removal Systems are required to be serviced and/or cleaned out in accordance with sub-clause 8.7 (f) may vary. This will be determined by Council after a visual inspection and/or sample testing from the device outlet.



(h) Alternative Grease Removal Systems which do not meet the requirements contained in this bylaw must be replaced at the Consent Holder's expense.

#### 8.8. Flow Metering

- (a) Where flow and/or volume metering of any Trade Waste discharge is required as a condition of a Consent, the Consent Holder is responsible, at their own expense, for the supply, installation, reading and maintenance of a meter. These devices are subject to the Approval of Council, but remain the property of the Consent Holder.
- (b) Records of flow and/or volume must be available for viewing at any time by the Council, and must be submitted to Council at prescribed intervals by the Consent Holder in a format Approved by Council.
- (c) Meters must be located in a position Approved by Council that provides the required degree of accuracy and should be readily accessible for reading and maintenance. The meters must be located in the correct position according to the manufacturer's installation instructions.
- (d) The Consent Holder must arrange for in situ calibration and verification of the flow metering equipment and instrumentation by an Independent Qualified Person and method Approved by Council upon installation, and at least annually after that, to ensure its performance. The meter accuracy should be ±10 %, but with no greater a deviation from the previous meter calibration than ±5 %. A copy of the independent certification of each calibration and verification must be submitted to Council.
- (e) Should any meter be found to have an error greater than that specified in clause 8.8 (d) of this bylaw, Council may make an adjustment in accordance with the results shown by such tests. The adjustment may be back-dated for a period at the discretion of Council, but not exceeding 12 months. The Consent Holder must pay or be credited a greater or lesser amount according to such adjustment.
- (f) Where in the reasonable opinion of Council, a meter has been tampered with, Council (without prejudice to the other remedies available) may declare the reading void and estimate discharge as provided in clause 8.9(a) of this bylaw.
- (g) Measurement of flow and/or volume must be carried out by or on behalf of the Consent Holder in accordance with British Standard (BS)3680: Part 11A, BS 3680: Part 11B and BS 5728: Part 3, or another Council Approved methodology.

#### 8.9. Estimating Discharge

- (a) Where no flow meter or similar device is required or where no flow or sample results have been supplied by the Consent Holder, Council may estimate the discharge of Trade Waste for charging purposes based on:
  - The volume of water supplied to the Premises, taking into account the proportion of that volume which is estimated to be discharged to the Wastewater System;
  - ii. The flow or characteristics of the discharge measured by the Consent Holder at



a previous time during similar operating conditions; and/or

 The flow or characteristics measured by Council during the most recent audit sample.

#### 8.10. Sampling, Testing and Monitoring

- (a) Council may undertake sampling, testing, monitoring and audit inspections to determine if:
  - i. A discharge complies with the provisions of this bylaw;
  - A discharge is to be classified as Permitted, Conditional, or Prohibited (refer to clause 8.1 of this bylaw);
  - iii. A discharge complies with any condition of a Consent or Trade Waste Agreement including a Management Plan; and
  - iv. Trade Waste Consent charges are applicable to that discharge.
- (b) Where monitoring of any Trade Waste discharge is required as a condition of a Consent to ensure compliance with other conditions of the Consent:
  - i. The Consent Holder must monitor the discharge of Trade Waste; and
  - ii. Council may independently monitor the discharge of Trade Waste.
- (c) The Consent Holder is responsible for all costs of monitoring, sampling and testing.
- (d) The taking, preservation, transportation and analysis of the samples must be undertaken by an Authorised Officer or agent of Council, or the Consent Holder in accordance with accepted industry standard methods or another methodology Approved by Council.
- (e) Any sample analysis must use methods or procedures in accordance with, or validated against, the latest version of the AWWA Standard methods for the examination of Water and Wastewater" or by such alternative method or procedure Approved by Council. Analysis must be undertaken by a laboratory accredited by IANZ, or a laboratory Approved by Council.
- (f) The Consent Holder must provide to Council or an Authorised Officer the results of any sampling, analysis, flow measurements or other monitoring requirements such as Pre-Treatment system maintenance, within one Working Day of any request by Council.
- (g) Where clause 8.6 does not apply, but there is non-compliance with the conditions of a Consent or a Trade Waste Agreement or where an anomalous result is obtained, the Consent Holder must report the results of the analysis to Council as soon as practicable and in all cases within three Working Days.

#### 8.11. Review of Decisions

- (a) If any Person is dissatisfied with any decision by an Authorised Officer made under this bylaw, that Person may request in writing that the City Waters Manager review any such decision. The request must be made no later than 20 Working Days after the decision by the Authorised Officer. The City Waters Manager's decision is final.
- (b) Nothing in this clause affects any right of appeal under the Local Government Act 2002.



#### 8.12. Transfer or Termination

- (a) A Trade Waste Consent must be issued in the name of the given Consent Holder. The Consent Holder must not, without Council Approval:
  - Transfer to any other party the rights and responsibilities provided for under this bylaw, and under the Consent;
  - ii. Allow a Point of Discharge to serve another Premises, or the Private Drain to that point to extend by pipe, or any other means, to serve another Premises; or
  - In particular and not in limitation of the above, allow Wastewater from any other party to be discharged at their Point of Discharge.
- (b) Council may suspend or cancel any Consent at any time following not less than 20 Working Days (during which consultation has occurred) notice to the Consent Holder or Person discharging any Trade Waste:
  - For the failure to comply with any condition of the Consent or to maintain effective control over the discharge;
  - For the failure to comply with this bylaw or a Consent in respect of the volume, nature or composition of Trade Waste being discharged;
  - iii. In the event of any breach of a Resource Consent held by Council issued under the Resource Management Act caused in whole or in part by the Trade Waste discharge;
  - Failure to provide and when appropriate update a Management Plan as required for a Conditional Consent;
  - v. Failure to follow the Management Plan provisions;
  - vi. Failure to pay any Trade Waste charges;
  - vii. If new information becomes available on the nature or Characteristics of the Trade Waste discharge; or
  - viii. If any other circumstances arise which, in the opinion of Council, render it necessary in the public interest to cancel the right to discharge.
- (c) Further to clause 8.12 (b) of this bylaw, any Consent may at any time be immediately suspended or cancelled by Council, on giving to the Consent Holder, written notice, if:
  - They discharge any Wastewater with prohibited Characteristics as set out in Schedule 1B;
  - ii. Council is lawfully directed to withdraw or otherwise to terminate the Consent summarily;
  - iii. The discharge of Trade Waste is unlawful;
  - iv. If the discharge is, in the opinion of Council, a threat to the environment or public health;
  - v. In the event of any negligence which, in the opinion of Council, threatens the operation of the Wastewater System; or



- vi. In the opinion of Council, the discharge puts at risk the ability of Council to comply with the conditions of a Resource Consent and/or requires identified additional treatment measures or costs to avoid a breach of any such Resource Consent.
- (d) Council may require a Consent Holder, at their expense, to disconnect the Premises from the Wastewater System where:
  - i. The Consent has expired;
  - ii. Council suspends or cancels a Consent; or
  - iii. The Consent Holder breaches clauses 7.2 (a) to (d).
- (e) If the Consent Holder fails to comply with any such requirement to disconnect, Council may at the Consent Holder's expense, access the Premises in accordance with section 171 of the Local Government Act 2002 in order to disconnect it from the Wastewater System. Council may carry out such works as it considers necessary to prevent the further discharge of Trade Waste into the Wastewater System.

#### 8.13. Transitional provisions

- (a) Any application for a Consent made under Council's Trade Waste Bylaw 2006, for which a Consent has not been granted at the time of this new bylaw coming into force, is deemed to be an application made under clause 8.2 of this bylaw.
- (b) Every existing Consent continues in force as if it were a Consent under this bylaw until it reaches its expiry date, provided that no Consent runs beyond 31 August 2021. For the avoidance of doubt, Schedule 1A of this bylaw applies to existing consents except to the extent that the consent conditions specifically provide for a different limit.
- (c) Subject to clause 8.13 (d) of this bylaw, every existing duly executed Trade Waste Agreement between an Occupier and Council which is current at the date this bylaw comes into force continues on the same terms and conditions as if it was a Trade Waste Agreement issued under this bylaw.
- (d) Where an existing Trade Waste Agreement is silent as to its term, that agreement will be terminable on six months' written notice by Council and the Occupier shall be required to apply for a Consent or Trade Waste Agreement in accordance with this bylaw.
- (e) A Person who proposes to continue a discharge of Permitted Trade Waste who does not have an Approval Notice must apply for an Approval Notice within twelve weeks of this bylaw coming into force.

#### 9. TANKERED WASTE

- 9.1 Any Person wishing to discharge Tankered Waste into the Wastewater System must hold a Consent under this bylaw.
- 9.2 Council may accept Tankered Waste for discharge at an Approved location.
- 9.3 Consent Holders must supply the following information to Council before discharging Tankered Waste to the Wastewater System:



- (a) A description of the type of waste;
- (b) The source of waste and location;
- (c) The date and time of collection;
- (d) The volume of waste collected;
- (e) The tracking Identification number and vehicle registration number; and
- (f) A representative sample of the tanker load.
- 9.4 Tankered Waste will only be accepted during working hours on Working Days, or as advised by Council.
- 9.5 Tankered Waste is not to be collected and transported to the disposal site until appropriate arrangements, documentation and method for disposal have been Approved by Council.
- 9.6 To prevent cross-contamination between tanker loads, the tanker must be washed prior to collecting a load for disposal into the Wastewater System.
- 9.7 A Consent Holder must give Council 24 hours' notice of a proposed discharge of Tankered Waste.
- 9.8 Council may require analysis of Tankered Waste to confirm its Characteristics.
- 9.9 Council may require the Consent Holder to obtain specialist advice on Pre-Treatment or acceptance.
- 9.10 The cost of all sampling, analysis and advice must be met by the Consent Holder.
- 9.11 The Consent Holder must ensure that Tankered Waste is treated in accordance with the conditions of the Consent before disposal.

#### 10. ACCESS

- 10.1. In accordance with section 171 of the Local Government Act 2002, an Authorised Officer may enter and inspect any land or building (other than a dwelling house) for routine inspection or monitoring or for post breach monitoring. The Authorised Officer must give at least 24 hours notice of the intended entry.
- 10.2. In accordance with section 172 of the Local Government Act 2002, an Authorised Officer may enter and inspect any land for the purpose of detecting a breach of this bylaw if the Authorised Officer has reasonable grounds for suspecting that a breach has occurred or is occurring on the land. The Authorised Officer must give reasonable notice unless the giving of notice would defeat the purpose of entry. To use this power to enter a dwelling house, the Authorised Officer must comply with section 172(3) of the Local Government Act 2002.
- 10.3 In accordance with section 173 of the Local Government Act 2002, in the event of a sudden emergency causing or likely to cause damage to property or the environment or where



there is danger to any works or adjoining property, an Authorised Officer may enter occupied land or buildings. Notice is not required.

#### 11. FEES AND CHARGES

- 11.1. In accordance with sections 150 and 151 of the Local Government Act 2002, Council may, by resolution using the procedures required by the Act, fix charges payable by Consent Holders and applicants for the purposes of:
  - (a) Administering this bylaw,
  - (b) Administering Consent applications and Consents granted under this bylaw, and
  - (c) Recovering the cost of receiving, treating and disposing of Trade Waste by or on behalf of Council.

#### 12. BREACHES

- 12.1. It is a breach of this bylaw to:
  - (a) Fail to comply with any requirement of this bylaw;
  - (b) Fail to comply with any Defect Notice issued by an Authorised Officer pursuant to this bylaw;
  - (c) Obstruct an Authorised Officer in the performance of their function under this bylaw.
- 12.2. Any Consent Holder who incorrectly informs Council of the Characteristics or volume of Tankered Waste, or who discharges Tankered Waste other than in the prescribed location and in accordance with the Consent will be in breach of this bylaw.
- 12.3. Council may physically prevent discharge to the Wastewater System in the case of a non-compliance with this bylaw, a Consent or a Trade Waste Agreement.
- 12.4. An Authorised Officer may report breaches or imminent breaches to Waikato Regional Council and the Environment Protection Authority for further enforcement.
- 12.5. A Person is not in breach of this bylaw if that Person proves that the act or omission complained of was necessary to:
  - (a) Save or protect life or health or prevent injury; or
  - (b) Comply with Council's obligations under the Health Act 1956 and any subsequent amendments; or
  - (c) Prevent serious damage to property; or
  - (d) Avoid actual or likely damage to the environment;

provided the conduct of the Person was reasonable in the circumstances and the effects of the act or omission were adequately remedied or mitigated by the Person after the breach occurred.

#### 13. REMEDIAL WORKS AND COST RECOVERY

13.1. In accordance with section 186 of the Local Government Act 2002, if an Authorised Officer serves a notice on the owner or Occupier requiring any works in connection with the Premises to comply with the requirements of this bylaw, a Consent, or Trade Waste



Agreement, Council or an Authorised Officer may carry out the works where the owner or Occupier fails to comply with the notice, either:

- (a) Within the time specified in the notice; or
- (b) Within 24 hours if the notice certifies that the work is urgent; or
- (c) If the owner or Occupier fails to proceed with the work with all reasonable speed.
- 13.2. In accordance with section 187 of the Local Government Act 2002, if an Authorised Officer serves a notice on any Person under this bylaw, and the Person fails to take the steps within the time specified, then Council or any Authorised Officer is authorised to take the steps set out in the notice. Council may recover the cost of doing the work, together with reasonable administrative and supervision charges.
- 13.3. In accordance with section 176 of the Local Government Act 2002, a Person who has been convicted of any offence against this bylaw is liable to pay to Council the costs of remedying any damage caused in the course of committing the offence. The costs must be assessed by a District Court Judge and are recoverable summarily as if they were a fine.
- 13.4. Costs recoverable under clause 13.3 are in addition to any other penalty for which the Person who committed the offence is liable.

#### 14. OFFENCES AND PENALTIES

14.1. A Person who breaches this bylaw and is convicted of an offence is liable to a penalty not exceeding \$200,000 pursuant to section 242 under the Local Government Act 2002.

Amendments to this bylaw were made by the HAMILTON CITY COUNCIL by Special Consultative Procedure and confirmed a meeting of the Council held on 15 June 2023. The amendments to the bylaw become operative on 1 July 2023

was affixed in the	presence of:
Councillor:	
Councillor:	
Chief Executive:	·
SCHEDULES  1A – PERMITTED O	CHARACTERISTICS
1B - PROHIBITED	

The COMMON SEAL of the HAMILTON CITY COUNCIL

HAMILTON CITY COUNCIL | TRADE WASTE AND WASTEWATER BYLAW 2016 (amended 2023) 26

2 - PRE-TREATMENT REQUIREMENTS



#### Schedule 1A - Permitted Characteristics

The following tables set out general requirements and maximum concentrations for Permitted Trade Waste and Domestic Wastewater.

Conditional Consents and Trade Waste Agreements may contain lower or higher concentration limits and/or Mass Limits to control the total mass of a substance discharged.

Table 1 - General Characteristics

Parameter	Requirement or limit	Commentary	
Bio-chemical Oxygen Demand (BOD5)	1,000 g/m³ or 5 kg/day.	It is sufficient to comply with either the concentration limit or the mass limit. High BOD can overload treatment plants.	
Chemical Oxygen Demand (COD)	2,000 g/m³ or 10 kg/day.		
No waste shall have colour of colouring substance that cau the discharge to be coloured the extent that it impairs.  Wastewater treatment processes or Council is at risk breaching resource consent conditions relating to dischart to the environment.		Some coloured substances can be difficult to remove in the treatment process.	
Emulsions of paint, latex, adhesive, rubber, plastic or similar	ons of paint, latex, Must not cause blockages or		
Maximum daily total flow 5m <sup>3</sup> . Instantaneous flowrate 2.0 L/s.		The total flow should be measured over any 24 hour period. Trade waste discharges with a daily flow greater than 5m³ will require a Conditional Consent.	
Gross solids (non-faecal)	15mm maximum dimension.	Gross solids can cause blockages in the Wastewater System.	



Parameter	Requirement or limit	Commentary	
Oil and Grease	200 g/m <sup>3</sup> . No free or floating layer.	Oils and greases can cause blockages in the Wastewater System, adversely affect the treatment process, and may impair the aesthetics of the receiving environment.	
рН	6.0 to 10.0.	Low pH can cause corrosion of the Wastewater System, generate odours which could cause a public nuisance; release toxic H <sub>2</sub> S gas which could endanger workers.	
Radioactivity	Must not exceed the Office of Radiation Safety Code of Practice CSP1 for the Use of Unsealed Radioactive Material.		
Settleable Solids	50 ml/L.	Can cause blockages and overload the treatment process.	
Solvents or other organic liquids	No free or floating layer.	Some organic liquids are denser than water and will settle in pipes and traps.	
Suspended Solids	2,000 g/m³.	Can cause blockages and overload the treatment process.	
Transmissivity	When diluted at 10:1 with distilled water and tested at 254nm, the result must have a transmissivity of 50% or more, equivalent to an absorbance of 0.3010 or less.	Poor transmissivity reduces the effectiveness of the UV light disinfection at treatment plants.	
Temperature	40 °C.	High temperatures cause increased damage to structures, increase the potential for anaerobic conditions to form in the Wastewater, promote the release of toxic gases and can endanger workers. Conditional Consents may have a lower temperature limit.	



Parameter	Requirement or limit	Commentary
Inhibitory Substances	Should any Characteristic of a discharge be found to inhibit the performance of the Wastewater treatment process, such that Council is at risk of breaching resource consent conditions, Council may limit the concentration of any inhibitory substance.	



Table 2 - Chemical Characteristics

Parameter	Limit g/m <sup>3</sup>	Commentary
Ammonia (as N)	50	May endanger workers; significantly contribute to the nutrient loading on the receiving environment.
Ammonium salts	200	May endanger workers; significantly contribute to the nutrient loading on the receiving environment.
Anionic Surfactants as methylene blue active substance (MBAS)	300	High MBAS can adversely affect the efficiency of activated sludge plants, cause foaming and impair the aesthetics of the receiving waters.
Boron	25	Boron is not removed by conventional Wastewater treatment.
Bromine as Br2	5	High concentrations could affect the health and safety of workers.
Chlorine (Cl2 free chlorine)	3	Can endanger workers, cause corrosion of the Wastewater collection system.
Cyanide as CN-	1	Can produce toxic atmospheres and endanger workers.
Dissolved aluminium	100	Alumimium compounds, particularly in the presence of calcium salts, have the potential to precipitate as a scale, which may cause a blockage.
Dissolved iron	100	Iron salts may precipitate and cause a blockage. High concentrations of ferric iron may also present colour problems depending on local conditions.
Fluoride as F	30	Not removed by conventional Wastewater treatment.
Hypochlorite	30	Can endanger workers, cause corrosion of the Wastewater collection system.
Kjeldahl nitrogen	150	May significantly contribute to the nutrient load discharged to the receiving environment.
Sulphate (measured as SO4)	500	May adversely affect Wastewater System, may increase the potential for the generation of sulphides.
Sulphite (measured as SO2)	15	Can endanger workers, cause corrosion of the Wastewater collection system.
Sulphide (as H2S on acidification)	5	May cause corrosion of Wastewater System, particularly the non-wetted part of the Wastewater pipes; generate odours which could cause a public nuisance; release toxic H2S gas which could endanger workers.
Total Phosphorus as P	50	May significantly contribute to the nutrient load discharged to the receiving environment.

# Hamilton City Council BYLAWS



#### Table 3 - Heavy Metals

Heavy metals can inhibit Wastewater treatment process and restrict the reuse of Biosolids. Mass Limits may be imposed – refer to clause 8.4 (b) of this bylaw.

Parameter	Limit g/m <sup>3</sup>
Antimony	5
Arsenic	5
Barium	5
Beryllium	0.005
Cadmium	0.5
Chromium (Total)	5
Cobalt	5
Copper	5
Lead	5
Manganese	5
Mercury	0.005
Molybdenum	5
Nickel	5
Selenium	5
Silver	2
Thallium	5
Tin	5
Zinc	5

# Hamilton City Council BYLAWS



#### **Table 4 - Organic Compounds**

Organic compounds can endanger sewer workers and treatment processes.

Parameter	Limit g/m <sup>3</sup>
Acetone	100
Benzene	1
Butanone	100
Chlorinated phenols	0.02
Ethylbenzene	5
Ethylene Glycol	50
Formaldehyde	30
Halogenated aliphatic compounds	1
Halogenated aromatic hydrocarbons (HAH's)	0.002
Organophosphate pesticides	0.1
Pesticides (includes insecticides, herbicides, fungicides and excludes organophosphate, organochlorine and any other pesticides not registered for use in New Zealand)	0.2 in total
Phenolic compounds (as phenols) excluding chlorinated phenols	50
Polybrominated biphenyls (PBBs)	0.002
Polychlorinated biphenyls (PCBs)	0.002
Polycyclic (or polynuclear) aromatic hydrocarbons (PAHs)	0.05
Total Petroleum Hydrocarbons C7 - C14 C7 – C36	30 50
Tri-methyl Benzene	5
Toluene	5
Xylene	5

#### **Table 5 - Liquid Waste from Pharmacies**

Pharmacies must not discharge more liquid pharmaceutical waste per month than the volumes listed below. The volume limit is based on the concentration of active ingredients in the product.

Volume Limit	Active Concentration	
10 litres	125mg/5ml	
5 litres	250mg/5ml	
3 litres	Above 250mg/5ml	

# Hamilton City Council BYLAWS



#### Schedule 1B: Prohibited Characteristics

Prohibited Trade Waste has or is likely to have any of the prohibited Characteristics set out below. Prohibited Characteristics are present if their concentration exceeds background levels. The background level in relation to any substance means the extent to which that substance is present (if at all) in the municipal water supply used on the Premises, or in any other water supply that is Approved by Council for the purpose of discharging waste.

#### **Prohibited Characteristics**

- (1) Any discharge has prohibited Characteristics if it has any solid, liquid or gaseous matters, or any combination, or mixture of such matters which by themselves or in combination with any other matters will immediately or in the course of time:
  - (a) Interfere with the free flow of Wastewater in the Wastewater System; or damage any part of the Wastewater System;
  - (b) In any way, directly or indirectly, cause the quality of the effluent or Biosolids and other solids from any Wastewater Treatment Plant to breach the conditions of a permit issued under the Resource Management Act 1991, or water right, permit or other governing legislation;
  - (c) Prejudice the occupational health and safety of any Person or people;
  - (d) After treatment be toxic to fish, animal or plant life in the receiving waters;
  - (e) Cause malodorous gases or
  - (f) Contains substances that cause the discharge of any Wastewater Treatment Plant to receiving waters to be coloured.
- (2) A discharge has a prohibited Characteristic if it has any amount of:
  - Harmful solids, including dry solid wastes and materials which combine with water to form a cemented mass;
  - (b) Dry solids, solids longer than 30mm, fibrous material, sheet films, and anything which may react to form a solid mass;
  - (c) Except as allowed for in Schedule 1A, liquid, solid or gas which could be flammable or explosive in the wastes, including oil, fuel, , calcium carbide and any other material which is capable of giving rise to fire or explosion hazards either spontaneously or in combination with sewage;
  - (d) Asbestos;
  - (e) The following organo-metal compounds:
    - tin (as tributyl and other organotin compounds); or
    - chromium (as organic compounds);
  - (f) Genetic wastes, being all wastes that contain or are likely to contain genetically altered material from Premises where the genetic alteration of any material is conducted;
  - (g) Any health care wastes covered by NZS 4304 or any pathological or histological wastes;
  - (h) Radioactivity levels not compliant with the Office of Radiation Safety Code of Practice CSP1 for the Use of Unsealed Radioactive Material;
  - Any pharmaceutical liquid waste containing cytotoxic ingredients. Cytotoxic waste means waste that is contaminated by a cytotoxic drug.

# Hamilton City Council BYLAWS



#### Schedule 2: Pre-treatment and Discharge Requirements

Table 6 - Typical requirements for businesses

Bakeries Appropriate in-floor bucket trap and appropriate in-sink bucket trap.  Barber Appropriate in-sink bucket trap and appropriate in-sink bucket trap.  Beauticians Nil.  Building construction No discharge to sewer permitted.  Mil.  Cafés/takeaways with minimal hot food Appropriate in-sink bucket trap and appropriate in-sink bucket trap.  Carpet cleaners 20 micron filtration.  Chemists/pharmacists Nil.  Churches with catering facilities Appropriate in-sink bucket trap and appropriate in-sink bucket trap.  Community hall with minimal hot food Nil.  Cooling towers Discharge not to exceed 500 litres an hour.  Day care Nil.  Dental surgery Amalgam trap and segregation of waste amalgam.  Dental technician Plaster trap.  Doctors surgery Nil.  Dog groomer Appropriate in-floor bucket trap; appropriate in-sink bucket trap; no organophosphorus pesticide to the Wastewater System.  Dry cleaners Screens to remove solids; No open areas allowing discharge of rainwater to Wastewater System.  Screens to remove solids; Solvent recovery unit separator; appropriate in-ground bucket trap; equipment maintenance requirements and discharge limits apply.  Florist No herbicide to sewer; appropriate in-floor bucket trap; appropriate in-sink bucket trap.  Proof dusiness with minimal hot food Appropriate in-floor bucket trap.  Appropriate in-sink bucket trap.  Appropriate in-sink bucket trap.  Appropriate in-sink bucket trap.  Appropriate in-sink bucket trap.  Food business with minimal hot food appropriate in-sink bucket trap.  Fruit and vegetable, retail Appropriate in-sink bucket trap.  Nil.  Appropriate in-sink bucket trap and appropriate in-sink bucket trap.  Fruit and vegetable, retail Appropriate in-sink bucket trap.	Business	Typical Requirement	
Barber Appropriate in-sink bucket trap. Appropriate in-floor bucket trap and appropriate in-sink bucket trap and appropriate in-sink bucket trap. Beauticians Nil. Building construction No discharge to sewer permitted. Business offices with minimal hot food Nil. Cafes/takeaways with minimal hot food Appropriate in-sink bucket trap and appropriate in-sink bucket trap. Carpet cleaners 20 micron filtration. Chemists/pharmacists Nil. Churches with catering facilities Appropriate in-floor bucket trap and appropriate in-sink bucket trap. Community hall with minimal hot food Nil. Cooling towers Discharge not to exceed 500 litres an hour. Discharge not to exceed 500 litres an hour. Nil. Dental surgery Amalgam trap and segregation of waste amalgam. Dental surgery Appropriate in-floor bucket trap; appropriate in-sink bucket trap; no organophosphorus pesticide to the Wastewater System. Dog groomer Appropriate in-floor bucket trap; appropriate in-sink bucket trap; no organophosphorus pesticide to the Wastewater System. Screens to remove solids; No open areas allowing discharge of rainwater to Wastewater System; appropriate in-ground water/oil separator; appropriate in-floor bucket trap; appropriate in-floor bucket trap; appropriate in-sink bucket trap. Florist No herbicide to sewer; appropriate in-floor bucket trap; appropriate in-sink bucket trap. Froid business with minimal hot food Appropriate in-floor bucket trap and appropriate in-sink bucket trap. Froid business with minimal hot food Appropriate in-sink bucket trap. Fruit and vegetable, retail Appropriate in-sink bucket trap.  Fruit and vegetable, retail Appropriate in-sink bucket trap.	Aquariums	Must meet quarantine requirements.	
appropriate in-sink bucket trap.  Beauticians Building construction Business offices with minimal hot food Cafés/takeaways with minimal hot food Appropriate in-sink bucket trap and appropriate in-sink bucket trap.  Carpet cleaners Chemists/pharmacists Churches with catering facilities Appropriate in-sink bucket trap and appropriate in-sink bucket trap.  Community hall with minimal hot food Cooling towers Day care Delicatessen with no hot food Dental surgery Amalgam trap and segregation of waste amalgam.  Dental technician Doctors surgery Dog groomer Appropriate in-floor bucket trap, appropriate in-sink bucket trap, appropriate in-ground bucket trap, appropriate in-sink bucket trap, appropriate in-sink bucket trap.  Florist No herbicide to sewer; appropriate in-floor bucket trap, appropriate in-sink bucket trap.  Food business with minimal hot food preparation Appropriate in-floor bucket trap and appropriate in-sink bucket trap.  Food business with minimal hot food Premises, cafes, or coffee lounges)  Nil.  Nil.  Nil.  Nil.	Bakeries		
Building construction Business offices with minimal hot food Cafés/takeaways with minimal hot food Appropriate in-floor bucket trap and appropriate in-sink bucket trap. Carpet cleaners Carpet cleaners Chemists/pharmacists Nil. Churches with catering facilities Appropriate in-floor bucket trap and appropriate in-sink bucket trap. Community hall with minimal hot food Cooling towers Day care Delicatessen with no hot food Dental surgery Amalgam trap and segregation of waste amalgam. Dental technician Dental technician Doctors surgery Nil. Dog groomer Appropriate in-floor bucket trap; appropriate in-sink bucket trap; appropriate in-ground water/oil separator; appropriate in-ground water/oil separator; appropriate in-ground bucket trap; appropriate in-ground bucket trap; appropriate in-ground bucket trap; appropriate in-sink bucket trap. Florist No herbicide to sewer; appropriate in-sink bucket trap. Food business with minimal hot food preparation Appropriate in-floor bucket trap and appropriate in-sink bucket trap. Fruit and vegetable, retail Appropriate in-floor bucket trap and appropriate in-sink bucket trap.  Funeral parlour Nil.  General Retail (excluding food Premises, cafes, or coffee lounges)	Barber	Appropriate in-floor bucket trap and	
Business offices with minimal hot food Cafés/takeaways with minimal hot food Appropriate in-floor bucket trap and appropriate in-sink bucket trap. Carpet cleaners Chemists/pharmacists Nil. Churches with catering facilities Appropriate in-sink bucket trap and appropriate in-sink bucket trap.  Community hall with minimal hot food Nil. Cooling towers Day care Delicatessen with no hot food Dental surgery Amalgam trap and segregation of waste amalgam. Dental technician Doctors surgery Nil. Day groomer Appropriate in-floor bucket trap; appropriate in-sink bucket trap.  Florist No herbicide to sewer; appropriate in-sink bucket trap. Food business with minimal hot food Appropriate in-sink bucket trap. Appropriate in-sink bucket trap. Appropriate in-sink bucket trap.  Fuit and vegetable, retail Appropriate in-sink bucket trap.  Nil.  General Retail (excluding food Premises, cafes, or coffee lounges)	Beauticians	Nil	
Carfes/takeaways with minimal hot food appropriate in-slow bucket trap and appropriate in-slow bucket trap.  Carpet cleaners  Chemists/pharmacists  Churches with catering facilities  Chountity hall with minimal hot food  Cooling towers  Day care  Delicatessen with no hot food  Dental surgery  Dental technician  Doctors surgery  Dog groomer  Dry cleaners  Engineering workshops car wash/valet/automotive  Benjineering workshops car  Wash/valet/automotive  Florist  Florist  Florist  Food business with minimal hot food  Premises, cafes, or coffee lounges)  Appropriate in-floor bucket trap and appropriate in-slow bucket trap.  Appropriate in-floor bucket trap; appropriate in-ground bucket trap; appropriate in-slow bucket trap; appropriate in-ground bucket trap; appropriate in-ground bucket trap; appropriate in-ground bucket trap; appropriate in-ground bucket trap; appropriate in-sloor bucket trap; appropriate in-sloor bucket trap.  Florist  No herbicide to sewer; appropriate in-floor bucket trap.  Appropriate in-floor bucket trap and appropriate in-sloor bucket trap.  Appropriate in-floor bucket trap and appropriate in-sloor bucket trap.  Funeral parlour  Nil.  General Retail (excluding food  Premises, cafes, or coffee lounges)	Building construction	No discharge to sewer permitted.	
appropriate in-sink bucket trap.  Carpet cleaners  Chemists/pharmacists  Churches with catering facilities  Appropriate in-floor bucket trap and appropriate in-sink bucket trap.  Community hall with minimal hot food  Cooling towers  Day care  Day care  Delicatessen with no hot food  Dental surgery  Dental technician  Dental technician  Doctors surgery  Discording towes Appropriate in-floor bucket trap; appropriate in-sink bucket trap; no organophosphorus pesticide to the Wastewater System.  Dry cleaners  Engineering workshops car Screens to remove solids; solvent recovery unit separator; appropriate in-ground water/oil separator; appropriate in-ground water/oil separator; appropriate in-ground bucket trap; equipment maintenance requirements and discharge limits apply.  Florist  No herbicide to sewer; appropriate in-floor bucket trap; appropriate in-floor bucket trap; appropriate in-sink bucket trap.  Food business with minimal hot food appropriate in-floor bucket trap and appropriate in-floor bucket trap.  Fruit and vegetable, retail  Appropriate in-floor bucket trap and appropriate in-sink bucket trap.  Appropriate in-floor bucket trap and appropriate in-sink bucket trap.  Funeral parlour  Nil.  Nil.	Business offices with minimal hot food	Nil.	
Chemists/pharmacists Churches with catering facilities Appropriate in-floor bucket trap and appropriate in-sink bucket trap. Community hall with minimal hot food Cooling towers Day care Delicatessen with no hot food Dental surgery Amalgam trap and segregation of waste amalgam. Dental technician Doctors surgery Discharge not to exceed 500 litres an hour. Nil.  Dental technician Plaster trap. Dis groomer Appropriate in-floor bucket trap; appropriate in-sink bucket trap; no organophosphorus pesticide to the Wastewater System. Screens to remove solids; No open areas allowing discharge of rainwater to Wastewater System; appropriate in-ground water/oil separator; appropriate in-ground bucket trap; equipment maintenance requirements and discharge limits apply. Florist No herbicide to sewer; appropriate in-floor bucket trap. Food business with minimal hot food appropriate in-floor bucket trap. Fruit and vegetable, retail Appropriate in-floor bucket trap. Funeral parlour Nil.  Nil.  Funeral Parlour Nil.	Cafés/takeaways with minimal hot food		
Churches with catering facilities  Appropriate in-floor bucket trap and appropriate in-sink bucket trap.  Community hall with minimal hot food  Nil.  Delicatessen with no hot food  Dental surgery  Dental surgery  Dental technician  Doctors surgery  Nil.  Dog groomer  Appropriate in-floor bucket trap; appropriate in-floor bucket trap; appropriate in-sink bucket trap; no organophosphorus pesticide to the Wastewater System.  Dry cleaners  Engineering workshops car  wash/valet/automotive  Screens to remove solids; solvent recovery unit separator; appropriate in-ground water/oil separator; appropriate in-ground bucket trap; appropriate in-ground bucket trap; equipment maintenance requirements and discharge limits apply.  Florist  No herbicide to sewer; appropriate in-floor bucket trap.  Food business with minimal hot food preparation  Fruit and vegetable, retail  Appropriate in-floor bucket trap.  Appropriate in-sink bucket trap.  Appropriate in-sink bucket trap.  Funeral parlour  Nil.  Nil.  General Retail (excluding food Premises, cafes, or coffee lounges)	Carpet cleaners	20 micron filtration.	
appropriate in-sink bucket trap.  Community hall with minimal hot food  Nil.  Discharge not to exceed 500 litres an hour.  Nil.  Delicatessen with no hot food  Dental surgery  Amalgam trap and segregation of waste amalgam.  Dental technician  Doctors surgery  Nil.  Appropriate in-floor bucket trap; appropriate in-sink bucket trap; appropriate in-sink bucket trap; no organophosphorus pesticide to the Wastewater System.  Dry cleaners  Engineering workshops car  wash/valet/automotive  Screens to remove solids; No open areas allowing discharge of rainwater to Wastewater System; appropriate in-ground water/oil separator; appropriate in-ground bucket trap; equipment maintenance requirements and discharge limits apply.  Florist  No herbicide to sewer; appropriate in-floor bucket trap.  Food business with minimal hot food appropriate in-floor bucket trap.  Froid business with minimal hot food appropriate in-sink bucket trap.  Fruit and vegetable, retail  Appropriate in-floor bucket trap and appropriate in-sink bucket trap.  Appropriate in-sink bucket trap.  Appropriate in-sink bucket trap.  Nil.  General Retail (excluding food Premises, cafes, or coffee lounges)	Chemists/pharmacists	Nil	
Discharge not to exceed 500 litres an hour.  Day care  Delicatessen with no hot food  Dental surgery  Dental technician  Doctors surgery  Dog groomer  Dog groomer  Dry cleaners  Engineering workshops car wash/valet/automotive  Bengineering workshops car  Wash/valet/automotive  Florist  Florist  Discharge not to exceed 500 litres an hour.  Nil.  Amalgam trap and segregation of waste amalgam.  Plaster trap.  Nil.  Appropriate in-floor bucket trap; appropriate in-sink bucket trap; no organophosphorus pesticide to the Wastewater System.  Screens to remove solids; solvent recovery unit Screens to remove solids; No open areas allowing discharge of rainwater to Wastewater System; appropriate in-ground water/oil separator; appropriate in-ground bucket trap; equipment maintenance requirements and discharge limits apply.  Florist  No herbicide to sewer; appropriate in-floor bucket trap, appropriate in-sink bucket trap.  Food business with minimal hot food appropriate in-floor bucket trap and appropriate in-sink bucket trap.  Fruit and vegetable, retail  Appropriate in-floor bucket trap and appropriate in-sink bucket trap.  Appropriate in-sink bucket trap.  Funeral parlour  Nil.  General Retail (excluding food Premises, cafes, or coffee lounges)	Churches with catering facilities		
Day care Delicatessen with no hot food Dental surgery Amalgam trap and segregation of waste amalgam. Dental technician Dectors surgery Dog groomer Appropriate in-floor bucket trap; appropriate in-sink bucket trap; no organophosphorus pesticide to the Wastewater System. Dry cleaners Engineering workshops car wash/valet/automotive Screens to remove solids; No open areas allowing discharge of rainwater to Wastewater System; appropriate in-ground water/oil separator; appropriate in-ground bucket trap; equipment maintenance requirements and discharge limits apply. Florist No herbicide to sewer; appropriate in-sink bucket trap. Food business with minimal hot food preparation Appropriate in-sink bucket trap. Fruit and vegetable, retail Appropriate in-sink bucket trap. Funeral parlour Nil.  General Retail (excluding food Premises, cafes, or coffee lounges)	Community hall with minimal hot food	Nil.	
Delicatessen with no hot food Dental surgery Amalgam trap and segregation of waste amalgam.  Dental technician Doctors surgery Nil. Dog groomer Appropriate in-floor bucket trap; appropriate in-sink bucket trap; no organophosphorus pesticide to the Wastewater System.  Dry cleaners Engineering workshops car wash/valet/automotive Screens to remove solids; No open areas allowing discharge of rainwater to Wastewater System; appropriate in-ground water/oil separator; appropriate in-ground bucket trap; equipment maintenance requirements and discharge limits apply.  Florist No herbicide to sewer; appropriate in-sink bucket trap.  Food business with minimal hot food preparation Appropriate in-sink bucket trap.  Fruit and vegetable, retail Appropriate in-sink bucket trap.  Funeral parlour Nil.  General Retail (excluding food Premises, cafes, or coffee lounges)	Cooling towers	Discharge not to exceed 500 litres an hour.	
Dental surgery  Amalgam trap and segregation of waste amalgam.  Plaster trap.  Doctors surgery  Nil.  Appropriate in-floor bucket trap; appropriate in-sink bucket trap; no organophosphorus pesticide to the Wastewater System.  Dry cleaners  Engineering workshops car wash/valet/automotive  Screens to remove solids; No open areas allowing discharge of rainwater to Wastewater System; appropriate in-ground water/oil separator; appropriate in-ground bucket trap; equipment maintenance requirements and discharge limits apply.  Florist  No herbicide to sewer; appropriate in-sink bucket trap.  Food business with minimal hot food preparation  Fruit and vegetable, retail  Appropriate in-floor bucket trap and appropriate in-sink bucket trap.  Funeral parlour  Nil.  General Retail (excluding food Premises, cafes, or coffee lounges)	Day care	Nĭl,	
amalgam.  Dental technician  Doctors surgery  Nil.  Appropriate in-floor bucket trap; appropriate in-sink bucket trap; no organophosphorus pesticide to the Wastewater System.  Dry cleaners  Engineering workshops car wash/valet/automotive  Florist  Florist  Florist  Food business with minimal hot food preparation  Fruit and vegetable, retail  General Retail (excluding food Premises, cafes, or coffee lounges)  Appropriate in-sink bucket trap.  Nil.  Plaster trap.  Appropriate in-floor bucket trap; appropriate in-sink bucket trap.  Appropriate in-floor bucket trap and appropriate in-sink bucket trap.  Appropriate in-sink bucket trap.  Nil.  Nil.  Seneral Retail (excluding food Premises, cafes, or coffee lounges)	Delicatessen with no hot food	Nil.	
Doctors surgery  Dog groomer  Appropriate in-floor bucket trap; appropriate in-sink bucket trap; no organophosphorus pesticide to the Wastewater System.  Dry cleaners  Screens to remove solids; solvent recovery unit Screens to remove solids; No open areas allowing discharge of rainwater to Wastewater System; appropriate in-ground water/oil separator; appropriate in-ground bucket trap; equipment maintenance requirements and discharge limits apply.  Florist  No herbicide to sewer; appropriate in-sink bucket trap.  Food business with minimal hot food preparation  Fruit and vegetable, retail  Appropriate in-sink bucket trap.  Nil.  General Retail (excluding food Premises, cafes, or coffee lounges)	Dental surgery		
Dog groomer  Appropriate in-floor bucket trap; appropriate in-sink bucket trap; no organophosphorus pesticide to the Wastewater System.  Dry cleaners  Engineering workshops car  wash/valet/automotive  Screens to remove solids; solvent recovery unit separator; appropriate in-ground water/oil separator; appropriate in-ground bucket trap; equipment maintenance requirements and discharge limits apply.  Florist  No herbicide to sewer; appropriate in-sink bucket trap.  Food business with minimal hot food preparation  Fruit and vegetable, retail  Appropriate in-sink bucket trap.  Nil.  General Retail (excluding food Premises, cafes, or coffee lounges)	Dental technician	Plaster trap.	
in-sink bucket trap; no organophosphorus pesticide to the Wastewater System.  Screens to remove solids; solvent recovery unit Screens to remove solids; No open areas allowing discharge of rainwater to Wastewater System; appropriate in-ground water/oil separator; appropriate in-ground bucket trap; equipment maintenance requirements and discharge limits apply.  Florist No herbicide to sewer; appropriate in-floor bucket trap; appropriate in-sink bucket trap.  Food business with minimal hot food appropriate in-sink bucket trap.  Fruit and vegetable, retail Appropriate in-floor bucket trap and appropriate in-sink bucket trap.  Funeral parlour Nil.  General Retail (excluding food Premises, cafes, or coffee lounges)	Doctors surgery		
Screens to remove solids; No open areas allowing discharge of rainwater to Wastewater System; appropriate in-ground water/oil separator; appropriate in-ground bucket trap; equipment maintenance requirements and discharge limits apply.  Florist  No herbicide to sewer; appropriate in-sink bucket trap.  Food business with minimal hot food preparation  Fruit and vegetable, retail  Appropriate in-floor bucket trap and appropriate in-sink bucket trap.  Nil.  General Retail (excluding food Premises, cafes, or coffee lounges)	Dog groomer	in-sink bucket trap; no organophosphorus	
allowing discharge of rainwater to Wastewater System; appropriate in-ground water/oil separator; appropriate in-ground bucket trap; equipment maintenance requirements and discharge limits apply.  Florist  No herbicide to sewer; appropriate in-floor bucket trap; appropriate in-sink bucket trap.  Food business with minimal hot food preparation  Fruit and vegetable, retail  Appropriate in-floor bucket trap and appropriate in-floor bucket trap.  Appropriate in-floor bucket trap.  Appropriate in-sink bucket trap.  Appropriate in-sink bucket trap.  Nil.  General Retail (excluding food Premises, cafes, or coffee lounges)	Dry cleaners	Screens to remove solids; solvent recovery unit	
bucket trap; appropriate in-sink bucket trap.  Food business with minimal hot food appropriate in-floor bucket trap and appropriate in-sink bucket trap.  Fruit and vegetable, retail Appropriate in-floor bucket trap and appropriate in-sink bucket trap.  Funeral parlour Nil.  General Retail (excluding food Premises, cafes, or coffee lounges)	Engineering workshops car wash/valet/automotive	Screens to remove solids; No open areas allowing discharge of rainwater to Wastewate System; appropriate in-ground water/oil separator; appropriate in-ground bucket trap equipment maintenance requirements and	
preparation appropriate in-sink bucket trap.  Fruit and vegetable, retail Appropriate in-floor bucket trap and appropriate in-sink bucket trap.  Funeral parlour Nil.  General Retail (excluding food Premises, cafes, or coffee lounges)	Florist	No herbicide to sewer; appropriate in-floor bucket trap; appropriate in-sink	
appropriate in-sink bucket trap.  Funeral parlour  Nil.  General Retail (excluding food Premises, cafes, or coffee lounges)	Food business with minimal hot food preparation		
General Retail (excluding food Nil.  Premises, cafes, or coffee lounges)	Fruit and vegetable, retail	Appropriate in-floor bucket trap and	
Premises, cafes, or coffee lounges)	Funeral parlour	Nil.	
	General Retail (excluding food Premises, cafes, or coffee lounges)	Nil	
	Hairdresser	Appropriate in-floor bucket trap and	

HAMILTON CITY COUNCIL. I. TRADE WASTE AND WASTEWATER BYLAW 2016

31

## Hamilton City Council BYLAWS



Business	Typical Requirement	
	appropriate in-sink bucket trap.	
Health industries, medical centres	Screens to remove solids; appropriate in-floor bucket trap and appropriate in-sink bucket trap; plaster traps; equipment maintenance requirements and discharge limits apply.	
Hotels and motels with catering facilities	Appropriate in-floor bucket trap and appropriate in-sink bucket trap.	
Kitchens/dining halls	Appropriate in-floor bucket trap and appropriate in-sink bucket trap, Equipment maintenance requirements and discharge limits apply.	
Laundries - small	Appropriate in-floor bucket trap and appropriate in-sink bucket trap; screens to remove lint and solids; equipment maintenance requirements and discharge limits apply.	
Marae with catering facilities	Appropriate in-floor bucket trap and appropriate in-sink bucket trap.	
Motels (without restaurant)	Nil	
Optical processes	Appropriate solids settlement pit.	
Paint and panel beaters  No open areas allowing discharge to Wastewater System, appropri water/oil/paint separator, approground bucket trap, equipment requirements and discharge limit		
Pet shop	Appropriate in-floor bucket trap and appropriate in-sink bucket trap.	
Residential care facilities  Appropriate in-floor bucket trap ar appropriate in-sink bucket trap.		
Restaurants or school canteens	Appropriate in-floor bucket trap and appropriate in-sink bucket trap; equipment maintenance requirements and discharge limits apply.	
Retail butchers and fishmongers	Appropriate in-floor bucket trap and appropriate in-sink bucket trap.	
Sandwich shop, salad bar, juice bar, coffee shop, fast food or take-away bar	Appropriate in-floor bucket trap and appropriate in-sink bucket trap; equipment maintenance requirements and discharge limits apply.	
Sanitary bin washing	Screening and temperature control.	
Schools, polytechnics, universities (with laboratories/catering facilities)	Appropriate in-floor bucket trap and appropriate in-sink bucket trap.	
Service Stations and Automotive servicing workshops/garages	No open areas allowing discharge of rainwater to Wastewater System; appropriate in-ground water/oil/paint separator; appropriate inground bucket trap; equipment maintenance	

HAMILTON CITY COUNCIL | TRADE WASTE AND WASTEWATER BYLAW 2016

# Hamilton City Council BYLAWS



Business	Typical Requirement	
	requirements and discharge limits apply.	
Swimming pool/spa (residential, hotel, or club)	No open areas draining rainwater to the Wastewater System; discharge must be less than 2 L/s.	
Veterinary	Appropriate in-floor bucket trap and appropriate in-sink bucket trap; no organophosphorus pesticide to the Wastewate System; no open areas draining rainwater to the Wastewater System.	
X-ray (<10 standard x-ray films a day, e.g. small professional customers, chiropractors, veterinary clinics, dentists, GPs)	Dilute silver rich solutions may be discharged to the Wastewater System in quantities of less than 1 litre per day.	
Grease Trap Sizing Guide for Food Retail Businesses	A conventional tank type Grease Trap must have a functional capacity of no less than 500 litres. It is recommended Grease Traps be sized based on:  (a) 40 litres capacity per served meal per hour; or  (b) 5 litres capacity per seated person/served meals per day;  PLUS  (c) an additional 25% capacity for peak flushes; and  (d) an additional 250 litres capacity for each connected dishwasher.  Retention time within the Grease Trap must be	

## Attachment 2: Summary of responses

#### Contents:

- 1. Responses to submissions on Trade Waste and Wastewater Bylaw
- 2. Responses to Elected Member questions and queries
- 3. Specimen Conditional Trade Waste Consent

## 1. Responses to submissions on Trade Waste and Wastewater Bylaw

Submission points raised	Staff Analysis	Staff Recommendation
Change approach to trade waste management: to a coordinated positive future focused approach to change.	Staff consider that the current trade waste bylaw promotes matters such as cleaner production and that this assists with being future focused.	No further amendment to Bylaw
Provide for the use of small onsite septic tanks to filter out fat and wet wipes, connection to Councils wastewater system, and provision of a regular cleaning service	Staff understand that the intent of this submission is to minimise risk to the network blockages. A full cost benefit and risk assessment would need to be undertaken to determine whether this would be a cost efficient and feasible option. A change to the District Plan would also be required to have these devices as part of new developments.  Currently the bylaw prohibits matter that would cause an obstruction to the network. Staff prefer to continue with an education approach (eg) for wet wipes, require grease traps to meet standards and audit premises with fat, oils and grease.	No further amendment to Bylaw
Question of whether there is enough in the bylaw to manage the demand on three-waters capacity.	The Bylaw contains provisions which enable Council to decline applications for connections to the wastewater network where certain criteria are not met. These are set out in clause 7.1(e), and capture situations where there may be impacts caused by insufficient capacity and inability to meet levels of service as a result of demand.  Currently the Three Waters Connection Policy (2022) contains clauses which outline the matters which need to be considered when determining whether a connection to any of the three water networks (including the wastewater network) should be approved.  Staff already consider the Three Waters Connection Policy when making decision on applications to connect to the wastewater network. Staff consider a change to the bylaw which makes reference to this document provides increased clarity to both the community and staff alike.  Staff also note the Connections Review project which is currently underway. Part of this project proposes amendments to the Three Waters Connection Policy to further define what Council will consider when making a decision on connection approval application. These changes to the policy will only further compliment the	Further amendment to Bylaw  New clause 7.1 (f) Notwithstanding the provisions of this bylaw, Council will assess any application made in accordance with clause 7.1(a) against the provisions of the Hamilton Three Waters Connection Policy and will, in its sole discretion, determine whether to grant a connection approval.

	changes made to the bylaw in achieving clarity for those applying to connect to the wastewater network.	
Adding an additional purpose of the bylaw to enable effective and efficient management of discharges of trade waste.	The purpose of the Bylaw approved in 2016 aligns with the powers which local authorities have to create bylaws under the LGA. Enabling "Effective and efficient management of discharges of trade waste" is not cited as a purpose for which a bylaw can be made, however, staff consider that the existing purpose (namely, clauses 4.1 (e) and (f)) provide for this and that no changes are required.	No further amendment to Bylaw
Require that any sampling, analysis, and testing programme required by trade waste consent condition is both reasonable and proportionate to the nature of the discharge.	Clause 8.4(a) is a non-exhaustive list of matters which council may impose as conditions as part of a trade waste consent, therefore the change being sought is already provided for.  Irrespective of this, Staff consider the addition of an advice note relating to clause 8.4(a)(vii) giving effect to the point raised in submission is appropriate, as it provides clarity to the bylaw user.	Further amendment to Bylaw  Amended clause: 8.4 viii. The method or methods to be used for measuring flow rates and/or volume and/or Characteristics and taking samples of the discharge for use in determining compliance with the consent and for determining the amount of any Trade Waste charges applicable to that discharge;  NOTE (this note does not form part of the Bylaw): Council will consider the nature of the discharge when making a decision on sampling, analysis and testing programmes  No further amendment to
regard to existing monitoring data demonstrating the performance of proprietary treatment devices to manage a particular trade waste stream.	followed by staff when making decisions on trade waste applications (including conditions relating to monitoring) requires the consideration of existing monitoring data.	Bylaw.
Remove the 5m³ maximum daily total flow limit or increase it to 10m³ for car wash discharges, noting full detail of operation and maintenance will still need to be provided via the permitted pathway.	Staff have considered what a change would look like, with regards to the maximum daily volume of 5m³ to 10m³ for car wash facilities.  Staff do not recommend an amendment for the following reasons:  An increase to the flow limit will not be in accordance with the New Zealand Standard (NZS.5201) (otherwise known as the model trade waste bylaw). The only known deviations from the model trade waste bylaw flow limits within	No further amendment to Bylaw

New Zealand is Queenstown Lakes District Council where the flow limit is reduced to 2m³ to facilitate more impacts by local hospitality). The other deviation from the model trade waste bylaw is Auckland Council, where the flow limits have been increased to 10m³ (this increase can be accommodated due to larger general wastewater flows).

It is unorthodox and inequitable to have a different limit for a specific activity within a schedule focused on setting a limit on when a trade waste discharge could cause impacts (individually or cumulatively) on the network and plant discharge performance.

Retaining the 5m³ is beneficial as it enables the step change from 'permitted pre-treatment' to 'conditional'. Subsequently, enables Council to require monitoring to better understand the makeup of the wastewater being discharged into the network, and to encourage cleaner production and efficient water use by business. Where monitoring requirements are seen to be too onerous, a consent holder can request a change to their conditions (including monitoring requirements). The bylaw review does not propose a change to these powers.

Staff note that a change to 10m³ flow would be inconsistent with other bylaws in the subregion where consistency is sought through the Future Proof Subregional Three Waters Strategy.

## 2. Responses to Elected Member questions and queries

Matters to be considered	Staff Response
Response to requests from fuel	Staff have responded to the relief sought by the Fuel Companies within
company to reduce reporting	the previous section of this document.
requirement.	
Is Council an outlier in regard to trade waste reporting requirements as it relates to car wash sites?	There are a number of important considerations for trade waste management and impacts on the network and treatment capacity. This includes the risk of the trade waste to the network condition and odours, risk to public and worker safety and environment, the
	treatability of the trade waste, and the treatment capacity, the proximity to the treatment plant, and the timing and balancing of flows. This can mean that there needs to be consideration of those factors when setting requirements.
	Staff have reviewed other territorial monitoring and reporting requirements for car wash sites and do not consider Hamilton City Council are an outlier.
	Eight adjacent territorial authorities trade waste monitoring and reporting requirements were assessed.
	Sampling methods ranged from grab sampling, through to composite sampling. Grab samples provide a snapshot of water quality at a specific point in time and location. Composite samples demonstrate average properties of trade waste over time
	Frequency of reporting ranged between three and six months (depending on the level of risk and compliance with their trade waste consents).
	Discharge characteristics monitored for car washes consistently required data for volume, pH, total suspended solids, biochemical oxygen demand (BOD), total petroleum hydrocarbons (TPH), Total Phosphorus (TP), and total kjeldahl nitrogen (TKN). Some of these parameters are monitored to ensure they do not cause issues with the network, and some are monitored for wastewater treatment cost recovery purposes.
	Staff contacted four other Councils to compare their monitoring of car wash facilities (Gisborne, Napier, Palmerston North, and New Plymouth). All four Council require car wash facilities to be managed by conditional consents. Three require grab samples or composite samples to be provided from car wash facilities, at a frequency ranging from once every three months to once a year.
	It is important to note that a Consent Holder may, by written application to the Council, seek to vary any condition of a Trade Waste Consent at any time during the term of the Trade Waste Consent.
The cumulative impact of increasing from trade waste.	Cumulative impacts include those related to flow, capacity and loading in the wastewater network, loading to the treatment plant, toxicity to biological treatment processes, increasing contaminants in biosolids.
	Staff note that there is a marginally increased risk to Councils own compliance by authorising the discharge of higher flow limits (the car

wash trade waste customers between  $5 \, \text{m}^3$  and  $10 \, \text{m}^3$ ) without active and regular monitoring.

Should a limit of 10m³ for car wash activities be adopted, five customers (of the total of 15) will no longer require conditional consents based on flow. However, of these customers, there were thirteen exceedances of the permitted characteristics (excluding flow) listed in the Bylaw over the previous 5 years.

The exceedances were of the following analytes: TKN; TP; TSS and TPH. It would be expected that the customers who exceeded these characteristics would be required to seek a conditional consent due to these exceedances of the permitted characteristics.

Although individually, these customers would have limited impact on the network, staff wish to highlight some of the cumulative impacts these discharges may have:

- The ongoing discharge of TSS can result in the accumulation of solids in the network, notably at low flow conditions, taking up pipe capacity. In addition, increased loading of TSS in the network can result in pipe scouring, which (over time) can reduce asset lifetime.
- High BOD/COD in the wastewater network may result in the generation of hydrogen sulphide, which subsequently may oxidise and create hydrochloric acid. This results in degradation of exposed pipe walls in gravity sewers, which (over time) can reduce asset life expectancy.
- Staff are required to manage a balance of nitrogen to enable nitrification/denitrification at Pukete WWTP. As such, it is important to manage and understand discharges of Total Nitrogen (TN) and TKN into the network. Unbalanced nitrogen will result in 'less than optimum' conditions for wastewater treatment.

Staff wish to highlight not only its regulatory requirements under resource consents held by Council, but also the 'higher bar' of Te Ture Whaimana o te Awa o Waikato (the Vision and Strategy of the Waikato River), which requires the restoration and protection of the Waikato River. The management of nitrogen, phosphorus, sediment and bacteria are a focus of an imminent Plan Change (Healthy Rivers Plan change 1) to the Waikato Regional Plan, which seeks to place limits on these characteristics in order to protect and restore the river over time.

The current levels of trade waste compliance impact.

There are a total of 840 trade waste customers within Hamilton, 746 are permitted pre-treatment customers and generally consist of activities such as restaurants, bakeries, cafes, mechanics, laundromats, etc.

There are 94 conditional consents which have higher strength wastewater discharge, and generally consist of activities such as powder coating, residential care, service station, meat works and laboratories.

There has been a total of 1,482 monitoring activities which were reported or recorded by Staff over the last 12-months. Of these monitoring reports, 17% reported some kind of non-compliance, which

	range from incomplete or non-provision of reports to non-compliant discharge parameters.
	All non-compliances are responded to by Staff. High risks reports are responded to on the day they are reported. Medium and low risk reports are responded to within three and five days respectively. On average, staff resolve high and medium risk reports within ten working days, and low risk reports within 15 working days. Staff wish to note that some responses may take longer than the average time where significant maintenance works or capital upgrades to a dischargers site may be required (i.e. replacing a grease trap).
	Further details on the trends of trade waste compliance will be reported to the Infrastructure and Transport Committee.
Level of compliance between existing users verses newly granted users.	Levels of treatment are increasing at new (and some existing) sites as better and more cost-effective technology becomes more available. For example, new food premises have better designed, larger grease traps than what was installed in the past. This has been as a result of the development and publishing of guidelines for grease traps (Grease Trap Guidelines for NZ Trade Waste Officers – 2017) which has resulted in greater discharge quality. It is expected that the trend of improving discharge quality will continue.
Example of a conditional consent.	An example of a conditional consent is provided within section 3 of this document.
Examples of reduction of wastewater at source.	Council carries out a number of wastewater reduction initiatives to align with sustainability principles and minimise the volume of wastewater going to the network.
	These initiatives include:
	<ul> <li>Smart Water campaign and education delivered to the community to ensure awareness of the need for water efficiency (which then reduces wastewater generation);</li> <li>Application of water restrictions through Council's Water</li> </ul>
	<ul> <li>Supply Bylaw;</li> <li>Application of Council's Three Waters Connection Policy that requires water efficiency for high water user agreements;</li> <li>Application of Council's Stormwater Bylaw which prohibits the discharge of stormwater to the wastewater system;</li> <li>Application of the Operative District Plan policy and rules that require the use of water sensitive devices, while also requiring new developments to have low flow fittings.</li> </ul>
	For industrial premises that are wanting to curb trade waste costs related to volume, there are a number of ways to reduce wastewater generation and encourage cleaner production. These include: high efficiency toilets, reducing water flows, using wastewater effluent from one part of the process as a source of water in another, automated shutoff mechanisms, overuse alarms, and shifting to water-less processes. An analysis of what would be applied to fuel companies and carwashes has not been carried out.
The impact on residential and commercial wastewater users.	Domestic wastewater users are charged for wastewater as part of general rates whereas commercial users are charged trade waste fees

that are directly proportional to the volumes and loading within their trade waste discharge.

Trade waste fees and charges are calculated based on forecasted volumes and loading of key characteristics (reflective of the Pukete Wastewater Treatment Plant discharge resource consent parameters) that may be present in trade waste discharges along with the budgeted operational costs associated with conveyance and treatment of wastewater.

The value of trade Waste fees and charges paid by commercial dischargers depends on the volume and strength of the wastewater discharge. In most cases, the higher the strength of the waste, the higher the cost to treat and therefore the higher the trade waste charges that are incurred will be.

The trade waste commercial charging model is updated annually based on the forecasted cost of treating wastewater and expected volumes of wastewater generated across the city.

3. Specimen Conditional Trade Waste Consent



#### TRADE WASTE CONDITIONAL CONSENT

#### HAMILTON CITY COUNCIL CONSENT FOR THE DISCHARGE OF CONDITIONAL TRADE WASTE

#### Wastewater Authority of Hamilton City Council

Trade Waste Shared Services Private Bag 3010 Hamilton Phone: 0800 357 358

Phone: 0800 357 358

Email: tradewaste@hcc.govt.nz

The definitions used in the Hamilton City Council Trade Waste and Wastewater Bylaw 2016 (Bylaw) apply to this Conditional Consent.

#### The Applicant:

XXXXXXXXX XXXXXXXXXX XXXXXXXXXX

Legal Description: XXXXXXXXXXXXXXXXXX

Location:

Trade activity/ Description: Heavy Machinery, Vehicle and Equipment Hire

#### Address for service of documents

XXXXXXXXXX XXXXXXXXXX XXXXXXXXXX

#### For and on behalf of Hamilton City Council

#### **Authorised officer:**

Signature: Date:

Trade Waste Debtor No:

Valuation Ref: Consent No:

Page | 1



#### TRADE WASTE CONDITIONAL CONSENT

#### 1. Consent for the discharge of conditional trade waste

- 1.1 This consent is granted by the Wastewater Authority of the Hamilton City Council (Council) to the Occupier of the property described above.
- 1.2 The Consent Holder has applied to Council under Bylaw to discharge trade waste into the Wastewater System.
  - (a) This consent for the discharge of conditional trade waste is made pursuant to clause 8 of the Bylaw. The Consent Holder is referred to this section of the Bylaw.
- 1.3 The Council consents to the discharge of trade waste by the Consent Holder, subject to:
  - (a) The terms and conditions set out in this consent; and
  - (b) The payment by the Consent Holder of any applicable charges payable under Council's Schedule of Fees and Charges.
- 1.4 This consent relates to renewal of a consent.
- 1.5 This consent commences on 30 September 2022 and expires on 30 September 2027.
- 1.6 This consent supersedes the consent dated 08 November 2018 in the name of XXXXXXXXXX.

#### 2. Conditions of consent

#### General conditions

- 2.1 The Consent Holder must comply with the provisions of the Bylaw and this consent at all times.
- 2.2 The Consent Holder must comply with the requirements of their approved Management Plan.
- 2.3 The Occupier must take all reasonable steps to ensure that any person who does any act on behalf of or with the express or implied consent of the Occupier and any licensee of the Occupier acts in accordance with this Consent and with the Bylaw.
- 2.4 The trade waste discharged under this consent must only consist of wastes from the following processes:
  - Washing and cleaning of heavy hire machinery, vehicles and equipment.
  - Washing and cleaning of imported vehicles, machinery and equipment.

- 2.5 Hours of the day when the trade waste Consent Holder shall be permitted to discharge trade waste: 24 Hours
   Days of the week when the trade waste Consent Holder shall be permitted to discharge trade waste: 7 Days per week
- 2.6 The trade waste discharged under this consent must comply with the characteristics set out in Schedule 1 of this consent.
- 2.7 As required, the Consent Holder must use only approved treatment processes and apparatus set out in Schedule 2 of this consent.
- 2.8 The Consent holder must comply with the CCTV and/or Sonar requirements set out in Schedule 3 of this Consent.
- **2.9** The point of discharge to the Wastewater System for trade waste discharged under this consent is wastewater manhole xxxxxxxxxxxxx.

#### Figure 1. Aerial map showing trade waste discharge point

- **2.10** Trade waste discharged under this consent must not have any of the prohibited characteristics that are set out in Schedule 1B of the Bylaw.
- 2.11 The Consent Holder must ensure that its drainage system (including any pre-treatment works or apparatus) complies with all applicable Acts, Bylaws, Regulations and any lawful direction or order given by Council.
- 2.12 There is to be no discharge of trade waste contrary to this consent.
- **2.13** There is to be no discharge of trade waste which may cause Council to breach its resource consent or statutory obligations.
- 2.14 The Consent Holder must not divert, connect, conduct, or direct any stormwater run-off from roofed areas, non-polluted roadways and loading areas to the Wastewater System unless otherwise specified in this consent.
- 2.15 The Consent Holder must not store raw material, products or wastes containing corrosive, toxic, flammable, or explosive materials without taking all reasonable steps to prevent entry into the Council's Wastewater System and Stormwater system from leak, spill or other mishap.
- **2.16** The Consent Holder must not discharge spent process solutions containing corrosive, toxic or flammable solutions to the Council's Wastewater System unless otherwise specified in this consent.
- 2.17 Bunding should be used for the storage of all liquids except rainwater. All operators working with bunds should carry out preventive maintenance and use standard operating procedures to stop escaping substances from entering the environment and/or the Council public Wastewater System.

2.18 The net capacity of any bunded compound in a storage facility should be at least 110% of the net capacity of the largest tank or container and should take into consideration the capacity displaced by other tanks within the same bunded area and any foundations. All interconnected tanks are to be treated as a single tank of equivalent total volume for the purposes of the bund design criteria.

#### Variation

2.19 If Council varies this Consent pursuant to the Bylaw, the Occupier must comply with the varied Consent from the date of notification of the variation.

#### Suspension and Cancellation

2.20 If Council suspends or cancels this Consent pursuant to the Bylaw, the Occupier must not discharge Trade Waste to the Wastewater System unless and until they have applied for and been granted a new Consent.

#### **Termination**

- **2.21** The Consent Holder must give at least 48 hours' notice in writing to the Council prior to terminating the occupancy of the Premises.
- 2.22 When the Consent Holder of ceases to occupy the Premises, then the Occupier is no longer entitled to discharge Trade Waste under this Consent, but the Consent Holder will continue to be bound by any obligations under this consent which they are still to perform.
- 2.23 Where this consent has expired or been suspended or cancelled or where the Occupier has breached any of clauses 7.2(a) (d) of the Bylaw, the Consent Holder must, if requested by the Council, disconnect the pipes and equipment used to discharge the trade waste (Disconnection Work). The Consent Holder must complete the Disconnection Work at its expense and to the satisfaction of the Council. If the Consent Holder fails to carry out the Disconnection Work, the Council may enter the premises and carry out any Disconnection Work necessary to prevent the discharge of trade waste into the wastewater or storm water system. Disconnection Work carried out by the Council will be at the expense of the Consent Holder.

#### Breach

- 2.24 The Consent Holder must inform the Council immediately on discovery of any accident including spills or process mishaps that may cause a breach of this consent or the Bylaw, or have the potential to cause adverse effects to any person, property, storm water, wastewater, receiving waterways or areas which receive sewage treatment works, or may cause the Council to breach any Act, Regulation, or Resource Consent.
- 2.25 Where any breach of this consent is identified by the Consent Holder or the Council, the Consent Holder must submit to the Council within 7 days of

- identifying the breach or being advised of it, a written explanation of the cause of the breach, the proposed action(s) to be undertaken and action(s) taken to prevent its recurrence.
- 2.26 The Consent Holder may not make any claim for damage, loss, or injury of any kind against the Council which arises as a result of the Consent Holder discharging trade waste into the Wastewater System.
- 2.27 The Consent Holder will indemnify the Council against all claims, by any person or body which arise as a result of the grant of this consent or the Consent Holder discharging trade waste into the Wastewater System.
- 2.28 The Consent Holder may not make any claim against the Council for compensation of any loss in relation to the exclusion of any trade waste from the Wastewater System during the unavailability of the Wastewater System.
- **2.29** The Consent Holder must pay to the Council any costs that are payable in respect of any breach of any term or condition of this consent.

#### Fees and Charges

- 2.30 The Consent Holder is liable to pay interest for any fees and charges remaining unpaid for longer than 28 days after notice by the Council that the amount is due. The rate of interest will be fixed by the Council.
- 2.31 The Consent Holder must pay to the Council on demand all charges as set out in the Council's Schedule of Fees and Charges on the trade waste components and characteristics specified in the Schedule 1 of this consent, including administration charges.
- 2.32 From the commencement date of this consent and until a variation is made, the Consent Holder must pay trade waste charges as follows (as set in the Council's Schedule of Fees and Charges):
  - (a) The Consent Holder must pay a trade waste annual conditional charge. This charge is subject to change by resolution of the Council.

and

(b) The total volume of trade waste discharged as per waste flow meter: Promag Endress + Hauser, serial No: LC058C19000.

Figure 2: Photo showing waste flow meter



and

(c) The total volume of water supplied to the EWP wash bay, as per water meter serial no: 8ZR10050131103, multiplied by a factor of: **0.9** 



Figure 3: Photo showing EWP way bay water meter

and

(d) Strength charge(s): Suspended solids charge rate and organic loading (cBOD5) charge rate and strength charges for Total Kjeldahl

Page | 6

Nitrogen (TKN), Arsenic (As), Chemical Oxidation Demand (COD) and Total Phosphorus (TP).

#### Monitoring

- 2.33 The Consent Holder must submit to the Council within one Working Day of any request by Council details of:
  - (a) Total waste water volume discharged from property; and
  - (b) Total water usage on the property; and
  - (c) Sample test results of characteristics of trade waste discharged to the Wastewater System.
- 2.34 The Consent Holder must allow the Council access to the property at all reasonable times for the purpose of conducting any inspection, examination, testing, monitoring, or sampling to ascertaining whether the trade waste discharged, and conditions complies with this consent and the Bylaw.
- 2.35 To determine compliance with the characteristics specified in Schedule 1 of the Bylaw, all sampling of Trade Waste is to be conducted in accordance with section 8.10 of the Bylaw at the specified sampling locations:
  - Yellow lid manhole downstream of waste flow meter serial No: LC058C19000



(b) EWP wash bay drain

Figure 5: Photo of sampling location (b).

Page | 7



- 2.36 As from the commencement date of this consent, the Consent Holder must implement a program of self-monitoring of the trade waste discharge, to be implemented as follows:
  - (a) An 8-hour time proportional composite sample of the trade waste discharge obtained from the sampling point as specified in 2.35 (a) on one occasion every month, the levels and concentrations of the following components and characteristics must be determined, but not limited to:

Carbonaceous Biological Oxygen Demand	Total Petroleum Hydrocarbons (C-7-C14) and (C7-C36)
Chemical Oxygen Demand	Total Suspended Solids
рН	Total Phosphorus
Total Kjeldahl Nitrogen	Arsenic (Once per year)

The rate of discharge at the time of sampling must be estimated or measured, and the time and date of sampling recorded, with the analytical results for each sample. Sampling must be undertaken during normal operation and must not be subjective.

(b) A grab sample of the trade waste discharge obtained from the sampling point as specified in 2.35 (b) on one occasion every month, the levels and concentrations of the following components and characteristics must be determined, but not limited to:

Carbonaceous Biological	Total Petroleum Hydrocarbons
Oxygen Demand	(C-7-C14) and (C7-C36)
Chemical Oxygen Demand	Total Suspended Solids
рН	Total Phosphorus
Total Kjeldahl Nitrogen	Arsenic (Once per year)

The rate of discharge at the time of sampling must be estimated or measured, and the time and date of sampling recorded, with the analytical results for each sample. Sampling must be undertaken during normal operation and must not be subjective.

- (c) The sampling technique, analytical methods used and sample storage requirements must be as specified in section 8.10 (Sampling, Testing and Monitoring) of the Bylaw 2016.
- (d) The Consent Holder must arrange for the results of the self-monitoring program to be forwarded to the Council for review as soon as available from the laboratory, and the self monitoring report to be forwarded to the Council within 21 days of the date of sampling or as requested by the Council.

The self-monitoring report shall include, but not limited to:

- Tabulated summary sheet detailing water consumption, flow rate, current accredited laboratory results, date/time of sampling, previous results and consent limits; and
- Supporting analytical report/s from an IANZ/or approved laboratory with specific testing (see 2.38 (a and b)); and
- Sampling methodology employed (see 2.38 (c)); and
- Non-conformances with explanations and proposed preventative measures with actions, and;
- Calibration details of monitoring devices where applicable.
- From the commencement date of this consent, Council at its discretion may arrange for an annual program of CCTV and sonar survey of the sewer network as highlighted in Schedule 3 at the consent holder's cost. The report will be made available to the Consent Holder. Council may direct that the CCTV and sonar survey take place more frequently for surveillance monitoring or incident investigation. The cost of such monitoring is at the consent holder's cost.
- 2.37 The instrumentation must record rate of flow on a continuous basis, and a non-resettable totaliser reading cubic metres to two decimal places must be provided.
- 2.38 The Consent Holder must make available for inspection by the Council all flow charts and records upon request.

#### 3. Management Plan

- **3.1** The Consent Holder shall provide a written Management Plan that shall be of a standard acceptable to Council.
- 3.2 The Consent Holder shall review its Management Plan at least on an annual basis to ensure the plan complies with good industry practice and following such review shall update the Management Plan to ensure it remains compliant with good industry practice. Where following a review of the Management Plan any material changes are made, the Customer shall provide a copy of the updated plan to Council within 10 Business Days of the update.
- **3.3** The Management Plan shall be implemented by the Consent Holder prior to the commencement of this consent.
- 3.4 The Management Plan shall contain, but shall not be limited to the following provisions:
  - (a) Processes to ensure that this Agreement, including Maximum Discharge Levels, is not breached (taking into account factors within the Consent Holder's control and reasonable contemplation);
  - (b) A site drainage plan approved by Council that identifies all wastewater, tradewaste, water and stormwater connections and discharge locations, receiving waterways or areas which receive treated;
  - (c) Cleaner production techniques and waste minimisation programmes which detail methods, proposed to improve the quality/quantity of the tradewaste discharge including time frame and implementation dates;
  - (d) Accountability and final destination of any waste disposal program and effective solids and liquid waste disposal procedures;
  - (e) Continuous discharge flow and quality monitoring processes;
  - (f) Pre-treatment processes including waste removal, maintenance schedule and servicing;
  - (g) Contingency management and emergency spill procedures; developed for responding to situations which may arise at their premises but will pose a threat to the environment or the sewage system if allowed to occur without an adequately formulated response plan;

- (h) Preventive Plan implemented to identify possible potential hazards and carry out the appropriate corrective action to prevent accidents or discharges of unauthorised tradewaste arising from these hazards;
- Reporting structure for issues of notification and protocols for breaches of this Consent;
- (j) Procedures to ensure that no Prohibited Trade Waste enters the Wastewater System; and
- (k) A self-monitoring plan detailing sampling and analysis of Trade Waste Characteristics with the specific purpose of monitoring, preventing a breach of Maximum Discharge Levels, or the Bylaw, and sampling and analysis to be completed in the event of a breach occurring.
- 3.5 In addition to the matters set out in clause 3.4, the Management Plan shall include any measures and plans to minimise disruption to the Wastewater System and the environment following emergency situations that may result in a breach of this Consent.
- 3.6 The Consent Holder must inform the Council in writing at the planning stage of all works or practices that shall have the potential to alter the nature or levels of the components and characteristics of the discharge to the Council's Wastewater System.
- 3.7 The Consent Holder must make available all documentation and receipts for sludge and spent process liquor removal from site for inspection by the Council if so directed.
- 3.8 The following trade waste pre-treatment programme shall be implemented by the Consent Holder as a minimum;
  - (a) Cleaning out of the oil and grit interceptor shall be carried out at least once every six months or more frequently if required accordingly to the manufactures specifications or if directed by Council.
  - (b) Cleaning out of the Spillbase Ultra Drain Guard Plus shall be carried out as required, as per the manufactures specifications or if directed by Council.
  - (c) The oil and grit interceptor shall be cleaned by an Approved contractor.
  - (d) Maintenance of the oil and grit interceptor shall be carried out according to the manufacturer's specifications or more frequently if required by Council.
  - (e) Maintenance and testing of the Ultraspin Hydrocyclone oil and water separator shall be carried out according to the manufacturer's specifications or more frequently if required by Council.

(f) Maintenance and testing of the Hynds Enviro-Valve diverter shall be carried out according to the manufacturer's specifications or more frequently if required by Council.

(g) The Consent Holder shall maintain a record of pre-treatment service maintenance and cleaning. A copy of the pre-treatment service report or similar evidence that cleaning has been completed is to be forwarded to Council within 14 days of any pre-treatment service maintenance and cleaning being completed.

The pre-treatment service report shall detail:

- Date & time of service
- Name of approved service agent (Company & Operative(s))
- Associated Waste Track reference number
- · Volume of waste removed in litres
- Type of waste removed actual and waste tracking system code
- Disposal location
- Date of disposal
- Any comments regarding the service condition and any identified maintenance requirements including dates for completion.
- Any non-conformances.

#### Treatment

- 3.9 The Consent Holder is responsible for the installation, operation and maintenance of the Pre-Treatment system and all associated equipment.
- 3.10 The Consent Holder must install, commission and make operational the Pre-Treatment system set out in Schedule 2 of this consent.

#### **Schedule 1: Characteristics**

#### 1. General Characteristics

#### **1.1** Flow

- (a) The 24-hour flow volume must be less than 75 m<sup>3</sup>.
- (b) The maximum instantaneous flow rate must be less than 6 litres/second.

#### 1.2 pH value

(a) The pH shall be between 6 and 10 at all times.

#### 1.3 Organic strength

- (a) The biochemical oxygen demand (cBOD<sub>5</sub>) of any waste shall not exceed a concentration of 1000 g/m<sup>3</sup>.
- (b) The Chemical Oxygen Demand (COD) of any waste must not exceed a concentration of 2000 g/m<sup>3</sup>.

#### 1.4 Temperature

(a) The temperature must not exceed 40 °C.

#### 1.5 Solids

- (a) Gross solids (non-faecal) must have a maximum dimension which shall not exceed 15 mm.
- (b) The suspended solids content of any wastewater must have a maximum concentration which shall not exceed mass load of 2,000 g/m<sup>3</sup>.
- (c) The settleable solids content of any waste shall not exceed 50 millilitre/litre.
- (d) Fibrous, woven, or sheet film or other materials, which may adversely interfere with the free flow of wastewater in the drainage system or treatment plant shall not be present.
- (e) The use of waste disposal units (intended to pulverise otherwise unacceptable wastes) are not permitted unless otherwise stated in this consent.

#### **1.6** Solvents and other organic liquids

(a) There shall be no free layer (whether floating or settled) of solvents or organic liquids.

#### 1.7 Radioactivity

(a) Radioactivity levels shall not exceed the Office of Radiation Safety (Ministry of Health) guidelines.

#### 1.8 Transmissivity

(a) Due to the use of UV light disinfection at the Council's Wastewater Treatment Plant, the acceptability of discharges will be based on transmissivity testing at 254 nm. The discharge will be diluted at 10:1 with distilled water and tested at 254 nm. The waste discharged must have a transmissivity of 50% or more, equivalent to an absorbance of 0.3010 or less.

#### 1.9 Colour

(a) Waste shall not have colour or colouring substance that causes the discharge to be coloured to the extent that it impairs wastewater treatment processes or compromises compliance with the final effluent discharge resource consent of the waste water treatment plant.

#### 2. Chemical characteristics

#### 2.1 Kjeldahl Nitrogen

(a) The Total Kjeldahl Nitrogen of any trade waste discharge must have a maximum concentration of 150 g/m³ at all times.

#### 2.2 Total Phosphorus

(a) The Total Phosphorus of any trade waste discharge must have a maximum concentration of 50 g/m³ at all times.

#### 2.3 Total Petroleum Hydrocarbons

(a) The Total Petroleum Hydrocarbons of any trade waste discharge must have a maximum concentration of 30 g/m³ (C7-C-14) and 50 g/m³ (C7-C36) at all times.

For General Characteristics refer to *Table 1 – General Characteristics* within Schedule 1A of the Bylaw.

For Chemical Characteristics refer to *Table 2* – Chemical Characteristics within Schedule 1A of the Bylaw.

For Heavy Metals refer to Table 3 – Heavy Metals within Schedule 1A of the Bylaw.

For Organic Compounds refer to Table 4 – Organic Compounds with Schedule 1A of the Bylaw.

For Liquid Waste from Pharmacies refer to *Table 5* – Liquid Waste from Pharmacies within Schedule 1A of the Bylaw.



#### **Schedule 2: Treatment Processes and Apparatus**

#### 1. Treatment processes

There are three main wash bays and two smaller wash bays (MAF and EWP). The treatment system is separate for the smaller wash bays.

Pre-treatment Device – Main Wash Bays	Description of Pre-treatment
Course Solid Traps	Remove Solids
2x 10,000L retention tanks	Heavier solids settle out and undissolved
	hydrocarbons separate
Ultraspin Hydroclone Oil and	Removes fine solids and hydrocarbons for water
Water Separator	re-use. Discharges back to retention tanks
De-watering Pit	Solids stored till dry enough for disposal

Figure 6: Drainage Plan showing Main wash bay XXXXXX

Pre-treatment Device – MAF	Description of Pre-treatment
Wash Bay	
2mm Stainless Steel Screen	Remove solids
Retention Tank	Heavier solids settle out and undissolved
	hydrocarbons separate
Oil and grit interceptor	collect all sludge and oil prior to discharge

Pre-treatment Device – EWP Wash Bay	Description of Pre-treatment
2mm Stainless Steel Screen	Remove Solids
Spillbase Ultra Drain Guard Plus fitted to drain	Remove oil and sediment
Hynds Enviro-Valve diverter	Diverts to waste water when water blaster in use. Connected to a rain gauge.

#### **Schedule 3: CCTV and Sonar**

As specified is condition 2.36(e) of this consent, an annual CCTV and sonar survey may be completed by Council at the consent holders cost:

- The survey will be completed by an Approved company.
- The Wastewater System is to be surveyed, upstream and downstream, from the nearest manhole to the consent holders' site, see schematic below.

Figure 7: Aerial Photo showing nearest manhole





# TRADE WASTE AND WASTEWATER BYLAW 2022 REVIEW: ENGAGEMENT AND INSIGHTS REPORT

Report prepared by: Tegan Andrews, Research Lead Rexine Hawes, Communication and Engagement Advisor March 2023

Report reviewed by:

Lauradanna Radesic, Team Leader, Communication and Engagement, Transport and Infrastructure James Clarke, Unit Manager, Strategy and Planning March 2023

D 4035536

## **EXECUTIVE SUMMARY**

Council is reviewing the Trade Waste and Wastewater bylaw and proposes to amend with only minor changes. Council asked the community, in particular affected stakeholders that own or operate trade waste premises, whether they agree with Council's proposal.

We received a total of 16 responses, 15 of these were received through Have Your Say during the consultation period (17 January 2023 to 17 March 2023), alongside one email. One of the 16 responses was a duplicated response and therefore not counted in further analysis (bringing the total number of responses down to 15).

Of the 15 responses, 13 came from individuals and two responses came from organisations, businesses or groups.

Of the 13 individual responses, 10 agreed with Council's proposal to amend the bylaw with minor changes. Two responses would like to see the bylaw retained with no changes and one respondent did not answer the question. Of the two responses received from businesses, one agreed with Council's proposal, and another wished for amendments to the proposed changes to be addressed.



### SUBMISSIONS INSIGHTS

#### **BYLAW OVERVIEW**

Hamilton City Council is currently reviewing the Trade Waste and Wastewater Bylaw (hereafter referred to as 'the Bylaw') (introduced in 2016). The review process has identified several areas of the Bylaw which could use improvement, these are:

- the need for further recognition of Waikato-Tainui's special relationship with the Waikato River
- · the need for the Bylaw to provide further protection of Council's wastewater assets
- · the management of mortuary waste from a cultural perspective
- the ability of the Bylaw to provide education to the public on matters to do with trade waste and wastewater.

To address these issues, Council proposes to amend the Bylaw with minor changes including:

- · the inclusion of the Te Raa Aro ki a Matariki (Matariki Observed) as a public holiday
- the correction of two outdated references made to the Local Government Act 2002, and the Land Transfer Act 1952
  - section 10 was amended in 2019 to change the purpose of the Local Government Act in relation to wastewater
  - a premises is now defined by the Building Act 2004, instead of the Land Transfer Act 1957
- strengthening the linkage of the Bylaw with the Waikato River-Tainui Raupatu claims (Waikato River) Settlement Act 2010.

#### CONSULTATION OVERVIEW

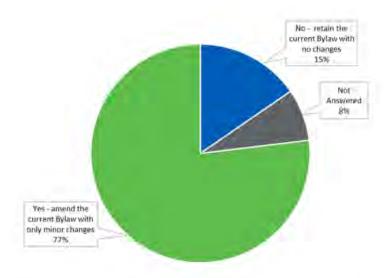
We asked whether people agreed with Council's proposal to retain the bylaw with minor amendments or retain the Bylaw in its current form. We also asked people to elaborate on their for reasons supporting the Council's proposal or not. We also sought feedback on whether people would like more information related to topics covered by the Bylaw so they could better understand their obligations and the obligations of Council, under the Trade Waste and Wastewater Bylaw.

The consultation period lasted eight weeks between 17 January and 17 March 2023. During this period, Council received 16 responses. One response was a duplication, and therefore removed, meaning that 15 responses were analysed. Of the 15 responses, two were from a business, organisation or group.

#### INDIVIDUAL RESPONSES

We received 13 responses online through the Have Your Say platform during the consultation period, excluding the one duplicated response. Of the 13 responses, 10 agreed with Council's proposal to amend the Bylaw with minor changes. Two responses would like to see the Bylaw retained with no changes and one respondent did not answer the question.





Of the ten respondents who agreed with Council's proposal to amend the Bylaw with minor changes, eight made comments.

Five comments from respondents who agreed to amend the current Bylaw with minor changes felt the changes 'made sense' and reflected making the current Bylaw up to date while keeping the intended purpose. Two respondents felt the Bylaw should highlight the significance of waterways to Maaori; these respondents encouraged amending the Bylaw to better reflect Council's partnership of kaitiakitanga with Waikato-Tainui in protecting waterways. One respondent felt changes to the Bylaw were necessary but more substantial changes were needed to the Trade Waste and Wastewater Bylaw.

Of the two respondents who wanted to see the Bylaw retained without any changes, both left comments. Both comments mentioned impacts of the Government's proposed Three Waters reform. One respondent believed rates should be decreased if the reform is introduced, and the other respondent stated that this review of the Bylaw was a waste of time and money – and council should prioritise resource elsewhere.

The respondent who did not answer the question regarding whether they would like to see the Bylaw retained with minor amendments (Council's proposal) or retained without any amendments had a suggestion for the management of wastewater. Their suggestion was all dwellings should have their own (small) septic tank onsite, connected to the Council's sewer system. They believe this would allow for primary treatment to be done onsite, with fat and wet wipes filtered out at this point, and Council's systems would only transport fluids, into councils' systems. Furthermore, they suggest that perhaps Council could supply a regular cleaning service.

Some of the additional information respondents suggested they would like included:

- Better understanding of the definition of trade waste
- · Who is responsible for trade waste and wastewater?
- What are peoples' individual obligations for trade waste and wastewater?
- How can the community help protect our waterways from household cleaning products?
- · How is wastewater monitored and managed?



D 4575536

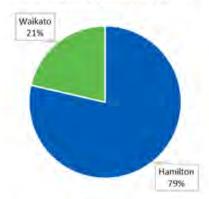
- The effects of shared driveways and multi-unit dwellings affect the monitoring or management of waste and stormwater
- · The impact of trade waste on local waterways
- The ways Council is protecting and improving waterways including fauna and flora affected by our waterways
- The management and treatment of wastewater in context of environmental and financial sustainability
- · How breaches are reported and dealt with
- · Whether breaches are made public; when and why would it be kept private?
- · The discharge limits for car washes or water recycling requirements under consents
- Ways residential sites can manage waste better.

## DEMOGRAPHIC COMPARISON OF RESPONSES FROM INDIVIDUALS

#### LOCATION OF RESPONDENTS

Of the 14 individual respondents, we had 11 from Hamilton City and 3 from the Waikato Region.





Of the 11 respondents within Hamilton City, nine were from Eastern suburbs and two were from Western suburbs.

#### **ETHNICITY OF RESPONDENTS**

We had 11 respondents that identified as NZ European, one as Maaori, one as British, and four who identified as other.

## FEEDBACK FROM ORGANISATIONS

There were two responses received from businesses. One agreed with Council's proposal, and another wished for amendments to the proposed changes to be addressed. A summary of the submissions from organisations, businesses or groups is shown in the below table:

Name	Summary
Carevets	Would like to see the current Bylaw retained with minor amendments and believes the Bylaw is fit for purpose.
Fuel Companies (BP Oil NZ Limited, Mobile Oil NZ Limited and Z Energy Limited)	The Fuel Companies' interest in the proposed Bylaw relates to trade waste and in particular, how the proposed Bylaw addresses discharges from car washes.



D 4635536

Fuel Companies would like Council to reconsider the appropriateness of its Bylaw to achieve the purpose and principles of the Local Government Act, at least in the context of car wash discharges.

They also would like to see the following specific amendments made to the proposed bylaw:

- Add an additional subclause to 4.1 to reflect that one of the key purposes of the bylaw is to enable effective and efficient management of discharges of trade waste.
- Amend 8.4(a)(vii) to require that any sampling, analysis, and testing programme is both reasonable and proportionate to the nature of the discharge.
- Amend 8.4 to require Council to have regard to existing monitoring data demonstrating the performance of proprietary treatment devices to manage a particular trade waste stream.
- Remove the 5m³ maximum daily total flow limit per Table 1 of Schedule 1A, or increase it to 10m³ for car wash discharges, noting full detail of operation and maintenance will still need to be provided via the permitted pathway.

#### FEEDBACK FROM SOCIAL MEDIA

Although there were 92 engagements on social media, consisting of 12 comments, 70 replies to comments, and 10 picture-based replies. Of the 82 written comments, there were no comments related to the bylaw other than people suggesting others should have their say. The comments were not directly related to the Bylaw and related to topics such as the proposed Waters Reform (Three Waters), current and past transport projects, and the 20-minute city concept.

# ENGAGEMENT TACTICS

## GOAL

Hamiltonians are able to help Hamilton City Council shape a bylaw that meets their needs, is achieving desired outcomes, and is easy to understand/monitor.

#### **OBJECTIVES**

- To educate stakeholders and the public on what the Trade Waste and Wastewater 2016
   Bylaw is and what it does
- to engage with all key stakeholders on proposed minor changes to the existing Bylaw
- to produce a Bylaw that thoroughly reflects the needs and aspirations of the city.
- to ensure understanding of responsibilities for the management of trade waste and wastewater within Hamilton City.



D. ACREES

# ENGAGEMENT RESULTS

#### PRINT

January 11, 2023 - Hamilton Press



#### SUBMISSION FORM (ONLINE & PAPER COPY)

We received a total of 16 responses, 15 of these were received through the Have Your Say portal during the consultation period (17 January 2023 to 17 March 2023), and one email.

Between 17 January and 17 March there were 631 page views total, 623 of those views were from external users

## SOCIAL MEDIA

#### Facebook:

Social post – 14 March 2023: six reactions, one comment, two shares (boosted)

Social post – 10 February 2023: 31 reactions, 92 comments, four shares (boosted)

Social post – 17 January 2023: eight likes, no comments or shares (boosted)

Total reach: 26,000 across all three posts (both paid and organic)

#### LinkedIn

Post 13 March 2023: 13 post reactions



D 4075530

Post 17 January 2023: 0 post reactions

#### **EMAILS**

Two emails were sent to 27 stakeholders on the 18 January 2023 (when consultation opened) and 9 March 2023 (when consultation was concluding). This included businesses and industry stakeholders who participated in early engagement in the review process. Emails were also sent to mana whenua both prior and during the consultation window.

#### ENGAGEMENT:

Your Neighbourhood, 11 March 2023, Melville Park About 110 people visited the Trade Waste and Wastewater Bylaw site with 53 entries into our prize draw.

## WHAT'S NEXT

Verbal submissions will be heard at the Regulatory and Hearings Committee meeting on 26 April 2023. At this meeting, anyone who submitted will be welcome to make a verbal submission in person to support their views. Council will then consider all the views and make a final decision.



D

# **Council Report**

**Committee:** Infrastructure and Transport **Date:** 30 May 2023

Committee

**Author:** Robyn Denton **Authoriser:** Eeva-Liisa Wright

**Position:** Network and Systems **Position:** General Manager

Operations Manager Infrastructure Operations

**Report Name:** Improvements to Wairere Drive / Gordonton Road roundabout

Report Status	Open
---------------	------

# Purpose - Take

 To seek approval from the Infrastructure and Transport Committee for safety improvements at the intersection of Gordonton Road/Wairere Drive intersection to proceed as part of the Low Cost Low Risk 2023/24 programme.

## Staff Recommendation - Tuutohu-aa-kaimahi

- 2. 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.

## Executive Summary - Whakaraapopototanga matua

- 3. At the 31 May 2022 <u>Infrastructure Operations Committee</u> meeting, a report on the Proposed Low Cost Low Risk Transport Improvement Programme for 2022/23 was presented.
- 4. The Committee requested that staff put on hold the proposed safety improvements at the intersection of Gordonton Road/Wairere Drive until the impacts of Hamilton section of the Waikato Expressway (WEX) at this intersection were considered.
- 5. A report outlining the results of the monitoring and review of traffic flows through and around the city since the opening of WEX along with information on the proposed safety improvements at the Gordonton Road /Wairere Drive was presented to the 7 March 2023 Infrastructure and Transport Committee.
- 6. The 7 March 2023 Infrastructure and Transport Committee requested staff to set up a workshop to further discuss the Gordonton Road/Wairere Drive intersection improvements. A workshop to discuss these improvements was held on 17 May 2023.

- 7. This report considers the current operation and safety issues at the intersection of Gordonton Road/Wairere Drive intersection. This intersection is currently a roundabout and has seen a balancing of traffic flows on the four major approaches and a resulting improvement in operational levels of service since the opening of WEX.
- 8. The crash issue at the intersection has continued and options for changes to the intersection are considered in this report.
- 9. Staff recommend **Option A** Installation of Raised Safety Platforms **on four approaches** to existing roundabout excluding Crosby Road. The design of these ramps would cater for comfortable travel at 50km/h and would have longer departure ramps to reflect the larger vehicles travelling through this site.
- 10. Staff consider the decisions in this report have medium significance and that the recommendations comply with the Council's legal requirements.

# Background - Koorero whaimaarama

- 11. The 31 May 2022 <u>Infrastructure Operations Committee</u> meeting considered 'Proposed Low Cost Low Risk Programme for 2022/23'.
- 12. Low Cost Low Risk (LCLR) Programme is the name given to a number of programmes of work for which Council receives co-investment at 51% (subsidy) from Waka Kotahi NZ Transport Agency under their Work Activity Class 'Low Cost Low Risk'.
- 13. At the 31 May 2022 Infrastructure Operations Committee there was specific discussion about the Gordonton Road/Wairere Drive intersection and its ability to cope with the increased traffic that would be moving through the roundabout following the connection of Pardoa Boulevard to the WEX.
- 14. The Infrastructure and Transport Committee resolved the following in response the proposal to have safety improvements to the Gordonton Road/Wairere Drive roundabout included in the Low Cost Low Risk Programme for 2022/23.
  - e) requests staff report back to the 9 August 2022 Infrastructure Operations Committee General Managers Report on the scope of monitoring and review of the impacts on the Hamilton City transport network after the opening of the Waikato Expressway; and
  - f) requests staff report back to a future Council or committee meeting on the impacts identified during this monitoring and review on the Hamilton City transport network six months after the opening of the Waikato Expressway, including but not limited to:
    - i. Pardoa Boulevard/Wairere Drive/Crosby Road intersection; and
    - ii. the southern city entry into Hillcrest.
- 15. It was also agreed that the proposed safety improvements at the Gordonton Road/Wairere Drive roundabout would be put on hold pending the presentation of this report and the outcomes of the monitoring and review of Waikato Expressway traffic impacts on the city.
- 16. The 7 March 2023 <u>Infrastructure and Transport Committee</u>, having considered the report on the Traffic Impacts of WEX and Improvements to Wairere Drive / Gordonton Road roundabout resolved to:
  - c) requests staff organise a workshop to discuss all options and how staff would engage with the Community concerning safety improvements at the intersection of Gordonton Road and Wairere Drive, prior to reporting back to the next meeting of the Committee for approval; and
- 17. A workshop with Elected Members was held on 17 May 2023.

- 18. This report provides an update on the operation of the Gordonton Road/Wairere Drive intersection since the opening of the WEX and its safety record. It outlines the work that has been completed to improve the safety performance of the intersection and recommends the need for further safety improvements to be completed at this intersection to manage the approach speeds into the intersection.
- 19. The refreshed Access Hamilton Strategy (approved at the 9 August 2022 <u>Infrastructure</u> <u>Operations Committee</u> meeting) reconfirmed Hamilton City Councils commitment to road safety and supporting quality growth and urban development.



A safe transport system



Supports quality growth and urban development

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

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

# Discussion - Matapaki

20. The Gordonton Road/Wairere Drive intersection is a five-legged roundabout that also has Crosby Road and Pardoa Boulevard connecting into this site. The current layout of this intersection is shown in the diagram below:

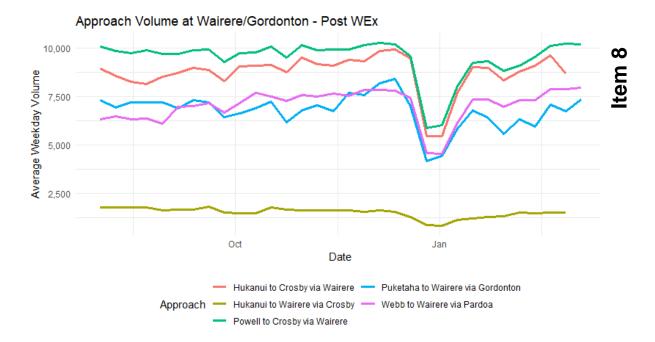


Current layout of Gordonton Road / Wairere Drive intersection

- 21. When considering options to improvements to the Gordonton Road/Wairere Drive intersection, consideration has been given to Access Hamilton and national strategies, policies, and targets. The guidance provided in these documents have less focus on level of service and greater focus on emission reductions (including decreased light vehicle traffic kilometres travelled), increased use of alternative transport modes (eg walking, biking, and public transport), and road safety.
- 22. Hamilton City Council (HCC) has approved Vision Zero as the philosophy for road safety in the city, an aspiration to achieve zero road deaths and serious injury within Hamilton city and this is reflected in the Access Hamilton objective of a Safe Transport Network.
- 23. Road to Zero is the national road safety strategy for the 2020-2030 period and has a vision of a New Zealand where no one is killed or seriously injured in a road crash. It utilises the Safe System approach to set out actions for achieving this vision.
- 24. The Safe System approach seeks to create a safe and forgiving road system that makes the safety of people a priority. It recognises people are not perfect, we make mistakes, and we are vulnerable in a crash. While mistakes are inevitable, deaths and serious injuries from crashes are not.
- 25. Based on the crash data, this site was identified as a candidate for the Low Cost Low Risk Programme Road to Zero in the 2022/23 financial year in conjunction with Waka Kotahi. Given the delays for this project it is now being proposed for delivery in the 2023/24 financial year.
- 26. Set out below is the following information related to this intersection to provide a context for the current operating environment, the changes since the opening of WEX and the need for future improvements:
  - i. Traffic volumes
  - ii. Congestion
  - iii. Crashes
  - iv. Current Intersection form
  - v. Recent improvements
  - vi. Options for improvement
  - vii. Consultation completed to date
  - viii. Methodology for implementing the safety improvement and supporting communications
  - ix. Impact on operation of intersection from safety improvements

## **Traffic Volumes**

- 27. Following the opening of WEX, by September 2022 the average daily volume at the roundabout increased 6% from 31,900 to 33,900 and has settled to an average of 33,000.
- 28. This change was largely as a result of the connection from Wairere Drive to the WEX via Pardoa Boulevard and was expected and allowed for at the time of building the roundabout at this intersection.
- 29. The change in traffic resulted in four of the five approaches onto this roundabout now having more even traffic flows as shown in the graph below.



## Congestion

- 30. Level of Service (LOS) for vehicles is an indicator of congestion and is measured as the delay in seconds for vehicles and is measured from the time the vehicle arrives at the intersection (or end of a queue) till it moves into the intersection. The LOS levels range from A to F:
  - LOS A no real delays at all free flowing traffic. Maximum of 10 second waiting time
  - ii. LOS F delays and congestion, may have to wait for more than 50 seconds, likely to have driver frustration.
- 31. The overall LOS for the whole intersection has been calculated using a 'volume weighted delay' on each approach. The following table shows the time delays and associated LOS for the intersection since the opening of the Hamilton Section of the WEX:

## Intersection LOS

	AM Peak					
	June 22	Sep 22	Nov 22	Feb 23		
LOS	F	E	E	F		
AvgDelay (s)	91	49	37	73		

	PM Peak					
	June 22	Sep 22	Nov 22	Feb 23		
LOS	F	E	E	F		
AvgDelay (s)	75	71	60	81		

- 32. This data shows that for the whole intersection there has been:
  - i. an improvement in delay times in the morning peak. This was due to a significant decrease in delay on Wairere Drive westbound traffic, but it is starting to return to a similar level as previous.

- ii. An initial small decrease in average delay but this increased again in February. No real change LOS in the PM peak (remaining at F).
- 33. It is noted that these figures have focused only the AM and PM peak traffic flows. It is generally accepted that there will be congestion at these times throughout the city network and that this is not something that we should be looking to 'build our way out of'.

#### **Crashes**

- 34. Analysis of crashes utilises data that is kept in the national Crash Analysis System (CAS) that is administered by Waka Kotahi NZ Transport Agency (Waka Kotahi).
- 35. The data is based on NZ Police reports which are prepared when they attend the crash. It is noted that some crash data can be a little slow in getting entered into CAS, so the figures below are subject to change but still provide a good overview of the issues currently occurring at this intersection.
- 36. CAS crash data for five year period, 2017 to 2022 at Gordonton Road/Wairere Drive roundabout indicates there has been a total of 71 crashes recorded. The severity of the crashes are as follows:
  - i. 62 non injury crashes
  - ii. 8 minor injury crashes
  - iii. 1 serious crash
  - iv. 0 fatal crashes
- 37. Of the 71 crashes, 25 crashes have resulted in an impact with the guard rail at the roundabout. Most of the crashes where a vehicle has collided with the guard rail have been reported as loss of control. The Wairere Drive northbound approach is significantly over-represented in terms of loss of control type crashes.
- 38. Common factors contributing to these crashes were:
  - i. Speed
  - ii. Incorrect lane use
  - iii. Not giving way
- 39. There are crashes occurring on all parts of the roundabout as illustrated in the crash diagram below:



Location and type of reported crashes at Gordonton Road / Wairere Drive intersection

- 40. Operating speeds on approaches to the intersection were measured in August 2022 and have an 85<sup>th</sup> percentile speed that ranges between 32 and 45km/h at the approaches.
- 41. While the speeds that 85% of the vehicles moving through the site were appropriate and safe, there were speeds measured at greater than 100km/h on both the Wairere Drive approaches and Pardoa Boulevard approach.
- 42. There have been 2 crashes reported through CAS since 1 January 2023. One crash of these resulted in the central barrier being hit again, with estimated speed being greater than 100km/h. The central barrier has also sustained further damage from unreported crashes in this period of time.

#### **Current Intersection form**

- 43. As noted in the 7 March 2023 report to the Infrastructure and Transport Committee, roundabouts are the most efficient method of managing traffic at an intersection where there are even or balanced traffic flows on the approaches. The even traffic flows create gaps in the traffic flows as they are required to 'give way to the right' thereby creating opportunities for traffic on the various approaches to enter the intersection.
- 44. The changes in traffic flows at this intersection since the opening of the WEX have seen a balancing across 4 of the approaches Crosby Road now being the only approach that significantly lower traffic volumes.
- 45. The facilities in place for people walking and cycling through this intersection are excellent separated facilities. Some minor improvements are proposed as part of the work to respond to requests from users, advocacy groups, and nearby businesses/residents.

## **Recent Improvements**

- 46. Minor improvements that have already been undertaken or are planned for the immediate future to improve safety at this location are:
  - i. **Signage** improvements have included:
    - A. on the north bound approach and at the intersection was significantly increased in the 2021/22 financial year as shown below:



Improved signage on the Wairere Drive north bound approach to the intersection

B. additional of pictorial advance directional signage to assist drivers get into the correct lane for entering and leaving the roundabout.

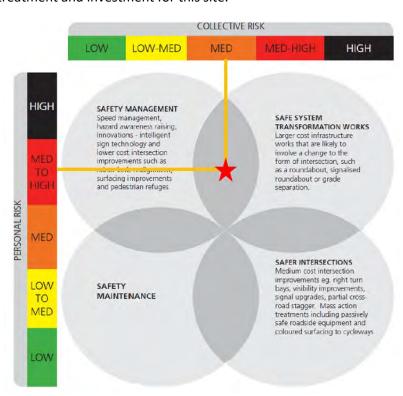


New advanced directional signage on approaches to Gordonton Road / Wairere Drive roundabout

- ii. **Guardrail improvements** are underway for the central roundabout island and are expected to be completed in early June 2023. The previous guard rail did not meet current guard rail design standards this was partially due to the guard rail needing frequent repairs and due to changes to the standards. The central guard rail is being upgraded to a stronger beam which will better withstand impacts from vehicles. It is noted that this will reduce the likelihood of vehicles punching through the barrier and landing in the central area below the intersection but there is a need to manage vehicle speeds to provide certainty of any barrier system working well.
- iii. A 50km/h speed limit for the intersection was approved at the 22 February 2023 Traffic, Speed Limits and Road Closure Hearings Panel meeting. The work associated with installation of signage for this speed limit change was planned to be completed in conjunction with the installation of the raised safety platforms. It will be more efficient and cost effective to utilise the temporary traffic management and minimise disruption to users of the roundabout rather than undertaking this work separately. This work is currently on hold pending the outcome of this report.

## **Options for Improvement**

47. The Waka Kotahi <u>High Risk Intersections Guide</u> has been used to assess the appropriate level of treatment and investment for this site.

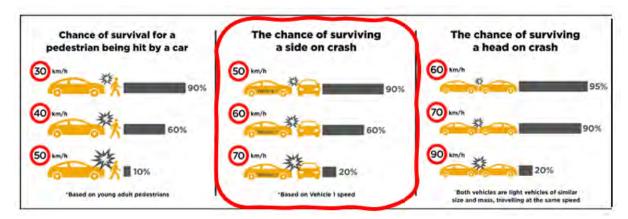


Based on the crash data it has been determined that the site has:

- medium to high Person Safety Risk, and
- medium Collective Risk.

The assessment process shown in the graphic on the left is from the High-Risk Intersections Guide and this indicates that the appropriate treatment for this site is safety management/safe system transformation.

48. The following table illustrates how the chance of surviving various types of crashes is heavily influenced by the speed of the vehicles involved. The central column is applicable for this case and indicates that we should be aiming for a maximum of 50km/h for any crash that occurs at this intersection:



49. Staff have assessed that there are three reasonable and viable options for the Infrastructure and Transport Committee to consider. The options are set out in the table below and include information on the implications of making those changes:

Option	Proposed Improvement	Scope of work and expected outcome	Estimated costs \$
A	Installation of Raised Safety Platforms on four approaches to existing roundabout	<ul> <li>four raised safety platforms, designed for 50km/h will be installed on the high-speed approaches to the roundabout.</li> <li>Crosby Road would not have a raised safety platform as approach speeds are already low and this is a key route for Fire &amp; Emergency NZ (FENZ) when responding to emergency calls.</li> </ul>	Low \$1.6M
		Outcome - Safety Management	
		<ul> <li>Manages speed of vehicles entering the intersection reducing likelihood of crashes and reduced trauma associated with any crashes that do occur</li> </ul>	
		Lower speeds minimise likelihood of vehicles punching through central roundabout island guardrail	
		Design of raised safety platforms will be to cater for comfortable 50km/h travel and reflect the high number of heavy vehicles using the intersection via longer departure ramps	
		Does not impact on FENZ and ability to respond to emergency calls from their Crosby Road station.	
		Able to be implemented as part of the Low Cost Low Risk – Road to Zero programme in 2022/23	

		Lower maintenance and operational requirements and least disruptive	
В	Installation of traffic signals on approaches to the existing	<ul> <li>Install traffic signals that manage the flow of traffic onto the roundabout in peak traffic times.</li> </ul>	
	intersection	<ul> <li>Traffic signals would not be operational 24/7 and would be only as needed for assisting with congestion caused by a dominant flow.</li> </ul>	Medium
		Outcome – Safe System Transformation	\$ 5-8M
		<ul> <li>The opening of WEX and increased traffic flow into the intersection via Pardoa Boulevard has already improved traffic flows through the intersection by balancing the flows</li> </ul>	
		Will not reduce crash risk outside peak travel times which is when the speeds are higher	
		<ul> <li>Funding not available to implement this work in the current financial year. Not likely to qualify for the Low Cost Low Risk – Road to Zero funding as it doesn't address the key issue of speed into the intersection.</li> </ul>	
С	Removal of	Scope	
	roundabout and replacement	<ul> <li>Removal of the existing intersection and replacement with traffic signals</li> </ul>	
	with traffic signals and	<ul> <li>Remove the current grade separated facilities for pedestrians and cyclists</li> </ul>	High
	raised safety platforms	<ul> <li>Consider closing Crosby Road to create efficient intersection form/layout</li> </ul>	High \$15M +
		<ul> <li>Raised safety platforms on approaches or for the full intersection required to manage speeds through the intersection</li> </ul>	
		Outcome – Safe System Transformation	
		<ul> <li>Potential for higher speeds through the intersection and increased severity of injuries resulting from any crashes at intersection if raised safety platforms not included.</li> </ul>	
		<ul> <li>Lower levels of service for pedestrians and people biking as they must wait for their phase</li> </ul>	
		Greater delays to traffic in off peaks times	
		<ul> <li>Reduced access to intersection via Crosby Road will create serious issues and concerns for FENZ and their ability to respond to incidents in the north eastern part of the city.</li> </ul>	

- 50. Staff recommend the combination of **Option A** for the following reasons:
  - . it will address the current safety issues being experienced at this intersection;
  - ii. there is funding available to complete the work this financial year;
  - iii. the changes in traffic flows resulting from the opening of WEX have resulted in more even traffic flows on the four major approaches to the intersection; and
  - iv. more consistent entry speeds of vehicles into the roundabout will allow better gap selection therefore facilitating better traffic flow
- 51. **Option A** was developed to concept stage and is shown in the plan included as **Attachment 1** to this report.

## **Consultation completed to date**

52. Consultation on Option A was completed in December 2022 and January 2023 with a letter drop to residents, businesses, and property owners as shown in light blue highlighted areas in map below:



Location of letter drop for consultation on proposed improvements to Gordonton Road / Wairere

Drive intersection

- 53. Letters were also sent to the following key stakeholder organisations including:
  - i. Waka Kotahi NZ Transport Agency
  - ii. Waikato Regional Council
  - iii. Fire and Emergency NZ
  - iv. Bike Waikato
  - v. Living Streets
  - vi. NZ Police
  - vii. Automobile Association

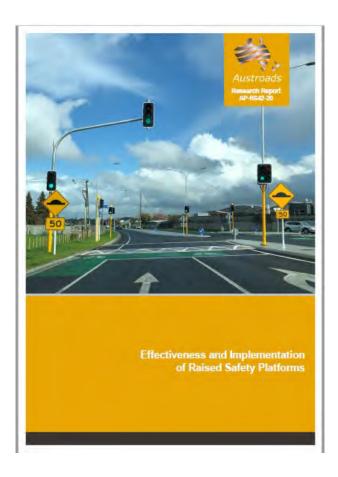
- viii. Transporting NZ
- ix. National Road Carriers
- x. Heavy Haulage Association
- 54. Feedback was minimal but did include:
  - i. Strong support from NZ Automobile Association
  - ii. Support from Living Streets on lowering of the posted speed limit through this roundabout
  - iii. Written support from one of the residents and suggestions to include bollards as cars drive down the shared path
  - iv. Email from Colliers requesting for hand rails on the shared path to slow the foot traffic and confirmation that they have received the correspondence re the safety improvements.

## Methodology for implementing the safety improvements and supporting communications

- 55. It is proposed that the construction of the raised safety platforms will be undertaken utilising a similar methodology to that recently used at Te Rapa Road /Church Road intersection.
  - The intersection will be fully open during peak traffic times and reduced to single lane of circulating traffic between 9am and 3pm to allow the Contractor to install drainage and alter kerb lines as necessary.
  - ii. Closures of the shoulders of the road will be put in place to provide worker safety while work is completed on the footpaths and cycleways and will not affect the capacity of the intersection.
  - iii. Construction of the raised safety platforms will be undertaken at night, with the approached reduced to a single lane of traffic. No traffic diversions are proposed.
- 56. It is expected that this work will take approximately 6 weeks to complete, but it will be weather dependent.
- 57. Communications for the work will also be similar to that used at the Te Rapa Road / Church Road and the Tristram Street /Collingwood Street intersection improvements with variable message board trailers installed at least 2 weeks prior to the work notifying drivers of the upcoming work and potential for minor delays.
- 58. A media release and notifications to key stakeholders including emergency services and the freight representative organisations will be undertaken. Information will also be included in the weekly road works report and the 'week on the street' distribution lists and Council website.
- 59. Letter drops to the properties and businesses in the immediate vicinity will be undertaken and regular updates provided throughout the construction process. These updates will not only give information on progress of the project, but also alert to upcoming work.
- 60. Information on the project will be included on the <u>safety improvements page</u> of the Council website. Additional information on raised safety platforms is now also available on the Council website and can be viewed <u>here</u>.

# Impact on operation of intersection as a result of implementing Option A

- 61. Information has been sought on the impact or delay that may result from installation of raised safety platforms at an intersection.
- 62. The AustRoads research report titled 'The Effectiveness and Implementation of Raised safety Platforms' noted:



- Impacts on intersection capacity appear to be mixed, with little evidence that the RSPs alone materially affect intersection capacity."
- It was also observed the RSPs might replicate the effect of the way limiting motorway speed during times of high volume can increase throughput (i.e. reducing the operating speed somewhat at the intersection may not necessarily have any effect on throughput during times of high volumes)."

63. Monitoring and investigation has been completed at two intersections where the only change was installation of raised safety platforms. The resulting information is as below:

#### Tristram/Rostrevor roundabout

- i. work done April July 2021, used before data from February 2021 and after data from August 2021, full month used 7am-7pm
- ii. Off-peak travel times on each of the four approaches (including going through the intersection) are basically the same
- iii. Peak travel time is generally slightly lower on all four approaches
- iv. Volumes were also generally the same both before and after
- v. Conclusion is the speed cushions had negligible impact on travel time, if anything they actually increased efficiency

#### Te Rapa/Church roundabout

- i. (work done late Jan-early April 2023, used before data from late April/Early May 2022 vs 2023, 2 weeks each)
- ii. Travel times increased slightly on each leg, ranging from 2% to 6%, with an overall total of 5% increase in travel time
- iii. For context, the average travel time for all vehicles approaching and using the intersection is about 45s, so this increased by about 2s or so
- iv. This increase is fairly consistent across the day, but actually lower in the peak times
- v. Volumes were about 1% lower

- vi. Conclusion is that travel times have increased slightly due to vehicles having to travel slower to negotiate the RSP's, but there is no worsening on efficiency and in fact it appears to have actually "smoothed" the peaks providing a lower peak travel time and a more consistent travel time across the day (less fluctuation than before when comparing off-peak to peak).
- 64. Consideration has also been given to recent traffic signal designs used for intersections with raised safety platforms as every second is important and accounted for in the design of traffic signal operations.
- 65. The traffic signals design team have noted:
  - i. The design used for signalised intersections with raised safety platforms <u>sometimes</u> has 1 second added to full red time for one or two of the phases not all.
  - ii. The capacity (number of the vehicles through the intersection) is not affected by the raised safety platforms.
- 66. Therefore, based on the evidence available, the installation of raised safety platforms is not expected to create any delay greater than 1 or 2 seconds at most and therefore should not create any congestion. In most cases, the slowing of traffic at intersections will be no more than what would reasonably be expected for determining that it is safe to enter the intersection.

## Financial Considerations - Whaiwhakaaro Puutea

67. The total costs to complete the recommended **Option A** above is \$1.5M and is able to be funded through the Low Cost Low Risk Programme currently included in the approved 2021-31 Long term Plan. This programme of works receives 51% co-investment from Waka Kotahi.

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

- 68. Staff confirm that staff recommendations comply with the Council's legal and policy requirements.
- 69. 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 matters in this report. The retention of the roundabout at this location will cater for the traffic flows, minimises delays over the whole day and therefore results in reduced emissions. The installation of raised safety platforms on four of the approaches to the roundabout will aim very minimal increases to travel time through this site.

## Wellbeing Considerations - Whaiwhakaaro-aa-oranga tonutanga

- 70. 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').
- 71. 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.
- 72. The recommendations set out in this report are consistent with that purpose.

#### Social

73. The proposed safety improvements at the Wairere Drive/Gordonton Road roundabout will improve safety for those using this intersection.

#### **Economic**

74. The proposed safety improvements at the Wairere Drive/Gordonton Road roundabout are expected to support the improved traffic flows at this intersection making it easier for businesses within the city to quickly and safely access the Waikato Expressway and the connections it provides to markets and suppliers outside the Waikato Region. The proposed safety improvements will improve safety for those using this intersection.

#### **Environmental**

73. Roundabouts are considered an efficient way of managing traffic, minimizing delays, and resulting emissions. Ensuring that the Gordonton Road/Wairere Drive roundabout operates safely reduces potential for crashes and the resulting risks of spills of fuel and other materials which are hazardous to the environment.

#### **Cultural**

74. There were no cultural considerations identified in the development in this report.

#### Risks - Tuuraru

75. There are safety risks associated with not approving the recommendation to proceed with improvements at the Gordonton Road / Wairere Drive intersection due to the risk of harm to both vehicles and pedestrians.

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

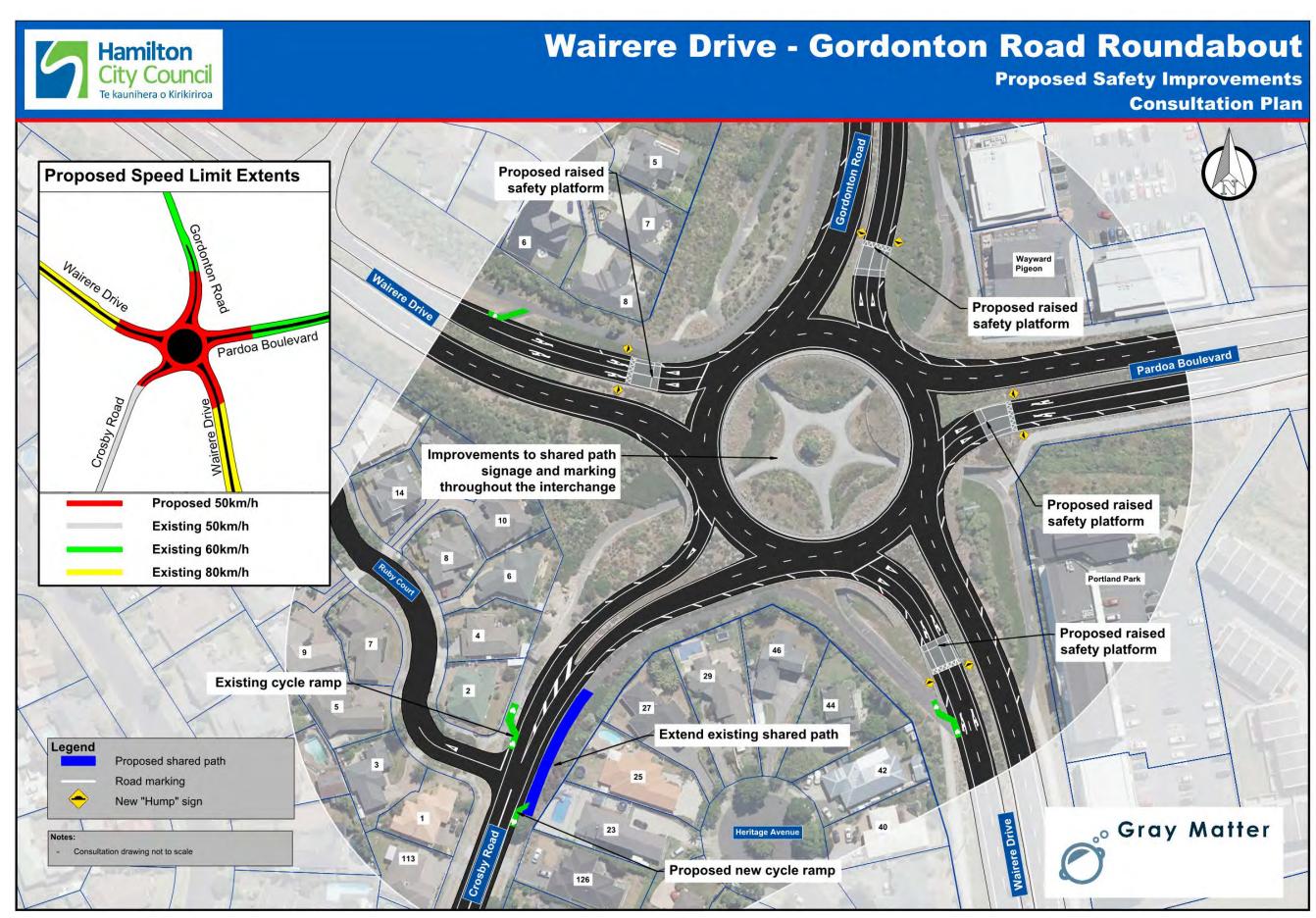
76. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the recommendation(s) in this report has/have a medium level of significance.

## **Engagement**

- 77. Given the medium level of significance determined, the engagement level is medium. Engagement is required and has been completed.
- 78. Early engagement in the development of the concept design was undertaken with representatives of FENZ, Bike Waikato, and Living Streets.
- 79. Community views and preferences are already known to the Council for the proposed safety improvements at the intersection of Gordonton Road / Wairere Drive through consultation that has been completed on the concept design.
- 80. The results of the consultation completed with residents, businesses, and stakeholders in the immediate area indicated general support for the proposal, including strong support from the Automobile Association (AA).

# Attachments - Ngaa taapirihanga

Attachment 1 - Concept plan for safety improvements at Wairere Drive / Gordonton Road intersection



# **Council Report**

**Committee:** Infrastructure and Transport **Date:** 30 May 2023

Committee

**Author:** Martin Parkes **Authoriser:** Eeva-Liisa Wright

**Position:** Public Transport and Urban **Position:** General Manager

Mobility Manager Infrastructure Operations

**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 Package (CERF).
- 2. To seek approval of macroscopes of projects #16 (Western Rail Trail to Frankton Station), #26 (Killarney Road Queens Ave to Western Rail Trail) and #27 (Anglesea Street South Bus Stop Improvements).
- 3. To seek delegated authority for the Chief Executive to enter into contracts with suppliers for programme delivery.

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

- 4. That the Infrastructure and Transport Committee:
  - a) receives the report;
  - b) approves the macroscope 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:

- 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.

# **Executive Summary - Whakaraapopototanga matua**

- 5. Hamilton City Council (HCC) has entered into a funding agreement with Waka Kotahi NZTA under the CERF Transport Choices initiative to deliver a programme of transport network improvements to a total value of \$37m across 28 projects by 30 June 2024.
- 6. Initiation, establishment, and delivery of the programme of works to date is on track.
- 7. Projects are currently at various stages, with some still at concept stage and requiring further engagement with stakeholders and the community, and some planned for construction commencement in the next 2 months.
- 8. To enable and support programme delivery by June 2024 several contract award delegations are recommended to expedite the contract award process following tender and commercial negotiation processes.
- 9. Staff consider the matters and decisions in this report have low significance and that the recommendations comply with the Council's legal requirements.

## Background - Koorero whaimaarama

- 10. Transport makes up almost half of New Zealand's carbon emissions, most of which comes from road transport.
- 11. 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.

- 12. Following an application to the Transport Choices initiative in 2022 the HCC programme as has been agreed to a total of 28 projects. These projects will deliver:
  - strategic cycling/micro mobility networks;
  - walkable neighbourhoods; and
  - public transport infrastructure improvements.
- 13. The proposed projects support existing Council strategies and plans, including the Access Hamilton Strategy, the Our Climate Future Strategy and Action Plan, the Biking & Micromobility Network Plan, the Regional Public Transport Plan and the Parking Policy.
- 14. 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.
- 15. 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 Road), #15 (Hayes Paddock), #21 (Horsham Downs Road), #26 (Killarney Road Queens Avenue to Western Rail Trail) and #27 (Anglesea Street South).
- 16. 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.
- 17. 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.
- 18. The total HCC programme value is \$37m 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**

- 19. An update on each of the projects is included in **Attachment 1**.
- 20. A summary of projects including indicative timing for construction is included in **Attachment 2**.
- 21. Fully KiwiRail dependent projects (Project 9 Level Crossing: Killarney Road & Project 28 Level Crossings: Claudelands East & Brooklyn Road) are currently showing as amber. Feedback from KiwiRail on timeframes for design and construction of rail track/signal works indicate a significant risk to delivery by the required June 2024 completion date. Staff are currently working with KiwiRail to identify opportunities to advance and confirm delivery timing for these projects. Council has directly awarded construction of these two projects to KiwiRail at the Finance & Monitoring Committee meeting on 27 April 2023.
- 22. All other projects are currently on-track to be delivered by June 2024 in accordance with the scopes and budgets as defined in the project schedules.

## **Project Macroscope Approvals**

23. In accordance with previous resolution of Committee, several projects in the programme require macroscope approval prior to progressing to implementation. Three projects are recommended for macroscope approval as part of this report.

## Project 16 - Western Rail Trail to Frankton Station

- 24. This project is to improve walking and cycling connections between the Western Rail Trail and Frankton Station as well as install bike shelter parking facilities and improve personal safety at the station.
- 25. The project is detailed below:

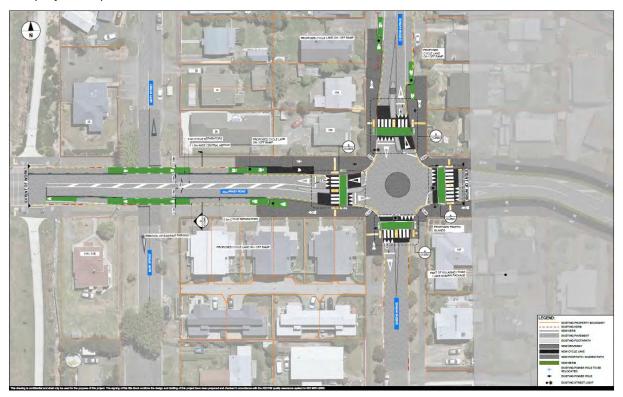


- i. New 3m wide concrete footpath and lighting above existing ground (A)
- ii. At-grade road crossing with kerb-let downs and road paint delineation (B)
- iii. Bike shelter facing the train platform (C)
- iv. Planting to manage desire lines from car park (D)
- v. Removal of redundant information signage board (E)
- vi. New above-ground asphalt interim footpath along kerb line, 3-3.5m wide (G)
- vii. Lighting upgrade throughout car park utilising existing pole locations where possible to reduce trenching and excavation (H)
- 26. Staff have engaged with key project stakeholders/partners including KiwiRail and Waikato Regional Council who are supportive of the scope as outlined including location of paths and the bike parking facility.

## Project 26 – Killarney Road from Queens Ave to Western Rail Trail

27. This project will provide safe and accessible connections between the Western Rail Trail, Queens Avenue and Lake Rotoroa (Innes Common) 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 (SH1C Greenwood Street to Western Rail Trail) project.

28. The project scope is detailed below:

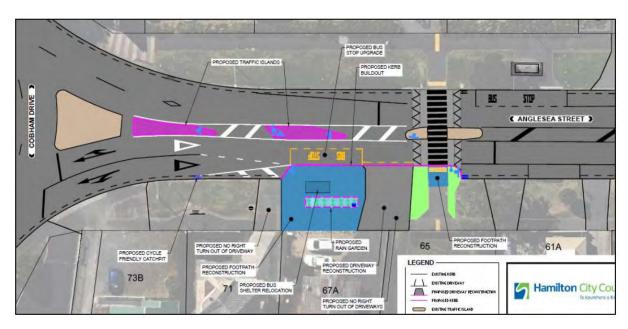


- i. Uni-directional separated cycle paths, with pin down concrete islands on Killarney Road
- ii. Kerb realignment to navigate through the Queens Avenue roundabout safely
- iii. Shared paths round the roundabout to help cyclists navigate safely through the roundabout.
- iv. New raised paired zebra crossings for pedestrians and people on bikes
- 29. Consultation with local residents was completed in 2022. One resident raised concerns regarding the loss of on-street parking, however following further conversations with staff the resident was accepting of the project noting the use of Mary Street as an alternative parking location.

## Project 27 - Anglesea Street South

30. This project makes changes to the existing bus stop located at the southern end of Anglesea Street on the approach to the Anglesea Street / Anzac Parade roundabout, opposite the Countdown supermarket. The Orbiter bus service is unable to service the existing stop as drivers find it difficult to merge back into the correct lane to head eastbound on Anzac Parade. 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. The project will also resolve safety issues at the existing pedestrian crossing.

31. The project scope is detailed below:



- i. Extend central island approach to prevent overtaking
- ii. Kerb buildout and accessible kerbs
- iii. Footpath and adjacent vehicle crossing upgrades
- iv. Relocate bus shelter
- v. New low planting to control surface runoff on the footpath
- 32. Project engagement took place in April 2023. Support for the project 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.
- 33. The objections were received from 65 and 71 Anglesea Street. The key points raised were safety for all road users, the potential for increased congestion, driver visibility when exiting driveways and the risk of increased flooding. Requests were made to remove the traffic islands and to move the bus stop onto Palmerston Street.
- 34. Staff responded to the concerns raised and attended a meeting with the objectors on Monday 15 May 2023. Staff explained the background to the project and discussed the issues raised. The agreed outcomes from the meeting were to investigate reducing the length of the traffic island to enable a right turn movement from 71 Anglesea Street, and to ensure existing flooding concerns were addressed during detailed design. The two objectors agree the location of the bus stop is appropriate.

## **Contract Approvals**

35. To deliver the programme Council will need to enter into several contracts with external suppliers

#### **Civil Construction**

36. Although some projects within the programme will be delivered under existing HCC construction contracts, additional civil construction contractors are required to deliver an anticipated \$25m of activities within the programme.

- 37. It is planned that procurement for civil construction works will be undertaken as a competitive open tender process with the aim of procuring up to 3 contractors to deliver CERF Transport Choices construction works packages of between \$7m and \$10m each.
- 38. To meet planned project delivery timeframes, it will be important to progress evaluation and award of the contract packages expediently following the tender period.
- 39. It is recommended that Committee delegate authority to the Chief Executive to approve award of civil construction contracts up to a maximum combined Approved Contract Sum of \$25m, noting all works will be undertaken within existing project budget approvals.

## **Bus Shelters and Bike Parking**

- 40. As part of the programme numerous new bus shelters and bike parking facilities are proposed to be installed.
- 41. HCC's preferred supplier for these facilities is ARA Shelters who are Auckland based and currently supply bus shelters for HCC's low-cost low-risk public transport improvements programme.
- 42. The total anticipated value of bus shelters and bike parking facilities across the programme is approximately \$1.2m noting pricing is consistent with supply of other city shelters.
- 43. Confirmation of orders with ARA are required early to ensure supply of these items in accordance with the project timeframes. ARA have the supply chains in place for the manufacture of a large number of shelters, and have expressed confidence in meeting HCC's timeframes.
- 44. It is recommended that Committee approve award of a Direct Appointment contract with ARA Shelters for supply of these shelters to a maximum Approved Contract Sum value of \$1.2m.

## **Further Contract Approvals**

- 45. Due to the challenging timeframes for delivery of this programme, it is recommended to delegate authority to award contracts via direct appointment to the Chief Executive up to a maximum value of \$3,000,000 in alignment with the Chief Executives existing delegated authority to award competitively tendered contracts.
- 46. These contract award decisions will be subject to works being fully funded within the approved CERF Transport Choices Programme and if exercised direct appointment contract award decisions will be subsequently reported to the next Infrastructure and Transport Committee meeting.
- 47. This approach would assist with mitigating potential time/delay risks if further contract decisions are required which exceed existing delegated authority limits particularly for long lead supply items such as concrete cycle separators, traffic signals, streetlights or professional services required to support programme delivery.

#### Financial Considerations - Whaiwhakaaro Puutea

- 48. The total cost to complete the programme of capital works is \$37,000,000 to be delivered across the 2022/23 and 2023/24 Financial Years.
- 49. The CERF Transport Choices initiative is funding \$33,216,000 of the programme (Waka Kotahi NZ Transport Agency), with the remaining \$3.784m HCC local share being funded from existing approved budgets.

- 50. To help manage costs and, to minimise the delivery time given Council's obligations in the CERF Transport Choices Funding Agreement, staff propose a CERF Transport Choices specific financial delegation. It is recommended that the Chief Executive be delegated to make the direct or closed tender appointments where the contracts are to be paid for from the CERF Transport Choices funding. This would occur from the existing Professional Services Panel (PSP), and be subject to Waka Kotahi's acceptance, as required by the CERF Transport Choices Funding Agreement.
- 51. The programme support functions, such as project management, peer reviews, subject matter expert roles etc, are to be covered by a \$3.5M direct appointment financial limit for the Chief Executive for the CERF Transport Choices funded contracts not going to tender. This is consistent with the existing provision for monopoly service providers in the Council's Delegation to Positions Policy.

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

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

# Wellbeing Considerations - Whaiwhakaaro-aa-oranga tonutanga

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

#### Social

56. 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**

- 57. 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.
- 58. 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.
- 59. 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**

- 60. 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.
- 61. Within projects assessments are being undertaken to assess materials options with an aim to reduce embodied emissions where practical.

#### **Cultural**

- 62. Council is committed to honouring the principles of Te Tirirti o Waitangi/The Treaty of Waitangi through its relationship with Kiingitanga, Waikato-Tainui, mana whenua and maataawaka within Kirikiriroa/Hamilton.
- 63. The approach for the development and delivery of the CERF projects is to partner and work alongside lwi 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.
- 64. A hui with Iwi and Mana Whenua is planned for June to discuss cultural opportunities or specific interest areas across the CERF programme of projects.

#### Risks - Tuuraru

- 65. There is a potential reputational risk to Council should CERF projects not progress and/or be delivered by 30 June 2024.
- 66. As a result of undertaking construction activities and road works to deliver all these projects by 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

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

#### Engagement

- 68. Community views and preferences on the programme of some projects are already known to the Council through previous consultation and engagement.
- 69. Further engagement on projects is planned over the next 2 months to seek feedback on proposed concepts and designs.
- 70. 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 - CERF Transport Choices Programme - Project Updates

Attachment 2 - CERF Transport Choices Programme - Project Timeline Summary

# HCC CERF Transport Choices Programme - Project Update - May 2023

Project	1 - Bader Street connection to River Path and Hospital Project Status On track								
Objective	Melville Park, and	We are providing a safe and accessible connection from Bader community to the river path utilising existing pathways ir 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	On-road cycl Quiet-way via CPTED reviev Upgrade Bad Upgrade Lorr the western: The installati	<ul> <li>On-road cycle lanes along Bader Street with light separation</li> <li>Quiet-way via Montgomery Crescent and Alenby St to upgraded shared path</li> <li>CPTED review and improvements for off-road routes</li> <li>Upgrade Bader Street / Normandy Ave, and Normandy / Lorne Street intersections to paired crossings</li> <li>Upgrade Lorne Street / Ohaupo Road intersection to paired crossings connecting to Ohaupo Road shared path on the western side</li> <li>The installation of protected bi-directional facility along Lorne Street (SH1C)</li> </ul>							
Indicative Timing	ITC Approval	21 Sep 2023	Construction Start	Jan 2024	Construction Completion	Jun 2024			
May 2023 update	The schedule has been signed and submitted to Waka Kotahi. A high level design workshop took place with HCC, Waka Kotahi and the design team to undertake the general design philosophy for this project.								
Current Design	Bader		Key: Signalised dual cro Bi-direction cyclew Temporary separa	vay					

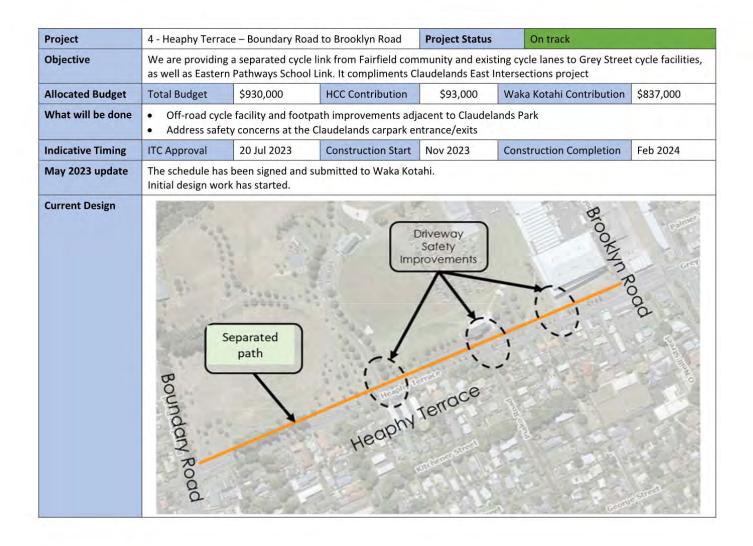
Page | 1

Project	2 - Killarney Road Rail Trail (WRT)	d – SH1C Greenwo	od Street to Western	Project Status	On track			
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,							
What will be done	<ul> <li>Cycleway fully protected from traffic</li> <li>Service lanes to reduce conflict with people on bikes, pedestrians and safe operation of service vehicles to adjacent businesses</li> <li>New mid-block ped/cycle signalised crossing to safely cross and access businesses and side roads</li> <li>Upgrade existing bus stop (indented bus bay)</li> </ul>							
Indicative Timing	ITC Approval	21 Sep 2023	Construction Start	Dec 2023	Construction Completion	Apr 2024		
Current Design	issues in the are:		11 10 7 8	ac to gauge them	interest in the project and a	, other duffic		
Current Design	THE RESERVE OF THE PERSON NAMED IN	88 86 84 87	5 4	2 58 56 54B	54 69   56 101   56 4 42 40			
		88 80 00	76.	-		$I_{\cdot}$		
	9 69		9 77 75 71 67 65 63 3 69 1111	118	Killarney Road 45 45A 4141C39 8	2		
	99 97		9 77 75 71 67 65 63 3 69	57 11 118 Bi-Dir	Killarney Road  45 45A 4141C39 11111111111111111111111111111111111	2		

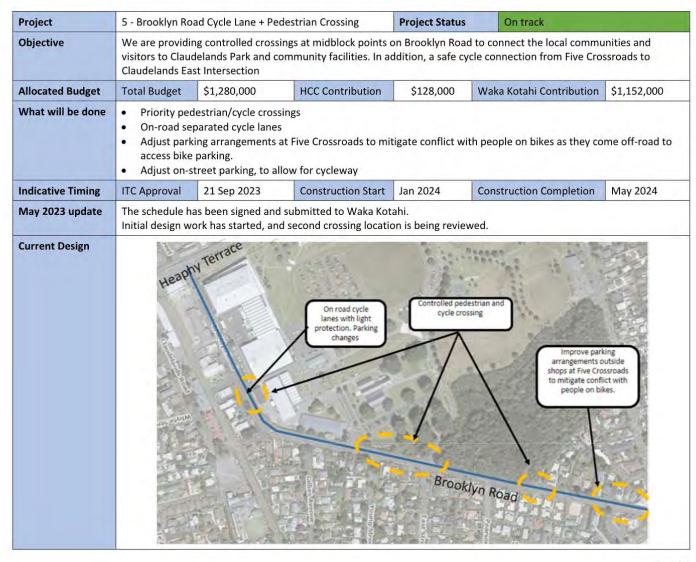
Page | 2

Project	3 - Gallagher Driv	ve and Kahikatea [	Drive	<b>Project Status</b>	On track		
Objective	We are improving connections from Western Rail Trail (WRT) to Gallagher Drive and the Melville community by way 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><li>Widen existing</li><li>Upgraded sh</li></ul>	ng footpath to sha ared path on Galla	red path on SH1C betw	een Gallagher Di	e signalised intersection rive and WRT passively enforce parking res	strictions.	
Indicative Timing	ITC Approval	20 Jul 2023	Construction Start	Oct 2023	Construction Completion	Mar 2024	
May 2023 update			submitted to Waka Kot d and is being reviewed				
			Energy To an authorized to the control of the contr				

Page | 3



Page | 4

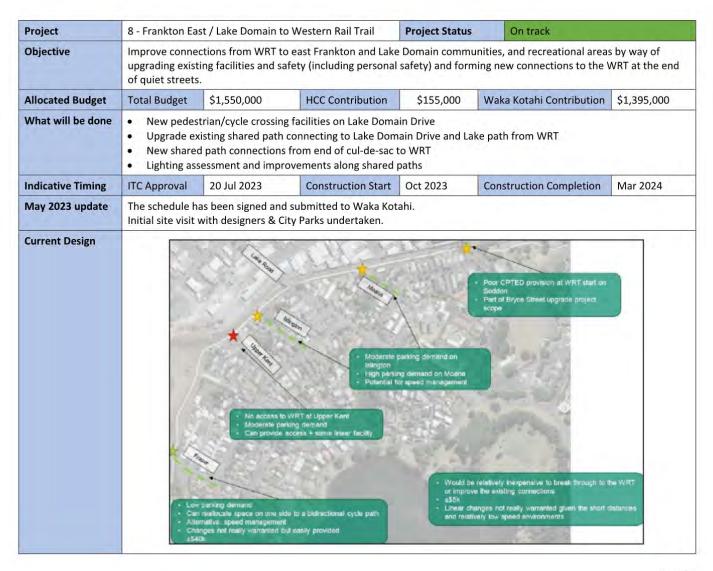


Page | 5

Project	6 - Claudelands	Park Connection		<b>Project Status</b>	On track			
Objective	Brooklyn Road It compliments	by upgrading the existing path through Claudelands Park, users to safely connect to the park, and communities eas 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 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	Address safe	cle facility and footpa fety concerns at the C hting and CPTED trea	Claudelands gate 2 ent	rance/exits				
Indicative Timing	ITC Approval	7/3/23 (Complete)	Construction Start	Oct 2023	Construction Completion	Feb 2024		
May 2023 update	The state of the s	as been signed and su ork has started.	ubmitted to Waka Kot	ahi.		,		
	Property of the state of the st	cla	udelands Event Cen		osed Brooklyn Road Crossing			

Page | 6

Project	7 - End of Trip Fa	acilities - Bike and Sco	ooter Parking	Project Status	On track					
Objective	Key outcomes fr  Most people be convenie  Some key lo University o  The need fo covered, and bikes and so	<ul> <li>University of Waikato</li> <li>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.</li> <li>Of the people that participated in survey, 88% use a car, 63% ride bikes and 44% reported walking to get around</li> </ul>								
Allocated Budget	Total Budget	\$670,000	HCC Contribution	\$67,000	Waka Kotahi Contribution	\$603,000				
What will be done	implementation An online survey improvements. • Ease of acce • Popularity – • Buildability	.  y was undertaken in 2 These locations were ss- all the site are eit cyclists and scooter ease of constructio		of the public for ased on the follow n council own face gularly um parking chang	cilities					
Indicative Timing	ITC Approval	7/3/23 (Complete)	Construction Start	Sep 2023	Construction Completion	Apr 2024				
May 2023 update		•	ubmitted to Waka Kot and consultation with s		ogressing.					



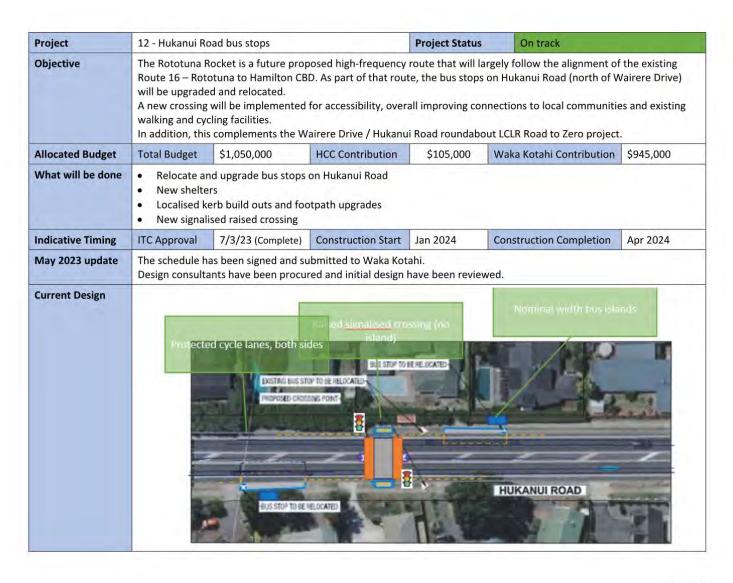
Page | 8

Project	9 - Level Crossi	ng – Killarney Road	d	<b>Project Status</b>	At Risk – Timing of Ki	wiRail Works
Objective					Previous assessments confirent West Hamilton and the W	
Allocated Budget	Total Budget	\$1,530,000	HCC Contribution	\$153,000	Waka Kotahi Contribution	\$1,377,000
What will be done	<ul><li>Upgrade fo</li><li>Install / rep</li></ul>	lace matting to pr		face and rider co	mfort for on road cyclists	
Indicative Timing	ITC Approval	20 Jul 2023	Construction Start	Mar 2024	Construction Completion	tbc
May 2023 update	Concept design Feedback from	s have been sent t KiwiRail on lead ti		need to deliver t ery of works pot	rack/signals design and const entially extend beyond the pr very.	
Current Design	752	Lot 26 DP C 751 n C V 751	edestrian/ vcle utomatic ates	stem Roil Trail	3 DP 9051 1/1/14 3 DP 9051 1/1/14 3 DP 9051 1/1/14 1017 DP 5517/12 2/14 1017 DP 50517/12 2/3 m2 1019 DP 504 1019 DP 5051 1019 DP 5	CONTEX 46 455 CONTEX 465 m2 SELECTION

Page | 9

Project	10 – Bus Shelter	Replacements		<b>Project Status</b>	On track				
Objective	there are many	ICC has a programme to upgrade and install new shelters in high priority sites. However, due to funding limitations here 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	<ul><li>Replace exis</li><li>Accessible k</li><li>Upgrade sig</li><li>Localised fo</li></ul>	The improvements include, but not limited to, the following: 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	Oct 2023	Construction Completion	May 2023			
May 2023 update	And the second s	The schedule has been signed and submitted to Waka Kotahi.  Final locations have been confirmed and consultation letters have been sent to affected residents.							
Current Design									

Project	11 - Thackeray	Street bus stops		<b>Project Status</b>	On track				
Objective	implemented for	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, a 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	<ul><li>Upgrade bu</li><li>Cycle bypas</li><li>Localised ke</li></ul>	<ul> <li>Cycle bypasses and improve connections to shared paths on Tristram Street and Anglesea Street intersection.</li> <li>Localised kerb build outs and footpath upgrades for in-lane bus stops</li> </ul>							
Indicative Timing	ITC Approval	7/3/23 (Complete)	Construction Start	Jan 2024	Construction Completion	Apr 2024			
May 2023 update			ubmitted to Waka Kot red and initial design		wed.				
Current Design		Connection to Tristram / Collingwood project				mprovements			



Page | 12

Project	13 - Bike Parkle Barton Street	ts – Grey Street, St A	ndrews Shops, and	Project Status	On track		
Objective	This project has been identified by HCC, to formalize and permanently install bike parklets at three locations at Hamilton. These are:  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 imprivill make them permanent, in addition to streetscaping and seating areas. This will be done with a combinatio 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><li>The manufa</li><li>New kerb b</li><li>Planting an</li></ul>		n of bike parking				
Indicative Timing	ITC Approval	7/3/23 (Complete)	Construction Start	Jan 2024	Construction Completion	Mar 2024	
May 2023 update		as been signed and su with affected resident	ubmitted to Waka Kot ts have taken place.	ahi.			
Current Design		Traced Brown and State of Stat	St. Andrews Sho	ops Commonweal Commonw	Grey Street		

Page | 13

Project		reet/Anzac Parade – erston to Clarence St	- walking and cycling reet	Project Status	On track			
Objective	Street to the ce This project wil a dual signalise	here 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. This project will provide a safe and accessible connection from Palmerston Street to Clarence Street by way of installing dual signalised crossing on Tristram Street, safety improvements at the Clarence Street intersection, and improving existing connection from Palmerston Street to Tristram Street footpath.						
Allocated Budget	Total Budget	\$ 800,000	HCC Contribution	\$80,000	Waka Kotahi Contribution	\$720,000		
What will be done	New shared Tristram/AI     Reduce ker     New signali	Tristram/Anzac roundabout safety project Reduce kerb radii and raised platform at the Clarence Street / Tristram Street intersection						
Indicative Timing	ITC Approval	7/3/23 (Complete)	Construction Start	Dec 2023	Construction Completion	Feb 2024		
May 2023 update	The schedule h	as been signed and s	submitted to Waka Kot	ahi.				
Current Design			It direct support of the control of	ulied welking and proving in this or a comment of the comment of t	aded drumes byte justine a store speet to muo susset			

Page | 14

Project	THE PARTY OF THE P		s stop improvement, ocal interactive space	Project Status	On track	
Objective	either by walkin nearby café. It has been obs a strong desire Safety and acce Drivers use Obstructive The pedest	ng, biking, and other served on site the P line for pedestriant essibility issues ider the intersection to e parking near the in rian crossing gets o	er sustainable modes. The lunket Terrace and Jellico s to cross there to access ntified are: o complete U-turns, espec ntersection and driveway obstructed by the buses w	re are also local re e Drive intersection the river, playgrou ially when visitors s hen they stop		path or
Allocated Budget	Total Budget	\$1,000,000	HCC Contribution	\$0	Waka Kotahi Contribution	\$1,000,000
	<ul><li>Removal of</li><li>Community</li><li>Tighten ker</li><li>Install new</li></ul>	estrian crossings f left slip lane and Ir y space outside Hay b radii at Plunket T road markings finding signage and	errace	S		
	Doc L	20 Jul 2023	Construction Start	Feb 2024	Construction Completion	
Indicative Timing	ITC Approval	26 f. 100 (0.00 to 6)	Construction Start	100 2021	Construction Completion	Apr 2024
Indicative Timing May 2023 update		as been signed and	Caratter are many a terra	7.310.655.0	nd initial consultation start	

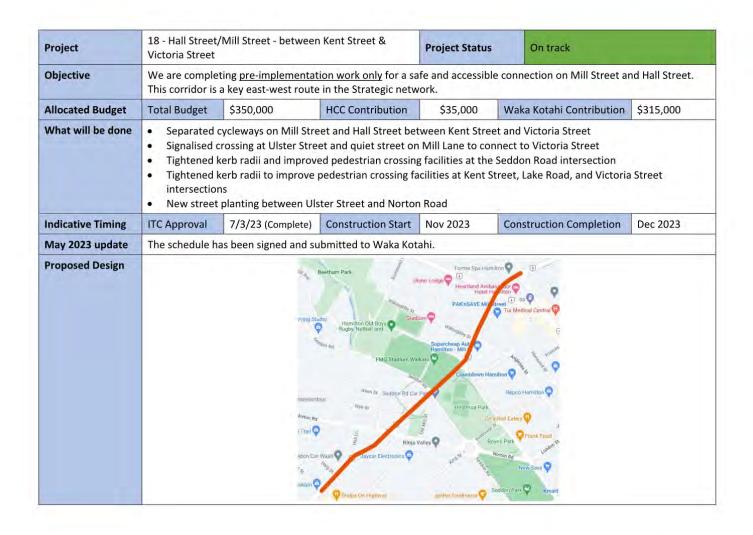
Page | 15

Project	16 - Western Rail	Trail (WRT) to Fran	kton Station	<b>Project Status</b>	On track				
Objective	installing an exter cycling. As well as This complement	strong pedestrian desire line from the WRT through to Frankton Rail Station has been identified. This project will be istalling an extension of the WRT to the rail station to provide a safe and accessible connection for both walking and ycling. As well as personal safety improvements for this connection and around the station. his complements the installation of a new covered bike shelter at the rail station to cater for train users, especially nose 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	<ul><li>Upgrade exist</li><li>Review existi</li></ul>	ew shared path fro ing and install new	LED lighting columns ac and install where require	djacent to the nev	arpark and railway platform v path and car park. urity at the station for all use	ers			
Indicative Timing	ITC Approval	30 May 2023	Construction Start	Sep 2023	Construction Completion	Dec 2023			
May 2023 update			ubmitted to Waka Kotah Kiwirail staff on location		parking facility.				
Current Design	Tango	drade organing on harb lieb with lieb lieb lieb lieb lieb lieb lieb lieb	New footpath with supplementary lighting valued above existing ground		Example bike parking the parki	ng and shelter			

Page | 16

	Drive (SH1C)	Road - SH23 (Mas	ssey Street) to Avalon	Project Status	On track				
Objective	Columba's and Kotahi's Boost	We are providing safe connections for people on bikes to the intersection with SH23 and Avalon Drive underpa Columba's and Frankton schools, as well as linkages for Dinsdale and Frankton communities. It compliments W Kotahi's Boost projects at Norton Road/SH1C roundabout and Massey Street (SH23) roundabout (Dinsdale), an low cost low risk pedestrian crossing project.							
Allocated Budget	Total Budget	Total Budget \$2,860,000 HCC Contribution \$286,000 Waka Kotahi Contribution \$2,574,000							
What will be done	<ul> <li>The installa</li> <li>Side road to speeds with</li> <li>Dual Pedes</li> </ul>	The project will provide a safe and accessible link, containing the following improvements:  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			
May 2023 update	The schedule has been signed and submitted to Waka Kotahi. Concept design has been finalised.								
Current Design	concept design	Thus been mansed		/6		200			

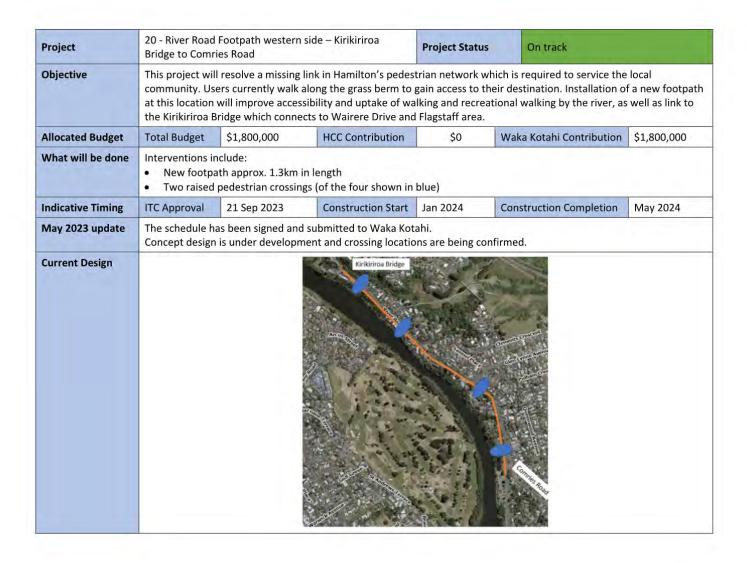
Page | 17



Page | 18

Project	19 – Riverlea Co	onnections		<b>Project Status</b>	On track			
Objective	implemented H making it more network, includ	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 naking 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	Fotal Budget \$1,810,000 HCC Contribution \$181,000 Waka Kotahi Contribution \$1,629,						
What will be done	<ul><li>Install traffi</li><li>Tighten ker</li></ul>	ared path on Howe			users from heavy vehicles			
Indicative Timing	ITC Approval	20 Jul 2023	Construction Start	Oct 2023	Construction Completion	Feb 2024		
	The schedule has been signed and submitted to Waka Kotahi.							
May 2023 update Current Design	The schedule ha	as been signed and	d submitted to Waka Kot	ahi.				
A STATE OF THE PARTY OF THE PAR	The schedule h	as been signed and	Shared 'Slow Spe		T. AOkov (h.			

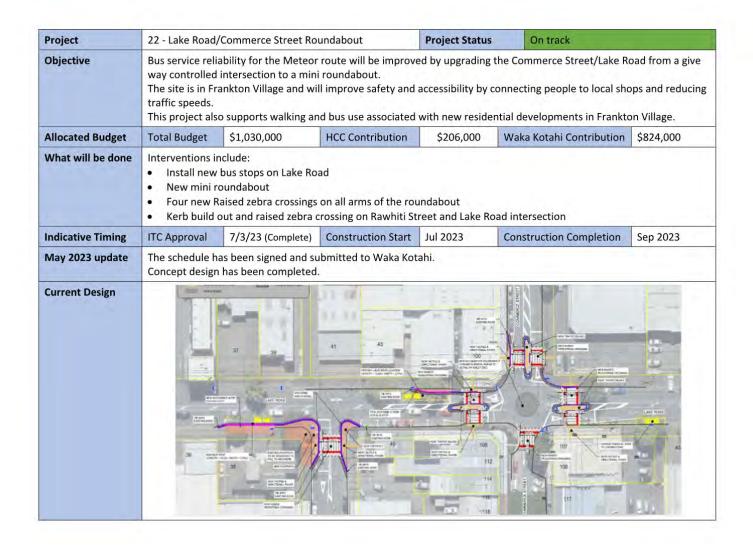
Page | 19



Page | 20

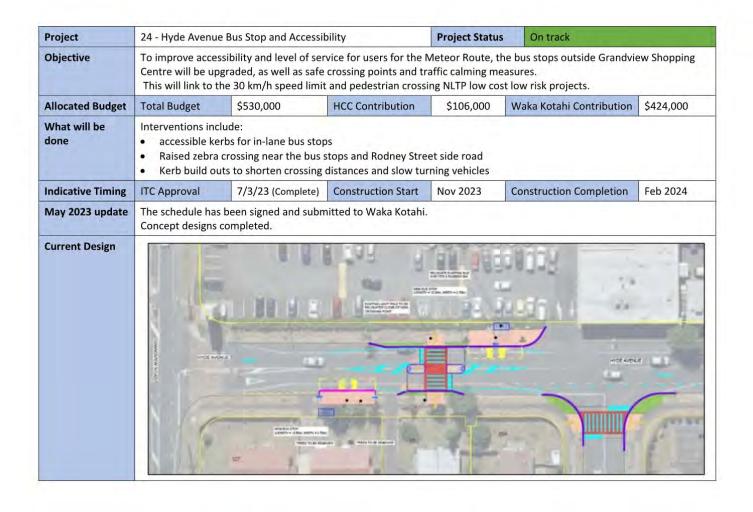
Project	21 - Horsham D	owns Road Bus St	cops	<b>Project Status</b>	On track				
Objective	safety issues, a To overcome t links to the rec	The Rototuna bus service currently travels through and stops in the Rototuna Shopping Centre. This creates several safety issues, as well, reducing the efficiency 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 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	<ul><li>Bus stops a</li><li>New signal</li><li>Bus stop by</li><li>Extend sha</li></ul>	Interventions include:  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							
Indicative Timing	ITC Approval	20 Jul 2023	Construction Start	Dec 2023	Construction Completion	Mar 2023			
May 2023 update		the state of the s	d submitted to Waka Kot bers through the Access I		ng Group (1 May 2023)				
Current Design			AND TO MEET A.		ABCOM				

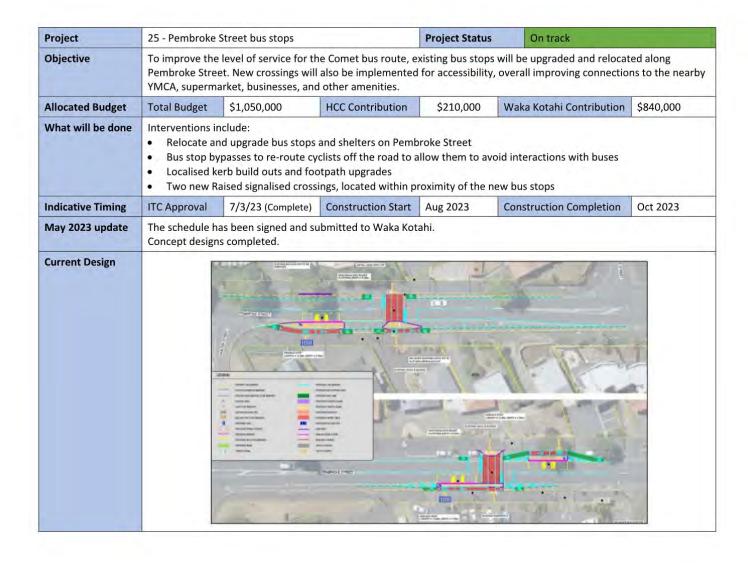
Page | 21



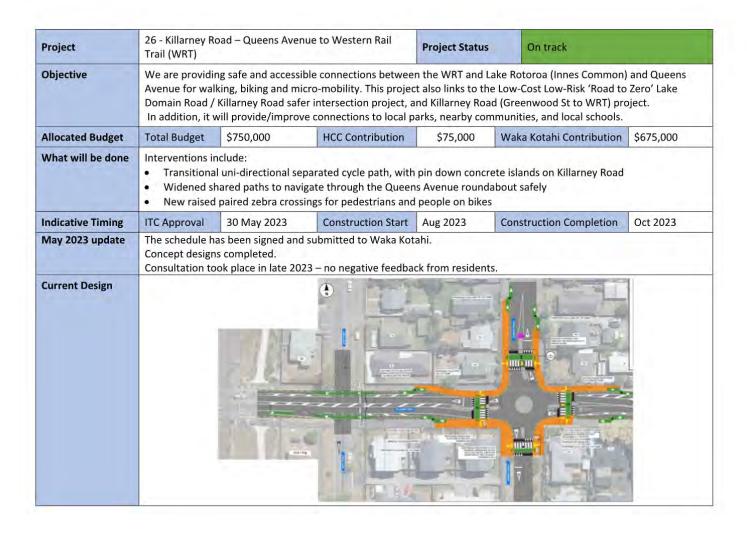
Page | 22

Project	23 - Rotokauri R Accessibility	load / Baverstock Roa	ad Bus Stop and	Project Status	On track	
Objective					ops and upgrading existing o with new crossings and inte	
Allocated Budget	Total Budget	\$ 1,030,000	HCC Contribution	\$206,000	Waka Kotahi Contribution	\$824,000
What will be done	<ul> <li>New bus std</li> <li>Remove left</li> <li>Vegetation</li> <li>Install new of</li> <li>Construct new of</li> </ul>	ops on Baverstock roa t slip lane and reduce cut back to improve v crossings between bu ew shared path on th	kerb radii at Baverstovisibility us stops and near the	ock / Rotokauri in intersection on r auri Road connec	aised safety platforms ting to Baverstock Road, wid	ening existing
Indicative Timing	ITC Approval	7/3/23 (Complete)	Construction Start	Dec 2023	Construction Completion	Mar 2024
May 2023 update	The schedule ha	s been signed and su	ıbmitted to Waka Kot	ahi. Concept des	igns underway.	
Current Design		Entry Aument	COLUMN CO	BANY ROSTOCK ROV		ROTEWALVE AGAS





Page | 25



Page | 26

	27 - Anglesea St	treet (south) Bus St	op Improvement	<b>Project Status</b>	On track	
Objective	Parade roundat this stop as driv delays. This pro	oout, opposite Cour ers find it difficult t	ntdown supermarket. Do no merge back into the obustion bus stop in-lane to enal	uring peak hours correct lane to he	pproach to the Anglesea Stro the Orbiter bus service is un ad eastbound on Anzac Para a and proceed with traffic, w	able to service ide, resulting ir
Allocated Budget	Total Budget	\$400,000	HCC Contribution	\$40,000	Waka Kotahi Contribution	\$360,000
What will be done	<ul><li>Kerb buildo</li><li>Footpath ar</li><li>Relocate bu</li></ul>	ut and accessible k nd adjacent vehicle us shelter	7/ 53 7	tpath		
Indicative Timing	ITC Approval	30 May 2023	Construction Start	Sep 2023	Construction Completion	Nov 2023
	Waikato Region Central Busines	nal Council, and NZ s Association, and t	Police. Neutral/mixed factorion in the National Road Carrie	eedback was rece ers Association. 1	m CCS Disability, Bike Waikat eived from Fire and Emergen 89 letters were sent to tenal	cy, Hamilton
	project team ar		ng and responding to fe		two objections and one neu	

Page | 27

Project	28 - Level Cross Road	sings – Claudeland	s East and Brooklyn	Project Status	Status At Risk – Timing of KiwiRail Works			
Objective	Claudelands Ro This site has ha require safety of use of the rail I	oad (east end). Id a Level Crossing upgrades in the for	Safety Impact Assessm rm of automatic gates of I port development. The	ents (LCSIA) comp lue to expected p	nds East intersection, and Bro pleted. The assessments conf edestrian and cyclist volumes part of the key connection be	irmed that they s, as well as future		
Allocated Budget	Total Budget	\$4,020,000	HCC Contribution	\$402,000	Waka Kotahi Contribution	\$3,618,000		
What will be done	gates mitig train.  Upgrade fo Install / rep	ate the risk of ped ootpaths on the ap place matting, with	estrians and cyclists cro proach to the railway co in the railway crossing	ossing the railway rossing to prevent trip ha	can safely cross the railway li line immediately before, dur azard omfort for on road cyclist			
Indicative Timing	ITC Approval	20 Jul 2023	Construction Start	Mar 2024	Construction Completion	Jun 2024		
May 2023 update	Concept design Feedback from	ns have been sent t KiwiRail on lead ti		l need to deliver t very of works pot	crack/signals design and const centially extend beyond the p very.			
Current Design			The state of the s					

Page | 28

Concept
Consultation/
Engagement
Prelim Design
Detailed Design

N Doctor			Table 1	NCC CL	ITC		No. 22	10000	AU 22	C++ 22	0.1.22	New 22	Decas	100.00	Pol. 20		A	140000	100-100
# Project	Category	Stage	Total Budget	HCC Share %	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 Pedestrian crossing on Brooklyn Road + Cycle Lane development	SC&MM	PIP	\$ 1,280,000	10%	21-Sep														
6 Claudelands 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%	20-Jul														
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														
.2 Hukanui Road bus stops	PT	PIP	\$ 1,050,000	10%	7-Mar														
3 Bike Parklets – Grey Street, St Andrews Shops, and Barton Street	SC&MM	PIP	\$ 250,000	10%	7-Mar														
Tristram Street/Anzac Parade – walking and cycling link from Palmerston to Clarence Street	WN	PIP	\$ 800,000	10%	7-Mar														
Hayes Paddock – crossing, bus stop improvement, intersection recon. Bike parking, local interactive space	WN	PIP	\$ 1,000,000	0%	20-Jul														
L6 Western Rail Trail (WRT) to Frankton Station	SC&MM	IP	\$ 1,530,000	10%	30-May														
7 Rifle Range Road - SH23 (Massey Street) to Avalon Drive (SH1C)	SC&MM	PIP	\$ 2,860,000	10%	21-Sep														
.8 Hall Street/Mill Street - between Kent Street & Victoria Street	SC&MM	PIP	\$ 350,000	10%	7-Mar														
9 Riverlea Connections	SC&MM	IP	\$ 1,810,000	10%	21-Sep														
River Road Footpath western side – Kirikiriroa Bridge to Comries Road	WN	IP	\$ 1,800,000	0%	21-Sep														
1 Horsham Downs Road	PT	(P	\$ 1,300,000	10%	20-Jul														
Lake Road/Commerce Street Roundabout	PT	IP	\$ 1,030,000	20%	7-Mar														
3 Rotokauri Road / Baverstock Road Bus Stop and Accessibility	PT	JP.	\$ 1,030,000	20%	7-Mar														
4 Hyde Avenue Bus Stop and Accessibility	PT	IP.	\$ 530,000	20%	7-Mar														
5 Pembroke Street bus stops	PT	)P	\$ 1,050,000	20%	7-Mar														
6 Killarney Road – Queens Avenue to Western Rail Trail (WRT)	SC&MM	1P	\$ 750,000	10%	30-May														
7 Anglesea Street (south) Bus Stop Improvement	PT	IP	\$ 400,000	10%	30-May														
8 Level Crossings – Claudelands East and Brooklyn Road	SC&MM	IP	\$ 4,020,000	10%	20-Jul														
		Tota	\$ 37,000,000				7		1	1	T								

Infrastructure and Transport Committee Agenda 30 May 2023- OPEN

# **Council Report**

**Committee:** Infrastructure and Transport **Date:** 30 May 2023

Committee

**Author:** Robyn Denton **Authoriser:** Eeva-Liisa Wright

**Position:** Network and Systems **Position:** General Manager

Operations Manager Infrastructure Operations

**Report Name:** Draft 2024 Speed Management Plan Review - approval for consultation

Report Status	Open
---------------	------

# Purpose - Take

1. To seek approval from the Infrastructure and Transport Committee of the draft 2024 Hamilton Speed Management Plan and to seek approval to commence public consultation.

# Staff Recommendation - Tuutohu-aa-kaimahi

- 2. 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.

# **Executive Summary - Whakaraapopototanga matua**

- 3. The Speed Management Plan sets out the principles and prioritisation methodology that will be used to deliver speed management related activities including education, engineering, and speed limit changes throughout Hamilton City.
- 4. The Speed Management Plan is supported by the National Speed Limit Register (NSLR) as the legal instrument for recording speed limits and is maintained by Waka Kotahi in accordance with the requirements of the Land Transport Rule: Setting of Speed Limits 2022.
- 5. The 2024 Speed Management Plan sets out what work needs to be done, by who, where, and finally an indication of funding to implement this work through Council's Long-Term Plan process for the 2024-27 period.
- 6. A draft 2024 Hamilton Speed Management Plan (**Attachment 1**) has been developed along with a Consultation Document (**Attachment 2**) for public consultation on the review of the Speed Management Plan.

- 7. Two options are available for consideration by the Infrastructure and Transport Committee:
  - Option 1: retain the current plan and make minor amendments; and
  - Option 2: retain the current plan and do not refresh/update.
- 8. Staff recommend **Option 1** Amend the Current 2022 Speed Management Plan, as detailed in this report.
- 9. This review is a planned operating activity funded through the 2021-31 Long Term Plan and is included within existing approved operating budgets. The total cost to complete the review will be approximately \$10,000-\$15,000.
- 10. Subject to this Committee's approval, these documents will form the basis of the public consultation that is scheduled for 7 June to 5 July 2023, in accordance with the Consultation Process set out in section 82 of the Local Government Act (LGA).
- 11. Staff consider that the recommendations comply with Council's legal and policy requirements, including consultation requirements prescribed under the LGA.

# Background - Koorero whaimaarama

- 12. The <u>Growth and Infrastructure Committee</u> meeting on 20 June 2017 adopted Vision Zero for Hamilton City Council's road safety target by 2028 as part of the review of the Access Hamilton Strategy. Vision Zero, as the philosophy for road safety in the city, is an aspiration to achieve zero road deaths and serious injuries within Hamilton City.
- 13. The relationship between speed and road trauma is well-established internationally and that is why managing speed is one pillar of the Safe System approach to road safety.
- 14. Under Councils Vision Zero road safety philosophy we can make a big difference in the number of deaths and serious injuries on our roads by implementing a good speed management programme.
- 15. We need people and goods to move efficiently around our transport network and we need to see a reduction in deaths and serious injuries. If we can increase the number of drivers driving at a safe and appropriate speed, we can reduce the number of people in our community whose lives are devastated by road trauma.
- 16. The development of the first Hamilton Speed Management Plan in 2018/19 involved a series of workshops with industry stakeholders and politicians. Represented in this group were councillors from Hamilton City Council and Waikato Regional Council, and staff from Hamilton City Council, Waikato Regional Council, Waikato District Council, and Waipa District Council, Waka Kotahi, AA, NZ Police, Road Transport Association, and Waikato District Health Board.
- 17. The 2019 Hamilton City Speed Management Plan set out the desired speed limits for all local (not state highway) roads in the city. The Speed Management Plan also set out the principles and prioritisation methodology for implementing speed limit changes within the city.
- 18. The 2019 Hamilton Speed Management Plan was approved by Council at its meeting on <a href="27">27</a> June 2019.
- 19. The 2019 Speed Management Plan for Hamilton City was subsequently reviewed and refreshed in 2022 and the 9 August 2022 meeting of the Infrastructure Operations Committee recommended its adoption by Council. The 2022 Hamilton Speed Management Plan was approved at the 18 August 2022 Council meeting.

- 20. The decision to review the Hamilton Speed Management Plan in 2022 was to ensure HCC was prepared to respond to the upcoming legislative changes that were expected in mid/late 2022. Alongside preparation for the legislative change, there was a desire to follow the special consultative process alongside committee dates and seek approval before the local body elections in October 2022. This has enabled Hamilton City to continue with speed limit changes planned in the 2021-31 Long Term Plan seamlessly since the establishment of the new Council and committees.
- 21. The 2022 Hamilton Speed Management Plan was certified by Waka Kotahi NZ Transport Agency (Waka Kotahi) as meeting the requirements set out in the Land Transport Rule: Setting of Speed Limits 2022 (the Speed Limits Rule) in August 2022.
- 22. The 2022 Speed Management Plan reconfirmed the principles or priorities developed for the 2019 version of the plan and these have continued to be used to deliver speed management related activities including education, engineering, and speed limit changes throughout Hamilton City.
- 23. On 29 June 2022 Council agreed to repeal the Hamilton Speed Limit Bylaw 2018 effective from 20 July 2022. The Speed Limits Rule created the National Speed Limit Register (NSLR) as the replacement legal instrument for speed limits and is maintained by Waka Kotahi.
- 24. The refreshed Access Hamilton Strategy (approved at the 9 August 2022 Council meeting) reconfirmed Hamilton City Councils commitment to road safety and has 'A Safe transport System' as one of its eight objectives.
- 25. The Hamilton Speed Management Plan sets out the principles and prioritisation methodology that will be used to deliver speed management related activities including education, engineering, and speed limit changes throughout Hamilton City.

# Discussion - Matapaki

- 26. The Land Transport Rule: Setting of Speed Limits 2022 sets out the requirements for development of Speed Management Plans by Waka Kotahi NZ Transport Agency for the state highway network and for local councils as Road Controlling Authorities (RCA) eg Hamilton City.
- 27. In conjunction with the release of Speed Limits Rule 2022, Waka Kotahi NZ Transport Agency undertook review of the Speed management Guide (2016) and a new document was issued to provide guidance in the development of speed management plans called <a href="Speed Management Guide">Speed Management Guide Road to Zero edition</a>.
- 28. Both the Speed Limits Rule and Speed Management Guide set out a process for development of Regional Speed Management Plans. Guidance received from Waikato Regional Council is that they will be commencing this process soon and will be presenting their draft programme for the development of the Regional Speed Management Plan to the 12 June 2023 Regional Transport Committee meeting.
- 29. At this stage, they have requested that each RCA to finalise their own Speed Management Plan for the 2024-27 National Land Transport Plan (NLTP) period. Regional Council will then provide links to these documents via the Regional Speed Management Plan.
- 30. The timing for completion of the development of Speed Management Plans for the 2024-27 period is set by Waka Kotahi in accordance with provisions in the Speed Limits Rule. They have indicated key dates as below:
  - 5 October 2023 last date for publication of any consultation draft speed management plan
  - 29 March 2024 final date for submission to Waka Kotahi of final draft Speed Management Plans for certification

31. The updated Speed Management Guide is based upon four principles that are designed to be applied together and complement each other. These principles are set out in the diagram below:



- 32. The Speed Management Guide supports the development of plans to deliver consistent implementation of safe and appropriate speed limits aligned with Road to Zero, Aotearoa New Zealand's road safety strategy and the Speed Limits the Rule.
- 33. The Speed Management Guide is a principles-based approach to setting speed limits and managing speeds. It draws together, into a single planning framework, the requirements under the Speed Limits Rule and the main elements of:
  - i. Te Ara ki te Ora, the Road to Zero strategy and action plan
  - ii. Toitū te Taiao, the Waka Kotahi sustainability action plan
  - iii. the <u>One Network Framework</u>, the national categorising framework for New Zealand's streets and roads
- 34. The Guide draws from this framework and international best practice to highlight four key principles for speed management:
  - i. set speed limits according to the Safe System
  - ii. set speed limits that provide for community wellbeing
  - iii. set speed limits in accordance with the One Network Framework street categories

- iv. support speed limits with a balanced regulatory approach that encompasses education, engagement and enforcement
- 35. The Guide provides safe speed ranges for each One Network Framework street category and guidance on what infrastructure would need to be present to choose the higher end of the safe speed range.
- 36. The safe speed limit ranges associated with the One Network Framework street categories and descriptions of the categories are summarised in the table below:

Category	Description	Safe and appropriate speed limit*
Civic spaces	These streets have a higher place classification than other urban street categories, representing a higher level of on-street activity and higher-density adjacent land use generating that activity. These streets have a lower movement classification because they are mainly intended for localised on-street activity with little or no through movement.	10-20km/h
Local streets	These streets provide quiet and safe residential access for people of all ages and abilities and foster community spirit and local pride. They are part of the fabric of Aotearoa New Zealand neighbourhoods, and they facilitate local community access.	30km/h
Activity streets	These streets provide access to shops and services by all modes. They have a significant movement demand as well as place, so competing demands need to be managed within the available road space.	30-40km/h
Main streets	These streets have an important place function and a relatively important movement function. They support businesses, on-street activity and public life and connect with the wider transport network.	30-40km/h
City hubs	These are dense and vibrant places that have a high demand for people movement.	30-40km/h
Urban connectors	These streets provide safe, reliable and efficient movement of people and goods between regions and strategic centres and mitigate the impact on adjacent communities.	40-60km/h
Transit corridors	These streets provide for the fast and efficient long-distance movement of people and goods within the urban realm. They include motorways and urban expressways.	80-100km/h

Safe speed limit ranges from the Speed Management Guide – Road to Zero edition

- 37. Speed management is about more than just speed limits and requires input from the community, policy makers, engineers, educators, and the police to educate, encourage, and influence road users to adopt safe and appropriate speeds.
- 38. The Hamilton Speed Management Plan contains principles and approaches to give a long term (10-year+ view) with prioritisation, sequencing and parameters outlined in a 3-year implementation plan.
- 39. This review continues to focus on the management of speeds on Hamilton roads to achieve an increase road safety and allow for improved accessibility for people walking and biking.

- 40. No changes are proposed to the following **principles** which were adopted in 2019 to guide the application of speed management within Hamilton.
  - the speed environment around schools at school times the start and end of the school day will be 30km/h;
  - ii. where there are high numbers of people walking, biking and crossing the road the speed environment will be 30km/h;
  - iii. residential local roads will be constructed for a 40km/h environment;
  - iv. new roads will be constructed appropriate to the function and to create a safe and appropriate environment;
  - v. existing roads may be upgraded appropriate to the function and to create a safe and appropriate environment;
  - vi. a logical, area-based approach will be used for the implementation of speed management;
  - vii. investment will be targeted to achieve the best access and safety outcomes; and
  - viii. we will work with partnering Road Controlling Authorities to provide a consistent approach in line with the Speed Management Guide.
- 41. The **priorities** used guide us in our approach to implementing speed management developed in 2019 are also to remain unchanged:
  - i. high benefit routes which deliver maximum benefit in reducing deaths and serious injuries;
  - ii. places where there is strong community demand for change;
  - iii. supporting changes in neighbouring areas to achieve consistent and logical implementation; and
  - iv. places where lots of people walk or bike, or where they will soon walk and bike.
- 42. Targeted engagement on the proposed update to the plan will completed with the following key stakeholders:
  - i. Iwi representative groups Waikato-Tainui, Te Haa a Whenua Kirikiriroa, Ngaati Wairere.
  - ii. CCS Disability Action
  - iii. Living Streets Aotearoa
  - iv. Generation Zero
  - v. Bike Waikato
  - vi. Blind and Low Vision Foundation
  - vii. Disabled Persons Assembly
  - viii. Age Concern
  - ix. Go Eco
  - x. Parents of Vision Impaired NZ Inc
  - xi. HCC Disability Advisor
  - xii. Automobile Association (AA)
  - xiii. NZ Police
  - xiv. Heavy Vehicle Transport representative groups including Transporting NZ and National Road Carriers.
- 43. Following the approval of the draft 2024 Hamilton Speed Management Plan, specific consultation with stakeholders and the community will always be undertaken before asking Council to make the final decision on whether to approve a change to a speed limit within Hamilton City.

#### **Options**

- 44. Staff have assessed that there are two reasonable and viable options for the Infrastructure and Transport Committee to consider at this stage in the process:
  - **Option 1** (*recommended*) **Approve** the draft 2024 Speed Management Plan and agree to progress to public consultation; or
  - Option 2 Do not approve the draft 2024 Speed Management Plan and do not agree to public consultation.
- 45. Staff recommend **Option 1** because it achieves the following:
  - amendment to recent legislative changes contained in the Speed Limit Rule 2022;
  - ii. amendment to reflect the new guidance on speed management planning; and
  - iii. ability to gain 'certification' from Waka Kotahi for our proposed speed management activities for the 2024-27 period.
- 46. If the recommendation to consult on the draft 2024 Speed Management Plan is not approved, then the review of the plan will not be able to continue to move forward.
- 47. Without public consultation of the revised plan, then Hamilton's current 2022 Speed Management Plan will not provide the information required for development and delivery of the 2024-34 Long Term Plan and 2024-27 Regional Land Transport Plan. This would result in not being in a position to seek co-investment from Waka Kotahi for our speed management related activities.
- 48. A draft 2024 Hamilton Speed Management Plan (**Attachment 1**) along with a draft consultation document (**Attachment 2**) outlining the purpose for the review of the Hamilton Speed Management Plan have been prepared and are proposed to form the basis of the public consultation.
- 49. The proposed timeline for the consultation, hearings, and approval of the 2024 Hamilton Speed Management Plan is set out below:

Date - 2023	Activity	Committee
30 May	Presentation of draft 2024 Hamilton Speed Management Plan seeking approval to commence consultation	Infrastructure and Transport
7 June to 5 July	Consultation period (4 weeks)	n/a
5 July to 21 July	Analysis and reporting period	n/a
8 August	Hearings for consideration of submissions – both written and verbal.	Traffic, Speed Limit and Road Closure Hearings Panel
21 September	Consideration of final draft 2024 Speed Management Plan and recommendation to Council for approval.	Infrastructure and Transport
12 October	Approval of the 2024 Hamilton Speed Management Plan noting that funding will be finalised via the development of the 2024-34 Long Term Plan	Council

#### Financial Considerations - Whaiwhakaaro Puutea

- 50. The total cost to complete the review on the plan, including adopting a revised Hamilton Speed Management Plan and any anticipated consultation will be approximately \$10,000-\$15,000.
- 51. This is a planned operating activity funded through the approved 2021-31 Long-Term Plan and is included within existing operating budgets.
- 52. The total costs will include staff time, legal review, consultation, and advertising.

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

- 53. Staff confirm that the staff recommendations comply with Council's legal and policy requirements.
- 54. 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 matters in this report. The lower speeds and improved safety will result in reduced emissions and increasing numbers of people walking and biking.

# Wellbeing Considerations - Whaiwhakaaro-aa-oranga tonutanga

- 55. 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').
- 56. 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.
- 57. The recommendations set out in this report are consistent with that purpose.

#### Social

- 58. The proposed speed limit changes improve safety for all road users but especially for those who are walking and biking in the community.
- 59. The review of the Speed Management Plan is an opportunity to consider how speed can be managed to ensure Hamilton continues to be a great place to play and be active and that its community remains accessible, safe, and healthy.
- 60. The review will also ensure that a revised Hamilton speed management is available as a tool for community education on the impacts of speed management, pedestrian movement, sustaining networks, and further improving safety.

#### **Economic**

61. It is not considered that the review of the plan will be inconsistent or contrary to economic wellbeing outcomes.

#### **Environmental**

- 62. The review of the 2022 Speed Management Plan will ensure that the transport networks speeds continue to be operated as efficiently as possible thereby minimising the adverse effects on the environment. The draft 2024 Speed Management Plan will also reduce greenhouse emission associated with faster speeds and car-centric urbanisation.
- 63. The draft 2024 Speed Management Plan supports the increased use of active travel (walking and biking) within the community and therefore reduce the negative impact on the environment.

#### **Cultural**

- 64. Engagement was completed with Te Haa o te whenua o Kirikiriroa (THaWK) and Ngaati Wairere for the 2022 Hamilton Speed Management Plan to ensure iwi and hapuu cultural consideration. Further targeted consultation will be undertaken with these groups on the draft 2024 Hamilton Speed Management Plan.
- 65. The Speed Management Plan was developed in alignment and is consistent with the Hamilton City's Pillars of Wellbeing Strategy 'He Pou Manawa Ora'.
- 66. No specific cultural considerations were identified in the development of this report in relation to the proposed speed limit plan review.

#### Risks - Tuuraru

- 67. There is a risk that if approval is not provided for consultation on the reviewed Speed Management Plan that the current plan will not meet the requirements being established with the new Speed Limits Rule.
- 68. If the Speed Management Plan does not meet the requirements of the Speed Limits Rule, it will not be certified by Waka Kotahi NZ Transport Agency and Hamilton City will not be able to make speed management changes.

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

69. 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.

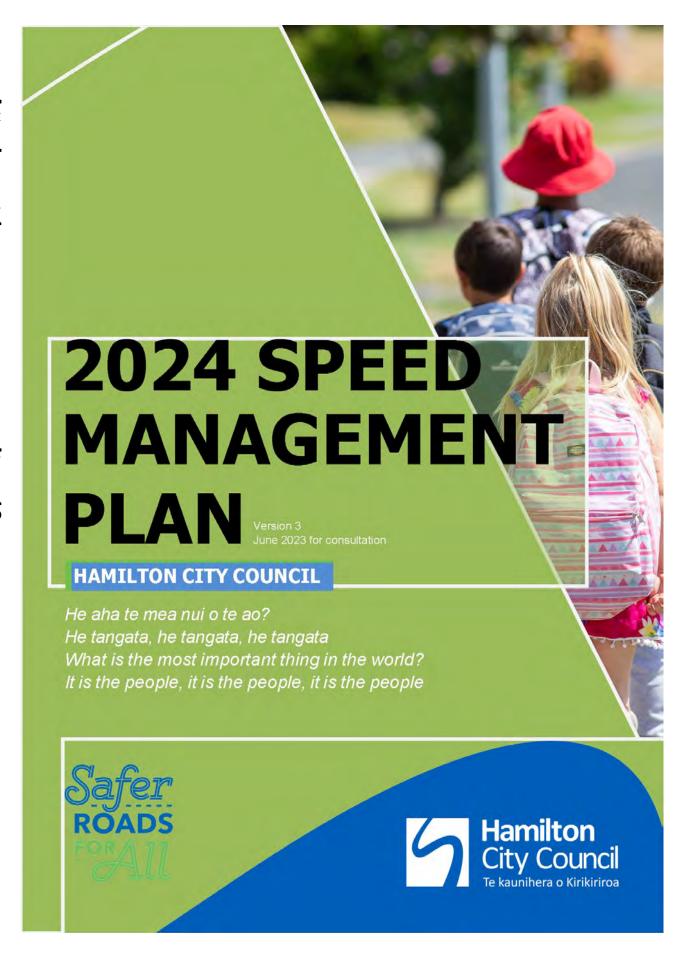
#### **Engagement**

- 70. There is a statutory requirement to consult in accordance with the consultative process outlines in section 82 of the Local Government Act 2002.
- 71. Key stakeholders have been identified in paragraph 42 of this report. These stakeholders will be included in the formal consultation process and will be specifically invited to make formal submissions on the proposal.
- 72. Staff will invite the public and stakeholders to provide formal feedback through the public consultation from 7 June to 5 July 2023 so that their views can be captured on the proposal to review and update the Plan.
- 73. Feedback forms and a copy of the consultation document and draft 2024 Hamilton Speed Management Plan will be available from all Hamilton City Libraries, and from the Ground Floor reception of the Council's Municipal Building in Civic Square. These documents will also be made available via the 'Have Your Say' section of the Hamilton City Council website with the ability to complete feedback online via this facility.
- 74. Submitters also have an opportunity to present their views in a spoken form at the Traffic, Speed Limit and Road Closure Hearings Panel at a hearing planned for 8 August 2023.

# Attachments - Ngaa taapirihanga

Attachment 1 - Draft 2024 Hamilton Speed Management Plan

Attachment 2 - Speed Management Plan consultation document



# **CONTENTS**

1.	Purpos	e of this document	5
2.	What i	s speed management and why do we need it?	3
	2.1.	Government Policy Statement (GPS) on land transport	3
	2.2.	Road to Zero	4
	2.3.	Hamilton's transport strategy (Access Hamilton)	5
	2.4.	Speed management	5
	2.5.	The speed management guide – Road to Zero edition	6
	2.6.	Is speed an issue for Hamilton?	7
	2.7.	What has Hamilton done about speed in the past?	10
3.	Develo	pment of the speed management plan	12
	3.1. Sta	keholder engagement	12
	3.2. <b>C</b> o	mmunity engagement	12
4.	Speed	management principles	13
5.	Speed	management priorities	13
6.	Speed	management map	14
<b>7.</b>	Speed	management activities	15
	7.1. <b>VV</b> h	at role does Hamilton City Council play in speed management?	15
	7.2. The	e speed management toolbox	15
8.	Propos	ed programme of work for the 2024-27 period	18

## 1. PURPOSE OF THIS DOCUMENT

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

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

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

The plan sets out what work needs to be done, by who, where and finally an indication of funding to implement this work, with a focus on in the 2024 – 2034 Long Term Plan with a focus on the work to be delivered in the 2024-27 period.

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

### 2.1. Government Policy Statement (GPS) on land transport

The GPS is central to investment decisions across the land transport system, and sets four strategic priorities to achieve a land transport system that: Safety: Developing a transport system where no one is killed or seriously injured. · Better transport options: Providing people with better transport options to access social and economic opportunities · Improving freight connections: **Strategic** Improving freight connections priorities for economic development. · Climate change: Developing a low carbon transport Connections for economic system that supports emission reductions, while improving safety and inclusive access. The GPS supports investment in state highways and local roads to accelerate the implementation of the Speed Management Guide, focusing on treating the top 10 percent of the network, which will result in the greatest reduction in deaths and serious injuries as quickly as possible.

HAMILTON CITY COUNCIL Speed Management Plan | Version 3, May 2023

#### 2.2 Road to Zero

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

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

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

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



HAMILTON CITY COUNCIL

Speed Management Plan | Version 3, May 2023

## 2.3 Council's transport strategy, Access Hamilton - Ara Kootuitui Kirikiriroa

Access Hamilton's Vision is that "our transport network enables everyone to connect to people and places in safe, accessible, and smart ways".

Access Hamilton is guided by 8 key outcomes areas that together help us to address the challenges and opportunities Hamilton's transport system faces.



One of the key outcomes is "A safe transport system". This outcomes area is guided by 'Vision Zero' and 'Roads to Zero' and acknowledges that safety and reducing harm is a top priority for us, and that no one should be seriously injured or killed while moving around Hamilton. We want to provide a more forgiving road system that considers human mistakes and vulnerability.

Our strategy aspires to a future where people using our streets and public spaces feel safe and are safe. To help us deliver our vision and outcome area speed management plays a key role and helps us to focus our efforts to ensure that "people are driving responsibly at safe and appropriate speeds, in safe vehicles".

As we take a step towards achieving this outcome, one of the key focus areas is 'Investigate and implement Safer Speed Areas within Hamilton', and "Deliver infrastructure improvements to make roads safer". This Speed Management Plan plays a key role both implementing Access Hamilton and help us as we work towards achieving zero deaths and serious injuries on our transport network.

## 2.4. Speed management

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

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

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

HAMILTON CITY COUNCIL

Speed Management Plan | Version 3, May 2023

## 2.5. The Speed Management Guide - Road to Zero edition (2022)

In conjunction with the release of the Land Transport Rule: Setting of Speed Limits 2022 the Waka Kotahi NZ Transport Agency updated the 2016 Speed Management Guide and published the 2022 Speed Management Guide - Road to Zero edition.

The Speed Management Guide is based upon four principles that are designed to be applied together and complement each other and are set out in the diagram below:



- The Speed Management Guide supports the development of plans to deliver consistent implementation of safe and appropriate speed limits aligned with Road to Zero, Aotearoa New Zealand's road safety strategy and the Speed Limits the Rule.
- 2. The Speed Management Guide is a principles-based approach to setting speed limits and managing speeds. It draws together, into a single planning framework, the requirements under the Speed Limits Rule and the main elements of:
  - Te Ara ki te Ora, the Road to Zero strategy and action plan
  - Toitū te Taiao, the Waka Kotahi sustainability action plan
  - the One Network Framework, the national categorising framework for New Zealand's streets and roads
- The Guide draws from this framework and international best practice to highlight four key principles for speed management:
  - set speed limits according to the Safe System
  - set speed limits that provide for community wellbeing

Speed Management Plan | Version 3, May 2023

6

- · set speed limits in accordance with the One Network Framework street categories
- support speed limits with a balanced regulatory approach that encompasses education, engagement and enforcement.
- 4. The Guide provides safe speed ranges for each One Network Framework street category and guidance on what infrastructure would need to be present to choose the higher end of the safe speed range.
- 5. The safe speed limit ranges associated with the One Network Framework street categories and descriptions of the categories from the Guide are summarised in the table below:

Table 2 - One Ne	twork Framework urban street categories and safe speed limit ranges
Category	Description

Category	Description	Safe and appropriate speed limit*	
These streets have a higher place classification than other urban street categories, representing a higher level of on-street activity and higher-density adjacent land use generating that activity. These streets have a lower movement classification because they are mainly intended for localised on-street activity with little or no through movement.		10-20km/h	
These streets provide quiet and safe residential access for people of all ages and abilities and foster community spirit and local pride. They are part of the fabric of Aotearoa New Zealand neighbourhoods, and they facilitate local community access.		30km/h	
Activity streets  These streets provide access to shops and services by all modes. They have a significant movement demand as well as place, so competing demands need to be managed within the available road space.		30-40km/h	
These streets have an important place function and a relatively important movement function. They support businesses, on-street activity and public life and connect with the wider transport network.		30-40km/h	
City hubs These are dense and vibrant places that have a high demand for people movement.		30-40km/h	
Urban  Connectors  These streets provide safe, reliable and efficient movement of people and goods between regions and strategic centres and mitigate the impact on adjacent communities.		40-60km/h	
Transit of people and goods within the urban realm. They include motorways and urban expressways.		80-100km/h	

Safe speed limit ranges from the Speed Management Guide - Road to Zero edition

## 2.6. Is speed an issue for Hamilton?

Hamilton City Council has adopted Vision Zero as the philosophy for road safety in the city, an aspiration to achieve zero road deaths and serious injuries within Hamilton.

The total number of fatalities in the city from 2018 to 2022 was 23.

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

The analysis of the data for injury crashes, which occurred in Hamilton from 2018 to 2022 (including the state highways), indicates the following:

There has been 21 fatal and 251 serious crashes.

Speed Management Plan | Version 3, May 2023

7

- These crashes resulted in 23 deaths, 251 serious and 1428 minor injuries.
- A total of 1700 injured road users.

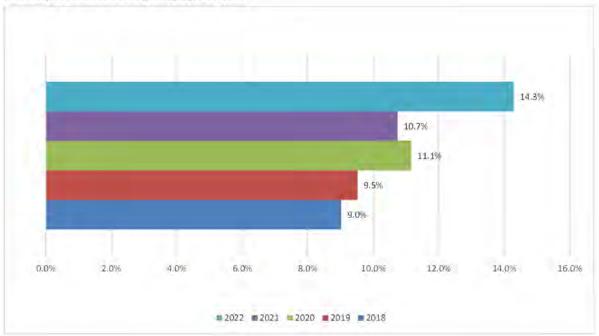
The top four contributing factors to fatal and serious injury crashes were:

- Poor observation (44%).
- Failed to give way/stop (31%).
- · Alcohol related (23%).
- Incorrect lanes or position (16%).

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

For Hamilton, the percentage of all crashes involving inappropriate speed from 2018 to 2022 has varied from 9% up to 15%.

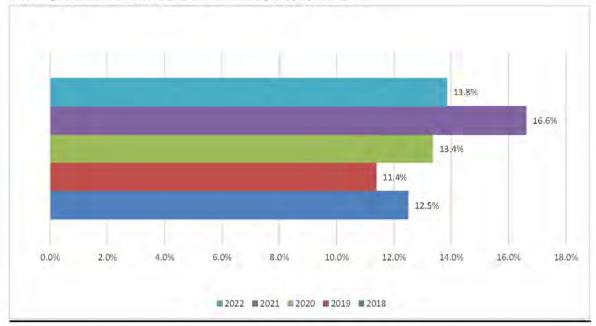
## Percentage of crashes involving inappropriate speed



The percentage of <u>death and serious crashes</u> involving inappropriate speed is higher, varying from almost 11% up to almost 17%.

8

### Percentage of death and serious injury crashes involving inappropriate speed

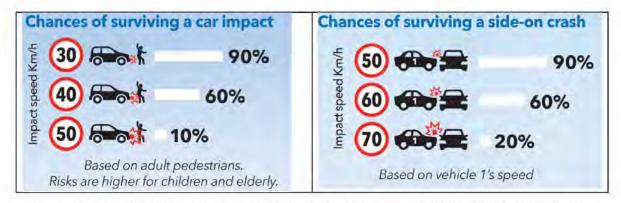


This means that under our Vision Zero road safety philosophy we can make a big difference in the number of deaths and serious injuries on our roads by implementing a good speed management programme. If we can increase the number of drivers driving at safe and appropriate speeds, we can reduce the number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

We know that:

- Most of our crashes involving inappropriate speed happen in areas with a 50km/h speed limit (63% 2018-2022).
- . 39% of our crashes involving inappropriate speed (2018-2022) occur during the day.
- Just over half of crashes involving inappropriate speed occur at intersections (55% 2018-2022).

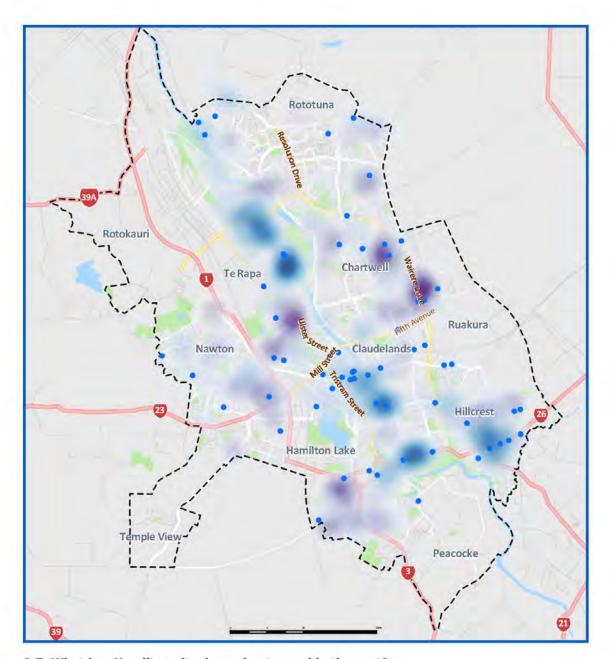
We also know that speed determines how serious any injuries will be, whether or not speed causes the crash. Depending on who is involved in a crash, the following graphic's show just how important having safe speeds can be in determining a persons chance of surviving the crash.



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

HAMILTON CITY COUNCIL

Speed Management Plan | Version 3, May 2023



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

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

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

HAMILTON CITY COUNCIL

More recently the focus has moved to not only continue with our Safer Speed Area roll out, but to create a Safer Schools programme. This initially consisted of infrastructure improvements to crossings at the school gate and in early 2024 will see the introduction of 30km/h speed limits for all schools in the city.

We have been working closely with Developers to ensure the new roads being vested in Council are also be designed and built to encourage people to walk and cycle by providing a safe an appropriate speed within residential areas.

Based on our priority to focus on areas where there are higher numbers of people walking and cycling, we have introduced 30km/h as part of a Safer shopping areas programme including locations such as Five Cross Roads and Bader Street shops.

HAMILTON CITY COUNCIL

# 3. DEVELOPMENT OF THE SPEED MANAGEMENT PLAN

## 3.1. Stakeholder engagement

The original development of Hamilton's 2019 Speed Management Plan involved series of workshops with industry stakeholders and politicians. Represented in this group were councilors from Hamilton City Council and Waikato Regional Council, and staff from Hamilton City Council, Waikato Regional Council, Waikato District Council and Waipa District Council, Waka Kotahi, AA, NZ Police, Road Transport Association and Waikato District Health Board.

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

In completing the refresh of this document in 2022 we undertook further engagement with these representatives and received their ongoing support for our plan.

## 3.2. Community engagement

A key element of speed management is community input and buy in. Council recognised it was crucial to take the work by the stakeholder group to the community, key advocacy and Maaori representative groups to understand their views in the development of the original 2019 Speed Management plan. The proposed principles and priorities were related to real-life situations and people in the community were asked to share their views. The opportunity was also given to share on maps where they think there are issues with speed on Hamilton's transport network.

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

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

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

Overall, the response to speed management was positive and continues to be positive as we have progressively rollout out changes throughout the city. No changes to the Principles and Prioritisation processes are planned for this plan.

## 4. SPEED MANAGEMENT PRINCIPLES

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

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

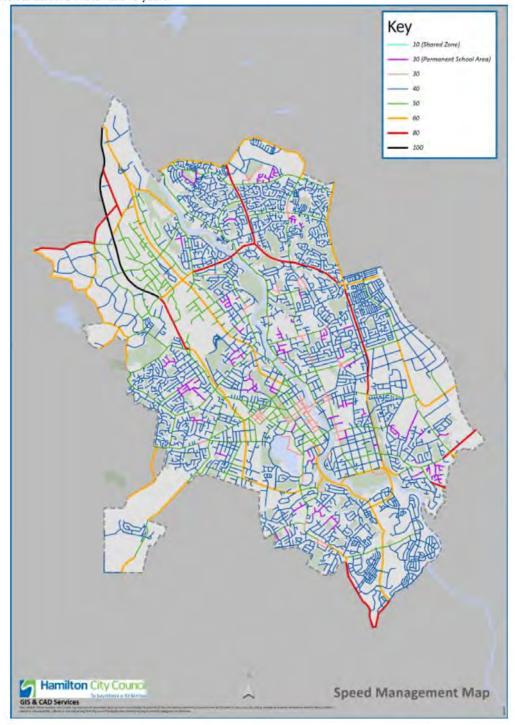
## 5. SPEED MANAGEMENT PRIORITIES

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

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

## 6. SPEED MANAGEMENT MAP

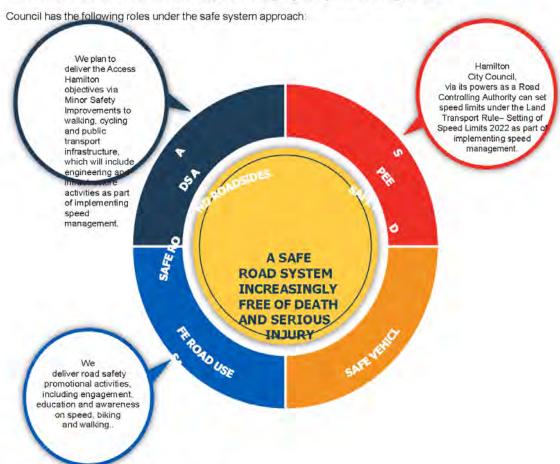
Using these principles, as well as tools provided by Waka Kotahi, we have mapped a speed management vision for Hamilton to achieve in the next 10 years.



HAMILTON CITY COUNCIL

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

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



#### 7.2. The speed management toolbox

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

If a change to a speed limit is required or desirable there is a formal process to the National Speed Limits Register which is administered by Waka Kotahi NZ Transport Agency.

Consultation will take place with stakeholders and the community, before asking Council to approve a change any speed limits and subsequent change in the National Speed Limit Register. Where applicable, this consultation will be undertaken in conjunction with consultation on physical infrastructure changes that are also being proposed for the area.

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

HAMILTON CITY COUNCIL

plantings. Council works with Developers to ensure the new roads being vested in Council have these attributes.



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

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

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

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

Speed Management Plan | Version 3, April 2023 16

We will also be working with Waka Kotahi and NZ Police to finalise a plan for installation of safety camera's – detecting both excessive speed and red light running within the city in the 2024-27 period.

## **More information**

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

Current safety improvement projects:

 $\underline{https://hamilton.govt.nz/strategies-plans-and-projects/projects/city-wide-transport/minor-safety-and-access-\underline{improvements/}$ 

Speed Management and Safer speed areas:

https://hamilton.govt.nz/parking-and-transport/roads/road-safety/speed-management/

Waka Kotahi NZ Transport Agency Speed Management Guide, including toolbox: <a href="https://www.nzta.govt.nz/resources/speed-management-guide-road-to-zero-edition/">https://www.nzta.govt.nz/resources/speed-management-guide-road-to-zero-edition/</a>

HAMILTON CITY COUNCIL

# 8. PROPOSED PROGRAMME OF WORK FOR THE 2024-27 PERIOD

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

We are proposing to undertake the following speed management activities in the upcoming years as we take a phased approach towards achieving the 10 year plan reflected in part 6 of the Speed management map:

## • Safer speed areas (permanent 40km/h speed limits).

We will continue to rollout out safer speed areas based on the prioritised list provided below. Once we have completed all Safer Speed Areas throughout the city we will then move to move to expansion of 30km/h speed limits associated with schools, shopping areas and marae to achieve the desired state set out in the Speed Management Guide and shown in section 2.5 above.

The prioritised list below will be subject to review and change based on updates to the contributing factors which have been used determine the priority list. The list will are updated annually and approved by Council. The contributing factors considered for each area are:

- speed (utilising TomTom mean speed data from mega maps),
- crashes (fatal crashes are weighted more heavily than non-injury crashes to reflect the relative social cost),
- schools (primary schools are weighted as being top priority followed by intermediates then high schools to reflect the skills and abilities of the people walking and biking in these areas.)
- the number of requests we have received for changes to be made from residents in the area (weighted to reflect the size of the safer speed area).

Safer Speed Areas				
Area	Priority List			
Hyde Avenue	1			
Bader Street	2			
Weka Street	3			
Argyle Street	4			
Crawshaw Drive	5			
Pohutukawa Drive	6			
Primrose Street	7			
Aurora Terrace	8			
Ashurst Avenue	9			
Edinburgh Road	10			

A map showing the location of these safer speed areas, those already completed and those still to be completed in future years is on page 21 of this document.

HAMILTON CITY COUNCIL Speed Management Plan | Version 3, April 2023 18

#### · Safer Shopping areas and around Marae

We will be progressively implementing 30km/h speed limits in shopping areas and around Marae throughout the next three years. These will be prioritized based on the crash data for the areas, the numbers of people walking and biking and in response to requests for change. Consultation will be undertaken to confirm the final extents of the speed limit changes and the implementation of any supporting infrastructure.

The map on page 22 of this document sets out the locations of shopping areas and marae within Hamilton City that we propose to work through progressively.

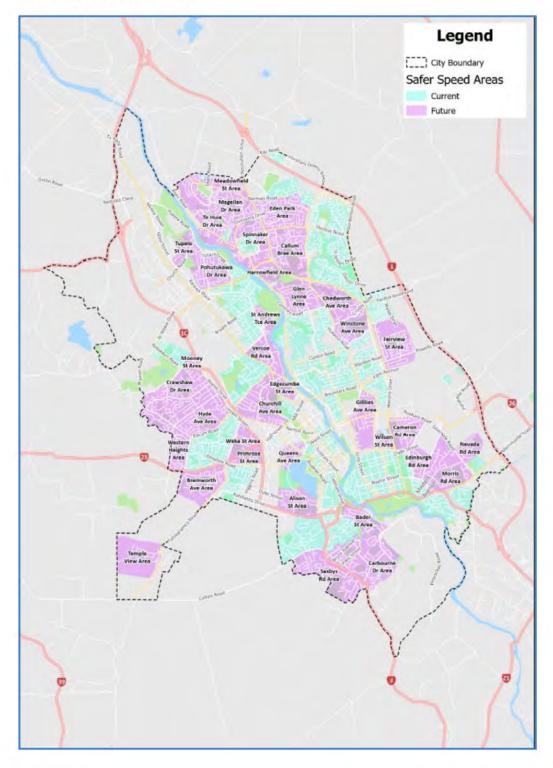
#### · Speed limits as part of improvement projects

We have several improvement projects and programmes planned for delivery over the next three years. We plan to implement speed limit changes that reflect the Speed Management Principles as part of the infrastructure changes are completed. Projects and programmes include:

- o Te Ara o Rawhiti Eastern Pathways
- o Biking and Micro-mobility Programme
- o Minor safety improvements via the Low Cost Low Risk Programme and Road to Zero programme
- **New roads** as they are vested in Council will have appropriate speed limits formalized which reflect their classification and the Speed Management Principles
- **Consultation** for any proposed speed limit changes will be undertaken with key stakeholders and those directly affected by the proposed changes.
- Education and publicity campaigns including use of speed trailers and advertising to support the rollout of speed limit changes.
- Safer Schools we have planned to have all schools within a 30km/h speed limit in early 2024 and have been working hard to improve the crossing facilities at schools to support this lower limit. We still have some work to undertake in the 2024-27 programme to get all of the desired improvement completed and to start looking at improvements for the walking and biking journeys being undertaken by the school children. The Safer Schools Map shows the extent of speed limits we have in place for our schools via either fixed or variable 30km/h limits.

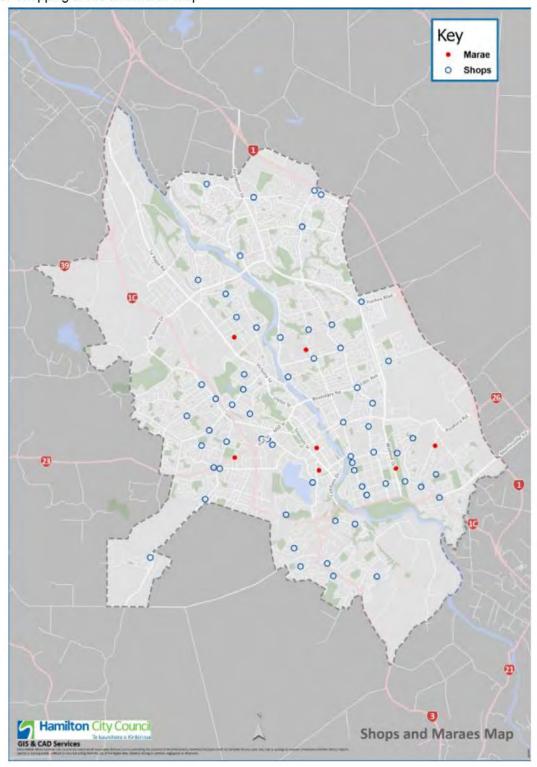
HAMILTON CITY COUNCIL

## Safer speed area map

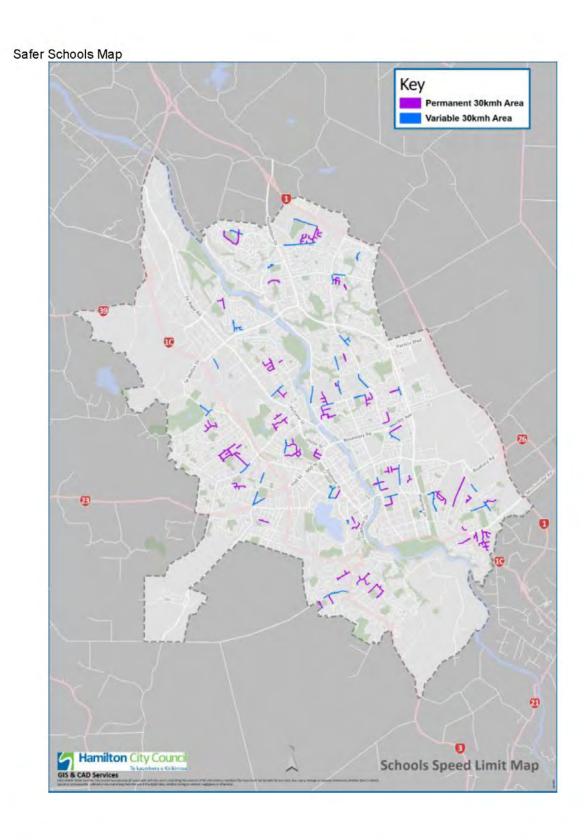


HAMILTON CITY COUNCIL

Safer Shopping areas and marae map



HAMILTON CITY COUNCIL



HAMILTON CITY COUNCIL



Speed Management Plan review Consultation overview

7 June - 5 July 2023

He aha te mea nui o te ao? He tangata, he tangata, he tangata What is the most important thing in the world? It is the people, it is the people, it is the people Hamilton City Council is seeking feedback on a proposal to make changes to the Hamilton Speed Management Plan to plan for the 2024 – 34 Long Term Plan and comply with recent legislative changes including a new national 'certification' process.

## Why are we doing this?

Council regularly reviews and refreshes their Hamilton Speed Management Plan so it reflects current information, community views and is compliant with any new requirements when they came into place.

The plan takes a holistic approach, so decisions about safety-related infrastructure improvements, speed limit changes and safety camera placements are made together. The plan also sets the programme of work to deliver to align with the Council's Long-Term Plan, and regional and national funding opportunities.

While we reviewed the plan in 2022, it was an interim plan to cover two years of Council's 2021-31 Long-Term Plan, and included any new data and information available at the time.

This review is a more robust refresh of the 2022 edition to reflect:

- an updated list of sites proposed for speed limit changes, mainly between 2024-27
- changes made to the transport network since the last review reflecting both new roads and new speed limits
- information needed for co-investment funding from Waka Kotahi (National Land Transport Programme)
- alignment with the Waikato Regional Council (2024-27 Regional Land Transport Plan), currently in development
- requirements of the Speed Limits Rule 2022
- the finalised guidance in Waka Kotahi's Speed Management Guide Road to Zero
- Council's transport strategy, Access Hamilton Ara Kootuitui Kirikiriroa.

The next review will be scheduled for three years' time (2026).

#### Hamilton's step in the right direction

Council has adopted Vision Zero as the philosophy for road safety in the city, an aspiration to achieve zero road deaths and serious injuries within Hamilton. The relationship between speed and road accidents is well-established internationally, and managing speed is one pillar of the safe transport system approach.

We want everyone who calls Hamilton home, or visits our city, to be safe when using our roads. That means we need the right speeds on our roads for all, whether you are walking to the shops, biking to school, driving to work or making deliveries. All our road users are affected by vehicle speeds.

The Speed Management Plan is about achieving safe and appropriate speeds that reflect road functions, design, safety, and use.

Although we have made good progress in speed management around the city, we continue to have deaths and serious injuries occur on roads so there is more work to be done.

The plan is the guiding document that sets out what work needs to be done by who, where, how, and finally an indication of funding to implement this work. There is a focus on the next three financial years to inform Waikato Regional Council's Regional Land Transport Programme and Hamilton City Council's 2024-2034 Long Term Plan.

<sup>2</sup> Consultation overview and feedback form for draft 2024 Speed Management Plan Review

The plan's principles guide the application of speed management and remain unchanged:

- . the speed environment around schools at the start and end of the school day will be 30km/h
- ii. where there are high numbers of people walking, biking and crossing the road, the speed environment will be 30km/h
- iii. residential local roads will be constructed for a 40km/h environment
- iv. new roads will be constructed appropriate to their function and to create a safe and appropriate environment
- v. existing roads may be upgraded appropriate to their function and to create a safe and appropriate environment
- vi. a logical, area-based approach will be used for the implementation of speed management
- vii. investment will be targeted to achieve the best access and safety outcomes
- viii. we will work with partnering Road Controlling Authorities to provide a consistent approach in line with the Speed Management Guide.

The following priorities guide us in our approach to speed management:

- i. high benefit routes which deliver maximum benefit in reducing deaths and serious injuries
- ii. places where there is strong community demand for change
- iii. supporting changes in neighbouring areas to achieve consistent and logical implementation
- v. places where lots of people walk or bike, or where they will soon walk and bike.

## **Proposal**

Council is proposing minor changes to the current 2022 Hamilton Speed Management Plan to ensure it provides the direction needed to inform forward planning for 2024-27.

The plan covers all roads (excluding state highways) in Hamilton City Council's district. Waka Kotahi controls the setting of speed limits on state highways.

The purpose of this review is to ensure we are able to continue to manage speeds on Hamilton roads to achieve and increase road safety and allow for better accessibility for people who are walking or biking on our roads.

Alongside this review, we are also keeping the plan up to date to reflect current best practice, the city's long-term philosophies, plans, policies and strategies including:

- Council's commitment to Vision Zero
- Access Hamilton Ara Kootuitui Kirikiriroa
- Our Climate Future: Te Pae Tawhiti o Kirikiriroa
- Waka Kotahi's <u>Hamilton-Waikato Metro Area mode-shift plan</u>.

We are seeking feedback on the review of the plan from anyone who may be affected by, or has an interest in how we manage speeds in our city.

After reviewing all roads within the Hamilton boundary we have mapped a speed management vision for Hamilton, please see the attached map This is in alignment with the approved guiding speed management principals and priorities and tools (MegaMaps) provided by Waka Kotahi.

<sup>3</sup> Consultation overview and feedback form for draft 2024 Speed Management Plan Review

The scope of the review excludes implementing any speed limit changes.

If our speed management plans shows a need for a speed limit change, a formal process will be followed where we consult with stakeholders and the community before asking Council to decide on whether to approve a change a speed limit. Changes to speed limits are then entered into the National Speed Limits Register for final approval by Waka Kotahi before becoming legally enforceable.

## **Options**

The following options have been identified with the advantages and disadvantages of each option are in the table below.

Advantages	Disadvantages
Option one: Make minor changes to the current pla	n (preferred)
<ul> <li>Updates based on recent and proposed changes to legislation would ensure that the plan reflects current best practice and legal requirements, for example Land Transport Rule: Setting of Speed Limits.</li> <li>Data insights and advancements are used to guide the update of maps.</li> <li>The plan reflects recent changes to the long-term vision of speed-limits for the city and the growth it is currently experiencing.</li> <li>Changes to increase clarity in the bylaw will improve ease of interpretation and effective administration.</li> <li>Option two: Do not refresh the plan, keep current vertical plants and effective administration.</li> </ul>	• Nil.
• Nil.	<ul> <li>Council and the public would need to rely on the plan as it is currently written and interpreted for the public.</li> <li>The maps would not reflect current data insights, will be outdated and not support the growth Hamilton is experiencing.</li> <li>The plan will not reflect recent changes to legislation or accommodate changes that are outlined in the Land Transport Rule: Setting of Speed Limits.</li> <li>The plan would not reflect recent changes to the long-term vision of speed-limits for the city.</li> <li>While the current pan is certified by Waka Kotahi it does not include a programme of work for the full 2024-27 period. This would limit our ability to make speed limit changes and access vital funding until a refresh/update was completed</li> </ul>

 $<sup>\</sup>textbf{4} \quad \text{Consultation overview and } feedback \, \text{form for draft 2024 Speed Management Plan Review}$ 

## Tell us your thoughts on the proposal

Before making any final decisions, we'd like to have your input. You can give us feedback from Wednesday 7 June - Wednesday 5 July 2023 online at <a href="https://haveyoursay">hamilton.govt.nz/haveyoursay</a>, or fill out the hard-copy feedback form included in this document.

For any queries, please ring 07 838 6699 or email <a href="mailto:haveyoursay@hcc.govt.nz">haveyoursay@hcc.govt.nz</a>.

## **Next steps**

Council will collect and analyse all feedback at the close of the submission period. The analysis of this feedback will be presented to the Traffic, Speed Limit and Road Closure Hearings Panel on 8 August 2023. At this meeting, submitters who want to speak to their written submission will be able to do so. Council will then consider all the views and make a decision.

## Feedback form

## Speed Management Plan Review: 7 June to 5 July 2023

Hamilton City Council is asking for feedback on its review of the 2022 Speed Management Plan.

#### Feedback forms can be:

- Completed online at hamilton.govt.nz/haveyoursay
- Posted to: Freepost 172189, Hamilton City Council, Communication and Engagement team, Speed Management Plan Review, Private Bag 3010, Hamilton, 3240.
- Delivered to the Municipal Building Reception or any branch of Hamilton City Libraries.
- Email the completed form to: <a href="mailto:haveyoursay@hcc.govt.nz">haveyoursay@hcc.govt.nz</a>.

#### Privacy statement:

The Local Government Act 2002 requires submissions to be made available to the public. Your name and/or organisation will be published with your submission and made available in a report to elected members and to the public. Other personal information supplied will be used for administration and reporting purposes only. Please refer to Council's Privacy Statement at hamilton.govt.nz for further information.

Do you agree with Council's proposal to amend the current 2022 Speed Management Plan?
Yes – Amend the current plan revisions so the plan aligns with recent legislative requirements (Land Transport Rule: Setting of Speed Limits), current best practice, and the long-term vision for Hamilton.
No – Retain the current plan with no revisions
Help us understand the reason for your response (Please print clearly):
Run out of room? Feel free to attach additional pages.

6 Consultation overview and feedback form for draft 2024 Speed Management Plan Review

## How often in last month have you used each as a form of transport?

	Every day	Several times each week	1-2 times each week	2-3 times over the month	Less often than this
A car or van	1	2	3	4	5
Bicycle or electric bike	1	2	3	4	5
Push scooter or electric scooter (without a motor)	1	2	3	4	5
Walking	1	2	3	4	5
Public transport (e.g. trains, buses)	1	2	3	4	5

## Would you like to make a verbal submission?

Note: A verbal submission is around $5$ - $10$ minutes and is a chance for you to strengthen the key points in your written submission at the Council meeting.
Yes
No

Verbal submissions will take place 8 August 2023 (confirmed by Governance) and we will contact you to arrange a time.

<sup>7</sup> Consultation overview and feedback form for draft 2024 Speed Management Plan Review

## **About you:**

This section tells us a bit more about you. By capturing this information, we will be able to better understand who is, and isn't providing feedback.

Contact details (Please print clearly)						
We will use this to get in touch with you if you would like the opportunity to make a verbal submission.						
Name: (required)						
Organisation:						
– Please only fill this out	t if you are and have peri	mission to respond	on behalf of your organi	sation :		
Phone:		Email: (required	i)			
Where do you live?						
I live in Hamilton, my s	suburb is:					
I live outside Hamilton	city:					
Waipa District	Waikato District	Elsewhere	in New Zealand	Overseas		
What is your age gro	oup? (at your last birth	day)				
Under 16	<u> </u>	20-24	25-29	30-34		
35-39	40-44	45-49	50-54	<u> </u>		
60-64	65-69	70-74	75-79	80+		
Which ethnic group	do you identify with	? (tick all that ap	ply)			
NZ European	Maaori	Indian	Chinese	Samoan		
British	Filipino	☐ Tongan	South African	Cook Islands Maaori		
Other (please specify if you wish)						
Which of the followi	ing best describes yo	ur household si	tuation?			
Living alone Living with others t						
Please send in your	feedback by 5 July 20	023.				

 $\textbf{8} \quad \text{Consultation overview and feedback form for draft 2024 Speed Management Plan Review}$ 

## **Council Report**

**Committee:** Infrastructure and Transport **Date:** 30 May 2023

Committee

Author: Eeva-Liisa Wright Authoriser: Eeva-Liisa Wright

**Position:** General Manager **Position:** General Manager

Infrastructure Operations Infrastructure Operations

**Report Name:** General Managers Report

Report Status	Open
---------------	------

## 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 <u>Draft 2</u> (**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*; and
  - c) approves the <u>Draft 2</u> (**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*.
  - d) approves the Climate Emergency Response Funding (CERF) Vehicle Kilometres Travelled (VKT) Programme <u>Draft 2</u> (Attachment 2 of the staff report) application to Waka Kotahi NZ Transport Agency

## **Executive Summary - Whakaraapopototanga matua**

- 3. This report provides updates to Infrastructure and Transport Committee Members on activities, actions or projects contained within the plans or strategies for which this Committee and the relevant General Manager have responsibility over and for which significant progress has been made.
- 4. The following updates are included in this report:
  - i. Hamilton City Council Submission Updates
  - ii. Project Watershed Quarter 3 Report
  - iii. Update on Waste legislation changes
  - iv. Overview of Waste Management Working Group meeting

- v. Overview of Access Hamilton Working Group meeting
- vi. Transport Centre Rejuvenation Project Update
- vii. Access Hamilton Low Cost Low Risk 2022/23 Transport Improvement Programme
- viii. Climate Emergency Response Fund Vehicles Kilometres Travelled Programme Expression of Interest – Tier 1
- ix. Council Policy Review Update
- x. External Committee Updates
- 5. Staff consider the recommendations in this report to have a low level of significance and that the recommendations comply with Council's legal requirements.

## **Discussion - Matapaki**

## **Hamilton City Council Submission Updates**

## Land Transport Management (Regulation of Public Transport) Amendment Bill

### Introduction

- 6. Parliament's Transport and Infrastructure Committee recently sought submissions on the *Land Transport Management (Regulation of Public Transport) Amendment Bill* refer <a href="here">here</a> and <a href="here">here</a> and <a href="here">here</a> and <a href="here">here</a>
- 7. This Bill proposes to establish a Sustainable Public Transport Framework (SPTF) to replace the Public Transport Operating Model. The new framework would guide planning, procurement, and delivery of public transport services, to address systemic issues affecting the sector. Specifically, it includes new objectives that would prioritise:
  - Supporting mode-shift and the transition from private motor vehicles to public transport services.
  - Ensuring fair and equitable treatment of employees.
  - Supporting improved environmental and health outcomes.
  - Providing value for money and efficiency from public transport investment.
- 8. Legislative changes are also necessary to remove barriers to decarbonisation, and to clarify and improve the regulation and administration of some public transport services.

### **Council Submission**

- Council's <u>Draft 1</u> submission, which supported the Bill's provisions, was circulated to Elected Members for feedback on 28 April 2023, with comments due at noon on 2 May <u>Note</u>: no feedback was received.
- 10. The Chair of Council's Infrastructure and Transport Committee approved the final version using her delegated authority to approve this submission <u>refer here</u> and **Attachment 1**. This was then sent to Parliament's Transport and Infrastructure Committee on 2 May 2023.
- 11. As noted in the Chair's Report, the Deputy Mayor and the Urban Transport Policy and Planning Manager spoke in support of Council's submission at Parliament's Transport and Infrastructure Committee hearing on 11 May 2023.

## Charging our Future - Draft Long Term Electric Vehicle Charging Strategy for New Zealand (March 2023)

### Introduction

12. The Ministry of Transport is currently consulting on *Charging our Future - Draft Long Term Electric Vehicle Charging Strategy for New Zealand (March 2023) - refer here.* 

- 13. In May 2022, the Government released New Zealand's first Emissions Reduction Plan, which sets out how the country will meet the first emissions budget for 2022-25 and put us on track to meet future emissions budgets. Transport is one of our largest sources of greenhouse gas emissions and is responsible for 17% of New Zealand's gross emissions and 39% of total domestic CO2 emissions.
- 14. The Emissions Reduction Plan includes the action to rapidly adopt low-emissions vehicles including by improving EV charging infrastructure across New Zealand to ensure everyone can charge when they need to. While electric vehicles are not a panacea, they have a big role to play as part of our future transport system, complementing increased opportunities for our community to safely walk, cycle and use high-quality public transport.
- 15. An EV Charging Strategy is required to provide certainty to all parties about the role government will play in supporting EV charging infrastructure, particularly as EV ownership is already ahead of projected levels and the technological environment for EVs is dynamic.

#### **Council Submission**

- 16. The <u>Draft 1</u> Council submission was circulated to Elected Members on 28 April 2023 for feedback. Feedback received was included in **Draft 2**.
- 17. The Chair of Council's Infrastructure and Transport Committee approved the final version using her delegated authority to approve this submission refer **Attachment 2**.
- 18. <u>Note:</u> An extension was obtained from the Ministry of Transport to the 11 May 2023 official submission closing date through to 17 May 2023.

## **Hamilton City Council - Project Watershed Quarter 3 Report**

- 19. Project Watershed is a joint plan of work between Hamilton City Council and Waikato Regional Council (WRC) to ensure a holistic approach to river management.
- 20. The Project Watershed Service Level Agreement (SLA) was signed in 2016 and under this agreement Hamilton City Council provides services on behalf of WRC with a focus on river management, soil conservation, and flood protection.
- 21. The Project Watershed SLA requires Hamilton City Council staff to provide quarterly and annual reports to WRC detailing progress with the agreed Project Watershed works programme.
- 22. A copy of the 2022-23 Project Watershed Quarter 3 report to be submitted to WRC can be found in **attachment 3**.
- 23. At the Infrastructure and Transport Committee meeting, 7 March 2023, it was resolved for staff to initiate discussions with WRC on the development of a new SLA. Discussions have commenced between operational staff at Hamilton City Council and WRC. Staff will continue to report back to this committee on progress with this action.

## **Update on Central Government Waste Legislation Changes -**

- 24. On the 29 March 2023, the government announced plans to improve household recycling and food scrap collections. These changes follow the transforming recycling consultation that was held in 2022 and is part of the new Waste Strategy. The Waste Strategy sets the direction for New Zealand's waste system from now to 2050 and sets a series of targets and goals to be achieved by 2030.
- 25. The changes see materials collected from households for recycling being standardised and making food scrap collection services available to households across the country. From February 2024, all district and city councils can accept only these materials in the recycling collections:
  - i. Glass bottles and jars

- ii. Paper and cardboard (including pizza boxes)
- iii. Plastic bottles and containers marked with recycling symbols 1, 2 and 5
- iv. aluminium and steel tins and cans
- 26. Hamilton is not significantly impacted by these changes as the recycling and food scrap collections are already in place. However, it does mean that other materials i.e. tetrapak and soft plastics cannot be collected from kerbside collections and that from February 2024, residents will not be able to put plastic bottles and containers marked with recycling symbols of 3, 4, 6 and 7.
- 27. Other changes include all district and city councils meeting a performance standard for the amount of household kerbside waste diverted from landfill. With the first target of 30 per cent by July 2025. Again, Hamilton City is already in a good position to achieve this as this target has already been set and being met through our current non-financial performance measures. The Ministry for the Environment (MfE) will also start collecting data from private waste companies, which they have indicated would be available for councils to access.
- 28. The Government also announced a review of legislation to replace both the Litter Act 1979 and the Waste Minimisation Act 2008, a pause on the container deposit scheme and the phasing out of single use plastic produce bags, plastic plates, bowls and cutlery, plastic straws and plastic produce labels from 1 July 2023.
- 29. Further detail on these changes can be found on the Ministry for the Environment website <a href="[here]">[here]</a>. Staff will continue to attend information webinars on the changes and develop a communication plan in line with MfE direction.

## **Waste Management and Minimisation Working Group Update**

- 30. The Waste Management and Minimisation Working Group was approved at the <u>7 March 2023 Infrastructure and Transport Committee</u>.
- 31. The Elected Member representatives for this working group are: Deputy Mayor Angela O'Leary, (Lead), Mayor Paula Southgate (ex officio), Cr Sarah Thomson, Cr Andrew Bydder, Cr Melaina Huaki, Cr Anna Casey-Cox.
- 32. The first meeting of the Waste Management and Minimisation Work Group was held on 9 May 2023. The following topics were discussed:
  - a) Working Group Terms of Reference Purpose and Role of Working Group.
  - b) 2018-24 Waste Management and Minimisation Plan (WMMP) Process for review including timelines.
  - c) Waste Assessment challenges including waste statistics
  - d) Workshop Vision, objectives and outcomes the outputs of this workshop will help guide and develop options for a vision, outcomes and guiding principles for the 2024-30 WMMP.
- 33. The next working group meeting to be held on 19 June 2023.

## **Access Hamilton Action Plan Working Group Update**

- 34. The Access Hamilton Action Plan Working Group was approved at the <u>7 March 2023</u> <u>Infrastructure and Transport Committee</u>.
- 35. 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.

- 36. The first meeting of the Access Hamilton Ara Kootuitui Kirikiriroa Working Group was held on 1 May 2023. The meeting commenced with a quick overview and confirmation of the terms of reference for the group, and brief refresh on the Access Hamilton strategy development.
- 37. The following key projects were then discussed:
  - a) Climate Emergency Response Fund (CERF) Travel Choices Project Schedule update The project scope and an overview of communications and engagement plans was presented on the Hayes Paddock and Horsham Downs Road. Refer detailed update report presented to this committee.
  - b) **HCC Transport2030 Emissions Calculator** A quick scenario was presented as an introduction to the Transport2030 emissions calculator tool.
  - c) **Long Term Plan alignment** A spreadsheet indicating the 2021-2031 Long Term Plan's alignment with the focus areas in, and outcomes of, Access Hamilton was presented.
  - d) Access Hamilton Action Plan Proposed Timeline The Transport Planning team's 'Plan on a Page' showing the Access Hamilton Action Plan development timeframe in the context of the broader work programme was presented. This included a brief update on the CERF VKT expression of interest for Tier 1 councils and Future One Network Framework development.
  - e) Alexandra Street improvements provided an opportunity for the Working Group to give direction on the scope and type of work they would like to see completed as part of the Alexandra Street Improvements project. Elected Members provided guidance to staff to develop a full concept plan for Alexandra St, Collingwood St (Victoria St to Alexandra St) and Caro St in 2022/23. This will be presented at an Elected Member briefing prior to the Infrastructure and Transport Committee in September 2023. Construction funding earmarked for 2023/24 was pushed back in the proposed Annual Plan budget.

## **Transport Centre Rejuvenation Project Update**

- 38. Following the approval of the preferred option for concept design on the 21 April 2021 by the Infrastructure Operations Committee, staff have continued to progress the delivery of the Transport Centre rejuvenation project.
- 39. Detailed design work on the new look Transport Centre is well underway. There has been numerous stakeholder engagements with external and internal stakeholders throughout the design process to ensure user requirements are captured. The developed design package is scheduled to be issued within the next 4 weeks.
- 40. Upon issuing of the developed design package, this will provide the project team a better understanding of the cost to complete the project. The project team will be looking to have a Elected Member briefing once more detail is received.
- 41. As reported to the 7 August 2022 Infrastructure Operations Committee, staff are anticipating that there will be a significant shortfall in funding and have been working with Waka Kotahi during the design phase. Staff also advised that prior to progressing to the awarding of a construction contract, Council may need to determine whether to match the scope to approved funding, to seek additional funding, to reallocate funding within the programme.
- 42. In anticipation of a decision being required, regular reporting to Members will continue in 2023 via Executive Updates and then to appropriate Council Committees in 2023/24 leading up to requesting award of the construction phase.
- 43. The opening date of the Transport Centre is currently estimated to be 14-24 months post contraction contract award. This duration will be dependent on the appetite for how the construction staging is agreed.

44. Construction is scheduled to commence in mid-2024 following Waka Kotahi co-investment approval. Staff are continuing to work with Waikato Regional Council regarding temporary bus stop locations while the work on the Transport Centre is undertaken.

# Access Hamilton - Low Cost Low Risk - 2022/23 Transport Improvement Programme Update

- 45. The Low-Cost Low Risk programme for the current financial year (2022/23) was approved at the 31 May 2022 Infrastructure Operations Committee meeting.
- 46. It was noted at in the report that expected that there would be some changes made to the list of sites, proposed works and timing of implementation as the designs were progressed and the consultation process was undertaken. As a minimum, it will take at least 4-5 months to work through the process.
- 47. It was also noted that there were likely to be other issues/concerns raised throughout the year that staff will want to try and respond to if the timing and budget allows.
- 48. The list of sites for 2022/23 was therefore greater than budget available to ensure that there were projects ready to go if there are delays experienced in getting a particular project completed
- 49. It was agreed that any projects not implemented in the 2022/23 year would be carried forward for consideration in the 2023/24 programme. The 2023/24 programme was presented to and approved at the 7 March 2023 Infrastructure and Transport Committee meeting.
- 50. Progress on the implementation of the projects has been provided via Executive Updates.
- 51. Staff undertook to provide updates to the Committee on any changes that were made to the programme and the following is a summary of changes that have been made throughout the year in the delivery of the 2022/23 Low Cost Low Risk Programme in each of the four sub programmes:

Road to Zero Programme				
Project	Update on delivery plan			
Ward Street & Tristram Street intersection	All work moved to 2024/27 LTP			
improvements	\$1.5m – proposed for 2026/27			
Tristram Street & Rostrevor Street	All work moved to 24/27 LTP			
intersection improvements	\$750k – proposed 2025/26			
Pukete Road & Northpark Drive intersection	All work moved to 24/27 LTP			
improvements	\$300k proposed for 2026/27			
Hukanui Road & Wairere Driver intersection	Construction moved to 23/24 FYI			
improvements	\$800k –currently under investigation			
Galloway Street & Naylor Road intersection	Construction moved to 23/24 FYI			
improvements	\$1.0m – currently under investigation			
Brymer Road & Newcastle- Road intersection	Construction moved to 23/24			
improvements	\$1.5m – currently in design			
River Road & Te Aroha Street intersection	Construction moved to 23/24			
improvements	\$600k – currently under investigation			
Naylor Road & Grey Street intersection	Construction moved to 23/24			
improvements	\$900k – currently in design			
Kahikatea Drive & Higgins Road intersection	Construction moved to 23/24			
improvements	\$800k — currently in design			
Wairere Drive & Gordonton Drive	Construction pushed to 23/24			
intersections improvements – Raised Safety	\$800k – design on hold awaiting			
Platform	committee resolution			

Walking and Cycling	
River Road footpath - Wairere Drive to	Moved to CERF programme
Comries Road	
Resolution Drive roundabout improvements	Design in 2023/24
works at 3 intersections	Construction LTP 24/27
Melville Primary - Urlich Ave	Construction moved to 23/24
Raised Safety Platform	\$120k – currently under investigation
Knighton Normal School - Clyde Street	Moved into Eastern Pathways CBD to Uni
Raised Safety Platforms at zebra crossing	Link
Willoughby Street - Entrance to Pac N Save	Put on hold as entrance to Pac n Save is
Raised Safety Platform	now closed

52. There have been no changes to the Public Transport Improvements or Local Road Improvement sub-programmes.

# Climate Emergency Response Fund – Vehicles Kilometres Travelled Programme Expression of Interest – Tier 1

- 53. As resolved at the 7 March 2023 Infrastructure and Transport Committee Hamilton City Council submitted and expression of interest applications for the Climate Emergency Response Fund (CERF)— Vehicles Kilometres Travelled (VKT) Programme.
- 54. At the 7 March 2023 Infrastructure and Transport Committee the following was resolved
  - a) Requests staff work with the Access Hamilton Action Plan Working Group work to develop the components of the Tier 1 Expression of Interest (EOI) application for Climate Emergency Response Funding VKT reduction programme
  - b) Delegates to the Chair and Deputy Chair of the Infrastructure and Transport Committee (Deputy Mayor O'Leary and Councillor van Oosten) the approval of the Hamilton City Council components of the Tier 1 EOI application for Climate Emergency Response Funding VKT reduction programme due by 30 March 2023.
  - c) Notes that the draft Climate Emergency Response Funding- VKT reduction EOI application and proposals will be provided to Members for feedback via Executive Updates and the final application and updates will be reported to future Infrastructure and Transport Committees.
- 55. Staff were requested to work with the Access Hamilton Action Plan Working Group to develop the components of the Climate Emergency Response Fund (CERF) Expression of Interest Urban VKT reduction programmes EOI application.
- 56. Unfortunately, staff were unable to find an appropriate time for an Access Hamilton Action Working Group meeting prior to 30 March 2023. In lieu of a meeting, an email on the 4 April was circulated instead due to an approved delivery extension.
- 57. The expression of Interest application was put together by the Future Proof Transport Working Group. **Draft 1** CERK VKT expression of interest application was circulated to Elected Members for feedback on 4 April 2023 via Executive Update, with comments due at 9.00am 5 April 2023. Note: no feedback was received.
- 58. As per the 7 March 2023 resolution, the Chair and Deputy Chair of Council's Infrastructure and Transport Committee approved the final draft Expression of Interest application refer **Attachment 4.**
- 59. Following the Expression of Interest application submission further discussions have continued with Waka Kotahi and staff via the Future Proof Transport Working Group to refine the original application for funding approval.

60. As at the date of this report information has yet to be received on the funding approval success of this application.

#### **Council Policy Review Update**

#### Gateways Policy and Streetscapes and Verge Maintenance Policy review-

- 61. 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.
- 62. We 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.
- 63. The first 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.
- 64. Staff are now gathering information on identified key issues including but are not limited to; understanding different options including identifying key entry points into the Hamilton City, cost efficiency options, ongoing maintenance consideration, planting options, artificial grass in the berm and safety risk management for both staff, road users and residents.
- 65. The proposed timeline provided to this committee on 7 March 2023 has been delayed. The next Elected Member information session is planned for August 2023. The proposed policy approval date now being by the end of 2023 to mid 2024.

#### **External Committee Updates**

#### Waikato Regional Council – Regional Transport Committee

- 66. The objective of the Regional Transport Committee (RTC) is:
  - 'To undertake the functions as prescribed in the Land Transport Management Act 2003 (LTMA), and to provide a regional forum for the consideration of regionally significant transport matters.'
- 67. Deputy Mayor O'Leary is the Hamilton City Council (HCC) nominated representative with Councillor van Oosten being the nominated alternative representative.
- 68. The RTC had their first meeting on 13 March 2023 and the link to the agenda can be found here.
- 69. Agenda items for the meeting were:
  - i. <u>KiwiRail and Rail Network Investment Plan</u> provided an overview of KiwiRail and how its activities are planned and funded.
    - <u>Resolved</u> That the KiwiRail Report (Regional Transport Committee 13 March 2023) be received
  - ii. Regional Land Transport Plan introduced the process for preparing a new regional land transport plan for the Waka Region as required under the Land Transport Management act 2023 (LTMA). It contained the following timeline for the review process including key milestones the RTC will be involved in and the key issues the plan will need to address.

			RLTP tir	meline f	or RTC 2	023		
Date	13 <sup>th</sup> March	April (TBC)	May (TBC)	12™ June	July or August (TBC)	11 <sup>th</sup> September	15-1 1 1 1 1 1 1 1	4™ December
Agend	aIntroduction	Investment	High level	Confirm	Programme	First cut of	Additional	Draft RLTP
topic	overview	(ILM).	changes and agreement on high- level	policy Framework	development workshop - confirming prioritization methodology		if needed – review first cut of	approved by RTC and recommend it to WRC for public consultation.

Key:	
Confirmed RTC dates	
Proposed additional RTC workshop dates	

<u>Resolved</u> – That the report Regional Land Transport Plan (Regional Transport Committee 13 March 2023) be received.

iii. <u>Community Transport Fund</u> – sought endorsement from the RTC on the recommended community transport grant funding and criteria.

#### Resolved:

- 1. That the Community Transport framework report (Regional Transport Committee; 13 March 2023) be received.
- 2. That the proposed framework and application process set in the Community transport grant Fund Policy document are endorsed.
- iv. <u>Waka Kotahi New Zealand Transport Agency Update</u> provided the Committee with an update from Waka Kotahi New Zealand Transport Agency Director Regional Relationships (Waikato and Bay of Plenty), David Speirs.
  - <u>Resolved</u> That the report Waka Kotahi New Zealand Transport Agency (Regional Transport Committee 3 March 2023) be received
- v. <u>Regional Public Transport Planning</u> the purpose of the report is to provide the Committee with an update on the regional public transport planning and service improvement programme.
  - <u>Resolved</u> That the Network Planning Update Report (Regional Transport Committee 22 February 2023) be received
- vi. <u>Regional Road Safety Monitor Report</u> updated the Committee on regional road safety issues including speed management and regional road safety statistics.
  - <u>Resolved</u> That the report Road Safety Monitoring Report (Regional Transport Committee: 13 March 2023) be received
- 70. A copy of the draft minutes of the meeting can be found <a href="here">here</a>, with a copy of the Waka Kotahi NZ Transport Agency Quarterly Report Update found <a href="here">here</a>.
- 71. The RTC also held two workshops for the preparation of the 2024 Regional Land Transport Plan on 14 April 2023 and 15 May 2023.
- 72. The purpose of the workshops were to undertake a structured Investment Logic Mapping 2 stage process to:
  - i. identify the key land transport 'problems' for the region that need to be focused on in the upcoming 2024 Regional Land Transport Plan.
  - ii. identify the benefits of addressing these problems; and

- iii. decide on a weighting value which will determine the level of effort the regional will put in to addressing these problems through the development of the 2024 Regional Land Transport Plan.
- 73. A verbal update can be provided at this Infrastructure and Transport Committee meeting.
- 74. The RTC meetings for 2023 are scheduled for:
  - i. 12 June 2023
  - ii. 18 September 2023
  - iii. 11 December 2023.

#### Waikato Regional Council – Future Proof Public Transport Subcommittee

- 75. Waikato Regional Council has recently finalised the establishment of a Future Proof Public Transport Subcommittee which will replace the Regional Connections Committee from the previous triennium. The Future Proof Public Transport Subcommittee is a subcommittee of the Future Proof Implementation Committee.
- 76. 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.
- 77. The objective of the Future Proof Public Transport Subcommittee is:
  - 'to enhance the wellbeing of communities in Hamilton City, Matamata-Piako, Waikato and Waipā Districts (Future Proof Sub-region) through the achievement of the transport goals set out in the Future Proof Strategy; the Hamilton to Auckland Corridor Study; the Hamilton Metro Spatial Plan, the Hamilton Waikato Metro Spatial Plan Transport Programme Business Case (MSPTPBC), the Regional Land Transport Plan; the Access Hamilton Transport Strategy and the transport strategies of the subcommittee member organisations'
- 78. The Subcommittee held an introductory workshop on Friday 5 May 2023 which covered the following areas of interest:
  - a) Sub-committee role and function
    - i. Future Proof
    - ii. Terms of reference, powers and relationships
    - iii. Standing agenda items
  - b) Sub-regional Public Transport overview
    - iv. The Regional Public Transport Plan
    - v. Implementation issues and opportunities
  - c) Metro Spatial Plan Transport Programme Business Case
  - d) Te Huia start-up passenger rail service
- 79. The next Subcommittee meeting is the Future Proof Public Transport Subcommittee Governance Meeting scheduled for Friday 26 May 2023.

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

- 80. Staff confirm that the staff recommendation complies with Council's legal and policy requirements.
- 81. 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

- 82. 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').
- 83. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.
- 84. The recommendations set out in this report are consistent with that purpose.
- 85. There are no known social, economic, environmental or cultural considerations associated with this matter.

#### Risks - Tuuraru

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

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

87. 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 Submission on Land Transport Management (Regulation of Public Transport)
  Amendment Bill
- Attachment 2 Hamilton City Council Submission Charging our Future Draft Long Term Electric Vehicle Charging Strategy for New Zealand (March 2023) (16 May 2023)
- Attachment 3 2022-23 Project Watershed Quarter 3 Report January March 2023
- Attachment 4 Expression of Interest for the VKT Reduction Programme

# **HAMILTON CITY COUNCIL SUBMISSION**

Land Transport Management (Regulation of Public Transport) Amendment Bill

Parliament's Transport and Infrastructure Committee



# **Improving the Wellbeing of Hamiltonians**

Hamilton City Council is focused on improving the wellbeing of Hamiltonians through delivering to our five priorities of shaping:

- A city that's easy to live in
- A city where our people thrive
- · A central city where our people love to be
- A fun city with lots to do
- A green city

The topic of this submission is aligned to the priority 'A green city'.

# **Council Approval and Reference**

This submission was approved by the Chair of Hamilton City Council's Infrastructure and Transport Committee on 2 May 2023.

Hamilton City Council Reference D-4689832 - Submission # 734.

## **Key Messages**

- Hamilton City Council supports the overall intent and provisions outlined in the Land Transport
   Management (Regulation of Public Transport) Amendment Bill.
- 2. The provision of effective and efficient public transport is central to the outcomes in Access Hamilton (the city's Transport Strategy), as well as the intent of the Hamilton Waikato Metro Spatial Plan, which covers the broader Tier 1 sub-regional urban area.
- 3. It should be noted that both Hamilton City Council and the Waikato Regional Council have a strong interest in ensuring legislative changes in the public transport area support our strategic direction.
- 4. Our view is that the Bill's provisions will facilitate improvements to public transport and remove restrictions that currently exist within existing legislation. We therefore support the intent and provisions outlined in the Bill.
- **5.** We support greater flexibility in asset ownership arrangements, particularly the approach for the large public transport asset ownership, but note that this should not extend to the provision of public transport infrastructure within the road corridor.
- 6. We are strongly supportive of enabling regional councils to operate Public Transport services. Hamilton has been strongly supportive of improvements to accelerating the decarbonisation of the bus fleet and employee conditions and ensuring that living wages were provided as a minimum for bus drivers in the Waikato Region.
- 7. Hamilton City Council strongly supports the Bill's proposed expansion of the definition of public transport to include unscheduled (on-demand) public transport services and shuttle services.
- 8. In particular, we support the proposed direction of the Bill's **Explanatory Note General Policy Statement**, as outlined under the following key headings:
  - Sustainable Public Transport Framework.
  - New Objectives for Planning, Procurement, and Delivery of Services.
  - Enabling Regional Councils to Operate Public Transport Services.
  - Enabling Different Asset Ownership Arrangements.
  - · Supporting Benchmarking of Different Service Delivery Models.
  - Encouraging Greater Collaboration Between Regional Councils and Territorial Authorities.
  - Improving Framework for Exempt Services.
  - Clarifying Treatment of On-Demand Public Transport Services.
- 9. We also specifically endorse Clauses 13 and 15 in the Bill.

#### Introduction

- Hamilton City Council welcomes the opportunity to make a submission to the Land Transport
   Management (Regulation of Public Transport) Amendment Bill (referred to as the Bill).
- 11. The provision of effective and efficient public transport is central to the outcomes in Access Hamilton (the city's Transport Strategy refer here), as well as the intent of the Hamilton Waikato Metro Spatial Plan (refer here), which covers the broader Tier 1 sub-regional urban area.
- 12. The vision for the future of transport in Hamilton as outlined in Access Hamilton is:
  - Everyone is safe and feels safe while using our streets and public spaces.

Page 3 of 7

- A low-emission transport system that is resilient against climate change.
- Hamilton Kirikiriroa is a great place to live for everyone.
- A healthy te awa o Waikato (Waikato River) and natural sites which sustain abundant life and prosperous communities for all generations.
- More people choose to travel on foot, by bike, by bus, or using micromobility devices such as scooters.
- Hamilton Kirikiriroa is accessible for all because it has a city culture and heritage that is shared, protected, and celebrated.
- Hamilton Kirikiriroa is a great place for everyone to work and do business.
- An adaptable, future-ready transport system that supports quality and compact urban form.
- 13. It should be noted that both Hamilton City Council and the Waikato Regional Council have a strong interest in ensuring that legislative changes in the public transport area support our strategic direction as set out in the current Waikato Regional Public Transport Plan.
- **14.** Our view is that the Bill's provisions will facilitate improvements to public transport. We therefore support the intent and provisions outlined in the Bill.

## **Explanatory Note - General Policy Statement**

- 15. In particular, Hamilton City Council supports the following proposed direction, as outlined in the Bill's Explanatory Note General Policy Statement.
- 16. Sustainable Public Transport Framework
- 17. The Bill establishes the Sustainable Public Transport Framework (SPTF), which will replace the Public Transport Operating Model. The SPTF is a new framework for the planning, procurement, and delivery of public transport services, which addresses systemic issues affecting the sector. Legislative changes are also necessary to remove barriers to decarbonisation, and to clarify and improve the regulation and administration of some public transport services.
- 18. New Objectives for Planning, Procurement, and Delivery of Services
- 19. The SPTF is underpinned by new objectives prioritising mode-shift, fair and equitable treatment of employees, and improved environment and health outcomes. The Bill embeds these objectives in the regulation of public transport, and in the performance of relevant functions by Waka Kotahi New Zealand Transport Agency (the Agency) and by regional councils. (Regional council in this context includes Auckland Transport, unitary authorities (other than Auckland Council), and territorial authorities that have the public transport function.)
- 20. Enabling Regional Councils to Operate Public Transport Services
- 21. The Bill enables regional councils to operate public transport services in-house or to continue to outsource the operation of services. This will provide increased flexibility in how regional councils deliver services and give effect to the SPTF objectives. This proposed change acknowledges that outsourcing of services to private operators may not always align with wider objectives for public transport services, for example, improving the terms and conditions of employees or accelerating the decarbonisation of the bus fleet.
- 22. Hamilton City Council has been strongly supportive of improvements to employee conditions and ensuring that living wages were provided as a minimum for bus drivers in the Waikato Region. The future needs for drivers in the public transport system (whether buses, ferries etc) will only increase in the future and having improved terms and conditions will be crucial to ensuring that we have enough of this resource available to deliver the planned expansion of public transport services throughout the country.

Page 4 of 7

#### 23. Enabling Different Asset Ownership Arrangements

- **24.** The Bill removes the requirement for a local authority's interests in public transport services to be held in a council-controlled trading organisation. This will provide greater flexibility in relation to asset ownership, allowing regional councils to directly own public transport assets, such as buses, ferries, and depots.
- **25.** Hamilton City Council supports this approach for the large public transport assets but notes that it should not extend to the provision of public transport infrastructure within the road corridor.

#### 26. Supporting Benchmarking of Different Service Delivery Models

27. The Bill establishes a new requirement for public transport services to be planned, procured, and operated in an open and transparent manner. The Bill requires openness and transparency in relation to operating costs, service performance, the vehicles or vessels used to deliver services, aggregate employee terms and conditions, and financial performance of operators. This will support benchmarking and investment decisions for different service delivery models.

#### 28. Encouraging Greater Collaboration Between Regional Councils and Territorial Authorities

- 29. Hamilton City Council has always had a strong working relationship with the Waikato Regional Council in the preparation of the Regional Public Transport Plan and therefore support the provisions of the Bill establishing a requirement for regional councils and territorial authorities to prepare regional public transport plans (RPTPs) in collaboration. RPTPs will need to identify the infrastructure necessary to support public transport services. This is intended to increase collaboration between regional councils and territorial authorities. It also reinforces the existing requirement that regional councils and territorial authorities collaborate to deliver the regional public transport services and infrastructure necessary to meet the needs of passengers.
- **30.** The collaborative work programmes developed via the RPTPs are crucial for feeding into the subsequent development of Regional Land Transport Plans seeking the funding required to deliver the infrastructure and service changes.

#### 31. Improving Framework for Exempt Services

- **32.** The Bill makes several changes to the framework for exempt services, including -
  - Increasing the minimum notice period to withdraw exempt services that have been identified as
    integral in a regional public transport plan to give regional councils an opportunity to establish
    a replacement service:
  - Clarifying that the Agency should undertake the process to inform a decision to add or remove an exemption if the Minister or regional council requests this:
  - Amending the criteria to add or remove an exemption to better align with the SPTF objectives.

#### 33. Clarifying Treatment of On-Demand Public Transport Services

- **34.** Hamilton City Council strongly support the Bill's proposed expansion of the definition of public transport to include unscheduled (on-demand) public transport services and shuttle services.
- **35.** This change clarifies the treatment of on-demand public transport services, enabling regional councils to provide any form of passenger transport service through any mode, other than air transport, whether delivered to a timetable or not.
- **36.** These types of services are really important in the newer subdivisions in the early stages of homes being built where there are insufficient potential passenger numbers to justify a regular/scheduled bus service initially. Without some form of public transport in these areas the residents will be dependent on private cars and will develop habits and make investment decisions e.g., buying a second car, as a result.

Page 5 of 7

- 37. The Bill expands the scope of exempt services to include commercial on-demand services and commercial shuttle services. The Bill allows some exempt on-demand services and all exempt shuttle services to be operated without being registered with the regional council. This ensures that a smaller subset of commercially operated passenger transport services are subject to registration requirements limited to those services more likely to affect public transport services provided by regional councils. This mitigates the potential for increased regulatory burden on operators and the potential for increased administrative burden on regional councils.
- 38. The Bill also ensures that regional councils can procure, contract, and deliver on-demand services separately to timetabled services. This is achieved by amending the definition of unit and removing the requirement for every unit to be contracted on an exclusive basis.

# Support for Specific Clauses in the Bill

- 39. In addition to supporting the Bill's Explanatory Note General Policy Statement, Hamilton City Council also specifically endorses Clauses 13 and 15 in the Bill:
- 40. Clause 13 amends section 120 of the Act, which sets out the matters that must be included in a regional public transport plan. Clause 13(1) widens the scope of which integral public transport services must be identified in a regional public transport plan. Clause 13(2) inserts a further requirement: to identify the infrastructure necessary to support the public transport services that are integral to the public transport network that a regional council proposes to provide. Clause 13(3) replaces current section 120(1)(a)(ii) in order to allow both scheduled and unscheduled services to be identified as integral to the public transport network.
- 41. Clause 15 amends section 125 of the Act, which sets out the consultation requirements a regional council must fulfil when preparing, and before adopting, a regional public transport plan. The consultation requirements when preparing a draft plan are replaced with a new process. A regional council is required to collaborate with the territorial authorities in its region when preparing the draft and also consult the entities listed in new subsection (1)(b).

# **Further Information Hearings**

- 42. Should Parliament's Transport and Infrastructure Committee require clarification of the submission from Hamilton City Council, or additional information, please contact Glenn Bunting (Urban Transport Policy and Planning Manager City Transportation) on 021 962 829, email glenn.bunting@hcc.govt.nz in the first instance.
- **43.** Hamilton City Council representatives **do wish to speak** at the Transport and Infrastructure Committee's hearings in support of this submission.

Yours faithfully

Lance Vervoort CHIEF EXECUTIVE



# **HAMILTON CITY COUNCIL SUBMISSION**

Charging our Future – Draft Long Term Electric Vehicle Charging Strategy for New Zealand (March 2023)

Ministry of Transport



# **Improving the Wellbeing of Hamiltonians**

Hamilton City Council is focused on improving the wellbeing of Hamiltonians through delivering to our five priorities of shaping:

- A city that's easy to live in
- A city where our people thrive
- · A central city where our people love to be
- A fun city with lots to do
- A green city

The topic of this submission is aligned to the priorities 'A city that's easy to live in' and 'A green city'.

# **Council Approval and Reference**

This submission was approved by the Chair of Hamilton City Council's Infrastructure and Transport Committee on 16 May 2023.

Hamilton City Council Reference D-4661994 - Submission # 735.

## **Key Messages**

#### 1. INTRODUCTION

- 2. Hamilton City Council supports the overall direction and intent of the March 2023 **Draft Long Term Electric Vehicle Charging Strategy for New Zealand**.
- **3.** For over 18 months, Hamilton City Council has been active at the national level and instrumental in driving regional collaboration on Electric Vehicle Supply Equipment (EVSE) network development.
- 4. The Waikato Regional EV Infrastructure Working Group was established with the intent to build a more strategic, collaborative, and consistent approach towards EVSE network development across the region to support both Councils and EVSE providers to move forward with confidence.
- 5. Through networking and developing a shared toolkit, this work reduces duplication of effort and resource for Councils, and increases consistency in expectation setting, messaging, and process for providers, as well as providing experience and better outcomes for EV users across the Waikato Region.
- **6.** Hamilton City Council actively participates in the 'Big 5' EV forum run by Waka Kotahi. This is a place for the five metropolitan cities to learn from each other, collaborate, share information and work and to contribute to relevant Waka Kotahi projects such as drafting EVSE guidance.
- 7. Our involvement, learnings, and experiences as part of these groups and in recently setting up a trial of 10 EV charging stations at a number of our key visitor destinations and other facilities in Hamilton, inform the comments in this submission.
- **8.** We welcome discussions with the Ministry of Transport about the regional work and planned future activity. Waka Kotahi has representation on the Group and has expressed that there may be interest in sharing our approach nationally.

#### 9. VISION AND SCOPE

- **10.** We support the Vision of the Draft Strategy as being both concise and thorough and focused on the key requirements for a fit-for-purpose and user focused EVSE network.
- 11. We support the three components of the Scope but note that the commitment to an equitable transition for all New Zealanders to EV use is not strongly reflected in the body of the Draft Strategy. Some suggestions are made as to where this could be enhanced.

#### 12. KEY THOUGHTS

- 13. Roles and Responsibilities of the Different Players: This conversation is missing from the Draft Strategy and is seen as fundamental to successful buy-in and delivery of it. There are sections that imply Councils may be expected to provide infrastructure, which for some doesn't sit comfortably as a core service of a Council. It is not clear what the Government expects its role to be or that of Waka Kotahi, commercial EVSE suppliers or the energy distributors. Clarity in this space would support clearer direction-setting, terms of engagement and boundaries of operation.
- 14. Diversity in Need and Priorities: Different Councils and their communities have different EVSE needs and priorities. This is acknowledged to a point, but we believe the Draft Strategy does not go far enough. The Draft Strategy also appears to have a strong focus on Direct Current (DC) and journey charging infrastructure. We believe there is value in Alternating Current (AC) charging and that a robust EVSE network balances both types of charging. More space within the Final Strategy, network development planning and EECA funding for accommodating different types of EVSE and approaches to network development would be welcome.

- **15. Data and Information Sharing:** We strongly support all intentions within the Outcomes and Focus Areas of the Draft Strategy to gather, analyse, and openly share more quality and comprehensive information and data relating to EVSE and EV ownership, use patterns and quality projections of growth and trend expectations.
- 16. This information is greatly lacking and essential to support evidence-based planning and to ensure we grow a network that has the 'right infrastructure in the right place at the right time'. There needs to be visibility of the detail of existing and planned electricity networks and capacity. Our experience to date suggests this is a top priority if we are to be able to move forward at pace and with confidence, and that we are building a sound and sustainable network.
- 17. A Commitment to all New Zealanders to Support an Equitable Transition: The Final Strategy needs to ensure that it better supports the existing inequity of opportunity for those wanting to transition to EVs and do what we can to leverage the benefits of EVSE for marginalised communities, localities, and demographics e.g., those with accessibility challenges.

#### 18. OUTCOMES AND FOCUS AREAS

- 19. OUTCOME 1: Our National EV Charging System is Underpinned by Affordable, Reliable, Secure and Safe Power Supply and Infrastructure
- **20.** Focus Area 1a: Minimising stress on the electricity network: We agree with the importance of this Focus Area, ensuring we are forward thinking and proactively planning for and mitigating the impact of increasing EV adoption on the national (and local grids). This requires better information more freely shared, the lack of which is currently hindering best practice network design at the local government level.
- 21. OUTCOME 2: All EV Users can Safely Access and use EV Charging When and Where Needed
- 22. We see space within this Outcome (or perhaps within Outcome 3) for emphasising important best practice in terms of safety and accessibility considerations and suggest a third Focus Area or area of activity within an existing Focus Area relating to this.
- 23. In particular, a focus is needed on ensuring not just access but accessibility for all EV users. This could be supported by building principles of universal design, safety through environmental design and requirements to supply EVSE for mobility spaces into the Strategy to support good, equitable design of the network from the outset.
- **24.** If targets are proposed for this Focus Area, these need to be based on strong evidence of what is best practice for the types of communities they are set for and have clarity around responsibility, monitoring and enforcement of achieving these.
- **25.** We question whether incentives for greater commercial provision of EVSE should be included to support this Outcome, such as in large accommodation (e.g., hotels), retail and parking complexes.
- **26.** Focus Area 2a: Improving the equity of, and access to, safe residential/home charging: We support further investigation to understand the different barriers and issues for access to residential EV charging.
- 27. We would also be pleased to see reviews carried out based on evidence from such investigations of current relevant regulations and guidance provided to local governments in terms of best practice policy and regulation relating to EVSE in residential developments.
- 28. Focus Area 2b: Accommodating for geographic variation in charging needs and energy supply: We particularly support the identified further actions "Monitor the expansion of the public EV charging network in line with EV uptake forecast levels across regions to inform investment" and "Implement a consistent, practical planning and approval process for new EV chargers across councils".

- 29. We suggest that this Focus Area acknowledges the importance of understanding the needs of EV users from their perspective. It should also consider the views and needs of those aspiring to make the switch to EVs and any concerns or barriers they face to doing so.
- **30.** We believe it is good practice to consult the full range of interested and affected groups within communities on their preferences and aspirations in terms of EVSE network development in their area and those they use regularly.
- **31.** If targets are to be set for 2025 that are the responsibility of Councils to achieve, the resources and planning to do would need to be built into 2024 34 Long Term Plans, and as such clarity on this would be required urgently.
- **32.** We also want to see flexibility in the choice of the infrastructure if it is required e.g., the EECA Low Emissions Transport Fund has a focus on supporting DC chargers in the current rounds, whereas we emphasis that for some Councils and communities this is not the priority.
- 33. OUTCOME 3: Aotearoa's EV Charging System is Underpinned by Integrated Planning and Standards Across Multiple Sectors
- **34. Focus Area 3a: Improving standardisation and interoperability:** We support improving standardisation and interoperability of EVSE for the purposes of an improved and consistent user experience. More emphasis on 'customer-focused' and 'user experience' would be welcome.
- **35.** Focus Area 3b: Optimising data capture and use: Although we are very supportive of robust data collection, analysis and sharing of insights in relation to EV uptake and how EVSE is currently being rolled out, we would appreciate seeing more emphasis on national-led data enquiry, projections for EV ownership growth, locations of predicted growth and EVSE use patterns to support planning as we do not have the resources to commission this work at a local level.
- 36. Focus Area 3c: Consideration of housing and urban development planning, where appropriate: We support the intent to explore regulatory change in the housing and urban development sector to encourage charge-ready infrastructure or installed charge points in new builds. As with Auckland, Hamilton City Council is building similar requirements into its District Plan.
- **37.** We encourage continued consideration of alignment of this work with other initiatives underway and the wider context of environmental and transport system goals e.g., goals to increase public transport use and reducing vehicle kilometres travelled (under the National Emissions Reduction Plan which includes EVs), generate challenges associated with encouraging more carparks and associated vehicle use, despite them being EVs.
- 38. OUTCOME 4: Aotearoa's EV Charging Market Functions Effectively, Can Adapt and Evolve over Time, and is Attractive to Users, Operators and Investors
- 39. Focus Area 4a: Accelerating commercial investment: We support the intent to maximise a market-led rollout to build the EVSE network. This reflects our belief that, similar to petrol stations, a Council's role does not include EVSE provision and that this is better left to the commercial sector. While we may choose to support EVSE in our communities, our understanding of community needs and priorities for public funds within the transport system of Hamilton are likely to be different to that of commercial EVSE providers.
- **40.** We support all further actions suggested within this Focus Area.
- **41. Focus Area 4b: Enabling innovation in new technology and business models:** We support the intentions and further actions suggested within this Focus Area.
- 42. OUTCOME 5: Our National EV Charging System Supports the Transition to, and use of, Low-Emissions Transport Modes Across the Wider Transport System

- **43.** We suggest work in relation to heavy vehicles and decarbonising other modes of transport remain cognisant and complimentary to developments in other types of energy sources, and should these be found to be a more effective and efficient options than electric power, that the Strategy be reviewed accordingly.
- **44.** Supporting the use of other types of e-devices (bikes, scooters, mopeds) is missing. This is an area of demand for many communities that can support transition of drivers to other, more low-emission modes of travel and would sit well within this Strategy.
- **45.** Focus Area 5a: Progressing work on heavy vehicle charging (buses and trucks): While Hamilton City Council is not actively looking into this area at this stage, the Council supports the intentions and further actions suggested within this Focus Area.
- **46.** We encourage this Focus Area to be cognisant of the matters discussed in Focus Area 2b to ensure small and/or rural towns are well considered in regional and national network development.
- **47.** Focus Area 5b: Decarbonising other modes across the system and ensuring a coordinated investment approach: While Hamilton City Council is not actively looking into this area at this stage, the Council supports the intentions and further actions suggested within this Focus Area.

#### Introduction

- **48.** Hamilton City Council welcomes the opportunity to make a submission to the Ministry of Transport's March 2023 **Charging our Future Draft Long Term Electric Vehicle Charging Strategy for New Zealand**.
- **49.** Although we support the overall direction and intent of the Draft Strategy, we do have some reservations and suggestions for prioritisation and refinement.
- Our feedback is primarily structured under the Draft Strategy's five Outcomes and their constituent Focus Areas.
- **51.** We note a number of inferences in the Draft Strategy on the need for collaboration, networking and shared systems and development of consistent approaches, standards and support frameworks and would like to draw the attention of the Ministry of Transport to such work that is currently underway.
- 52. Early in 2022, three Councils in the Waikato Region, who were experiencing pressure to take action on developing EV charging infrastructure in their areas, came together to pool their knowledge, learnings and experiences. Hamilton City Council has been instrumental in the establishment of the Waikato Regional EV Network Infrastructure Working Group (and associated Elected Member Steering Group), which was formed with a central goal to develop a 'Toolkit' of templates, resources, and guidance for Waikato Councils to use on their EV Supply Equipment (EVSE) journey.
- **53.** The intention of this Group is to seek a more strategic, collaborative, and consistent approach towards developing the EVSE network across the Waikato to support both Councils and EVSE providers to move forward with confidence.
- 54. Importantly, this work would result in reduced duplication of effort and resource use for participating Councils, consistency in expectation setting, messaging and process for providers and consistency in user experience and best practice outcomes for EV users across the Waikato Region. Since late 2022, membership of the Group has grown to include all councils and meetings are well attended and valued as demonstrated by strong participation and engagement.
- **55.** To date, the following documents have been developed and are in final review (except principles which are final) and undergoing communications design before the toolkit is published:
  - Guiding strategic principles and priorities to support decision-making.
  - A comprehensive set of weighting criteria to assess EVSE proposals and procurement processes.
  - Generic EVSE policy template (based on the guiding principles).

Page 6 of 14

- Licence to Occupy Agreement templates (two versions lite and comprehensive to cater to different needs and scales of activity or types of engagement).
- Considerations for choosing EVSE sites/locations (insights into why and where to put in terms of network development as well as site specific/technical considerations).
- Collated links and resources useful articles, research, government policies and standards.
- FAQs to support Councils at the beginning of their EVSE network development journey.
- Glossary of Terms for EVSE and related activity to support consistency in terminology and understanding.
- **56.** Hamilton City Council also actively participates in the 'Big 5' EV forum run by Waka Kotahi for the last 18 months, which is a place for the five metropolitan cities to network, learn from each other, share working drafts and approaches and to input into Waka Kotahi projects such as the EVSE guidance currently being drafted.
- **57.** Our involvement, learnings, and experiences as part of these groups and in setting up a recent trial of 10 EV charging stations at a number of our key visitor destinations and other facilities in Hamilton inform the comments in this submission.
- **58.** We would be very happy to talk to the Ministry of Transport about the regional work and planned future activity. Indeed, Waka Kotahi has representation on the Group and has expressed interest in sharing our approach nationally.

## **Vision and Scope**

- 59. We support the Vision of the Draft Strategy as being both concise and thorough and focused on the key requirements for a fit-for-purpose and user focused EVSE network.
- **60.** We support the three components of the Scope. However, we note that the commitment to an equitable transition for all New Zealanders to EV use is not strongly reflected in the body of the Draft Strategy. Some suggestions are made as to where this could be enhanced.

## **Key Thoughts**

- **61.** Hamilton City Council believes that a number of key conversations and important considerations are missing from the Draft Strategy. A brief outline of what these are follows, with more specific suggestions relating to these throughout the feedback contained under the relevant headings.
- 62. What are the Roles and Responsibilities of the Different Players?
- 63. In considering how best to respond to the growing interest in and use of EVs within our transport system, Hamilton City Council first took the time to ask what its role and responsibilities are in this space. Staff took this conversation to Council's Infrastructure and Transport Committee and asked them to determine where on a scale from promoter/supporter up to service provider they saw Council's role. The Committee chose the category of 'Active Facilitator' proactively building an environment that encourages and supports increased EV infrastructure. This was also the popular choice for the other Waikato Councils.
- 64. This conversation is missing from the Draft Strategy. There are sections that imply a certain expectation that Councils will provide infrastructure, for some this doesn't sit comfortably as a core service of a Council. It is not clear what the Government expects its role to be or that of Waka Kotahi, commercial EVSE suppliers or the energy distributors. We believe clarity in this space would support clearer direction-setting, terms of engagement and boundaries of operation.
- 65. Diversity in Need and Priorities
- 66. This theme does come through in part in Outcome 2b, but from our experience working across regional and national forum, we believe it could do with more emphasis i.e., emphasis not only on that some geographical features (such as being rural or a seasonal holiday hotspot) will mean EVSE

Page 7 of 14

- network requirements are particular, but also on allowing for different community or Council priorities for local EVSE networks.
- 67. The Draft Strategy appears to have a strong focus on Direct Current (DC) and journey charging infrastructure. For us, as a city with high ability for off-street residential charging and being bounded by state highways that bypass the city, where EV users on a journey are likely to be supported by DC charging hubs to the north and south of the city this is not our priority.
- 68. Hamilton City Council is particularly interested in how to support visitors coming to spend time at our attractions, events and facilities and using Alternating Current (AC) to do so. Other Councils will have different priorities for the EVSE networks in their areas e.g., using infrastructure placement to 'enliven' marginalised communities. We believe there is value in AC charging and that a robust EVSE network balances both types of charging. More space within the Final Strategy, network development planning and EECA funding for accommodating different types of EVSE and approaches to network development would be welcome.
- **69.** We also suggest that there are different ways the development of EVSE networks may contribute to supporting better outcomes for communities beyond simply ensuring people can get access across the country in their EV with confidence. We would like to see some broader and more innovative discussion on this.

#### 70. Data and Information Sharing

- **71.** We strongly support all intentions within the Outcomes and Focus Areas of the Draft Strategy to gather, analyse and openly share more quality and comprehensive information and data relating to EVSE and EV ownership and use patterns and quality projections of growth and trend expectations.
- **72.** This information is greatly lacking and essential to support evidence-based planning and to ensure we grow a network that has the 'right infrastructure in the right place at the right time'.
- 73. Focus Area 3b raises this need, however we would like to suggest the data that is useful for Councils to understand community use patterns and if and how needs are being met are quite different to that of other players in the network. We hope consideration will be given to this as data collection and sharing systems develop.
- 74. Another aspect relating to information that Hamilton City Council would like to emphasise as a priority is visibility of the detail of existing and planned electricity networks and capacity. This is noted as a further action under Focus Area 1a. Our experience to date suggests this is a top priority if we are to be able to move forward at pace and with confidence, and that we are building a sound and sustainable network.

#### 75. A Commitment to all New Zealanders to Support an Equitable Transition

- 76. EVs are inherently (due to their relative expensiveness) not available to all New Zealanders. How to ensure we at least do not exacerbate existing inequity of opportunity for those wanting to transition to EVs and do what we can to leverage the benefits of EVSE for marginalised communities, localities, and demographics (e.g., those with accessibility challenges) is a common discussion at the Waikato Regional EV Infrastructure Working Group.
- 77. Hamilton City Council would like to see this commitment more thoroughly embedded throughout the Final Strategy and more thought given as to how national network development might better support this scope statement, including what the obligations of the market may be in terms of equitable outcomes.

Page 8 of 14

# Outcome 1: Our national EV Charging System is Underpinned by Affordable, Reliable, Secure and Safe Power Supply and Infrastructure

#### Focus Area 1a: Minimising stress on the electricity network

- **78.** Hamilton City Council agrees with the importance of this Focus Area, ensuring that we are forward thinking and proactively planning for and mitigating the impact increasing EV adoption will have on the national (and local grids), which is essential. However, to do this we need better information and that is currently hindering best practice network design at the local government level.
- **79.** In our experience, the lack of visibility of existing and proposed electricity networks, connection points and capacity has been a barrier to moving quickly on planning and delivering EV charging infrastructure.
- **80.** Improved visibility of such information could support more conversations on, and potentially incentivise, proactive investment in initiatives such as solar powered micro-grids to augment spaces where grid capacity is low. Better information creates greater confidence for local government to take action to drive our own innovative approaches in this and other progressive areas.
- **81.** As a result, we suggest a second Focus Area relating to visibility of the electricity network and encourage the prioritisation of the suggested further action: *Publish detailed electricity network capacity data so public and private infrastructure planners can see where constraints are to encourage efficient investment*.
- 82. It makes sense to encourage EV users to charge during off-peak times but may be worth considering if this has any implications for disadvantaging some users in terms of an equity lens i.e., are the off-peak times the main times certain demographics may be needing to charge and therefore being penalised?

# Outcome 2: All EV Users can Safely Access and use EV Charging When and Where Needed

- **83.** This Outcome appears to be the one best placed to support the scope commitment for an equitable transition to EVs for all New Zealanders. However, it is missing a link to the users/communities having the opportunity to say where and when they want and need EVSE.
- **84.** We would like to see consideration of how strategic network planning can support other important community outcomes, such as leveraging EVSE placement to bring economic benefits to or 'enlivening' potentially marginalised communities.
- **85.** There is also little comment (if any) on the need for cultural considerations and engagement when determining best practice and the appropriateness of locations.
- **86.** We see space within this Outcome (or perhaps within Outcome 3) for emphasising important best practice in terms of safety and accessibility considerations and suggest a third Focus Area or area of activity within an existing Focus Area relating to this.
- **87.** In particular, a focus on ensuring not just access but **accessibility** for all EV users. This could be supported by building principles of universal design and requirements to supply EVSE for mobility spaces into the Strategy to support good, equitable design of the network from the outset.
- 88. Hamilton City Council has been working with other Councils in the Waikato Region to compile a list of considerations for ensuring safe and accessible charging options for EV users when they are not charging at home. This list identifies a range of considerations such as those relating to EVSE site and location choices (safety through environmental design, appropriate lighting, and reception), consideration of universal design and accessibility needs for those with limited or assisted mobility, and physical placement choices that facilitate the best use/access to the infrastructure for example.

Page 9 of 14

- 89. This Outcome hints at/suggests targets but is not explicit about whose responsibility it is to achieve them. Please refer to our comments in the 'Introduction' section in relation to the need to understand the role of different actors in developing the public EVSE network at different levels (national, regional, and local).
- **90.** We also question whether incentives for greater commercial provision of EVSE should be included to support this Outcome, such as within large accommodation (e.g., hotels), retail and parking complexes.

# Focus Area 2a: Improving the equity of, and access to, safe residential/home charging

- **91.** We support further investigation to understand the different barriers and issues for access to residential EV charging.
- **92.** We would also be pleased to see reviews carried out based on evidence from such investigations of current relevant regulations and guidance provided to local governments in terms of best practice policy and regulation relating to EVSE in residential developments. Hamilton City Council has recently revised its District Plan rules in relation to this to ensure minimum provision of EVSE in future developments.

# Focus Area 2b: Accommodating for geographic variation in charging needs and energy supply

- **93.** As part of the work Hamilton City Council has been driving within the Waikato Region, the great diversity of needs and priorities for each district and communities within each of these has been a very salient and important consideration.
- 94. As such, we see this Focus Area and the acknowledgment of differing needs and capabilities behind it - as a priority when considering a national Strategy and planning. The needs of Hamiltonians and the support EV users need from Hamilton City Council are very different to those of Wellingtonians or Coromandel holidaymakers.
- **95.** This Focus Area highlights the need for good information, data, and evidence-based planning to support development of the 'right infrastructure in the right place at the right time'. Refer to previous 'Key Thoughts' section comments. We particularly support the identified further action: Monitor the expansion of the public EV charging network in line with EV uptake forecast levels across regions to inform investment.
- 96. In relation to the further action: Implement a consistent, practical planning and approval process for new EV chargers across councils. We support this as it is similar to work that is well progressed within the Waikato Regional EV Infrastructure Network Working Group that we are finding valuable. We have developed a Toolkit for all Councils within the Waikato Region to access that offers support in planning, weighting criteria for considering infrastructure proposals, policy, and contractual templates all supported by overarching guiding strategic principles and priorities. We would be glad to share this work to inform development of any national approach rather than 'reinventing the wheel'.
- **97.** We suggest that this Focus Area acknowledges the importance of understanding the needs of (existing and potential future) EV users from their perspective. Also, that communities are consulted on their preferences and aspirations in terms of the EVSE network development in their areas and those they use regularly.
- **98.** Regarding the proposed targets, we would want to see more detail on these, including whose responsibility it is to meet the targets/provide the infrastructure, how many chargers constitutes 'public charging at municipal or community facilities', and what support is available to deliver these. Any targets would benefit from careful analysis of need and definitions e.g., what defines 'limited off-street parking'?

Page 10 of 14

- **99.** Also, we would like to note that if targets are to be set for 2025 that are the responsibility of Councils to achieve, the resources and planning to do would need to be built into 2024 34 Long Term Plans, and as such clarity on this would be required urgently.
- **100.** We would also want to see flexibility in the choice of the infrastructure if it is required. For example, the EECA Low Emissions Transport Fund has a focus on supporting DC chargers in the current rounds, whereas Hamilton City Council's focus is currently on AC charging for users coming from out of town to spend time at our visitor destinations, recreation, and shopping facilities.
- **101.** An important part of the conversation exploring roles and responsibilities in developing the EVSE network involves asking "what obligation is there for commercial EVSE providers to ensure equity of access and opportunity to participate in the network?". It would be good to see this question taken into consideration within future Strategy iterations.
- **102.** For example, as part of the Waikato Regional collaboration, we have been considering including conditions in agreements that, in exchange for the opportunity to access public land, a provider may also be required to install EVSE in a location that, while perhaps not a priority from a commercial sense, is a priority for the Council from a community outcomes perspective.

# Outcome 3: Aotearoa's EV Charging System is Underpinned by Integrated Planning and Standards Across Multiple Sectors

#### Focus Area 3a: Improving standardisation and interoperability

- 103. We support improving standardisation and interoperability of EVSE for the purposes of an improved and consistent user experience. Indeed, this is another aim of the work we are carrying out with the Waikato Region. We are working on agreeing consistent approaches in terms of what Councils require from EVSE to encourage a seamless experience across our city and district boundaries, and to set consistent expectations across the region for those providers seeking to partner with us.
- **104.** We have incorporated and expanded upon the relevant Standards New Zealand PAS Guidelines and look forward to seeing these updated with the latest advice.
- **105.** Supporting EVSE providers to accommodate universal payment systems (e.g., bank/credit card/PayWave) instead of users having to download a multitude of apps for different providers would be a useful aspect of this work.
- **106.** We note the first point in further actions for this Focus Area is "promote... a customer-centred approach to EV charging". We would like to see this point, along with a focus on user experience and community outcomes, emphasised more in the Final Strategy to balance what, has to date in our experience, been industry led EVSE network development.
- **107.** In relation to the further action area: Support local authorities to implement the required public charging infrastructure. We welcome any support; however, we would want to understand how the 'required public charging infrastructure' may be defined or determined and by whom.
- 108. In relation to the further action area: Develop systems and support networks to share best-practice between local authorities, industry and central government to ensure guidance and regulations are feasible and proportionate. This is exactly the kind of work Hamilton City Council has been instrumental in driving at a regional and national levels and with the involvement of Waka Kotahi. It has been invaluable for staff working in the EVSE space and we strongly encourage this action, especially in the early adoption phase of EV uptake.

#### Focus Area 3b: Optimising data capture and use

**109.** We are very supportive of robust data collection, analysis and sharing of insights in relation to how EVSE is being used.

Page 11 of 14

- 110. EVRoam collects and shares useful information from an EV user perspective and to an extent supports planning by providing the current picture. The further actions note an option to investigate other information the market would want we would like to see an investigation into other information Councils would benefit from. For example, and time (day or night) of use can give us insights into who is using the EVSE and for what e.g., shopping, commuting, average visitor stays at facilities.
- **111.** Hamilton City Council would appreciate seeing more emphasis on national-led data enquiry, projections for EV ownership growth, locations of predicted growth and use patterns to support planning as we do not have the resources to commission this work at a local level.

# Focus Area 3c: Consideration of housing and urban development planning, where appropriate

- **112.** We support the intent to explore regulatory change in the housing and urban development sector to encourage charge-ready infrastructure or installed charge points in new builds. As with Auckland, Hamilton City Council is building similar requirements into its District Plan.
- 113. In relation to the further action area: Provide guidance material for local councils, landowners and developers (e.g., in regard to 'licences to occupy' granted to charging providers to place charging on council land). Again, Hamilton City Council has been progressing this work within the Waikato Region to encourage consistency in approach and support regional collaboration.
- 114. We encourage continued consideration of alignment of this work with other initiatives underway and the wider context of environmental and transport system goals. For example, goals to increase public transport use and reducing vehicle kilometres travelled (under the National Emissions Reduction Plan which includes EVs), generate challenges associated with encouraging more carparks and associated vehicle use, despite them being EVs.

## Outcome 4: Aotearoa's EV Charging Market Functions Effectively, Can Adapt and Evolve over Time, and is Attractive to Users, Operators and Investors

#### Focus Area 4a: Accelerating commercial investment

- 115. We support the intent to maximise a market-led rollout to build the EVSE network. This reflects our belief that, similar to petrol stations, a Council's role does not include EVSE provision and that this is better left to the commercial sector. While we may choose to support EVSE in our communities, our understanding of community needs and priorities for public funds within the transport system of Hamilton are likely to be different to that of commercial EVSE providers.
- 116. Relevant to this point is the focus on high-speed journey charging. This seems to be consistently the dominant type of charger supported by EECA and places the priority on EV users travelling longer distances not supporting EV familiarisation and use within communities. As previously noted, AC and not DC chargers are more applicable to Hamilton City Council EVSE plans at this stage.
- 117. We suggest more of a balance in the encouragement to the market and in the support provided by EECA to reflect the diversity of need in different communities and localities for different types of charging infrastructure. Also, to recognise the value of AC chargers to communities and users beyond just the speed convenience of DC charging.
- **118.** We support the Commerce Commission's review into any barriers to creating new connections in a timely and cost-effective manner and suggest this actively seek to identify and protect against potential anti-competitive behaviour as more and more electricity distributer also develop EVSE offerings.
- 119. All further actions under this Focus area are supported and encouraged by Hamilton City Council.

Page 12 of 14

**120.** Again, ensuring robust data and open sharing of information between the public and private sectors where appropriate will be important to support effective and efficient delivery.

#### Focus Area 4b: Enabling innovation in new technology and business models

121. Hamilton City Council supports the intentions and further actions suggested within this Focus Area.

# Outcome 5: Our National EV Charging System Supports the Transition to, and use of, Low-Emissions Transport Modes Across the Wider Transport System

- 122. We suggest work in relation to heavy vehicles and decarbonising other modes of transport remain cognisant and complimentary to developments in other types of energy sources, and should these be found to be a more effective and efficient options than electric power, the Strategy be reviewed accordingly.
- 123. Supporting the use of other types of e-devices (bikes, scooters, mopeds) is missing. This is an area of demand for many communities that can support transition of drivers to other, more low-emission modes of travel and would sit well within this Strategy.

#### Focus Area 5a: Progressing work on heavy vehicle charging (buses and trucks)

124. While Hamilton City Council is not actively looking into this area at this stage, the Council supports the intentions and further actions suggested within this Focus Area. We encourage this Focus Area to be cognisant of the matters discussed in Focus Area 2b to ensure small and/or rural towns are well considered in regional and national network development.

# Focus Area 5b: Decarbonising other modes across the system and ensuring a coordinated investment approach

**125.** While Hamilton City Council is not actively looking into this area at this stage, the Council supports the intentions and further actions suggested within this Focus Area.

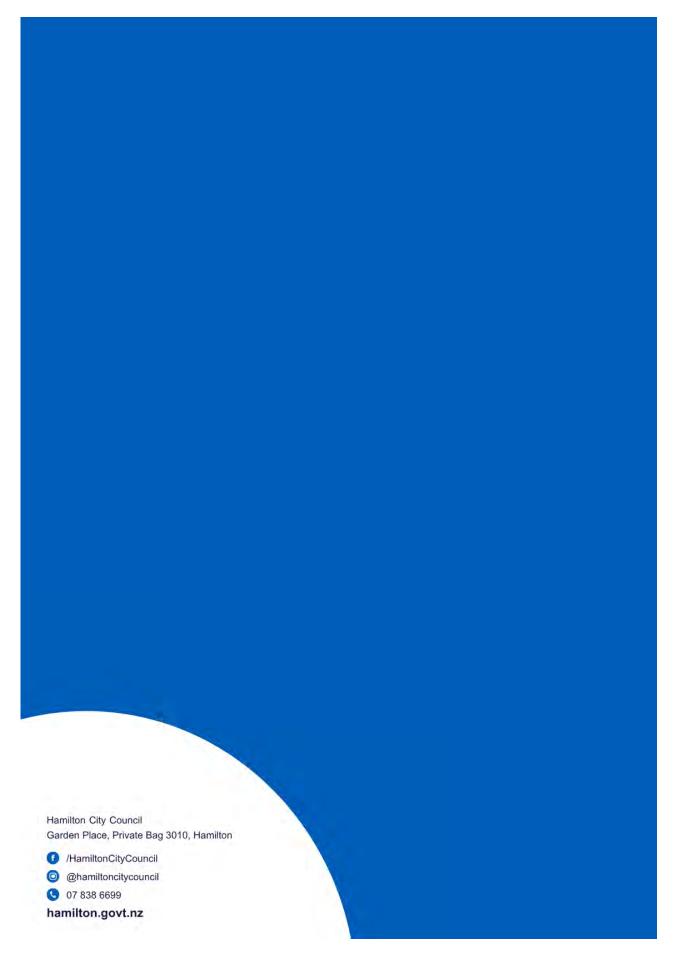
# Further Information and Opportunity to Discuss our Submission

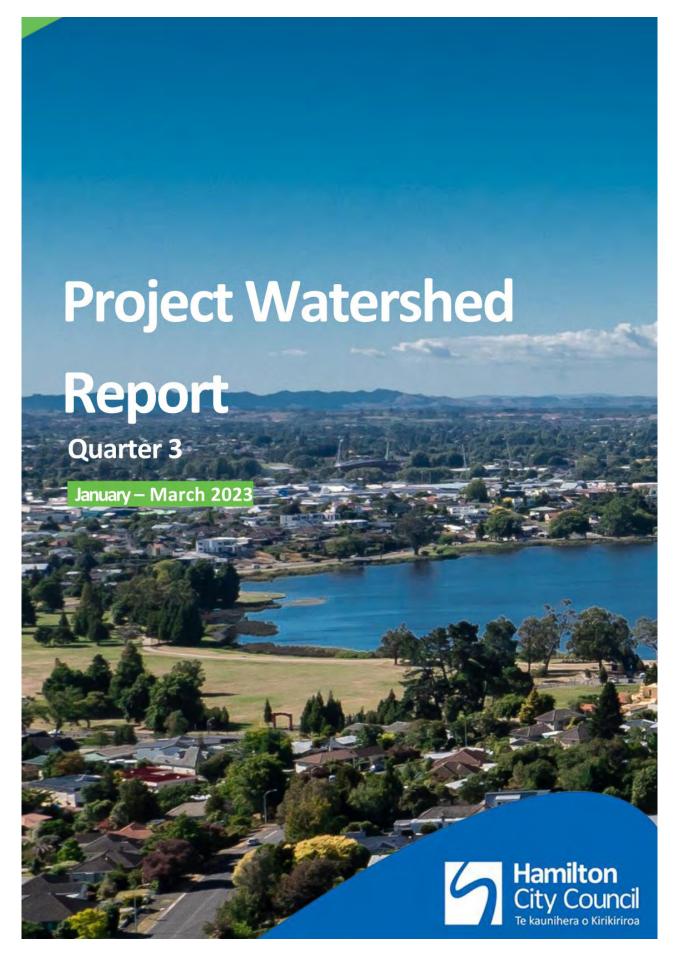
- 126. Should the Ministry of Transport require clarification of the submission from Hamilton City Council, or additional information, please contact Glenn Bunting (Urban Transport Policy and Planning Manager City Transportation) on 021 962 829, email glenn.bunting@hcc.govt.nz in the first instance.
- **127.** Hamilton City Council representatives would welcome the opportunity to discuss the content of this submission in more detail with the Ministry of Transport.

Yours faithfully

LVA

Lance Vervoort CHIEF EXECUTIVE





# **Contents**

Part 1 - Purpose of the report	3
Part 2 - Background	3
Part 3 - 2021/22 Year Work Programme Update	4
3.1 Health and Safety	4
3.2 Stream Maintenance	4
3.3 Project Watershed Management	4
3.4 Stream Bank Stabilisation	4
3.5 Community Tree Planting	4
3.6 Maintenance of works and gullys	6
3.7 Erosion Control Works	7
Part 4 - Financial Update	9

ssue	Reason for Issue	Author	Reviewer	Date
1	As per Purpose of report	M. Chevriot M.Seabeck	F. Sutton Maria Barrie	5 May 2023
2				



REPORT PW Q3 2022/23

Page 2 of 10

#### PART 1 - PURPOSE OF THE REPORT

The purpose of this report is to:

- a) Provide Waikato Regional Council and relevant WRC Committee(s) with highlights of the 2022/23 works programme carried out under the Project Watershed service level agreement.
- b) Report on the HCC's project watershed financial year to date operating performance.

#### PART 2 - BACKGROUND

Project Watershed (PW) is a joint plan of work between Hamilton City Council (HCC) and Waikato Regional Council (WRC) to ensure a holistic approach to river management.

Hamilton City Council provides services on behalf of WRC with a focus on:

- i. River Management ensure the river catchment is free flowing and stable;
- ii. Soil Conservation ensuring soil types are stabilised sustainably; and
- iii. Flood Protection works that protect land and assets from natural flood events.

HCC is responsible for the collection, transfer, and treatment of stormwater, which is generated through the urbanisation of land within the city boundaries.

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

PW covers works within the following rivers and streams within the city boundary:

- Kirikiriroa Stream and gully areas;
- ii. Te Awa o Katipaiki Stream and gully areas;
- iii. Waitawhiriwhiri Stream and gully areas;
- iv. Mangaonua Stream and gully areas;
- v. Mangakotukutuku Stream and gully areas;
- vi. Ohete Drainage District; and
- vii. Komakorau Drainage District.



REPORT PW Q3 2022/23

Page 3 of 10

### PART 3 - 2021/22 YEAR WORK PROGRAMME UPDATE

#### 3.1 Health and Safety

There were no Health and Safety issues reported for this quarter.

#### 3.2 Stream Maintenance

The table below outlines the routine inspection work carried out during 2022/23 Q3 reporting period.

JANUARUY, FEBRUARY, MARCH 2023	No. Streams Inspected	No. Blockage sites cleared	No, minor Blockages not cleared	No of areas of vegetation cleared	Erosion identified	Erosion Repaired, sites
Kirikiriroa	19	2	23		3	2
Mangakotukutuku	15	4	38		5	
Mangaonua	21		3		6	
Waitawhiriwhiri	16	8	13	2	6	
Te Awa O Kata Paki						

Total spend for Quarter 3 is \$48,456.00.

Year-to-Date is \$115,354.00 (61% of expected Financial Year spend). We expect full utilisation of the expected spend in this area.

#### 3.3 Project Watershed Management

PW management costs are made up of:

- scheduled monthly meetings with WRC;
- routine planning and scheduling of PW works; and
- reporting on completed works.

The budget is phased over the financial year at \$6,500.00 per quarter.

#### 3.4 Stream Bank Stabilisation

Stream bank stabilisation work is included in the stream maintenance activities (3.2)

#### 3.5 Community Tree Planting

Regular community events linked to Project Watershed 1 January - 31 March 2023:



REPORT PW Q3 2022/23

Page 4 of 10

Date	Event	Number of community attending	Link to Project Watershed		
Weekly Learning Links Hector Drive Bush Kindy- educational programme		12 +1 Jobs for Nature (JFN) team member	Mangaiti Gully		
Weekly	Anglican Action Group – weeding, pest control, planting	10	Mangaonua Gully		
Weekly	Weeding / maintenance / planting	8-10 each session	AJ Seeley Gully		
On going	JFN support for restoration work	4 JFN staff	Mangaiti Gully		
Weekly	Weeding, maintenance, planting	7	Mangaonua Gully		
Weekly	Weeding, maintenance, predator control, planting	15	Mangaiti Gully		
Fortnightly	Weeding / planting	10-12 each session	Hammond Park (adjacent to Waikato River)		
Fortnightly	Weeding, maintenance	7	Mangaonua		
Monthly	Weeding, maintenance, planting	10 -15	Donny park		
Monthly	Weeding, planting	20	Mangakotukutuku		
Monthly	Rototuna Primary Enviro Group – weeding, predator control, education	16	Mangaiti		
Monthly	Insoll Ave School Kakariki Enviro Group - weeding, predator control, planting, education	18	Mangaiti		

'One off' events linked to Project Watershed 1 January – 31 March 2023

Date	Event	Number of community attending	Link to Project Watershed		
March 2023	Hamilton East Play Centre 2 x Educational visits	15 AJ Seeley Gully			
March 2023	Glenview School -weeding/ releasing event	24	Mangakotukutuku		
March 2023 St Pauls 1st XV rugby team - weeding, rubbish collecting, spreading mulch		30	Donny Park		



REPORT PW Q3 2022/23

Page 5 of 10

Additional activities linked to PW between 1 January 2023 - 31 March 2023:

- Engagement with 34 private gully owners by HCC private gully advisor at sites connected to the Te Awa o Katapaki, Kirikiriroa, Kukutaruhe, Waitawhiriwhiri, Mangaonua and Mangakotukutuku streams. Providing education, advise and support around gully restoration along with provision of native plants for those residents actively engaged in restoration on priority gully sites. Of these 34 owners, 60 % are newly engaged residents.
- Commencing development of a Nature Play map for Kirikiriroa to encourage the community (particularly families) to explore our natural areas. Many of these are connected to the streams and Waikato River.
- Near completion on a refresh of the Gully Guide to assist private gully owners and community groups with restoration activities. Again, many of these are connected to the streams and Waikato River.
- Continued work on collaborating with various schools in Kirikiriroa with the goal of increased community engagement in restoration activities and awareness of the importance of our natural areas, particularly those with connections to streams and the Waikato River.



Glenview School Releasing event March 2023

#### 3.6 Maintenance of works and gullys

The Natural Area Rangers are now covering all the "Natural Areas" across Hamilton and are focusing on restoration of these areas. The plan is to increase native cover by pest plant removal and planned planting. Project Watershed makes up a large part of these areas and these works benefit both HCC and WRC.

**Plant pest**: removal continues in the following systems. Focus is now moving from containment to removal in some areas, using a spraying and cut and paste method:



REPORT PW Q3 2022/23

Page 6 of 10

- Te Awa O katipaki
- Waikato River
- Kirikiriroa
- Waitawhiriwhiri
- Manakotukutuku
- Mangaonua

**Releasing Plants:** As part of the planting programme, checking last years plants and releasing as needed.

Planting Prep: This activity has started for this season's plantings:

- Chartwell Park
- Porrit
- Te huia
- River path infill
- Sandford
- · Tauhara -Glen Lynne
- Te Hikuwai slip

Path and park maintenance: Increased activity this quarter due to Cyclone Gabrielle.

**Community Groups:** Removal and dump rubbish and weeds after community days. Over 100 bags of weeds have been dumped over this time.

**Mowing:** On going mowing of the access areas near streams. This activity saw an increase due to a wet summer.

Total spend for Quarter 3 is \$42,750.00.

Financial Year Budget: \$171,000 phased equally over the 4 Quarters. Year-To-Date is \$128,250.00 (75% of expected Financial Year spend \$171,000.00)

#### 3.7 Erosion Control Works

#### Kirikiriroa Stream - Tauhara Park gradient control (Cost \$9,445.00 - PW funded)

A gradient control structure was installed in the Kirikiriroa Stream in February located approx. 60m upstream of the Tauhara Drive access bridge. Additional gradient control/s along this reach likely to be required in future to help protect against downcutting.

Separate HCC funded erosion protection work was also undertaken to protect the sewer bridge pier which was at risk because of significant bank scour during Cyclone Gabrielle.



REPORT PW Q3 2022/23

Page 7 of 10



View from Tauhara Park access track.

#### Waitawhiriwhiri Stream erosion remediation - Seddon Road

Cyclone Gabrielle caused significant erosion damage to the Waitawhiriwhiri Stream channel downstream of Seddon Road. Emergency erosion remediation and protection works were undertaken during March, including three PW funded stream channel work items, and one HCC funded item related to wastewater infrastructure, as detailed below:

#### 1. Seddon Road - Rock groynes and blockage removal (Cost \$33,798.00 - PW funded)

Three rock groynes were constructed on the true left bank at 14 Goldsmith St following cyclone damage. Channel obstructions were removed at two locations – adjacent to the rock groynes and 60m downstream - to minimise the risk of ongoing erosion of the true left bank.

#### 2. Seddon Road – Wastewater storage protection (Cost \$98,350.00 - HCC funded)

Rock toe protection was installed along the true right bank downstream of the Seddon Road culvert outlet to protect wastewater storage tanks.

#### 3. Seddon Road - J hook gradient control (Cost \$23,656.00 - PW funded)

A J-hook structure was constructed upstream of the rock groynes to prevent the true left bank from undercutting.

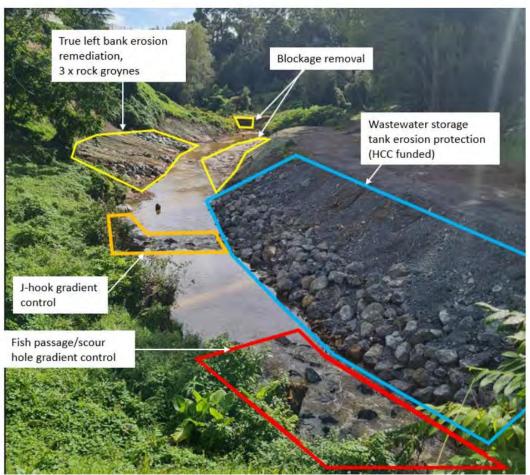
Seddon Road – Culvert outlet gradient control/fish passage (Cost \$28,290.00 – PW funded)



REPORT PW Q3 2022/23

Page 8 of 10

A deep scour hole immediately downstream of the road culvert outlet was filled and gradient control added to protect the culvert apron and restore fish passage.



View of erosion works downstream of Seddon Road.

Total PW spend for Quarter is 3 \$\$95,189.00

Year-To-Date is \$95,189 (44% of Financial Year budget \$215,000.00). Forecasted end of financial year spend is slightly over budget at \$218,789.00.

#### **PART 4 - FINANCIAL UPDATE**

The overall financial progress year to date is on budget. For specific operational expenditure summary please refer to the table below.

Stream Bank Stabilisation budget is split:

• \$55,000.00 Three Waters: This spend is incorporated in the PW Stream Maintenance budget (see section 3.4).



REPORT PW Q3 2022/23

Page 9 of 10

• \$35,000.00 Parks and Recreation: This spend is used for planting to provide stream bank stabilisation.

Purchasing plants for Community Tree Planting and Stream Bank Stabilisation is completed over Quarter 4. Parks and Recreation are forecasting the total budget of \$68,000.00 to be used over this period ready for planting over the coming winter months.

Forecasted overspend \$3,789 has been approved by WRC.

Projects	Owner	QTR 3 Actuals (\$)	YTD Actuals (\$)	Annual Budget	Variance	Percentage Spend	Forecast Spend to 30 June 2023 (\$)	Variance
Project Watershed Stream Maintenance	Waters	48,456	115,354	133,700	18,346	86%	133,700	0
Project Watershed Management	Waters	6,500	19,500	26,000	6,500	75%	26,000	0
Stream Bank Stabilisation	Waters/Park s	0	0	90,000	90,000	0%	55,000	-35,000
Community Tree Planting	Parks	0	0	33,000	33,000	0%	68,000	35,000
Maintenance of works and gully's	Parks	42,750	128,250	171,000	42,750	75%	171,000	0
Erosion Control works (LOS)	Waters/Park s	95,189	95,189	215,000	119,811	44%	218,789	3,789
TOTAL		192,895	358,293	668,700	310,407	54%	672,489	3,789



REPORT PW Q3 2022/23

Page 10 of 10



# **Expression of Interest Application Form**

**Urban VKT Reduction Programmes** 

23 February 2023





## **Purpose**

The purpose of this Expression of Interest (EOI) is to gather information to understand your area's readiness and needs to develop a VKT reduction programme, with the **EOI due 30 March 2023**.

We are focused on the Tier 1 areas<sup>1</sup> first; this process will be repeated for Tier 2 areas<sup>2</sup> later in the second half of 2023.

We have developed the EOI such that it is a self-assessment, an opportunity for you to assess where you are on the VKT reduction journey and identify where you need assistance in order to produce a VKT reduction programme.

Every Tier 1 and Tier 2 area will receive a proportion of funding to assist with the development of a VKT reduction programme in line with the sub-national targets to be set by Te Manatū Waka Ministry of Transport.

We will use the EOI information including your assessment of your current state to assess and fairly allocate the available funding based on need.

## What can the funding be used for?

Funding is provided from the Climate Emergency Response Fund (CERF). The purpose of this funding is not to implement an improvement activity, it is to assist you to develop your VKT reduction programme that will meet the VKT reduction targets. The funding can be used to support work required to successfully develop your programme.

This includes using the funding to support partnering with iwi, community representatives and groups as well as identifying and filling gaps between existing plans, strategies and other documents. The funding request can also include consultant or contractor resource to backfill existing roles, or to bring in resource to coordinate and prepare programme development. The funding is to support you to identify and produce an Urban VKT Reduction Programme that meets the targets that will be set for the Tier 1 and Tier 2 areas.

#### What is an Urban VKT Reduction Programme?

The requirement for Urban VKT Reduction Programmes comes from the Government's <a href="Emissions"><u>Emissions</u></a></a><a href="Reduction Plan.">Reduction Plan.</a>. The detail around VKT reduction is further expanded in the <a href="Decarbonising Transport">Decarbonising Transport</a><a href="Action Plan.">Action Plan.</a>. The Manatu Waka Ministry of Transport is also in the process of developing sub-national VKT reduction targets that will apply to each urban area required to produce an Urban VKT Reduction Programme. These targets will be engaged on in the coming months by Te Manatu Waka.

An Urban VKT Programme ultimately consists of the following:

- A programme of actions, including timing, lead agency and costs (framed around three strategic shifts and seven focus areas, evidenced and documented in a form that can be incorporated into Regional Land Transport Plans (RLTP)
  - o Shaping urban form
    - Create thriving and resilient communities
  - o Make shared and active modes more attractive.
    - Improve the reach, frequency and quality of public transport
    - Deliver a step change in active modes
    - Facilitate car sharing and shared trips
    - Rebalance the road network and its use to support public transport and active modes.
  - o Influence travel demand

Waka Kotahi NZ Transport Agency Interest Application Form- 2

Expression of

<sup>&</sup>lt;sup>1</sup> Tier 1: Incorporating Councils from the urban areas of Auckland, Hamilton, Tauranga, Wellington, and Christchurch.

<sup>&</sup>lt;sup>2</sup> Tier 2: Whangarei, Rotorua, New Plymouth, Napier Hastings, Palmerston North, Nelson Tasman, Queenstown, and Dunedin.

- Manage car parking and vehicle-use, and incentivise public transport and active modes
- Communicate solutions and create comprehensive travel plans

This is to be supported by the following:

- A description of the scale of the challenge gap between current state, forecasted trends and the 2035 target
- · Local / sub-region context, and vision for the future
- Barriers to achieving the 2035 target
- The pathway to achieving the target, including early wins, sequencing and timing.

The process to develop each Urban VKT Reduction Programme will differ based on the state of the unique governance arrangements and planning processes in each urban area. The key to developing the programmes will be the partnering of the councils in each urban area, with Māori, community and Waka Kotahi. For Tier 1 councils, the Urban Growth Agenda (UGA) partnerships and associated working groups will be the primary avenue for the programme development.

A key component of the process is preparing a draft programme (placeholder or otherwise) in time for draft RLTP submission dates in the second half of 2023.

While we anticipate VKT reduction being woven through regional/sub-regional urban area specific processes and activities is underway, the expectation is that a brief Urban VKT Reduction Programme summary will also be produced to submit as a stand-alone document.

## How will funding be assessed and allocated?

The purpose of the EOI is for each Tier 1 and Tier 2 area to identify the tasks/resource required to complete an Urban VKT Reduction programme specific to each area's circumstances. The purpose of assessing this EOI is to review what is proposed (e.g.: the tasks identified and costs) and whether they will meet the minimum requirements of an Urban VKT Reduction Programme (described above).

Organisations in each urban area (including Waka Kotahi) are expected to partner together to develop the EOI. Noting the spread of potential interventions across land use, transport, behaviour and pricing, for Tier 1 urban areas and the required integration of these across council boundaries, we strongly encourage the UGA partnerships to play a lead role in forming the EOI and developing the Urban VKT Reduction Programmes.

#### **Key EOI themes**

We have intentionally kept the EOI process brief. We want to quickly drill into the current state, the gaps and likely resource requirement for each area to produce their Urban VKT Reduction Programme. Note the focus on the Avoid/Shift components of the Avoid/Shift/Improve framework.

Key themes covered in the EOI include:

- · Strategic alignment
  - Readiness to deliver
  - Existing planning and gaps
- · Community and engagement
  - What existing forums are established for iwi/Māori engagement
  - How far along are the VKT reduction conversations and input from the community representatives, iwi/Māori
  - Resource requirements
- Programme
  - Drilling into the existing programmes of work, what business cases are approved, underway or are yet to be progressed?
  - When will they finish and make a contribution to an Urban VKT Reduction Programme
  - Identify gaps, deficiencies, and key dependencies
  - o Costs, resources, timing

Waka Kotahi NZ Transport Agency Interest Application Form- 3

Expression of

## **Application process**

In addition to completing the EOI form at the bottom of this document, the application process will use Transport Investment Online (TIO) system for the lodging of applications, approving and funding claims. Note that only one application per urban area will be accepted through the respective Regional Council or Unitary Authority (e.g., for the Greater Christchurch urban area, Environment Canterbury would submit the application on behalf of the partners) or administration lead for the Urban Growth Partnership. The purpose of this is to ensure a cohesive approach to programme development is secured for each urban area, including working with Waka Kotahi through development of the EOI.

Members of the VKT Reduction Team at Waka Kotahi will assist with the TIO process, including supporting pre-population of common fields.

Following submission of the EOI, an internal moderation will be undertaken by Waka Kotahi, which may include conversations with the respective applicants to understand the scope of what is being sought. The aim is for funding to be released to the five Tier 1 urban areas in April 2023.

#### **Application Timeline**

- March 2023 Funding application and allocation process underway, focussing on tier 1 areas.
- 30 March 2023 EOI application due, including submitting in TIO.
- April 2023 Moderation of Tier 1 applications including continued engagement and partnering with tier 1s to refine applications.
- April-May 2023 Funding approved in TIO.
- Note that for Tier 2 urban areas, a similar EOI process is proposed to start in September 2023 approx.

**Waka Kotahi** NZ Transport Agency Interest Application Form- 4 Expression of

# VKT Reduction Programme Expression of Interest Form

Hamilton City Council elements of Tier 1 submission

Updated 23 March 2023

(note draft submission only - not yet confirmed by Elected Members)

Strategic Alignment – the purpose of these questions is for you to consider how far along your 'VKT
reduction journey' your urban area is – what plans and processes do you have underway that could become
a vehicle for developing a VKT reduction programme? Consider your UGA partnership programme and RLTP.

1.1 Is your Tier 1 urban area aligned to deliver the scale and pace of VKT reduction targets set by MoT? (Y/N, and please note your related strategic targets)

No – Waikato Tier 1 have visions and business cases for achieving emissions reductions but these do not deliver at the scale and pace required to achieve Governments targets. Current targets are set through:

- Metro Spatial Plan
- RLTP 30% reduction in emissions by 2030
- Access Hamilton 30% reduction in emissions by 2030.
- HCCs Climate Change Strategy Our Climate Future 30% reduction in emissions by 2030

1.2 Identify the strategic and or network plans and programmes you have in place that will contribute towards achieving the VKT reduction targets. For example, mode shift, walking and cycling, public transport, parking, spatial plans/land use. (List)

- Metro Spatial Plan programme business case has been completed, future detailed business cases will be developed for focused projects.
- RLTP plan for 10-year outlook
- Regional Public Transport Plan plan in place for 30 year outlook. No delivery plan as yet, under development.
- Hamilton PT corridor planning completed to improve key corridors and services, waiting for approval and investment to deliver projects – design work underway.
- Hamilton Biking and Micro-mobility business case completed, awaiting approval and investment for 10 year programme. 30 year vision yet to be developed into a programme.
- Hamilton Carshare policy development original agreement is trialing an exclusive agreement with Mevo.
   Council have agreed to develop a new policy.
- Hamilton Parking
   — new technology to be rolled out in coming months for smart kiosks. Freeing up enforcement
   officers to focus on poor parking behaviours in wider communities will help improve safety for walking/cycling.
- Hamilton Transport Choices programme \$38M approved through CERF funding for investment in cycleways and safer walking choices city-wide
- Hamilton Low Cost Low Risk programme
- Hamilton Walking and Cycling programme
- Hamilton City Speed Management Plan
- Hamilton District Plan Change 5 Peacocke Structure Plan
- Hamilton District Plan Change 12 Enabling Housing Supply

1.4 What planning processes are underway in your area, whether these are directly involved in the VKT reduction programme or not (e.g.: spatial planning, land use, structure planning, strategic planning, transport planning). How would additional funding compliment these existing processes, what would additional funding be used for? (Consider your own documents, such as the TERP, Spatial Planning work, RLTP development etc).

Strategic Alignment – the purpose of these questions is for you to consider how far along your 'VKT
reduction journey' your urban area is – what plans and processes do you have underway that could become
a vehicle for developing a VKT reduction programme? Consider your UGA partnership programme and RLTP.

Metro Spatial Plan proof of concept development work for freight and network optimisation (Future Proof/Phil to provide more details)

Vehicle occupancy and parking occupancy and origin data for key shopping/locations (HCC analytics)

- Traffic monitoring through the operations team could be expanded to monitor across the wider Tier 1 councils.
- Need improved data to inform current and historic use of PT.

Hamilton Biking and Micro-mobility business case provides a 30 year vision and a 10 year programme, but limited budget to deliver. Additional funding for developing the programme would accelerate initiatives improving scale and pace.

Hamilton Carshare policy to be developed, see above. Resource to support this could enable a wider consideration of encouraging greater use of carshare providers by businesses and the community with the aim of reducing vehicle use/ownership in Hamilton.

Hamilton PT improvements planned, but long-term approach will result in slow achievement towards targets – need to investigate opportunities for Park and Ride/Walking/Cycling hub zones and other opportunities for faster shift to PT use. Also investigate value of separating school and commuting PT – 'safer' school buses for kids may encourage greater use, similarly buses focused on commuter needs (eg not stopping at all the schools) is likely to be more attractive to workers in Hamilton.

- 1.5 Have you identified areas of planning for your Tier 1 urban area that you will need to focus on, to achieve the VKT reduction targets? Please explain further and identify these areas below. (List and explain e.g.: what does assessment of Spatial Plans show for your urban area?)
  - Buses need significant increase in capacity, but main constraint is driver availability. Investigate local plan for driver training/cadet/support/incentive programme to increase number of local bus drivers.
  - Plan for improving PT from wider commuter towns Cambridge, Morrinsville, Te Awamutu, Te Kowhai, Te Kauwhata etc. to address long distance VKT reduction (22% of Tier 1 trips)
  - Investigation into opportunities to require/help/incentivise large organisations in Hamilton City to develop travel plans for staff and encourage subsidising PT/walking/cycling, Could include carpooling and carshare schemes.
  - · Carshare policy development
  - Investigate smart parking management to enable dynamic pricing (eg, price by time of day or week/weekend rates etc) and implementation strategy (ie the broader PT, walking and cycling triggers for introducing charging).
  - Investigate opportunity to introduce special purpose lanes in Hamilton
  - Investigate potential to encourage higher PT patronage by separating school and commuting traffic. 'Safer' school buses in urban areas for kids may encourage greater use, similarly buses focused on commuter needs (eg faster/not stopping at all the schools) will be more attractive to workers in Hamilton.
  - Investigate enforcement strategies for special purpose lanes (T2/T3/bus/cycle) introduced to support VKT reduction
  - Develop early start to Rapid Transport 1 (RT1) corridor, looking at an accelerated multimodal package
    approach including park and ride (Te Awa/airport/Cambridge?) and introducing expansion and increased
    charges for paid on-street parking in Central City (including implementing Central City Transformation Plan
    (zero emissions zone), walking/cycling and TGH's review of their central city parking).
  - · Unfunded multi-modal/accessibility element for the Meso network model development (Tony to advise)
  - PT on/off boarding and vehicle occupancy data collection (WRC to advise on PT aspect)
  - Investigations into viability of wider train services to address long distance VKT reduction (22% of Tier 1 trips) Te Huia currently only single direction Hamilton to Auckland am and return pm. Expand for Auckland to Hamilton commute, and wider availability.

1.6 Of the identified areas above, how can Waka Kotahi assist your Tier 1 urban area in meeting the VKT reduction targets? (List and explain)

1. Strategic Alignment – the purpose of these questions is for you to consider how far along your 'VKT reduction journey' your urban area is – what plans and processes do you have underway that could become a vehicle for developing a VKT reduction programme? Consider your UGA partnership programme and RLTP.

- 1. Programme/Project management + tech support to develop VKT Reduction programme (\$100-200k)
- 2. Development of joint comms engagement plan + delivery (\$300-400k (incl \$160k for iwi FTE))
  - a. -Community engagement resource supporting transport activities and understanding of transport& climate change
  - b. -lwi engagement
- Development of joint data coordination, management, and monitoring plan. Tier1 Improvements to data/information to inform planning, including: (\$60-100k)
  - a. develop and establish data cleaning and imputation;
  - create data processing workstreams for PT data to provide road link occupancy, origin, destination, and pathing; and
  - design and develop a traffic volume base network that updates regularly for RAMM volumes for VKT estimates using real-time data
- System Optimisation Plan to consider staging and timing of PT, active & micro mobility in Metro and North Waikato (non-subsidised part of \$600-800k) including:
  - a. community testing with focus groups to understand what services communities need to encourage their use (\$60k);
  - Develop plan for improving PT from wider commuter towns Cambridge, Morrinsville, Te Awamutu, Te Kowhai, Te Kauwhata etc. to address long distance VKT reduction (22% of Tier 1 trips) (60K);
  - separating school and commuting traffic. 'Safer' school buses in urban areas for children may
    encourage greater use, similarly buses focused on commuter needs (eg faster/not stopping at all
    the schools) will be more attractive to workers in Hamilton. (\$60k)
  - d. local plan for driver training/cadet/support/incentive programme to increase number of local bus drivers (\$40k)
- Develop early start to Rapid Transport 1 (RT1) corridor, looking at an accelerated multimodal package approach including park and ride (Te Awa/airport/Cambridge?) and introducing expansion and increased charges for paid on-street parking in Central City (including implementing Central City Transformation Plan (zero emissions zone), walking/cycling and TGH's review of their central city parking) (\$300-500k)
- 6. Hamilton depot scoping work (WRC) (\$50-80k)
- A PT service frequency and new route acceleration project validation of options / patronage / mode shift / impact on other routes. This is mostly an analytics project. (\$60-100k)
- Work to continue to optimize networks on the H2A corridor, looking at VKT benefits of Te Huia service expansions to River Communities (current business case underway) and planning additional connectivity to these new services within the communities of Te Kauwhata, Huntly, Pokeno. (\$160-200k)
- 9. Investigate greatest opportunities for increasing PT patronage region-wide, including:
  - a. community testing with focus groups to understand what services communities need to encourage their use (\$60k);
  - Develop plan for improving PT from wider commuter towns Cambridge, Morrinsville, Te Awamutu, Te Kowhai, Te Kauwhata etc. to address long distance VKT reduction (22% of Tier 1 trips) (60K);
  - separating school and commuting traffic. 'Safer' school buses in urban areas for children may
    encourage greater use, similarly buses focused on commuter needs (eg faster/not stopping at all
    the schools) will be more attractive to workers in Hamilton. (\$60k)
  - d. local plan for driver training/cadet/support/incentive programme to increase number of local bus drivers (\$40k)
- Investigate opportunities to require/help/incentivise large organisations in Hamilton City to develop travel plans for staff and encourage subsidising PT/walking/cycling, including carpooling and carshare schemes. (\$40k)
- Investigate smart parking management to enable dynamic pricing (eg, price by time of day or week/weekend rates etc) and implementation strategy (ie the broader PT, walking and cycling triggers for introducing charging). (\$50k)
- Investigate enforcement strategies for special purpose lanes (T2/T3/bus/cycle) introduced to support VKT reduction (\$15k)

- 2. Community the purpose of these questions is to understand your context, and present state in terms of partnering of VKT reduction and related topics
- 2.1 As part of the overall engagement and conversations with respect to VKT reduction (and similar conversations on spatial planning and mode shift etc), have Māori and iwi been engaged? What are the existing opportunities for partnering specifically with Māori on VKT reduction? (Explain e.g.: state of relationship through UGA Partnerships).

Maaori and iwi have not been directly engaged to date. Internal Amorangi Maaori advisor suggests external resource would be very useful to engage and advise on the VKT Reduction programme development. Opportunity to work together as a regional group on this.

2.2 Provide examples of community and Māori engagement on VKT reduction and explain where the Tier 1 urban area is with these conversations. (List/explain)

No community or Maaori engagement on VKT Reduction as yet.

2.3 The ERP requires community reps to be involved in developing the VKT reduction programme. Have you begun those discussions (or have existing forum for discussion)? Is there good representation of the community from your area? (Please explain and provide examples)

No discussions yet with community on VKT programme. We have the following community engagement opportunities available as options:

- HCC hold "In Your Neighbourhood" days to engage on programmes of work and activities, we can access a
  programme from comms to determine when upcoming events may be of value to add VKT reduction
  messages to.
- Future of the Transport System Focus Workshops managed by the University a good example. (Robyn)
- Hamilton Kirikiriroa Focus Group/Citizens Advice Panel available to use refer Tegan Andrews
- 2.4 Does your Tier 1 urban area require additional resource to assist with Community/iwi partnering around the VKT reduction programme? (Explain e.g.: what resource do iwi organisation partners need to fully participate e.g.: staff backfilling etc)
  - · Development of joint comms engagement plan and delivery
  - Opportunity for community engagement resource to support understanding transport activities and climate change & transport issues
  - Iwi engagement

3. Programme Development – these questions ask you to think of the activities you already have identified in existing programmes of work that could form the starting point of a VKT Reduction Programme. What do you already have, what's in progress, and is there any work underway to accelerate?

Does your planning consist of the following, or a combination of the following measures? Please comment on suitability/status/or any other thoughts.

Measures	Comment	
Encouraging urban development in areas with current and/or planned frequent public transport.	Yes – Hamilton Urban Growth Strategy – promotes growth along transport corridors.	

3. Programme Development – these questions ask you to think of the activities you already have identified in existing programmes of work that could form the starting point of a VKT Reduction Programme. What do you already have, what's in progress, and is there any work underway to accelerate?

HCCs Parking Policy sets the guiding principles for the development of area-specific parking management plans, and site and land use specific parking management.
However, this is not used for demand management yet. Roll-out of smart kiosks and updated charging framework needed to enable parking management.
PT plans in place, but needs increase in scale and pace for implementation to achieve required results.
Yes – Biking and Micro-mobility business case
Yes – Biking and Micro-mobility business case
No
Yes - Intelligent Transport System used to monitor performance of traffic lanes and manage as needed.
Yes – Safe Speeds programme completed and low- speed neighbourhoods in place, speed management continues to increase through roll-out of more raised platforms.

3.2 Considering the scale and the pace required to deliver the VKT reductions in your Tier 1 urban area, can you identify the key dependencies and when they need to be completed to deliver your programme?

3. Programme Development – these questions ask you to think of the activities you already have identified in existing programmes of work that could form the starting point of a VKT Reduction Programme. What do you already have, what's in progress, and is there any work underway to accelerate?

Delivery Timeframes
Urgent
Urgent
Urgent

3.3 Current approved activities – Note any, investment planning, activities or proposals currently approved (funding approved) in the National Land Transport Plan (NLTP) that will contribute towards the VKT reduction programme (e.g. Transport Choices, other business cases). These approved programmes may form a starting point of early activities for a VKT reduction programme, e.g.: What VKT reduction transport planning activities are on hold or not progressing due to funding and resource constraints?

Approved activity	Status
Transport Choices \$38M	In Design – delivery required by end of 2023/24
Parking Kiosks	60 new smart kiosks to be installed by end of June
Travel plans	
Cycling education programme	

4. Resourcing and costs – identify your funding/resource needs to develop a VKT Reduction Programme – i.e.: the gap between your current work programme and producing a VKT Reduction Programme by December 2023.

Based on your assessment in section 1, 2 and 3, the following section asks you to provide details of the activities and associated costs needed, above and beyond your current work programme, to produce an **Urban VKT Reduction Programme** by the Tier 1 due date of December 2023, including incorporating draft programme details into RLTPs in August 2023 (approximately).

4. Resourcing and costs – identify your funding/resource needs to develop a VKT Reduction Programme – i.e.: the gap between your current work programme and producing a VKT Reduction Programme by December 2023.

Costs to consider include communications and engagement, coordination across partners, resourcing to support iwi and community partnering, resourcing to develop and produce the programme working across partners (whether backfilling existing staff, or contracting resource in), contingency for unknowns.

#### Notes:

- While it is anticipated the bulk of funding will be used by the Tier 1 completion date of December 2023, funding is able to be claimed by December 2024. Where some processes are not fully completed (such as a contributing business case) costs beyond December 2023 will be considered.
- Implementation funding is excluded from this EOI.

Resourcing need (name and describe)	Cost
See 1.6 above for indicative costs	
Total	

#### 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 Reasons Ground(s) under section 48(1) for for passing this be considered the passing of this resolution resolution in relation to each matter C1. Confirmation of the ) Good reason to withhold Section 48(1)(a) ) information exists under Infrastructure and Transport Committee Public Excluded ) Section 7 Local Government Minutes - 7 March 2023 ) Official Information and ) Meetings Act 1987 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 -

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

Item C1.	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
Item C2.	to enable Council to carry out commercial activities without disadvantage to enable Council to carry out negotiations	Section 7 (2) (h) Section 7 (2) (i) Section 7 (2) (j)
	to prevent the disclosure or use of official information for improper gain or improper	( , 0,

**Public Excluded** 

	advantage	
Item C3.	to enable Council to carry out negotiations	Section 7 (2) (i)
Item C4.	to enable Council to carry out commercial	Section 7 (2) (h)
	activities without disadvantage	
Item C5.	to enable Council to carry out commercial	Section 7 (2) (h)
	activities without disadvantage	Section 7 (2) (i)
	to enable Council to carry out negotiations	
Item C6.	to maintain the effective conduct of public	Section 7 (2) (f) (ii)
	affairs through protecting persons from	Section 7 (2) (h)
	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	
Item C7.	to avoid the unreasonably, likely prejudice to	Section 7 (2) (b) (ii)
	the commercial position of a person who	Section 7 (2) (g)
	supplied or is the subject of the information	
	to maintain legal professional privilege	