

## Notice of Meeting:

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

**Date:** Thursday 9 November 2023  
**Time:** 9.30am  
**Meeting Room:** Council Chamber and Audio Visual Link  
**Venue:** Municipal Building, Garden Place, Hamilton

Lance Vervoort  
Chief Executive

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## Infrastructure and Transport Committee

### *Komiti Hanganga*

### OPEN AGENDA

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#### Membership

**Chairperson** Deputy Mayor Angela O'Leary  
*Heamana*

**Deputy Chairperson** Cr Maxine van Oosten  
*Heamana Tuarua*

<b>Members</b>	Mayor Paula Southgate	Cr Andrew Bydder
	Cr Moko Tauariki	Cr Geoff Taylor
	Cr Ewan Wilson	Cr Sarah Thomson
	Cr Mark Donovan	Cr Emma Pike
	Cr Louise Hutt	Cr Melaina Huaki
	Cr Kesh Naidoo-Rauf	Cr Anna Casey-Cox
	Maangai Norm Hill	Vacancy

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

**Meeting Frequency:** Six weekly

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Amy Viggers  
Mana Whakahaere  
Governance Lead

**1 November 2023**

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## Purpose

The Infrastructure and Transport Committee is responsible for:

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

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

### Terms of Reference:

7. To provide direction on strategic priorities and resourcing for core infrastructure aligned to city development and oversight of operational projects and services associated with those activities.
8. To develop policy, approve core-infrastructure related operational strategies and plans and monitor their implementation.
9. To receive and consider presentations and reports from stakeholders, government departments, organisations and interest groups on core infrastructure and associated services and wellbeing issues and opportunities.
10. To provide direction regarding Council's involvement in regional alliances, plans, initiatives and forums for joint infrastructure and shared services (for example Regional Transport Committee).

### The Committee is delegated the following powers to act:

- Approval of capital expenditure within the Long Term Plan or Annual Plan that exceeds the Chief Executive's delegation, excluding expenditure which:
  - a) contravenes the Council's Financial Strategy; or
  - b) significantly alters any level of service outlined in the applicable Long Term Plan or Annual Plan; or
  - c) impacts Council policy or practice, in which case the delegation is recommendatory only and the Committee may make a recommendation to the Council for approval.
- Approval of any proposal to stop any road, including hearing and considering any written objections on such matters.



- Approval of purchase or disposal of land for core infrastructure for works and other purposes within this Committee's area of responsibility that exceed the Chief Executives delegation and is in accordance with the Annual Plan or Long Term Plan.

**The Committee is delegated the following recommendatory powers:**

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

**Recommendatory Oversight of Strategies:**

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

**Recommendatory Oversight of Policies and Bylaws:**

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

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**1 Apologies – *Tono aroha***

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

The Committee to confirm the agenda.

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

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

**4 Public Forum – *Aatea koorero***

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

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

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

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

# Council Report

Item 5

**Committee:** Infrastructure and Transport Committee

**Date:** 09 November 2023

**Author:** Nicholas Hawtin

**Authoriser:** Michelle Hawthorne

**Position:** Governance Advisor

**Position:** Governance and Assurance Manager

**Report Name:** Confirmation of the Infrastructure and Transport Committee Open Minutes - 21 September 2023

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

That the Infrastructure and Transport Committee confirm the Open Minutes of the Infrastructure and Transport Committee Meeting held on 21 September 2023 as a true and correct record.

## Attachments - *Ngaa taapirihanga*

Attachment 1 - Infrastructure and Transport Committee Unconfirmed Open Minutes - 21 September 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 Thursday 21 September 2023 at 9.30am.

#### PRESENT

**Chairperson** Deputy Mayor Angela O’Leary  
*Heamana*

**Deputy Chairperson** Cr Maxine van Oosten  
*Heamana Tuarua*

**Members:** Mayor Paula Southgate  
Cr Moko Tauariki  
Cr Ewan Wilson  
Cr Mark Donovan  
Cr Louise Hutt  
Cr Kesh Naidoo-Rauf  
Cr Andrew Bydder  
Cr Geoff Taylor  
Cr Sarah Thomson  
Cr Emma Pike  
Cr Melaina Huaki (via Audio Visual Link)  
Cr Anna Casey-Cox  
Maangai Norm Hill

**In Attendance:** Andrew Parsons - General Manager Infrastructure and Assets  
Chris Allen – Executive Director, Development  
Becca Brooke – Acting Executive Director, Infrastructure Operations  
Michelle Hawthorne – Governance & Assurance Manager  
Martin Parkes – Public Transport & Urban Mobility Manager  
Robyn Denton - Network Operations Team Leader  
Punya Chandi - Corporate & Sustainability Advisor  
Kirsty Horridge - Senior Urban Mobility Engineer  
Mathew Leach – Relationship Engagement Lead  
Glenn Bunting - Urban Transport Policy & Planning Manager  
Peter McGlashan –Waka Kotahi

**Governance Staff:** Amy Viggers – Governance Lead  
Nicholas Hawtin and Arnold Andrews – Governance Advisors  
Corey Bruntlett – Governance and Elected Member Support Coordinator

*The Chair opened the meeting with a Karakia Tiimatanga.*

1. **Apologies – Tono aroha**

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

That the apologies for early departure for Cr van Oosten, Cr Pike and Cr Tauariki are accepted.

*Cr Hamilton’s Extended Leave of Absence was approved 6 July 2023.*

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

**Resolved:** (Deputy Mayor O’Leary/Cr Hutt)

That the agenda is confirmed.

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

Cr Naidoo-Rauf declared an interest in Item 6 (Notice of Motion/Revocation - Horsham Downs Road public transport improvement project) however she would take part in debate and vote.

During the discussions of the Item C3 (Bulk Wastewater Storage Feasibility Assessment) Cr Wilson and Cr Donovan declared a potential conflict of interest. They did not take part in the discussion or vote on the matter.

4. **Public Forum – Aatea koorero**

**Liam Carter** spoke to Item 7 (Climate Emergency Response Fund Transport Choices Package - Delivery Update) in support of the Climate Emergency Response Fund (CERF) projects and the need for more safety.

**Keli Pike** spoke to Item 7 (Climate Emergency Response Fund Transport Choices Package - Delivery Update) in support of the CERF projects and highlighted her personal experiences and the danger on the roads of Kirikiriroa.

**Melissa Smith** spoke to Item 6 (Notice of Motion/Revocation - Horsham Downs Road public transport improvement project) and her disapproval of the potential revocation and Item 7 (Climate Emergency Response Fund Transport Choices Package - Delivery Update) in support of the CERF projects and the potential positive impact the projects could have on the community.

**Stephen Hay** spoke to Item 7 (Climate Emergency Response Fund Transport Choices Package - Delivery Update) in support of the CERF projects and the importance of separated bike lanes.

**Jeff Robson** spoke to Item 7 (Climate Emergency Response Fund Transport Choices Package - Delivery Update) against the Killarney Road upgrade due to the implementation of the proposed cycleways and how the commercial aspect of the street and the constant delivery trucks could put cyclists and staff at risk of fatal accidents.

**Dani Marks** Spoke to Item 7 (Climate Emergency Response Fund Transport Choices Package - Delivery Update) in support of the CERF projects to provide safe and reliable modes of transport throughout Kirikiriroa.

**Rebekah Graham (Parents of Vision Impaired NZ)** Spoke to Item 7 (Climate Emergency Response Fund Transport Choices Package - Delivery Update) in support of the CERF projects and need for safe footpaths, separate cycleways, raised crossings that protect Hamilton’s disabled children’s ability to move throughout Hamilton safely and independently.

**Phil Evans** Spoke to Item 7 (Climate Emergency Response Fund Transport Choices Package - Delivery Update) in support of the CERF projects and the need for greater change and accessibility for modes of transport.

**Doug McLean** Spoke to Item 7 (Climate Emergency Response Fund Transport Choices Package - Delivery Update) against the River Road upgrade and proposed footpath, the lack of pedestrians and the impact the upgrade will have on the environment.

**Miranda McLean** Spoke to Item 7 (Climate Emergency Response Fund Transport Choices Package - Delivery Update) against the River Road proposed footpath, the costs associated and safety concerns through the impacts the footpath will have on established trees.

**Ellen Treweek** Spoke to Item 7 (Climate Emergency Response Fund Transport Choices Package - Delivery Update) in support to of the Brooklyn Road upgrade and the need for raised crossing platforms and improved footpaths to assist with the accessibility challenges affecting Hamilton's disabled community.

**Donna Barraclough** Spoke to Item 7 (Climate Emergency Response Fund Transport Choices Package - Delivery Update) about transport injury claims in Hamilton and potential future risk projections.

**John Holland** Spoke to Item 7 (Climate Emergency Response Fund Transport Choices Package - Delivery Update) against the Hukanui upgrade due to the concern of emergency services restricted access, the potential damage caused by raised crossings and the need for appropriate pedestrian/ bike shared cycleways.

**Peter H Bos (Living Streets Kirikiriroa)** Spoke to Item 7 (Climate Emergency Response Fund Transport Choices Package - Delivery Update) in support of the Bader Street upgrades, highlighting the need for greater safety features to separate pedestrians and alternate transport options.

**Brett Erceg** Spoke to Item 7 (Climate Emergency Response Fund Transport Choices Package - Delivery Update) against the CERF projects, highlighting the in lane bus lane stops, cycleways and the lack of accessible consultation.

**5. Confirmation of the Infrastructure and Transport Committee Open Minutes - 20 July 2023**

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

That the Infrastructure and Transport Committee confirm the Open Minutes of the Infrastructure and Transport Committee Meeting held on 20 July 2023 as a true and correct record.

**6. Notice of Motion/Revocation - Horsham Downs Road public transport improvement project**

Cr Donovan spoke to his notice of revocation and motion for consideration. Staff responded to questions from Elected Members concerning the political ramifications of revoking existing plans, ramifications and flexibility of future funding, consultation, refinement of existing projects, impacts of removing in-lane bus stops, areas of interest for the Long Term Plan and strategic relevance of bus stops for Waikato Regional Council.

**Motion:** (Cr Donovan/Cr Naidoo-Rauf)

That the Infrastructure and Transport Committee revokes the following resolution concerning Horsham Downs Road public transport improvement that was previously approved at the 20 July 2023 Infrastructure and Transport Committee meeting:

*That the Infrastructure and Transport Committee approves the macroscope of Project 21 - Horsham Downs Road public transport improvement.*

**The Motion was put.**

**Those for the Motion:**

Councillors Bydder, Pike, Naidoo-Rauf, Taylor, Wilson and Donovan.

**Those against the Motion :**

Mayor Southgate, Deputy Mayor O'Leary, Councillors Casey-Cox, Hutt, Southgate, Thomson, van Oosten, Huaki, Tauariki

and Maangai Hill.  
**The Motion was declared LOST.**

**The meeting was adjourned 10:50am to 11:15am during the discussion of the above item.**

**7. Climate Emergency Response Fund Transport Choices Package - Delivery Update**

The Public Transport & Urban Mobility Manager, Relationship Engagement Lead and Senior Urban Mobility Engineer, took the report as read. Staff responded to questions from Elected Members concerning the Brooklyn Road upgrade design impacts on Coffee Culture, cycle pathways, safety concerns, raised crossings and Five Cross Roads roundabout upgrade.

River road upgrade, the replacement of trees, upgrading footpaths, raised platform crossings and the potential impact on emergency services.

Rifle Range Road upgrade, the impact/reasoning behind the removal of carparks and the potential safety concerns raised.

Riverlea Connections upgrade and safety concerns raised around driveways and the distance between speed bumps.

Killarney Road upgrade and best practise for managing industrial transport routes.

**Procedural Motion**

**Resolved:** (Mayor Southgate/Cr Bydder)

That the debate time for Item 7 (Climate Emergency Response Fund Transport Choices Package - Delivery Update) in regards to the first debate concerning projects 1, 2, 8, 17, 19 and 20 is increased from 2 minutes to 3 minutes.

**Deputy Mayor O'Leary, Cr Taylor, Cr Casey-Cox, Cr Tauariki, Cr Huaki, Maangai Hill Dissenting.**

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

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) notes and approves the removal of Project 11 Thackeray Street from the Climate Emergency Response Fund Transport Choices Programme: and
- c) subject to the outcome of Safe System Audits, approves the macroscope of **Project 1** - Bader Street Connection to River Path and Hospital.

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

That the Infrastructure and Transport Committee, subject to the outcome of Safe System Audits, approves the macroscope of **Project 2** - Killarney Road – SH1C Greenwood Street to Western Rail Trail (with the exclusion of the proposed pedestrian crossing between Ellis Street and Colombo Street).

**Mayor Southgate, Cr Donovan, Cr Bydder, Cr Naidoo-Rauf, Cr Taylor Dissenting.**

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

That the Infrastructure and Transport Committee, subject to the outcome of Safe System Audits, approves the macroscope of **Project 8** - Frankton East/Lake Domain to the Western Rail Trail (with the exclusion of the proposed connection from Upper Kent Street to the Western Rail Trail).



**Resolved:** (Deputy Mayor O'Leary/Cr Hutt)  
That the Infrastructure and Transport Committee, subject to the outcome of Safe System Audits, approves the macroscope of **Project 17** - Rifle Range Road – SH23 Massey Street to SH1C Lincoln Street.

**Cr Bydder Dissenting.**

**Resolved:** (Deputy Mayor O'Leary/Cr Hutt)  
That the Infrastructure and Transport Committee, subject to the outcome of Safe System Audits, approves the macroscope of **Project 19** - Riverlea Connections.

**Cr Bydder, Taylor and Donovan Dissenting.**

**Resolved:** (Deputy Mayor O'Leary/Cr Hutt)  
That the Infrastructure and Transport Committee, subject to the outcome of Safe System Audits, approves the macroscope of **Project 20** - River Road Footpath Western Side – Kirikiriroa Bridge to Comries Road.

**Mayor Southgate, Cr Bydder, Cr Taylor, Cr Donovan, and Cr Naidoo-Rauf Dissenting.**

**Procedural Motion**

**Motion:** (Mayor Southgate/Cr Bydder)  
That the debate time for Item 7 (Climate Emergency Response Fund Transport Choices Package - Delivery Update) is increased from 2 minutes to 3 minutes.

<b>Those for the Motion:</b>	Councillors Bydder, Pike and Southgate
<b>Those against the Motion:</b>	Deputy Mayor O'Leary, Councillors Casey-Cox, Naidoo-Rauf, Hutt, Taylor, Thomson, van Oosten, Wilson, Donovan, Huaki, Tauariki and Maangai Hill.

**The Motion was declared LOST.**

**Motion:** (Cr Thomson/Cr Wilson)  
That the Infrastructure and Transport Committee:

- subject to the outcome of Safe System Audits and Waka Kotahi approval, approves the macroscope of **Project 5 - Brooklyn Road cycle lanes and pedestrian crossings with the retention of angle parking on the East end of Brooklyn Road** (with the exclusion of the proposed raised pedestrian crossing in East Street close to its intersection with Brooklyn Road); and
- subject to the above a) not being approved by Waka Kotahi or not passing its Audit, approves the macroscope of **Project 5 - Brooklyn Road cycle lanes and pedestrian crossings** (with the exclusion of the proposed raised pedestrian crossing in East Street close to its intersection with Brooklyn Road) subject to the outcome of Safe System Audits.

**Amendment:** (Mayor Southgate/Cr Bydder)  
That the Infrastructure and Transport Committee approves **Project 5 – Brooklyn Road** to proceed but exclude the changes to the approach to the Coffee Culture Corner, the shared path/cycleway portion and including retention of the angle parking until further development of the Eastern Pathways is designed.

**The Amendment was Put.**

- Those for the Amendment:

Mayor Southgate, Councillors Bydder, Pike, Naidoo-Rauf, Taylor, Wilson and Donovan
- Those against the Amendment:

Deputy Mayor O’Leary, Councillors Casey-Cox, O’Leary, Hutt, Thomson, van Oosten, Huaki, Tauariki and Maangai Hill.

**The Amendment was declared LOST.**

**Foreshadowed Amendment:** (Deputy Mayor O’Leary/Cr Hutt)  
That the Infrastructure and Transport Committee, subject to the outcome of Safe System Audits, approves the macroscope of **Project 5** - Brooklyn Road cycle lanes and pedestrian crossings (with the exclusion of the proposed raised pedestrian crossing in East Street close to its intersection with Brooklyn Road).

**The foreshowed Amendment was put.**

- Those for the Foreshadowed Amendment:

Deputy Mayor O’Leary, Councillors Casey-Cox, Pike, Hutt, van Oosten, Wilson, Donovan, Huaki, Tauariki, and Maangai Hill.
- Those against the Foreshadowed Amendment:

Mayor Southgate, Councillors Bydder, Naidoo-Rauf, Taylor and Thomson

**The Foreshadowed Amendment was declared CARRIED.**

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

**Resolved:** ( Deputy Mayor O’Leary/Cr Hutt)  
That the Infrastructure and Transport Committee, subject to the outcome of Safe System Audits, approves the macroscope of **Project 5** - Brooklyn Road cycle lanes and pedestrian crossings (with the exclusion of the proposed raised pedestrian crossing in East Street close to its intersection with Brooklyn Road).

- Those for the Foreshadowed Amendment as the Substantive Motion:

Deputy Mayor O’Leary, Councillors Casey-Cox, Pike, Hutt, van Oosten, Wilson, Thomson, Huaki, Tauariki, and Maangai Hill.
- Those against the Foreshadowed Amendment as the Substantive Motion:

Mayor Southgate, Councillors Bydder, Naidoo-Rauf, Taylor and Donovan.

**The meeting was adjourned 12:45am to 1:23pm during the discussion of the above item.**

*Cr van Oosten retired from the meeting (2.23pm) at the conclusion of the above item. She was present when the matter was voted on.*

**8. SH26 Morrinsville Road – Revocation Update and Fit for Purpose funding agreement proposal**

The Network Operations Team Leader took the report as read. No questions were taken from the elected members.

**Resolved:** (Deputy Mayor O’Leary/Cr Wilson)

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) notes that work is continuing on the formal revocation process with Waka Kotahi NZ Transport

Agency for the section of SH26 (Morrinsville Road) between Cambridge Road and the Waikato Expressway;

- c) approves the macroscopic for safety improvements at the intersection of Silverdale Road, Morrinsville Road and Matangi Road to be a single lane roundabout with raised safety platforms and zebra crossings as included in the in the Fit for Purpose Business Case and agrees not to contribute additional funding to have traffic signals instead of the single lane roundabout; and
- d) delegates to the Chief Executive approval to complete negotiations with Waka Kotahi NZ Transport Agency and enter into a SH26 Revocation Fit for Purpose Funding Agreement, subject to being satisfied on risk allocation to minimise any local cost implications.

**9. Hamilton Water Supply Bylaw 2013 Review - Determination and Statement of Proposal Report**

The Corporate & Sustainability Advisor took the report as read. No questions were taken from the elected members.

**Resolved:** (Cr Wilson/Cr Casey-Cox)

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) approves **Option 1a for Determination** - Determine that a Water Supply Bylaw is the most appropriate mechanism for addressing issues relating to water supply management in Hamilton; and
- c) approves **Option 2b for Statement of Proposal and Public Consultation** - approve the Hamilton City Water Supply Bylaw Statement of Proposal (Attachment 1) and proposed draft Bylaw (Attachment 2) for consultation for one month from 3 October 2023 to 6 November 2023 under section 83 of the Local Government Act 2002.

**10. 2024 Hamilton Speed Management Plan - deliberation and adoption**

The Network Operations Team Leader took the report as read. No questions were taken from the elected members.

**Motion:** (Deputy Mayor O'Leary/Cr Thomson)

The Motion was put

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) recommends that the Council approves **Option One** of the staff report to adopt the 2024 Hamilton Speed Management Plan (**Attachment 1** of the staff report);
- c) notes that following approval from Council, the draft 2024 Speed Management Plan for Hamilton City will be submitted to Waka Kotahi NZ Transport Agency for certification in accordance with the Land Transport Rule: Setting of Speed Limits 2022; and
- d) notes that minor changes to the draft 2024 Speed Management Plan will be made prior to publishing.

**Amendment:** (Cr Taylor/Cr Bydder)

That the Infrastructure and Transport Committee:

- a) receives the report; and
- b) recommends that the Council approves **Option Two** of the staff report to not refresh the plan and keep the current version.

**The Amendment was Put.**

**Those for the Amendment:** Councillors Bydder, Taylor, Wilson and Donovan

**Those against the Amendment:** Mayor Southgate, Deputy Mayor O'Leary, Councillors Casey-Cox, Pike, Naidoo-Rauf, Hutt, Southgate, Thomson, Huaki, Tauariki and Maangai Hill.

**The Amendment was declared LOST.**

**The Motion was then put and declared CARRIED.**

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

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) recommends that the Council approves **Option One** of the staff report to adopt the 2024 Hamilton Speed Management Plan (**Attachment 1** of the staff report);
- c) notes that following approval from Council, the draft 2024 Speed Management Plan for Hamilton City will be submitted to Waka Kotahi NZ Transport Agency for certification in accordance with the Land Transport Rule: Setting of Speed Limits 2022; and
- d) notes that minor changes to the draft 2024 Speed Management Plan will be made prior to publishing.

**Cr Taylor, Cr Donovan and Cr Bydder Dissenting.**

**11. Infrastructure and Transport Activity Report**

The Executive Director, Development and Network Operations Team Leader took the report as read. Staff responded to questions from Elected Members concerning scoping and feasibility work in regards to the Vehicle Kilometres Travelled Programme, source of costing of erosion works, confidence in stabilisation, and potential relocation of Collingwood/Tristram Street project funding.

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

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) approves the final submission to the Ministry of Transport to the *Proposed Changes to the Parking Requirements in the Land Transport (Road User) Rule 2004*;
- c) approves the reallocation of up to \$550,000 from unspent Collingwood/Tristram Street intersection local share funding, to a project to relocate the existing retaining wall at the corner of Anzac Parade and Memorial Avenue to reclaim more footpath space, noting that Council intends to work with the developer of the corner site to implement the works; and

- d) notes that approval to direct appoint McGuire Drainage & Contracting Ltd to undertake emergency work to repair erosion on the bank of the Waikato River that is undermining the stability of the western bulk water main pipes, and associated delegated authority as outlined in the staff report below, was approved under the provisions within Schedule 2, Clause 1c of Council’s Delegations to Position Policy on 08 September 2023.

**Resolved:** (Deputy Mayor O’Leary/Cr Hutt)

The Infrastructure and Transport Committee delegates authority to the Executive Director Infrastructure Operations to authorise the associated agreement for Hamilton City Council’s part of the *Climate Emergency Response Funding (CERF) – Vehicle Kilometres Travelled (VKT) Programme* funding agreement between Waikato Regional Council (the primary Funding Recipient) and Waka Kotahi NZ Transport Agency.

**Cr Taylor, Cr Donovan and Cr Bydder Dissenting.**

*Cr Tauariki retired from the meeting (2.43pm) at the conclusion of the above item. He was present when the matter was voted on.*

**12. Resolution to Exclude the Public**

**Resolved:** (Cr Wilson/Deputy Mayor O’Leary)

The following motion is submitted for consideration:

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

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

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Infrastructure and Transport Committee Public Excluded Minutes - 20 July 2023	) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
C2. Partial Land Sale - Update	)	
C3. Bulk Wastewater Storage Feasibility Assessment		
C4. Strategic Transport Project Completions		
C5. Parking Kiosk		
C6. Delegation to CE to Award Contract - Wastewater Pump Station Emergency		

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Storage Upgrades

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

Item C1.	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
Item C2.	to enable Council to carry out negotiations	Section 7 (2) (i)
Item C3.	to avoid prejudice to measures preventing or mitigating loss to the public	Section 7 (2) (e) Section 7 (2) (h)
	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (i)
	to enable Council to carry out negotiations	
Item C4.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h) Section 7 (2) (i)
	to enable Council to carry out negotiations	
Item C5.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h) Section 7 (2) (i)
	to enable Council to carry out negotiations	
Item C6.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h) Section 7 (2) (i)
	to enable Council to carry out negotiations	

**The meeting was moved into public excluded session at 3:00pm.**

**The meeting was declared closed at 3:48pm.**

# Council Report

Item 6

**Committee:** Infrastructure and Transport Committee

**Date:** 09 November 2023

**Author:** Nicholas Hawtin

**Authoriser:** Michelle Hawthorne

**Position:** Governance Advisor

**Position:** Governance and Assurance Manager

**Report Name:** Chair's Report

Report Status	Open
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## Recommendation - *Tuutohu*

That the Infrastructure and Transport Committee receives the report.

## Attachments - *Ngaa taapirihanga*

Attachment 1 - Infrastructure and Transport Committee Chairpersons Report 9 November 2023



## Chairperson's report

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Tēnā koutou katoa.

Welcome to the final Infrastructure & Transport Committee meeting for 2023.

It's been a busy year for the committee, and I wish to thank members for their discussion and debate.

Special thanks to Deputy Chairperson Councillor Maxine van Oosten who even though also holds the added responsibility of the Finance portfolio, has been of huge support to this committee and I have enjoyed working as a team with her.

We now have a new coalition Government, and we will be aware of the likely shift in focus in the transport area.

At the time of writing this report there is not much we know about what a possible \$24b *'Transport for the Future Plan'* might look like other than it is proposed to be a plan to support "tens of thousands of new homes" being built in the four high growth cities.

The shift in focus will no doubt create some tension and uncertainty with our 2024 – 2034 Long Term Plan budgeting and planning process and there will be winners and losers.

I look forward to a positive and financially successful relationship with the new Government so we can continue deliver a safe and effective transport network for every Hamiltonian.

### **Western Bulk Main Erosion Project**

As the committee is aware we recently carried out emergency erosion work on the Western Bulk Water Main that delivers drinking water to approximately 30,000 homes in the West from the Waioara Water Treatment Plant.

I went along with General Manager Infrastructure and Assets Andrew Parsons and HCC staff on a site visit to see how work was progressing. All too often as governors we remain confined to the Chamber and make significant decisions 'on paper'. Unless we attend an official opening – which is the end result of a decision - we rarely get to see the tangible impact of the decisions we make.

It was a fascinating visit and immediately I was struck with how challenging the site was to work on as well as some of the simplest solutions that were being used to tackle a mammoth problem.

We are served incredibly well with our team in the waters area and this project is again evidence of that.



*Some interesting facts:*

- Approximately 3 metres wide of the riverbank eroded away since Stage 1 was completed in 2020
- Machinery on site includes 2 x 13 tonne diggers, 1 x long reach digger, 1 x tractor and trailer, bob cats
- Around 15 – 25 truckloads full of metal and rocks delivered to the site every day consisting of:
  - Approx. 1100 tonnes of metal
  - 2300 tonne of large rock



*Before work started*



*During construction*



**Thanks**

To finish I would like to thank the many members of the public who spend time coming to this forum and presenting their ideas and issues to this committee. There are too many to name individually but many of them are well known to us and I want to assure them that their time is appreciated and valued.

Thank you to the transport and infrastructure teams, both internal staff and external contractors who work tirelessly to deliver on the decisions we make. Thanks as always to our governance team who serve us well.

I wish everyone a well-deserved summer break.

Ngā mihi

**Angela O’Leary**  
**Chairperson, Infrastructure & Transport Committee**

# Council Report

Item 7

**Committee:** Infrastructure and Transport Committee  
**Date:** 09 November 2023  
**Author:** Tania Hermann  
**Authoriser:** Eeva-Liisa Wright  
**Position:** Unit Director Sustainable Resource Recovery  
**Position:** Executive Director Infrastructure Operations  
**Report Name:** Waste Management and Minimisation Strategy Review 2024-30 - Statement of Proposal

## Report Status

Open

### Purpose - *Take*

1. To inform the Infrastructure and Transport Committee on the progress of the review of the Waste Management and Minimisation Strategy 2024-30.
2. To seek approval from the Infrastructure and Transport Committee for the draft Waste Management and Minimisation Strategy 2024-30 draft Statement of Proposal and to commence public consultation.

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

3. That the Infrastructure and Transport Committee:
  - a) receives the report;
  - b) approves the Waste Management and Minimisation Strategy 2024-30 draft Statement of Proposal (**Attachment 3**);
  - c) approves the draft 2024-30 Waste Management and Minimisation Strategy (**Attachment 4**) for consultation under section 83 of the Local Government Act 2002; and
  - d) approves public consultation for one month from 23 January 2024 to 23 February 2024.

### Executive Summary - *Whakaraapopototanga matua*

4. In conjunction with the Waste Management and Minimisation Working Group, staff have revised the Waste Management and Minimisation Strategy – Rautaki Whakataaharahara Para 2024-30 (WMMS). This is in alignment with Section 43 of the Waste Minimisation Act 2008 (WMA 2008) where Councils are required to have a plan in place that is reviewed every six years.
5. The current 2018-24 Waste Management and Minimisation Strategy is set to expire in April 2024.
6. Section 44 of the WMA 2008 requires that when preparing, amending or revoking plans that the special consultative procedure set out in Section 83 of the Local Government Act 2002 must be used. This process is required for the plan as well as the Waste Assessment.



7. Councils that have a Waste Management and Minimisation Plan (or strategy) in place are eligible to receive an allocation of waste levy funding administered by the Ministry for Environment. The levy funds must be used on activities or matters to promote or achieve waste minimisation and in accordance with the adopted plan.
8. The waste levy that Hamilton City Council receives is approximately \$1.25M per annum. If a WMMS is not in place or is reviewed and adopted outside of the six year timeframe, the levy funding will be ceased and cannot be backdated.
9. Staff recommend option one which is to approve public consultation on the draft 2024-30 WMMS as required under Section 44 of the WMA 2008, as detailed in paragraph 25 below. It is proposed that this consultation will take place for one month from 23 January to 23 February 2024.
10. Staff consider the matters have low significance and that the recommendations comply with the Council's legal requirements.

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

11. The current 2018-24 Waste Management and Minimisation Plan is one of Council's key strategies.
12. Under Section 43 of the Waste Minimisation Act 2008 (WMA 2008), Council is required to have a Waste Management and Minimisation Plan (WMMP) in place which is reviewed every six years. The plans must outline:
  - I. Objectives, policies and methods for achieving effective and efficient waste minimisation and management within the district;
  - II. How implementing the plan will be funded (including how local authorities intend to use allocated waste disposal levy money);
  - III. Consider the waste hierarchy;
  - IV. Have regard to the New Zealand Waste Strategy and their most recent waste assessment; and
  - V. Be publicly consulted on.
13. The current 2018-24 Waste Management and Minimisation Plan is valid until April 2024.
14. At the March 2024 meeting of the Infrastructure and Transport Committee, it was resolved:
  - i. *Notes the commences of the Hamilton City Council 2018-24 Waste Management and Minimisation Plan review as per the requirements under the Waste Minimisation Act 2008;*
  - ii. *Approves the establishment and terms of reference of a Waste Management and Minimisation Working Group to support the plan review process;*
  - iii. *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; and*
  - iv. *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.*
15. As a WMMP is in place, Hamilton City Council is eligible to receive waste levy funding which is administered by the Ministry for the Environment. The waste levy must be spent on activities listed in the WMMP or on matters that promote or achieve waste minimisation. This is a requirement under the WMA 2008.

16. As part of the review process Council is also required to complete a Waste Assessment **Attachment 1**. The key purpose of the Waste Assessment is to provide a snapshot of the current waste situation at a local, regional and national level.
17. Under Section 51 of the WMA 2008, the Medical Officer of Health is also required to provide feedback and comments on the Waste Assessment. Feedback has been received and incorporated and is included in the Waste Assessment.

## Discussion - *Matapaki*

### Review Process

18. Through a series of workshops, the Waste Management and Minimisation Working Group and staff have revised the Waste Management and Minimisation Strategy – *Rautaki Whakataaharahara Para 2024-30* (WMMS). The revision includes a new vision, guiding principles, outcomes and focus areas. The review of the WMMS and the change of name from a Plan to a Strategy is now consistent with other key Council strategies.
19. The WMMS has an emphasis on working across the community to reduce waste to landfill and targets on how the strategy will be achieved. A copy of the previous 2018-24 Waste Management and Minimisation Plan is attached as a reference (**Attachment 2**).
20. To inform the draft WMMS, initial engagement with key stakeholders was completed by staff. Pare Kore who are a Maaori not-for-profit organisation working towards zero waste also supported early engagement through gaining feedback from Maaori communities.
21. The WMMS is closely aligned to Council's other key strategies, including the pillars of He Pou Manawa Ora and Te Pae Tawhiti o Kirikiriroa (Our Climate Future). It also is aligned to the New Zealand Waste Strategy and targets set within this.

### Statement of Proposal and consultation

22. Section 44 of the WMA 2008 requires that when preparing, amending or revoking plans that the special consultative procedure set out in Section 83 of the Local Government Act 2002 must be used. This process is required for the plan as well as the Waste Assessment.
23. A Statement of Proposal (**Attachment 3**) and the draft revised WMMS (**Attachment 3**) has been prepared which staff consider meet the requirements of the WMA 2008.

### Options for statement of proposal and consultation

24. Staff have assessed that there are two reasonable and viable options to consider. The options are set out in the table below:

Option 1 (recommended)	<i>Approve public consultation on the proposed revised WMMS from 23 January to 24 January 2024 (Attachment 4)</i>
Option 2	<i>Do not approve public consultation on the WMMS and revoke the current 2018-24 WMMP.</i>

### Option 1 (recommended)

25. Staff recommends **Option 1**, which is to approve public consultation on the draft 2024-30 WMMS as required under Section 44 of the WMA 2008.
26. If consultation does not take place and the revised plan not adopted, Council will lose any eligibility to Waste Levy funding administered by the Ministry for the Environment.
27. The advantages of engaging with the public ensures that wider community views are known and consideration of these views can be incorporated into the final strategy.

28. There are no identified disadvantages associated with **Option 1**.

#### **Next steps**

29. Should the Committee approve **Option 1** for public consultation staff will begin the consultation process.
30. Following public consultation from 23 January to 24 January 2024, submitters may be heard at the next appropriate Regulatory and Hearing committee meeting. A deliberations report and revised draft of the WMMS will be brought back to the Infrastructure and Transport Committee who have delegation to approve this strategy. The date will be confirmed once the committee meeting schedule is confirmed for early 2024.
31. If the recommendation is not approved and Council decide not to proceed with consultation or indeed revoke the WMMS, there will be no current plan in place. Therefore, any funding received from the Ministry for the Environment through the waste levy allocation will cease. This will have an operational impact of approximately \$1.25M per annum.

#### **Financial Considerations - *Whaiwhakaaro Puutea***

32. The total costs to complete the review and development of the draft 2024-30 WMMS is approximately \$140,000. This cost includes the development of the waste assessment, staff time, consultants, consultation costs and design. This amount has been budgeted and approved in the 2021-31 Long Term Plan and is offset by the waste levy funding received from the Ministry for the Environment.
33. The financial implications of the staff recommendation not being approved is that Council will lose revenue from the Ministry for the Environment through the waste levy of approximately \$1.25M revenue per annum. This will mean that waste minimisation activities undertaken by Council will be discontinued.

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

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

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

35. Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation. Staff have determined no adaptation assessment or emissions assessment is required.

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

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

## Social

39. Waste Management and minimisation impacts all residents of our community. The WMMS focuses on avoidance, reduction, and minimisation of waste in our city. The WMMS supports social wellbeing by ensuring that Hamilton has the infrastructure and services in place to manage waste and that Council is supporting our community to rethink, reduce, reuse, recycle and recover waste.
40. The community will benefit from the outcomes of the WMMS:
  - I. Low-waste solutions are easy and Council and the Hamilton community are using them;
  - II. By working together, we are all sending less to landfill; and
  - III. Our economy keeps resources in use for as long as possible.

## Economic

41. The WMMS provides infrastructure solutions, education, support and waste services to support and guide the community on how to rethink, reduce, reuse, recycle and recover waste.
42. The minimisation of waste and the increase of resource recovery can provide long term cost savings by reducing the cost of resource inputs and waste outputs and therefore disposal costs.
43. As waste minimisation increases and the resource recovery industry grows, the development of commercial operations such as material recovery facilities and reuse shops and services to collect, sort, process and on sell recyclable or reused materials can occur.

## Environmental

44. Waste to landfill makes up approximately 3% of our emissions. Without the right policies and incentives in place, this is likely to increase.
45. A WMMS that focuses on the hierarchy of how to rethink, reduce, reuse, recycle and recover waste and a circular economy approach will support our emission reductions.
46. As our city grows, without actions in place, the impact of waste to landfill is likely to increase. The review of the WMMS is timely, aligns with the New Zealand Waste Strategy and Councils Te Pae Tawhiti o Kirikiriroa (Our Climate Future).

## Cultural

47. Using Te Ao Maaori as a frame of reference is integral to the WMMS and aligns with our He Pou Manawa Ora – Pillars of Wellbeing Strategy.
48. Alignment to the pillars of He Pou Manawa Ora, the principles of Te Tiriti O Waitangi and Te Ture Whaimana will ensure that the outcomes of the WMMS are in partnership with Maaori and are inclusive for the wellbeing of all our people.
49. Engagement on the WMMS with Maaori communities by Para Kore on Councils behalf and multiple ways of doing so has provided a deeper perspective of Te Ao Maaori throughout the draft WMMS. This helped guide the WMMS on its journey towards creating a more socially, economically and environmentally diverse city for future generations to be immensely proud of.

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

50. To comply with the WMA 2008, Council must have a waste management and minimisation plan (or strategy) in place. The draft plan also must go through a consultation process. If the WMMS is not adopted, any funding that Council currently receives from the Ministry for the Environment through the waste levy allocation will be discontinued.

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

#### **Significance**

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

#### **Engagement**

52. Early engagement with key stakeholders and Maaori communities have been held. This engagement has assisted in the development of the revised WMMS.
53. Wider community views and preferences are to be sought through public consultation.
54. There is a statutory requirement to consult as per legislation outlined below.
55. Section 44 of the WMA 2008 requires that when preparing, amending or revoking plans that the special consultative procedure set out in Section 83 of the Local Government Act 2002 must be used. This process is required for the plan as well as the Waste Assessment.

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

Attachment 1 - 2023 Waste Assessment

Attachment 2 - 2018\_2024 Waste Management & Minimisation Plan

Attachment 3 - 2024-30 Waste Management and Minimisation Strategy Statement of Proposal

Attachment 4 - 2024-30 Draft Waste Management and Minimisation Strategy



# Hamilton City Council Waste assessment

August 2023



## **The key purpose of the Waste Assessment is to provide a snapshot of the current waste situation at a local, regional and national level.**

It will provide the foundation for Hamilton City Council to update its Waste Management and Minimisation Plan 2018 – 2024 in an informed and effective manner. It is a technical document presenting as clear a picture as possible of what happens with waste in Hamilton. It examines what forces are driving current trends and challenges, and from that, identifies the focus areas and actions for addressing these issues.

This is a collaborative document, with the technical elements being contributed by Morrison Low and the Hamilton City Council Future Planning Framework established by Hamilton City Council Elected Members and staff.

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## 1 Introduction

**Territorial authorities are legally required to conduct a waste assessment and consider it in the review and preparation of their waste management and minimisation plans. The Waste Management Act 2008 also requires a waste assessment be notified with the draft waste management and minimisation plans for public feedback. This process is required at intervals of no less than every six years.**

Council's current Waste Minimisation and Management Plan 2018 – 2024 was prepared in 2018. The 2023 Waste Assessment will inform our Council's 2024 review of its WMMP and will support decision making for Council's Long-Term Plan 2024-34. Council has prepared this waste assessment as prescribed in s51 of the Waste Minimisation Act and provides details of:

- known existing waste services and facilities provided in Hamilton
- waste quantities, composition, and flows
- identified waste issues
- forecast future demand
- Council's vision, outcomes, guiding principals and targets for waste management and minimisation
- an assessment of options to address Hamilton's identified issues (a statement of proposal).

### 1.1 Document and accuracy

**A waste assessment is only a snapshot in time of the data collected for the purposes of future waste planning and preparation of the waste management and minimisation plan.**

Every effort has been made to provide a complete and accurate assessment. In some cases, data has been estimated, or there are data gaps such as the volume and composition of private kerbside collected rubbish. Details have been provided regarding any limiting factors in preparing the waste assessment, deemed to have materially impacted on the completeness or accuracy of the data. This includes forecasts, estimates or options assessments.

The information contained in this Waste Assessment was considered appropriate when giving regard to:

- the significance of the information
- the costs of, and difficulty in, obtaining the information
- the extent of Council's resources
- the possibility Council may be directed under the Health Act 1956.

## 1.2 Key terms and acronyms

Key Term	Definition
<b>2030 Agenda for Sustainable Development</b>	Adopted by all United Nations Member States in 2015, provides a shared blueprint for peace and prosperity for people and the planet, now and into the future. At its heart are the 17 Sustainable Development Goals (SDGs), which are an urgent call for action by all countries - developed and developing - in a global partnership. <a href="https://sdgs.un.org/2030agenda">https://sdgs.un.org/2030agenda</a>
<b>Cleanfill</b>	A cleanfill (class 4 landfill) is any facility that accepts only cleanfill material.
<b>Cleanfill material</b>	Inert materials disposed of, into or onto land, at a consented cleanfill, that when buried will have no adverse effect on people or the environment. Materials typically include construction and demolition waste such as concrete, uncontaminated soil and rock.
<b>Construction and Demolition.</b>	
<b>Diverted material</b>	Anything no longer required for its original purpose and, discarded materials collected for recycling, composting or other recovered or treated materials that are diverted from landfill.
<b>Emissions Reduction Plan</b>	Aotearoa New Zealand's First Emissions Reduction Plan 2022. Ministry for the Environment. Te hau mārohi ki anamata - towards a productive, sustainable and inclusive economy.
<b>Landfill</b>	A disposal facility as defined in Section 7 of the Waste Minimisation Act 2008, excluding incineration. Includes by definition in the WMA, only those facilities that accept 'household waste (class 1 landfill).
<b>Aotearoa New Zealand Waste Strategy</b>	Aotearoa Wellington: Ministry for the Environment. The waste strategy is New Zealand's roadmap for the next three decades for a low-emissions, low-waste society built upon a circular economy.
<b>Organics</b>	Discarded compostable materials that are organic in origin and appropriate to be used as feedstock for composting. Includes garden waste and food waste.
<b>Solid Waste Analysis Protocol</b>	Ministry for the Environment-led baseline programme to provide solid waste composition information.
<b>Territorial Authorities</b>	Defined under the Local Government Act 2002 as a city or district council.
<b>Waste</b>	Waste disposed of to landfill and includes a type of waste defined by its composition or source e.g. organic waste, electronic waste, or construction and demolition waste. Includes any component or element of diverted material, if the component or element is disposed of to landfill.
<b>Waste Assessment</b>	As defined by Section 51 of the Waste Minimisation Act 2008.
<b>Waste Management and Minimisation Plan</b>	As defined in Section 43 of the Waste Minimisation Act 2008.



## 2 Legislative and strategic context

This section contains a short summary of the legislative and strategic context within which Council will develop their Waste Assessment and Waste Management and Minimisation Plan.

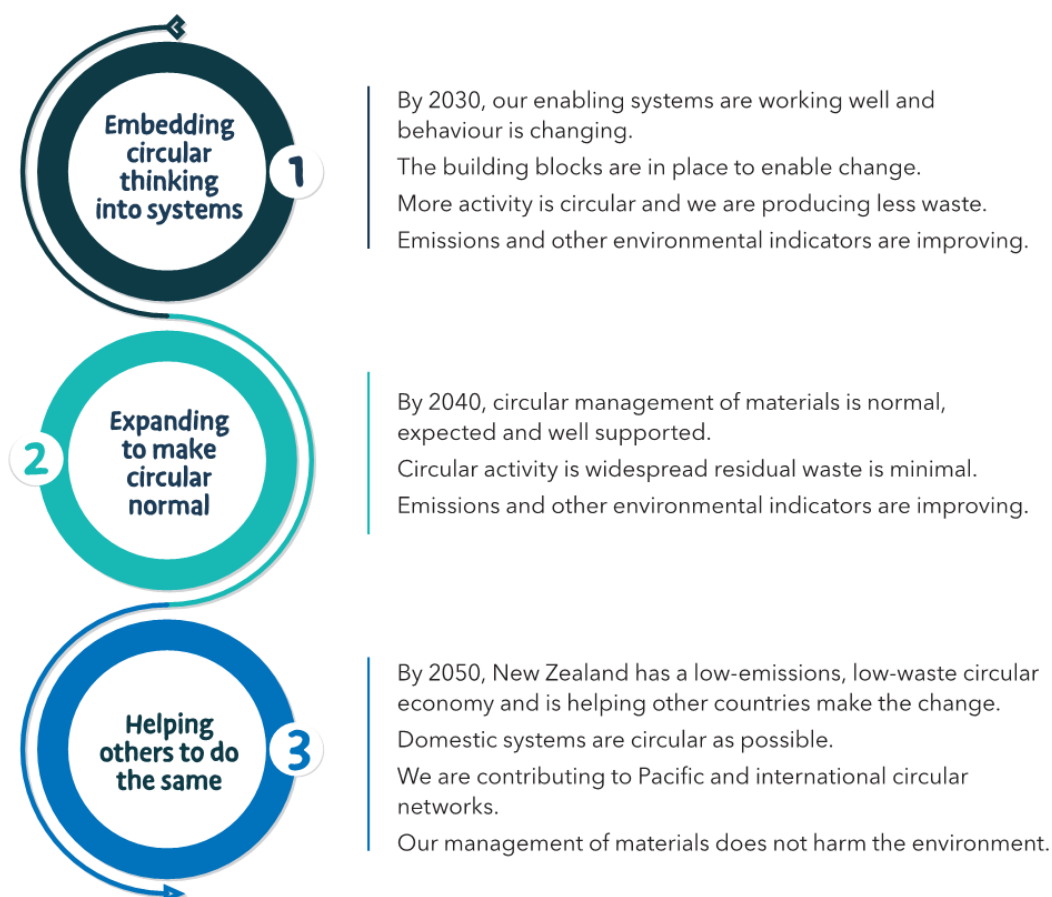
### 2.1 New Zealand waste strategy

Waste management and minimisation in New Zealand is supported by the Government's Aotearoa New Zealand Waste Strategy 2023. The Aotearoa New Zealand Waste Strategy sets out the long-term policy priorities for waste management and minimisation.

The vision is:

"By 2050, Aotearoa New Zealand is a low-emissions, low-waste society, built upon a circular economy. We cherish our inseparable connection with the natural environment and look after the planet's finite resources with care and responsibility". The strategy has three phases as seen below.

Three phases of getting rid of waste for a circular Aotearoa New Zealand:



Reference: Ministry for the Environment. 2023. Te rautaki para | Waste strategy.  
Wellington: Ministry for the Environment

## 2.2 Key legislation

**The legal framework for waste management and minimisation in New Zealand is found in the combination of several Acts of Parliament. These Acts provide the legislative imperative and tools to support progress toward the high-level direction outlined in the Aotearoa New Zealand Waste Strategy. Careful attention is given to these in developing the waste assessment. The Acts which drive waste management and minimisation planning are:**

- Waste Minimisation Act 2008
- Climate Change Response Act 2002
- Climate Change Response (Emissions Trading Reform) Amendment Act 2020 that updates the NZ Emissions Trading Scheme
- The Climate Change Response (Zero Carbon) Amendment Act 2019
- Local Government Act 2002
- Resource Management Act 1991 (as well as District and Regional Plans and designations and consents)
- Hazardous Substances and New Organisms Act 1996
- Health Act 1956
- Litter Act 1979
- Health and Safety at Work Act 2015.

Appendix B provides further information on this primary legislation.

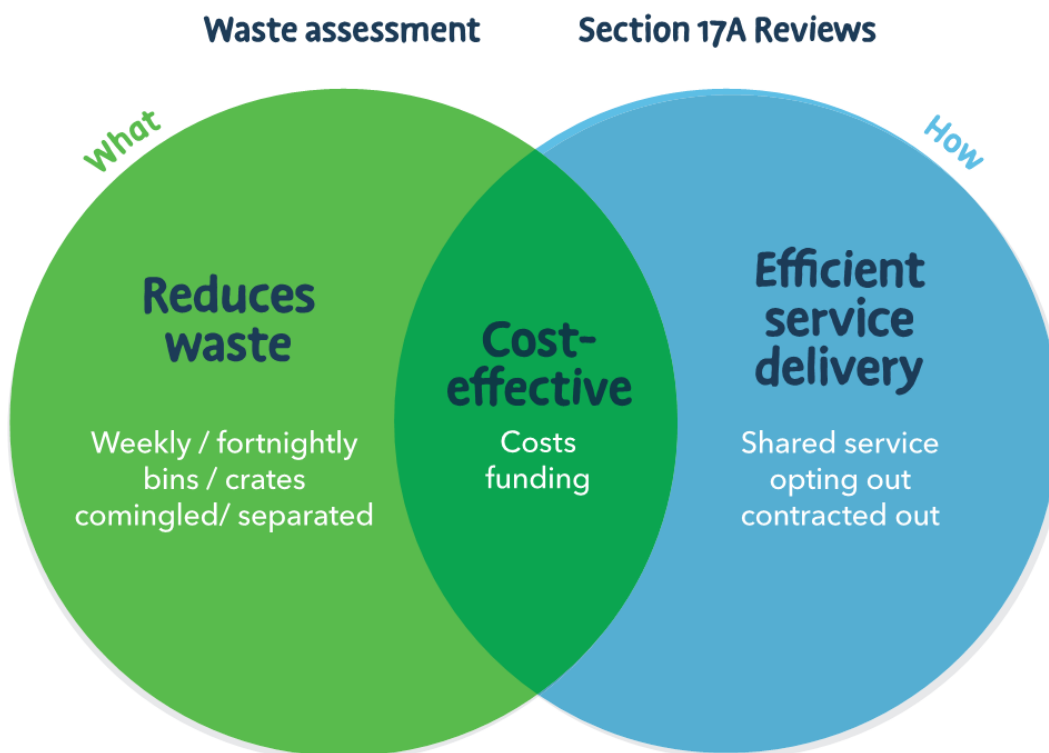
## 2.3 Section 17A – delivery of services

**Section 17A of the Local Government Act 2002 sets out the requirement for local authorities to “review the cost-effectiveness of current arrangements for meeting the needs of communities within its district or region for good-quality local infrastructure, local public services, and performance of regulatory functions”.**

The two prongs of a Section 17A assessment as shown in Figure 1, puts the customer at the forefront of the assessment in tandem with cost-effectiveness. For the customer, cost-effectiveness does not mean least-cost, and therefore understanding what the community needs is critical to delivering a service in alignment with community expectations.



**Figure 1:** Interlinked Section 17A components of cost-effectiveness and community needs for a kerbside collection.



Section 17A reviews provide Council with the opportunity to undertake a full review of the way in which a service is delivered. As part of this process, discussions with surrounding territorial authorities are critical as there may be options for regional collaboration. This could benefit more communities and result in greater efficiencies and encourage a regional approach through the joint use of facilities to achieve waste minimisation outcomes.

## 2.4 International commitments

**New Zealand is party to the following key international agreements influencing the requirements of our domestic legislation for waste minimisation and disposal. Some of the key agreements are the:**

- Montreal Protocol - to protect the ozone layer by phasing out the production of numerous substances
- Basel Convention - to reduce the movement of hazardous wastes between nations
- Stockholm Convention - to eliminate or restrict the production and use of persistent organic pollutants; and
- Waigani Convention - bans export of hazardous or radioactive waste to Pacific Islands Forum countries.

## 2.5 National direction

**Many waste minimisation initiatives are more suitably implemented at a national level, e.g. product stewardship schemes for problematic waste streams (e.g. e-waste, tyres) and container deposit legislation. Work is needed by governing bodies, such as WasteMINZ and The Ministry for the Environment, to encourage ongoing support for the implementation of national waste minimisation activities through a coordinated advocacy approach.**

National direction has evolved rapidly over the last two years. There are several signalled changes in legislation and the wider waste industry, impacting the way waste services are delivered by Council. These include:

- A revised Aotearoa New Zealand National Waste Strategy, released in March 2023, setting targets for waste reduction that councils will need to align with when preparing their waste minimisation and management plans. The strategy sets these three national targets to be achieved by 2030:
  - waste generation - reducing the amount of material entering the waste management system, by 10% per person
  - waste disposal - reducing the amount of material needing final disposal, by 30% per person
  - waste emissions - reducing the biogenic methane emissions from waste by at least 30%.
- The emissions reduction plan sets out how New Zealand will reduce our impact on the climate. Emissions reduction targets by 2050:
  - long-lived greenhouse gas emissions are net zero
  - biogenic methane emissions are 24-47% below 2017 levels.
- Supporting the Local Government Waste Management Manifesto including:
  - changes to the Waste Disposal Levy
  - better waste data
  - container deposit scheme
  - mandatory product stewardship e.g. tyres, e-waste.
- Proposed standardisation of the kerbside collection system.
- Banning of specific grades of plastics for packaging and some single-use plastics.
- Government investment in diversion infrastructure via the Waste Minimisation Fund and Climate Emergency Response Fund. Current funding round focused on organic waste diversion and specific funding for council kerbside collection of food waste.
- Ongoing implementation of increases to the Waste Disposal Levy and Emissions Trading Scheme costs, as well as expansion of the Levy application to Class 2-4 landfills (e.g. construction and demolition waste landfills, and managed fill and clean fill sites).
- Introduction of the transfer station reporting using an agreed National Waste Data Framework.
- Implementation of the Government's Climate Action Plan, which includes diversion of organic waste (food, green, timber wastes) from landfill.
- A move towards a circular economy which is strongly aligned with global initiatives to achieve the Sustainable Development Goals\*. In particular the goals on sustainable consumption and production, climate change, economic growth, energy and ecosystem health.

- Subsequent revisions to the Waste Minimisation Act 2008 and the Litter Act 1979 to support the changes above. Funding models for waste services may be impacted by any changes to sharing the Waste Disposal Levy.
- Wider government reform impacting Councils will also impact waste service delivery. This includes (but is not limited to) Resource Management Act reform, Affordable Water Reforms and the future for local government review.
- \*\*MfE considers compostable products could have a role in a circular economy in New Zealand:
  - in closed-loop settings where they help divert food to compost
  - where plastic polymers would usually contaminate the compost or soil (e.g. produce labels).
- \*\*\*Waste to energy: Some technologies extract the remaining value from materials before, or while, they are disposed of. Waste-to-energy facilities are a common example. However, recovering value must be done without increasing emissions or instead of a preferred method higher in the waste hierarchy. Ideally these facilities process renewable material.

### 2.5.1 Alignment with the national strategy

**Central government policy is being reviewed which could have significant effects on Council's waste management and minimisation practices.**

Council will be developing its new Waste Management and Minimisation Strategy 2024 – 2030 against the backdrop of future changes – which will likely place new responsibilities on council services and resources. Council therefore is seeking to align its waste plan with likely changes and key strategy priorities including:

- diversion of organics away from landfill
- reducing landfill emissions
- lifting recycling rates
- standardisation of kerbside collections
- promoting a circular economy.

### 2.5.2 Te Tiriti o Waitangi – Treaty of Waitangi

Council is committed to honouring the principles of Te Tiriti o Waitangi / Treaty of Waitangi through its relationship with Kiingitanga, Waikato-Tainui, mana whenua and maataa waka within Hamilton. The principles of partnership, participation, and protection underpin the relationship between the government and Maaori under Te Tiriti o Waitangi.

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\* Ministry for the Environment. 2021. Te kawe i te haepapa para | Taking responsibility for our waste: Proposals for a new waste strategy; Issues and options for new waste legislation. Wellington: Ministry for the Environment.

\*\* Ministry for the Environment. 2022. Compostable products: Ministry for the Environment position statement. Wellington: Ministry for the Environment.

\*\*\* MfE A waste to energy guide for New Zealand Aug 2020 Publication number: INFO 964.

## 2.6 Regional strategies

### 2.6.1 Te Ture Whaimana

**Tooku awa koiora me oona pikonga he kura tangihia o te maataamuri.**

Te Ture Whaimana encompasses the vision 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.

### 2.6.2 Waikato Regional Council's waste strategic action plan 2020-2025

**With a vision of "working together towards a zero-waste region", the focus is on wellbeing for our environment and people through:**

- preventing waste and its impact on the environment
- maximising quality resource recovery and putting recovered resources to their highest and best use
- accelerating the transition to a circular economy in the Waikato region
- working in partnership to achieve our goals.

The Waikato Waste Prevention Plan aligns with Waikato Regional Council's 10-year strategy, Waikato Regional Policy Statement and Waikato Wellbeing Project. Under the Waikato Wellbeing Project, goals for achieving a more environmentally sustainable, prosperous and inclusive Waikato region by 2030, are being set using the Sustainable Development Goals framework. The goal of reducing waste to landfill in the Waikato region by 50% has been set under SDG (goal 12) responsible consumption and production.

### 2.6.3 Iwi/hapuu environmental plans

- **Waikato-Tainui:** The Waikato-Tainui Environmental Plan, Tai Tumu, Tai Pari, Tai Ao is developed out of the Whakatupuranga 2050 long-term development approach and seeks to build the capacity of marae, hapuu and iwi in the sustainability space. The overarching purpose of the Plan is to provide a map or pathway that will return the Waikato-Tainui rohe to the modern-day equivalent of the environmental state it was in when Kiingi Taawhiao composed his maimai aroha.
- **Ngāti Hauā Iwi Trust:** The Te Rautaki Tāmata Ao Turoa o Hauā - Ngāti Hauā Environmental Management Plan has been developed by Ngāti Hauā Iwi Trust in partnership with Ngāti Hauā Marae. The plan has been developed 'to express and articulate the values, frustrations, aspirations and position statements in relation to our taiao (environment)'.
- **Ngaati Tamainupoo:** The purpose of the Ngaati Tamainupoo Matauranga and Taonga Management Plan 2021 is to serve as the first generation plan for Ngaati Tamainupoo to direct external agencies and organisations, and developers and their agents, on the management and use of Ngaati Tamainupoo maatauranga and taonga.

## 2.7 Council strategic plans, policies and regulations

Council strategic plans, policies and regulations will be considered in the development of the new Waste Management and Minimisation.

### 2.7.1 Long-Term Plan

Council's vision within its Long-Term Plan 2021-2031 is to improve the wellbeing of Hamiltonians. Central to this, Council have developed five priorities for the city based on feedback received from the community:

- shaping a city that's easy to live in
- shaping a city where our people thrive
- shaping a central city where people love to be
- shaping a fun city with lots to do
- shaping a green city.

In relation to shaping a green city, Council sets out the following focus areas:

- making the city healthier and stronger
- reduce the carbon footprint
- mitigate the impact of the city on river and lake
- enable alternative ways to move safely and quickly
- plan our future as a sustainable city.

### 2.7.2 He Pou Manawa Ora

The Pillars of Wellbeing Strategy outlines the vision for a city that celebrates its whole history, including its unique Maaori heritage. The strategy recognises Maaori as key partners in determining Hamilton's future and aims to achieve better outcomes for Maaori and all Hamiltonians. The four pillars or 'pou' are history, unity, prosperity and restoration.

### 2.7.3 Climate Change Strategy – our climate future

Climate change is one of the greatest challenges for Hamilton. Hamiltonians have made it clear they want Council to lead the way in responding to climate crisis. Council has developed a climate change strategy outlining the priorities for its response.

The strategy's vision is 'Hamilton Kirikiriroa is a thriving, low-carbon city that responds and adapts to climate change' and have the following outcomes and focus areas:

Outcomes	Focus areas
<b>Outcome one:</b> <b>By acting together, our emissions are reducing</b>	<ul style="list-style-type: none"> <li>• Establish and implement emissions reduction pathways for our city and our organisation's emissions.</li> <li>• Develop a low-emissions transport network and system.</li> <li>• Make Hamilton a centre of excellence for climate response innovation.</li> <li>• Support our businesses and community through the low-carbon transition and to reduce their emissions.</li> <li>• Embed circular economy principles in all activities.</li> </ul>
<b>Outcome two:</b> <b>Our neighbourhoods enable low-carbon living</b>	<ul style="list-style-type: none"> <li>• Create a 20-minute city of compact, connected and healthy neighbourhoods, with a focus on sustainable urban intensification.</li> <li>• Enable low-carbon infrastructure and buildings, and opportunities for renewable energy solutions.</li> <li>• Support community sharing networks to reduce emissions and enable other co-benefits.</li> </ul>
<b>Outcome three:</b> <b>Our city is ready for Hamilton's climate</b>	<ul style="list-style-type: none"> <li>• Improve our community's resilience and reduce the impact of climate change on their wellbeing.</li> <li>• Build the right things in the right place to reduce our climate risk exposure.</li> <li>• Future-proof existing and new infrastructure to be climate resilient.</li> <li>• Regenerate our natural environment, to improve the resilience of our gullies and other natural areas.</li> <li>• Encourage sustainable water use and conservation measures to protect the Waikato River.</li> </ul>



### 2.7.4 Waste Management and Minimisation Bylaw 2019

The Waste Minimisation Act 2008 requires councils to review their waste bylaws at least every 10 years. Council's current waste bylaw was approved in 2019.

Waste-related bylaws must not be inconsistent with a council's waste management and minimisation plan which is reviewed every six years. With a review of the Waste Management and Minimisation Plan in 2024, Council must ensure the waste bylaw remains fit for purpose. Following the new Waste Management and Minimisation Plan development, the waste bylaw would be checked for consistency.

### 2.7.5 Regulatory functions

In addition to waste facility assets and the provision of services, Council also has responsibilities and powers as a regulator and statutory obligations placed upon them by the Waste Minimisation Act 2008.

Council operates in the role of regulator with respect to:

- management of litter and illegal dumping under the Litter Act 1979
- trade waste requirements
- nuisance-related bylaws
- Local Government Act 2002.



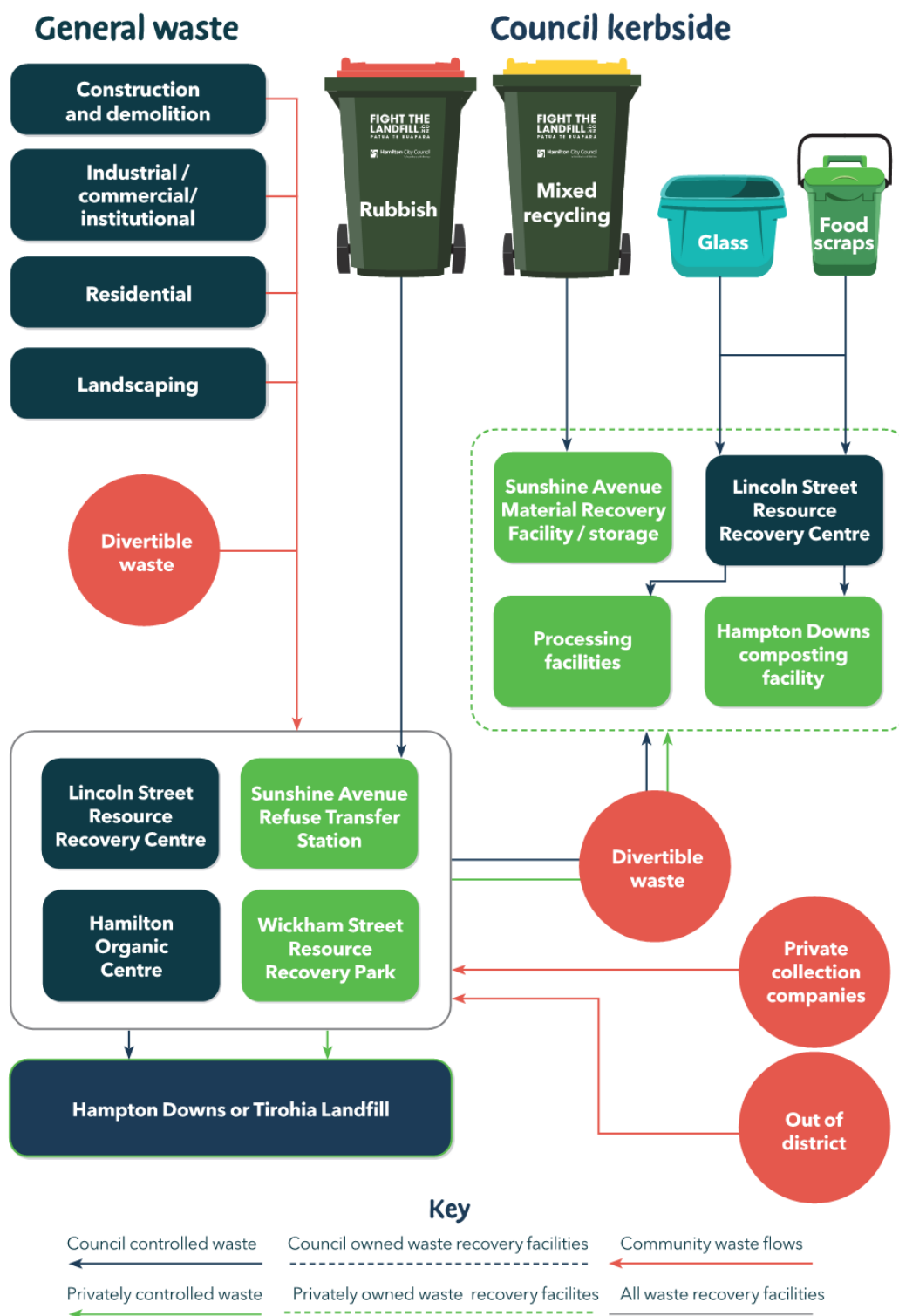
## Existing recycling and waste facilities and services

**This section includes a summary of information regarding waste management and minimisation services and facilities provided within Hamilton for reduction, re-use, recycling, recovery, treatment, and disposal. This includes Council services as well as private and commercial services, where known and applicable.**

There are no operating landfills in Hamilton. Residual waste from Hamilton is consolidated at the Council-owned Lincoln Street Resource Recovery Centre and Hamilton Organic Centre at Wickham Street, the Enviro NZ owned Refuse Transfer Station on Sunshine Avenue, or the Waste Management owned Resource Recovery Park on Wickham Street, Frankton.

Waste from the Lincoln Street Resource Recovery Centre and waste from the Refuse Transfer Station is bulk-hauled to North Waikato Regional Landfill (Hampton Downs landfill). A small amount of waste is transported directly from Hamilton to Hampton Downs landfill. Without access to available data, waste from the Waste Management Resource Recovery Park is assumed to be transported to the Tirohia landfill.

Figure 2: illustrates the source and destination of waste and diverted material in Hamilton.





### 3.1 Council provided facilities, services and funds

**From 31 August 2020, Council implemented a new rubbish and recycling service. The new service includes separate wheelie bins for rubbish and mixed recyclables as well as a new food scraps bin to collect household food waste. Glass is now collected separately using the existing crates that were available to the customers.**

As of September 2020, Council provides the following facilities and services, excluding the inner-city rubbish and recycling exclusion zone:

- Residential fortnightly kerbside collection of rubbish (120 litre wheelie bin), is disposed of at the Sunshine Avenue Refuse Transfer Station. Occasionally, loads of Council kerbside rubbish is disposed of at the Lincoln Street Resource Recovery Centre. The Refuse Transfer Station is closed to the public.
- Residential weekly kerbside collection of food scraps (23 litre bin), is consolidated at the Lincoln Street Resource Recovery Centre and transported to Hampton Downs composting facility.
- Residential fortnightly kerbside collection of mixed recycling (240 litre wheelie bin), taken to Sunshine Avenue Materials Recovery Facility for sorting and subsequent processing.
- Residential fortnightly kerbside collection of glass (45 litre crate), consolidated at Lincoln Street Resource Recovery Centre and sent for processing.
- Hamilton Organics Centre on Wickham Street accepts green waste drop offs. Green waste can also be dropped off at Lincoln Street Resource Recovery Centre. Greenwaste from the facilities is consolidated at the Hamilton Organic Centre and transported to Hampton Downs for composting.
- Lincoln Street Resource Recovery Centre, owned by Council and operated by Enviro NZ, accepts rubbish, green waste and a range of recyclable/recoverable materials including wood gib, concrete cleanfill, batteries, metals, e-waste, hazardous goods, and standard kerbside recyclable items. Habitat for Humanity operate an onsite retail store for items recovered.
- An education room (owned by Enviro NZ) offering community tours of the at Sunshine Avenue Materials Recovery Facility.
- Litter bin servicing and removal of illegal dumping (funded through general rates).
- Special wastes generated in Hamilton include sewage millscreenings and biosolids from Council's wastewater treatment plant and road sweepings. Millscreenings are disposed of at the Hampton Downs landfill. Biosolids are vermicomposted at the MyNoke plant in Tokoroa. Road sweepings are disposed of at Lincoln Street Resource Recovery Centre.
- Collection from Council facilities includes, rubbish, recycling, glass, food waste and greenwaste.
- An annual community contestable Waste Minimisation Fund.
- Compliance and closed landfill management.



### 3.2 Non-council facilities and services

**In addition to the kerbside services provided by Council, private operators such as Enviro NZ or Waste Management also offer user-pays kerbside rubbish collections to urban households, using several sizes of wheelie bins as the waste container. The extent of households using private rubbish collections is estimated at only 4.2%\* given Council provides a Council-led, rates funded kerbside service.**

Several commercial operators offer gantry skip bin services to householders for the occasional disposal of larger quantities of waste. Different sizes of bins are available, with specific bins being available for dense materials such as hard fill and soil.

Several greenwaste operators also offer user-pays greenwaste collection services to residential customers.

Commercial waste operators provide waste and recycling services for most businesses in Hamilton. Depending on the volume of waste generated, wheelie bins, gantry bins, and front-loader bins are available. Some businesses transport their own waste and recycling to one of the transfer stations.

#### 3.2.1 Private processing facilities

**There are limited diverted material processing facilities in Hamilton, but the district is serviced by other North Island facilities.**

Council uses the Materials Recovery Facility in Hamilton and facilities in other districts for the processing of the material it collects. A summary list of known recycling/recovery facilities in other North Island districts used by Council, the private sector and other councils are outlined in Table 1.

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\* Composition of Kerbside Rubbish and Composition of Waste to Lincoln St Resource Recovery Centre, Waste Not Consulting, November 2022 (SWAP report)

Table 1 Diverted material processing facilities

Name / Operator / Owner	Type	Key service / waste stream	Location
<b>Enviro NZ</b>	Materials Recovery Facility	sorting and bulking of mixed recyclables	Hamilton
<b>Waste Management New Zealand</b>	Materials Recovery Facility	sorting and bulking of mixed recyclables	Other North Island locations
<b>Visy</b>	glass furnace	glass bottles and jars	Onehunga, Auckland
<b>Envirofert</b>	composting	<ul style="list-style-type: none"> <li>green waste and food waste</li> <li>clean plasterboard (used as additive for compost)</li> <li>wood (shredded and sent as biofuel)</li> </ul>	Tuakau
<b>MyNoke</b>	vermicomposting	biosolids	Tokoroa
<b>South Waikato Achievement Trust</b>	dismantling site	electronic waste	Tokoroa
<b>SIMS Pacific</b>	scrap yard	metals	Auckland
<b>Oji Fibre Solutions</b>	fibre reprocessing	paper and card	Auckland
<b>PACT Group</b>	plastic reprocessing	plastics recycling	Auckland
<b>Polymer Processing</b>	plastic reprocessing	plastics recycling	Papakura, Auckland
<b>ENZ</b>	composting	green waste and food waste	Hampton Downs
<b>Astron Plastics</b>	plastic #1 and #2	plastics recycling	Auckland
<b>Flight Plastic</b>	plastic #1	plastics recycling	Wellington
<b>Budget Plastics</b>	plastic #5	plastics recycling	Palmerston North
<b>Bay Tyres</b>	end of life tyres	shredding of tyres for fuel	Tauranga
<b>Global Metal Services</b>	tin, steel, aluminum, gas bottles	metal recycling	Hamilton
<b>Computer Recycling Auckland</b>	batteries, car batteries, e-waste	electronic waste recycling	Auckland
<b>D&amp;T MacDonald</b>	concrete and cleanfill	concrete and cleanfill processing	Hamilton
<b>Revital</b>	plasterboard	fertiliser manufacturer	Cambridge
<b>PurposeFill</b>	plasterboard and other construction waste	sorting and bulking of recyclables	Hamilton
<b>Chemwaste</b>	hazardous chemicals and oil	hazardous waste	Auckland

Data provided from Council's Rubbish and Recycling report, April 29 2021.

### 3.2.2 Product stewardship/take back schemes

A summary list of known product stewardship schemes operating in New Zealand is outlined in Table 2.

**Table 2** Product stewardship schemes and take-back schemes in the Waikato and Bay of Plenty Regions (2021)<sup>1</sup>

Name / Operator /Owner	Key service / waste stream	Location
<b>Waste paint</b>	3R and Resene Paints	Drop-off at locations that sell paint or transfer stations
<b>Agricultural waste chemicals and plastics</b>	3R and Agrecovery	Drop off or pick up
<b>Farm plastics (bailage wrap)</b>	Plasback	Collects from farms, call to schedule pick up
<b>Child restraints</b>	Seatsmart through agents	Tauranga, Rotorua, Hamilton, Frankton
<b>Hard to recycle consumer products</b>	Terracycle	At local collection points (schools, libraries, or send by mail)
<b>Electrical and electronic products</b>	TechCollectNZ	Noel Leeming stores in Hamilton, Tauranga, and Rotorua
<b>Electrical and electronic products</b>	South Waikato Achievement Trust	Drop-off in Tokoroa
<b>Mobile phones</b>	REMobile	Selected Spark, 2 Degrees, and Resene stores
<b>Swappa crate (beer bottles and crates)</b>	The Associated Bottlers Co Ltd	In most liquor stores
<b>Household polystyrene recycling programme</b>	EXPOL	Mitre10 stores in: Cambridge, Rotorua, Tauranga, Ruakura, Te Rapa
<b>Household soft plastics</b>	The Packaging Forum	Selected Countdown, The Warehouse, New World, Pak'nSave stores and other locations
<b>Liquid paper Board</b>	SaveBOARD	A small number of Hamilton cafes and SaveBOARD Te Rapa
<b>Roading materials</b>	Various	Various

<sup>1</sup> Waikato and Bay of Plenty region waste and recycling stocktake 2021

## 4 Waste data

**It is important for Council to understand the quantity and composition of waste coming through its facilities and services so it can identify opportunities to reduce waste to landfill and measure progress against targeted improvements.**

This section contains a summary of the available data for waste collected, recycled, and disposed of via Council's collection services and facilities. This includes kerbside and facilities data for the period July 2017 to June 2022, and sampling data collected by Waste Not Consulting in May, June, October, and November 2022. The sampling includes two four-day visual surveys of the composition and activity sources of waste disposed of at the Lincoln Street Resource Recovery Centre and two, three day sort-and-weigh audits of the composition of Council's kerbside rubbish collection. Only the Lincoln Street Resource Recovery Centre was surveyed for the 2022 research.

Without the inclusion of the Enviro NZ and Waste Management Resource Recovery Park, the visual survey does not provide a complete picture of waste disposed of to landfill from Hamilton.

Council had a new waste service contract which commenced in August 2020, at which point the format of waste data being recorded by the contractor were slightly different than what has been recorded historically.

### 4.1 Data assumptions and accuracy

**To obtain a better understanding of waste data within Hamilton and how it compares to other territorial authorities, a per capita figure has been used as the first guide. This is the total amount of known waste collected, divided by the total number of people in a defined area. It is an indicator of average 'waste' production or recyclables diverted on a per person basis. It is not directly equivalent to the amount of waste an individual throws away each year. Much of the waste is produced from commercial sources or is coming from out of the area.**

This document was prepared using information gathered in December 2022 from a variety of sources including data managed by Council, the most recent and historical data from the Solid Waste Analysis Protocol, and the Waste Management and Minimisation Plan 2018 – 2024. . Council temporarily ceased the collection of food scrap bins during COVID-19 Level 4 lockdown in August 2021 and in March 2022. This was due to COVID-19 related staff shortages.

The data presented in this document does not represent all the waste and diverted materials generated in Hamilton. The amount of waste and diverted material is gathered extrapolated from waste data controlled by Council.

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<sup>2</sup> Composition of Kerbside Rubbish and Composition of Waste to Lincoln St Resource Recovery Centre, Waste Not Consulting, November 2022



No data was available from the private and commercial sector. Following the implementation of the new kerbside rubbish and recycling service, a survey conducted by Versus for Council, estimated 4.2% of households used a private kerbside service. The 2018 census population (161,000) is used for the basis of the calculations. Taking Hamilton's estimated population for 2022 (181,000), from assumptions made in the 2021-31 Long-Term Plan, does not change the overall trends the data reveals.

A number of data gaps were evident in the waste assessment:

- private recovered waste is not measured
- tonnage from private collectors, commercial and industrial operations, construction and demolition sources not able to be separated from total tonnes
- unregulated disposal (e.g. farm pits and burning) not able to be measured
- volume of organic waste being processed privately through home composting or pig farms, or through private collection services are not able to be measured.

#### **4.2 Progress against the 2018-2024 WMMP targets**

**Council's Waste Management and Minimisation Plan 2018 – 2024 consists of 33 actions of which significant progress has been made, including the introduction of the new residential kerbside rubbish and recycling service, along with the (then) Solid Waste Bylaw Review. For a full summary of action progress, please refer to Appendix A.**

There are four waste minimisation targets set in the Waste Management and Minimisation Plan 2018 – 2024 for Hamilton. The progress against these targets is discussed in the following sections. As noted in section 4.1 above there are multiple data gaps which make it difficult to accurately report on the targets set in the Waste Management and Minimisation Plan 2018 – 2024.

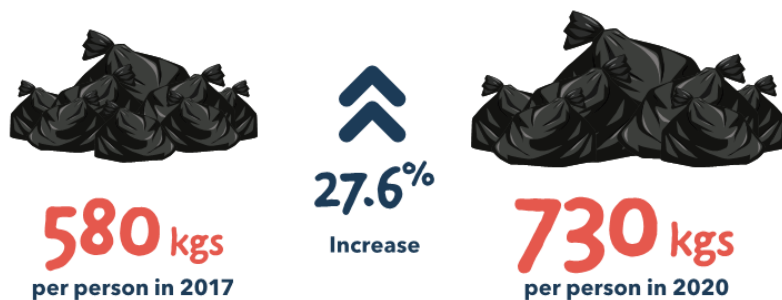
Lack of high quality data is a persistent issue for the waste sector. There are currently large gaps in our knowledge of what makes up our waste, where it goes and how we dispose of it.

To assess progress in any meaningful way, we need more robust data. In all our systems for managing and using materials, and managing waste, we need to start collecting data systematically and using it to measure, monitor and report our progress.

Traditionally, individual councils have collected data on waste, through their waste assessment and waste planning work. However the information gathered and how it is measured often vary. Bringing the information together and building on it, will support the National Waste Strategy Priority 1.3, Data Collection systems, to create a full national picture.

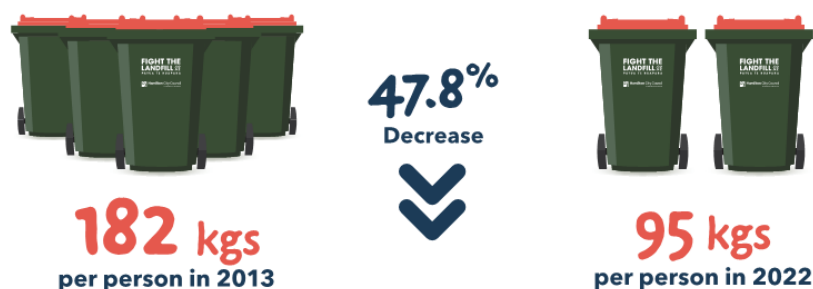
#### 4.2.1 Reduction (by 10%) per capita amount of rubbish to landfill

No local data is available for the total per capita amount of waste going to landfill (reasons covered in section 4.1). At the national level, total waste to landfill has increased from 580kg to 740kg per person per annum between 2009/10 and 2018/19.<sup>3</sup>



A similar trend was seen regionally as data from the Waikato and Bay of Plenty waste and recycling stock-take 2021 shows waste to Class-1 increased by 28.5% per person between 2017 and 2020. It could be assumed the waste to landfill in Hamilton would show a similar trend to the national and regional figures.

Due to the introduction of the new kerbside rubbish and recycling service, the amount of kerbside rubbish going to landfill per capita has significantly decreased from 182kg in 2013 to 95kg in 2022.<sup>4</sup>



It is estimated Council managed kerbside rubbish only accounts for approximately 13% of the total per capita waste going to landfill in Hamilton.<sup>5</sup>



<sup>3</sup> <https://environment.govt.nz/facts-and-science/waste/estimates-of-waste-generated/>

<sup>4</sup> Composition of Kerbside Rubbish and Composition of Waste to Lincoln St Resource Recovery Centre Nov 22 Table 5.3 - Comparison of per capita disposal of kerbside rubbish with other areas

<sup>5</sup> 95kgs per capita of kerbside rubbish (taken from Composition of kerbside rubbish and composition of waste to Lincoln Street Resource Recovery Centre Nov 22 Table 5.3) divided by the total waste to landfill per capita rate of 740kg (taken from <https://environment.govt.nz/facts-and-science/waste/estimates-of-waste-generated/>)

#### 4.2.2 Increase (by 10%) in the per capita amount of material diverted from landfill

Lack of high quality data is a persistent issue for the waste sector. There are currently large gaps in our knowledge of what makes up our waste, where it goes, and how we dispose of it.

A key strategy Council is currently pursuing to further divert waste from landfill, is through the use of its Lincoln Street Resource Recovery Centre. Figure 3 illustrates the quantity of different materials that have gone through the Resource Recovery Centre between 2017/18 and 2021/22. Figure 4 provides quarterly quantities between quarter one (2021) to quarter three (2022). Green waste has been accepted at the Resource Recovery Centre from 2019/20.

In the same year, Council has also adopted a different method in sorting recyclables. This has resulted in an increase in quantity for material streams such as steel and glass.

Diverting construction and demolition waste away from landfill is one of Council's key initiatives. Material streams such as reusable items for Habitat for Humanity ReUse Store and wood have been increasing at the Resource Recovery Centre since 2019/20 and is now becoming steady.

A small amount of concrete started to appear at the Resource Recovery Centre in late 2021 and is gradually increasing. The quantity of wood increased significantly in early 2022. The increasing trend is expected to continue as Council deepens its collaborative relationship with the industry to reduce construction and demolition waste.

**Figure 3** Materials diverted from landfill at Council's Lincoln Street Resource Recovery Centre – 2017/18 to 2022/23

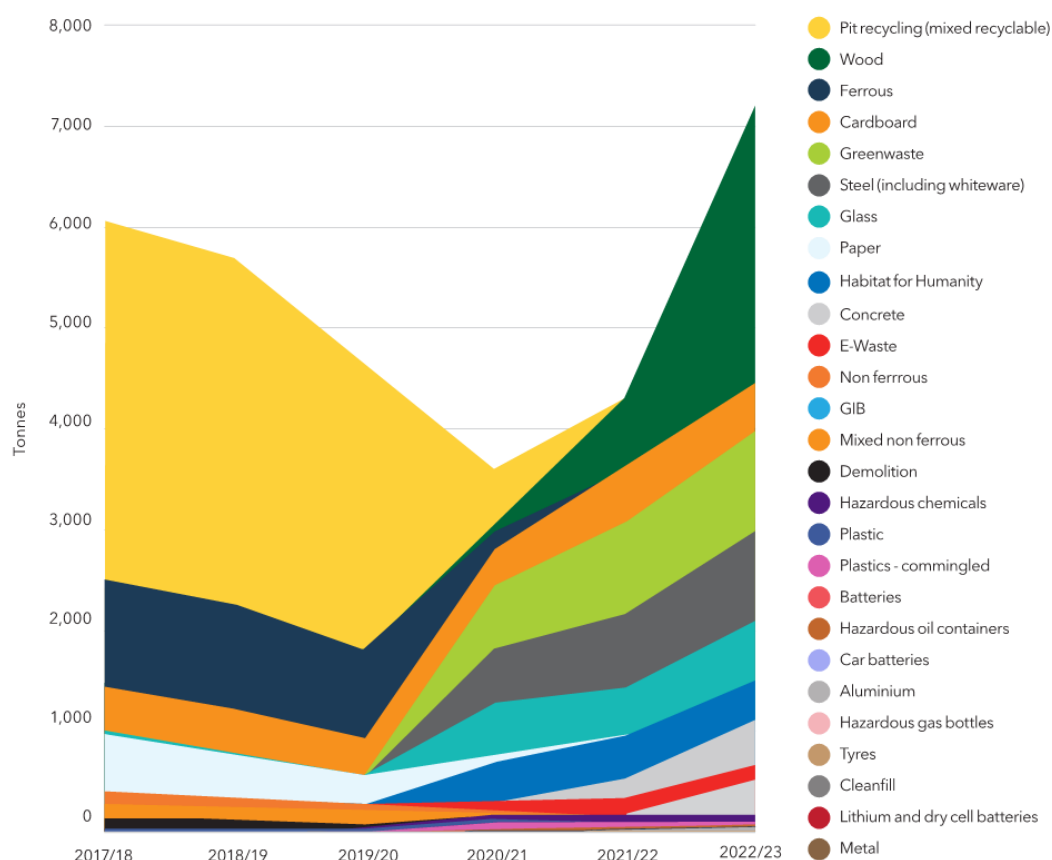




Figure 4 Materials received at Council's Lincoln Street Resource Recovery Centre - Q1 2021 to Q1 2023

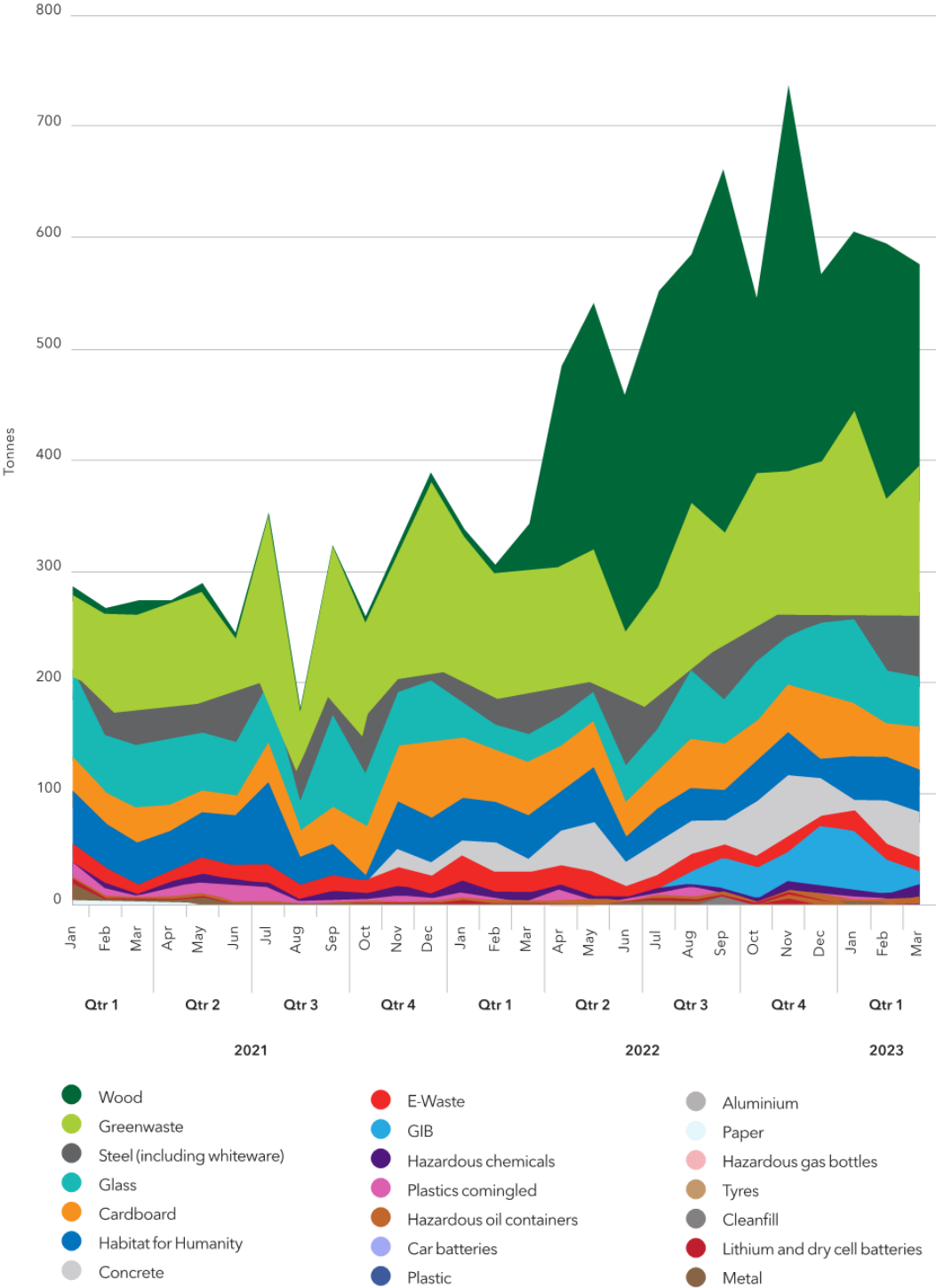


Figure 5 shows the amount of greenwaste received at the Hamilton Organic Centre between 2017/18 and 2021/22. The quantities received were fairly consistent, averaging approximately 9,000 tonnes a year. The projected quantity is expected to increase predominantly with population growth or as customers divert more greenwaste away from their rubbish wheelie bins.

Hamilton Organic Centre - greenwaste

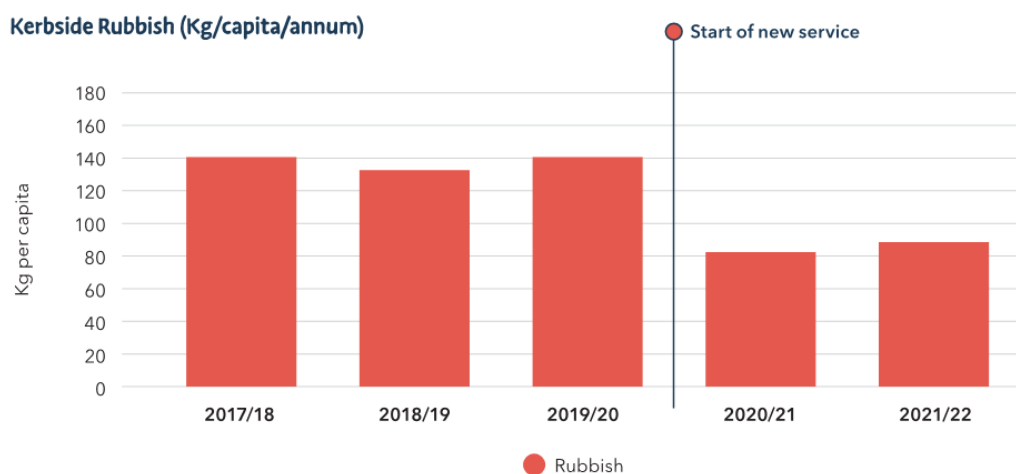


#### 4.2.3 Decrease (by 25%) in the per in the per capita kerbside rubbish to landfill

This target refers to reduction in kerbside household waste to landfill. This target can be measured against kerbside waste from Council's kerbside services (excluding private kerbside collection services). Figure 6 shows kilograms of rubbish per capita, per annum, based on annual population figures from the National Institute of Demographic and Economic Analysis, University of Waikato.

The amount of kerbside rubbish collected has remained relatively steady between 2017/18 and 2019/20, with a significant decrease (approximately 40%) noticeable in the 2020/21 year. This reduction aligns with the new collection services introduced in August 2020 where Council commenced the collection of household food scraps.

Figure 6 Council kerbside collection - rubbish per capita per year

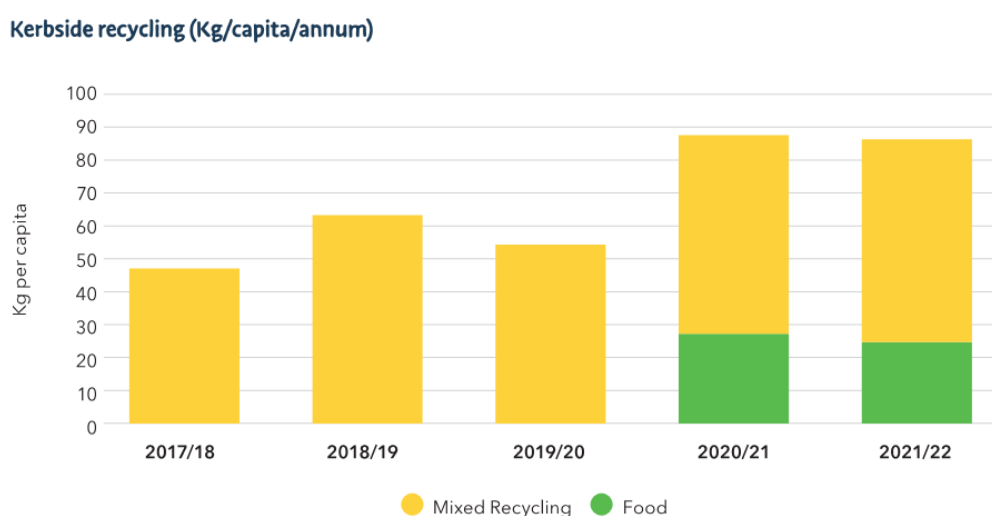


#### 4.2.4 Increase (by 50%) in the per in the per capita kerbside recycling

This target refers to the increase in kerbside recycling. The recycled waste amounts include kerbside collected mixed recyclables and glass, as well as food scraps. Figure 7 shows kilograms of kerbside recycling per capita, per annum, based on annual population figures from the National Institute of Demographic and Economic Analysis, University of Waikato.

The effect of introducing the new collection services in August 2020, can also be observed where the amount of kerbside recycling has increased approximately 67% in 2020/21, when compared with 2019/20. Food scraps account for roughly one third of the total kerbside recycling by weight.

Figure 7 Council's kerbside collection – recycling per capita, per year



#### 4.2.5 SWAP results

The following analysis uses data obtained from the Solid Waste Analysis Protocol report by Waste Not Consulting in November 2022.

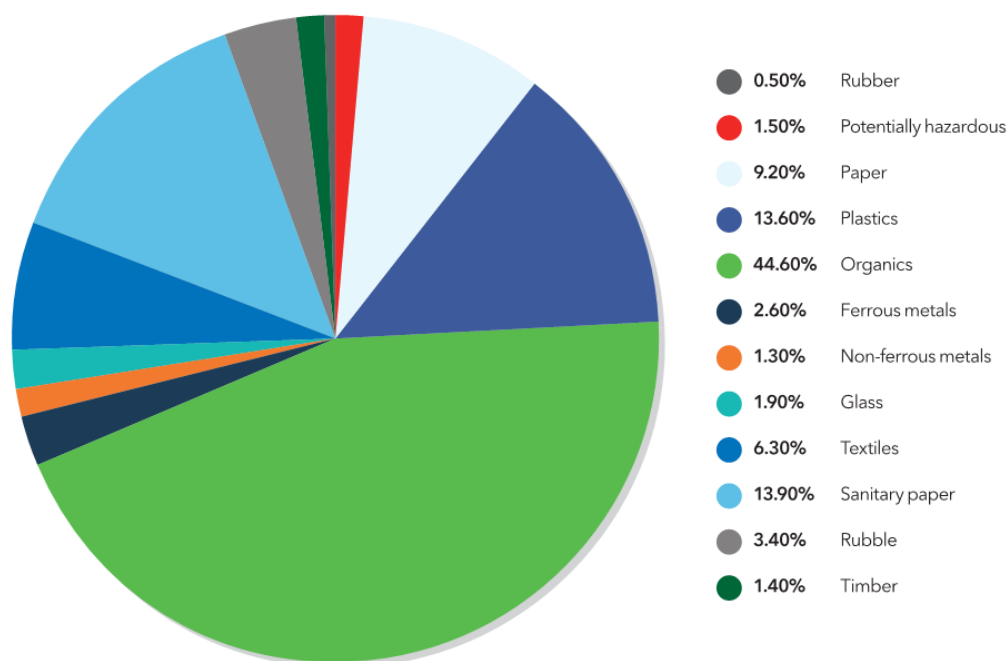
### 4.3 Kerbside waste to landfill composition

**The methodology for the sort-and-weigh audit of kerbside rubbish was based on Procedure One of the Ministry for the Environment's Solid Waste Analysis Protocol 2002. The six days of auditing included the contents of 300 120-litre rubbish wheelie bins.**

Figure 8 below illustrates the kerbside primary composition of waste disposed in Council's 120-litre wheelie bins destined for landfill. Although there was a 40% reduction in total waste volume, opportunities still exist for further diversion. Organics was the largest component, comprising 44.6% of the total. Sanitary paper was the second largest component of the waste stream, comprising 13.9%.

In addition, plastics also made up 13.6% of the wheelie bins. Of this, plastic film (52%), and plastic grade #1, and plastic grade #2 containers, which could be recycled, made up 14% of the total. Paper too made up 9.2% of the wheelie bins, most of which was recyclable (67%).

**Figure 8** Primary composition of Council's 120-litre rubbish wheelie bins – 2022



Source: Composition of kerbside rubbish and composition of waste to Lincoln Street Resource Recovery Centre, Waste Not Consulting, November 2022

## 4.4 Diversion potential

### 4.4.1 Council 120-litre rubbish wheelie bins

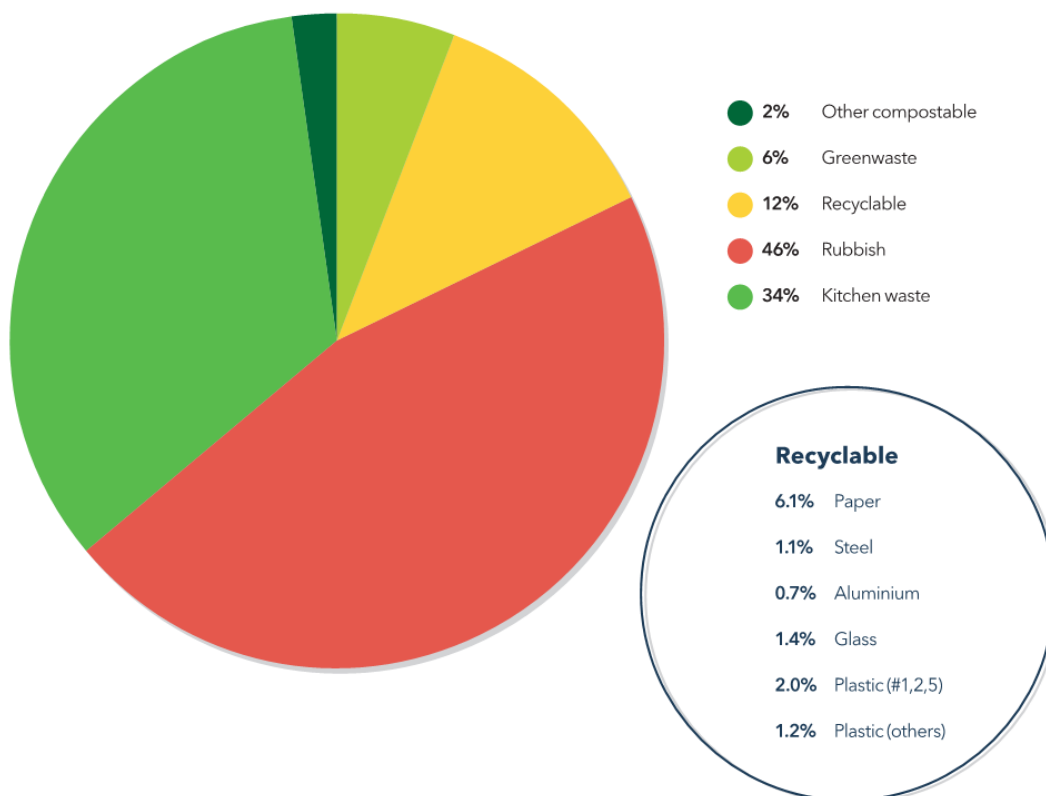
To reduce waste to landfill, Council provides residential properties with separate kerbside collections of mixed recycling, glass, and food scraps. The kerbside mixed recycling collection accepts #1-7 plastic bottles and containers, clean cardboard and paper, and steel and aluminium cans. Council also operates a recycling drop-off facility at the Lincoln Street Resource Recovery Centre accepting, at no charge, all of the materials accepted by the kerbside recycling collections.

Figure 9 below shows the diversion potential of organics and recyclables from Council's kerbside rubbish wheelie bins. The average weight per bin is approximately 8.2kg. Not all materials collected can be recycled. However, it is estimated 54% of Council's kerbside collected waste could be diverted, with 12% recyclable and 42% compostable. Of the recyclable material, 51% was paper, and 12% was glass.

This is promising for the possibility of diverting more recyclables from landfill, and the potential for compostable material to also be removed, using the services already provided by Council.

In addition, plastics also made up 13.6% of the wheelie bins. Of this, plastic film (52%), and plastic grade #1, and plastic grade #2 containers, which could be recycled, made up 14% of the total. Paper too made up 9.2% of the wheelie bins, most of which was recyclable (67%).

**Figure 9** Diversion potential of Council's 120-litre rubbish wheelie bins – 2022



Source: Composition of kerbside rubbish and composition of waste to Lincoln Street Resource Recovery Centre, Waste Not Consulting, November 2022

The compostable material comprised of kitchen waste and a small amount of green waste. Kitchen waste is food preparation waste, left-over food waste, both perished goods and wasted food, which would have been fit for consumption. For the disposal of food waste, residents can use Council's weekly kerbside food scraps collection, compost at home, establish a worm farm, or feed the food waste to hens or other animals. For the disposal of greenwaste, residents can compost at home or deliver the material to one of the drop-off facilities in Hamilton.

Plastic was the second highest component of recyclables. Plastic containers labelled #1, 2 and 5 represent 17% of recyclables that could potentially be recycled. The remaining plastics are hard plastics, plastics bags, and film not collected through current kerbside services.

## 5 Future growth and demand for waste services

**The future demand for waste services will be influenced by several key drivers including:**

- demographic changes and growth, e.g. population household changes
- change in commercial and industrial activity/economic conditions
- impact of waste flows from other districts
- consumption patterns and product quality
- the occurrence of natural disaster events or health events such as pandemics
- Central Government direction driven by national policy and legislation, e.g. product stewardship schemes, waste levy changes, Emissions Trading Scheme changes, kerbside recycling standardisation and mandatory reporting
- impact of waste minimisation behaviour change programmes
- community expectation
- changes in the way we live (shift to higher density living)
- increased costs of living affecting household accessibility
- rate payer affordability.

In taking the above demand drivers into account, there will be continued pressure on existing waste management and minimisation infrastructure and services. While there is adequate landfill disposal capacity in the medium to long-term future, Council wants to improve its capacity to divert waste.

A high projected population growth means there will be increasing demand over time on Council's kerbside collection services. These long-term demands would need to be reviewed and considered through Council's long-term processes.

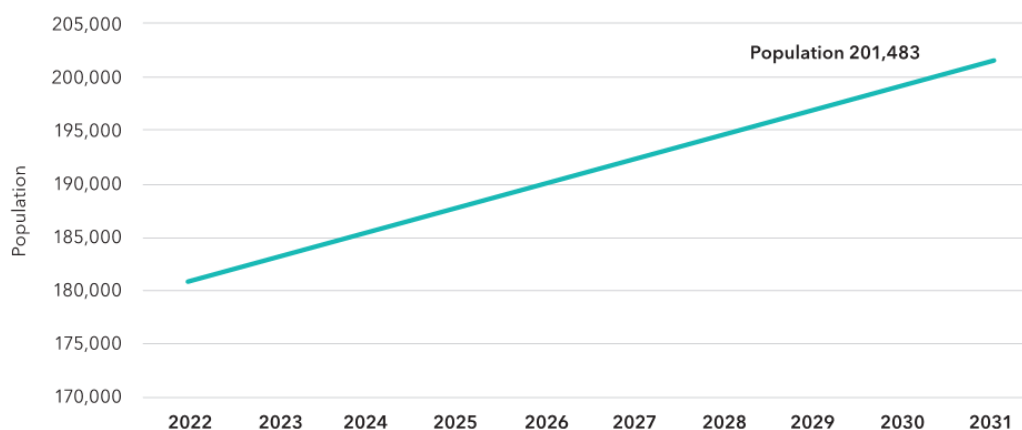
### 5.1 Demographics/population change

**Total waste is expected to increase due to population growth and economic growth. As the population increases, associated demand for waste services increases. Diversion services are required to limit the pressure on landfill and other waste handling facilities, including the existing refuse transfer station network.**

Population growth for Hamilton has been forecast by the National Institute of Demographic and Economic Analysis, University of Waikato. Council has adopted the low series of this projection when preparing the 2021-31 Long-Term Plan. Currently there are 61,000 dwellings in Hamilton. The population is projected to grow from 176,500 in 2020 to more than 200,000 in 2031, with dwellings increasing at a similar rate.

Figure 10 Hamilton City Council population under low projection

#### Hamilton City Council population under low projection



Population growth has been forecast for territorial authorities in the Waikato by the National Institute of Demographic and Economic Analysis (NIDEA), University of Waikato

## 5.2 Commercial and industrial economic activity

**The other factor that has a large determinative effect on the volume of waste produced, is industrial activity and economic conditions as measured by the Gross Domestic Product. During the past five years, Hamilton has experienced higher levels of population, Gross Domestic Product and job growth than the rest of New Zealand. Data from 2017 - 2021 shows the Hamilton population grew by 8%, Gross Domestic Product lifted 15% and there was a 12% increase in jobs. This compares to 6%, 10%, and 8% increases respectively for New Zealand.**

In 2021, growth continued despite closed borders with an increase of 0.9% compared to -0.1% in Auckland and 0.1% across New Zealand. The most recent updates on the September 2022 quarter<sup>6</sup> show:

- Gross Domestic Product in Hamilton City was provisionally up 1.7% for the year to September 2022, compared to a year earlier. Growth was lower than in New Zealand (2.6%)
- provisional Gross Domestic Product was \$12,240 million in Hamilton for the year to September 2022 (2021 prices)
- annual Gross Domestic Product growth in Hamilton peaked at 6.9% in the year to June 2021.

<sup>6</sup> Infometrics Quarterly Economic Monitor, Hamilton, September 2022



### 5.3 Waste from other areas

**The policy, services, and facilities of one district or region can dramatically impact on demand for services in neighbouring districts. This is well demonstrated in other parts of New Zealand, where policy and/or pricing changes have a direct relationship on waste movements between districts. The location and pricing of landfills and transfer stations will have an effect on the amount of waste received by them. Pricing and location are the key causes of waste movement between districts.**

Hamilton is, to a relatively high degree, a self-contained waste catchment. That is, a high proportion of the waste generated within Hamilton is disposed of within Hamilton at one of the three transfer stations. A small amount of the waste disposed of at the Refuse Transfer Station on Sunshine Avenue originates in the Waaipa District. Other waste from outside Hamilton may be disposed of at the transfer stations, but no quantitative data is available<sup>7</sup>.

### 5.4 Community expectations and consumer behaviour

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

Consumer behaviour is a key driver for household waste generation. Organisation for Economic Co-operation and Development research indicates a number of factors influencing household waste generation, including:

- family composition, e.g. household numbers and children
- household income and size
- attitude toward the environment, consumption and recycling
- presence of volume-based charging systems for waste
- frequency of waste collection
- technological shifts and product supply changes
- increased product packaging
- planned obsolescence (consumer goods rapidly become obsolete and require replacing)
- presence of infrastructure and services to enable resource recovery
- changes in work-from-home dynamics.

These issues are the target of a range of council and government policies and programmes, both at a local and national level. Although contributing factors such as family size and household income are difficult to influence, there are positive correlations between attitudes toward the environment and waste generation that can be influenced. The presence of volume-based charging systems, such as user-pays schemes and other economic disincentives, such as waste levies, are other important factors.

Another example of how these factors can be influenced is through the establishment of product stewardship schemes for priority products (as outlined in Section 3.2.2).

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<sup>7</sup> Composition of kerbside rubbish and composition of waste to Lincoln Street Resource Recovery Centre, Waste Not Consulting, November 2022



## 5.5 Natural and man-made disasters

**Natural and man-made disasters apply a different pressure upon waste services and other inter-related services by potentially creating a significant volume of waste.**

Due to its contents, this waste may be contaminated in a very short time frame. Cyclone Gabriel, Christchurch and Kaikoura earthquakes, the COVID-19 pandemic, and the management of waste following the Rena disaster, re-emphasise the need for planning. Lessons can be learnt from these events to assist in preparing for future natural disaster events in Hamilton.

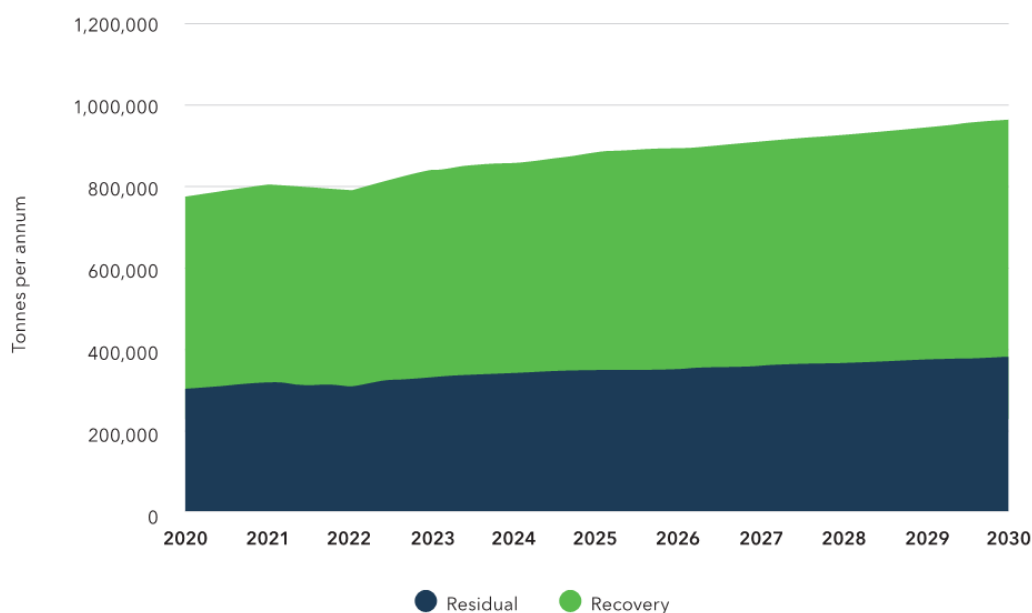
## 5.6 Projected waste volumes

**The total waste volume in Hamilton will continue to grow based on the factors covered earlier in this section. Increased waste volumes would create capacity issues around storage and disposal. The resource consent for Hampton Downs Landfill is currently only valid until 2030.**

The following data and commentary is taken from the Waikato and Bay of Plenty Waste and Recycling Stocktake 2021.

Figure 11 below shows the estimates for the quantities of overall waste to Class 1 landfills and recovered materials (i.e. all material recycled, composted, or reused) produced to 2030 in the Waikato Region region. The 2021/2022 dip is due to COVID-19 disruptions to economic activity.

**Figure 11** Project quantities of waste and diverted materials for the Waikato Region



As can be seen from the above chart, the total quantity of materials to be recovered or landfilled will increase if no changes are made. Infrastructure in both instances will need to be aligned with an increase of volumes. In the Waikato region, it is predicted there would be approximately 385,000 tonnes of waste to be landfilled, and 580,000 tonnes of material to recover by 2030.

## 6 Council future planning framework

**This section considers Council's direction with regards to vision and targets for achieving waste reduction and for meeting the forecast demand for services.**

Council's vision and targets help provide a sense of direction when scoping options. It is difficult to scope what options might be needed if there is no consideration for the outcomes desired. The vision, outcomes, and targets discussed in this waste assessment have been derived from looking at the existing Waste Management and Minimisation Plan 2018 – 2024 and the 2021-31 Long-Term Plan.

### 6.1 Vision

**The proposed vision for the Waste Management and Minimisation Strategy 2024 – 2030 is:**  
Hamilton Kirikiriroa is leading the way towards a low-waste city.

### 6.2 Outcomes

**The outcomes are the results of the actions and the changes needing to happen to move us from the current, to the future state.**

These are:

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

**By working  
together, we are  
sending less to  
landfill.**

**Our economy  
keeps resources in  
use for as long as  
possible.**

### 6.3 Guiding principles

In developing options, Council will be guided by the following principles:



#### **Enriched by Te Ao Maaori:**

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



#### **Inclusive and accessible:**

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



#### **Collective action:**

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



#### **Acting for the future:**

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



#### **Best practice:**

we are guided by evidence, data and knowledge.



#### **At the forefront of change:**

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

## 6.4 Our targets

**This waste assessment will inform the development of a new waste management and minimisation plan. This in turn will guide waste management and minimisation in Hamilton for the next six years. During this time, waste management in New Zealand is likely to change significantly due to work currently underway, including:**

- a container return scheme
- increasing levies
- standardised kerbside collections
- the collection and monitoring of waste information
- product stewardship
- legislative review
- investment in waste management facilities.

Council's overall waste minimisation targets are outlined below.

We have four key waste reduction targets for Hamilton to measure over the next six years. These targets have been chosen because:

- they will help us understand how we are progressing towards our vision
- we have access to robust data to measure them
- they align with our overarching goals, strategies and obligations.

We will regularly monitor and report on our progress against these targets.



Measuring our action plan:

Along with reporting on our four targets, Council will also gather other sources of data and information to track the progress of our actions and identify further waste reduction opportunities. Indicative measures for each of the actions will be presented with the Action Plan in the Waste Management and Minimisation Strategy 2024 – 2030.

## 6.5 Future opportunities for Hamilton

**Progress against the previous Waste Management and Minimisation Plan, Action Plan has been reviewed and considered with reference to the change in waste quantities and emerging events since 2018. Council's future focus is to continue to improve the effectiveness of the kerbside rubbish and recycling service, as well as progressing further opportunities and initiatives to reduce waste to landfill beyond kerbside collection.**

While waste going to landfill accounts for 3% of the city's carbon emissions, a number of waste reduction actions will have an impact on emissions across the entire value chain (including transport and manufacturing). To continue to advance waste reduction and create a low carbon city, Council has identified the following focus areas:

- **Continue to divert organic waste from landfill**

There are opportunities for Council to expand initiatives to further divert and reduce organic waste to landfill. This includes collaborating with large food waste creators such as the hospitality and retail sector to reduce and divert their food waste. Smaller creators such as educational institutions and hospitals could also be targeted to address the hospitality aspect of their operation. A focus would also be on further enabling community composting initiatives across Hamilton.

- **Ongoing efforts to minimise construction and demolition waste generation**

Several opportunities are available to Council to expand its current initiatives to minimise construction and demolition waste. Central to this, is continuing to collaborate with the construction and demolition industry. Council's role is to advocate and promote industry best practice in managing construction and demolition waste. Implementing the Waste Management and Minimisation 2019 Bylaw requirement of having site waste and designing out waste plans for new properties and developments would further create waste diversion opportunities.

- **Promote circular economy principles**

An opportunity exists to raise awareness and accelerate the implementation of circular principles and create Hamilton as a leader in this space.

- **Recover more from waste streams**

As illustrated in Figure 8, despite the introduction of food waste collection service, the proportion of organic waste continues to remain high (42%) in kerbside rubbish wheelie bins. While not as significant, recyclable materials still represent 12% of bin contents. To encourage behavioural change, there are opportunities for Council to strengthen its kerbside educational campaigns and initiatives. Opportunities also exist for Council to take action on our own waste and to showcase these successes and support the growth of the resource recovery network in Hamilton.

- **The way we live is changing**

Hamilton continues to experience population growth and diversification along with housing intensification. With an increase in the development of higher density housing, there is need to create solutions to enable effective waste reduction and diversion from these residences. Waste minimisation initiatives and services would also need to be extended to the central city. Council would also support the development of local solutions to enable the local recovery of materials so residents don't have to travel as far to divert excess waste, while also reducing their carbon footprint.

- **Shaping national direction on waste and resource recovery**

Council would continue to advocate for change and ensure Hamilton is at the forefront of waste minimisation in New Zealand. As national resource recovery initiatives are announced, Council will support their implementation with a focus on creating a circular economy for Hamilton.

# 7 Options assessment (statement of proposals)

Based on the opportunities identified, this section considers possible options to address future demand for waste management and minimisation services and programmes in Hamilton.

The following sections expand on the opportunities listed in Section 6.4 and presents focus areas and actions Council could introduce to address them. The actions cover influence, regulation, and service provision options, which are then assessed for alignment with the vision, outcomes, costs and ease of implementation. The options recommended to be taken forward are also highlighted.

The future actions are not an exhaustive list of potential actions, but rather the key future opportunities. The Waste Management and Minimisation Plan 2018 – 2024 has a more detailed action plan. For reference, the full list of existing actions in the Waste Management and Minimisation Plan 2018-24 is appended.

## Focus Area 1 Further reduce the amount of organic waste going to landfill

Organic waste is the third largest waste stream in New Zealand and makes up 4% of our national emissions.

There is a significant opportunity to increase awareness and expand initiatives to divert and reduce the amount of organic waste going to landfills in Hamilton.

Action 1

Collaborate with businesses and organisations to reduce their food waste.

Approach Influence	Support a low carbon economy High	Recommended ✓
Ease of implementation Complex	Cost Medium	

Action 2

Collaborate with local developers to incorporate food waste reduction and composting solutions in multi-unit apartments and other types of high-density housing.

Approach Influence	Support a low carbon economy High	Recommended ✓
Ease of implementation Simple	Cost Low	



**Action 3**

Enable community composting projects (food organics, green organics).

Approach <b>Influence</b>	Support a low carbon economy <b>High</b>	Recommended ✓
Ease of implementation <b>Medium</b>	Cost <b>Low</b>	

**Action 4**

Explore initiatives to encourage food waste reduction and composting at home.

Approach <b>Influence</b>	Support a low carbon economy <b>High</b>	Recommended ✓
Ease of implementation <b>Simple</b>	Cost <b>Low</b>	

**Action 5**

Provide food waste collection services to business.

**How will we achieve this?**

The private sector is responding to increasing demand for commercial food waste collection and therefore Council do not need to provide an additional option.

Approach <b>Service</b>	Support a low carbon economy <b>Medium</b>	Recommended ✗
Ease of implementation <b>Complex</b>	Cost <b>High</b>	

**Action 6**

Provide a separate collection service for green waste.

**How will we achieve this?**

Kerbside green waste makes up only 6% of waste. Private collections and the Hamilton Organic Centre are available for those requiring a way to dispose of excess green waste.

Approach <b>Service</b>	Support a low carbon economy <b>Low</b>	Recommended ✗
Ease of implementation <b>Complex</b>	Cost <b>High</b>	

**Action 7**

**Provide a Council funded subsidy to help collect household green waste.**

**How will we achieve this?**

Kerbside green waste makes up only 6% of waste. Household green waste collection is sufficiently covered by the Hamilton Organic Centre and private collections. It is likely that this initiative would not achieve much further diversion.

Approach <b>Service</b>	Support a low carbon economy <b>Low</b>	Recommended ✗
Ease of implementation <b>Simple</b>	Cost <b>Medium</b>	

**Focus Area 2****Ongoing efforts to reduce construction and demolition waste****Construction and demolition is the largest waste stream in New Zealand.**

An opportunity exists to continue supporting the construction and demolition industry to minimise waste from design through to construction.

**Action 1**

**Continue to collaborate with the construction and demolition industry to reduce their waste.**

Approach <b>Influence</b>	Support a low carbon economy <b>High</b>	Recommended ✓
Ease of implementation <b>Medium</b>	Cost <b>Medium</b>	

**Action 2**

**Council could implement construction and demolition waste reduction pilot projects to showcase the potential benefits and 'walk the talk'.**

Approach <b>Influence</b>	Support a low carbon economy <b>Medium</b>	Recommended ✓
Ease of implementation <b>Medium</b>	Cost <b>Low</b>	

**Action 3**

**Consider enforcing the existing solid waste bylaw to ensure site waste plans are implemented and reported on.**

Approach <b>Regulate</b>	Support a low carbon economy <b>High</b>	Recommended ✓
Ease of implementation <b>Medium</b>	Cost <b>Medium</b>	



**Action 4**

Investigate and support construction and demolition waste recovery options.

Approach <b>Service</b>	Support a low carbon economy <b>High</b>	Recommended ✓
Ease of implementation <b>Medium</b>	Cost <b>Medium</b>	

## Focus Area 3

### Support the move to a circular economy

**A circular economy is an alternative to the traditional linear economy in which we keep resources in use for as long as possible.**

An opportunity exists to raise awareness and accelerate the implementation of circular principles and create Hamilton as a leader in this space.

**Action 1**

Accelerate the transition to a circular economy in Hamilton

Approach <b>Influence</b>	Support a low carbon economy <b>High</b>	Recommended ✓
Ease of implementation <b>Simple</b>	Cost <b>Medium</b>	

**Action 2**

Advocate for the circular economy and lead by example.

Approach <b>Influence</b>	Support a low carbon economy <b>High</b>	Recommended ✓
Ease of implementation <b>Simple</b>	Cost <b>Low</b>	

## Focus Area 4

### Recover more from waste streams

The waste hierarchy is a priority order of how to manage our waste.

We need to continue our focus on increasing resource recovery by moving up the waste hierarchy.

#### Action 1

Lead by example - Council's own approach to waste diversion.

Approach <b>Influence</b>	Support a low carbon economy <b>High</b>	Recommended ✓
Ease of implementation <b>Simple</b>	Cost <b>Low</b>	

#### Action 2

Support the growth of the resource recovery network in Hamilton and the wider region.

Approach <b>Influence</b>	Support a low carbon economy <b>Medium</b>	Recommended ✓
Ease of implementation <b>Medium</b>	Cost <b>Low</b>	

#### Action 3

Continue to provide public educational campaigns and initiatives.

Approach <b>Influence</b>	Support a low carbon economy <b>High</b>	Recommended ✓
Ease of implementation <b>Simple</b>	Cost <b>Medium</b>	

#### Action 4

Restrict/ban specific types of waste in kerbside rubbish wheelie bins.

#### How will we achieve this?

While simple in theory, this option requires the development of a bylaw and requires compliance costs that may end up unnecessarily consuming time and resources. This is because the source of the non-compliance will be difficult to determine with the certainty required to enable infringement notices/ fines to be issued. Bans have been introduced by some councils to encourage residents to separate their recycling from rubbish. Formalising this and ensuring compliance would be complex.

Approach <b>Regulate</b>	Support a low carbon economy <b>Medium</b>	Recommended ✗
Ease of implementation <b>Complex</b>	Cost <b>High</b>	

**Action 5**

Increase diversion of various waste streams in Hamilton.

Approach <b>Influence</b>	Support a low carbon economy <b>Medium</b>	Recommended ✓
Ease of implementation <b>Medium</b>	Cost <b>Medium</b>	

**Focus Area 5****The way we live is changing**

With a changing population and increased house intensification in Hamilton, we need to support the move to more sustainable and low carbon ways of living.

**Action 5**

Explore and support localised resource recovery and circular initiatives.

Approach <b>Influence</b>	Support a low carbon economy <b>Medium</b>	Recommended ✓
Ease of implementation <b>Medium</b>	Cost <b>Medium</b>	

**Action 2**

Work with the design and construction industry to encourage the incorporation of waste reduction into the design and use of multi-unit apartments, high-density housing and communities.

Approach <b>Influence</b>	Support a low carbon economy <b>Medium</b>	Recommended ✓
Ease of implementation <b>Simple</b>	Cost <b>Low</b>	

**Action 3**

Improve the accessibility of waste reduction options in the central city and areas of increased housing intensification.

Approach <b>Service</b>	Support a low carbon economy <b>Medium</b>	Recommended ✓
Ease of implementation <b>Complex</b>	Cost <b>High</b>	

**Action 4**

Be able to respond to the needs of a changing population of Hamilton.

Approach <b>Influence</b>	Support a low carbon economy	Recommended ✓
Ease of implementation <b>Low</b>	Cost <b>Low</b>	

**Action 5**

Investigate how to prepare for waste during a natural disaster.

Approach <b>Influence</b>	Support a low carbon economy <b>Medium</b>	Recommended ✓
Ease of implementation <b>Medium</b>	Cost <b>Medium</b>	

## Focus Area 6

### Shaping national direction on waste and resource recovery

Council has the opportunity to help shape the future of resource recovery and waste in New Zealand.

**Action 1**

Advocate for national change.

Approach <b>Influence</b>	Support a low carbon economy <b>High</b>	Recommended ✓
Ease of implementation <b>Medium</b>	Cost <b>Low</b>	

**Action 2**

Support the implementation of any national policy, legislative, regional or other relevant initiatives within Hamilton.

Approach <b>Influence</b>	Support a low carbon economy <b>High</b>	Recommended ✓
Ease of implementation <b>Medium</b>	Cost <b>Medium</b>	

## Appendix A


### Progress towards Waste Management and Minimisation Plan 2018 – 2024 action plan

#### 1. Services


Council delivers a range of waste services already and there is scope to review additional services that will support increased waste minimisation in Hamilton. This will be achieved through the implementation of the new rubbish and recycling service in July 2020.


Waste Management and Minimisation Plan 2018 – 2024 performance metrics:


- new services implemented in line with the contract
- reporting annual volume of hazardous waste collected via Council-provided services.

Action 1	Status at March 2023  Complete
<b>New or existing action</b>	Existing
<b>Timeframe</b>	2018-2021
<b>Proposed funding resources</b>	Levy and rates
<b>WMMP objectives reference</b>	1,2,3,4,5,7
<b>WMMP activity</b>	Implement new rubbish and recycling services and undertake a comprehensive education and information campaign to support the implementation.
<b>What has been done between September 2018 - March 2023</b>	<ul style="list-style-type: none"> <li>• New kerbside service begins 31 August 2020 (original launch date delayed due to COVID-19).</li> <li>• Suite of educational resources created including 'Now You Know' and 'How To' videos (including a version for the hearing impaired), as well as radio, billboard and online media coverage, multi language education booklet and information pack.</li> <li>• Additional resource and focus added to manage compliance.</li> </ul>

Action 2	Status at March 2023  Ongoing
<b>New or existing action</b>	Existing
<b>Timeframe</b>	Ongoing
<b>Proposed funding resources</b>	Levy
<b>WMMP objectives reference</b>	1,2,4,5,7
<b>WMMP activity</b>	Provide and promote hazardous waste disposal services for household hazardous waste.
<b>What has been done between September 2018 - March 2023</b>	<ul style="list-style-type: none"> <li>• Household Hazardous Waste Drop off event held in May 2021 in partnership with Waikato Regional Council and ChemWaste.</li> <li>• 171 people registered with 755 items, 3396 kg and 3884 litres of household hazardous waste disposed of.</li> <li>• Ongoing conversations with Waipā District Council and Waikato Regional Council about collaborating on potential future events.</li> </ul>

Action 3	Status at March 2023  In progress
New or existing action	New
Timeframe	2018-2024
Proposed funding resources	Levy and rates
WMMP objectives reference	1,2,3,4,5,7
WMMP activity	Review central city waste services to identify and implement opportunities for improved waste minimisation in this area.
What has been done between September 2018 - March 2023	<ul style="list-style-type: none"> <li>Working with Centre Place to pilot a city composting initiative.</li> <li>Partnered with Waikato Tourism to run hospitality stakeholder feedback session.</li> <li>Pilot commencing on a central city reusable packaging initiative.</li> </ul>


Action 4	Status at March 2023  In progress
New or existing action	New
Timeframe	2018-2024
Proposed funding resources	Levy and rates
WMMP objectives reference	1,2,3,5,6,7
WMMP activity	Identify and implement services for targeted waste streams including electronic waste.
What has been done between September 2018 - March 2023	<ul style="list-style-type: none"> <li>Link to Action-20 and feasibility study for targeted waste streams included in Contestable Waste Fund review.</li> <li>Support for e-waste drop off/managed services at Lincoln Street Resource Recovery Centre.</li> <li>Go Eco and South Waikato Action Trust.</li> <li>Continued liaison with small private and large public waste operations to support Hamilton building and development stakeholders in separating and managing their construction and demolition waste. Refer Action 11 for full construction and demolition waste update.</li> </ul>

## 2. Partnerships

Council only manages a quarter of the waste generated in Hamilton. If we are going to achieve our vision, goals and objectives, we need to work with others in our community. This will be achieved by developing relationships and partnerships with key sectors and groups including iwi, business industry, and other key stakeholders.


Waste Management and Minimisation Plan 2018 – 2024 performance metrics:

- Identification of champions and detail of support provided.

Action 5	Status at March 2023  Ongoing
New or existing action	Existing
Timeframe	Ongoing
Proposed funding resources	Levy
WMMP objectives reference	1,2,3,5,6
WMMP activity	Recognise the interests of iwi and other cultures and encourage and support the resources to build capacity and participation in sustainable waste management.

### What has been done between September 2018 - March 2023


- Integrated across all projects and included within Council reports.
- Funding support for Pare Kore programme of zero waste education for marae, organisations and events.
- 'How to recycle' booklet in Te Reo available on [fighttheandfill.co.nz](https://fighttheandfill.co.nz).

Action 6	Status at March 2023  In progress
New or existing action	New
Timeframe	2018-2024
Proposed funding resources	Levy
WMMP objectives reference	1,2,3,5,6,7
WMMP activity	Work with business and industry organisations to assist local businesses to reduce waste and increase recycling.


### What has been done between September 2018 - March 2023

- Pilot trial 'reusable' cup/container lending system eliminating single use waste.
- Creation of a Hamilton secondhand shopping guide and launch of Secondhand September waste ambassador video and campaign.
- RefillNZ programme digitally mapping all drinking fountains in Hamilton including The Hamilton Gardens.
- Annual plastic free internal and external campaigns.
- Construction and demolition waste reduction events held for trades people and developers (refer action 11 for full construction and demolition update).
- Resource Recovery Advisor invited onto New Zealand Green Building Council Waikato Forum, and presented to 350 Members.
- Met with various businesses to explore waste reduction initiatives including SkyCity, RaboBank and Hamilton Central Business Association.





Action 7	Status at March 2023  Ongoing
New or existing action	New
Timeframe	2018-2024
Proposed funding mechanism	Levy and partnerships
WMMP objectives reference	1,2,3,5
WMMP activity	Partner with the Waikato District Health Board and other health related organisations regarding the management of medical waste.
What has been done between September 2018 - March 2023	<ul style="list-style-type: none"> <li>Ongoing development of relationship with DHB, specifically around medical waste.</li> <li>Additional bin collection added for a limited number of high dependency users.</li> </ul>


  

Action 8	Status at March 2023  Ongoing
New or existing action	New
Timeframe	2018-2024
Proposed funding mechanism	Levy, rates and partnerships
WMMP objectives reference	1,2,3,5,6
WMMP activity	Partner with the community sector to identify efficiencies or opportunities for cooperation / partnership, particularly around reuse of materials.
What has been done between September 2018 - March 2023	<ul style="list-style-type: none"> <li>Waikato Hospice: hugely successful video campaign 'Reusing with Hospice Waikato' and secondhand pop-up shop at two WasteMINZ conferences.</li> <li>Habitat for Humanity: developed promotional material including video showcasing Habitat stores and other reuse stores in Hamilton.</li> </ul>

Action 9	Status at March 2023  In progress
New or existing action	New
Timeframe	2018-2024
Proposed funding resources	Levy
WMMP objectives reference	1,2,5
WMMP activity	Identify and support community and business champions in waste reduction and avoidance.
What has been done between September 2018 - March 2023	<ul style="list-style-type: none"> <li>Waste Business Champion collaborations undertaken with Zibido Hair Salon, Volare Bakehouse and Hospice Waikato.</li> <li>Early Childhood Centre cloth nappy pilot - collaborative pilot with Waipā District Council to provide nappy laundering.</li> </ul>

Action 10	Status at March 2023  Ongoing
New or existing action	Existing
Timeframe	Ongoing
Proposed funding resources	Levy
WMMP objectives reference	1,2,3,5,6
WMMP activity	<p>Collaborate with local government organisations, non-government organisation, and other key stakeholders, to undertake research and actions on various waste issues including (but not limited to) influencing central government regulation and product stewardship for key waste streams such as e-waste, types, plastic bags and packaging etc.</p> <ul style="list-style-type: none"> <li>• Council staff input at WasteMINZ Territorial Authority Forum and sector group projects.</li> <li>• Waste industry submissions including Product Stewardship, Waste Levy, Transforming Recycling.</li> <li>• Relationship with University of Waikato and ongoing discussion regarding investigations into the alternative reuse of materials.</li> <li>• Best practice guidelines and advice continued to be sought from Council's Sustainable Resource Recovery Unit from both local Territorial Authorities and central government Ministry for the Environment.</li> <li>• Council staff continue to partake in and influence front of line thinking, and decision making e.g. WasteMINZ Territorial Authority Officers Forum Steering Committee; Licensing and Data Steering Committee (including Bay of Plenty Local Authority Shared Services and Waikato Local Authority Shared Services project contract service delivery), NZ Green Building Council Waikato Forum Steering Committee.</li> </ul>
What has been done between September 2018 - March 2023	


Action 11	Status at March 2023  In progress
New or existing action	New
Timeframe	2018-2024
Proposed funding resources	Levy, rates and partnerships
WMMP objectives reference	1,2,3,5,6,7
WMMP activity	<p>Collaborate with key stakeholders to investigate and implement opportunities to address the growing construction and demolition waste issue, including waste avoidance, reuse and recovery.</p> <ul style="list-style-type: none"> <li>Established groups of key influencers internally/externally to support new development and growth with new kerbside collection service.</li> <li>Extensive consultation with local/national industry leaders to support implementation of Council's Waste Management and Minimisation Bylaw 2019 requirements.</li> <li>Design guidelines created for: <ul style="list-style-type: none"> <li>designing out waste, ensuring considerations given to standard service, storage, and ease of collection of wheelie bins</li> <li>site waste plan guidelines, for reducing waste on site.</li> </ul> </li> <li>Authority module created to enable the capturing of waste plan data requirements.</li> <li>Sustainable Resource Recovery unit staff member providing input on Council's major growth projects including the Peacocke subdivision, Plan Change 5, and Plan Change 12.</li> <li>Two sold out events held for Hamilton trades people, and developers around waste reduction (sponsored by Placemakers).</li> <li>Dedicated page on <a href="https://fightthelandfill.co.nz">fightthelandfill.co.nz</a> for construction and development, including a toolkit, design waste calculator, available resources, and guidelines to support our stakeholders on their waste management and minimisation journey.</li> <li>Developed ongoing relationships with a network of over 30 stakeholders within the local construction and demolition industry.</li> <li>Video launched showcasing four high profile Hamilton construction companies doing great things to reduce waste.</li> <li>Partnered with New Zealand Green Building Council to deliver a waste reduction event for the construction industry, with over 80 attendees.</li> <li>Presented to over 35 local builders at the New Zealand Certified Builders regional development day.</li> <li>Treated timber now being diverted at the Lincoln Street Resource Recovery Centre (250,000kg per month).</li> </ul>
What has been done between September 2018 – March 2023	

### 3. Events

Events are an increasing source of waste generation, but they are also a great opportunity for education on waste reduction. This will be achieved by improving waste minimisation at events, Council sites, and supporting event organisers to implement effective waste reduction activities.


Waste Management and Minimisation Plan 2018 – 2024 performance metrics:

- 50% reduction in waste to landfill from events (baseline required)
- number of events incorporating waste avoidance and reduction activities.

Action 12	Status at March 2023  Ongoing
<b>New or existing action</b>	New
<b>Timeframe</b>	2018-2024
<b>Proposed funding resources</b>	Levy, rates and partnerships
<b>WMMP objectives reference</b>	1,2,4,5,7
<b>WMMP activity</b>	Improve waste minimisation at events held at Council sites.

#### What has been done between September 2018 - March 2023

- Council staff have provided ongoing support for the silver service initiative, waste minimisation activities at Rugby Sevens (2018, 2019, 2020), and at the Waikato Show (2018, 2019 and 2020), back of house and front of house initiatives.
- H3 venues now diverting all compostable packaging.

Action 13	Status at March 2023  Ongoing
<b>New or existing action</b>	New
<b>Timeframe</b>	Ongoing
<b>Proposed funding resources</b>	Levy, rates and partnerships
<b>WMMP objectives reference</b>	1,2,4,5,7
<b>WMMP activity</b>	Support event organisers to implement waste minimisation at events.

#### What has been done between September 2018 - March 2023


- Provision of wheelie bin and cover hire for small events, event waste minimisation guidelines for all event sizes, and vendor event.
- Review of the event permit request process.
- Waste Minimisation Education Advisor met with Seddon Park to encourage reusables at large events.
- Hamilton Gardens Arts Festival 2021 received support from the Waste Minimisation Fund and delivered a 57% reduction in event waste - refer action 19.
- Silver Service initiative (partly funded by Council in 2019) saw on average, 2400 single use containers diverted from landfill at each Gourmet in the Garden event (excluding while COVID-19 restrictions were in place). This was extended to other local events including the Nesian Festival and the Waikato show.


#### 4. Education

A key part of achieving our vision, goals and objectives, is making it easy for all Hamiltonians to do the right thing. To do this, Council needs to ensure the right information is accessible and available for our community. This will be achieved by supporting and developing information and education programmes, raising awareness and promoting waste minimisation.

Waste Management and Minimisation Plan 2018 – 2024 performance metrics:

- annual reporting of education programmes outcomes.

Action 14	Status at March 2023  Ongoing
New or existing action	New
Timeframe	By 2020
Proposed funding resources	Levy
WMMP objectives reference	1,2,3,4,5,7
WMMP activity	Support information and education programmes raising awareness and promoting waste minimisation, including developing multi-language resources.
What has been done between September 2018 - March 2023	<ul style="list-style-type: none"> <li>• Multi language education booklets and new video produced for the hearing-impaired community.</li> <li>• Overhaul of <a href="https://fightthelandfill.co.nz">fightthelandfill.co.nz</a> and content to address key questions, updates, recycling sorter, recycling game, hover house.</li> <li>• Waste minimisation awareness videos developed and released - available on <a href="https://fightthelandfill.co.nz">fightthelandfill.co.nz</a>.</li> <li>• Education Room at Materials Recovery Facility opened, and made available to schools, teachers, organisations and community groups.</li> <li>• Council's Waste Minimisation Educator visited 17 schools as part of a waste reduction roadshow.</li> </ul>

Action 15	Status at March 2023  Ongoing
New or existing action	Existing
Timeframe	Ongoing
Proposed funding resources	Levy
WMMP objectives reference	1,2,3,4,5,7
WMMP activity	Promote reducing food waste and the beneficial reuse of organic material.
What has been done between September 2018 - March 2023	<ul style="list-style-type: none"> <li>• Ongoing support and promotion of national Love Food Hate Waste campaign.</li> <li>• Council's summer food waste campaign "Don't have a Stink Summer" highlighting ways to limit smell in the food scraps bins and increase consistent all year around use.</li> <li>• Exploring central city compost initiative - refer action 3.</li> <li>• Waste Minimisation Fund supported the installation of community compost facilities at Western Community Centre, and the Fairfield Project - refer action 19.</li> <li>• 70m3 of compost from kerbside food scraps and green waste, shared free of charge for use in community projects.</li> <li>• Annual BYO Bucket event at the Hamilton Organic Centre. This is an education campaign teaching Hamilton residents how their food scraps get turned into compost.</li> </ul>


Action 16	Status at March 2023  Ongoing
New or existing action	New
Timeframe	2018-2024
Proposed funding resource	Levy
WMMP objectives reference	1,2,3,4,5,6
WMMP activity	Develop targeted waste minimisation information and education programmes e.g. for youth, elderly, business and construction and demolition industry.
What has been done between September 2018 - March 2023	<ul style="list-style-type: none"> <li>• Annual projects linked to actions 8, 9 and 14 including alignment with service change education project stream.</li> <li>• Media coverage and videos, funded through the Waste Minimisation Collaboration Fund, created to promote how to reduce waste and information around plastics #1, 2, and 5.</li> <li>• Targeted stakeholder messaging and tours of the Education Room at the Materials Recovery Facility.</li> <li>• Construction and demolition actions – outlined in action 11.</li> </ul>

## 5. Litter and illegal dumping

Keeping Hamilton clean is an important part of waste management and minimisation. Council already has a strong enforcement program for any illegal dumping but is still experiencing increases in incidents of littering and illegal dumping. This will be achieved by ensuring effective management of litter and illegal dumping is carried out as well as developing and implementing plans to reduce illegal dumping and littering.

Waste Management and Minimisation Plan 2018–2024 performance metrics:

- community satisfaction with litter rates, measured during community surveys
- 10% reduction in litter and 15% reduction in illegal dumping in comparison to 2017 data.

Action 17	Status at March 2023  Ongoing
New or existing action	Existing
Timeframe	Ongoing
Proposed funding tools	rates
WMMP objectives reference	1,2,4,5,7
WMMP activity	Keep the streets clean by clearing litter and illegal dumping.
What has been done between September 2018 - March 2023	<ul style="list-style-type: none"> <li>• Ongoing membership and support of Keep New Zealand Beautiful.</li> <li>• Inclusion of specific new service provider key performance indicators to mitigate litter.</li> </ul>


Action 18	Status at March 2023  Ongoing
New or existing action	New
Timeframe	2018-2024
Proposed funding tools	Levy, rates and partnership
WMMP objectives reference	2,5,6,7
WMMP activity	Develop and implement a plan to reduce illegal dumping and littering, including education and strong enforcement.
What has been done between September 2018 - March 2023	<ul style="list-style-type: none"> <li>• Council adopted the Waste Management and Minimisation Bylaw 2019 on 28 November 2019 providing increased enforcement and control measures.</li> <li>• Council have approved litter enforcement including the ability to issue infringement notices.</li> <li>• New illegal dumping signage developed, with a more conscious focus to dissuade illegal dumping versus punitive messaging.</li> <li>• Provided illegal dumping signage to charity stores due to the increase of illegal dumping at shop fronts experienced during COVID-19 lockdowns.</li> </ul>

## 6. Grants


Council started the Contestable Waste Minimisation Fund as part of the 2012 waste plan implementation. The \$50,000 annual fund has successfully funded a range of projects, providing community groups and businesses with an opportunity to pilot new ideas and to get projects up and running. This will be achieved by continuing to provide grants to third parties for promoting or achieving local waste minimisation initiatives within the community.

Waste Management and Minimisation Plan 2018–2024 performance metrics:

- successful implementation of annual grants programme.

Action 19	Status at March 2023  Ongoing
New or existing action	Existing
Timeframe	Ongoing
Proposed funding resources	Levy
WMMP objectives reference	1,2,3,4,5
WMMP activity	Issue grants to third parties for the purpose of promoting or achieving waste minimisation and to manage grants.
What has been done between September 2018 - March 2023	<ul style="list-style-type: none"> <li>• Waste minimisation funding rounds completed annually.</li> <li>• Fund now aligned with Waipā District Council to build on increased collaboration and efficiencies with partnership projects.</li> <li>• The most recent funding round saw a 70% increase in applications compared with the previous year.</li> </ul>




Action 20	Status at March 2023  Complete
<b>New or existing action</b>	New
<b>Timeframe</b>	By Dec 2019
<b>Proposed funding resources</b>	Levy
<b>WMMP objectives reference</b>	1,2,3,4,5
<b>WMMP activity</b>	Evaluate the current grant model and investigate and implement opportunities for low interest loans and / or targeted grants.
<b>What has been done between September 2018 - March 2023</b>	<ul style="list-style-type: none"> <li>Fund to be reviewed following the April 2023 round. Potential to look at frequency of the fund and targeting the fund towards specific waste streams.</li> </ul>


## 7. Data


Having good data is important for Council to make informed decisions on our waste management and minimisation priorities. This will be achieved by establishing and improving access to information on waste from both Council and private waste collectors and facilities.


Waste Management and Minimisation Plan 2018–2024 performance metrics:

- data available for analysis by 2020
- no weeks with more than 20 complaints of uncollected household rubbish and recycling
- audit carried out three yearly
- all waste data carried out in alignment to the National Waste Data framework.


Action 21	Status at March 2023  In progress
<b>New or existing action</b>	Existing - expanded
<b>Timeframe</b>	Ongoing
<b>Proposed funding resources</b>	Levy and rates
<b>WMMP objectives reference</b>	2,3,4,5,6,7
<b>WMMP activity</b>	Ensure access to information on waste from both council and private waste collectors and facilities. Capture data on quantities, composition, origin and destination, and the use of the service, in line with the National Waste Data Framework.
<b>What has been done between September 2018 - March 2023</b>	<ul style="list-style-type: none"> <li>Licensing requirements captured in Waste Management and Minimisation Bylaw linking Action 31.</li> <li>Waste minimisation staff member on WaiBop Licensing/data Steering Group.</li> <li>Recent Ministry for the Environment review of the New Zealand Waste Strategy and Waste Minimisation Act may see this rolled out as a national initiative. Link to Action 32.</li> </ul>

Action 22	Status at March 2023  Business as usual
New or existing action	Existing
Timeframe	Ongoing
Proposed funding resources	Rates
WMMP objectives reference	2,3,4,5,6,7
WMMP activity	Monitor and report on waste related complaints received through Council's service request system.
What has been done between September 2018 - March 2023	<ul style="list-style-type: none"> <li>Targeted waste minimisation email linked to <a href="https://fightthelandfill.co.nz">fightthelandfill.co.nz</a> to answer waste-related queries.</li> </ul>

Action 23	Status at March 2023  Complete
New or existing action	New
Timeframe	Ongoing
Proposed funding resources	Levy
WMMP objectives reference	2,3,4,5,6,7
WMMP activity	Carry out community surveys on waste management and minimisation services within Hamilton.
What has been done between September 2018 - March 2023	<ul style="list-style-type: none"> <li>Community and staff surveys completed in April 2019 and May 2021.</li> </ul>

Action 24	Status at March 2023  In progress
New or existing action	Existing
Timeframe	Ongoing
Proposed funding resources	Levy
WMMP objectives reference	2,3,4,5,6,7
WMMP activity	Ensure a household rubbish and recycling composition analysis is undertaken at least every three years for both Council and private kerbside services.
What has been done between September 2018 - March 2023	<ul style="list-style-type: none"> <li>Waste Assessment completed in 2017. Next waste assessment due July 2023.</li> <li>Solid waste analysis protocol complete June 2022, composition analysis completed March 2023.</li> </ul>

Action 25	Status at March 2023  Ongoing
New or existing action	New
Timeframe	Ongoing
Proposed funding resources	Levy
WMMP objectives reference	3,5,6,7
WMMP activity	Monitor progress and support WasteMINZ National Waste Data Framework project.
What has been done between September 2018 - March 2023	<ul style="list-style-type: none"> <li>Regular liaison, input and updates from WasteMINZ.</li> <li>Ongoing and updated in accordance with National Waste Manifesto.</li> <li>Council's Sustainable Resource Recovery unit member influenced and provided input in National Waste Manifesto Update 2021.</li> </ul>



Action 26	Status at March 2023  Ongoing
New or existing action	Existing - expanded
Timeframe	Ongoing
Proposed funding resources	Levy and rates
WMMP objectives reference	2,3,4,5,6,7
WMMP activity	Monitor and report on Council's contracted waste services including rubbish and recycling collection data from kerbside collections.
What has been done between September 2018 - March 2023	<ul style="list-style-type: none"> <li>Dedicated rubbish and recycling contract manager employed.</li> <li>10-Year Plan non-financial performance measures reported quarterly, refer action 1, for the implementation of the new rubbish and recycling kerbside collection service and inclusion of contract key performance indicators to provide monthly data.</li> <li>10-Year Plan - non-financial performance measures reported quarterly - Q3 2022.</li> <li>Results (as at April 2022): <ul style="list-style-type: none"> <li>amount of waste received at Council operated facilities diverted from landfill - target: 4000 tonnes per quarter - result: 3762 tonnes</li> <li>percentage of waste recovered for recycling through Council facilities - target: 30% - result: 42.72%</li> <li>the percentage of waste removed for recycling through the kerbside collection - target: 45% - result: 51.74%.</li> </ul> </li> </ul>


## 8. Council Management


Council staff will implement the actions contained within the Waste Management and Minimisation Plan 2018–2024 and will ensure that Council is learning by doing with waste minimisation. This will be achieved by implementing best practice waste avoidance, reduction and minimisation within Council sites and operations.


Waste Management and Minimisation Plan 2018–2024 performance metrics:

- health and safety incident reports received from contractor at each contractor meeting – no serious incidents reported
- report on the number of sites implementing waste minimisation, with quarterly reporting to track progress against waste and recycling rates.

Action 27	Status at March 2023   Completed/Ongoing
New or existing action	Existing
Timeframe	Ongoing
Proposed funding resources	Levy
WMMP objectives reference	1,2,3,4,5,6,7
WMMP activity	Fund waste minimisation advisors to lead waste management and minimisation within Council and coordinate the implementation of this plan.
What has been done between September 2018 - March 2023	<ul style="list-style-type: none"> <li>• Staff resourced to implement new service link to Action 1.</li> <li>• Additional staff resourced to coordinate and project lead Waste Management and Minimisation Plan actions and Waste Management and Minimisation Plan review.</li> </ul>

Action 28	Status at March 2023  In progress
New or existing action	Existing
Timeframe	By 2024
Proposed funding resources	Levy
WMMP objectives reference	1,2,3,4,5,6,7
WMMP activity	Review of the Waste Management and Minimisation Plan 2018–2024 and development of the Waste Management and Minimisation Strategy 2024–2030.
What has been done between September 2018 - March 2023	<ul style="list-style-type: none"> <li>• Review of Waste Management and Minimisation Plan was commenced in March 2022.</li> <li>• Development of the Waste Assessment commenced in March 2022.</li> </ul>

Action 29	Status at March 2023  Ongoing
New or existing action	Existing
Timeframe	Ongoing
Proposed funding resources	Rates
WMMP objectives reference	3,7
WMMP activity	Ensure that services provided by Council are in line with, and promote, current health and safety guidelines.
What has been done between September 2018 - March 2023	<ul style="list-style-type: none"> <li>Linked to Action 1, ensuring new rubbish and recycling kerbside collection service contract includes specific key performance indicators and reporting around health and safety.</li> </ul>

Action 30	Status at March 2023  Ongoing
New or existing action	Existing
Timeframe	By 2024
Proposed funding resources	Levy
WMMP objectives reference	1,2,4,5,7
WMMP activity	Implement best practice waste avoidance, reduction and minimisation within Council sites and operations, and share knowledge and experience gained from such activities.
What has been done between September 2018 - March 2023	<ul style="list-style-type: none"> <li>Link to Action 1, the new service includes all Council facilities to provide rubbish, recycling and organic collection services.</li> </ul>


## 9. Regulatory

Effective bylaws and plans will be integral to delivering a range of waste minimisation actions. They can provide Council with both the driver for change and the ability to undertake enforcement. This will be achieved by:


- completing an update of the Solid Waste Bylaw to align with the Waste Management and Minimisation Plan 2018–2024
- obtain regional consistency
- facilitate data collection
- ensure planning supports the changes in the rubbish and recycling kerbside collection service
- allow the implementation of waste licensing for operators and collectors.

Waste Management and Minimisation Plan 2018–2024 performance metrics:


- suite of tools, guidelines
- all waste collectors and operators are licensed by 2020
- new developments meet the needs of the kerbside collection service.

Action 31	Status at March 2023  Complete
New or existing action	New
Timeframe	2018/19
Proposed funding resources	Levy and rates
WMMP objectives reference	2,3,4,5,6,7
WMMP activity	Update the Solid Waste Bylaw for regional consistency, to facilitate data collection and to ensure it supports the changes in kerbside service.
What has been done between September 2018 - March 2023	<ul style="list-style-type: none"> <li>Completed review of the Solid Waste Bylaw and Waste Management and Minimisation Bylaw 2019 (adopted 28 Nov 2019).</li> <li>Processes developed in conjunction with building and planning groups to support requirements of Waste Management and Minimisation Bylaw 2019 link to Action 21.</li> </ul>

Action 32	Status at March 2023  In progress
New or existing action	New
Timeframe	By 2019
Proposed funding resources	Levy and rates
WMMP objectives reference	2,3,4,5,6,7
WMMP activity	Implement waste licensing for operators and collectors, potentially as part of a regional or sub regional initiative.
What has been done between September 2018 - March 2023	<ul style="list-style-type: none"> <li>Licensing requirements and improved waste data collection captured in Waste Management and Minimisation Bylaw.</li> <li>Refer Action 21.</li> </ul>

Action 33	Status at March 2023  In progress
New or existing action	Existing – expanded
Timeframe	In conjunction with Council planning processes
Proposed funding resources	Levy and rates
WMMP objectives reference	1,2,3,4,5,6,7
WMMP activity	Implement and enforce requirements for any properties and developments to ensure waste management and minimisation considerations are taken into account at the design phase, including storage space requirements and access for collection vehicles.
What has been done between September 2018 - March 2023	<ul style="list-style-type: none"> <li>Waste Management and Minimisation Bylaw 2019 includes the requirement for waste plans.</li> <li>Processes being developed to capture waste plans at consent stage of applications.</li> <li>Suite of tools and guidelines, calculators, processes and procedures completed to support and inform industry stakeholders. Refer Action 11.</li> </ul>

## Appendix B

### Legislation The Waste Minimisation Act (WMA) 2008

The enactment of the Waste Management Act in 2008 represented a change in the Government's approach to managing and minimising waste. The Waste Management Act recognises the need to focus efforts higher on the waste hierarchy in terms of reducing and recovering waste earlier in its lifecycle, shifting focus away from treatment and disposal. The purpose of the Waste Management Act (s3) is to "encourage waste minimisation and a decrease in waste disposal in order to protect the environment from harm, and to provide environmental, social, economic and cultural benefits".

The Waste Management Act introduced a number of useful tools such as a framework for developing accredited product stewardship schemes and the creation of a national waste disposal levy.

The Government has a waste programme to drive national waste sector improvements. Consultation is underway regarding priority products, and an increase in the Waste Disposal Levy and Emission Trading Scheme. Work is also underway to design a national container return scheme and to standardise kerbside collections in conjunction with national investment plans. The impact of these changes on future demand for waste services is discussed in Chapter 4.

While the Waste Management Act provides many benefits to local councils, it also provides a number of responsibilities. Part 4 is fully dedicated to the responsibilities of Territorial Authorities which "must promote effective and efficient waste management and minimisation within their districts" (s42).

### Climate Change Response Act 2002 and amendments

The Climate Change Response Act 2002 and the Climate Change Response (Emissions Trading Reform) Amendment Act 2020 provide the basis for a New Zealand Greenhouse Gas Emission Trading Scheme. The Act requires landfill owners to purchase emission trading units to cover methane emissions generated from their landfill. Should any future solid waste incineration plants be constructed, the Act would also require emission trading units to be purchased to cover carbon dioxide, methane, and nitrous oxide emissions from the incineration of household waste. The impact of increased charges is covered in Chapter 4.

### The Local Government Act 2002

This Act requires Territorial Authorities to assess how well they provide collection and reduction, reuse, recycling, recovery, treatment and disposal of waste in their district, and makes Territorial Authorities responsible for the effective and efficient implementation of their Waste Management and Minimisation Plan.

The Local Government Act 2002 contains various provisions that may apply to Territorial Authorities when they are preparing their waste management and minimisation plans, including consultation (Part 8, sections 145-146) and bylaw provisions (Part 8, section 158). The procedure for making a bylaw and the requirement for completing a special consultative procedure, when making a bylaw, are contained in sections 155 and 156.

The Local Government Act 2002 (Part 6, section 77) refers to legislative requirements for Territorial Authority decision-making, including consideration of the benefits and costs of different options in terms of the present and future social, economic, environmental and cultural wellbeing of the district. Schedule 10 of the Act also includes requirements for information to be included in a Long-Term Plan, including summary information about their Waste Management and Minimisation Plan.



## The Resource Management Act 1991

The Resource Management Act provides guidelines and regulations for the sustainable management of natural and physical resources. Although it does not specifically define 'waste', the Resource Management Act addresses waste management and minimisation activity through controls on the environmental effects of waste management and minimisation activities and facilities through national, district and local policy, standards, plans and consent procedures.

In this role, the Resource Management Act exercises considerable influence over facilities for waste disposal and recycling, recovery, treatment, and others in terms of the potential impacts of these facilities on the environment.

Under section 30 of the Resource Management Act, district councils are responsible for controlling the discharge of contaminants into or onto land, air or water. These responsibilities are addressed through district planning and discharge consent requirements. Other district council responsibilities that may be relevant to waste and recoverable materials facilities include managing the adverse effects of storing, using, disposing of, and transporting hazardous wastes, the dumping of wastes from ships, aircraft and offshore installations into the coastal marine area, and the allocation and use of water.

Under the Resource Management Act, Territorial Authority responsibility includes controlling the effects of land-use activities that have the potential to create adverse effects on the natural and physical resources of their district. Facilities involved in the disposal, treatment or use of waste or recoverable materials may carry this potential. Permitted, controlled, discretionary, non-complying and prohibited activities and their controls are specified within district planning documents, thereby defining further land-use-related resource consent requirements for waste-related facilities.

In addition, the Resource Management Act provides for the development of national policy statements and for the setting of National Environmental Standards. There is now a National Policy Statement on renewable electricity generation, which is defined as 'generation of electricity from solar, wind, hydro, geothermal, biomass, tidal, wave, or ocean currents resources. This is also relevant to the waste assessment as organic and garden waste can be defined as forms of biomass, and therefore a source of renewable electricity generation.

There is currently one enacted National Environmental Standards that directly influences the management of waste in New Zealand - the Resource Management (National environmental standards relating to certain air pollutants, dioxins, and other toxics) regulations 2004 (the National Environmental Standards for air quality). This National Environmental Standards requires certain landfills (e.g. those with a capacity of more than one million tonnes of waste) to collect landfill gases and either flare them or use them as a source of energy. The result is increased infrastructure and operational costs for qualifying landfills, although with costs potentially offset by the harnessing of captured emissions for energy generation.

Unless exemption criteria are met, the National Environmental Standards for air quality also prohibits the lighting of fires and burning of waste at landfills, the burning of tyres, bitumen burning for road maintenance, burning coated wire or oil, and the operation of high-temperature hazardous waste incinerators. These prohibitions limit the range of waste treatment/disposal options available within New Zealand with the aim of protecting air quality.

## Other legislation

The following is a summary of other legislation that is to be considered with respect to waste management and minimisation planning.

### The Hazardous Substances and New Organisms Act 1996

The Hazardous Substances and New Organisms Act 1996 addresses the management of substances that pose a significant risk to the environment and/or human health, from manufacture to disposal. The Act relates to waste management primarily through controls on the import or manufacture of new hazardous materials and the handling and disposal of hazardous substances.

Hazardous substances may be explosive, flammable, have the capacity to oxidise, be toxic to humans and/or the environment, corrosive, or have the ability to develop any of these properties when in contact with air or water. Depending on the amount of a hazardous substance on site, the Hazardous Substances and New Organisms Act 1996 sets out requirements for material storage, staff training and certification. These requirements would need to be addressed within operational and health and safety plans for waste facilities. Hazardous substances commonly managed by councils include used oil, asbestos, agrichemicals, LPG and batteries.

The Hazardous Substances and New Organisms Act 1996 provides minimum national standards that may apply to the disposal of a hazardous substance. However, under the Resource Management Act, a district council or Territorial Authority may set more stringent controls relating to the use of land for storing, using, disposing of or transporting hazardous substances.

### The Health Act 1956

The Health Act 1956 places obligations on Territorial Authorities (if required by the Minister of Health) to provide sanitary works for the collection and disposal of refuse, for the purpose of public health protection (Part two – powers and duties of local authorities, s 25). It specifically identifies certain waste management practices as nuisances (s 29) and offensive trades (third schedule). The Health Act enables Territorial Authorities to raise loans for certain sanitary works and/or to receive government grants and subsidies, where available.

The Health Act provisions for the removal of rubbish by local authorities have been repealed by local government legislation. The Public Health Bill is currently progressing through Parliament. It is a major legislative reform reviewing and updating the Health Act 1956, but it contains similar provisions for sanitary services to those currently contained in the Health Act 1956.

### The Litter Act 1979

The Litter Act provides Territorial Authorities with powers to create litter enforcement officers or litter control officers who have powers to issue infringement notices with fines for those who have committed a littering offence.

The Litter Act was amended on 27 June 2006. The principal amendment was to strengthen the powers of Territorial Authority infringement fees, which are now increased from the original \$100 to a maximum of \$400. Territorial Authorities may adopt the amended infringement notice provisions provided they pass a new resolution including the 14 days' public notification.

Councils use the Litter Act as a method for regulating litter and illegal dumping although the enforcement process is difficult and often unsuccessful. There have been very few successful prosecutions in New Zealand under the Litter Act. It is accepted prosecuting litter offenders through the courts is not the most efficient way of dealing the litter problem as the fines imposed are not high enough to act as a deterrent and full costs are usually not recovered.

### The Health and Safety at Work Act 2015

The Health and Safety at Work Act 2015 sets out the principles, duties and rights in relation to workplace health and safety. The Health and Safety at Work Act 2015 outlines health and safety responsibilities for the management of hazards in relation to employees at work. This could potentially include working with hazardous substances and in the collection and management of waste.

The Health and Safety at Work Act 2015 requires employers to identify and manage hazards present in the workplace, provide adequate training and supervision, and supply appropriate protective equipment. Employers must take all practicable steps to ensure the safety of employees while at work, and in particular, must take all practicable steps to (among other things) ensure employees are not exposed to hazards arising out of the arrangement, disposal, organisation, processing, storage, transport or use of things in their place of work.

The Health and Safety at Work Act 2015 places duties on any person in control of a place of work, (e.g. a principal), to ensure people are not harmed by any hazard resulting from work activities. Those who employ contractors therefore 'have the same occupational health and safety obligations to contractors or contracted labour as they do their own employees'. Employers therefore need to establish systems to manage the health and safety of any contractors or contracted labour.

Principals cannot contract out of their responsibilities for health and safety through contract disclaimer clauses. From discussions with council waste officers, it is believed council staff are aware the council is principal to the contract and they take health and safety responsibilities seriously. At the time services are procured, many councils now require robust data and information (including health and safety) to ensure they can make a considered choice of future collection methodology.

### Urban Development and Building

Various pieces of policy and legislation in the development and construction sector will have an indirect impact on the management and impact of construction and demolition waste. The National Policy Statement on Urban Development 2020 has objectives and policy statements on sustainability, including reduction in green-house gases. Amendments to the Building Act (2019) and (2021) are designed to drive product stewardship, the recording of product information and support the use of new, innovative and efficient building methods.

### Other legislation

Other legislation relating to waste management and/or reduction of harm, or improved resource efficiency from waste products includes:

- Biosecurity Act 1993
- Radiation Protection Act 1965
- Ozone Layer Protection Act 1996
- Agricultural Chemicals and Veterinary Medicines Act 1997.

## Appendix C

### Letter from Medical Officer of Health

5 September 2023

Tania Hermann  
Unit Director Sustainable Resource Recovery  
Hamilton City Council  
Garden Place  
Hamilton  
3204

Dear Tania,

**Re: Medical Officer of Health Consultation: Hamilton City Council Waste Assessment**

Thank you for the opportunity to provide comments on the 2023 draft Hamilton City Council Waste Assessment, dated August 2023, as required by section 51 of the Waste Minimisation Act 2008. I have reviewed the document and am pleased to be able to provide the following feedback.

Effective waste management is vital for good public health outcomes. From a public health perspective, sanitary collection and disposal of solid waste is essential for:

- Human disease control such as managing pathogenic wastes and reducing harbourage of human disease vectors like rats, fleas, and mosquitoes
- Control of health nuisances from dust, odour, pest species or smoke from indiscriminate burning of waste
- Control of health risks from hazardous wastes such as asbestos
- Prevention of contamination of drinking or recreational water from runoff or leachate
- Public safety, in terms of uncluttered thoroughfares.

In your letter to me you requested feedback on waste-related deaths, injuries, and hospitalisations in Hamilton. Unfortunately it is not possible to provide information on the number of people impacted, as hospital and emergency department data do not specify whether admissions are waste-related or not.

Waste services and strategies, at both the local and national levels, should be provided in a manner that is:

- Affordable and accessible to all
- In alignment with Te Tiriti o Waitangi and local iwi values.

I firmly endorse the guiding principles outlined in the Waste Assessment, particularly emphasising enrichment by Te Ao Maaori and collective action. I would strongly recommend that Hamilton City Council actively engage and partner with iwi, Mana Whenua and Mataawaka to ensure their perspectives and aspirations are reflected in the final Waste Management and Minimisation plan (WMMP).

**Waste data**

Good quality waste data is crucial for understanding the quantity and composition of waste coming into facilities. This information is essential for implementing effective and appropriate initiatives to minimise waste. The waste assessment recognises that there are gaps in certain aspects of waste



data collection, particularly concerning the private and commercial sectors where no data is available. I recommend that Council investigate ways of obtaining data in these areas to better guide actions in the future.

Data gaps have made it difficult to report on the progress towards targets set in the 2018-2024 WMMP. I recommend that effort is made to obtain the data necessary to measure progress against new targets that are established in the forthcoming WMMP.

### **Population growth**

Future waste management planning must account for projected population growth as total waste is expected to increase in tandem with population growth. The draft waste assessment has reported the low series of the NIDEA population growth projection. I recommend considering and providing a range of population growth projections, rather than just the low series. Hamilton City Council should not rely solely on the low projection to determine future waste volumes.

Given the expected and estimated increase in total waste secondary to population and economic growth, early consideration and pre-emptive planning is imperative to address capacity issues related to storage and disposal.

### **Waste minimisation**

Public health can be protected by waste minimisation practices that decrease waste generation and subsequently reduce associated health hazards and adverse environmental outcomes. I support the Council's actions to reduce waste to landfill, such as reducing, recycling and reusing, and endorse efforts to promote circular economy principles, in which resources are utilised for as long as possible.

I commend Hamilton City Council for introducing bin-based kerbside collection in 2020, particularly the inclusion of a food bin to divert organic waste from going to landfill. This is a significant step considering that food scraps account for approximately one third of the total kerbside recycling by weight. I support the proposed actions in "Focus Area 1", which aim to further reduce the amount of organic waste going to landfill. Reducing the amount of organic waste in landfill will extend the life of existing landfills and reduce greenhouse gas emissions.

It is encouraging that per capita kerbside landfill waste decreased significantly by 47.8% in 2022 compared to 2013. However, I note that there remains significant diversion potential, with an estimated 54% of Council's kerbside collected waste being potentially recyclable (12%) and compostable (42%), including kitchen waste, green waste, and other compostables. I support proposed actions aimed at addressing this issue. Promoting composting initiatives, both at the community level and for home composting, is a commendable approach. Educational efforts should include information on the risk and prevention of legionellosis.

### **Hazardous waste**

Given the nature of hazardous waste and its high risk potential for harm to health, it is an important public health issue. It is pleasing to see that the Council has a permanent facility for the collection

and disposal of hazardous materials requiring treatment. I understand that the Lincoln Street Resource Recovery Centre is the facility where residents can safely dispose household quantities of hazardous waste or chemicals for free. I recommend that this information be included in the waste assessment. Free disposal of hazardous waste is important to discourage people from disposing of it in the kerbside collection. The waste assessment shows that hazardous waste makes up 1.5% of kerbside rubbish.

The 2018 WMMP included the action to provide and promote hazardous waste disposal services for household hazardous waste, which I recommend continuing as an action going forward. I recommend not limiting this service to a single drop-off point, or to annual events, as these may not be accessible to all members of the community.

I particularly recommend initiatives for responsible disposal of lithium batteries. At least three lithium battery fires have occurred in Hamilton's kerbside bin collections.<sup>1</sup>

#### **Medical waste**

The Waste Assessment does not mention domestic medical waste. I would encourage the Council to define domestic medical waste and provide opportunities for more education and community initiatives that support safe disposal of sharps. Inappropriate sharps disposal through general waste and recycling systems poses a risk for collection and processing staff and is a significant infectious disease safety concern. I support the ongoing partnership with Te Whatu Ora Waikato (previously the Waikato District Health Board) and other health-related organisations regarding the management of medical waste, as outlined in the current action within the 2018 WMMP.

#### **Natural disaster waste**

I support the Council's consideration for waste management during natural disasters. With the effects of global warming, we have experienced more severe weather events, and it is essential to consider natural disasters, which have been identified as significant waste generators. This may pose a challenge for Council, given the absence of local landfills and the potential for limited capacity at Council-owned transfer stations. I would recommend that the Council not only investigate how to prepare for waste during a natural disaster but also develop a plan for managing disaster waste. This would align with the Council's Climate Change Strategy.

#### **Construction and demolition waste**

The waste assessment has identified that construction and demolition is the largest waste stream in New Zealand, presenting a significant opportunity for waste minimisation in this area. I commend the Council for its initiatives aimed at diverting construction and demolition waste away from landfill, including the ongoing collaborative relationship with the industry. It is encouraging to see that there are increasing quantities of wood and concrete appearing at the resource recovery centre.

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<sup>1</sup> <https://hamilton.govt.nz/your-council/news/community-environment/batteries-cause-three-fires-in-six-months#:~:text=On%20Friday%2030%20June%2C%20a,Lincoln%20Street%20Resource%20Recovery%20Centre>

It is important to ensure that demolition waste does not contain contaminants, such as asbestos. There is no mention of asbestos waste within the waste assessment. Consideration should be given to how asbestos waste is managed and disposed of.

**Conclusion**

I hope that these comments will add to the value to the Waste Assessment and be helpful in further development of the Waste Management and Minimisation Plan.

Once again thank you for the opportunity to comment. The Waikato Public Health Service recognises that effective waste management contributes to better health outcomes for the community.

Kind regards



Dr Richard Wall  
Medical Officer of Health  
Waikato Public Health Service

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# Waste Management and Minimisation Plan

A collection of various plastic waste items, including bottles, containers, and packaging, illustrating the problem of plastic pollution. The items are scattered on a white surface and include a large white jug, a yellow bottle, a green bottle, a clear bottle with a black cap, a white spray bottle, a clear bottle with a red cap, a white tube, a blue cap, a red cap, and a clear bottle with a green cap. The items are arranged in a way that shows they are discarded and no longer useful.

 **Hamilton City Council**  
Te kaunihera o Kirikiriroa

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## Executive Summary

Hamilton's original Waste Management and Minimisation Plan (Waste Plan) was adopted in 2012 and most of the activities from the 2012-2018 Waste Plan have been completed. However, throughout the years we have seen an increase in waste to landfill. Hamilton produced an estimated 245,700 tonnes of waste in 2016. Of this, approximately 120,099 tonnes was sent to landfill (49 per cent) and 125,600 tonnes was reused, recycled or composted (51 per cent).

Despite our efforts to minimise waste, we appear to have sent about 33 per cent more waste to landfill in 2016 compared to 2012. However, the lack of good quality waste data from private waste operators makes it hard to tell the exact amount.

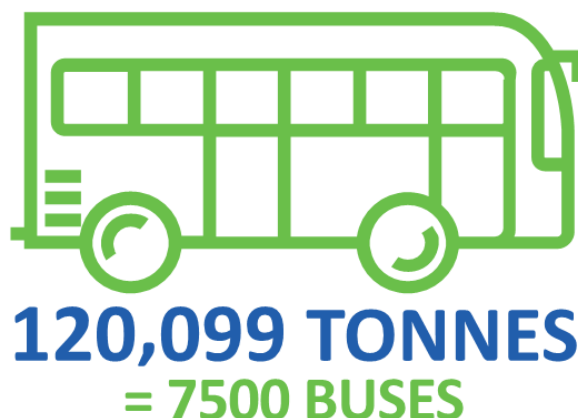
Our kerbside rubbish has increased by about 11 per cent and our kerbside recycling has reduced by about 12 per cent.

This matches a national trend in increasing waste to landfill and declining recycling. National information indicates there has been a 20 per cent increase in waste to landfill across New Zealand since 2014.

The Waste Minimisation Act 2008 places an obligation on all councils to promote effective and efficient waste management and minimisation within their city or district. However, it may be that stronger central government intervention is required in the form of product stewardship schemes and national regulation, as the Council does not have the right legislative tools to be able to address big waste issues such as tyres, packaging or e-waste. We intend to take a strong position advocating to central government for this to happen.

Hamilton City Council also intends to focus on the avoidance, reduction and minimisation of waste in our city. We will make the most of our waste resources, foster innovation and maximise the opportunities that can be created from resource recovery.

This Waste Plan sets out goals, objectives and targets to guide us towards waste avoidance, reduction and recovery. Thirty-three activities are detailed and will be carried forward into the Council's long-term and annual plans to ensure the resourcing is available to deliver on our Plan.



### Proposed activities include:

- Implementing a new rubbish and recycling kerbside collection.
- Partnering with key sectors and groups including business, health related organisations, the community sector; the construction and demolition industry, and local government organisations, non-government organisations and other key stakeholders to achieve a reduction in waste to landfill.
- Improving waste minimisation at events held at Council sites.
- Making the most of opportunities to address the growing construction and demolition waste issue, including waste avoidance, reuse and recovery.
- Updating the Solid Waste Bylaw for regional consistency, to facilitate data collection and to ensure it supports the changes in kerbside service.

# VISION

**Hamilton:** where waste minimisation and resource recovery are an integral part of our lifestyle and economy

# GOALS

What we want to achieve in the medium term

1

Reduce quantity of all material entering the waste stream, and increase resource recovery

2

Increase innovation and opportunity from waste resources.

3

Hamilton community is a leader in waste minimisation.

4

Waste and resource recovery infrastructure meets Hamilton's growing needs.

5

Recognise and celebrate innovation in waste minimisation and avoidance.

# OBJECTIVES

What we need to achieve in the short-term

1

Hamiltonians are choosing to engage in waste minimisation.

2

Hamilton's waste diversion is continually increasing.

3

All Hamiltonian have access to affordable and resilient waste and resource recovery services.

4

Hamilton City Council is a leader by example in minimising waste.

5

Hamilton City Council is partnering with others to achieve efficient and effective waste minimisation and management.

6

Hamilton City Council is influencing Central Government's commitment to waste minimisation.

7

All Hamilton City Council's regulatory decision making considers responsible waste and resource recovery.





## 1.0 Introduction

We all generate rubbish and recycling through our daily activities, at home, when we are at work and when we are out and about. Since 2012 our waste to landfill from Hamilton has increased by approximately 33 per cent, as our population grows the volume of waste going to landfill is going to increase if we don't take any action.

By sending our waste to landfill we are throwing away valuable resources that could be recovered and reused to create new products. We are also creating problems for future generations, as landfills continue to cause environmental harm for decades after closure.

Waste minimisation involves reducing our waste, reusing and then recycling or recovering the resources.

The Waste Plan sets out the Council's Strategy for managing and minimising the waste generated by households, businesses and industries in Hamilton. The Council directly manages less than 15 per cent of the waste generated in Hamilton and we need to work together with the community, business and industry to influence what happens with the rest of the waste. Our Waste Plan has been prepared in accordance with the requirements of the Waste Minimisation Act 2008.

### 1.1 Why do we need a waste plan?

This is the Council's plan to ensure we have the infrastructure and services in place to manage waste and that we are supporting our community to avoid, reduce and recycle waste.

By minimising our waste, we work towards:

- preserving and reusing resources – reducing the need for virgin material and the environmental costs associated with them
- creating new opportunities in the reuse and recycling sectors, for employment and innovation
- only using landfill for wastes that have no recovery options.

The actions set out in this Plan will be carried forward into the long term and annual plan process to ensure the resourcing is available to deliver the Waste Plan's goals and objectives.

**The Waste Minimisation Act 2008 (WMA 2008) places an obligation on all councils to promote effective and efficient waste management and minimisation within their city or district.**

The WMA 2008 requires the Waste Plan to:

- consider the Waste Hierarchy
- ensure waste does not create a nuisance
- have regard to the New Zealand Waste Strategy and other key government policies
- consider the outcomes of the Waste Assessment
- follow the Special Consultative Procedure set out in the Local Government Act (2002).

Councils also have obligations under the Health Act 1956 to ensure waste management systems protect public health.

## 1.2 What types of waste does our Plan cover?

The Waste Plan covers all solid waste and diverted material in the city, whether they are managed by the Council or not. Liquid and gaseous waste are not included, except where they interact with solid waste systems, for example hazardous waste like chemicals and the outputs from wastewater treatment plants.

This does not necessarily mean the Council is going to have direct involvement in the management of all waste – but there is a responsibility for the Council to at least consider all waste in the city, and to suggest areas where other groups, such as businesses or households, could take action themselves.

## 1.3 What informs the Waste Plan?

Our Waste Plan is informed by local, national and international data, knowledge and theory. We have researched what other councils here in New Zealand and overseas are doing and have developed a Plan that meets our needs here in Hamilton, while being consistent with international and national best practice.

### 1.3.1 Waste hierarchy

The waste hierarchy is an internationally-used approach to waste management and minimisation. It has strongly influenced the Strategy and actions outlined in this Waste Plan.

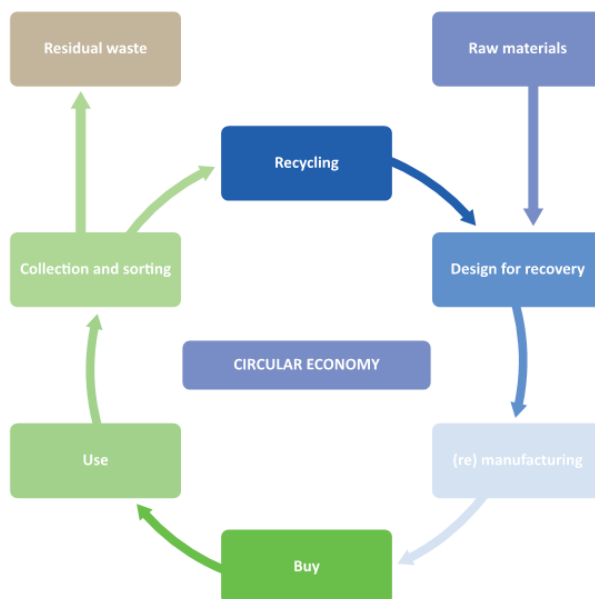
The waste hierarchy is a simple framework for the different ways we can think about waste. Preventing waste from occurring in the first place is the easiest way to manage waste. We currently focus too much on the bottom part of the hierarchy, when we should be focusing on the top.



### 1.3.2 Circular economy and zero waste

The transition from the linear economy – ‘take, make, buy, dispose’ – to the circular economy is underway in many parts of the world. It is one of the key changes required as part of the global journey to zero waste. The principles of the circular economy underpin the strategy and actions of this Waste Plan.

“The essential concept at the heart of the circular economy is to ensure we can unmake everything we make.”  
– Ministry for the Environment, 2018<sup>1</sup>



<sup>1</sup> [www.mfe.govt.nz/waste/circular-economy](http://www.mfe.govt.nz/waste/circular-economy)



### 1.3.3 New Zealand Waste Strategy

The 2010 New Zealand Waste Strategy: Reducing Harm, Improving Efficiency (NZWS) is the central government's core document concerning waste management and minimisation in New Zealand.

The two goals of the NZWS are:

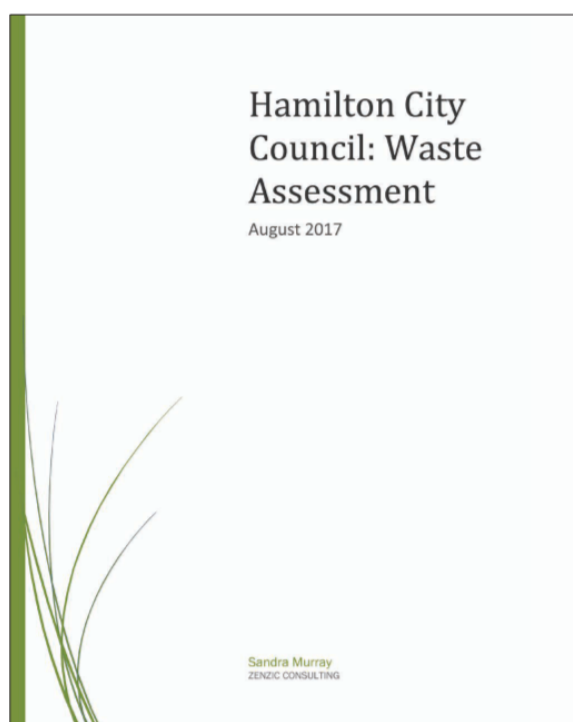
1. Reducing the harmful effects of waste.
2. Improving the efficiency of resource use.

The NZWS provides high-level, flexible direction to guide the use of the legislation, regulation and conventions related to the management and minimisation of waste in New Zealand. As per section 44 of the WMA 2008, we have given regard to the NZWS when preparing our Waste Plan.

### 1.3.4 Waste Assessment 2017

This Waste Plan is based on the 2017 Waste Assessment (WA). The WA is a technical document that outlines waste flows, volumes, services and facilities provided by both the Council and private operators. It also sets out more detail on the plans, policies and legislation the Council has to take into account when developing the Waste Plan.

A summary of the WA is included in this Waste Plan but the full 2017 WA is available on the Council's 'Fight the Landfill' website.



### 1.3.5 Te Whakawhanaunga a Te Kaunihera ki te Iwi Maaori

The Council recognises Maaori as tangata whenua (indigenous people of the land) with kaitiakitanga (guardianship) status and ownership rights regarding their lands and that Maaori are assured the same rights as other citizens.

The Local Government Act 2002 reinforces the importance of continuing to foster such relationships, the necessity of good communication and the value of Maaori heritage and values in New Zealand's progress as a distinctive nation.

To assist in delivering services to Maaori, the Council currently has specific partnership and service agreements with:

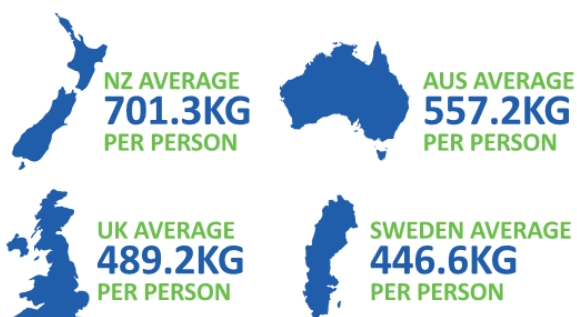
- Te Haa o te whenua o Kirikiriroa (THaWK) – an iwi group representing local mana whenua (Maaori with historic ties to the Hamilton/Kirikiriroa area) on issues relating to the management of Hamilton's natural and physical resources.
- Te Runanga o Kirikiriroa (TeROK) – an urban iwi authority representing maataa waka (Maaori/Pacific from other areas) on the impact of the Council's policies. Te Runanga provides a range of services, support, advice, and technical expertise that assist Council to meet the needs of the Maaori community in Hamilton.

These partnerships and agreements ensure mana whenua perspectives and maataa waka views are represented in decisions about the city, its community capacity and natural and physical resources.

## 2.0 The problem: our waste

In New Zealand we are generating more and more waste. Since 2014 the amount of waste going to landfill across New Zealand has increased by 20 per cent<sup>2</sup>. As we continue to grow, it is likely this increase will continue unless we take action.

In New Zealand we are one of the highest producers of municipal waste in the world.



To understand the opportunities for waste minimisation, we need to first understand more about the waste we are generating.

### 2.1 How much waste is going to landfill from Hamilton?

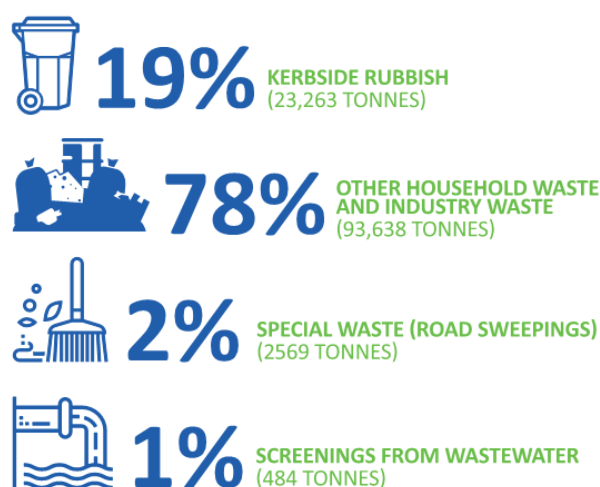
Disposal to landfill is at the bottom of the waste hierarchy and this is where about 49 per cent of Hamilton's waste is going. An estimated total of 120,099 tonnes of solid waste was disposed of to landfill from Hamilton in 2016<sup>3</sup>. This is equivalent to approximately 780kg per person in 2016.

From 2012 to 2016 we've seen an increase of waste going to landfill from Hamilton of approximately 33 per cent.



The reliability of the estimates for different types of waste varies. Some waste to landfill data comes unverified from private waste operators, while other waste data and sludge tonnages are managed by the Council or council contractors.

Based on this data, we have estimated where our waste to landfill is coming from. The largest proportion comes from industry and other household waste (the waste not collected at the kerbside).



Of the general waste to landfill, only 19 per cent was related to the Council-managed kerbside rubbish service, which serviced 54,288 households in 2016<sup>4</sup>. Kerbside rubbish was 23,263 tonnes in 2016, an average of 429kg per household and an increase of 11 per cent since 2012.

<sup>2</sup> Review of the effectiveness of the Waste Disposal Levy 2017, Ministry for the Environment

<sup>3</sup> This excludes waste to non-levied landfills, as this amount is unknown.

<sup>4</sup> Average number of households serviced by the kerbside rubbish collection for 2016

### 2.1.1 What's in our rubbish bags?

Every few years, the Council undertakes an audit of kerbside rubbish bags. This helps us to understand what rubbish is getting thrown away and what services our community needs.

In 2017 we found that the single biggest thing in our rubbish bags was food waste at 37 per cent. In total, around 50 per cent is organic material that could be composted. Plastics were the second biggest category, of which over half was plastic bags and film.

This is a breakdown of what we found contained in an average black bag.



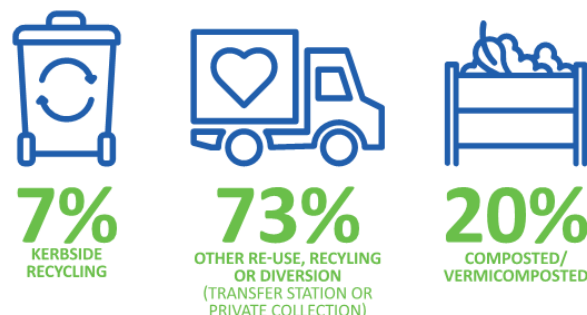
### 2.1.2 What are we throwing away at the transfer station?

As well as understanding what is in our rubbish bags, we can take a look at what materials are going to landfill from the two transfer stations in Hamilton. We found that over 50 per cent of what is going to landfill is made up from timber, plastics and organic waste.



### 2.2 How much recycling are we doing?

Recycling is in the top half of the waste hierarchy and is an important part of waste minimisation. An estimated 51 per cent of all waste collected in 2016 in the Hamilton area was recovered and reused, recycled or composted.



The largest quantity of material recovered was from commercial recycling, while kerbside recycling makes up less than 10 per cent of recycled material.

In 2008 we were diverting 34 per cent of our kerbside waste, in 2016 this dropped to 27 per cent diversion. There are a few reasons for this decline – we aren't reading newspapers as much anymore and we are throwing more rubbish away. We recycle about 57kg per person per annum through our kerbside recycling services. This is lower than for comparable areas in New Zealand.

### 2.3 Future demand

While the factors likely to impact future demand for waste minimisation and management vary and are difficult to predict, they include:

- Considerable overall population and household growth and intensification.
- Economic growth.
- Construction and demolition activity.
- Changes in lifestyle and consumption. eg increase in use of electronics.
- Changes in the collection service or recovery of materials.

From 2013, the population of Hamilton is projected to grow 29.5 per cent by 2033, and 50.3 per cent by 2063.

By 2033, 21.2 per cent of Hamilton's population is likely to be aged 65 years and over, compared to 11.2 per cent in 2013. By 2063 that proportion is projected to reach 34.5 per cent.

This suggests changes in waste generation will occur over time but no dramatic shifts are expected.

## 3.0 Challenges we face in managing our waste

The Council directly manages less than a quarter of the waste generated in Hamilton. Our ability to influence what happens with the other three-quarters varies. This alone makes managing and minimising Hamilton's waste difficult.

Some issues we face include:



The current low cost of landfill in New Zealand means there is not enough of an economic incentive for widespread investment in waste minimisation behaviour, infrastructure and services. This increases the continued reliance on landfill, rather than an increased focus on the top of the waste hierarchy – reduce, reuse and recycle. Landfill costs will increase, as they have done overseas. By acting now, we can minimise the risk for Hamiltonians.

### 3.1.1 Regional and sub-regional issues

Some waste streams have been identified as national or regional issues which the Council has little control over. Significant issues where national, regional or sub-regional cooperation is likely to improve outcomes for councils have been identified as:

#### a) Shared responsibility for waste/product stewardship

The WMA 2008 places the greatest responsibility for minimising and managing waste onto local councils. However, we only control a small part of the waste stream and in order to achieve significant waste minimisation, other parties need to share the responsibility. In particular:

- manufacturers of products
- organisations responsible for end of life product or service
- regional council and central government.

#### b) Consistent education and engagement

Providing consistent messaging across the region and country will help people to understand and take ownership of their waste.

#### c) Infrastructure capacity

There are gaps in our knowledge of what waste infrastructure will be required regionally in the future and whether there will be sufficient capacity for future demand. This is particularly so for potential new services (eg. food waste, landfills or transfer stations). In order for infrastructure to be financially viable, a minimum volume of waste material is often required. Regional development of infrastructure may enable sufficient volume of material to achieve viability.

#### d) Inconsistent services and data hinder joint working and shared services

Collaboration and developing shared services may lead to improved outcomes and cost savings in service provision. However, variability in services and data capture can hinder joint working.

Similarly, identifying regional waste volumes can be challenging as different councils collect data and information on different waste streams, using variable methodologies.

### 3.1.2 Long-term and global considerations

While they do not immediately affect Hamilton's waste flows, international activities can have a big impact on New Zealand's waste industry.

Some of the recycling collected in New Zealand is exported to Indonesia or Asia, particularly China. China has in recent years tightened measures around the acceptance of recycled materials, requiring a higher standard of recycled product to gain approval for import into China and in some cases ceasing to accept material.

Restrictions on the acceptance of recyclable material mean changes to collection and sorting methodologies to either achieve onshore processing or export standards. This may impact the costs associated with recycling.

Also of concern are the effects of climate change and rising unrest in many countries. International conflict has the potential to disrupt recycling supply chains. As New Zealand has few processing facilities for kerbside recyclables, we are vulnerable should export markets be disrupted.

More information on these challenges are outlined in our 2017 Waste Assessment, available on our 'Fight the Landfill' website.



## 4.0 Hamilton's waste minimisation performance

The 2012-2018 Waste Plan was Hamilton's first plan developed under the WMA 2008. It was adopted on the 5 April 2012. We have made good progress with many of the actions but we have still seen an increase in waste to landfill.

Key achievements in the implementation of the 2012 Waste Plan include:

- A grants programme for innovative waste minimisation activities and projects.
- A comprehensive review of the kerbside collection service, Lincoln St Transfer Station and Hamilton Organics Centre.
- Development of our 'Fight the Landfill' branding.
- Introduction of enforcement for littering and illegal dumping.
- Co-design of a Waste Awareness Strategy by community groups and Hamilton, Waikato and Waipa district and Waikato regional councils.

This Waste Plan builds on the achievements of the 2012 Waste Plan while including new actions that focus on moving further up the waste hierarchy.

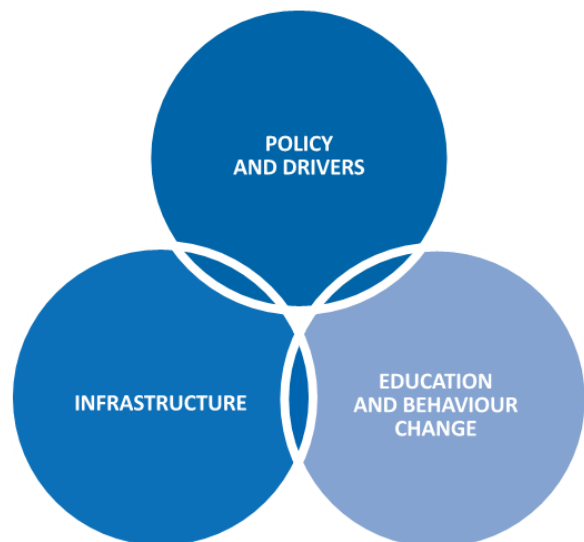
## 5.0 Our approach to waste management and minimisation

Our waste to landfill is increasing, as are our overall volumes of waste. We have a growing population, more houses and industry development, all of which will bring significant benefit to Hamilton but will also generate more waste to manage.

Effective waste management and minimisation requires three key elements:

- **Policy and drivers** – we need the right policies and incentives to change practices. These can be put in place by central, regional or local government and can also be led by industry. Examples include Hamilton's Solid Waste Bylaw and the WMA 2008.
- **Infrastructure** – if we don't have the appropriate infrastructure to manage our waste and to support diversion from landfill, it makes diversion very difficult and costly. Examples include the kerbside rubbish and recycling collection service and the transfer station.
- **Education and behaviour change** – to create the change required, we need to ensure that we are all informed about the actions we should and shouldn't be taking. Examples of education initiatives include the Council's Contestable Waste Minimisation Fund and the plastic free July campaign.

These key elements provide the foundation for the way the Council approaches waste management and minimisation.



## 6.0 What do we want the future to look like?

As Hamilton grows, we want to change the way we think about our waste. Sending waste to landfill is getting more expensive and is a waste of valuable resources. Together we can change the amount of waste that we are generating and create value from these resources.

### 6.1 Our Strategy

Our Strategy outlines the short-medium-and long-term outcomes we want to achieve here in Hamilton. To deliver these outcomes we will work with the private and community sectors, central government and territorial and regional councils.

#### Vision:

**Hamilton: Where waste minimisation and resource recovery are an integral part of our lifestyle and economy.**

#### Goals: *What we want to achieve in the medium term*

1. Reduce quantity of all material entering the waste stream, and increased resource recovery.
2. Increased innovation and opportunity from waste resources.
3. Hamilton community is a leader in waste minimisation.
4. Waste and resource recovery infrastructure meets Hamilton's growing needs.
5. Recognise and celebrate innovation in waste minimisation and avoidance.

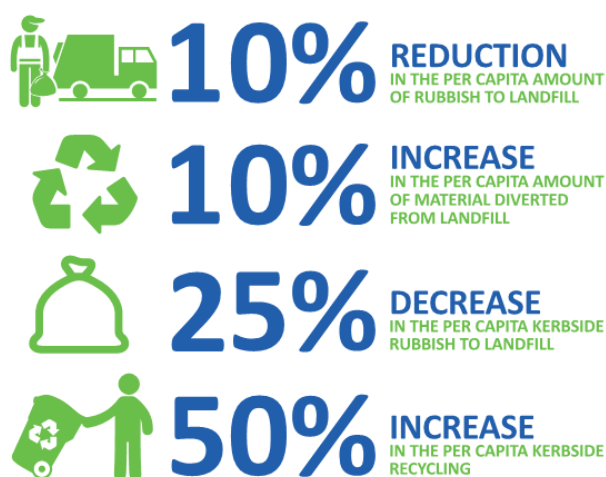
#### Objectives: *What we need to achieve in the short term*

1. Hamiltonians are choosing to engage in waste minimisation.
2. Hamilton's waste diversion is continually increasing.
3. All Hamiltonians have access to affordable and resilient waste and resource recovery services.
4. Hamilton City Council is a leader by example in minimising waste.
5. Hamilton City Council is partnering with others to achieve efficient and effective waste minimisation and management.
6. Hamilton City Council is influencing central government's commitment to waste minimisation.
7. All Hamilton City Council's regulatory decision-making considers responsible waste and resource recovery.

### 6.2 Targets

We are setting four waste minimisation targets for Hamilton over the next six years; these targets will help us understand how we are tracking with our progress. We will monitor and review our progress against our targets and assess whether they need to be amended over the next 6 years.

To meet these targets, we will need to work together to reduce our waste generation and increase our recycling.



## 7.0 What are we going to do?

Our action plan sets out how we intend to work towards our vision, goals and objectives. It sets out clear, practical initiatives that the Council will implement, either on our own or jointly. While the action plan forms part of the Waste Plan, it is intended to be a 'living' document that can be regularly updated to reflect current plans and progress<sup>4</sup>.

### 7.1 Our proposed activities

Our action plan includes thirty-three activities that we believe will enable us to achieve our vision for Hamilton. They can be summarised into key themes:



#### SERVICES

Implement new rubbish and recycling services, support associated education campaigns and review Central Business District (CBD) service.



#### PARTNERSHIPS

Partner or work with key sectors and groups including Iwi, business and industry; health related organisations; the community sector, the construction and demolition industry; and local government organisations, NGOs and other key stakeholders to undertake research and actions on various waste issues.

Identify and support community and business champions in waste reduction and avoidance.



#### EVENTS

Improve waste minimisation at events held at Council sites and support event organisers to implement waste minimisation at events



#### EDUCATION

Support information and education programmes that raise awareness and promote waste minimisation, including developing multi-language resources



#### LITTER & ILLEGAL DUMPING

Keep the streets clean by clearing litter and illegal dumping; and develop and implement a plan to reduce illegal dumping and littering.



#### GRANTS

Issue grants to third parties for the purpose of promoting or achieving waste minimisation and manage grants.



#### DATA

Ensure access to information on waste from both council and private waste collectors and facilities. Capture data on quantities, composition, origin and destination, and the use of the service, in line with the National Waste Data Framework. Monitor and report on waste related activities.



#### COUNCIL MANAGEMENT

Implement best practice waste avoidance, reduction and minimisation within Council sites and operations; and share knowledge and experience gained from such activities.



#### REGULATION

Update the Solid Waste Bylaw for regional consistency, to facilitate data collection and to ensure it supports the changes in kerbside service; and implement waste licensing for operators and collectors.

<sup>4</sup> Under the WMA 2008, waste plans can be updated without triggering the need for a formal review of the Waste Management and Minimisation Plan, as long as the changes are not significant and do not alter the direction and intent of the Waste Management and Minimisation Plan.



## 7.2 Considerations

The action plan outlines the high level intentions for actions to meet the Council's obligations under the WMA 2008. Further work will be required to determine the costs and feasibility of some projects, which may impact how, when or if they are implemented. Detailed assessments of some actions will be carried out prior to their implementation.

In some instances, the delivery of the actions set out in this action plan will depend on the development or amendment of contractual arrangements with providers. The nature of these contractual arrangements cannot be pre-empted and may impact the nature, timing or cost of these projects.

Therefore, exactly what services are delivered will ultimately depend on the outcomes of the procurement process.

## 7.3 The Council's intended role

The Council intends to oversee, facilitate and manage a range of programmes and interventions to achieve effective and efficient waste management and minimisation within Hamilton. The Council will do this through our internal structures responsible for waste management. The Council is responsible for a range of contracts, facilities and programmes to provide waste management and minimisation services to the residents and ratepayers of the city.

In addition the councils in the Waikato and Bay of Plenty regions will continue to work together to deliver activities that will support us in achieving our Strategy.

## 7.4 Action plan

The detailed action plan below sets out all the activities we may take under each of the nine themes, the proposed timeline, how it will be funded and the Waste Plan objectives each activity will meet.



### 7.4.1 Services

The Council delivers a range of waste services already and there is scope to review additional services that will support increased waste minimisation in Hamilton.

Ref	Activities	New or existing	Timeframe	Potential funding mechanism	Objectives
1	Implement new rubbish and recycling services and undertake a comprehensive education and information campaign to support the implementation.	New	2018-2021	Levy and rates	1,2,3,4,5,7
2	Provide and promote hazardous waste disposal services for household hazardous waste.	Existing	Ongoing	Levy	1,2,3,5,7
3	Review CBD waste services to identify and implement opportunities for improved waste minimisation in this area.	New	2018-2024	Levy and rates	1,2,3,4,5,7
4	Identify and implement services for targeted waste streams including electronic waste	New	2018-2024	Levy and rates	1,2,3,5,6,7



#### 7.4.2 Partnerships

The Council only manage about a quarter of the waste generated in Hamilton. If we are going to achieve our vision, goals and objectives we need to work with others in our community.

Ref	Activities	New or existing	Timeframe	Potential funding mechanism	Objectives
5	Recognise the interests of Iwi and other cultures and encourage and support mechanisms to build capacity and participation in sustainable waste management.	Existing	Ongoing	Levy	1,2,3,5,6
6	Work with business and industry organisations to assist local businesses to reduce waste and increase recycling.	New	2018-2024	Levy	1,2,3,5,6,7
7	Partner with the Waikato District Health Board and other health-related organisations regarding the management of medical waste.	New	2018-2024	Levy, partnerships	1,2,3,5
8	Partner with the community sector to identify efficiencies or opportunities for cooperation/partnership, particularly around reuse of materials.	New	2018-2024	Levy, rates, partnerships	1,2,3,5,6
9	Identify and support community and business champions in waste reduction and avoidance.	New	2018-2024	Levy	1,2,5
10	Collaborate with local government organisations, NGOs and other key stakeholders to undertake research and actions on various waste issues including (but not limited to) influencing central government regulation and product stewardship for key waste streams such as electronic waste, tyres, plastic bags, packaging, etc.	Existing	Ongoing	Levy	1,2,3,5,6
11	Collaborate with key stakeholders to investigate and implement opportunities to address the growing construction and demolition waste issue, including waste avoidance, reuse and recovery.	New	2018-2024	Levy, rates, partnerships	1,2,3,5,6,7



#### 7.4.3 Events

Events are an increasing source of waste generation, but they are also a great opportunity for education on waste minimisation.

Ref	Activities	New or existing	Timeframe	Potential funding mechanism	Objectives
12	Improve waste minimisation at events held at Council sites.	New	2018-2024	Levy, rates, partnerships	1,2,4,5,7
13	Support event organisers to implement waste minimisation at events.	New	Ongoing	Levy, partnerships	1,2,3,5,7



#### 7.4.4 Education

A key part of achieving our vision, goals and objectives is making it easy for all Hamiltonians to do the right thing. To do this the Council needs to ensure the right information is accessible and available for our community.

Ref	Activities	New or existing	Timeframe	Potential funding mechanism	Objectives
14	Support information and education programmes that raise awareness and promote waste minimisation, including developing multi-language resources.	New	By 2020	Levy	1,2,3,4,5,7
15	Promote reducing food waste and the beneficial re-use of organic material.	Existing	Ongoing	Levy	1,2,3,4,5,7
16	Develop targeted waste minimisation information and education programmes eg. for youth, elderly, business and construction and demolition industry.	New	2018-2024	Levy	1,2,3,4,5,6



#### 7.4.5 Litter and illegal dumping

Keeping Hamilton clean is an important part of waste management and minimisation. The Council already has a strong enforcement programme for illegal dumping, but we are still experiencing increasing incidents of littering and illegal dumping.

Ref	Activities	New or existing	Timeframe	Potential funding mechanism	Objectives
17	Keep the streets clean by clearing litter and removing illegally-dumped material.	Existing	Ongoing	Rates	1,2,4,5,7
18	Develop and implement a plan to reduce illegal dumping and littering, including education and strong enforcement.	Existing	2018-2024	Levy, rates, partnerships	2,5,6,7



#### 7.4.6 Grants

The Council started the Contestable Waste Minimisation Fund (CWMF) as part of the 2012 Waste Plan implementation. The \$50,000 annual fund has successfully funded a range of projects, providing community groups and businesses with an opportunity to pilot new ideas and to get projects up and running.

Ref	Activities	New or existing	Timeframe	Potential funding mechanism	Objectives
19	Issue grants to third parties for the purpose of promoting or achieving waste minimisation and manage grants.	Existing	Ongoing	Levy	1,2,3,4,5
20	Evaluate the current grant model and investigate and implement opportunities for low interest loans and/or targeted grants.	New	By Dec 2019	Levy	1,2,3,4,5



#### 7.4.7 Data

Having good data is important for the Council to make informed decisions on our waste management and minimisation priorities.

Ref	Activities	New or existing	Timeframe	Potential funding mechanism	Objectives
21	Ensure access to information on waste from both the Council and private waste collectors and facilities. Capture data on quantities, composition, origin and destination and the use of the service, in line with the National Waste Data Framework.	Existing – expanded	Ongoing	Levy, rates	2,3,4,5,6,7
22	Monitor and report on waste-related complaints received through the Council's service request system.	Existing	Ongoing	Rates	2,3,4,5,6,7
23	Carry out community surveys on waste management and minimisation services within the city.	New	Ongoing	Levy	2,3,4,5,6,7
24	Ensure a household rubbish and recycling composition analysis is undertaken at least every three years for both the Council and private kerbside services.	Existing	Ongoing	Levy	2,3,4,5,6,7
25	Monitor progress and support WasteMINZ National Waste Data Framework project.	New	Ongoing	Levy	3,5,6,7
26	Monitor and report on the Council's contracted waste services including rubbish and recycling collection data from the kerbside.	Existing – expanded	Ongoing	Levy, rates	2,3,4,5,6,7



#### 7.4.8 Council management

Council staff will implement the actions contained within this Waste Plan and will ensure that Council is 'learning by doing' with waste minimisation.

Ref	Activities	New or existing	Timeframe	Potential funding mechanism	Objectives
27	Fund waste minimisation advisors to lead waste management and minimisation within the Council and coordinate the implementation of this Plan.	Existing	Ongoing	Levy	1,2,3,4,5,6,7
28	Review of the 2018-2024 Waste Plan and development of the 2024-2030 Waste Plan.	Existing	2023-2024	Levy	1,2,3,4,5,6,7
29	Ensure that services provided by the Council are in line with and promote current health and safety guidelines.	Existing	Ongoing	Rates	3,7
30	Implement best practice waste avoidance, reduction and minimisation within Council sites and operations; and share knowledge and experience gained from such activities.	Existing	By 2024	Levy	1,2,4,5,7





#### 7.4.9 Regulatory

Effective Bylaws and Plans will be integral to delivering a range of waste minimisation actions. They can provide the Council with both the driver for change and the ability to undertake enforcement.

Ref	Activities	New or existing	Timeframe	Potential funding mechanism	Objectives
31	Update the Solid Waste Bylaw for regional consistency, to facilitate data collection and to ensure it supports the changes in kerbside service.	New	2018/19	Levy, rates	2,3,4,5,6,7
32	Implement waste licensing for operators and collectors, potentially as part of a regional or sub-regional initiative.	New	By Dec 2019	Levy, rates	2,3,4,5,6,7
33	Implement and enforce requirements for any properties and developments to ensure waste management and minimisation considerations are taken into account at the design phase, including storage space requirements and access for collection vehicles.	Existing – expanded	In conjunction with the Council planning processes	Levy, rates	1,2,3,4,5,6,7



## 8.0 Funding the Plan

Now that we have outlined the actions we need to take, our next step is to understand how we can best fund these activities. The Council have a range of options available to us to fund the actions in this plan, these include:

- **General Rates** - a rate that is paid by all ratepayers.
- **User Pays Charges** - paying for services you use, for example, transfer station gate fees.
- **Targeted Rates** - a rate that is set to fund a particular activity or group of activities. It can align to the provision or availability of service.
- **Waste Levy Funding** - The central government redistributes 50 per cent of the funds from the waste disposal levy to local authorities. This money must be applied to waste minimisation activities outlined in the Council's Waste Plan.
- **Waste Minimisation Fund** - Ministry for the Environment use most of the remaining 50 per cent of the levy money on funding projects. Anyone can apply to the Waste Minimisation Fund for funding.
- **Private sector funding** - The private sector may undertake to fund/supply certain waste minimisation activities, for example, in order to look to generate income from the sale of recovered materials, etc. The Council may look to work with private sector service providers where this will assist in achieving the Waste Plan's goals.

Funding considerations take into account a number of factors including the following:

- Prioritising harmful wastes.
- Waste minimisation and reduction of residual waste to landfill.
- Full-cost pricing - 'polluter pays'.
- Public good vs. private good component of a particular service.
- The environmental effects of production, distribution, consumption and disposal of goods and services should be consistently costed, and charged as closely as possible to the point they occur to ensure that price incentives cover all costs.
- Protection of public health.
- Affordability.
- Cost-effectiveness.

The potential sources of funding for each of the actions are noted in the action plan. Budgets to deliver the activities set out in this Waste Plan will be carefully developed through our Annual Plan and Long-Term Plan processes. The mix of funding tools to be used is determined through the Revenue and Financing Policy, this Policy is reviewed every three years in line with the Long-Term Plan.

The approach taken will be to implement as many of the activities as possible while controlling costs and, where possible, taking advantage of cost savings and efficiencies. It is anticipated that by setting appropriate user charges, reducing costs through avoided disposal, more efficient service delivery from working collaboratively and targeted application of waste levy money, the increased levels of waste minimisation as set out in this Waste Plan will be able to be achieved without overall additional increases to the average household cost.

### 8.1 Waste levy funding

The Council receives, based on population, a share of national waste levy funds from the Ministry for the Environment. It is estimated that at the current rate of \$10 per tonne our Council's total share of waste levy funding will be approximately \$570,000 per annum. The WMA requires that all waste levy funding received by councils must be spent on matters to promote waste minimisation and in accordance with their waste plans.

Waste levy funds can be spent on ongoing waste minimisation services, new services, or an expansion of existing services. The funding can be used on education and communication, services, policy research and reporting, to provide grants, to support contract costs, or as infrastructure capital. We intend to use our waste levy funds for a range of waste minimisation activities and services as set out in the action plan – including participating in sub-regional, regional and national activities.

In addition, we may make an application for contestable waste levy funds from the Waste Minimisation Fund, either separately, with other councils, or with another party. The Waste Minimisation Fund provides additional waste levy funds for waste minimisation activities.

### 8.2 General and Targeted Rates

General and Targeted Rates are used for a range of waste management and minimisation services, for example the residential kerbside rubbish and recycling service is funded through general residential rates, as is the clearing of litter and illegal dumping. Any changes to the services funded through General or Targeted Rates will happen through the 10-Year Plan planning process. As this is a six year plan, there will be two opportunities to seek funding through the 10-Year Plan, firstly in 2018 and then again in 2021. All Hamiltonians have the opportunity to have a say on the waste management and minimisation activities in the 10-Year Plan processes.

### 8.3 Funding business and community actions

The Council recognises that we can't implement this Waste Plan by ourselves. We need to work with businesses and community groups to achieve the vision in the most efficient and effective way possible. Councils have the ability under the WMA 2008 to provide grants and advances of money to any person, organisation or group for the purposes of promoting or achieving waste management and minimisation, as long as this is authorised by the Waste Plan.

The Council currently offer a total of \$50,000 per year in contestable funding for waste minimisation activities. We intend to continue having a grants programme. The grants programme will be evaluated to identify if low interest loans or targeted grants could be utilised to achieve good waste minimisation outcomes.



## 9.0 Monitoring, evaluating and reporting progress

This Waste Plan contains 32 actions, as well as a set of waste minimisation targets. Progress against each of these actions and targets will be reported to Council at the end of each year.

Two of the actions - the development of a regionally consistent Solid Waste Bylaw and implementation of the National Waste Data Framework (NWDF) will contribute to the development of a set of standard indicators for reporting purposes.

Indicative metrics for each of the actions are presented in the table below. Specific metrics for each action will be developed and agreed as part of the Waste Plan implementation.

Theme	Indicative Metrics
<b>Services</b>	<ul style="list-style-type: none"> <li>New services implemented in line with the contract.</li> <li>Reporting of annual volumes of hazardous waste collected via Council-provided services.</li> </ul>
<b>Partners</b>	<ul style="list-style-type: none"> <li>Identification of champions and detail of support provided.</li> </ul>
<b>Events</b>	<ul style="list-style-type: none"> <li>50 per cent reduction in waste to landfill from events (baseline required).</li> <li>Number of events incorporating waste avoidance and minimisation activities.</li> </ul>
<b>Education</b>	<ul style="list-style-type: none"> <li>Annual reporting of education programme outcomes.</li> </ul>
<b>Litter and illegal dumping</b>	<ul style="list-style-type: none"> <li>Community satisfaction with litter rates. Measured during community surveys.</li> <li>10 per cent reduction in litter and 15 per cent reduction in illegal dumping compared to 2017 data.</li> </ul>
<b>Grants</b>	<ul style="list-style-type: none"> <li>Successful implementation of annual grants programme.</li> </ul>
<b>Data</b>	<ul style="list-style-type: none"> <li>Data available for analysis by 2020.</li> <li>No weeks with more than 20 complaints about uncollected kerbside household rubbish and recycling.</li> <li>Audit carried out three yearly.</li> <li>All waste data collected in alignment with NWDF.</li> </ul>
<b>Council management</b>	<ul style="list-style-type: none"> <li>Health and Safety incident reports received from contractor at each contractor meeting - no serious incidents reported.</li> <li>Report on number of sites implementing waste minimisation; with quarterly reporting to track progress against waste and recycling rates.</li> </ul>
<b>Regulatory</b>	<ul style="list-style-type: none"> <li>All waste collectors and operators are licensed by 2020.</li> <li>New developments meet the needs of the kerbside collection service.</li> </ul>

Updates on how the Council is tracking with meeting these metrics will be provided through the Council's 'Fight the Landfill' website [fightthelandfill.co.nz](http://fightthelandfill.co.nz).



## 10. Glossary of terms

<b>Disposal</b>	Final deposit of waste into or onto land, or incineration.
<b>Diverted material</b>	Anything that is no longer required for its original purpose and, but for commercial or other waste minimisation activities, would be disposed of or discarded.
<b>Landfill</b>	Tip or dump. A disposal facility as defined in S.7 of the Waste Minimisation Act 2008, excluding incineration. Includes, by definition in the WMA, only those facilities that accept 'household waste'. Properly referred to as a Class 1 landfill.
<b>Resource recovery</b>	a) extraction of materials or energy from waste or diverted material for further use or processing; and b) includes making waste or diverted material into compost.
<b>Recycling</b>	The reprocessing of waste or diverted material to produce new materials.
<b>Reduction</b>	a) lessening waste generation, including by using products more efficiently or by redesigning products; and b) in relation to a product, lessening waste generation in relation to the product.
<b>Reuse</b>	The further use of waste or diverted material in its existing form for the original purpose of the materials or products that constitute the waste or diverted material, or for a similar purpose.
<b>Rubbish</b>	Waste, that currently has little other management options other than disposal to landfill.
<b>Treatment</b>	a) means subjecting waste to any physical, biological, or chemical process to change its volume or character so that it may be disposed of with no or reduced adverse effect on the environment; but b) does not include dilution of waste.
<b>Waste</b>	Means, according to the WMA:  a) Anything disposed of or discarded. b) Includes a type of waste that is defined by its composition or source (for example, organic waste, electronic waste, or construction and demolition waste). c) To avoid doubt, includes any component or element of diverted material, if the component or element is disposed or discarded.
<b>Waste Assessment (WA)</b>	A document summarising the current situation of waste management in a locality, with facts and figures, and required under the Waste Minimisation Act. A Waste Assessment must be completed whenever a Waste Management and Minimisation Plan is reviewed.
<b>Waste diversion</b>	Means diverting waste from landfill and accessing the economic opportunity from the resource.
<b>Waste hierarchy</b>	A list of waste management options with decreasing priority – usually shown as 'reduce, reuse, recycle, recovery, treat, dispose.
<b>Waste minimisation</b>	Means the reduction of waste; and the reuse, recycling, and recovery of waste and diverted material.
<b>Waste resources</b>	Means any waste material that has value that can be recovered, reused or recycled.
<b>Waste stream</b>	Has the same definition as Waste.

## Further Information

### Hamilton City Council

Garden Place, Private Bag 3010, Hamilton

**Phone:** 07 838 6699

**Email:** [info@hcc.govt.nz](mailto:info@hcc.govt.nz)

 [fightthelandfill.co.nz](http://fightthelandfill.co.nz)

 [/hamiltoncitycouncil](https://www.facebook.com/hamiltoncitycouncil)

 [@CouncilHamilton](https://twitter.com/CouncilHamilton)

Version: September 2018

# Waste Management and Minimisation Strategy Review

Statement of Proposal

23 January to 23 February 2024



**Hamilton  
City Council**  
Te kaunihera o Kirikiriroa

# Hamilton City Council is seeking feedback on its proposed Waste Management and Minimisation Strategy Te Rautaki Whakataaharahara Para 2024 - 2030 (The Strategy).

The proposed Strategy guides Council in managing and minimising waste in Hamilton Kirikiriroa.

Councils play an important role in managing and minimising waste in New Zealand. The Waste Minimisation Act 2008 (the Act) places an obligation on all councils to promote effective and efficient waste management and minimisation within their district. The Act requires councils to prepare a waste management and minimisation plan and review it every six years.

This Statement of Proposal is made for the purposes of sections 83, 86 and 160(3)(b)(ii) of the Local Government Act 2002, the Health Act 1956 and various other Acts.

## What is The Strategy?

The Strategy builds on our previous plan from 2018 - 2024. The proposed Strategy outlines:

- Hamilton's vision for reducing waste
- outcomes we want to achieve
- guiding principles that will inform our actions and decision-making
- focus areas and actions Council propose to take over the next six years
- targets to increase waste minimisation in Hamilton.

## Why are we doing this?

Globally, we are creating more waste than ever. Our 2023 Waste Assessment estimates the amount of waste Hamiltonians send to landfill has increased by approximately 28.5% since 2017. If we don't take action, this amount of waste will continue to increase as our population grows. The Waste Assessment also told us:

- a third (34%) of our kerbside waste in Hamilton is food scraps
- more than half (54%) of what is still going in our red lidded kerbside rubbish bins doesn't need to be going to landfill
- construction and demolition waste is a significant waste stream in our city.

Our focus needs to remain on increasing resource recovery by moving up the waste hierarchy e.g. reducing, reusing, recycling (including composting) Hamilton's waste. The Strategy gives us a roadmap for what we will do in Hamilton to manage waste and create a low-waste city.



## What's included in The Strategy?

As part of The Strategy, these are the areas we want to focus on:

- further reduce the amount of organic waste going to landfill
- ongoing efforts to reduce construction and demolition waste
- support the move to a circular economy - keeping things in use for as long as possible
- recover more from waste streams
- adapt to changing lifestyles and ways of living
- shape national direction on waste and resource recovery.

When preparing The Strategy, as per section 44 of the Waste Minimisation Act 2008, we have been guided by the Aotearoa New Zealand Waste Strategy - Te Rautaki Para. This strategy was launched in March 2023, and has a vision of 'by 2050, Aotearoa New Zealand is a low-emissions, low-waste society, built upon a circular economy'.

It details the goals, guiding principles and work priorities for achieving this vision.

The key priorities of the Aotearoa New Zealand Waste Strategy have been reflected in our focus areas and actions which include:

- increased focus on the reduction and diversion of organic waste
- increase in actions to address construction and demolition waste in Hamilton
- increased focus on the circular economy and developing a network of accessible community resource recovery hubs
- increased effectiveness of the kerbside services, introduced in 2020 as part of our current Waste Management and Minimisation Plan 2018 - 2024
- actions to support changes to the way we live - our consumption habits and growing population and housing in Hamilton.

Read more about Aotearoa New Zealand Waste Strategy here: [environment.govt.nz/what-government-is-doing/areas-of-work/waste/aotearoa-new-zealand-waste-strategy/](https://environment.govt.nz/what-government-is-doing/areas-of-work/waste/aotearoa-new-zealand-waste-strategy/)

## Have your say on The Strategy:

Before making any final decisions, we would like to hear from our community. You can have your say between 23 January - 23 February 2024 online at [hamilton.govt.nz/haveyoursay](https://hamilton.govt.nz/haveyoursay), or fill out the feedback form included in this Statement of Proposal.

For any queries, please ring **07 838 6699** or email [haveyoursay@hcc.govt.nz](mailto:haveyoursay@hcc.govt.nz)

## Next steps:

Council will collect and analyse all feedback and this will be presented to the Hamilton City Council Hearings and Engagement Committee meeting in 2024. At this meeting, anyone who submitted will be welcome to make a verbal submission in person to support their views.

The Council will then consider all the views and make a final decision.

## Feedback form:

Between 23 January and 23 February 2024, you can have your say on The Strategy.

Feedback forms can be:

- completed at [hamilton.govt.nz/haveyoursay](https://hamilton.govt.nz/haveyoursay)
- posted to: Freepost 172189, Hamilton City Council, Communication and Engagement team, Waste Management and Minimisation Strategy, Private Bag 3010, Hamilton, 3240.
- delivered to the Municipal Building Reception or any branch of Hamilton City Libraries.
- emailed to: [haveyoursay@hcc.govt.nz](mailto:haveyoursay@hcc.govt.nz)

### Privacy statement:

*The Local Government Act 2002 requires submissions to be made available to the public. Your name and/or organisation may 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](https://hamilton.govt.nz) for further information.*

## Your Feedback:

### Section 1: The Strategy

1. Do you agree with our proposal to amend the current Waste Management and Minimisation Plan 2018 - 2024 (Waste Plan) by implementing the six key focus areas?

☐

**Yes** - I agree with the proposal to amend the current Waste Plan

☐

**No** - retain the existing Waste Plan

Please provide a reason for your answer:

*Ran out of room? Feel free to attach additional pages.*



2. We are proposing to focus on six key areas in The Strategy. How well do you think The Strategy meets the needs of each of the proposed six areas:

a) **Organic waste**

☐

well met

☐

somewhat met

☐

needs more development

b) **Construction and demolition**

☐

well met

☐

somewhat met

☐

needs more development

c) **Circular economy**

☐

well met

☐

somewhat met

☐

needs more development

d) **Recover more from waste streams**

☐

well met

☐

somewhat met

☐

needs more development

e) **The way we live is changing**

☐

well met

☐

somewhat met

☐

needs more development

f) **Shaping national direction**

☐

well met

☐

somewhat met

☐

needs more development

If you'd like to explain any of your answers in more detail, please do so here:

*Ran out of room? Feel free to attach additional pages.*

**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 likely take place in the first half of 2024. We will contact you to arrange a time.

## Section 2: 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)

Name: (required) \_\_\_\_\_

Phone: \_\_\_\_\_ Email: (required) \_\_\_\_\_

**Are you giving feedback on behalf of an organisation?**

☐

No - these are my own personal views

☐

Yes - I am the official spokesperson for the organisation

If you answered yes, what is the name of your organisation? \_\_\_\_\_

**Where do you live?**

I live in Hamilton, my suburb is: \_\_\_\_\_

I live outside Hamilton:

☐

Waipa

☐

Waikato

☐

Elsewhere in New Zealand

☐

Overseas

**What is your age group?** (at your last birthday)

☐

Under 16

☐

16-19

☐

20-24

☐

25-29

☐

30-34

☐

35-39

☐

40-44

☐

45-49

☐

50-54

☐

55-59

☐

60-64

☐

65-69

☐

70-74

☐

75-79

☐

80+

**Which ethnic group do you identify as?** (select all that apply)

☐

NZ European

☐

Maaori

☐

Indian

☐

Chinese

☐

Samoan

☐

British

☐

Filipino

☐

Tongan

☐

South African

☐

Cook Island Maaori

☐

Other (please specify if you wish) \_\_\_\_\_

If Maaori - what iwi/hapuu do you belong to? \_\_\_\_\_


Thank you for your participation in the review of the Waste Management and Minimisation Strategy Te Rautiki Whakataaharahara Para 2024 - 2030. Your feedback is appreciated and will contribute towards the finalised Strategy.

**Please get your feedback to us by 23 February 2024.**

Hamilton City Council  
Garden Place, Private Bag 3010,  
Hamilton

 /Hamiltoncitycouncil

 @hamilton\_city\_nz

 07 838 6699

**hamilton.govt.nz**

DRAFT

# Waste Management and Minimisation Strategy

Te Rautaki Whakataaharahara Para

2024 - 2030



Hamilton  
City Council  
Te kaunihera o Kirikiriroa



## Whakatauki (proverb)

Kei too mai te manawa tahi  
ki a para kore ka mate te  
manawa o Taiao.

Unless we take action to  
minimise waste our  
planet dies.

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## 1.0 Foreward

**Our waste is increasing, and the impact of how we manage this will continue to grow unless we do something about it now.**

Our 2023 Hamilton City Council Waste Assessment estimates the amount of waste we sent to landfill in Hamilton has increased by approximately 28.5% since 2017. If we don't take immediate action, the amount of waste will continue to increase as our population grows. Actions we can all take include simple measures like rethinking what we are about to purchase at the checkout, right through to how we recycle or dispose of items once they are at the end of their life. We can, and we should do better.

Our vision for the Waste Management and Minimisation Strategy is Hamilton Kirikiriroa is leading the way towards a low-waste city. Our Strategy outlines the direction for the next six years (2024-2030) and sets out how Council and the community can work together to minimise the impact of waste on our environment.

With Council only managing 13% of all Hamilton's waste, The Strategy also includes a focus on working with businesses and industries so they can do more to reduce what they send to landfill. Construction and demolition makes up for 50% of all landfill waste across New Zealand. This industry is committed to reducing waste and we are excited to work alongside them in this space.

Our Strategy and the supporting waste assessment, tells the story of where we are now and the challenges we face both locally and nationally. It provides Council with the direction of where we want to be and how our attitudes towards waste need to change. It really is quite a simple story - if we reduce the amount of waste produced, the better it is now and for future generations.

This Strategy aligns with other Hamilton City Council strategies, including He Pou Manawa Ora and our Climate Change Strategy. It reflects Te Ao Maaori and the principles of Te Tiriti o Waitangi and the relationship to our land.

As Deputy Mayor and Chair of the Infrastructure and Transport Committee, I am proud to have provided guidance and support in developing this Strategy, along with the guidance and involvement of Elected Members. I also congratulate the staff involved in developing this Strategy and for their ongoing dedication to achieving Council's purpose of improving the wellbeing of Hamiltonians.



**Angela O'Leary,**

**Deputy Mayor and Chair of the  
Infrastructure and Transport Committee.**

## 2.0 Our strategy

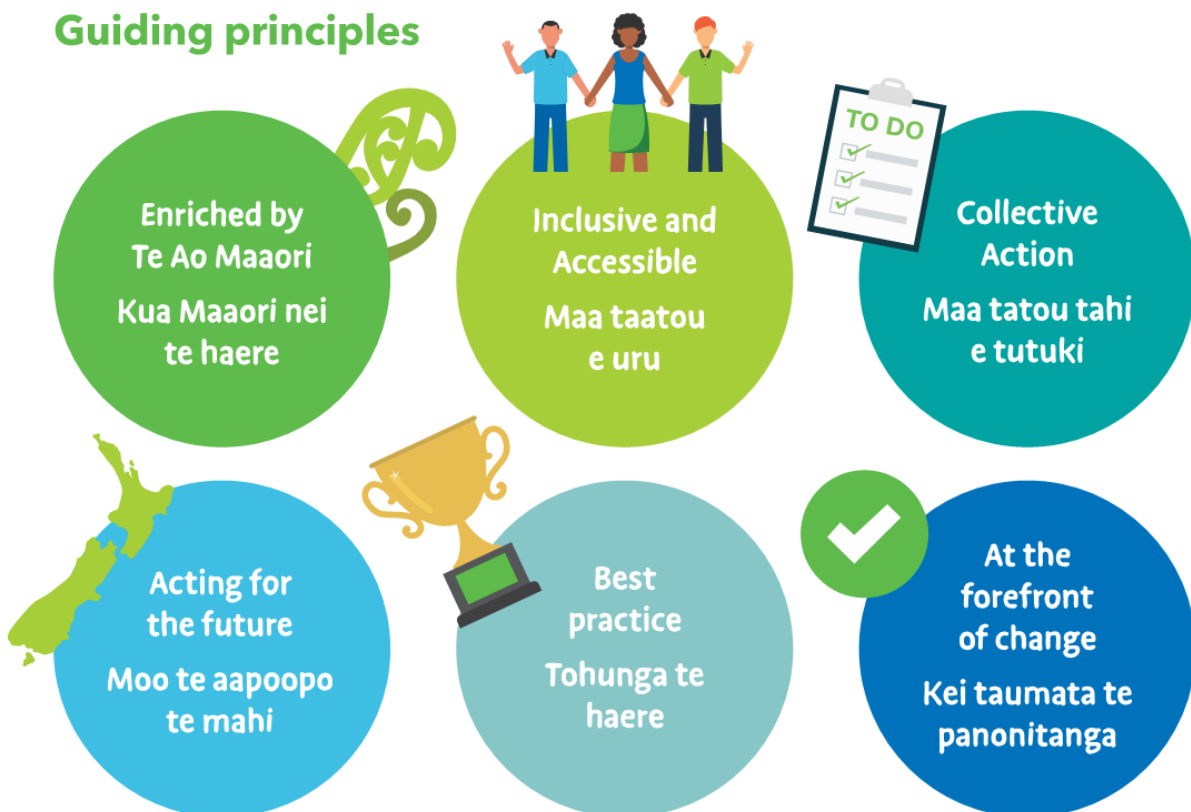
### Our vision

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

Kei taumata te ara para  
kore a Hamilton  
Kirikiriroa.



## Guiding principles



## Outcomes



### Outcome one

Low-waste solutions are easy, and Council and the Hamilton community are using them.

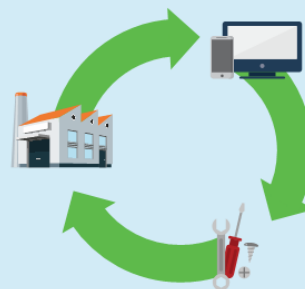
Mama te whakatika me te whakatutuki i te ara whakaitinga para kore.



### Outcome two

By working together, we are all sending less to landfill.

Māa te mahinga tahi ka iti iho te unga ki ngā ruapara.



### Outcome Three

Our economy keeps resources in use for as long as possible.

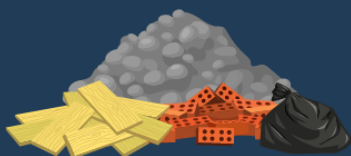
Ko te oohanga ka puumau i ngā rauemi moo te waa roa.

## Focus areas



Further reduce the amount of organic waste going to landfill

Ka iti iho te pararopi e haere ana ki te ruapara



Ongoing efforts to reduce construction and demolition waste

Ka ngana te whakaiti iho ngaa para hanganga me te turakanga



Support the move to a circular economy

Tautoko rawa te nekehanga oohanga huri haere



Recover more from waste streams

Ka whai ora tuaruatia te para



Adapt to changing lifestyles and ways of living

Ka uratau ki ngaa aahua noho o te waa



Shape national direction on waste and resource recovery

Ahungia te ara-aa-motu para kore



Regulatory and council management

Ture me te whakahaere-aa-kaunihera



## 3.0 Painting the picture

**Our purpose is to improve the wellbeing of Hamiltonians. Effectively managing and minimising our waste is one of the things we must do to keep the city running the way it should. With people at the heart of everything we do, we also make choices about how to make Hamilton an even better place to be.**

### Shaping a green city

One of Council's five priorities<sup>1</sup> is to become a sustainable city by challenging the way we grow our city and how we live within our city. We love our environment and we're all committed to protecting it for future generations.

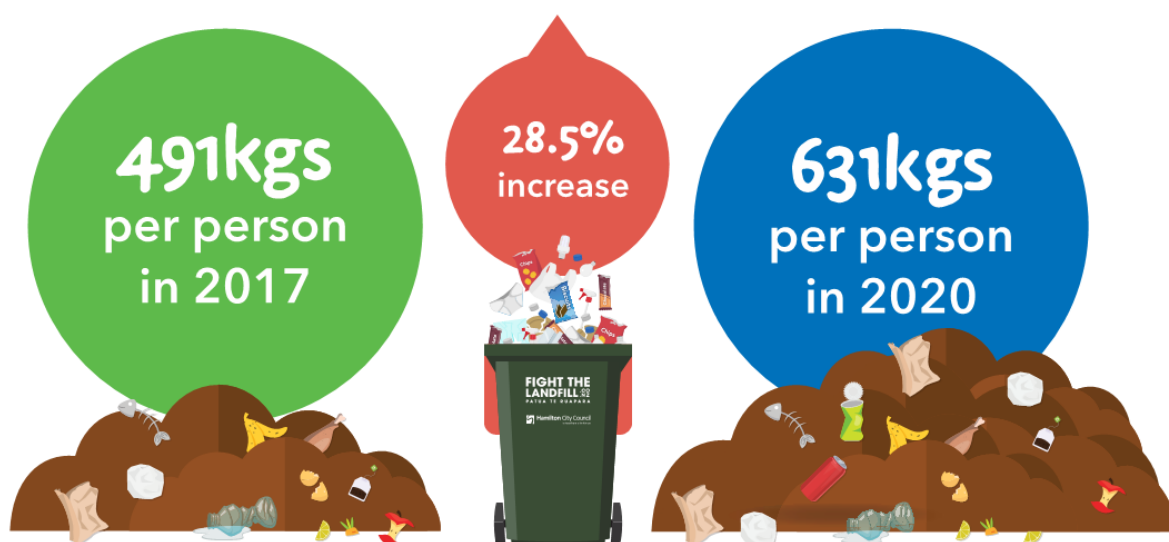
With a vision of 'Hamilton Kirikiriroa is leading the way towards a low-waste city', our Waste Management and Minimisation Strategy Rautaki Whakataaharahara Para 2024 - 2030 (The Strategy) outlines the things we will do to shape a more sustainable future for our city.



**We're calling it a strategy because it shapes our vision and priorities for the next six years, but our previous versions have been called a plan.**

## 4.0 Introduction

As a society, we are creating more waste than ever before. Between 2017 and 2020, we estimate the amount of waste Hamiltonians send to landfill has increased by approximately 28.5%.<sup>2</sup> If we don't take action we expect this amount of waste will only continue to increase as our population grows.



### The challenges we are facing

Our growing waste problem is a result of our disposable approach to the way we consume. This is often referred to as the 'linear economy' when we take finite natural resources, make them into something (which we tend to use for a short amount of time) and then dispose of it.

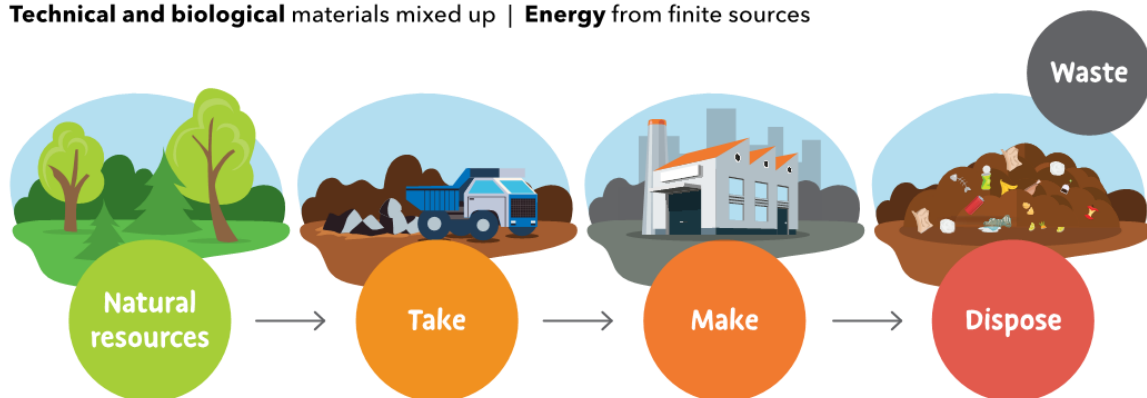
When we throw things away, the impact is not only what we see, but also all the resources and emissions that went into creating that item in the first place. It's estimated 45% of global greenhouse gas emissions come from the way we make and use things.<sup>3</sup>

When items make their way to a landfill, it's not only a huge waste of resources, but burying our waste in a big hole in the ground has ongoing environmental impacts and risks. When organic materials like food scraps, paper and wood breakdown in landfills, they create emissions, including methane, a toxic greenhouse gas. In Hamilton 3% of our emissions come from landfills<sup>4</sup> and this doesn't even include all of the emissions that went into making the things that we are throwing away. Keeping products and materials out of landfill, and in use for as long as possible, will reduce these emissions.



## Linear economy

**Technical and biological materials mixed up** | **Energy** from finite sources



## The opportunities we have

It doesn't make sense to continue using up our planet's limited resources and throwing them in a hole in the ground. We need to move to a circular economy where we rethink the way we consume and keep materials out of landfill, and in use, for longer.

Moving to a circular economy approach that supports the priorities of the waste hierarchy could include:

- designing out waste during construction and development
- influencing how we consume things (through behaviour change)
- keeping products and materials in use through a local network of resource recovery centres
- reusing or using recycled materials
- using more of our organic waste as a resource to support nature e.g. composting food scraps to enrich soil.

## Circular economy

**Energy** from renewable sources



## Our Strategy

The Strategy builds on our previous plan (Hamilton City Council Waste Minimisation and Management Plan 2018 – 2024). It sets out our strategy for managing and minimising waste in Hamilton, along with the actions that we need to take to make it possible.

Through our kerbside service, we directly manage less than 13%<sup>5</sup> of the waste generated in Hamilton. We need to work together with various stakeholders including iwi, Mana Whenua, Mataawaka, community, business, manufacturers, and government to influence what happens with the rest of the waste.

## Why do we need a strategy?

Our purpose is 'to improve the wellbeing of Hamiltonians'. Our Strategy helps deliver on this.

Our Strategy sets our vision for Hamilton to lead the way towards a low-waste city and gives us a roadmap for what we need to do to get there. While it's the right thing to do, there are a few other reasons why we need a strategy.

**Our obligations:** The Waste Minimisation Act 2008 places an obligation on all councils to promote effective and efficient waste management and minimisation within their district. It requires councils to prepare a Waste Management and Minimisation Plan and review it every six years.

Councils also have obligations under various acts, including the Health Act 1956, to ensure waste management and systems protect public health. A full list of relevant legislation is listed in the Waste Assessment 2023<sup>6</sup>.

**Resourcing:** The Waste Minimisation Strategy ensures we will have the infrastructure and services in place to appropriately manage waste and support Hamilton to become a low-waste city, especially as our city grows.

The actions set out in The Strategy will be included in the Long-Term Plan and Annual Plan processes to support the resourcing needed to deliver the Strategy's outcomes.

## What types of waste are included?

The Strategy includes all solid waste and diverted material in the city, whether we manage them or not. Liquid and gas waste are not included, except where they interact with solid waste systems. This does not necessarily mean we are going to have direct involvement in the management of all waste. We have a responsibility to consider all waste in the city, and to suggest areas where other groups, such as businesses or households, could take action themselves.

## What informs The Strategy?

Our Strategy is informed by a range of existing council strategies as well as local, national, and international data, knowledge, and best practice.

### Strategy map



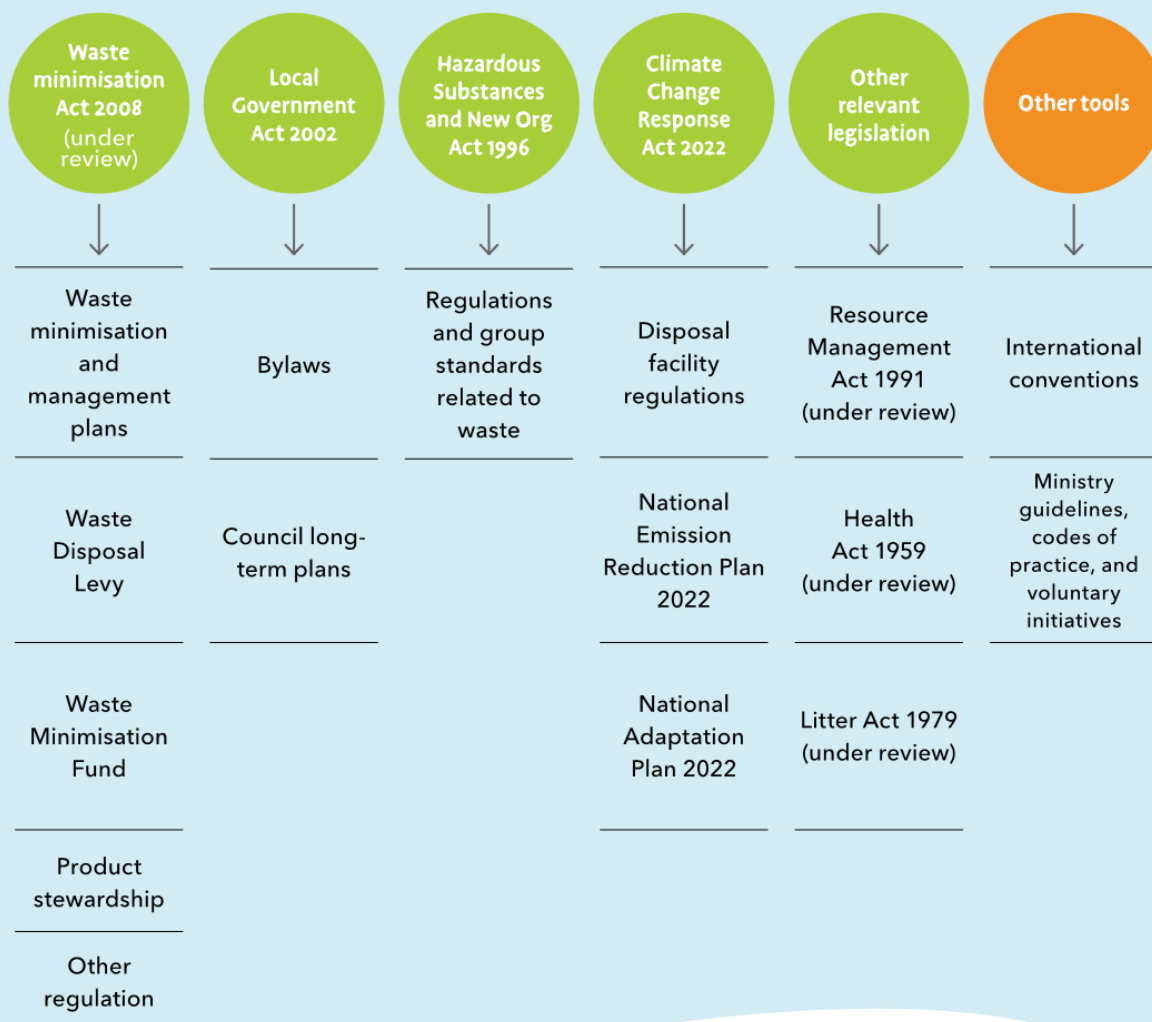
## Waste hierarchy



- **Circular economy:** the principles of the circular economy (make - use - return - remake) influence the focus areas and actions in The Strategy.
- **Existing Hamilton City Council strategies:** such as Our Climate Future - He Pou Manawa Ora, Access Hamilton- Ara Kootuitui Kirikiriroa and Hamilton Urban Growth Strategy.
- **National strategies:** The Aotearoa New Zealand Waste Strategy (Te rautaki para - Waste Strategy)<sup>9</sup> has a vision of "by 2050, Aotearoa New Zealand is a low-emissions, low-waste society, built upon a circular economy." The Aotearoa New Zealand Waste Strategy details the goals, guiding principles and work priorities for achieving this vision. The key strategy priorities include:
  - diversion of organics away from landfill
  - reducing landfill emissions
  - lifting recycling rates
  - standardisation of kerbside collections
  - promoting a circular economy.

The Strategy is influenced by the priorities of the Aotearoa New Zealand Waste Strategy as per section 44 of the Waste Minimisation Act 2008.

## New Zealand Waste Strategy Legislative Framework



A range of other national, regional and local plans and strategies can be found in section 2 of the 2023 Waste Assessment<sup>10</sup>.

### For more information

Further information on the development of Our Strategy and updates on progress can be found at [fightthelandfill.co.nz](https://fightthelandfill.co.nz)

## 5.0 Hamilton's waste situation

### Our city's waste

We provide a kerbside recycling and rubbish collection service to Hamilton households. We estimate this makes up around 13%<sup>11</sup> of the waste generated in Hamilton.



### Kerbside waste

Total waste and recycling collected at kerbside.

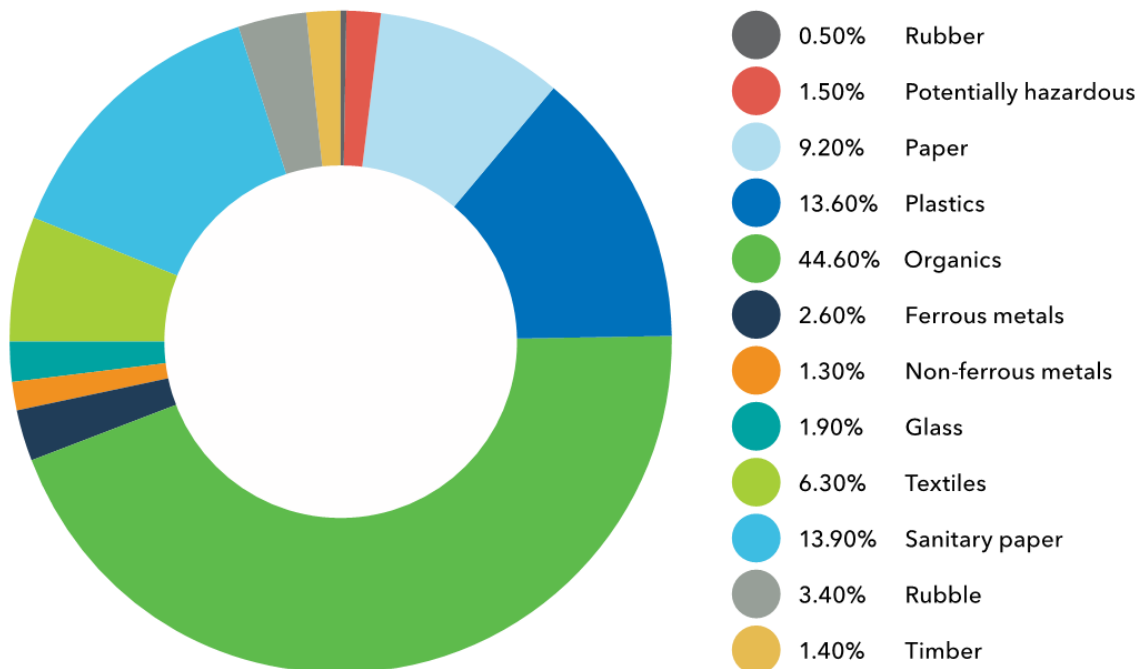


As part of the Waste Management and Minimisation Plan 2018 - 2024, we introduced a new kerbside service in 2020. It resulted in a decrease of around 40% in the amount of kerbside waste going landfill and a 67% increase in

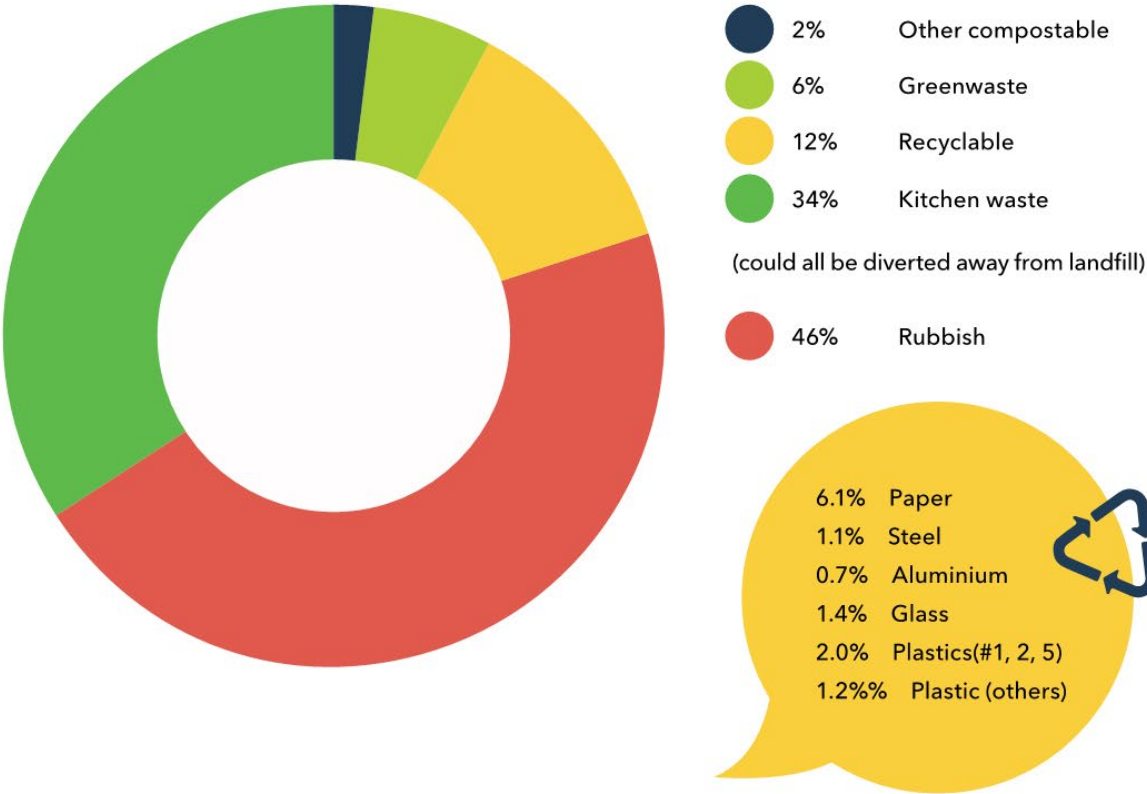
recycling<sup>12</sup>. This was a huge win, but we know 54% of what is still going in our red lidded kerbside rubbish bins doesn't need to be going to landfill.



### Primary composition of Council's 120-litre rubbish wheelie bins - 2022<sup>13</sup>



Diversion potential of Council's 120-litre rubbish wheelie bins - 2022<sup>14</sup>



## The big picture

It's difficult to estimate what's happening with the rest of Hamilton's waste. The majority of waste in Hamilton is managed privately or by commercial providers and we don't currently have data on these waste volumes. We can look to national data from the Ministry for the Environment, however,

the data is currently limited. The good news is this will change as the Aotearoa New Zealand Waste Strategy 2023 has identified data and licensing as a priority area.

In the meantime, we can only make estimates and assumptions based on the information that we do have.

### What we know



#### Waste to landfill is increasing

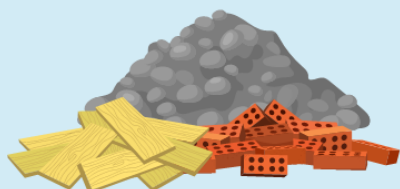
Since 2017 the amount of waste per person to Class-1 landfills in the Waikato has increased by approximately 28.5%\*.<sup>15</sup>



#### Our population is growing

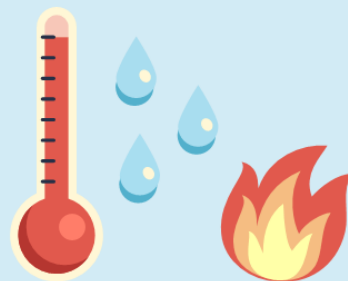
Which will increase waste and put pressure on our systems and infrastructure. Hamilton's population is projected to grow from 185,677 in 2024 to more than 203,421 in 2030 (9.6%).<sup>16</sup>

For more detailed data please refer to our 2023 Waste Assessment.



#### Construction and demolition waste is significant

Construction and demolition waste is recognised as the largest waste stream in New Zealand making up to 50% of waste that goes to landfill.<sup>17</sup>



#### We are exposed to an increasing number of extreme events

Unforeseen events, such as natural and human caused disasters and pandemics, apply a different pressure upon waste services and other inter-related services. They potentially create a significant volume of waste in a short time frame, which may be contaminated.<sup>19</sup>



#### Organic waste and food scraps are a big deal

More than 30 million kg of food scraps are sent to New Zealand landfills from houses and businesses every year. Food scraps produce around 22% of the emissions from municipal landfills as they decompose.<sup>18</sup>

## 6.0 Wellbeing and Waste

The Local Government Act 2002 states the core aim of local government is to advance the current and future social, economic, environmental, and cultural prosperity of communities.

In accordance with this, we characterise "wellbeing" as:



Focusing on effective waste management and minimisation can play a significant role in enhancing the well-being of our community.

Developing a network of resource recovery centres that focuses on reusing, repairing and repurposing, over sending things to landfill, can have a positive economic impact. The Emissions Reduction Plan

states "as an average across a range of studies, for every five jobs in landfilling, 15 to 20 jobs could be created in resource recovery".<sup>20</sup>

As the Ministry for the Environment states 'Redistributing good quality, surplus food to those who need it can have a positive impact on food security and community resilience'.<sup>21</sup>



## 8.0 Our Strategy

### Our vision for the future

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



## 9.0 Our approach

We have three key elements that provide the foundation for the way we approach waste management and minimisation.





### How will we work together?

To achieve the vision and outcomes of our The Strategy, we will work together with:



## 10 Guiding principles

These principles guide our actions and decision-making and have influenced the development of The Strategy and actions.





# 11 Te ao Maaori and Waste

**Using Te Ao Maaori as a frame of reference is integral to The Waste Strategy and aligns with our He Pou Manawa Ora - Pillars of Wellbeing Strategy<sup>22</sup>.**

He Pou Manawa Ora outlines our vision for a city that celebrates its whole history, including its unique Maaori heritage. It ensures everyone has a voice in developing its future. The Strategy recognises Maaori as key partners in determining Hamilton's future and aims to achieve better outcomes for Maaori and all Hamiltonians. The four pillars or 'pou' are history, unity, prosperity and restoration.

Within Te Ao Maaori, the relationships between land and humans are inseparable through whakapapa. Whakapapa links people to all other living things, to the Earth, our mother Papatuaanuku and the sky, our father Ranginui. It traces the universe back to its origins, to te kore, the time of nothingness.

Whakapapa creates a deep responsibility towards and respect for the natural world. Kaitiakitanga (custodianship) is passed down through generations, and the relationship is reciprocal: you look after the land; the land looks after you.

From the perspective of Te Ao Maaori, all packaging, all materials, all waste has whakapapa to the natural world. Designing out waste and emissions by focusing on the highest parts of the waste hierarchy, will enable us to regenerate and restore Papatuaanuku and our relatives of the natural world, and ultimately ourselves.

Te Ao Maaori and the Principles of Te Tiriti O

**All packaging, all materials, all waste has whakapapa to the natural world.**

Waitangi / The Treaty of Waitangi (Partnership, Protection, Participation and Prosperity) will help guide The Strategy on its journey towards creating a more socially, economically and environmentally diverse city for future generations to be immensely proud of.

Read the complete He Pou Manawa Ora Strategy [hamilton.govt.nz/hepoumanawaora](https://hamilton.govt.nz/hepoumanawaora)



## 12 Our outcomes

<p><b>Outcome one</b></p> <p><b>Low-waste solutions are easy, and we are using them.</b></p> <p><b>Mama te whakatika me te whakatutuki i te ara whakaitinga para kore.</b></p> 	<p>We need to make it as simple as possible to find and use low-waste solutions within our city and our neighbourhoods.</p> <p>We have a diverse population with a huge range of cultures, economic means, and physical abilities. The way we live is also changing as housing intensification increases and more of us are living in the central city. We need to consider and meet the needs of our diverse city and provide equal opportunities for everyone to access and contribute to a low-waste city.</p>
<p><b>Outcome two</b></p> <p><b>By working together, we are sending less to landfill.</b></p> <p><b>Maa te mahinga tahi ka iti iho te unga ki ngaa ruapara.</b></p> 	<p>To achieve our vision of becoming a low-waste city we need collective action.</p> <p>Through the kerbside collection, we only directly manage around 13%<sup>23</sup> of the waste generated in Hamilton. We need to collaborate with iwi, Mana Whenua, Mataawaka, community, business, government, and other key stakeholders and collaborators to find and enhance ways to send less to landfill.</p> <p>There is already a significant amount of waste reduction knowledge and action happening within our city. By providing additional education, support and advocacy, we can enable our communities to do more.</p>
<p><b>Outcome three</b></p> <p><b>Our economy keeps resources in use for as long as possible.</b></p> <p><b>Ko te oohanga ka puumau i ngaa rauemi moo te waa roa.</b></p> 	<p>Prioritising circular economy outcomes within our city will keep resources in use, reduce waste to landfill, and enhance resilience.</p> <p>The circular economy is an economic system that focuses on keeping resources in use for as long as possible. It aims to realise the full value of resources and minimise waste. It can include approaches such as recycling, repairing, reusing, and re-manufacturing.</p> <p>Circular economy outcomes reduce waste and environmental impact, and with increasing resource scarcity, it can also create economic opportunities and increased resilience for our local communities and businesses.</p> <p>We will focus on building community and industry capability and supporting action around the circular economy, as well as focusing on our own organisation to make decisions that minimise waste and incorporate circular economy principles.</p>



## 13 Our focus areas

<p><b>Further reduce the amount of organic waste going to landfill</b>  <b>Ka iti iho te pararopi e haere ana ki te ruapara</b></p>	<p>Globally an estimated one third of all the food we produce is lost or wasted. In New Zealand, organic waste makes up 4%<sup>24</sup> of our national emissions. There is a significant opportunity to increase awareness and expand initiatives to divert and reduce the amount of organic waste going to landfills in Hamilton.</p>
<p><b>Ongoing efforts to reduce construction and demolition waste</b>  <b>Ka ngana te whakaiti iho ngaa para hanganga me te turakanga</b></p>	<p>Construction and demolition waste is estimated to be<sup>25</sup> the largest waste stream in New Zealand. An opportunity exists to continue supporting the construction and demolition industry to minimise waste from design through to construction.</p>
<p><b>Support the move to a circular economy</b>  <b>Tautoko rawa te nekehanga oohanga huri haere</b></p>	<p>A circular economy, in which we keep resources in use for as long as possible is an alternative to the traditional linear economy. An opportunity exists to raise awareness and accelerate the implementation of circular principles and create Hamilton as a leader in this space.</p>
<p><b>Recover more from waste streams</b>  <b>Ka whai ora tuaruatia te para</b></p>	<p>The waste hierarchy is a priority order of how to manage our waste. We need to continue our focus on increasing resource recovery by moving up the waste hierarchy.</p>
<p><b>Adapt to changing lifestyles and ways of living</b>  <b>Ka urutau ki ngaa aahua noho o te waa</b></p>	<p>With disposable consumption habits and increasing housing intensification in Hamilton, we need to support the move to low-waste and low-carbon ways of living.</p>
<p><b>Shape national direction on waste and resource recovery</b>  <b>Ahungia te ara-aa-motu para kore</b></p>	<p>We have the opportunity to help shape the future of resource recovery and waste in New Zealand.</p>
<p><b>Regulatory and council management</b>  <b>Ture me te whakahaere-aa-kaunihera</b></p>	<p>Our staff will ensure we are meeting all of our waste management and minimisation obligations.</p>

# 14 How we will measure success

**The Strategy is focused on the waste hierarchy and reducing the amount of waste produced in our city.**

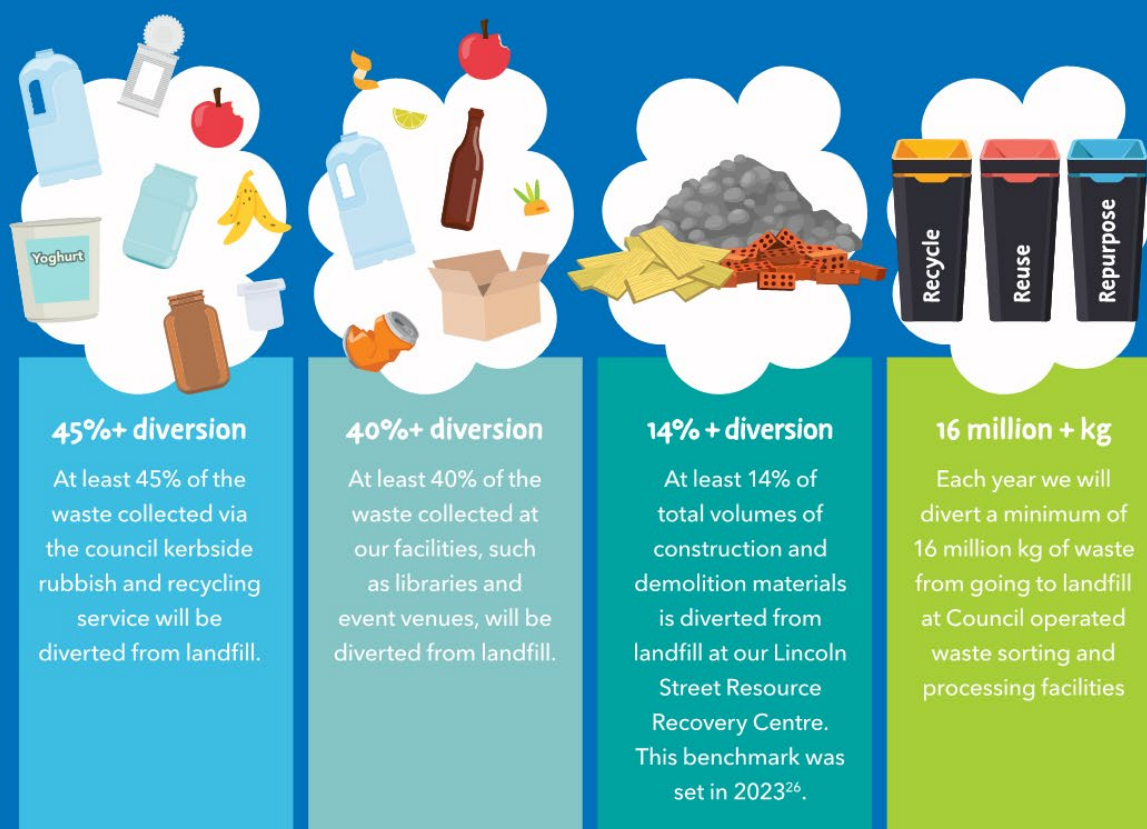
Ultimately our measure of success aligns with Our Climate Future Target of 'the quantity of material entering the waste stream is decreasing'. To measure the success of The Strategy, we have set four key waste reduction targets for Hamilton to measure over the next six years.

These targets have been chosen because:

- they will help us understand how we are progressing towards our vision
- we have access to robust data to measure them
- they align with our overarching goals, strategies and obligations.



We will regularly monitor and report on our progress against these targets.



## Measuring our action plan

Along with reporting on our four targets, we will also gather other sources of data and information to track the progress of our actions and identify further waste reduction opportunities.

Indicative measures for each of the actions are presented with the action plan on the following pages.



## 15 Our action plan

The detailed plan below, sets out all the actions we may take under each of the key focus areas. While the action plan forms part of The Strategy, it is intended to be a living document that can be updated as required.<sup>27</sup>

Indicative timeframes have been suggested in the action plan below. However, these will be influenced by the Ministry for the Environment and its timeframes.

If an action has been classified as 'ongoing' it means work is expected to continue beyond the lifetime of The Strategy.

### Focus area one

#### Further reduce the amount of organic waste going to landfill

Globally an estimated one third of all the food we produce is lost or wasted. In New Zealand organic waste makes up 4%<sup>28</sup> of our national emissions. There is a significant opportunity to increase

awareness and expand initiatives to divert and reduce the amount of organic waste going to landfills in Hamilton.



Reduce the amount of organic waste going to landfills in Hamilton.



## What we will do

	Funding Source	Timeframe
Collaborating with businesses and organisations to reduce food waste by providing education, grants and other forms of support (min of one project per year).		
Enable community and local composting initiatives by providing education, grants and other forms of support. (minimum of one project per year).		
Implement and incentivise initiatives to encourage household food waste reduction, composting, and use of the kerbside food scraps service.		

## Measuring success

Performance measure	Baseline data and source	How we will know we are successful
Diversion rate of food waste from landfill.	Kerbside food waste data.  Source: Kerbside waste audit data, waste service provider data.	Year on year increase in kerbside food scraps diversion.

**Key:**  Waste levy  Ongoing  Years 1-3





## Focus area two

### Ongoing efforts to reduce construction and demolition waste

Construction and demolition is estimated to be the largest waste stream in New Zealand. An opportunity exists to continue supporting the

construction and demolition industry to minimise waste from design through to construction and end of life/deconstruction.



Construction and demolition is estimated to be the largest waste stream in New Zealand.



## What we will do

	Funding Source	Timeframe
Continue to work internally and with industry to reduce construction and demolition waste through the supply chain, from design through to deconstruction (minimum of one project per year).	 	
Council educates on, and enforces, the existing Waste Management and Minimisation Bylaw (2019) to ensure site waste plans are implemented and reported on, and that waste reduction is a consideration of design.	 	
Increase construction and demolition waste recovery by completing a feasibility study to understand the flow of materials in the city and implement identified local opportunities and solutions.	  	

## Measuring success

Performance measure	Baseline data and source	How we will measure success
Diversion rate of construction and demolition from landfill.	Lincoln Street Resource Recovery Centre construction and demolition waste data. Source: Waste service provider data, Waste audit data.	Year on year increase in construction and demolition waste diversion from Lincoln Street Resource Recovery Centre.

### Key:



Waste levy



Ongoing



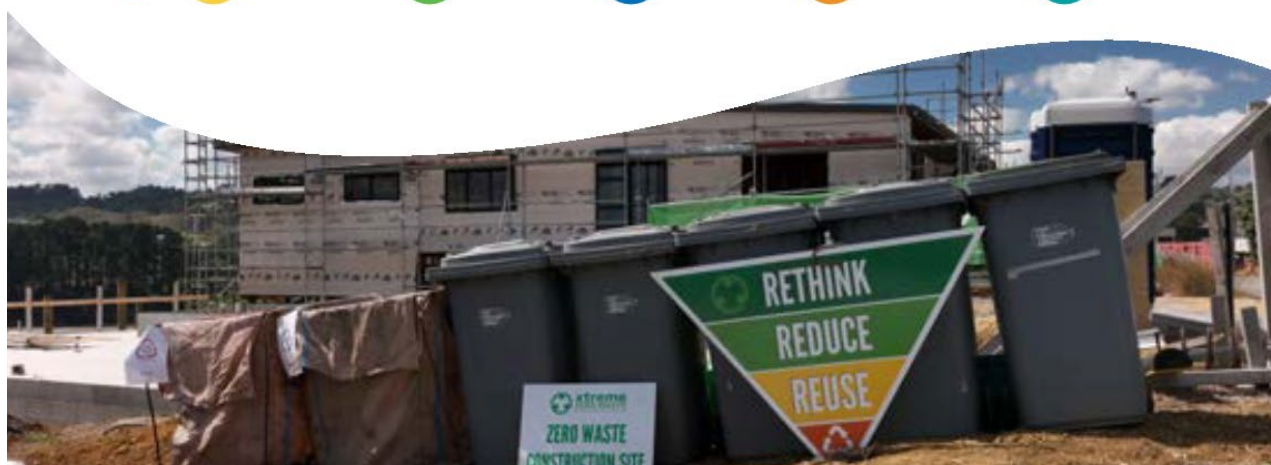
Years 1-3



Partnership



Rates



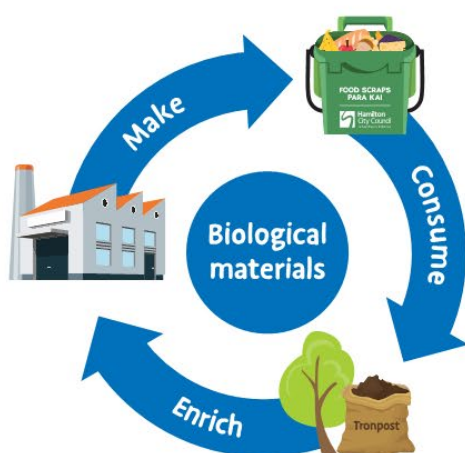


## Focus area three

### Support the move to a circular economy

A circular economy is an alternative to the traditional linear economy in which we keep resources in use for as long as possible. An opportunity exists to raise awareness and

accelerate the implementation of circular principles and create Hamilton as a leader in this space.



A circular economy is an alternative to the traditional linear economy in which we keep resources in use for as long as possible.



## What we will do

	Funding Source	Timeframe
Develop a circular economy plan for Hamilton that maps material flows for the city, identifies best practice, engages local industry, identifies gaps, and builds capability.		
Provide grants, education or other kinds of support to foster circular economy innovation and initiatives. (minimum of one project per year).		
Include waste reduction and circular economy priorities in Council procurement processes and contracts.	 	

## Measuring success

Performance measure	Baseline data and source	How we will measure success
The quantity of material entering the waste stream is decreasing.	No baseline currently exists.  This may change with proposed national licensing and data requirements.	Year on year decrease in the quantity of material entering the waste stream.

**Key:**  Waste levy  Ongoing  Years 1-3  Years 3 - 6  Rates























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## Focus area four

### Recover more from waste streams

The waste hierarchy is a priority order of how to manage our waste. We will continue our focus on increasing resource recovery by moving up the waste hierarchy.

	Funding Source	Timeframe
Council engages and educates our people. We are role models to other organisations in reducing waste across our facilities and our council run events.		
Enable the growth of an accessible and easy to use network of community resource recovery hubs and circular projects for reusing, repairing, repurposing, recycling, the sharing economy and avoiding waste.	  	
Review our current education and behaviour change activities and develop an accessible and effective programme that meets the needs of our diverse city and is delivered in collaboration with others.		
Educate our community on the correct use of kerbside rubbish and recycling services, including any national legislative requirements e.g. standardisation of accepted materials.	  	
Support event organisers to implement waste reduction at events and waste plans (as required by the Waste Management and Minimisation Bylaw (2019)).	  	
Effective management and increased diversion of targeted waste streams in Hamilton. E.g. hazardous waste, electronic waste, batteries, tyres, textile waste, medical waste, nappies, construction and demolition.		
Continue with our current contestable Waste Minimisation Fund and investigate options to develop and enhance.		

#### Key:



Waste levy



Ongoing



Years 1-3



Years 1 - 6



Rates



Partnerships



User pays

## Measuring success

Performance measure	Baseline data and source	How we will measure success
Council facilities and council run event waste.	Council facilities and council run event waste data. Source: Waste service provider data.	Year on year increase in waste diversion from council facilities and events.
Effectiveness of our education programme.	Education room visitation numbers and follow up surveys. Source: Internal data capture sources, surveys.	Year on year increase of education visits. Year on year improvement of survey results.
Kerbside recycling contamination rates.	Number of kerbside recycling bins contaminated and the type of contamination. Source: Internal data capture sources.	Year on year decrease in contamination rates.
Community event waste.	No baseline currently exists. This will change as we begin to implement event waste plan requirements.	Year on year increase in the number of events submitting event waste plans. Year on year increase in diversion of event waste from landfill.
Contestable Waste Minimisation Fund accessibility.	Number and diversity of applications submitted. Source: Internal data capture sources.	Our Waste Minimisation Fund meets the needs of our community.











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## Focus area five

### Adapt to changing lifestyles and ways of living

With our disposable and wasteful consumption habits and increasing housing intensification in Hamilton, we need to support the move to low-waste and low-carbon ways of living.

#### What we will do

	Funding Source	Timeframe
Work within Council and with relevant developers, designers, planners and consultants to incorporate effective and efficient waste reduction approaches into the design, and use of commercial and residential developments.	  	
Improve the accessibility of waste reduction options in the central city and areas of increased housing intensification.	 	
Influence and empower Hamiltonians to understand the impacts of their disposable consumption and take responsibility for their choices.	 	

#### Measuring success

Performance measure	Baseline data and source	How we will measure success
Diversion rate of construction and demolition from landfill.	Lincoln Street Resource Recovery Centre construction and demolition waste data. Source: Waste service provider data, Waste audit data.	Year on year increase in construction and demolition waste diversion from the Lincoln Street Resource Recovery Centre.
Central city waste reduction options.	No baseline currently exists. Central City waste reduction audit. Source: Council Sustainable resource recovery team audit.	Year on year increase in the number of waste reduction options available in the central city.






**Key:**  Waste levy  Ongoing  Years 1-3  User pays  Rates

Focus area six

Shaping national direction on waste and resource recovery

Council has the opportunity to help shape the future of resource recovery and waste in New Zealand.

What we will do

	Funding Source	Timeframe
Advocate for and engage in national change that reduces waste and supports a circular economy. E.g. product stewardship and the Container Deposit Scheme.	 	
Consider and respond to Government legislative changes, guidelines or policies. This includes the outcome of the review of the Waste Minimisation Act 2008 and Litter Act 1979, and any relevant data and licensing requirements.	 	
Support relevant regional and national initiatives such as Love Food Hate Waste and Ministry for Environment Circular Construction Programme.	 	

Measuring success

Performance measure	Baseline data and source	How we will measure success
Respond to legislative requirements.	Central Government mandates.	We respond to relevant changes in legislation as required and on time.

Key:  Waste levy  Ongoing  Rates







## Focus area seven

### Regulatory and council management

Council staff will ensure that we are meeting all of our waste management and minimisation obligations.

#### What we will do

	Funding Source	Timeframe
Investigate and implement the most relevant approach for disaster waste management in Hamilton.	 	
Conduct kerbside rubbish and recycling audits and community surveys as required.	 	
Review the Waste Management and Minimisation Strategy 2024 - 2030.	 	
Conduct a review of the current Waste Management and Minimisation Bylaw (2019) within the statutory time frame, to ensure it remains fit for purpose.	 	
Monitor and report on our contracted waste services including rubbish and recycling collection data from the kerbside.	 	
Undertake enforcement actions under the Waste Management and Minimisation Bylaw (2019) and other appropriate legislation as required.	 	
Consider and respond to Government legislative changes associated with closed landfills.	 	
Effectively manage illegal dumping and littering with education and enforcement.	 	
Regularly review the effectiveness of waste related programmes including site waste plans and event waste plans.	 	

Measuring success

Performance measure	Baseline data and source	How we will measure success
Waste service provider key performance indicators.	Waste service provider contract key performance indicators measurements. Source: Waste Service Provider Contract Requirements.	Waste Service Provider consistently delivers on their key performance indicators.
Waste audits	Waste audit data. Source: Solid Waste Analysis Protocol data.	Waste audits carried out as required.
Illegal dumping	Reported instance of illegal dumping. Source: Internal data capture sources.	No year-on-year increase in the number of reported instances of illegal dumping.
Waste Management and Minimisation Bylaw (2019) requirements.	Number of site waste plans and event waste plans submitted. Source: Internal data capture sources.	Year on year increase in the number of projects meeting the Waste Management and Minimisation Bylaw (2019) requirements.

Key:  Waste levy  Ongoing  Rates  Years 3-6





# 16 How will we fund the action plan

We have a range of options available to fund the actions in The Strategy. These include:



## General rates

A rate that is paid by all ratepayers.



## Targeted rates

A rate that is set to fund a particular activity or group of activities.

General and targeted rates are used for a range of waste management and minimisation services. The residential kerbside rubbish and recycling service is funded through general residential rates, as is the clearing of litter, illegal dumping and closed landfill management. Any changes to the services funded through general or targeted rates will happen through the Long-Term Plan planning process.



## User pays charges

Paying for services you use, e.g. Lincoln Street Resource Recovery Centre gate fees.



## National Waste Minimisation Fund

Ministry for the Environment also use levy money to fund projects through their contestable Waste Minimisation Fund. This is a national contestable fund anyone (who meet relevant criteria) can apply to. We could look to apply either separately, with other councils, or with another party.



## Other external funding sources

We may also look to apply to other external funds where relevant. Examples could include the Climate Emergency Response Fund.



## Waste Levy funding

We receive a share of national waste levy funds from the Ministry for the Environment. This levy has been through a series of changes and increases since July 2021 and details can be seen in the table below. This levy money must be applied to waste minimisation activities outlined in The Strategy. Along with funding our action plan, this funding resources our people.

### Timeline for the increase and expansion of the waste levy

Landfill Class	Waste Types	1 July 21	1 July 22	1 July 23	1 July 24
Municipal landfill (class 1).	Mixed municipal wastes from residential, commercial and industrial sources.	\$20	\$30	\$50	\$60
Construction and demolition fill (class 2).	Accepts solid waste from construction and demolition activities, including rubble, plasterboard, timber, and other materials.		\$20	\$20	\$30
Managed or controlled fill facility (class 3 and 4).	One or more of: <ul style="list-style-type: none"> <li>contaminated but non-hazardous soils and other inert materials (e.g. rubble).</li> <li>soils and other inert materials.</li> </ul>	\$20	\$30	\$50	\$60



## Private sector funding

The private sector may undertake to fund/supply certain waste minimisation activities, e.g. in order to look to generate income from the sale of recovered materials, etc. We may look to work with private sector service providers where this will assist in achieving the outcomes of The Strategy.

The potential sources of funding for each of the actions are noted in the action plan (chapter 15). Budgets to deliver the activities set out in The Strategy will be carefully developed through our Annual Plan and Long-Term Plan processes. The

approach taken will be to implement as many of the activities as possible while controlling costs and, where possible, taking advantage of cost savings and efficiencies.

## 17 Glossary of terms

<b>Circular economy</b>	A system where materials never become waste and nature is regenerated. In a circular economy, products and materials are kept in circulation through processes like maintenance, reuse, refurbishment, remanufacture, recycling, and composting. The circular economy tackles climate change and other global challenges, like biodiversity loss, waste, and pollution, by decoupling economic activity from the consumption of finite resources.
<b>Composting</b>	The activity of creating decaying organic matter from green and brown organic waste and/or food waste into compost (can be domestic or commercial).
<b>Construction and demolition waste</b>	Waste generated from any building work (including construction, renovation, repair or demolition), and includes, but is not limited to, concrete, plasterboard, insulation, nails, wood, steel, brick, paper, roofing materials, wool/textiles, cardboard, metals, plastic or glass. Also included is any waste originating from site preparation, such as dredging materials, tree stumps, asphalt and rubble.
<b>Disaster waste</b>	Any solid waste and debris generated as a result of, or in connection with, any significant storm or other severe weather occurrence, natural or human-made disaster, war, act of terrorism, or other similar occurrence or event.
<b>Diverted material</b>	Anything no longer required for its original purpose but for commercial or other waste minimisation activities, would be disposed of or discarded.
<b>Electronic waste</b>	Discarded electrical or electronic devices and equipment. Commonly referred to as e-waste.
<b>Foods scraps</b>	Parts of food items typically discarded rather than eaten, e.g. peels, cores, eggshells, bones, coffee grounds etc.
<b>Food waste</b>	Food not eaten. The causes of food waste are numerous and occur throughout the food system, during production, processing, distribution, retail and food service sales and consumption.
<b>Hazardous waste</b>	Waste with properties that make it dangerous or capable of having a harmful effect on human health or the environment.
<b>Illegal dumping</b>	The dumping of waste illegally instead of using an authorised method for example kerbside collection, appropriate disposal site or a landfill. Also known as fly tipping.
<b>Litter</b>	Includes any refuse, rubbish, animal remains, glass, metal, debris, dirt, stones, waste matter, or anything of a like nature.
<b>Linear economy</b>	Sometimes referred to as the take-make-waste economy, is a system where resources are extracted to make products that eventually end up as waste and are thrown away. Products and materials are generally not used to their full potential in a linear economy and, as the name suggests, always move in one direction – from raw material to waste. It is a polluting system that degrades natural systems and is the driver of global challenges, including climate change and biodiversity loss.

<b>Medical waste</b>	Waste generated as a result of any patient diagnosis, treatment and immunisation of both human beings and animals.
<b>Organic</b>	Anything derived from living matter, or food produced, or involving production without the use of chemical or other artificial chemicals.
<b>Recycling</b>	The reprocessing of waste or diverted material to produce new materials.
<b>Reduction</b>	The lessening of waste generation, including by using products more efficiently or by redesigning products.
<b>Resource recovery</b>	The extraction of materials or energy from waste or diverted material for further use or processing, and includes making waste or diverted material into compost.
<b>Resource recovery centre</b>	A resource recovery centre, or transfer station, is where waste is taken to be repurposed, reused, recovered, and recycled – all in the effort to reduce what is sent to landfill.
<b>Reuse</b>	The further use of waste or diverted material in its existing form, for the original purpose of the materials or products that constitute the waste or diverted materials, or for similar purpose.
<b>Rubbish</b>	Waste, with little other management options other than disposal to landfill.
<b>Textile waste</b>	The material that becomes unusable or worthless after the end of the production process of any textile product. It also includes textile waste generated by over consumption of clothing that end up in landfills.
<b>Waste Waste stream</b>	Means, according to the Waste Minimisation Act 2008: <ul style="list-style-type: none"> <li>• anything disposed of or discarded</li> <li>• includes a type of waste that is defined by its composition or source (for example, organic waste, electronic waste, medical waste or construction and demolition waste)</li> <li>• to avoid doubt, includes any component or element of diverted material, if the component or element is disposed or discarded.</li> </ul>
<b>Waste assessment</b>	A document required under the Waste Minimisation Act 2008, summarising the current situation of waste management in a locality, with facts and figures. A Waste Assessment must be completed whenever a waste management and minimisation plan is reviewed.
<b>Waste diversion</b>	Diverting waste from landfill and accessing the economic opportunity from the resource.
<b>Waste hierarchy</b>	A list of waste management options with decreasing priority, usually shown as 'reduce, reuse, recycle, recovery, treat, dispose'.
<b>Waste minimisation</b>	Means the reduction of waste and the reuse, recycling and recovery of waste and diverted material.
<b>Waste service provider</b>	Any service provider providing a service with regards to the treatment, separation, collection, removal, transportation, recycling and/or disposal of waste.



## 18 References and all footnotes

- 1 [hamilton.govt.nz/your-council/news/community-environment/community-aspirations-guide-councils-long-term-plan](https://hamilton.govt.nz/your-council/news/community-environment/community-aspirations-guide-councils-long-term-plan)
- 2 HCC Waste Assessment 2023
- 3 Fix the economy to fix climate change: the role of food and mobility [ellenmacarthurfoundation.org/](https://ellenmacarthurfoundation.org/)
- 4 [hamilton.govt.nz/your-city/data-and-statistics/understanding-our-city/emissions-profile/](https://hamilton.govt.nz/your-city/data-and-statistics/understanding-our-city/emissions-profile/)
- 5 HCC Waste Assessment 2023
- 6 HCC Waste Assessment 2023
- 7 HCC Waste Assessment 2023
- 8 The Aotearoa New Zealand Waste Strategy Fig 2, page 15. [environment.govt.nz/assets/publications/Te-rautaki-para-Waste-strategy.pdf](https://environment.govt.nz/assets/publications/Te-rautaki-para-Waste-strategy.pdf)
- 9 [environment.govt.nz/publications/te-rautaki-para-waste-strategy/](https://environment.govt.nz/publications/te-rautaki-para-waste-strategy/)
- 10 HCC Waste Assessment 2023
- 11 Hamilton City Council Kerbside data, year ending June 2023.
- 12 HCC Waste Assessment 2023
- 13 Source: Composition of kerbside rubbish and composition of waste to Lincoln Street Resource Recovery Centre, Waste Not Consulting, November 2022.
- 14 Source: Composition of kerbside rubbish and composition of waste to Lincoln Street Resource Recovery Centre, Waste Not Consulting, November 2022.
- 15 Waste Assessment and Table 15 from the Wai BoP Regional Stocktake [waikatoregion.govt.nz/assets/WRC/TR202211-Waikato-and-Bay-of-Plenty-region-waste-and-recycling-stocktake-2021.pdf](https://waikatoregion.govt.nz/assets/WRC/TR202211-Waikato-and-Bay-of-Plenty-region-waste-and-recycling-stocktake-2021.pdf)
- 16 (Stats NZ Population Estimates and NIDEA High Population Projection)
- 17 [environment.govt.nz/what-you-can-do/stories/saving-construction-waste/](https://environment.govt.nz/what-you-can-do/stories/saving-construction-waste/)
- 18 Standard kerbside recycling part of new era for waste system | [Beehive.govt.nz](https://Beehive.govt.nz)
- 19 [environment.govt.nz/news/the-science-linking-extreme-weather-and-climate-change/](https://environment.govt.nz/news/the-science-linking-extreme-weather-and-climate-change/)
- 20 Aotearoa New Zealand's first emissions reduction plan [environment.govt.nz/assets/publications/Aotearoa-New-Zealands-first-emissions-reduction-plan.pdf](https://environment.govt.nz/assets/publications/Aotearoa-New-Zealands-first-emissions-reduction-plan.pdf) (Page 303)
- 21 Reducing food waste | Ministry for the Environment [environment.govt.nz/what-government-is-doing/areas-of-work/waste/reducing-food-waste/](https://environment.govt.nz/what-government-is-doing/areas-of-work/waste/reducing-food-waste/)
- 22 [hamilton.govt.nz/strategies-plans-and-projects/strategies/he-pou-manawa-ora/](https://hamilton.govt.nz/strategies-plans-and-projects/strategies/he-pou-manawa-ora/)
- 23 HCC Waste Assessment 2023
- 24 Reducing food waste | Ministry for the Environment [environment.govt.nz/what-government-is-doing/areas-of-work/waste/reducing-food-waste/](https://environment.govt.nz/what-government-is-doing/areas-of-work/waste/reducing-food-waste/)
- 25 [environment.govt.nz/what-you-can-do/stories/saving-construction-waste/](https://environment.govt.nz/what-you-can-do/stories/saving-construction-waste/)
- 26 Materials include wood; plasterboard; concrete; steel and cleanfill.
- 27 Under the WMA 2008, "waste action plans can be updated without triggering the need for a formal review of the Waste Strategy as long as the changes are not significant and do not alter the direction and intent of the WMMP")
- 28 Reducing food waste | Ministry for the Environment [environment.govt.nz/what-government-is-doing/areas-of-work/waste/reducing-food-waste/](https://environment.govt.nz/what-government-is-doing/areas-of-work/waste/reducing-food-waste/)

## Acknowledgments

**We are extremely grateful to have been able to look to various other strategies, plans and resources to inform and inspire the development of this Strategy.**

**We would particularly like to acknowledge:**

**New Plymouth District Council** - draft Waste Mangement and Minimisation Plan 2023

**Waipā District Council** - draft 2023 - 2039 Waste Mangement and Minimisation Plan

**Tauranga City Council** - Waste Mangement and Minimisation Plan 2022 - 2028

**Morrison Low**

**Para Kore**

**Industry and community targeted stakeholders**








## Further information

Information on the development of The Waste Minimisation Strategy, and updates on the implementation and other associated work, can be found at [fightthelandfill.co.nz](https://fightthelandfill.co.nz)

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# Council Report

Item 8

**Committee:** Infrastructure and Transport Committee

**Date:** 09 November 2023

**Author:** Jonathon Brooke

**Authoriser:** Chris Allen

**Position:** Project Engineer

**Position:** Executive Director Development

**Report Name:** Structure Plan approach for Rototuna Town Centre

Report Status	Open
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## Purpose - *Take*

1. To inform the Infrastructure and Transport Committee on progress of the internal traffic bypass for the Rototuna Town Centre and to seek approval to reconsider this once the Rototuna Town Centre Plan has been reviewed and updated in partnership with Kirkdale and other affected landowners and stakeholders.

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

2. That the Infrastructure and Transport Committee:
  - a. receives the report;
  - b. approves **Option 2** of the staff report, to delay progressing the Rototuna Town Centre traffic bypass until a review and update of the Rototuna Town Centre plan has been undertaken in partnership with Kirkdale and other landowners; and
  - c. notes that the review and update of the Rototuna Town Centre plan will be reported through the Strategic Growth and District Plan Committee.

## Executive Summary - *Whakaraapopototanga matua*

3. Rototuna Village was planned as part of the Operative District Plan and has proceeded through concept, initiation, consenting, design and construction for a number of years.
4. Staff have been unable to obtain a Waikato Regional Council (WRC) resource consent to pipe the stream in order to create the traffic bypass to assist with reducing the traffic within the main street of the Village.
5. In order to obtain the resource consent, substantial mitigation costs have been estimated by Council's ecologist, which has led to a reconsideration of the best way forward.
6. Staff recommend **Option 2** as set out in this report to delay progressing the traffic bypass until there has been a review of the Rototuna Town Centre plan by staff in partnership with Kirkdale and other landowners, as detailed in the discussion below.
7. Staff consider **Option 1** has medium significance, while **Option 2** has low significance and that the recommendations comply with the Council's legal requirements.



## Background – *Koorero whaimaarama*

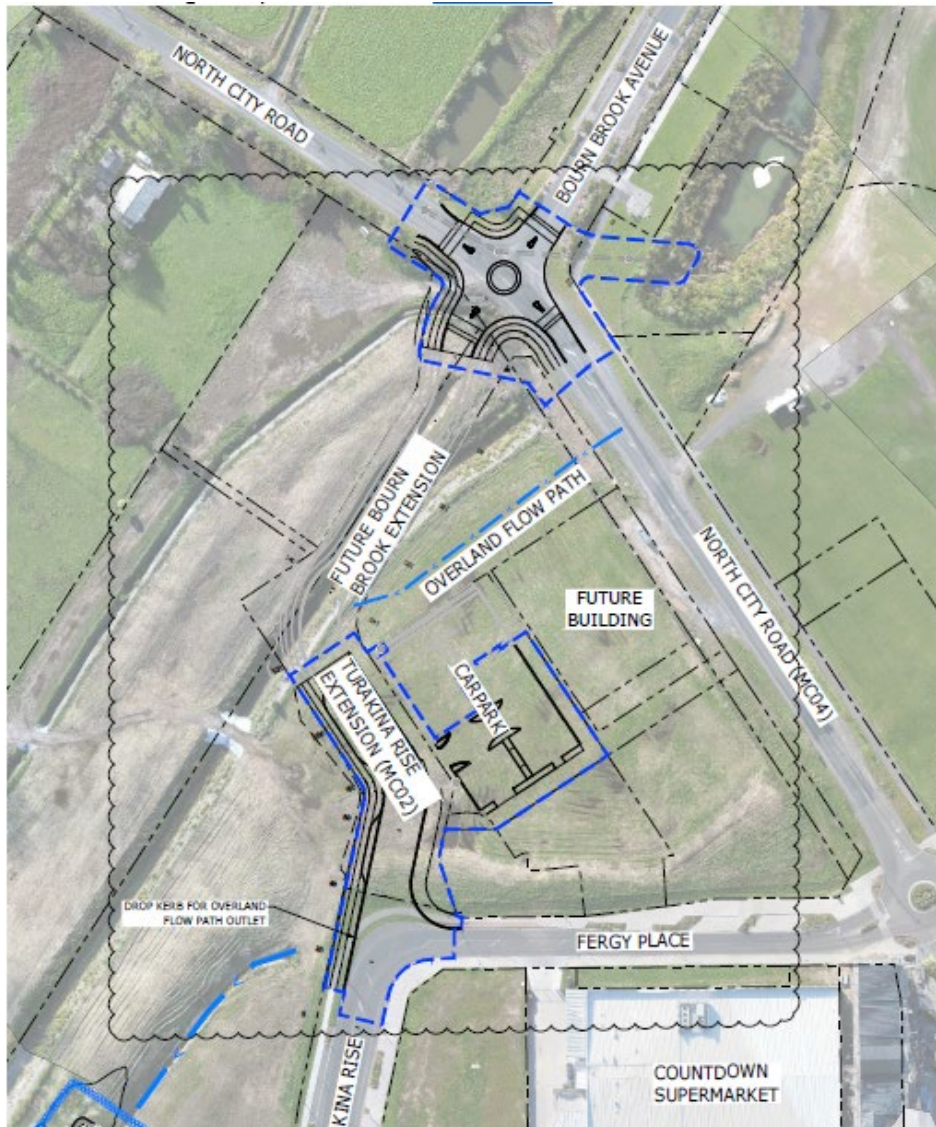
8. The Rototuna Village layout shown in the figure below, was approved by the Community, Services and Environment Committee on 14 May 2019.



9. From this layout the design was refined and a Comprehensive Development Plan (CDP) was consented for the current layout on 24 December 2020.
10. While obtaining the CDP, staff also applied for multiple resource consents from WRC on 15 July 2020.
11. One of the resource consents was for an extension of a structure in the bed of a stream which was classified as a Discretionary Activity under the Waikato Regional Plan.
12. This application was put on hold by WRC on 27 July 2020.
13. The National Policy Statement – Freshwater Management (NPS-FM) was released by Central Government on 3 September 2020 and came into immediate effect. The resource consent application that was on hold at the time was now required to address this new policy. The NPS-FM significantly raised the bar in order to obtain a resource consent for the proposed HCC works.
14. Staff worked with WRC staff to find a way to navigate the NPS-FM and a plan was formulated in May 2022. Under the new rules, staff were required to show that the application met the requirement of having a functional need as required under the NPS-FM and to obtain non-opposition to the application from key stakeholders including Waikato Tainui.
15. Staff had formulated an enabling argument for functional need, noting that consideration had been given to functional need could be demonstrated through the existing District Plan Rototuna Structure Plan, the CDP consent, and historic and ongoing investment by Council and the landowner to implement the CDP, particularly noting that the town centre development roading development was under contract.



16. The current situation is that North City Road has been upgraded by Council from Borman Road to Bourn Brook Avenue to support the Rototuna Town Centre development and Te Kete Aronui (the new Rototuna Library) which has just opened. Turakina Rise and a small extension has also been constructed along with Fergy Place.
17. Given the NPS-FM complications the proposed traffic bypass (extension of Bourn Brook Avenue from North City Road to Turakina Rise) has been put on hold and withdrawn from the contract. There is still a need to provide an alternative transport link that can move some traffic away from North City Road and the town centre.





18. Staff meet with Waikato Tainui and local hapu Ngati Wairere on site December 2022 to walk a substantial length of this stream from Borman Road through to Waikato Expressway and to discuss obtaining their non-opposition to piping HCC's portion of this stream. The HCC ecologist also attended this walk over. The outcome of this meeting was that if the correct mitigation was put in place to ensure minimal damage or loss of the stream, they would not oppose Council proceeding.
19. Following this walkover, the ecologist provided a high-level cost estimate of \$1.5m to undertake the required stream mitigation measures to meet the expectations of both WRC and Maaori partners. The mitigation requires re-meandering an existing straightened watercourse to create more extent and replacing existing sections of stream that are currently piped with an open channel. This has an effect outside the work zone including implications for the landowner who wishes to develop their land.
20. At the 17 August 2023 Strategic Growth and District Plan Committee a report was received in relation to the Rototuna Town Centre. Committee resolved to note that:
  - i. *the Rototuna Town Centre plan requires updating in the District Plan to allow development to proceed in an integrated manner, which will require a change to the District Plan; and*
  - ii. *staff will collaborate with the developer regarding this potential plan change for the Rototuna Town Centre, and document the agreement in a draft MOU and report this.*
21. The Strategic Growth and District Plan Committee report noted the factors behind progressing a plan change included:
  - i. Stormwater – an open swale exists, which creates a challenge in developing other zones, potentially resulting in a disjointed connection from the remainder of the Town Centre. The effects would need to be considered and mitigated through a careful re-design of the concept plan to factor in current stormwater activity;
  - ii. Current road layout versus concept plan – the roading network around the Rototuna Village deviates from the Town Centre concept plan. The plans underpinnings are outdated and require a refresh to ensure the Town Centre road layout, land use and environmental factors are integrated and aligned;

- iii. Hamilton City Council assets – the open drain hinders the efficiency of the proposed transport hub, public transport network, Library/community hub and future aquatic centre; and
  - iv. Land Use – land use composition will need to be re-configured to respond to an updated roading layout and to achieve the overall vision for the town centre.
22. There would be risks in proceeding with the traffic bypass works at this time until this District Plan update is more advanced.

### Discussion - *Matapaki*

23. Taking into account the additional consenting and approval processes to deliver the traffic bypass originally planned, staff have reviewed the options available to Council.
24. **Option 1** - To proceed with the original design with appropriate mitigations incorporated.
25. This option will create the traffic bypass (Bourn Brook extension) for the village along with a location for a Public Transport layover, as originally envisaged.
26. In order to achieve this option staff will need to obtain a Waikato Regional Council consent which requires mitigation for the loss of stream. The expected mitigation will have downstream effects on Kirkdale land and they too will need to meet the requirements of NPS-FW.
27. A high-level estimate of these mitigation costs is approximately \$1.5m. Staff are assuming that Waikato Regional will not require the application to be heard via a hearing process which will take longer to obtain a consent.
28. Other project costs of \$1.0m for the road and \$0.5m to complete the obtaining of the resource consent, staff costs, MSQA of the construction, along with other project related costs. Contingency will also be required. This brings the total estimated project costs to \$3.38m.
29. All of this rescoping and consenting will take time to complete with no certainty of outcome. Staff do not believe that they would be in a position to commence work this financial year (2023/24) and the timing together with the additional costs, means the project becomes a 2024/34 LTP issue. Elected members will see this as a proposed project in the Rototuna Programme of works for year 3 (2026/27) when they consider the draft 2024/34 LTP on 28 November 2023.
30. **Option 2** is for staff to review the Rototuna Town Centre plan in partnership with Kirkdale and other landowners.
31. This review will allow for a fresh look at the integration of the Rototuna Town Centre with existing and future transport corridors and to confirm what the optimum land use is considering the constraints now imposed by the stream and the requirements of NPS-FW.
32. The Rototuna Town Centre plan review will assess the best location for a public transport facility and may allow staff to consider land swap opportunities for land already in Councils control for this use.
33. This option will proceed as noted in the 17 August 2023 Strategic Growth and District Plan Committee and be reported through that Committee.
34. This plan change will propose a new public transport facility location. This location will likely be further from Rototuna Village than is currently proposed.
35. With either option, bus stops will still function along the village main street, North City Road, stopping in front of Te Kete Aronui.

36. Staff recommend **Option 2** because the benefits of building this road and creating a bypass do not outweigh the costs of the mitigation and the delay it will take to implement **Option 1**, together with the risk the original layout is not the most optimal.

### Financial Considerations - *Whaiwhakaaro Puutea*

37. The total costs of **Option 1** are estimated to be \$3,381,000, which is additional to the existing funding in the 2023-2024 Annual Plan to finish the construction of Turakina extension as part of the current Public Realm physical works contract.

Type of Costs		2023-2024 Year		Future Years
Capital Expenditure	Approved budget	Costs incurred	Unfunded	
Turakina Extension	\$641,000	\$121,000	\$0	\$3,381,000
Total Capex	\$641,000	\$121,000	\$0	\$3,381,000

38. Part of the Turakina Rise extension together with the Roundabout on Bourn Brook Avenue and North City Road are currently being built under Contract 1051 – 2021 and will be finished this financial year. **Option 1** will connect these two roads over the piped stream.
39. Funds allocated to complete an extension of Bourn Brook Avenue Option have been spent within Contract 1051 – 2021 through variations for the main works including additional costs for parking spaces and amenity, and new funding will be required.
40. A new project to construct this link has been included in the draft 2024/34 LTP for Councillors consideration.
41. The total costs of Option 2 will not require additional capital expenditure to what has been agreed at the 17 August 2023 Strategic Growth and District Plan committee. A draft Memorandum of Understanding will be brought back to that committee. This decision will provide that team more certainty with how they proceed with updating the plan change.

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

42. Staff confirm that both options complies with the Council's legal and policy requirements.

### Climate Change Impact Statement

43. Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation. Staff have determined no adaptation assessment or emissions assessment is required.

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

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



## Social

47. The Rototuna Village programme has begun to deliver the infrastructure that will enhance social wellbeing through connections and mental stimulation, either through programmed activities in the library and public realm or nearby Korikori Sports Park; by providing facilities and equipment to deliver learning and collaboration or by providing spaces to participate in or observe community life (play, skate, street and library furniture).
48. The Rototuna Village design is intended to reflect the feedback from the community and as such should support a sense of belonging and social inclusion for the diverse community.

## Economic

49. Rototuna Village and the proposed community infrastructure will:
- It will provide an early attractor for foot traffic, necessary to attract businesses to the area during the early stages of village development. This will also provide both wealth and employment opportunities;
  - Further, the rapid and early success of the village will provide impetus for the local developer to accelerate new housing and commercial areas;
  - The Rototuna Village is expected to attract residents and families to the area, thereby improving the economic activity and wellbeing in the wider area;
  - The construction works will directly create employment for the contractors and the supply chain; and
  - The type of employment opportunities created by the development align well with the target groups in the Waikato Vital Signs 2020 Report (Maori and Pasifika; and young people aged 15-24).

## Environmental

50. The Rototuna Village overall programme supports the sustainability principles outlined in the table below.

Sustainability Principle Number	Sustainability Principle Description	Why the Principle is supported by the Decision
1	Council includes environmental, economic, social, and cultural considerations in its decision-making criteria	These considerations have been included in the Rototuna Village design and will form a consideration for the procurement.
5	Council promotes walking, cycling, public transport and other low carbon transport options	These considerations have been included in the design of Rototuna Village

## Cultural

51. Ngati Wairere is the hapu most closely associated with the area, with their current marae situated in Hukanui.
52. The project team are engaging with Waikato Tainui, Ngati Wairere and Te Haa o te Whenua o Kirikiriroa and have done so on a regular basis throughout the Rototuna Village project and separately on this specific issue.



## Risks - *Tuuraru*

53. The Rototuna Village programme is complex with 40 risks currently being actively management. The following table summarises the key risks particularly relevant to the stream.

Risk / Issue	Proposed Mitigation
i. Issue: Wakaito Regional Council interpretation of NPS - FM results in inability to pipe drain, therefore cannot complete North City Road bypass (Bourn Brook and Turakina extension) with current design. Potential Consequences: hearing costs to reach this conclusion; delays obtaining approvals; excess traffic on village main street creating barriers to free and safe movement of people; traffic congestion;	Proceed with Option 2 - A plan change for Rototuna
ii. Behaviour in traffic movements doesn't change after construction occurs  Potential Consequences: excess traffic remains on the village main street and will not move onto bypass when it is eventually constructed as they have become used to using the main street	Close North City Road to traffic when bypass opens to change people's driving responses.
iii. If the bypass does not proceed Council will be less likely to develop the Council purchased public transport land	As part of the structure plan relook, find a new location for a public transport location and engage in potential land swaps with the developer.

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

### Significance

54. 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

55. Community views were obtained during the creation of the Rototuna Village layout in 2019. While the piping of the stream and roading layout were not specifically engaged neither option will go against the community views for Rototuna Village.
56. Given the medium level of significance determined, the engagement level is medium. No engagement is required.

## Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

# Council Report

Item 9

**Committee:** Infrastructure and Transport Committee

**Date:** 09 November 2023

**Author:** Martin Parkes

**Authoriser:** Eeva-Liisa Wright

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

**Position:** Executive Director Infrastructure Operations

**Report Name:** Transport Centre Rejuvenation

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

1. To seek approval from the Infrastructure and Transport Committee for a revised scope of work for the Hamilton Transport Centre and to award physical works contracts for the current financial year 2023/24.

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

2. That the Infrastructure and Transport Committee:
  - a) receives the report;
  - b) approves **Option B** in the staff report, a revised scope of work for the Hamilton Transport Centre Rejuvenation project; and
  - c) approves the realignment of the budget to bring forward the approved budgets from 2024/25, to enable the physical works contracts to be awarded this current financial year

## Executive Summary - *Whakaraapopototanga matua*

3. The Hamilton Transport Centre is a major interchange for local citywide bus services as well as regional and inter-regional services. Since it opened in 2001, no major improvements have been undertaken. Having a facility that is safe and well equipped supports the public transport aspirations in Access Hamilton and the Regional Public Transport Plan 2022-2032.
4. In April 2021, the Infrastructure and Operations Committee approved the Hamilton Transport Centre Rejuvenation Project business case and preferred option, which was duly submitted to Waka Kotahi for funding approval. Since that time, staff have secured funding from Waka Kotahi, and have been working on detailed designs and cost estimates. This process was slowed due to the impacts of COVID-19.

5. At this stage, the project has now reached a review stage, pending decisions from the Council. The reasons for reviewing the project are:
  - i. As the project has advanced through the detailed design phase, it has become apparent the cost to complete the scope identified in the business case is well beyond the approved budget for the project. The developed design costs for the project are currently in the region of \$30M+, with some exclusions. The approved budget to complete design and construction is \$8.3M; and
  - ii. Work is underway, through the Hamilton-Waikato Metro Spatial Plan (MSP), that is likely to affect the form and location of the Hamilton Transport Centre in the future. This has raised questions around progressing the original scope of the rejuvenation project, particularly as cost for this scope have escalated considerably.
6. With the above in mind, the project team, and key stakeholders, have revisited the project scope to determine what can be achieved within the original budget but still meets the intent of the business case that being improving safety, accessibility, and amenity for existing and future public transport users and visitors.
7. Staff recommend moving forward with the delivery of a revised project scope – Option B, which is supported by Waka Kotahi. Details of the revised scope are discussed in the ‘Options’ section of this report.
8. Staff consider the decisions in this report have low significance and that the recommendations comply with the Council’s legal requirements.

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

9. The Transport Centre rejuvenation project has been included in Council’s 2018-28 and 2021-31 Long-Term Plans and Waka Kotahi’s current National Land Transport Plan (NLTP). Construction was expected to commence in 2022 but this was subject to Council and Waka Kotahi approving the draft business case, and proposed funding.
10. In December 2020, Hamilton City Council Elected Members and Members of the Waikato Regional Council Regional Connections Committee were invited to attend a workshop session to discuss the Transport Centre Rejuvenation Project and proposed improvements. At this workshop, those Elected Members present supported the proposed recommended improvements.
11. At the 19 February 2021 Waikato Regional Council - Regional Connections Committee the preferred option for the Hamilton Transport Centre Rejuvenation Project was formally endorsed this Committee.
12. At 27 April 2021 Infrastructure and Operations Committee the Hamilton Transport Centre Rejuvenation Project business case and preferred option was approved – a link to the Minutes of the meeting is below. The project has received funding approval from Waka Kotahi, with work on detailed designs and cost estimates being undertaken. This process was slowed due to the impacts of COVID-19.
13. <https://storage.googleapis.com/hccproduction-web-assets/public/Uploads/Documents/Agendas-and-minutes/Minutes/Infrastructure-Operations-Committee-Confirmed-Open-Minutes-27-April-2021.pdf>

14. Four key factors defined the original scope of the project and have helped shape the project development to this point:
  - i. Improvements to existing site only i.e., no relocation;
  - ii. No property purchases;
  - iii. 10 years life; and
  - iv. Enclosed waiting area.
15. These key factors led to a preferred design option that would have delivered the following outcomes:
  - i. Improved perception of personal safety - by providing enclosed waiting areas with increased passive surveillance;
  - ii. Greatly reduced risk of pedestrian/vehicle conflicts – through separation of bus bays from waiting passengers and safer pedestrian routes across the site;
  - iii. Improved accessibility - through less cluttered movement spaces, enlarged waiting areas with fixed seating, clearer wayfinding information and improved toilets including Changing Places facility;
  - iv. Improved customer facilities - weather protection, improved café area, refurbished toilets, and increased waiting space with capacity to accommodate growth in passenger numbers; and
  - v. Attractive outdoor environment - providing choice in waiting areas with a mix of planting and hard landscaping.
16. As reported to the 7 August 2022 Infrastructure Operations Committee, staff were anticipating that there may 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.
17. As the project has advanced through the various detailed design phases, it has become apparent the gap between the costs to complete the scope and the approved budget is too great.
  - i. The costs to complete the original scope = \$30M+; and
  - ii. Budget available = \$8.3M.
18. As elected members are aware, the Hamilton-Waikato Metro Spatial Plan (MSP) programme has confirmed bus rapid transit as a viable mode option for future implementation with a core route structure identified, with a City Centre focus. The MSP work will develop a plan, within an operational context, to inform how buses will operate in the central city and how this relates to an off-street public transport facility. This work will broadly inform the future function of the Hamilton Transport Centre and surrounds.
19. Also impacting the future location and form of the Transport Centre is the Central City Transformation Plan. The Transport Centre is located on some of the most valuable land in central Hamilton, so it's potential for development, or for a combined facility, or possible future joint ventures/land swaps, needs to be considered.

## Discussion - *Matapaki*

20. Once the Hamilton-Waikato Metro Spatial Plan work has been completed the future use of the Transport Centre and the site will be known with certainty. Therefore, it is the staff recommendation that the approved scope from the business case should be reduced in scale and focused primarily on addressing the immediate safety, accessibility, and amenity concerns at the Transport Centre.

21. Staff engaged with the stakeholders on a revised scope and presented this to the Access Hamilton Working Group on 11 September 2023.
22. The following improvements were identified, which could be undertaken as part of revised package of works:

#### **Safety Improvements**

- i. Changes to the car park area fronting Bryce Street - improve access to parking for those with disabilities and the introduction of a drop off/pick up area;
- ii. Upgrade existing CCTV system and install new cameras giving full access to City Safe for 24/7 surveillance;
- iii. Upgrade public address system to enable City Safe to broadcast messages;
- iv. Remove clutter from the building to improve line of sight and security for CCTV operators;
- v. Replace all internal and external lights with brighter energy efficient bulbs for better night-time visibility;
- vi. Existing ground floor office to have glass installed that enables clearer sightlines through to the corridor with the toilets;
- vii. Reglaze the entire Transport Centre with clear glass to provide better visibility into and out of the building;
- viii. Install pool fencing to better control pedestrian activity;
- ix. Repaint internal doors to match wall colour to differentiate public and private doors;
- x. Repaint the inside of the Transport Centre white to increase the brightness in the building; and
- xi. Relocate Waikato Regional Council staff to create a potential space for NZ Police and City Safe to operate from.

#### **Accessibility Improvements**

- i. New accessible changing places facility;
- ii. Wider and more clearly defined entry/exit to link onto the bus platform area;
- iii. Updated signage and surfacing to define areas and make navigation easier for all users and install live travel information boards; and
- iv. Upgrading the accessible toilets doors to electric to enable easier access for people with mobility issues.

#### **Amenity Improvements**

- i. New (largely glass) bus shelters along the waiting platform, with improved protection from the weather;
- ii. Changes to the car park area fronting Bryce Street with landscaped areas, a central green space, play elements, and seating;
- iii. Customer services improvements - wayfinding signage, real time information & audio announcements;
- iv. Improvements to the café area - improved serving area and new seating.
- v. New flooring for the toilets;
- vi. Bike parking; and
- vii. Paint part of the outside of the building.



23. A review of the revised scope confirms that the improvements will deliver the following outcomes:
- i. Improved perception of personal safety;
  - ii. Reduced risk of pedestrian/vehicle conflicts;
  - iii. Improved accessibility;
  - iv. Improved customer facilities; and
  - v. More attractive outdoor environment.
24. A representative from Waka Kotahi has been part of the project team that worked on the development of the revised scope. Waka Kotahi has confirmed the revised scope meets the criteria for them to approve the implementation funding.

## Options

25. Staff have identified 3 potential options for the Committee to consider:
- i. **Option A: Do nothing** – this is a reputational risk for Council as it does not deal with the safety issues being experienced at the Transport Centre. It does not support the aspirations of Council and Waikato Regional Council to encourage more people to use public transport;
  - ii. **Option B: Revised project scope (\$8.3M)** – should the Committee decide to proceed with this Option the improvements identified in paragraph 22 above will deal with a large portion of the safety, amenity and accessibility issues being experienced at the Transport Centre; and
  - iii. **Option C: Original project scope (\$30M+)** – this will require a reworked business case to be submitted to Waka Kotahi and further considered as part of Council's draft 2024-34 Long Term Plan. It does not immediately deal with the pressing safety issues at the Transport Centre.
26. Staff recommend proceeding with **Option B** as this aligns with the intent of the business case, deals to several safety, accessibility, and amenity issues and can be undertaken within the budget envelope previously approved by Council and Waka Kotahi. **Option B** supports the aspirations of Council and Waikato Regional Council to encourage more people to use public transport.

## Financial Considerations - *Whaiwhakaaro Puutea*

27. The current approved budget for this project is \$8.3m. The budget is currently spread across the 23/24 and 24/25 year. There is associated capital revenue of \$4.142m. The Council local share is \$4.208m. The following table set outs the financial detail:

Current Approved	2023/24	2024/25	Total
Capital Expenditure (000's)	\$683	\$7,668	\$8,350
Capital Subsidy (000's)	(\$802)	(\$3,340)	(\$4,142)
Total	(\$119)	\$4,328	\$4,208

28. While the current approved funding is sufficient to complete the works described as **Option B**, this will require the funding to be consolidated into the current financial year 2023/24. The overall total local share remains the same but there is a small reduction in revenue, this is to ensure alignment with Waka Kotahi approvals. This has minimal impact on the current Financial Strategy. The following table sets out the proposed budget:

Revised Budget	2023/24	2024/25	Total
Capital Expenditure (000's)	\$8,183	\$0	\$8,183
Capital Subsidy (000's)	(\$3,975)	\$0	(\$3,975)
Total	\$4,208	\$0	\$4,208

29. The draft 2024-34 LTP had allowed funding in 2024/25 (Year 1). However, if this budget change is approved to be brought forward the associated year 1 funding would no longer be required and will be removed from the Draft 2024-34 LTP Capital Programme.

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

30. Staff confirm that the recommendation in this report complies with the Council's legal and policy requirements.

### Climate Change Impact Statement

31. The revised project scope responds to the climate change emergency by supporting and encouraging transport mode shift from high emissions vehicles to public transport use. By improving safety, amenity, and accessibility at the Transport Centre it is anticipating more people will be attracted to use public transport in the future.

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

32. 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').
33. 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.
34. The recommendations set out in this report are consistent with that purpose.

### Social

35. The Transport Centre project will contribute directly to the social wellbeing of people and communities by providing safe and accessible public transport infrastructure and facilities within the Hamilton city centre. It will enhance safety for users and enable people without access to a motor vehicle to access essential services.

### Economic

36. The Transport Centre is the first impression many of visitors will get of Hamilton. The Transport Centre project will improve the visitor experience for those using inter-regional public transport services connecting New Zealand. A more welcoming and safe facility will enhance the city centre.

### Environmental

37. The Transport Centre project is an identified project within the Waka Kotahi Mode Shift Plan to support the provision of safe and accessible public transport infrastructure to encourage modal shift from private vehicles to public transport. Encouraging public transport use will directly contribute to a reduction in vehicle related emissions.

## Cultural

38. Tangata Whenua have been engaged through the detailed design process of the project. Although staff are recommending a revised project scope, it is still felt there will be the opportunity to build some cultural elements into the project. Should the committee decide to proceed with the staff recommendation, engagement with Tangata Whenua will continue through the design and delivery phases of this project.

## Risks - *Tuuraru*

39. Should the recommended **Option B** proceed the following risks will need to be managed:
- i. Reputational risk to Council for not delivering the original scope - The cost difference between delivering the original scope and the revised scope is a prudent financial decision. The revised scope, whilst not delivering the full suite of improvements originally anticipated, does offer significant improvements within approved budget allocations; and
  - ii. Keeping the Transport Centre operational while the works are undertaken - most of the physical work will be completed out of hours to minimise impacts on patrons and services.

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

### Significance

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

### Engagement

41. Staff will continue to work with key stakeholders – Tangata Whenua, Waikato Regional Council, bus operators, representatives from the disabled community, NZ Police, City Safe, and Waka Kotahi.

## Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

# Council Report

**Committee:** Infrastructure and Transport Committee  
**Date:** 09 November 2023  
**Author:** Eeva-Liisa Wright  
**Authoriser:** Andrew Parsons  
**Position:** Executive Director  
 Infrastructure Operations  
**Position:** General Manager  
 Infrastructure and Assets  
**Report Name:** Infrastructure and Transport Strategic Matters Report

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

- To inform the Infrastructure and Transport Committee on strategic Infrastructure and Transport matters that need to be brought to Elected Member's attention, but which do not necessitate a separate report or decision.

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

- That the Infrastructure and Transport Committee:
  - receives the report;

Infrastructure Acceleration Fund programme:

  - approves proceeding with the Bridge design and construction procurement on the basis of an Early Contractor Involvement (ECI) approach and that it will be an active modes bridge not carrying three waters services, with a width between handrails of not less than five meters, an average deck gradient not more than three percent and likely to be at mid- to low-level;
  - approves proceeding with the Reservoir design and construction procurement on the basis of an Early Contractor Involvement (ECI) approach and that the Reservoir volume will be maximised within the cost and timeframe constraints of the Agreement and not less than twelve megalitres; and
  - notes that staff will report to the Council before committing to the final design for the Bridge and the Reservoir.

## Executive Summary - *Whakaraapopototanga matua*

- This report provides updates to Infrastructure and Transport Committee Members on strategic matters contained within the plans, strategies and activities for which this Committee and the relevant General Manager has responsibility over.
- The following updates are included in this report:
  - Regional Transport Committee (RTC) Update;
  - Future Proof Public Transport Sub Committee Update;
  - Hamilton City Council Submission Updates;

- iv. Council Policy and Bylaw Review Updates;
  - v. Infrastructure Acceleration Fund Update (*staff recommendation*);
  - vi. Eastern Transport Corridor Business Case Update.
5. Staff consider the recommendations in this report to have a low level of significance and that the recommendations comply with Council's legal requirements.

## Discussion - *Matapaki*

### Regional Transport Committee (RTC) Update

6. The objective of the Regional Transport Committee (RTC) is:
- i. *'To undertake the functions as prescribed in the Land Transport Management Act 2003 (LTMA), and to provide a regional forum for the consideration of regionally significant transport matters.'*
7. Deputy Mayor O'Leary is the Hamilton City Council (HCC) nominated representative with Councillor van Oosten being the nominated alternative representative.
8. The third meeting was on 18 September 2023 and the link to the agenda and minutes will be found [here](#).
9. Agenda items for the meeting were:
- i. Regional Land Transport Plan (RLTP) - This report updated the RTC on the current position of the RLTP development and next stages of the review. The RLTP comprises two parts, a strategic policy framework and a prioritised programme of transport activities. The focus to date has been on the development of the strategic policy framework. Three workshops have been undertaken confirming the high-level transport priorities, policies, and headline targets that the new RLTP will be built around. The last workshop also introduced the programme component of the RLTP and the role of the RTC in prioritising regionally significant activities included in the programme of transport activities. Staff have reviewed the draft Government Policy Statement on Land Transport 2024 (GPS) to ensure the RLTP is consistent with the strategic priorities in the GPS. The next steps involve developing the regional programme of transport activities and the prioritisation process that will be used.
  - ii. Community Transport Fund Allocation 2022/23 - This report recommends changes to the timing of Community Transport funding bids based on recent experience and a change to the 'indicative cap' for funding. It also identifies the potential for additional funding via Waka Kotahi with further staff investigation of the pathway to receiving funding in line with other Regional Councils.
  - iii. Regional Public Transport Planning Update – The report noted that:
    - a) new Te Kuiti and Tokoroa to Hamilton services have been implemented as a result of successful collaboration with tertiary institutions and district councils with patronage steadily increasing.
    - b) New service concepts have been developed for Eastern districts and will inform a recommended programme for investment.
    - c) The Ministry of Education school transport funding review for the Franklin/ Tuakau area has been completed with funding for school transport being reduced.
  - iv. Regional Public Transport Operations and Performance Monitoring – The report noted that:
    - a) Q2 2023 patronage is back up to pre-COVID levels in both the regional and Hamilton City services with sustained and steady growth.



- b) Te Huia patronage is strong and has responded well following a lifting of the Section 28 Notice enabling services to resume to Auckland Strand.
- c) Staff are currently working through the implementation of Community Connect scheme that will continue half priced fares for community service card holders, and its recent extension to provide free travel for people under 13 years old and half price fares for people under 25-year-olds.
- d) Waka Kotahi continues to lead the implementation of the National Ticketing system, with input from public transport authorities.
- v. School Transport Assistance Policy and Services - Reade Nikora, Senior Regional Transport Advisor (Waikato, Auckland Central, East & South) - School Transport, from the Ministry of Education will present an update to the Committee.
- vi. KiwiRail - Rail Network Update - Angus Hodgson, Group Manager Government Policy and Planning at KiwiRail, presented an update to the committee on key projects, policy matters and activities that involve Waikato transport networks and the activities of KiwiRail more generally.
- vii. Waka Kotahi cross-functional update – David Spiers, Waka Kotahi Director Regional Relationships, provided the Committee with its regular report covering key information on state highway projects as well as the wider activities of Waka Kotahi. The Waka Kotahi Quarterly report was tabled for the committee and a verbal update was presented at the meeting.

#### **Future Proof Public Transport Sub Committee Update**

- 10. The Waikato Regional Council Future Proof Public Transport Subcommittee replaces the Regional Connections Committee from the previous triennium. The Future Proof Public Transport Subcommittee is a subcommittee of the Future Proof Implementation Committee.
- 11. The Hamilton City Council nominated representatives of the Future Proof - Public Transport Subcommittee are Deputy Mayor O’Leary and Councillor van Oosten with Councillor Thomson being the nominated alternative representative.
- 12. There was no Future Proof Public Transport Subcommittee meeting over the past period.

#### **Waikato Regional Council Healthy Rivers Plan Change 1 Update**

- 13. The Waikato Regional Council (WRC) proposed a plan change to give effect to the requirements of Te Ture Whaimana o Te Awa o Waikato, the Vision & Strategy for the Waikato. The aim is to achieve rivers that have improved water quality, are safe for food gathering along their entire length over an 80 year time frame. Regulation of four contaminants (nitrogen, sediment, phosphorus, and Bacteria) is the focus of Healthy Rivers Plan Change 1.
- 14. The process began in 2016 and was notified between 2016 and 2018. In its submission, Council supported the aim to have improved water quality and also made a number of key submission points relating to the need to have urban activities and long-term planning recognised, particularly in policy positions relating to point source discharges. On the basis of that, Council appealed the decision version of Healthy Rivers Plan Change 1. Since that time, through mediation, Council has had a number of its appeal points resolved.
- 15. A key matter that needs further policy support is recognition of the need for mixing zones. A small team attended an Environment Court hearing in Auckland in late October to represent Hamilton City Councils concerns on this matter.

16. Once the Healthy Rivers Plan Change 1 comes into effect it is anticipated that it will then become part of the Freshwater Policy Review underway by WRC. This review will involve amending the freshwater provisions of the Waikato Regional Policy Statement and developing a new Waikato Regional Plan to bring both documents into line with central government's direction. These draft Policy Statements are not expected to be notified until late 2024.

### Hamilton City Council Submission Updates

17. The Ministry of Transport (MOT) recently consulted on the Draft Government Policy Statement on Land Transport 2024 (Draft GPS 2024). The Draft GPS 2024 and supporting information can be [accessed here](#).
18. As noted on the MOT's website:
- i. *Draft GPS 2024 is the Government's strategy for investing in the land transport system. It outlines what the Government wants to achieve in land transport, and how it expects funding to be allocated from the National Land Transport Fund across different types of activities (for example road maintenance, public transport, walking and cycling). Each GPS sets out the priorities for the following 10-year period and is reviewed and updated every 3 years. Draft GPS 2024 builds on the strategic priorities of GPS 2021, including supporting improved transport choices, improving safety, improving freight connections, and reducing the impact of transport on our environment. It proposes a strengthened focus on maintaining assets and services and enhancing resilience, recognising recent flood and weather-related recovery efforts.*
  - ii. *It also sets out a series of projects the Government has identified as strategically important to New Zealand's transport system in the coming decades. Following consultation, the MOT will use the feedback to provide advice to the Minister of Transport on the final GPS 2024. The final GPS 2024 comes into effect on 1 July 2024.*
19. Council's submission supports the overall direction and intent of Draft GPS 2024, it does outline a number of specific issues/concerns, such as:
- i. the Draft is a missed opportunity to strengthen our response to climate change; and
  - ii. Council's opposition to the Road to Zero activity class being dismantled; and incorporated into the State Highway and Local Road improvement programmes.
20. Draft 1 of the submission was circulated to Elected Members for feedback on 15 September 2023, with comments due at noon on 14 September. **Note:** no feedback was received.
21. The Chair of Council's Infrastructure and Transport Committee is delegated authority to approve the final submission as per the Terms of Reference and Delegations for Council, and Committees of Council. This was sent to Parliament's Justice Committee on 15 September 2023 – refer [here](#).

### Council Policy/Bylaw Review Update

#### Gateways Policy and Streetscapes and Verge Maintenance Policy review

22. 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.
23. These policies are currently in review by staff, including working with Elected Members, community, internal stakeholders and partners including iwi and mana whenua.
24. A second workshop with Elected Members was held on 2 August 2023. At this workshop staff were provided further guidance and direction on the location and criteria of gateways, and on retaining provision in the current 'approval required' policy for private planting on berms.

25. Staff are incorporating all guidance received at this workshop into a first draft of a new, combined Hamilton Streetscape and Gateways Policy which will be circulated to Elected Members for feedback.
26. Engagement with key stakeholders and iwi groups is now intended to be combined with Council's Tree Policy which is also currently under review, and feedback reflected into a second draft for preliminary approval at a third Elected Member briefing in 2024. The final policy will be presented for approval to a mid-2024 I&T Committee.

#### **Parking Pricing Policy**

27. Staff are preparing a Parking Pricing Policy, as referenced in the Hamilton Parking Policy, for consideration by elected members in mid-2024. The Parking Pricing Policy will be developed in parallel with the Future One Network Framework and the Central City Integrated Multi-modal (parking management) Plan currently under development.
28. The Parking Pricing Policy will:
  - i. set demand responsive pricing ranges that staff can manage parking within to achieve the desired 85% occupancy for effective shopper and commuter parking management, including pricing increase and decrease mechanisms and revision periods;
  - ii. ensure pricing alignment between on street parking and Council's off-street parking facilities; and
  - iii. provide further detail as to the potential for the hypothecation (ringfencing) of funds for parking management and public transport cost recovery and investment and amenity upgrades.

#### **Three Waters Connection Policy Update**

29. A project update was provided at the 10 October 2023 Strategic Growth and District Plan Committee meeting. While the plan change 12 hearing deferral has relieved some immediate urgency on development of the Connections Policy, the policy is still needed to support managing capacity constraints on our network in a consistent and transparent way.
30. Since June 2023, staff have continued to develop the policy and supporting processes. Several key policy settings are still being developed and evaluated, including:
  - i. thresholds to determine what developments should require network capacity assessments;
  - ii. how long Network Capacity Certificates should be valid for;
  - iii. information requirements to be satisfied for various scale of development; and
  - iv. the extent of network to be assessed for development within the Stage 1 area.
31. While staff were developing several principles to guide the development and evaluation of policy settings, these are being developed as policy decision making principles.
32. An Elected Member briefing is being scheduled for mid-late November to discuss further proposed policy settings. It is expected that a further Elected Member briefing will be required prior to an Infrastructure and Transport Committee meeting in 2024, where staff will seek approval to consult on a draft revised Three Waters Connection Policy.
33. Due to other significant activities, such as long-term planning, staff do not anticipate being able to release a draft policy for consultation until later in 2024. This is still anticipated to be ahead of the final decision on plan change 12. Targeted developers, mana whenua, and subregional partners will be updated as further engagement is planned and scheduled.

34. Recommended updates to the Regional Infrastructure Technical Specifications (RITS) needed to meet the evolving metropolitan needs of Hamilton have been submitted to Co-Lab for consideration. Staff are still waiting for their feedback. Draft National Engineering Guidelines developed by the National Transition Unit, were released for comments in September 2023, and staff leveraged the recommendations already made to Co-Lab in relation to the RITS to ensure that Hamilton's infrastructure standards will be appropriate for the city's infill/intensification development needs.
35. The standalone project to develop the online GIS based Network Capacity Assessment needed as part of the assessment and approval process is currently at the end of its procurement stage, and a service provider will be determined shortly. Customer interface processes and tools (including "smart forms" are also being developed) to support implementation to the revised connections approval process.
36. Staff are working through the business improvement processes and resourcing requirements that will be necessary to implement the revised policy.

#### **Water Supply Bylaw Review Update**

37. A proposed revised Water Supply Bylaw went out for public consultation until 6 November.
38. The bylaw was 10 years old and proposed only minor amendments to keep it up to date.
39. Seven responses had been received as of 18 October, with nearly all submissions supporting minor amendments. No submitters wished to be heard.
40. Staff will be seeking a date for deliberations and seeking endorsement to adopt the revised Bylaw at the earliest opportunity in 2024.

#### **Infrastructure Acceleration Fund Update**

41. At the 5 October 2022 meeting, Council resolved to enter into an agreement with Kāinga Ora that provides a non-repayable grant (\$150.6m) for specific projects subject to completion within agreed timeframes (amongst other conditions).
42. Part of the Agreement, which is for \$200.6m, commits Council to debt funding \$50m of infrastructure projects aligned to the IAF grant specific projects, which Council noted at its 5 October 2022 meeting comprised \$37.4m bulk water mains project and \$12.6M of infrastructure contingency. The meeting noted that the debt funding could be via an Infrastructure Funding and Financing (IFF) agreement if confirmed by Council.
43. This \$50m debt funding commitment will need to be confirmed in the 2024/34 LTP as will any intent to establish an IFF. As part of the LTP, elected members will receive a report on IFF opportunities.
44. The intention of the Infrastructure Acceleration Fund (IAF) Agreement (the Agreement) is to fund infrastructure projects that will help unlock residential housing in the central city. Council also resolved as part of its October 2022 Meeting to enter into a *\$150.6M Housing Outcomes Agreements*.
45. Reports to the Infrastructure and Transport Committee will relate to the delivery of the specific projects in the IAF Agreement only.
46. The two IAF projects subject of this report are:
  - i. Active modes bridge: intended to support central city residential development by providing a safe cycle and walking connection between the central city and east of the river, thereby creating an alternative transport choice between homes in the city and the key education and employment hubs, such as the University of Waikato and Ruakura Inland Port; and

- ii. Water reservoir: suitable to increase the supply of drinking water and improved firefighting capability. The Agreement recognised that the funded reservoir is Stage 1 of what will be required.
- 47. During a briefing (18 October 2023), staff presented on key assumptions and procurement approaches for the Infrastructure Acceleration Fund (IAF) Active Modes Bridge and the IAF Reservoir projects with the intention of maximising confidence of delivering within the contracted budget and timeframes and thereby securing the whole grant. These assumptions will be used to inform the design brief as procurement commences.
- 48. The 18 October 2023 Briefing Discussion Topic Summary and Slide Pack are attached to this report.
- 49. As outlined in the discussion topic summary, staff are proposing to procure the design and construction teams using an Early Contractor Involvement approach for both projects within certain design constraints set out in the resolution. The approach allows the design to develop with the input of Contractors, with the intention being to improve the quality of the design and consent.
- 50. The Early Contractor Involvement approach to procurement also means that the designs (and project understanding) will be developed during the procurement process. Staff will engage with Council ahead of committing to a single design.
- 51. As project understanding improves and without exceeding the time and budget constraints of the Agreement, staff will look for opportunities to enhance the following outcomes:
  - i. The time period where an additional reservoir may be required;
  - ii. Visual amenity for both the reservoir and bridge and; and
  - iii. Improved access to and across the bridge.
- 52. A number of questions were asked during the 18 October 2023 Briefing. These are addressed below:

#### Date of Subsequent Reservoir

- 53. The third column of the table below indicates when an additional reservoir (Stage 2 Reservoir) would need to be operational, assuming:
  - i. The IAF funded reservoir (Stage 1 Reservoir) size shown in the first column;
  - ii. Current rates of forecast population growth; and
  - iii. Current average residential water consumption across the city per person. Implementing new water demand management measures will delay this date further.
- 54. In typical circumstances, a new reservoir project would take approximately five to six years from inception to 'in use' which provides the date that the following reservoir project would need to start (in the last column).

Stage 1 Reservoir Size	Stage 1 Reservoir Date In Use	Stage 2 Reservoir Est. Required In Use	Stage 2 Reservoir Est. Project Initiation
12 Mega Litres	June 2028	2036	2030
20 Mega Litres	June 2028*	2046	2040

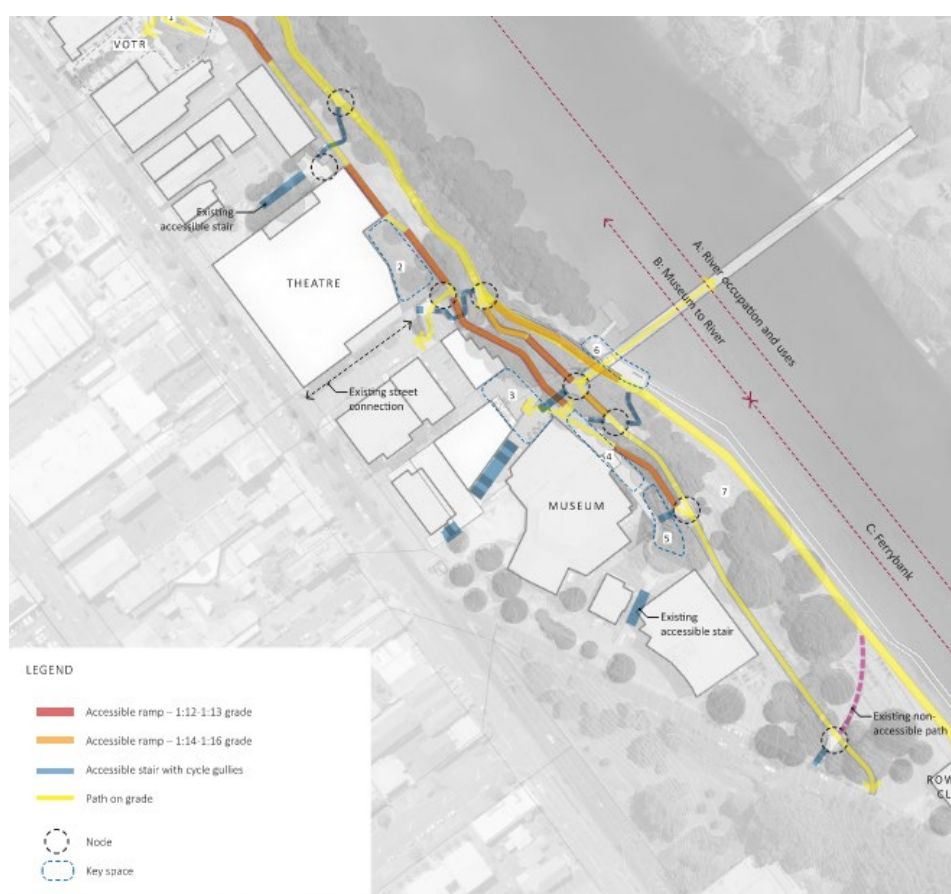
\* Assumes date is achievable



55. A 12 Megalitre (ML) reservoir (which will require the agreement of Kainga Ora) within the existing designation at Ruakiwi is the option which provides the greatest confidence of delivery within the timeframe because it does not come with planning risks. However, if feasible, a larger capacity reservoir will be designed within the time and budget constraints to increase the period when funding will be required for the Stage 2 Reservoir.

### Bridge Access

56. Within central Hamilton, the Waikato River creates localised steep topography which is challenging in terms of affordable 'accessible' routes. Unless a connection spans the entire river valley, users must navigate the topography one way or another. A truly accessible option from Grey Street height to Victoria Street is roughly two times longer and therefore roughly two times dearer than the mid to low-level option.
57. The draft Cultural Precinct Master Plan (2018) provided an example of an 'accessible' connection to a mid-level bridge. Even if designed to meet Building Code accessible requirements, it is a long incline that will require stamina from non-motorised users.



58. Connections are not cheap given the steep topography and minimum width (3 meters) for shared use paths.
59. During the IAF bid process, Council resolved to reduce the value of the bid in response to Kāinga Ora feedback. As a consequence, the connections for the bridge were removed from the IAF bid and included in the Eastern Transport Corridor University to Central City Link project, which also will develop the wider cycle network.
60. Notwithstanding the funding source, the design between the projects needs to be cohesive and the bridge connections are expected to be delivered by a single design team.

Bridge Gradient

61. A bridge deck mean gradient of 3% or less is proposed, in accordance with the New Zealand Building Code for access routes. As an example, the western end of Anzac Parade between Anglesea Street and Tisdall Street ranges from 1.5% to 3.2%.

Bridge Aesthetics

62. During the briefing staff were asked to confirm that the bridge would be “beautiful”. Aesthetics are a personal perspective, and it is problematic to provide assurances in this respect.
63. To assist, refer Attachment 3 for examples of pedestrian bridges and associated cost to provide an indication of what could be achievable.

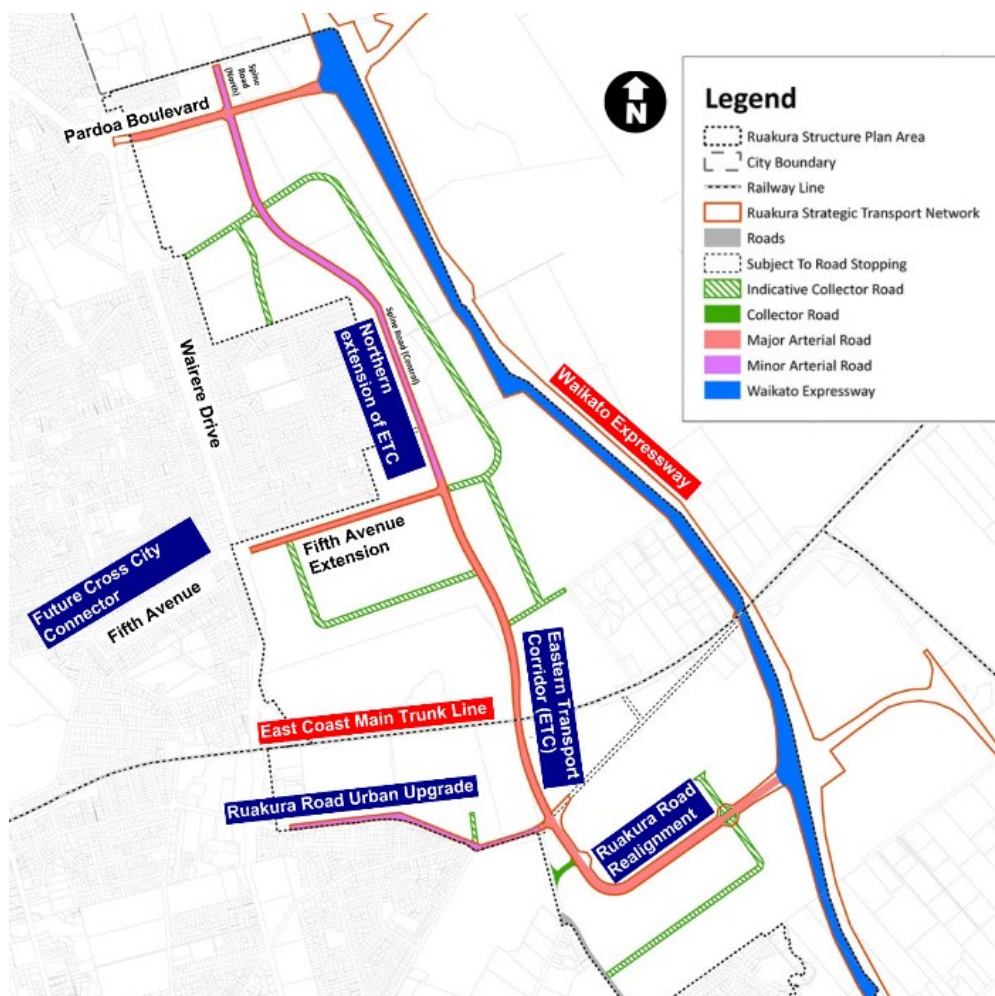
Broader Outcomes

64. It is proposed that 1% of the construction budget for the Bridge and the Reservoir projects is ring fenced to contribute towards delivering the intent of He Pou Manawa Koorero (Pillar of History) and another 1% of the construction budget for delivering above the minimum required Broader Outcomes as described in Council’s Social Procurement Policy.
65. As project understanding improves, and without exceeding the constraints of the Agreement, staff will look for opportunities to enhance the visual amenity for both the Reservoir and Bridge.

**Eastern Transport Corridor Business Case Update**

66. In 2009, Waikato Regional Council, Hamilton City Council, Waipa and Waikato District Councils and Tangata Whenua embarked on the development of a sub-regional growth strategy, Future Proof. The Ruakura area was included in the strategic document as a key employment area.
67. The 2009 Hamilton Urban Growth Strategy (HUGS) identified the Ruakura growth area as a high-value innovation and employment precinct. At the time, Ruakura was under the jurisdiction of WDC.
68. In light of the strategic importance of the Ruakura area, HCC, Tainui Group Holdings (TGH), Chedwoth Properties Ltd and Waikato District Council in September 2009 entered into the 2009 Agreement.
69. The purpose of this agreement was to:
- i. establish a framework to achieve certainty for the development of the Ruakura Growth Cell;
  - ii. enable various planning appeals to be resolved;
  - iii. enable mixed-use development of Ruakura in accordance with an acceptable timeframe; and
  - iv. negotiate the provision of city network infrastructure and other city assets with HCC to and within Ruakura.
70. The 2009 Agreement related to the development of a Structure Plan for the entire Ruakura area alongside an Infrastructure Investment Plan to define the strategic infrastructure required.
71. The 2009 Future Proof strategy noted above culminated in the Proposed Waikato Regional Policy Statement, which was notified in November 2010. Ruakura was included as a strategic industrial node in the Central Future Proof area, and the Ruakura growth cell was subsequently transferred into the Hamilton City boundary from Waikato District in 2011.

72. Subsequently, in June 2013, TGH in partnership with CPL submitted a Private Plan Change application for areas of land in the Ruakura area. The then environment minister declared the plan change request a project of National Significance and referred it to an independent Board of Inquiry (BOI).
73. The BOI approved the Private Plan Change request in September 2014, enabling the development of land at Ruakura to include a 30ha inland port and associated logistics area, as well as industrial, commercial, retail, and residential housing areas. The BOI decision was then incorporated into Hamilton's District Plan.
74. TGH and CPL then proposed to develop land at Ruakura, and the developments had related needs that were not originally covered in the 2009 Agreement. The agreement was revised to a 2017 version that set out a partnership approach to providing infrastructure and developing the land.
75. In 2022 Council and TGH entered into 2 agreements, one with the Provincial Growth Unit and one with Crown Infrastructure Partners to take partnership approach to completing strategic Infrastructure and developing the Ruakura Inland Port.
76. Infrastructure Provision under these agreements aligned with the delivery of the Waikato Expressway by Waka Kotahi.
77. The current situation in regard to joint infrastructure is that;
  - i. the Waikato Expressway has been completed and opened;
  - ii. the Ruakura Road Realignment connecting the Expressway to Silverdale is complete;
  - iii. the Ruakura Road urban upgrade between Silverdale and Wairere Drive has been completed;
  - iv. Road 3 (Harakeke Road) connecting the inland port is complete as is the Percival Road relocation (Taiore Road) connecting to Ryburn Road;
  - v. strategic wastewater infrastructure in the form of a far eastern interceptor is complete;
  - vi. strategic water infrastructure in the form of a new Reservoir and bulk supply mains is complete with the distribution mains nearing completion; and
  - vii. the starting Intersection for the Eastern Transport Corridor (ETC) has been completed and preloading work is underway for the southern rail bridge approach using material from the inland port development.



78. In addition to this joint infrastructure TGH has also significantly invested in private and public infrastructure including stormwater mitigation, further service roads and inland port rail infrastructure and the Inland Port officially opened in August 2023.
79. The most significant component of Infrastructure to deliver is the ETC which extends northwards from Silverdale at the intersection with the Ruakura Road Urban Upgrade up to and including a Fifth Avenue extension, and also a northern extension of ETC mainly through the CPL lands.
80. The 2017 Agreement defines a partnership approach to delivering the ETC.
81. All of the previous strategic work, the 2009 and 2027 Agreements and subsequent consenting processes have determined the location of the corridor and its linkages to the transport network.
82. The ETC land Corridor is available through the agreements and there are no land costs to accommodate.
83. CPL has been progressively developing their northern Ruakura lands and as part of this development are expected to complete the northern extension of the ETC to their southern boundary with TGH. This northern extension of the ETC is classed as a minor arterial, and envisioned as a 2 lane corridor.
84. At the time of the 2020 crown funding agreements Council undertook to complete the design of the major arterial ETC (Silverdale up to and including the Fifth Avenue extension) and to work with TGH and Waka Kotahi to complete a business case to determine if any subsidy would be available to the partners to assist with the delivery of the major arterial component of the ETC to its full anticipated standard.

85. The current 2021/31 LTP includes \$3,576,414 to complete this work (with \$3,000,000 in 2024/25).
86. A strategic case has been completed and endorsed by Waka Kotahi (see Link) and work is progressing on the Detailed Business Case which will be brought back to Council for approval. The Executive Summary of the Strategic Case is attached (Attachment 1).
87. The Strategic case sets out four problems which the business case will address being:
  - i. ETC is a missing link in Hamilton strategic road network;
  - ii. development is restricted without connectivity;
  - iii. Hamilton cannot achieve mode shift, meet emission targets; and
  - iv. increased risk to road safety.
88. As part of completing the Detailed Business Case preliminary design work needs to be completed to inform the costings and risk for the ETC. This work is being managed by Council using technical inputs provided by TGH, and will be complete by the middle of 2024.
89. The preliminary design work is related mainly to technical matters (geotechnical, foundation, stormwater and other matters) and not to space utilisation (how the road corridor space is allocated). Part of this space utilisation is related to the Metro Spatial Plan work and how public transport networks will develop into the future.
90. As the preliminary design develops Staff will report back to Council seeking macroscope approval on corridor space allocation.
91. The construction timing is still to be determined with development activity being a significant driver for this. The timing will also be subject to deliberations on the 2024/34 LTP.
92. The inland port under its current consent can only develop to a certain size before the ETC will be required. There are ongoing discussions with TGH about this timing including through current consenting processes.

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

93. Staff confirm that the staff recommendation complies with Council's legal and policy requirements.
94. 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**

95. 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').
96. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.
97. The recommendations set out in this report are consistent with that purpose.
98. There are no known social, economic, environmental, or cultural considerations associated with this matter.

### **Risks - Tuuraru**

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



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

100. 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 - Infrastructure Acceleration Fund Briefing 18 October 2023 Discussion Topic Summary

Attachment 2 - Infrastructure Acceleration Fund Briefing 18 October 2023 Slide Pack

Attachment 3 - Infrastructure Acceleration Fund Examples of Pedestrian Bridges and Cost

Attachment 4 - Eastern Transport Corridor Strategic Report

## DISCUSSION TOPIC SUMMARY

**Topic:** Infrastructure Acceleration Fund Bridge and Reservoir

**Related Committee:** Infrastructure and Transport

**Business Unit/Group:** Capital Projects / Infrastructure and Assets

**Key Staff Contact/s:** Natasha Hansen

**Direction Discussion/Drop in Session recommended? Status:** Open

### PURPOSE OF TOPIC/INFORMATION

- During the 9 November 2023 Infrastructure and Transport Committee meeting, Members will be asked to approve the assumptions and procurement approaches for the Infrastructure Acceleration Fund (IAF) Active Modes Bridge and the IAF Reservoir projects.
- The purpose of this briefing is to:
  - inform Members ahead of the 9 November 2023 Infrastructure and Transport Committee meeting
  - allow Members to provide feedback to staff on the topic and
  - advise staff if there is additional information that should be included in the report.

### WHAT KEY THINGS SHOULD MEMBERS THINK ABOUT/ CONSIDER IN UNDERSTANDING THIS INFORMATION?

- In order to meet the time and budget constraints linked to the Funding Agreement, some key decisions will need to be made, taking into account that all potential opportunities may not be able to be realised. Council could elect to self-fund, or accept the risk of self-funding, to achieve a better outcome providing it does not put the contracted milestones at risk.

### SUMMARY POINTS FOR BOTH PROJECTS

- The two projects discussed in this briefing are funded through a non-repayable grant from Kainga Ora to support residential development in Central Hamilton, with commitments for both Kainga Ora and Hamilton City Council set out in the Infrastructure Acceleration Fund (IAF) Funding Agreement (the Agreement).
- The IAF is intended to provide the infrastructure necessary to unlock around 4000 homes in the central city by 2035 and identifies project specific timeframes and funding commitments for both parties.
- The projects discussed are:
  - An active modes bridge, intended to support central city residential development by providing a safe cycle and walking connection between the central city and east of the river, thereby creating an alternative transport choice between homes in the city and the key education and employment hubs, such as the University of Waikato and Ruakura Inland Port.
  - A water reservoir suitable to increase the supply of drinking water and improved firefighting capability. The Agreement recognised that the funded reservoir is Stage 1 of what will be required.
- Relevant to the discussion:
  - Council bears the risk of any cost escalation, unforeseen costs and overruns, or if insufficient funding is available to complete the projects.
  - The Agreement assumed fast track consents would be used to enable the works. National and Act have indicated they will repeal the relevant legislation.
  - While the projects remain in early stages of development, to meet the tight timeframes of the Agreement, there are key decisions that are required to be made in 2023 before Council returns in 2024.
  - To minimise time risks, site selection is influenced by whether a location or option is more or less likely to attract objections during consenting.

## Infrastructure Acceleration Fund

- Council provided delegation to the Chief Executive for award of the design services for both projects in a resolution on 5 October 2022. The award for the physical works contractors will be put forward for Council approval in 2024.
- Both projects have regular meetings with Te Haa o Te Whenua o Kirikiriroa and representatives of Ngaati Wairere and Waikato Tainui. Work is underway to understand the cultural importance of sites being considered.
- Both projects propose to ringfence 1% of funding for delivering the intent of He Pou Manawa Koorero (Pillar of History) and 1% for aesthetic, environmental or other broader outcomes above the minimum required for the project.
- Further engagement with Elected Members will occur ahead of any public consultation in the lead up to the consent application and at other key milestones.

## ACTIVE MODES BRIDGE

### Key points

- The Agreement commits:
  - Kainga Ora to \$31.5 million and
  - Hamilton City Council to fund \$10.3 million.
  - Construction must be complete by December 2027.
- Based on information sent to Kainga Ora, the cost was calculated on the following basis:
  - 200 meter long bridge at 3 meters wide
  - The bridge connections are included in the UniLink project

### Key Assumptions:

- To provide the necessary cost and timeframe confidence, the project team are working on the basis of the following assumptions:
  - Following initial analysis of user desire lines, and other constraints, the location of the bridge will be within the envelope provided in the slide pack.
  - Based on common **design guidance** for shared paths, the minimum bridge usable width should be five meters (rather than the originally proposed three meters). To retain cost confidence the bridge is likely to be on the mid to lower terraces (which is still sufficiently high to avoid disrupting navigation on the river). This presents the risk that accessible grades on the bridge connections may be difficult to achieve for the UniLink Project.
  - The structure of the bridge will be adequate to function for active modes and accommodate light maintenance vehicles only. Due to the cost impact, it is assumed the structure will not have to carry any three waters services.

## RESERVOIR

### Key points

- The Agreement commits:
  - Kainga Ora to \$88.7 million
  - Hamilton City Council have no direct contribution to the reservoir
  - Construction must be complete by June 2028.
- Based on information sent to Kainga Ora, the cost was calculated on the following basis:
  - 20ML reservoir, top of hill near lake. This is stage 1. The draft Water Supply Master Plan (version 3) indicated 58.4ML in total would be required.
  - 1500l/s booster pump station (note peak demand is 1689l/s)
  - Reclassification of reserve land with no direct land purchase costs

## Infrastructure Acceleration Fund

### Key Assumptions:

- To provide the necessary cost and timeframe confidence, the project team are working on the basis of the following assumptions:
  - The reservoir will be located adjacent to the existing Ruakiwi Reservoir on Ruakiwi Road. However, should that location prove infeasible, investigations are also underway at other sites (including archaeological and cultural assessments).
  - An adjustment to the existing designation will be required to facilitate the new reservoir. Due to the risks associated with obtaining a designation, options will be investigated concurrently ranging between:
    - Do Minimum: Work within the existing designation creating a 12ML rectangular reservoir. This will result in reducing the timeframe when the Stage 2 Reservoir will be required, however provides greater confidence in meeting the necessary timeframes. This option has not yet been discussed with Kainga Ora and does place the reservoir right up to the footpath.
    - Increase the designation to facilitate a 20ML reservoir.
- To maximise the reservoir storage, land purchase in the proximity will be required for a pump station (that pumps out to the network). This is feasible within the cost parameters.

## PROPOSED PROCUREMENT METHOD

### Proposed Procurement Method

- The engagement of design and construction services for both projects is proposed to be using either dual Early Contractor Involvement (ECI) or early competitive Design and Construct procurement approaches.
- These approaches are proposed because they:
  - Allow Council to better understand and manage the consenting and construction risks and issues
  - Enable better innovation throughout the design and construction
  - Have greater potential to reduce the total project timeframe
  - Provide more accurate information for consenting and stakeholder engagement
- The similarities for both procurement approaches are that they involve:
  - engaging client advisors to assist with assessing tender information and progressing the consent and other key activities.
  - Evaluating competing designs and construction methodologies during the tender process
  - Contribution from the grant for reasonable costs during the tender period.
  - Assessing both non-price and price criteria, with evaluation occurring in stages throughout the tender period.
  - The procurement approach may be reviewed following each stage as the viability and effectiveness of the approach is evaluated.
- The consent applications will be lodged during the design phase based on the consent envelope for both.

### Issues and Risks

- Compared to other procurement approaches, more of the grant will be spent in the earlier stages (during investigation and design).
- Council will reserve the right at the conclusion of each stage to review and amend the procurement approach in response to the following:
  - The risk of not attracting sufficient tenderers to participate in the proposed approach.
  - The risk the competitive individual preliminary designs start to align to one obvious outcome and therefore there is no longer value in continuing with competing designs.

**WHERE CAN MEMBERS FIND MORE INFORMATION?**

- The supplementary agenda for the 14 September 2022 Council Public Excluded provides an overview of the IAF.

**WHAT DIRECTION/FEEDBACK/INPUT DO YOU NEED FROM ELECTED MEMBERS**

Staff would like to know if there is anything further that Members would like covered in the staff report?





# Infrastructure Acceleration Fund

Elected Member Briefing 18 October 2023



Item 10

Attachment 2

# Agenda

- Introduction
- Active Modes Bridge
  - Assumptions
  - Procurement Approach
- Reservoir
  - Assumptions
  - Procurement Approach
- Discussion

18 October 2023

Infrastructure Acceleration Fund

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# Purpose of Briefing

- Topic: Infrastructure Acceleration Fund Bridge & Reservoir:
  - High level assumptions and procurement approach
- The purpose of this briefing is to:
  - inform Members ahead of 9 November 2023 Infrastructure and Transport Committee meeting
  - allow Members to provide feedback to staff on the topic and
  - advise staff if there is additional information that should be included in the report.

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# Introduction

- IAF ring fences non-repayable grant for specific projects
- Council carries burden of cost risk
- Must deliver within fixed (and tight) timeframes
- Procurement planned to commence for Bridge and Reservoir before Council returns in 2024
- Bridge & reservoir budgets ring fence:
  - 1% for He Pou Manawa Koorero (Pillar of History) and
  - 1% for broader outcomes (enhanced environmental, aesthetic etc)

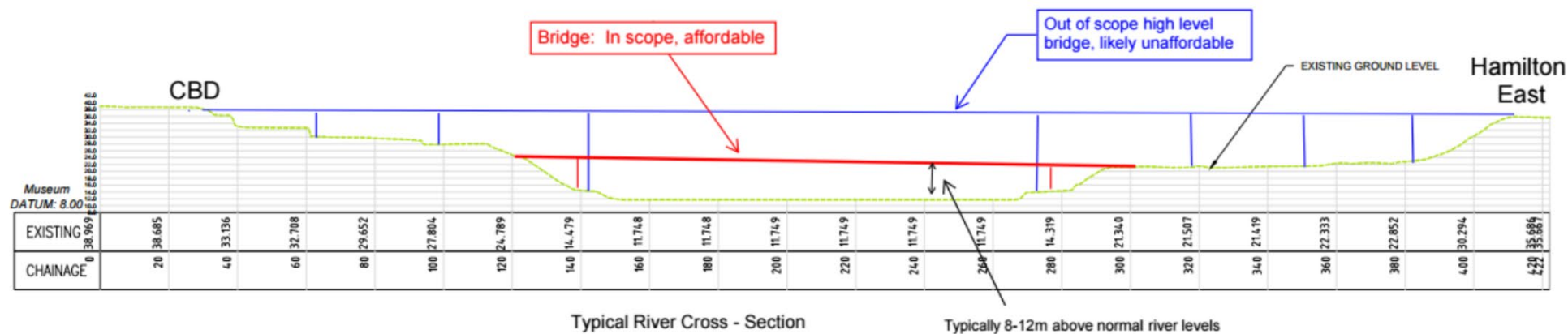
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# Bridge Assumptions

- Width 5m recommended
- Height - Low to Mid-level
- Gradient 3% max
- No three water services

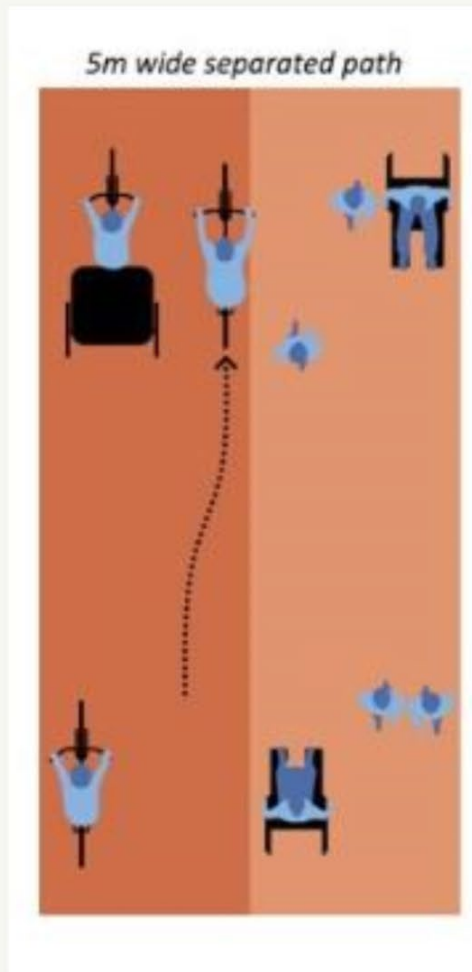


18 October 2023

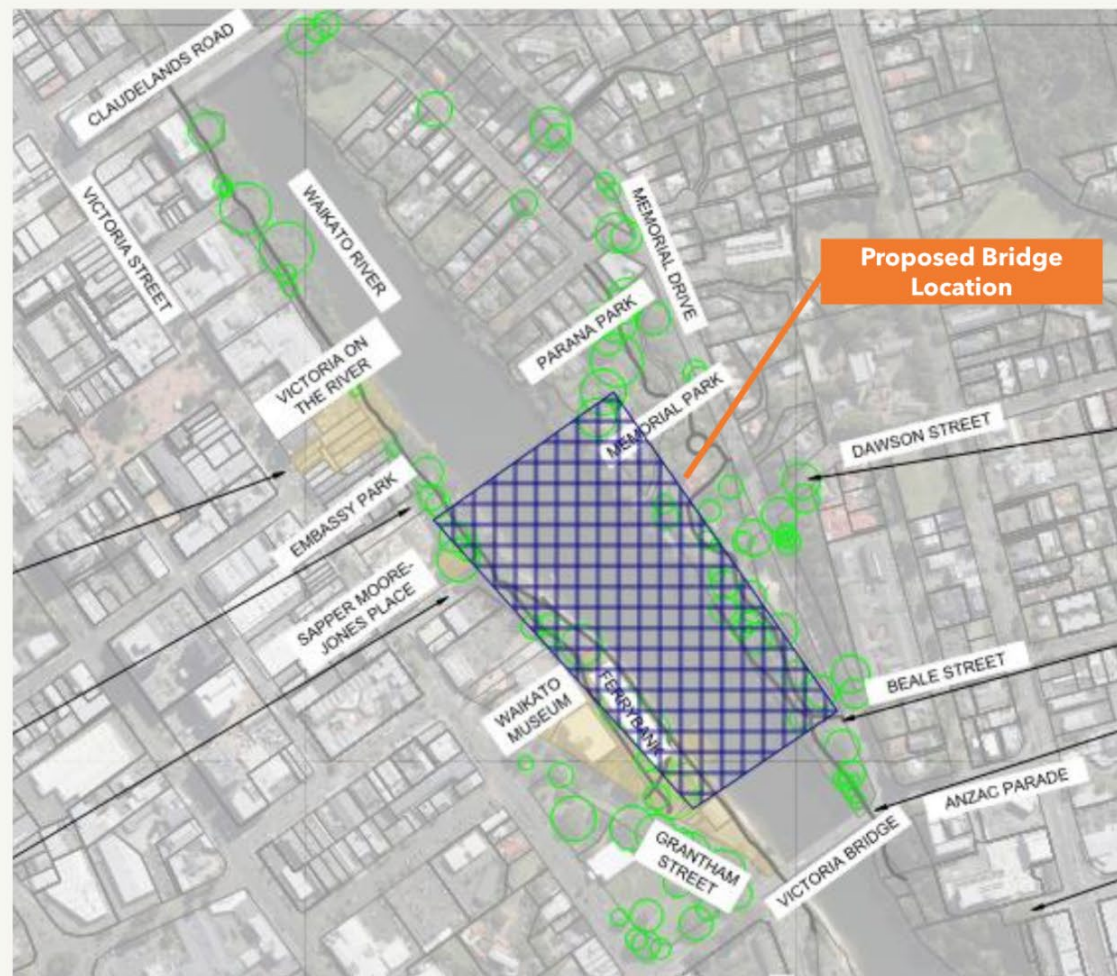
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# Reservoir



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# Procurement Approach

## Early Contractor Involvement

- Assesses:
  - Competing designs and construction methodologies, and
  - The usual price and non-price attributes
- Proposed because:
  - Better manage consenting & construction risks
  - Innovation
  - Time
  - Better stakeholder & consenting information

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# Kooreroero

## Discussion

## ACTIVE MODES BRIDGE EXAMPLES

- 1.1 The purpose of this document is to give an indication of the aesthetics of other pedestrian bridges
- 1.2 The table below gives an indication of costs per square metre for the pedestrian bridges in the following images.

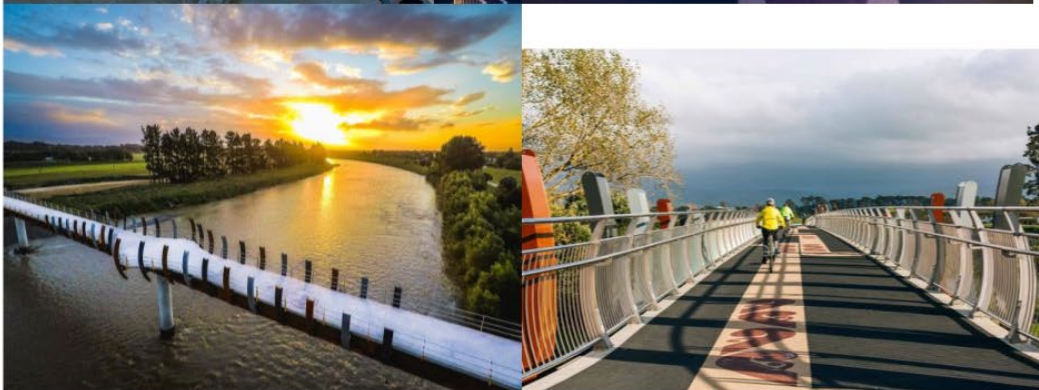
Bridge	Approx. 2027 Construction Cost/m <sup>2</sup>	Clear Span (m)
He Ara Kotahi – Palmerston North	9,000	55
Whakapaewaka (SH29) Cycle Overbridge	10,000	60
Te Awa River Bridge	10,000	130
<b>IAF Bridge</b>	<b>19,000</b>	<b>est. 130</b>
Hendon Park / Te Whitinga Pedestrian Bridge	28,000	80

- 1.3 There are other factors that influence the cost. Relevant in this case are:
- the maximum length of span between piers
  - construction constraints due to the lack of space and sensitive environment.
- 1.4 The forecast cost per square metre for the IAF bridge is high. Key considerations in setting a high rate are:
- Poor ground conditions are anticipated.
  - The constrained urban and sensitive environment is likely to demand more expensive measures to mitigate impact on neighbours and the environment.
  - The early stage of the project results in a number of uncertainties including length, clear span, cost escalation, inflation etc.



1.5 The images below give an indication of the aesthetics.

**He Ara Kotahi – Palmerston North**



**Whakapaewaka (SH29) Cycle Overbridge**



Active Modes Bridge Examples

Te Awa River Bridge



Hendon Park / Te Whitinga Pedestrian Bridge



# EASTERN TRANSPORT CORRIDOR RUAKURA, HAMILTON DETAILED BUSINESS CASE STRATEGIC CASE

TONKIN AND TAYLOR  
JUNE 2023  
VERSION 1.4





## Executive Summary

This Detailed Business Case (DBC) examines the form and function, need and urgency for the construction of the Eastern Transport Corridor (ETC) at the eastern fringe of Hamilton. This version of the DBC consists initially of the Strategic Case for review given that a Strategic Case for the ETC has not previously been prepared.

The ETC is intended to be a strategic transport corridor linking the Ruakura Growth Cell (including the inland port) with the wider Hamilton City Council strategic transport network. The requirement for the ETC has been established through a rigorous Resource Consent process, Plan Change, Designation and Board of Inquiry that concluded in 2014.

A fundamental challenge for establishment of need is the Strategic Case. Whilst this would normally have been established at an early stage of the project, due to the evolutionary nature of Ruakura R1 Growth Cell planning and its inextricable linkage to the Waikato Expressway, no previous business case has been required as it has been preceded by the Board of Inquiry (BOI) process and legal outcome by incorporation into the Structure Plan. This Business Case therefore covers the need for a strategic transport link plus the form and function of that link to sustainably meet the needs of a growing population.

The Ruakura Growth Cell area is a semi-rural area of approximately 300 Ha which lies in the Eastern fringe of Hamilton and has a population of just over 1,000 at present. However, the population and demand for houses in Ruakura are anticipated to grow as the population of Hamilton is expected to increase by 40% over the next 30 years. It is 4 km from the Hamilton CBD and broadly equidistant from the cities and seaports of Auckland and Tauranga, the nexus of the "Golden Triangle". It is located adjacent to the Waikato Expressway and is bisected by the East Coast Main Trunk rail line (ECMT). The ETC connects the two sides of the R1 Growth Cell.

The development of Ruakura is the top economic priority for Waikato-Tainui to achieve tribal aspirations for its people from the 1995 Raupatu settlement. The R1 area of the Ruakura Growth Cell, is being developed by Tainui Group Holdings (TGH), the commercial arm of Waikato-Tainui, and is anticipated to be one of the largest multi-use developments in Aotearoa. It features a logistics hub and inland port, industrial, commercial, retail, green space and up to 3,300 residential dwellings.

The inland port is being developed in partnership with the Port of Tauranga and offers significant supply chain efficiencies to both importers and exporters through the transfer of containers from road to rail.

The Ruakura Growth Cell brings significant and enduring economic, social, environmental, and cultural benefits to Hamilton, the Waikato Region and nationwide in line with TGH's mission of the overarching leadership (Te Whakakitenga o Waikato) of "kia tupu, kia hua, kia puaawai" – to grow, prosper, and sustain the tribe for future generations.

The BOI decision provided direction on key elements of the Ruakura R1 Growth Cell development and the variation to the Structure Plan for the area. This included a guide to the rate of development in R1 and recognised the ETC as a strategic transport link between WEX and Wairere Drive, providing relief for Ruakura Road (urban section). The ETC is the key strategic link which joins the two halves of Ruakura which is split by the ECMT, which is both a key component to the success of the port and at the same time a significant barrier to connectivity within R1. It is also a key social and environmental link between the areas of housing, education, and employment, it is intended to provide a safe and attractive route for pedestrians and cyclists as well as priority for public transport. Through proactive environmental design it will also offer sustainable management of stormwater and green spaces to encourage the coexistence of native flora and fauna within the urban area.

ETC is a strategic infrastructure corridor. It presents opportunities for other utilities and services. The corridor does not only perform a transport function, but it will also be a strategic corridor for water, wastewater, stormwater, gas and telecoms which support land use (some of which are

planned or already established). The related problem is that current infrastructure will not be able to cope with future demand, limiting the types of growth both in terms of consenting and capacity.

Hamilton's Metro Spatial Plan (MSP) considers Ruakura as a spatial priority. This prioritisation has influenced associated workstreams including the recently completed Transport Programme Business Case which identified the need to significantly improve public transport links from the city centre to Ruakura. This would develop into a bus based rapid transit link over time and enable significant land use opportunities along the ETC, once fully identified (and this will be a focus on MSP work being undertaken in 2023-4). The Metro Spatial Plan and Access Hamilton both have shared objectives around freight and economic growth (amongst other objectives) and these align with the aspirations for an Eastern Transport Corridor that has a multi-modal focus.

Through interactive stakeholder workshops and assessment of available evidence, four key problems have been identified which this business case addresses:

### **1. Missing link in Hamilton's strategic road network**

At present, there is a key strategic missing link between the Waikato Expressway (WEX) and Hamilton Central and West.

The urban section of Ruakura Road between Wairere Drive and Silverdale Road cannot feasibly be converted from a local road to a major Arterial and was never intended to be part of the corridor from the WEX to Hamilton Central. This is underpinned by HCC's recent urbanisation of this road segment, jointly funded by Waka Kotahi, which has an optimised pavement design life that assumes that the majority of interregional traffic and freight is shifted off the road by 2027.

Ruakura Road is already operating close to its peak capacity with its current mix of traffic. The ETC will form the missing strategic corridor for traffic travelling between central Hamilton and the State Highway, with northern traffic generally gravitating towards Pardo Boulevard and southern traffic via Cambridge Road. By doing so, the ETC meets the requirements set out by the Board of Inquiry (BOI) which were subsequently incorporated into the 2017 HCC structure plan update. The significance of the ETC and its function in managing traffic has been endorsed by Waka Kotahi.

### **2. Development is restricted without connectivity**

Under the current Hamilton Structure Plan, TGH are restricted to only developing part of Ruakura and the Inland Port capacity before the ETC is completed. TGH already have started and will soon complete this first stage of development. The R1 Growth Cell inland port, industrial, knowledge and residential development is therefore constrained by planning conditions that prevent the developments going ahead until the ETC is constructed. Although the implementation for the ETC is currently programmed for 2030-2031 in Hamilton's LTP, there is growing opportunity and pressure on Ruakura to meet some of the additional housing, industrial and commercial demands of the city. This has accelerated the development rate of the growth cell as well as the need for the ETC and other enabling infrastructure to be built ahead of previous scheduling.

### **3 and 4. Hamilton cannot achieve mode shift, meet emissions targets and there is an increased risk to road safety**

The ETC meets the strategic intents of the MSP and enables the key Rapid Transit Route 3 and active mode routes linking the northern and eastern growth areas of Hamilton which helps to unlock the full potential of the 20-minute city and achievable modal shift through linking the cross-city routes with Ruakura and Rototuna with a direct priority corridor. The ETC will enable connection to the MSP proposed multi modal PT hub which also facilitates regional rail travel as well as local bus rapid transit. The full potential of the Metro Spatial plan cannot be achieved without all of its component parts, and the ETC offers an opportunity to embed non car mode options at an early date rather than trying to retrofit at a higher cost and timescale in later years.

The ETC makes a positive contribution to climate change by reducing VKT through providing a more direct link between key social and economic destinations and the anticipated transfer from truck to train. In addition, the ETC will establish a rapid transit route and a safe and direct walking and cycling route to encourage mode shift which will also make a positive contribution to climate change. However, these two problems are long term challenges which will not be solved entirely through investment in the ETC, but it will be an enabler supporting quality urban development and offer a significant local contribution towards the final solution.



### Recommendations

At this Strategic Case stage of the DBC, the recommended next steps are to explore the design options for the ETC which address the current problems and open the opportunity to influence travel demand and facilitate modal change in the future.

A fundamental challenge to the success of this project is the securing and apportionment of costs between investment partners. Without a high degree of confidence in the out-turn cost, none of the partners will be able to enter into a formal agreement to allow the project to progress. To provide a greater degree of certainty of costs and therefore commitment to back the project, it is recommended that the Business Case is used to support a funding agreement in the following two stages:

1. This DBC should be used to apply for funding for the pre-implementation works, which will allow the development of an Engineer's estimate based on the detailed design. This will reduce the level of contingency and offer a reliable basis for a funding agreement. Noting that any funding arrangement for the pre-implementation will only extend to that stage and will be superseded by the formal cost share agreement once the DBC has been updated.
2. Once the design and costs are established, the project economics can be refined, and a construction funding application made based on the agreed apportionment of costs.

The estimated cost of pre-implementation design work is \$1,750,000 which will be managed by Hamilton City Council. A cost share agreement under the current FAR would require a contribution of \$857.5kK from HCC with \$892.5K from Waka Kotahi, which is equitable considering that at least 50% of the identified problem is a disconnect in the regional and city strategic transport network which is a direct result of the relocation of the WEX interchange.

It is anticipated that this work would be completed within 12 months of funding approval within the current NLTP and will allow a higher degree of cost certainty for any funding application in the 2024-27 NLTP.

# Council Report

Item 11

**Committee:** Infrastructure and Transport Committee

**Date:** 09 November 2023

**Author:** Eeva-Liisa Wright

**Authoriser:** Eeva-Liisa Wright

**Position:** Executive Director  
Infrastructure Operations

**Position:** Executive Director  
Infrastructure Operations

**Report Name:** Infrastructure and Transport Operational Activity Report

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

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

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

2. That the Infrastructure and Transport Committee:
  - a) receives the report; and
  - b) notes that from 1 February 2024, due to the national standardisation of materials for kerbside collections, Council will only collect the accepted materials as outlined in the NZ Gazette notice *Standard Materials for Kerbside Collection Notice 2023 (Notice No. 1)*.

## Executive Summary - *Whakaraapopototanga matua*

3. This report provides updates to Infrastructure and Transport Committee Members on activities, actions, projects contained within the plans, strategies this Committee.
4. The following minor matters with staff recommendations are covered in this report:
  - I. National Standardisation of Kerbside Recycling
5. The following activity information only updates are attached to this report:
  - I. **Three Waters – (Attachment 1)**
    - a) Three Waters Activity Update; and
    - b) Project Watershed Update.
  - II. **Sustainable Resource Recovery – (Attachment 2)**
    - a) Sustainable Resource Recovery Activity Update; and
    - b) Waste Management and Minimisation Plan (WMMP) Working Group Update.
  - III. **Transport (Attachment 3)**
    - a) Access Hamilton Action Plan Working Group Update;

- b) Transport Activity Report Card for Quarter 1 of 2023/24;
  - c) Road Safety Performance Update;
  - d) School Travel Planning Pilot Update;
  - e) Parking Activity Update;
  - f) Eastern Pathways School Link Update;
  - g) Climate Emergency Response Fund (CERF) Vehicle Kilometres Travelled (VKT) Reduction Programme Update; and
  - h) Climate Emergency Response Fund (CERF) Transport Choices Programme Update.
6. 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*

### National Standardisation of Kerbside Recycling

- 7. On 13 September 2023, the Government published in the New Zealand Gazette a performance standard that outlines requirements for accepting a standard set of materials in territorial authority-managed household kerbside collections.
- 8. This follows Cabinets approval in late 2022 to implement policy changes to improve household recycling including standardising materials for collection across New Zealand and is aligned with Goal 5 of the of the NZ Waste Strategy.
- 9. As this is now published, the notice sets the official list of accepted, excluded and discretionary items to be collected. The standards will apply from 1 February 2024.
- 10. From the beginning of the kerbside collection in September 2020, Councils contractor has collected plastic types 1-7. However, as a result of the national standards, from 1 February 2024, Hamilton City and its nominated contractor can only collect the accepted items from kerbside recycling:
  - I. Dry recycling – glass bottles and jars; paper and cardboard; plastic bottles, trays and containers of resin identification codes 1, 2 and 5; and aluminium and steel tins and cans; and
  - II. Food - organics only.
- 11. To meet the performance standards, Council must clearly list the accepted materials in public communications about the services affected by the notice. Although the Ministry for the Environment are rolling out standardised public communication from 1 February 2024, Council's communication team and waste minimisation team will be communicating with Hamilton prior to this.
- 12. The gazette notice can be viewed in full [here](#).

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

- 13. Staff confirm that the staff recommendation complies with Council's legal and policy requirements.
- 14. 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***

15. 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').
16. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.
17. The recommendations set out in this report are consistent with that purpose.
18. There are no known social, economic, environmental, or cultural considerations associated with this matter.

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

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

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

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

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

Attachment 1 - Three Waters Activity Update - Nov 2023

Attachment 2 - Sustainable Resource Recovery Activity Update - Nov 2023

Attachment 3 - Transport Activity Update - Nov 2023

Attachment 4 - CERF Projects Update Report

Attachment 5 - CERF Transport Choices Project Timeline Summary Nov 2023

## Three Waters Activity Report – Nov 23

The following updates are provided within this report:

1. Three Waters Activity Update
2. Project Watershed Update



# Three Waters Activity Report – Nov 23

## 1) Three Waters Activity Update

Demand for three waters service has continued to be impacted by wet weather events which have seen record volumes of wastewater received at the Pukete Wastewater Treatment Plant and significant demand to undertake maintenance tasks such as responding to overflows and flooding events.

Three waters activities are highly regulated. Ongoing compliance monitoring and reporting is required demonstrate that three waters activities are managed in accordance with legislative frameworks and spans across all aspects of three waters activities from the management, operations to the customer. To date all three waters activities are on track to meet compliance this year.

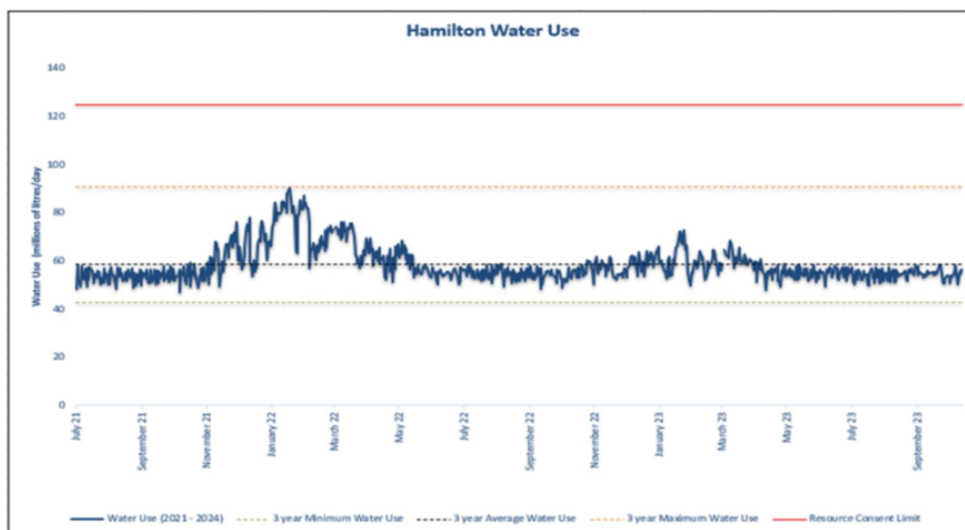
Weather conditions are anticipated to continue to impact demand for three waters services. The impacts of El Niño weather patterns continue to be monitored and are predicted to result in a hotter than average summer which is likely to increase water demand.

### Operational Summary

This section of the report provides a high-level summary of key three waters operational activities.

#### Water Supply

Volume of daily water use has remained stable over the winter months and is anticipated to increase as warmer summer temperatures are experienced. The Hamilton Water Use graph below shows the unusually low level of water use in the 2022/23 summer period as a result of high rainfall levels, in comparison to the higher level of water use observed in the 2021/22 summer period.



1 ML = 1,000,000 litres

**50.03**  
Minimum  
Water Use per  
day (ML)

**54.54**  
Average  
Water Use per  
day (ML)

**58.68**  
Maximum  
Water Use per  
day (ML)

## Three Waters Activity Report – Nov 23

### Smart Water Programme

The Smart Water Programme aims to change the way people think about water and the way they use water. The programme began in 2012 and has evolved year on year. Hamilton City Council is the service provider for Smart Water under a Shared Services Agreement with Co=Lab with services provided to Hamilton City Council and Waipaa and Waitomo District Councils.

1. Smart Water consists of three key components:
  - i) Summer water alert level campaign
  - ii) [Smart Water website](#)
  - iii) Year-round education and behaviour change initiatives.
2. The Smart Water team develop a sub-regional annual programme of initiatives that meet the Council's and community's needs.
3. Awareness and understanding of water conservation has continued to increase as a result of the Smart Water programme. The [Smart Water website](#) has been a key tool for education and communication of Smart Water tips, water restrictions and understanding the journey of water.
4. In August 2023, the Showerhead campaign concluded with a total of 34 members of the community applying to exchange their old showerhead for a new one in Hamilton. On average each shower head once installed saves approximately 44 litres per shower. Estimated overall water savings as a result of the campaign are detailed below.



Showerhead  
Campaign saved  
an estimated  
**176 L**  
Water per day

Showerhead  
Campaign saved  
an estimated  
**1,232 L**  
Water per week

Showerhead  
Campaign saved  
an estimated  
**5,280 L**  
Water per month

Showerhead  
Campaign saved  
an estimated  
**64,240 L**  
Water per year

## Three Waters Activity Report – Nov 23

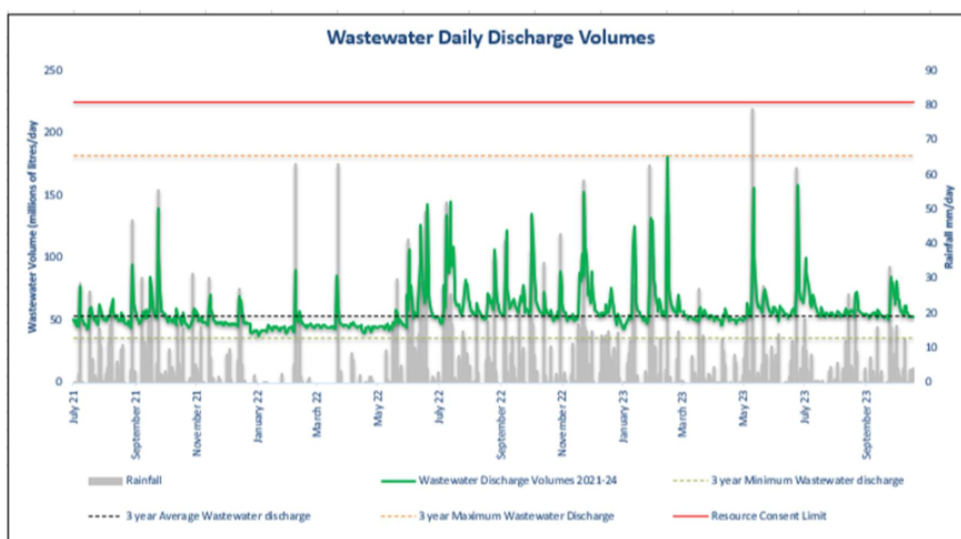
5. Feedback from members of the community who took up the opportunity to exchange their showerhead as part of the Showerhead Campaign was very positive.
  - 92% found the application process to be very good or excellent.
  - 83% found the new showerhead very easy to install.
  - 83% of people found the new showerhead experience to be very good or excellent.
  - 83% of people found the new showerhead water savings to be very good or excellent.
6. Smart Water supports schools, organisations and the community to use water sustainably. The Smart Water team have continued with the development and roll out of the Smart Water School Programme.
  - Smart Water schools webinar uploaded to You-Tube.  
<https://www.youtube.com/@waterisprecious>
  - New age-appropriate lesson plans created.
  - Canvassing schools – 8 schools contacted in Hamilton during September 2023 to offer in person school visits



## Three Waters Activity Report – Nov 23

### Wastewater Treatment

The Wastewater Daily Discharge volumes graph below shows volumes of wastewater received at the Pukete Treatment Plant are consistent during dry weather and highlights the significant peaks in volumes received during rainfall events.



**50.71**  
Minimum  
Wastewater  
discharge per day  
(ML)

**58.87**  
Average  
Wastewater  
discharge per day  
(ML)

**99.62**  
Maximum  
Wastewater  
discharge per day  
(ML)

1 ML = 1,000,000 litres

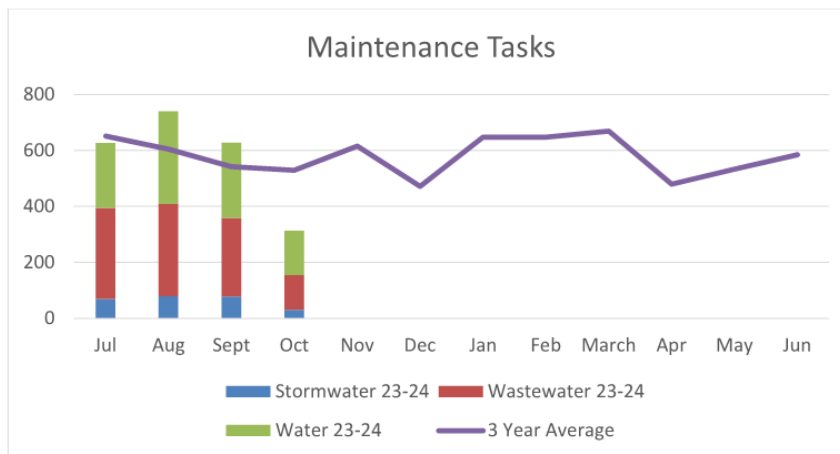
### Network Maintenance

A total of 2306 network maintenance tasks have been completed across the Water Supply, Wastewater and Stormwater Networks this financial year to date. Routine cleaning and network repairs continue to be the most significant service requirements across three waters which have been impacted by weather related events.

Maintenance Tasks vary in complexity and value. As the city intensifies, access to three waters networks is becoming constrained which is increasing the complexity and cost to resolve maintenance tasks.

The below graph depicts the trend of maintenance tasks year to date in comparison to the average per month in previous years, noting that October's values are indicative of a partial month. Maintenance tasks are indicative of workload and includes both reactive and preventative maintenance.

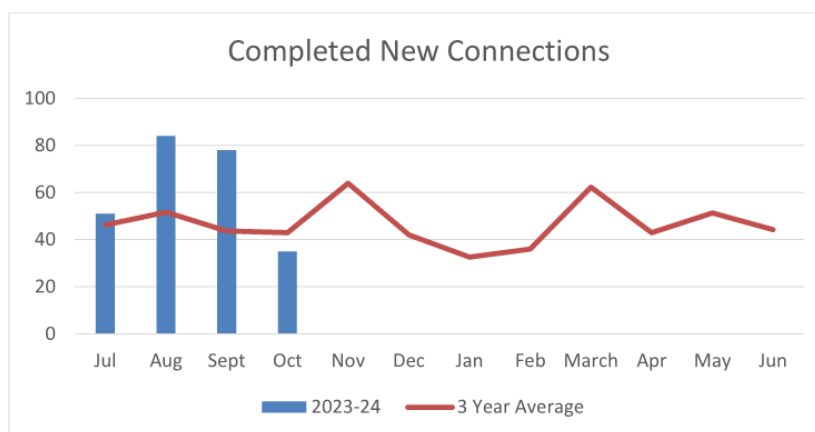
## Three Waters Activity Report – Nov 23



### New Connections

New Connections continue to place significant pressure on Three Waters teams. A total of 248 new connections have been completed this financial year, noting that October's values are indicative of a partial month.

Intensification of the city is driving the need to upgrade the existing network to accommodate new connections and making new connections more complex. There are currently 319 new connections in the workflow for construction<sup>1</sup>.



<sup>1</sup> 2023-24 Financial year as at 19 October 2023.



## Three Waters Activity Report – Nov 23

### Compliance Summary

This section of the report provides a high-level summary of key compliance requirements and status across the three waters activities.

#### Network Environmental Performance Measures

Staff are continuing to collate and report data to meet the new and evolving mandatory environmental performance measures being phased in by the Water Services Regulator, Taumata Arowai. The following table outlines the measures and reporting timeframes for new reporting requirements.

Measures	Status	Next Report Due
Drinking Water Network Environmental Performance Measures – 2022/23	First report submitted in September 2023	30 September 2024
Drinking Water Network Environmental Performance Measures – 2023/24	Introduced 1 July 2023	30 September 2024
Wastewater and Stormwater Environmental Performance Measure Reporting	Future development by Taumata Arowai	
Te Mana O Te Wai Measures	Under development by Taumata Arowai	

Taumata Arowai anticipate releasing a national summary report in early 2024.

#### Sampling and Analysis

Ongoing Sampling and Analysis, undertaken by our Shared Services Sampling and Analysis team, is critical to demonstrating compliance with our regulatory requirements and provides data to inform process and activity decision making. Between July and September 2023 staff have continued to collect and analyse water, wastewater and stormwater samples.

**1225**

Samples Collected

**11620**

Tests Completed

# Three Waters Activity Report – Nov 23

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## Water Activity

### Water Supply Resource Consents

Council is authorised by Waikato Regional Council to abstract of water from the Waikato River under Resource Consent 113941.

In addition to the abstraction consent, resource consents are held to enable water treatment processes. These include:

- Resource Consent 105261- authorising the discharge to Water (Filter Backwash Process),
- Resource Consent 107903 – authorising the discharge to Water (Stormwater).

Demonstrating compliance involves monitoring and reporting to demonstrate the water supply activity is managed in accordance with resource consent conditions. Consent conditions cover the water supply activity broadly and requirements range from management plans, operational limits through to ensuring the efficient use of water with users.

Compliance with resource consent conditions is assessed annually by Waikato Regional Council following the submission the Annual Report. The compliance status for 22/23 financial years has not yet been determined by the regulator. Year to date the water activity is on track to meet full compliance.

### Drinking Water Compliance

Under the Water Services Act 2021, Water Services Providers are required to demonstrate compliance with the regulations established by the Water Services Regulator Taumata Arowai. Taumata Arowai has released the following regulations:

- Drinking Waters Standards
- Drinking Water Quality Assurance Rules
- Aesthetic Values for Drinking Water Notice 2022

Demonstrating compliance involves monitoring and reporting of drinking water quality and verification that drinking water safety controls from source to tap remain effective. Controls range from administrative controls such as risk management plans, through to the design, operation and maintenance of the Water Treatment Plant and Water Supply Network.

A self-assessment of compliance has been undertaken showing a high level of compliance with new regulations.

Regulatory Requirement	Compliance Status ( <i>Self-Assessment</i> )
Drinking Water Standards	Fully compliant
Drinking Water Quality Assurance Rules	Fully Compliant
Aesthetic Values for Drinking Water Notice 2022	Generally Compliant with minor exceedances for Temperature, Chlorine and pH.

Attachment 1

## Three Waters Activity Report – Nov 23

### Wastewater Activity

#### Trade Waste

Proactive management of Trade Waste customers under the Wastewater and Trade Waste Bylaw 2016 (amended 2023) is a key compliance activity to minimise the impacts on the Wastewater Network, Puketā Treatment Plant and the Waikato River.

Trade Waste Management includes assessing new and renewed Trade Waste consent applications, monitoring and auditing of compliance and resolving non-compliances.

**1276**

Active Trade  
Waste Consents  
with Hamilton  
Business

**158**

Audits of Trade  
Waste premises

**32**

Non-Compliances  
Identified and  
Resolved

#### Wastewater Resource Consents

Council's Wastewater activities have been authorised by Waikato Regional Council under the following Resource Consents:

- RC111029 – Discharge to land
- RC114674 – Discharge to water
- RC114675 – Land Use
- RC114676 – Discharge to air
- RC134278 – Discharge of Stormwater
- RC145391 – Surface water take

Demonstrating compliance involves monitoring and reporting on sampling and analysis, and verification that the wastewater treatment plant is managed and operated in accordance with consent conditions. Consent conditions range from administrative controls such as contingency and management plans, through to the design, operation, and maintenance of the Wastewater Treatment Plant.

Compliance with resource consent conditions is assessed annually by Waikato Regional Council following the submission of Annual Reports. The compliance status for the 22/23 financial year has not yet been determined, however indicative compliance status has been included below based on self-assessment. Year to date the wastewater activity is on track to meet full compliance.

### Stormwater Activity

#### Stormwater Resource Consents

Council is authorised by Waikato Regional Council to discharge stormwater from its network under Resource Consent 105279.

In addition to the comprehensive consent, there are approximately 15-20 other stormwater resource consents held for structures, construction and stormwater discharge consents vested to Council as a

# Three Waters Activity Report – Nov 23

Item 11

result of land development activities. The number of consents fluctuates depending on development and capital works projects.

Demonstrating compliance involves monitoring and reporting on sampling and analysis, and verification that the stormwater network is operated in accordance with resource consent conditions. Consent conditions range from administrative controls such as contingency and management plans, the design, operation, and maintenance of the network, to the management of transportation catchpits and other contaminant discharges into the network.

Compliance with resource consent conditions is assessed annually by Waikato Regional Council following the submission the Annual Report. The compliance status for the 21/22 and 22/23 financial years have not yet been determined by the regulator. Year to date the stormwater activity is on track to meet full compliance, however development pressures continue place increased pressure on compliance expectations.

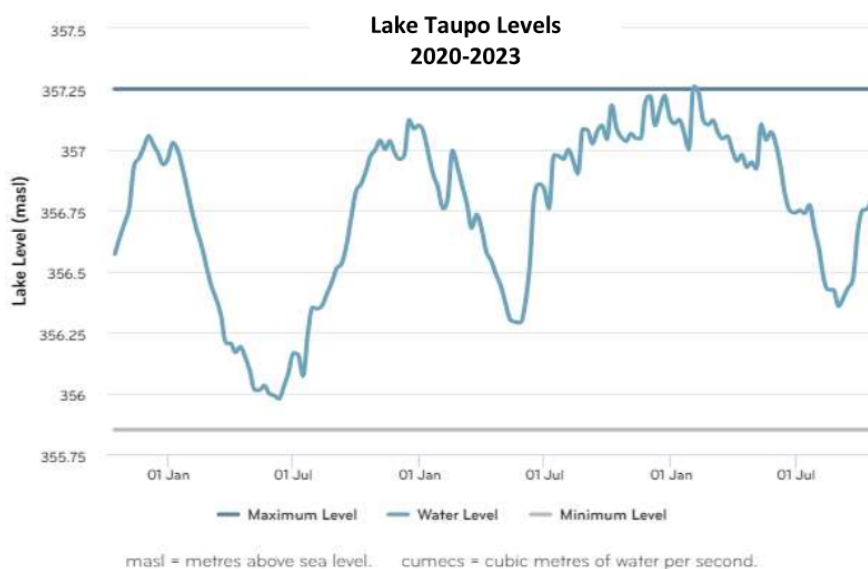
## Risks Being Monitored

There are a number of operational risks which are being monitored by staff, further details of these have been included in the 28 September 2023 Strategic Risk and Committee Report, these include:

### Low Lake Taupo Levels

Staff continue to monitor Lake Taupo levels which continue to be lower than expected level for this time of year, although recent rainfall in Taupo catchment has resulted in Lake levels increasing.

If lake levels reach the minimum operating level, low Waikato River flows and levels could be experienced at the Waiora Treatment Plant and contingency measures may need to be implemented to ensure water can continue to be abstracted from the river.



Attachment 1

## Three Waters Activity Report – Nov 23

### Potential Impact of Golden Clams on Infrastructure

As a result of the presences of Golden Clams in the Waikato River, Council have sought and received general permission under the Biosecurity Act to continue to abstract water from the Waikato River.

Staff continue to monitor for the presence of Golden Clams in the vicinity of the Waiora Water Treatment Plant. To date no clams have been found. There are no health risks associated with our treated water due to clams being present in the river.



*Corbicula Fluminea (Gold Clam)*

### Legislative Changes

Staff are continuing to assess impacts and determine the required response to recent and proposed changes in legislative frameworks. Some of the key recent changes are:

- Water Services Act 2021
- Water Services Entities Act 2023
- Water Services Economic Efficiency and Consumer Protection Act 2023
- National Policy Statement – Freshwater Management
- Resource Management Act 1991
- Natural and Built Environments Act 2023
- National Policy Statement for Urban Development

The potential for further change to the current legislative framework is being monitored as a result of the October Central Government elections.

### Weather Predictions

Staff are actively monitoring Niwa's forecast predictions as weather can have significant on the demands for water, wastewater and stormwater activities. Key predictions made by Niwa include:

- The El Niño weather pattern will bring higher than normal summer temperatures and high winds.
- The south Pacific "Cyclone Season" typically begins in November running through to the end of April each year. A normal to reduced risk of cyclone systems impacting New Zealand in 2023/24 is predicted.

High summer temperatures typically increase demand on the water supply and wet weather events, such as Cyclones, have significant impacts on the wastewater and stormwater activities.

### Western Bulk Main Erosion

Emergency works were required to remediate riverbank erosion which was placing the Western Bulk Main Pipes and associated valve chamber at risk of failure.

The Western Bulk Main Pipes are considered a critical asset as they form part of the city's strategic water ring main which supplies water to fill reservoirs and service the wider network on the western side of the city.



## Three Waters Activity Report – Nov 23

In response to the risk of damage or failure of the western bulk main and valve chamber, three waters staff developed detailed contingency plans to supply the city from the eastern side of the city and monitored changes in risk levels throughout contract works.

Remedial works on site were completed on 20 October 2023 with site remediation and disestablishment continuing through to the end of October.



*Photo's taken 25 October 2023 of Western Bulk Main site following completion of remediation works.*



### Project Watershed Update

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.

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.

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.

A copy of the 2023-24 Project Watershed Quarter 1 report to be submitted to WRC can be found below.

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 that would come into effect from 1 July 2024.

Discussions are continuing between operational staff at Hamilton City Council and WRC. In parallel, staff are also discussing 10 year plan funding allocations from WRC for project watershed to determine if a higher level of funding is available.

Staff will continue to update this committee on progress with this action.



# Project Watershed Report

Quarter 1

July – September 2023



**Hamilton  
City Council**  
Te kaunihera o Kirikiriroa

# Contents

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Issue	Reason for Issue	Author	Reviewer	Date
1	As per Purpose of report	M. Chevriot M. Seebeck	F. Sutton Maria Barrie	
2				

## 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 2023/24 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.

## 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:

- i. 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.

## 2023/24 Year Work Programme Update

### Health and Safety

There were no Health and Safety issues reported for this quarter.

### Stream Maintenance & Stream Bank Stabilisation

The table below outlines the routine inspection work carried out during 2023/24 Q1 reporting period.

JULY - SEPTEMBER 2023	No. Streams Inspected	No. Blockage sites cleared	No. minor Blockages not cleared	No of areas of vegetation cleared	Erosion identified	Erosion Repaired, sites
Kirikiroa		5				1
Mangakotukutuku	8	9	27			
Mangaonua	27		24		12	
Waitawhiriwhiri	15	1	18		6	
Te Awa O Kata Paki						
<b>Total</b>	<b>50</b>	<b>15</b>	<b>69</b>	<b>0</b>	<b>18</b>	<b>1</b>

Total spend Q1 \$94,045 (39% of FY budget \$238,700 including Stream Bank Stabilisation)

### 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.



## Community Tree Planting

Regular community events linked to Project Watershed 1 July – 30 September 2023:

	Volunteer number	Time volunteering	Frequency of working bee	Location
Learning Links hector Drive	12	0.5	Weekly	Mangaiti
Friends of Mangaonua	6	3	Weekly working bee	Mangaonua
Friends of Mangaonua	7	2	Fortnightly working bee	Mangaonua
Anglican Action	7	3	Weekly working bee	Mangaonua
AJ Seeley gully group	8	3	Weekly working bee	Aj Seeley
Mangaiti	15	3	Weekly working bee	Mangaiti
Riverlea Environment Society Inc	10	2	Fortnightly working bee	Hammond Park
Donny Park	10	3	Monthly	Donny Park
Jubilee Care Group	10	3	Monthly Working Bee	Jubilee park
Rototuna Primary Enviro Group	15	1	Monthly	Mangaiti
Insoll Ave school enviorgroups	15	1.5	Monthly	Mangaiti/ Porrit
Mangakotukutuku Gully Group	30	2	Monthly	Mangakotukutuku
Hamilton Boys High School	15	1	Weekly	Aj Seeley

Additional activities linked to PW between 1 July – 30 September 2023:

Group	Volunteer number	Time volunteering	Volunteer hours total	No of plants planted	Date	Location	Category
Cancer Society Planting	50	2	100	1000	Jul-23	Donny Park	Planting
AJ Seeley Gully Group	7	2	14	0	Jul-23	A J Seeley Gully Reserve	Weeding
AJ Seeley Gully Group	7	2	14	0	Jul-23	A J Seeley Gully Reserve	Weeding
Hammond Park volunteers (RESI)	4	2	8	0	Jul-23	Hammond Park	Weeding
HEB, HCC, NHMT planting	70	2	140	1000	Jul-23	Donny Park	Planting
Miropiko Kindergarten	12	1	12	1	Jul-23	Miropiko Reserve	Plant totara/Education
AJ Seeley Gully Group	7	2	14	0	Jul-23	A J Seeley Gully Reserve	Weeding
A J Seeley Gully Group	6	2	12	0	Jul-23	A J Seeley Gully Reserve	Weeding
Beca Planting	7	3	21	700	Jul-23	Mangakotukutuku	Planting
Marian Catholic School	25	1.5	37.5	80	Jul-23	AJ Seeley Gully Reserve	Planting
Insoll School enviro group	10	1	10		Jul-23	Mangaiti- Porritt	Rubbish clean up
Berkley Normal School	60	2	100	250	Jul-23	Humaire Park	Planting
Hamilton Mountain Bike Club	35	2	70	969	Jul-23	Pukete Farm Park	Planting
Hammond Park volunteers (RESI)	8	2	16	200	Jul-23	Hammond Park	Planting
Hamilton Boys high school				400	Jul-23	AJ Seeley Gully Reserve	Planting
Tzu Chi Foundation	8	2	16	300	Jul-23	Donny Park	Planting
Mangakotukutuku Group Planting	30	2	60	60	Jul-23	Mangakotukutuku	Planting
A J Seeley Gully Group	17	2	34	150	Jul-23	A J Seeley Gully Reserve	Weeding
Little tui kindy	6	2	12		Aug-23	Mangakotukutuku	Education
A J Seeley Gully Group	4	2	8	50	Aug-23	A J Seeley Gully Reserve	Planting /Weeding
A J Seeley Gully Group	12	2	24	150	Sep-23	A J Seeley Gully Reserve	Planting/Weeding
Little tui kindy	7	2	14		Sep-23	Mangakotukutuku	Education
Melville Kindergarten	7	2	14		Sep-23	Mangakotukutuku	Education
Glenview School Taku Wairua	140	5	700		Sep-23	Mangakotukutuku	Education/ rubbish
LIC Group	11	3	33	200	Sep-23	Hammond Park	Planting /Weeding
Hammond Park volunteers (RESI)	7	2	14	30	Sep-23	Hammond Park	Planting/Weeding

**Berkley Normal Middle School**

60 year 7 and 8 students planted 250 native plants in Humaire Park



### Glenview Primary School

The Glenview Primary School along with the Taku Wairau Programme environmental / volunteering component saw 140 students spend a day in the Mangakotukutuku Gully with the HCC restoration and recycling team. Activities included cleaning out 201 kgs of rubbish, making seed bombs from harakeke seeds and learning about predators and predator control.



### St Columbas School

25 Students from St Columbas School spent 1.5 hours in Aberfoyle Park clearing 360 kg of rubbish.



### General Comments

There have been sightings of 2 Bellbirds in the Mangakotukutulu Gully with one being confirmed male.

Over the past 12 months 438 rats, 129 possums, 16 hedgehogs and 4 weasels have been caught as part of the predator control scheme.

### Maintenance of works and gullies

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 control.** Removal continues in the areas below:

- Te Awa O katipaki
- Waikato River
- Kirikiriroa
- Waitawhiriwhiri
- Manakotukutuku
- Mangaonua

**Releasing Plants.** This activity will continue until March 2024.

**Planting .** A number of small plantings were completed this quarter:

- Pine Beach - 465 Natives plants
- Riverlea – 529 Natives plants

**Path and park maintenance.** With the end of planting, teams have returned to scheduled maintenance rounds.

**Community Groups.** Removal and dumping rubbish and weeds after community days. Ovr 100 bags of weeds have been dumped over the quarter.

**Mowing;** On going mowing of the access areas near streams.

Total spend for Quarter 1 is \$42,750.00, (25% of FY budget \$171,000.00)

### Erosion Control Works

No erosion control works was carried out during Quarter 1.

FY budget \$215,000.00

## Financial Update

The overall financial progress year to date is on budget. For specific operational expenditure summary please refer to the table below.



Projects	Owner	QTR 1 Actuals (\$)	YTD Actuals (\$)	Annual Budget	Variance	Percentage Spend
Stream Maintenance & Stream Bank Stabilisation	Waters	94,045	94,045	238,700	144,655	39%
Project Watershed Management	Waters	6,500	6,500	26,000	19,500	25%
Stream Bank Stabilisation	Parks	0	0	35,000	35,000	0%
Community Tree Planting	Parks	0	0	33,000	33,000	0%
Maintenance of works and gully's	Parks	42,750	42,750	171,000	128,250	25%
Erosion Control works (LOS)	Waters/Parks	0	0	215,000	215,000	0%
<b>TOTAL</b>		<b>143,295</b>	<b>143,295</b>	<b>718,700</b>	<b>575,405</b>	<b>20%</b>

## Sustainable Resource Recovery Activity Report – Nov 23

The following updates are provided within this report:

1. Sustainable Resource Recovery Activity Update
2. Waste Management and Minimisation Plan (WMMP) Working Group Update

# Sustainable Resource Recovery Activity Report – Nov 23

Item 11

## 1) Sustainable Resource Recovery Activity Update

### 20218-24 Waste Management and Minimisation Plan Actions

Of the 33 Actions within the current 2018-24 Waste Management and Minimisation Plan, 18 actions are BAU/Ongoing; five actions have been completed; 10 actions are in progress. The following paragraphs detail some of the activities completed under the current plan.

### Let's Get Thrifty

2018-24 WMMP Action 5, 8

1. The Let's Get Thrifty event was held in September 2023. The three-day event was run in partnership with Hospice Waikato, Breast Cancer Research Trust Waikato, Go Eco and Sip and Sew. The purpose of the event was to raise awareness of fast fashion, second-hand shopping and the benefits of reusing and recycling.
2. The event was a huge success, with lines of people waiting to enter the venue each day. We attracted over 1,900 responses on our Council Facebook event page, with 2,000 people attending and more than 1500 black rubbish bags of clothing being rehomed.
3. The response from our partners was positive, as was the overall response from the community.

Attachment 2



## Sustainable Resource Recovery Activity Report – Nov 23

### BYO Bucket - Tronpost

2018-24 WMMP Action 15

The BYO Bucket event is an opportunity to share with the Hamilton community how their kerbside food scraps get turned into 'Tronpost' (compost). Following on from a successful event in 2022, the Sustainable Resource Recovery Team were out again in October 2023 engaging with our community at the Hamilton Organic Centre. Over 9,000 litres of compost was given out during the four hours of the event, with many residents expressing how great it is to see their contribution to reducing waste to landfill.



### Maanawatia a Matariki

2018-24 WMMP Action 5, 12, 13

In partnership with sustainable organisation Pare Kore, the Council led Maanawatia a Mataraki event focussed on reducing as much event waste on site as possible. Pare Kore provided support this through monitoring and sorting recycling bins alongside a Hamilton Scouts Club as well as educating participants on how to reuse and recycle right.

### Let's Reuse Hamilton

2018-24 WMMP Action 5

New Zealanders' use nearly 295 million cups of takeaway coffee per year. These single-use cups are then being landfilled. Using funding through our waste minimisation levy, received from the Ministry for the Environment, Council staff have partnered with Impact Hub to deliver Let's Reuse Hamilton. Let's Reuse Hamilton is an initiative where participating cafes are supported to provide eco-friendly options to their customers by providing reusable coffee cups through Again and Again, BYO keep cups, or use an 'ugly cup' library. Five Hamilton cafes are currently participating in this initiative.

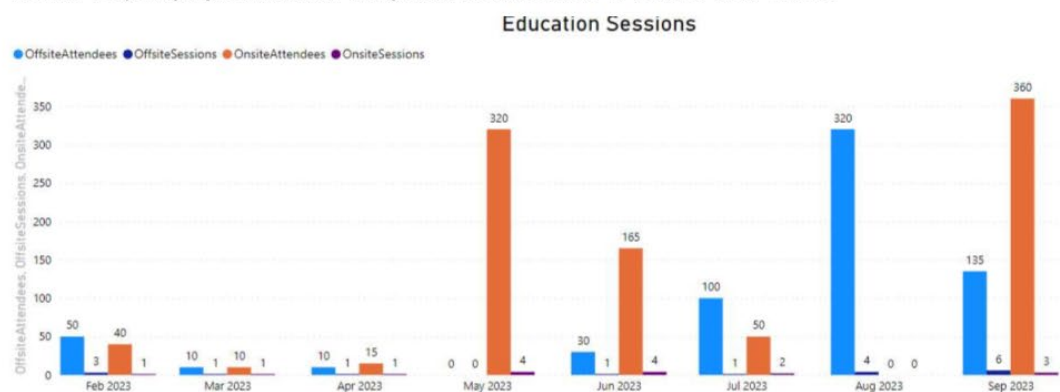
# Sustainable Resource Recovery Activity Report – Nov 23



## Education Sessions and Community Engagement

2018-24 WMMP Action 14, 16, 18

In the first quarter of the 2023/24 year, our Education Advisor has engaged with over 900 individuals through our education sessions. This has been a mix of on-site sessions at the Materials Resource Recovery Facility Education room and in the community and local schools. Our Education Advisor also continues to engage with local community houses, Kainga Ora and agencies and provides education around recycling right and small things individuals can do to reduce their waste.



## Recycle Right

2018-24 WMMP Action 14, 16, 18

During National Recycling week (16-22 October), staff were out and about on the streets of Hamilton checking and 'green tagging' recycling bins where residents were recycling right. This was a proactive activity to visually show residents that their recycling techniques were right. Spot prizes were given out to families and we received positive feedback from those spoken to. Staff will continue to build on this messaging of recycling right through other proactive events and education.



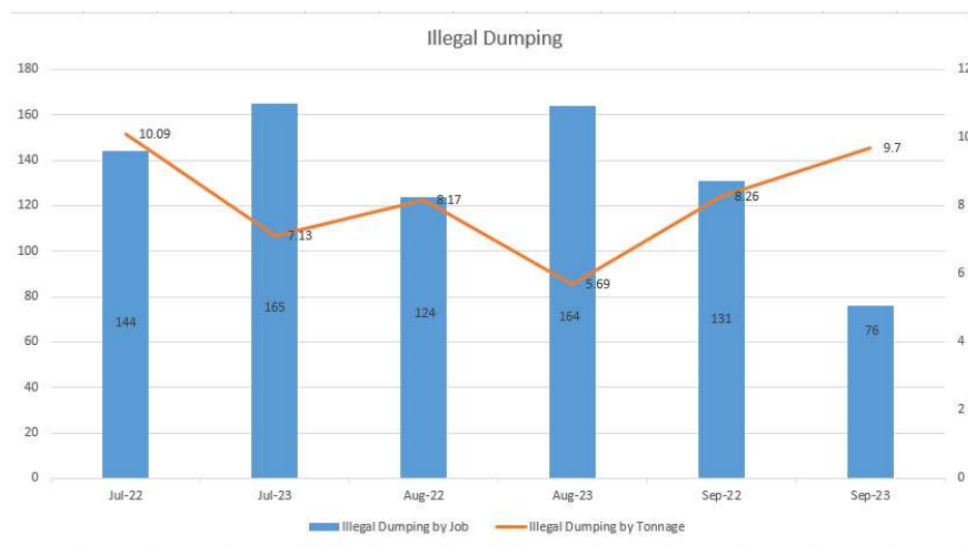
## Sustainable Resource Recovery Activity Report – Nov 23

### Illegal Dumping

#### 2018-24 WMMP Action 17

Reports of illegal dumping remain consistent compared with quarter one of the 2022/23 financial year and 2023/24 financial year. When reported, staff investigate the dumping and, where there is sufficient evidence found, issue infringement notices under the Litter Act. For the period July 2023 – September 2023 39 infringement notices have been issued.

Known areas where illegal dumping is an issue are proactively monitored and cleared away as quickly as possible.



### Construction and Demolition Waste

#### 2018-24 WMMP Action 4, 6, 11

The diversion of construction and demolition waste from landfill continues to grow. The Lincoln Street Resource Recovery Centre has a separated area for this waste to be collected and currently on average 23% of construction and demolition waste received at this site being diverted from landfill.

Staff are also starting to work alongside construction companies to develop waste plans and support construction sites to rethink how they manage their waste on site. Staff are also working internally with Council project teams on managing waste within our own construction projects.

# Sustainable Resource Recovery Activity Report – Nov 23

Item 11

## Media

- As the activity and interest in this activity grows, we have increased our media profile with the support of our communication team. This has resulted in a number of positive media stories focussing on rubbish and recycling. The focus of media stories has included illegal dumping, battery fires, recycling right and Tronpost BYO Bucket event.
- **July:**
- <https://www.nzherald.co.nz/waikato-news/news/lithium-battery-risk-hamilton-city-council-concerned-after-third-fire-in-six-months/4RRADRA2CZHGDD2TMVBVDNJSQY/>
- <https://www.nzherald.co.nz/waikato-news/news/rubbish-dumping-hamilton-city-council-seeks-brazen-offenders-caught-on-camera/PPJA6OFFFVBBZLNRYLM7JDF7MY/>
- <https://www.rnz.co.nz/national/programmes/checkpoint/audio/2018900186/illegal-hamilton-rubbish-dumpers-caught-on-camera>
- **September:**
- <https://www.nzherald.co.nz/waikato-news/news/battery-fires-cause-concern-for-hamilton-city-council/QGRWNSZVTFE5JJGVMY4ENSUGGQ/>
- <https://www.rnz.co.nz/news/national/497919/warning-issued-after-two-rubbish-fires-in-as-many-weeks-caused-by-lithium-batteries-in-hamilton>
- <https://www.1news.co.nz/2023/10/17/too-much-recycling-going-to-landfill-too-much-waste-going-to-recycling/>
- **October:**
- <https://www.1news.co.nz/2023/10/17/too-much-recycling-going-to-landfill-too-much-waste-going-to-recycling/>
- <https://www.waikatotimes.co.nz/a/nz-news/350088762/not-my-street-noisy-little-boys-too-much-testosterone>
- <https://www.waikatotimes.co.nz/a/nz-news/350089175/tronpost--hamiltonians-told-to-bring-a-bucket-and-get-some-compost>

Attachment 2

## Sustainable Resource Recovery Activity Report – Nov 23

### 2) Waste Management and Minimisation Plan Working Group Update

The Waste Management and Minimisation Working Group was approved at the 7 March 2023 Infrastructure and Transport Committee.

The purpose of the working group is to:

- i) provide governance input and advice to staff relating to the review or further development of the Waste Management and Minimisation Plan (WMMP)
- ii) provide governance input and advice to staff relating to prioritisation of actions to deliver the WMMP action plan.

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

The last meeting of the Waste Management and Minimisation Working Group was held on 19 September 2023. At this meeting, staff presented the working draft of the Waste Management and Minimisation Strategy (WMMS), actions and outcomes.

Feedback from the members was positive and the draft WMMS is now ready for consultation and has been reported to this committee as a separate report.

The working group has achieved its purpose and now that the WMMS is ready for consultation, there is no longer a requirement for this working group to continue meeting.

## Transport Activity Report – Nov 23

The following updates are provided within this report:

1. Access Hamilton Action Plan Working Group Update
2. Transport Activity Report Card for Quarter 1 of 2023/24
3. Road Safety Performance Update
4. Parking Activity Update
5. School Travel Planning Pilot Update
6. Eastern Pathways School Link Update
7. Climate Emergency Response Fund (CERF) Vehicle Kilometres Travelled (VKT) Reduction Programme Update
8. Climate Emergency Response Fund (CERF) Transport Choices Programme Update

Item 11

Attachment 3

## Transport Activity Report – Nov 23

### 1) Access Hamilton Action Plan Working Group Update

The Elected Member representatives for this working group are: Cr Louise Hutt (Lead), Mayor Paula Southgate (ex officio), Deputy Mayor Angela O'Leary, Cr Mark Donovan, Cr Moko Tauariki, Cr Maxine van Oosten. All Elected Members are invited to attend the working group meetings.

The fourth meeting of the Access Hamilton Ara Kootuitui Kirikiriroa Working Group was held on 11 September 2023.

The following items were discussed:

- i) Transport education – An overview of what drives the Transport Unit's education programmes and campaigns and details of what is proposed for the next 12 months.
- ii) Biking and Micro-mobility Programme Business Case - An update on the pre-implementation work following business case approval from the Waka Kotahi Board
- iii) Eastern Pathways – Uni Link Business Case - An update on the business case for Eastern Pathways University to Central City Link (Clyde St/Cook St).
- iv) University to Central City Bike Link - An update on the project on Ruakura Rd/Te Aroha St to link the existing Ruakura Rd separated cycleway to the upgraded Claudelands intersection/bridge
- v) Transport Centre rejuvenation - Seeking direction from Elected Members on next steps for the project

The fifth meeting of the Access Hamilton Ara Kootuitui Kirikiriroa Working Group was held on 16 October 2023.

The following items were discussed:

- vi) Alexandra Street Upgrade – Brief discussion on how to advance this project in the current 23/24 year, and as part of the draft 2024/34 LTP meeting funding decisions (note, this project will be discussed at the LTP Workshop on 11 November 2023)
- vii) Future ONF – An introduction to the Waka Kotahi 'Future One Network Framework' (Future ONF) and show how it will be used to guide achieving Access Hamilton outcomes in Hamilton
- viii) Transport2030 Emissions Calculator - A demonstration of the scale and pace of transformational changes required to achieve Government's emission and VKT reduction targets, to inform 2023-24 LTP decision making
- ix) Abbotsford Street/Ulster Street and Grey Street/Beale Street concepts – A review of the project concepts and discussion on community engagement approach/timing. Both projects currently have funding for design and construction 2023/24.



## Transport Activity Report – Nov 23

### 2) Transport Activity Report Card for Quarter 1 of 2023/24 Financial Year



Transport Activity Report – Nov 23

Level of Service for the Cobham/Cambridge intersection has improved from a **D** to a **B** after being recently upgraded to a signalised intersection.

Link	Peak	Time	Link Delay(s)
Eastbound towards SH1 via Cambridge	PM	After Upgrade	15.40
Eastbound towards SH1 via Cambridge	PM	Before Upgrade	73.90
Westbound towards Cobham via Cambridge	AM	After Upgrade	6.80
Westbound towards Cobham via Cambridge	AM	Before Upgrade	24.40

Signals allow us to prioritise higher volume approaches better than the previous roundabout.

Around **39,000** people used the Meteor bus route in September 2023.

The Meteor is a new bus service that was launched on the 28th of August. It extends Hamilton’s high-frequency BUSIT network alongside the Comet that runs north to south and the Orbiter, which circles the city clockwise and anti-clockwise.



This One Network report card was created by Hamilton City Council in collaboration with Waka Kotahi NZ Transport Agency and Waikato Regional Council. For any queries related to data sources, modelling or KPI's, contact dale.townsend@hcc.govt.nz

## Transport Activity Report – Nov 23

### 3) Road Safety Update

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

The following table provides information on the types of users that were seriously injured in the city this year up to 6 October 2023.

The data is based on NZ Police reports which are prepared when they attend the crash. It is noted that some crash data can be a little slow in getting entered into the system, so the figures below are subject to change, but are a general reflection of safety performance on the local roads (excluding State Highways) for the period.

Road User Type	Number Seriously Injured as at 6 October 2023				Number of Fatalities	Total Deaths and Serious Injuries (DSI)	DSI by mode	Mode share of total trips
	Jan to March	April to June	July to Sept	Oct to Dec				
Cyclist	0	0	0		-	0	0%	0%
Driver	14	6	8		4	32	88%	82%
Passenger	5	3	3		1	21		
Pedestrian	3	1	1		1	6	12%	18%
Wheeled pedestrian (wheelchairs, mobility scooters)	0	0	1			1		
<b>Total</b>	<b>22</b>	<b>10</b>	<b>13</b>		<b>6</b>	<b>60</b>	<b>100%</b>	<b>100%</b>

In New Zealand, the social cost of a road crash or a road injury includes:

- loss of life and life quality
- loss of output due to temporary incapacitation
- medical costs
- legal costs
- vehicle damage costs

The Social Cost of Crashes is regularly updated and the current values are:

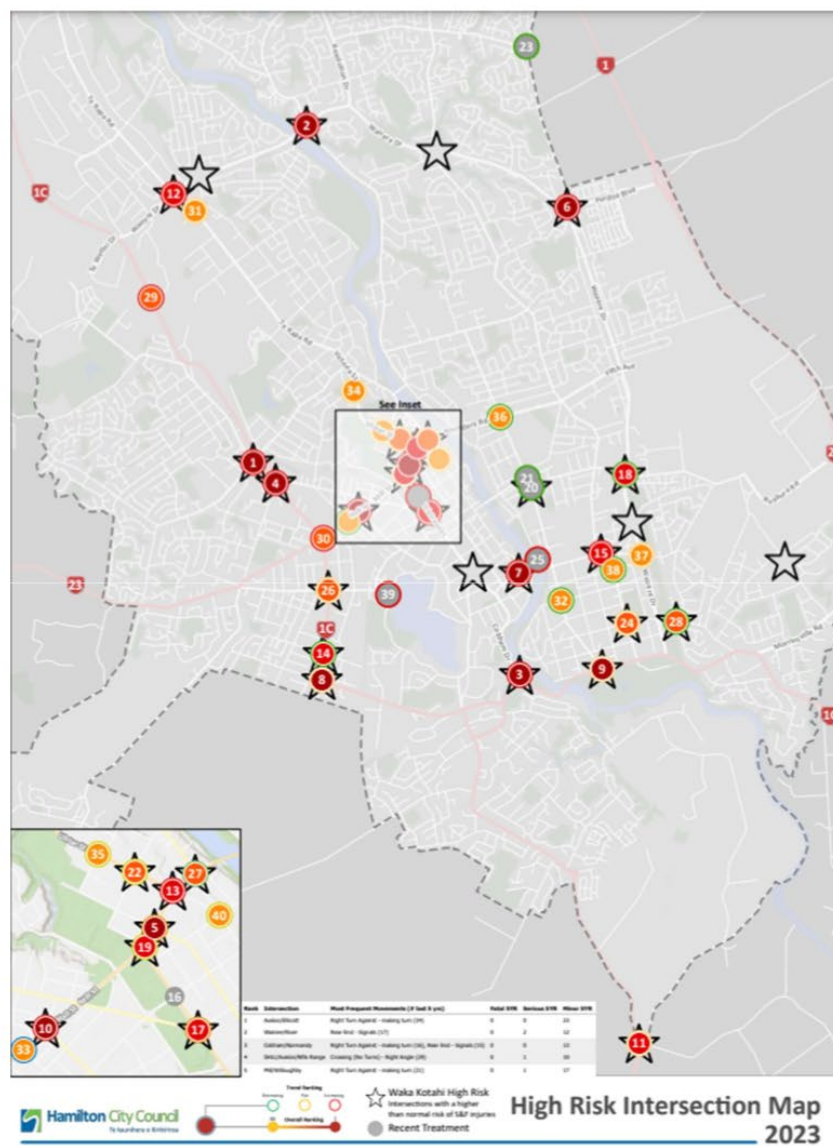
- Average Social Cost per Fatality \$6.42 million
- Average Social Cost per Serious Injury \$707,800

## Transport Activity Report – Nov 23

Therefore, the Social Cost for crashes that have occurred in Hamilton City in 2023 have to date are:

- Fatalities \$25.68 million
- Serious Injury \$21.94 million

The crash data is also used to assist with the development of a High Risk Intersection Map which in turn assists with the development of our Road to Zero safety improvements programme. The latest map for the city is shown below:





## Transport Activity Report – Nov 23

### Safety Education Campaigns



### Cycle Safety



Delivered bike skills training at 7 schools (600 students).



Trained 40 HCC staff to safely use our Fleet e-bikes



## Transport Activity Report – Nov 23



Distributed bike safety resources at community events, such as Love Your Bike Day.



Supported Bike Waikato with a community ride of the Dinsdale Boon Art.



Bike checks offered to the community at Waimarie Community House and Pukete Neighbourhood House.

### School road safety update:

At the start of the year, we changed the layout of the road outside Hukanui school to address the schools' concerns; on a limited budget using removable materials we trailed a new layout, these changes have been welcomed by the school community and the school principal has commented that it has drastically improved the safety outside the school.



## Transport Activity Report – Nov 23

### Safer Speeds around schools

This year we engaged with all schools and school communities in Hamilton around our proposal to reduce speeds around all schools to 30km/h.

The outcome of this consultation will be reported to the Traffic, Speed Limit and Road Closures Panel at the



**In April 2024 we are proposing to reduce speeds around Hamilton schools to 30km/h.**

We want to know if you support this change, and if the locations for the proposed speed reductions around schools are correct.

December 2023 meeting with changes proposed to come into effect in 2024.

### Back to school Campaigns

At the start of each school term 'Back to School campaigns' are rolled out, these focus on key themes not only to remind drivers to take extra care driving around schools, but in terms one and four promote active and sustainable modes with students and their whanau.

In terms two and three (winter months) these have a theme of making smart, safe decisions outside the school gate like choosing to park safely outside schools and key messages like avoid parking in/over residents' driveways or on yellow lines.

The key platforms we use are radio, social media, VMS boards and utilising school channels to promote messages.

Example of School campaign written for schools in Endeavour School newsletter:

#### Winter Driving Campaign around Schools

In the winter months we see an increase in congestion around our school during drop off and pick up time. Thank you to the families who display good transport choices while collecting students already, below are some tips/ideas of how you can help our school in the busy afternoon period



- Make a plan with your children and ensure they are equipped with winter clothing
- Allow children to walk / bike / scooter if you live close enough to school
- Park away from the busy school gates and have your children meet you there every day (especially senior students)
- Arriving 5 or 10mins after the bell to collect students

A reminder also that it is illegal to park on yellow lines and in front of driveways. We have received complaints from our community recently about dangerous and inconsiderate parking around the school. Please be a role model to our students and demonstrate safe parking and road safety.

## Transport Activity Report – Nov 23

### Helmet Design Competition

We received 2000 entries into the 2023 Helmet Design Competition – with the number of entries increasing every year the selection of the winners continues to be a real challenge. The helmets will be presented to the winners in a presentation at the end of November. The image below is from last years winning students.



### Road Safety talks at schools:

Throughout the year we discussed all things road safety at several school assemblies, especially when there is new infrastructure or road works outside schools. Below is an example from the schools:

## Road Safety Talk

Yesterday Cameron from the Hamilton City Council came and talked to the middle and senior teams yesterday.

He talked to us about having a plan for being picked up from school and having a meeting place outside of school to wait safely. If we walk to school we use the school crossings and watch out for sneaky driveways. If we bike we use our road safety and wear our helmets. If we travel to school by car we have to wait in a safe spot and don't rush over to our car. We discussed lots of things to keep us safe travelling to and home from school.





4) Parking

- Deployment of electronic parking kiosks



Integrated electronic parking kiosks will soon replace the City’s old, obsolete parking meters with the recommendation of procurement of the Smart Parking Kiosks approved at the 21 September 2023 Infrastructure and Transport Committee meeting. The kiosks are convenient and simple to use and can be efficiently integrated into information systems to provide valuable monitoring, audit, validation, and enforcement data. The kiosks enhance the customer parking experience and support future demand-responsive paid parking policies.

Deployment of integrated electronic parking kiosks will enable electronic recording of parking activity, freeing up parking staff to address non-compliance issues of concern to the community elsewhere in the city, such as parking on footpaths and other safety related matters. The kiosks will also support businesses and the public by enabling improved turn-over of available parking and reducing congestion due to parking space ‘hunting’.

The procurement of new kiosks is underway, and deployment is planned for early 2024.

- **Compliance Surveillance through Licence Plate Recognition (LPR)**

Licence Plate Recognition (LPR) has been deployed in Hamilton over the last year. It is currently being used in several ways from generating infringements to carpark management, and its use is continuing to develop and grow. LPR is becoming the main stay of our enforcement system and will provide a safer platform to improve compliance around the city, particularly in the evenings.

LPR is deployed through both mobile LPR vehicles (as above) and static camera installations. Hamilton currently has two LPR vehicles operating with a third funded for the current 2023/24 year. Static LPR camera installations are currently deployed in the Garden Place and Sonning carparks and are proposed for electronic monitoring and enforcement of the city’s transport network e.g., clearways and future bus lanes.

Mobile LPR also enables efficient collection of parking space occupancy data to inform effective parking management where the drivers of parking demand are particularly complex, such as for streets around the Central City, university, hospital, Frankton, Hamilton East and Rototuna.

## Transport Activity Report – Nov 23

- All Day Paid Parking**

All Day Paid Parking (ADPP) sites within the Central City boundaries have been identified by assessing the use of metered parking spaces on a street-by-street basis. Metered locations that were legitimately utilised for less than 40%, locations that were significantly abused by commuter parkers and locations that were with restrictions not 'fit for purpose' have become ADPP options.

ADPP is generally applied to only one side of the street, with provision for short stay parking on the other side of the street. 300 carparking bays with ADDP has been implemented within the following streets to date:

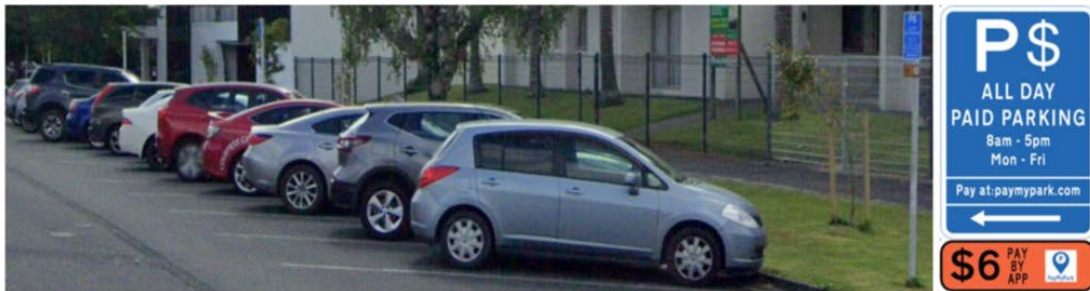
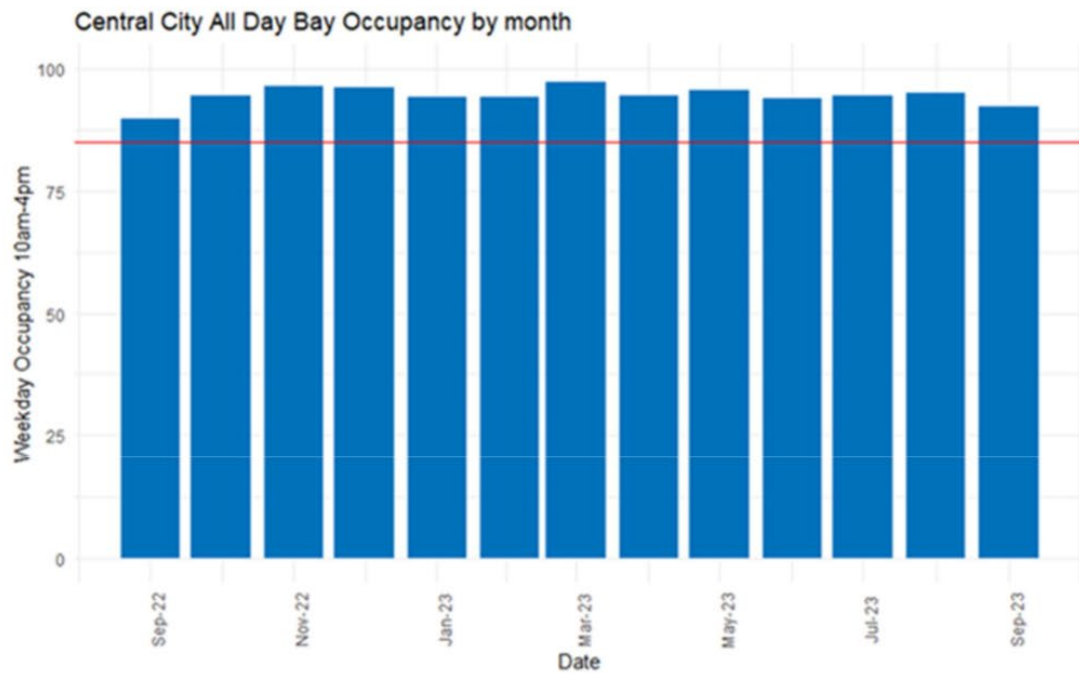
Street Name	# Total Carparks	# Total ADPP	# Total Short Term Parking	# Short Term Parking							Note
				# Metered Carparks	# P120	# P60	# P30	# P10, P5	# Mobility Carparks	# Carshare Carparks	
Clarence Street	31	17	14	13					1		
Grantham Street	109	53	56		50			1	5		P10 Loading Zone: One Bay
Hamilton Parade	37	25	12		12						
Harwood Street	75	37	38	35				2		1	
Knox Street	63	45	18	15				1	1		All Day Paid Parking includes One Mobility Carpark bay
Liverpool Street	30	15	16	14				1	1		P10 Loading Zone: One Bay Motorcycle Parking: One Bay
Nisbet Street	33	32	1					1			P10 Loading Zone: One Bay All Day Paid Parking includes Two Mobility Carpark bay
Rostrevor Street	26	10	16		14				2		
Tristram Street	79	44	35		17	12	6				
Vialou Street	52	22	30		23		5	2			

The implementation of ADPP is one way of enabling better use of available parking. For example, AADP has addressed overstaying infringements for business users in Grantham St. ADPP on the periphery of the Central City has:

- improved parking compliance by providing varied parking options that align more closely to business and customer needs;
- improved utilisation of parking spaces; and
- enabled the parking compliance team to focus on other more productive areas.



# Transport Activity Report – Nov 23



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## Transport Activity Report – Nov 23



- **Central City Integrated Multi-modal (parking management) Plan**

To inform Council's response to Central City development proposals, a Central City Integrated Multi-modal (parking management) Plan is currently under development and is expected to be completed in the first quarter of 2024. This work will:

- show how parking should be managed to support the outcomes and vision of the city, multi-modal networks and future programmes of work;
- include basic analysis of parking supply (both on and off street) and how the existing supply is being used;
- take an integrated approach that considers traffic circulation and modal priorities on different streets and how parking responds to this;
- explain how parking management can encourage and support investment in the city centre; and
- inform central city parking management in the broader context of all modes and the national ERP, and Council's Access Hamilton and Our Climate Future strategies.

- **Parking Pricing Policy**

In parallel with the Central City Integrated Multi-modal (parking management) Plan, staff are also preparing a Parking Pricing Policy for consideration by elected members in mid-2024. As outlined in the Hamilton Parking Policy, the Parking Pricing Policy will:

- set demand responsive pricing ranges that staff can manage parking within to achieve the desired 85% occupancy for effective shopper and commuter parking management, including pricing increase and decrease mechanisms and revision periods;
- ensure pricing alignment between on street parking and Council's off-street parking facilities; and
- provide further detail as to the potential for the hypothecation (ringfencing) of funds for parking management and public transport cost recovery and investment and amenity upgrades.

### 5) School Travel Planning Pilot Update

#### Recent Work

- The School Travel Planning team have been busy working with the schools in the pilot school travel planning programme. Staff have recently added Hukanui School to the list of schools already signed up. Seven of the eight schools in the programme have now signed their agreements. These schools include Hamilton West, Maeroa Intermediate, Te Ao Mārama School, Te Totara Primary, Hamilton Girls High, Rototuna High, Rototuna Primary, and now Hukanui School. The remaining school, Whitiara School, intend to sign their agreement shortly.
- Travel surveys were completed with these schools. This information has provided useful baseline data for future comparisons and planning work.
- Four of the schools took part in filming active travel videos. The videos highlight school road patrols, walking school buses, park 'n stride initiatives, and '*being active*' when travelling to and from school. The videos will be used in future school travel and safety campaigns.
- Hukanui School held a successful *World Car Free Day* event. Many students took the opportunity to bike, walk and scooter to school. Bike and scooter numbers increased on the day from 38 bikes to 57 and 32 scooters to 48.
- The term 3 '*Back to School*' communication was '*Stay Safe Out the Gate*'. Radio and social media were the two main platforms used to promote this campaign, as well as the road patrol safety video created as part of the pilot programme. The key messages to the community were '*Kids are back, slow down around schools and expect the unexpected*' and '*Choose safety over convenience outside schools, park smarter*'.
- The annual '*Helmet Design*' competition was a huge success. The competition is a great way for teachers and students to discuss cycle helmet safety in a fun and creative way. Over 2000 entries were received from various school students. Winners have recently been notified. A prize giving ceremony will be held in term 4 - the winners will receive a cycle helmet incorporating their design.
- Planning has begun with Rototuna High School on a '*Bike Project*' where we will work in collaboration with other organisations to support the students in learning various bike related content.
- Council has provided schools with A-frame signage and footpath decals to help raise safety awareness to and from schools.
- The team have worked with Council's Network Operations team to change traffic signal phasing at Ward Street/Tristram Street intersection at the key time in the afternoons to allow Hamilton Girls High School students additional time to cross this busy intersection.

#### Coming Up

- In Term 4 staff will be completing the School Travel Survey with Hukanui School and developing a School Travel Plan for signing in beginning of 2024.
- Rototuna High School will be starting their Scooter Library Trial. Scooters will be available for students to borrow overnight and bring back the following morning.

## Transport Activity Report – Nov 23

- Maeroa School currently has a koru achievement initiative running where students can earn koru in various ways. Staff will be investigating an 'Active Travel Koru Passport' initiative in Term 4 to fit with their current environmental koru.
- Consultation is planned to be undertaken with Hamilton West School and the community regarding footpath art during Term 4.
- Planning has commenced for 'Movin March' to be held in 2024. This is a month-long event offered to all Hamilton Schools to encourage active travel.
- HCC's new scooter training programme is to be delivered to the 8 pilot schools. The first school will be Rototuna Primary in November 2023.
- A Transport Safety programme will be delivered to all primary and intermediate schools over the summer terms, this includes Road Safety Education, Kids on Bikes/Scooter Programme, and Walk & Wheels Days.
- Hamilton Girls High and Rototuna High schools will participate in Bike Skills workshops to be delivered in the summer terms.
- Staff plan to deliver Walking School Bus and Park 'n Stride initiatives in the summer months.
- Delivery of the 'Bike Project at Rototuna High School will commence in Term 1 2024.
- Staff have collaborated with Waikato Regional Council on promotional events in Term 1 2024 at both Maeroa Intermediate and Hamilton Girls High School.
- Staff continue to work with Connect Hamilton on an upgrade of the Maeroa Underpass with better lighting, fresh paint and cleared vegetation.
- In in Term 4 it is anticipated the School Travel Plan webpage and school resources/activity booklets will be completed.

### Infrastructure to support school active modes.

Planned works to be completed by the end of the 2023/24 financial year:

- Hamilton West School: Footpath linking Fow Street and Pembroke Street
- Raised safety platform at Maeroa Road signalised crossing
- Whitiara School: Ulster Street/Abbotsford Street Safety and Accessibility Improvements:
  - Raised safety platform on Abbotsford Street with priority crossing for pedestrians and cyclists.
  - Central island on Ulster Street for left in/left out movements only to address crossing/turning crash problem.
  - New raised signalised pedestrian/cycle crossing on Ulster Street to connect people to local amenities and places of education
  - New bus stops closer to the intersection and crossing facilities. Removing redundant bus stops
  - Play along the way artwork – Ulster Street to Whitiara School

At the Access Hamilton Working Group meeting on 11 September 2023, the School Travel Planning team presented to Elected Members on updates, milestones and plans for School Travel Planning.



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### 6) Eastern Pathways School Link Update

Concept designs for the Eastern Pathways School Link are progressing well.

Tentative construction start dates are:

- **Enabling works** – The undergrounding and relocation of power equipment along Peachgrove Road will be undertaken in 2023/24. This work has been scoped and priced by WEL at \$2.06m.
- **Te Aroha Street/Ruakura Road Safety Improvements** – early 2024/25.
- **Peachgrove Road** – late 2024/25.
- **Peachgrove Road/Clyde Street intersection** – mid 2024/25.

#### Te Aroha Street/Ruakura Road Safety Improvements

Concepts have been completed. In October/November 2023, residents, businesses, and schools in the neighbourhoods of Te Aroha Street and Ruakura Road will be advised of the planned changes happening in their neighbourhoods.

It is anticipated the planned improvements will get underway in 2024.

#### Communications will include:

- an information brochure outlining the changes that are coming in 2024
- a letter to directly affected residents and property owners seeking feedback on any major concerns on the planned changes in front of their properties
- In addition to this staff will be working with schools on travel plans, contacting adjacent businesses directly, providing a dedicated web page, holding open days and media briefings, doing social media and advertising.

The planned changes will link with the biking connections already delivered from the City Centre and Claudelands Bridge, and the improvements on Ruakura Road towards the University.

The changes include:

- a two-way cycleway along the northern side of Ruakura Road and Te Aroha Street
- a shared path on the southern side of Te Aroha Street
- raised safety platforms on all side roads
- in lane bus stops
- reduced number of traffic lanes on Ruakura Road, between Wairere Drive and Peachgrove Road, from four lanes to two (except at the intersections)
- new landscape planting along the corridor
- mid-block crossing points to enable safer connections to Argyle Street (HBHS)
- raised intersection of Ruakura Road/ Te Aroha Street/Peachgrove Road
- stormwater management improvements to improve stormwater runoff quality
- a speed reduction to 40kmph.

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Concept for Ruakura Road is shown below:



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## Transport Activity Report – Nov 23

Concepts for Te Aroha Street are shown below:





## Transport Activity Report – Nov 23

Concept for the Peachgrove Road/Te Aroha Street/Ruakura Road intersection is shown below:



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## Transport Activity Report – Nov 23

### Peachgrove Road (Clyde Street to Te Aroha Steet/Ruakura Road) - Road Safety Improvements

The concept for Peachgrove Road o/s Hamilton Boys High School will be finalised in November 2023. The concept is shown below and shows the following planned changes:

The changes include:

- a two-way cycleway along the west side of Peachgrove Road
- raised safety platforms on side roads
- in lane bus stops where practicable, but not directly adjacent to the school
- a mid-block crossing to enable safer connections across Peachgrove Road
- stormwater management improvements to improve stormwater runoff quality
- a speed reduction to 30km/h.





## Transport Activity Report – Nov 23

### Peachgrove Road/Clyde Street Intersection Improvements

The concept for Peachgrove Road/Clyde Street intersection will be finalised in November 2023. The concept is shown below and shows the following planned changes:

The changes include:

- shared paths
- raised safety platforms on slip lanes
- raised intersection



## Transport Activity Report – Nov 23

### 7) Climate Emergency Response Fund (CERF) Vehicle Kilometres Travelled (VKT) Reduction Programme Update

In the 2022 budget, Cabinet approved funding allocated under the Climate Emergency Response Fund (CERF Initiative Programme) for nine Vote Transport initiatives to support the delivery of the Government's first Emissions Reduction Plan (ERP).

One initiative under the CERF Initiative Programme is the Vehicle Kilometres Travelled (VKT) Reduction Initiative, which includes the development of a National VKT reduction plan and VKT reduction programmes for Tier 1 and Tier 2 urban areas.

Council collaborated with Waikato and Waipaa District Councils and Waikato Regional Council (the Hamilton Tier 1 urban area) to submit an Expression of Interest (EOI) based on work already identified through existing work programmes, namely the Metro Spatial Plan and North Waikato/South Auckland area. It also sought funding to increase resource to deliver the VKT programme and assist in getting a combined communications and engagement approach across the partner Councils.

The submission has now been approved and the full \$1.56m funding allocation is shown below:

Item	Group	VKT funding requested
VKT Programme management and coordination	Resourcing	\$200,000
Communications and engagement	Comms engagement	\$350,000
Data gathering	Resourcing	\$60,000
System Optimisation Plan MSP area: staging and timing of PT, active and micro-mobility in MSP area (includes a ring fenced \$100k for bus depot planning).	Acceleration of MSP	\$600,000
Iwi led - rural access programme: will be led by Iwi and will focus on communities around key Marae - will be looking at how these communities can lead their own community transport options to ensure they can continue to access the city and other locations easily as we transition to alternative modes. This will assist with RPTP aim of identifying communities 'in greatest need'.	Acceleration of MSP	\$150,000
North Waikato and River Communities continue to optimize networks on the H2A corridor: Consider early identification of possible future work to optimise networks and look at VKT reduction gap/need. Potentially focus on early wins around Drury also looking at VKT reduction benefits of Te Huia service expansions to River Communities (current business case underway) and planning additional connectivity to these new services to align with business case review.	PT planning	\$200,000
<b>Total</b>		<b>\$1,560,000</b>

## Transport Activity Report – Nov 23

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### 8) Climate Emergency Response Fund (CERF) Transport Choices Programme Update

At the time of writing this report 4 projects have been completed. The completed projects are:

- Project 22 Lake Road/Commerce Street
- Project 25 Pembroke Street – o/s YMCA
- Project 26 Killarney Road – Queens Avenue to the Western Rail Trail
- Project 27 Anglesea Street (south)

Since the last CERF Delivery Update report to this Committee on 21 September 2021, Waka Kotahi have made two key announcements:

- The Ministers of Finance and Transport have granted a 12-month extension to all initiatives within the programme to 30 June 2025. The extension is intended to enable sufficient time for procurement and construction. For those councils that require it, Waka Kotahi have extended the detailed design deadline from 29 September 2023 to 27 October 2023, to complete community engagement and finalise designs. *The latter does not apply to HCC as we have completed community engagement and detailed design work for all projects.*
- Waka Kotahi needs to identify \$50 million in savings to be returned to the Crown from the original Climate Emergency Response Fund (CERF), predominantly drawn from the Transport Choices package. Waka Kotahi is assessing and prioritising the overall national programme to confirm where the savings can be made. The Minister of Transport will be informed of the final project list for the Transport Choices programme in early December 2023.

In relation to point b above, Waka Kotahi have informed councils they need to reduce the overall value of their programmes by 10%. Staff have reviewed the programme and made the following changes to accommodate the instruction from Waka Kotahi:

- Project 8 (Lake Domain to WRT) - not progressing to implementation as part of CERF.
- Project 13 (Bike Parklets) - constructing only the Grey Street & Braid Road parklets – Barton Street parklet not progressing to implementation as part of CERF.
- Project 18 (Hall Street/Mill Street - design only) – not progressing as part of CERF.
- Project 24 (Hyde Avenue) - not progressing to implementation as part of CERF.
- Project 25 (Pembroke Street) – YMCA site already delivered. Placemakers site not progressing to implementation as part of CERF.
- Project 9 (Killarney Rd Level Crossing) - reduced project contingency

With the previous decision not to progress Thackeray Street to implementation, this results in a revised total programme forecast of \$33,310,000, comprised of:

- \$30,003,500 from Waka Kotahi
- \$3,306,500 from HCC

2. The above information is reflected in the table below.

## Transport Activity Report – Nov 23

Pr #	Project	Total Forecast	HCC Share %	WK Share	HCC Share
1	Bader Street Connection to River Path, and Hospital	\$3,900,000	10%	\$3,510,000	\$390,000
2	Killarney Road – SH1C Greenwood Street to Western Rail Trail (WRT)	\$1,900,000	10%	\$1,710,000	\$190,000
3	Gallagher Drive and Kahikatea Drive	\$1,000,000	10%	\$900,000	\$100,000
4	Heaphy Terrace – Boundary Road to Brooklyn Road	\$1,350,000	10%	\$1,215,000	\$135,000
5	Brooklyn Road Pedestrian crossing + Cycle Lane development	\$1,500,000	10%	\$1,350,000	\$150,000
6	Claudlands Park Connection	\$750,000	10%	\$675,000	\$75,000
7	End of Trip Facilities - Bike and Scooter Parking	\$770,000	10%	\$693,000	\$77,000
8	Frankton East / Lake Domain to Western Rail Trail - <b>NOT PROGRESSING</b>	\$130,000	10%	\$117,000	\$13,000
9	Level Crossing – Killarney Road	\$680,000	10%	\$612,000	\$68,000
10	Bus shelter replacements	\$1,210,000	10%	\$1,089,000	\$121,000
11	Thackeray Street bus stops - <b>NOT PROGRESSING</b>	\$70,000	10%	\$63,000	\$7,000
12	Hukanui Road bus stops	\$800,000	10%	\$720,000	\$80,000
13a	Bike Parklets - Grey Street, St. Andrews Shops	\$530,000	10%	\$477,000	\$53,000
13b	Bike Parklets – Barton Street - <b>NOT PROGRESSING</b>	\$0	10%	\$0	\$0
14	Tristram Street/Anzac Parade – walking and cycling link from Palmerston to Clarence Street	\$1,000,000	10%	\$900,000	\$100,000
15	Hayes Paddock – crossing, bus stop improvement, intersection recon. Bike parking, local interactive space	\$1,200,000	0%	\$1,200,000	\$0
16	Western Rail Trail (WRT) to Frankton Station	\$1,000,000	10%	\$900,000	\$100,000
17	Rifle Range Road - SH23 (Massey Street) to Avalon Drive (SH1C)	\$3,500,000	10%	\$3,150,000	\$350,000
18	Hall Street/Mill Street - between Kent Street & Victoria Street - <b>NOT PROGRESSING</b>	\$75,000	10%	\$67,500	\$7,500
19	Riverlea Connections	\$1,810,000	10%	\$1,629,000	\$181,000
20	River Road Footpath western side – Kirikiriroa Bridge to Comries Road	\$1,800,000	0%	\$1,800,000	\$0
21	Horsham Downs Road	\$1,500,000	10%	\$1,350,000	\$150,000
22	Lake Road/Commerce Street Roundabout - <b>COMPLETED</b>	\$1,220,000	20%	\$976,000	\$244,000
23	Rotokauri Road / Baverstock Road Bus Stop and Accessibility	\$1,030,000	20%	\$824,000	\$206,000
24	Hyde Avenue Bus Stop and Accessibility - <b>NOT PROGRESSING</b>	\$75,000	20%	\$60,000	\$15,000
25a	Pembroke Street bus stops o/s YMCA - <b>COMPLETED</b>	\$550,000	20%	\$440,000	\$110,000
25b	Pembroke Street bus stops o/s Placemakers - <b>NOT PROGRESSING</b>	\$0	20%	\$0	\$0
26	Killarney Road – Queens Avenue to Western Rail Trail (WRT) - <b>COMPLETED</b>	\$1,240,000	10%	\$1,116,000	\$124,000
27	Anglesea Street (south) Bus Stop Improvement - <b>COMPLETED</b>	\$400,000	10%	\$360,000	\$40,000
28	Level Crossings – Claudlands East and Brooklyn Road	\$2,200,000	10%	\$1,980,000	\$220,000
29	Bike Parking in Schools - Complementary Measures	\$120,000	0%	\$120,000	\$0
		<b>\$33,310,000</b>		<b>\$30,003,500</b>	<b>\$3,306,500</b>

## Transport Activity Report – Nov 23

An update on each of the projects is included as **Attachment 4**.

A summary of projects including indicative construction timing is included as **Attachment 5**.

Following macroscope approval of the remaining Transport Choices projects at the Infrastructure and Transport Committee on 21 September 2023, communications and engagement staff have been preparing to close the loop with residents, businesses and stakeholders who received letters and emails about projects over the last few months.

The HCC webpage has been updated with the latest information for all projects. People can learn more about the work programme by visiting [hamilton.govt.nz/CERF](https://hamilton.govt.nz/CERF).

Letter and email updates will be sent to all residents, businesses, and stakeholders by the end of December 2023. Construction notification letters will be sent out for projects that are to be constructed before Christmas, with general update letters provided for all remaining projects ahead of the delivery of construction notification letters in 2024.

Although formal engagement has been completed, staff are continuing to work with key stakeholders on minor details that are important to them for specific projects. This is primarily focused on operational issues to support businesses, such as parking arrangements.

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### HCC CERF Transport Choices Programme - Project Update – August 2023

Project	1 - Bader Street connection to River Path and Hospital			Project Status	On track	
Objective	We are providing a safe and accessible connection from Bader community to the river path utilising existing pathways in Melville Park, and the hospital via Lorne Street. Improving pedestrian/cycling facilities at the Normandy Avenue/ Cobham Drive and Normandy Avenue/Lorne Street intersections.					
Allocated Budget	Total Budget	\$3,900,000	HCC Contribution	\$390,000	CERF Contribution	\$3,510,000
What will be done	<ul style="list-style-type: none"><li>• Normandy Ave shared path upgrades from Bader Street to Cobham Drive</li><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><li>• Signalised pedestrian crossing on Lorne Street, providing access to an existing Hospital path</li></ul>					
Indicative Timing	ITC Approval	21 Sep 2023	Construction Start	February 2024	Construction Completion	Jun 2024
November 2023 update	The design package was submitted to Waka Kotahi is late September 2023, for their internal review and this has now been design approved. A contractor has been Identified to construct this project.					

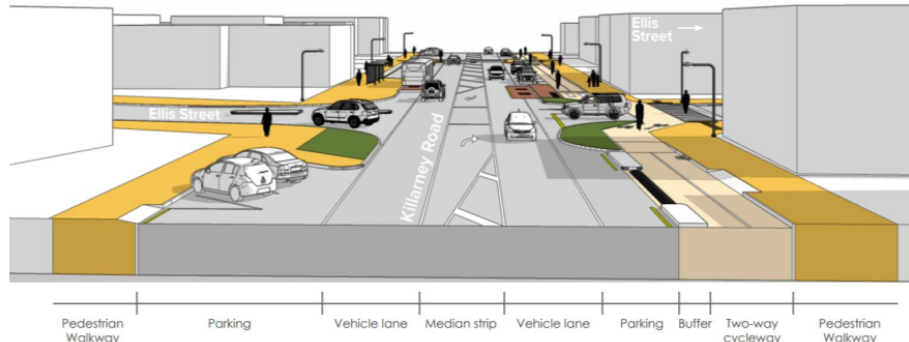
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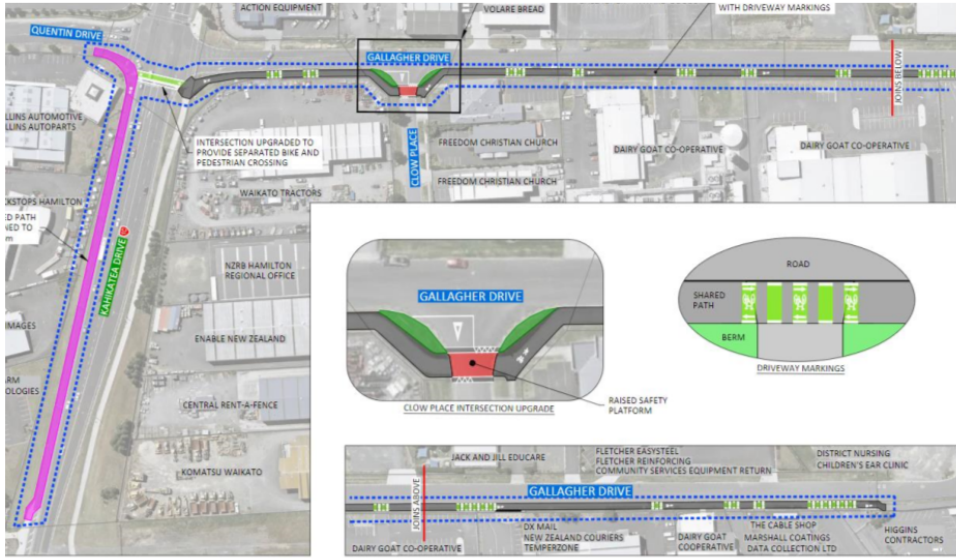


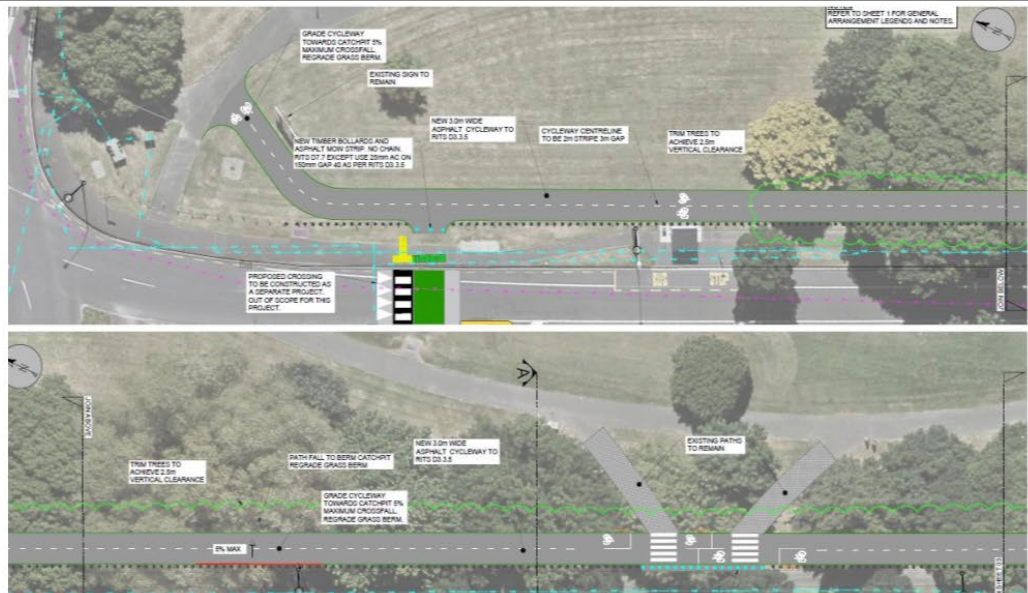
Bader Street visualisation




Lorne Street Visualisation

Project	2 - Killarney Road – SH1C Greenwood Street to Western Rail Trail (WRT)			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	\$1,65	HCC Contribution	\$165,000	Waka Kotahi Contribution	\$ 1,485,000
What will be done	<ul style="list-style-type: none"><li>• Bi-directional cycleway fully protected from traffic</li><li>• Raised crossing on northern side roads</li><li>• Intersection improvements at Killarney Lane</li></ul>					
Indicative Timing	ITC Approval	21 Sep 2023	Construction Start	Jan 2024	Construction Completion	Apr 2024
November 2023 update	<p>The design package was submitted to Waka Kotahi is late September 2023, for their internal review and this has now been design approved.</p> <p>Staff are working with Waka Kotahi, who are delivering the Road to Zero Project at Greenwood/Killarney Road, to ensure the impacts on the public are minimised.</p> <p>A contractor has been Identified to construct this project.</p>					
Current Design						

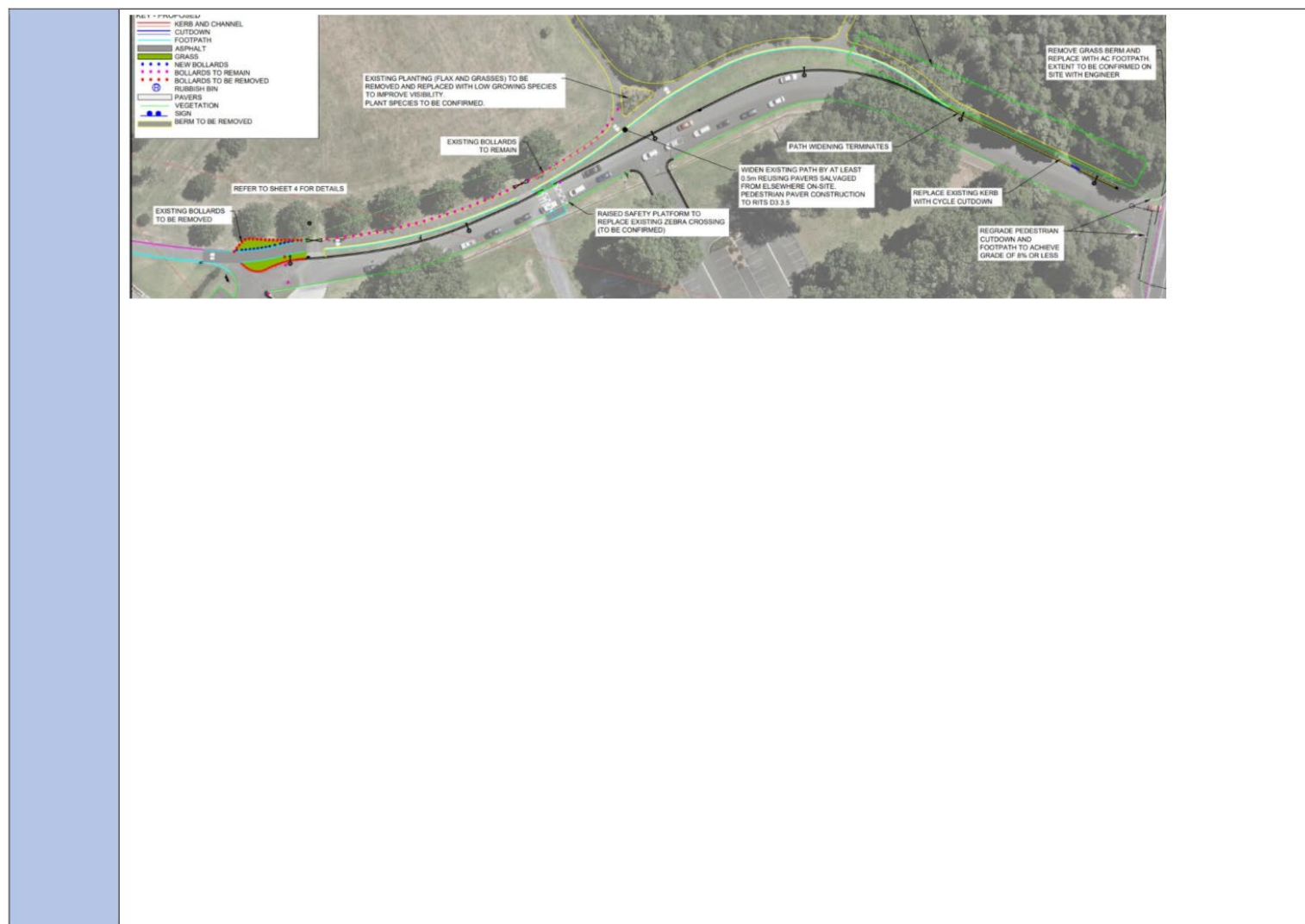
Project	3 - Gallagher Drive and Kahikatea Drive			Project Status	On track	
Objective	We are improving connections from Western Rail Trail (WRT) to Gallagher Drive and the Melville community by way of new pedestrian/cycle crossing at Kahikatea Drive (SH1C), improving existing shared path facilities.					
Allocated Budget	Total Budget	\$1,000,000	HCC Contribution	\$100,000	Waka Kotahi Contribution	\$900,000
What will be done	<ul style="list-style-type: none"><li>Dual pedestrian and cycle crossing at the existing SH1C/Gallagher Drive signalised intersection</li><li>Widen existing footpath to shared path on SH1C between Gallagher Drive and WRT</li><li>Upgraded shared path on Gallagher Drive, including access controls to passively enforce parking restrictions.</li><li>CPTED review and improvements for off-road routes</li></ul>					
Indicative Timing	ITC Approval	20 Jul 2023	Construction Start	Dec 2023	Construction Completion	Mar 2024
November 2023 update	The design package was submitted to Waka Kotahi is late September 2023, for their internal review and this has now been design approved. A contractor has been Identified to construct this project.					
Current Design						

Project	4 - Heaphy Terrace – Boundary Road to Brooklyn Road			Project Status	On track	
Objective	We are providing a separated cycle link from Fairfield community and existing cycle lanes to Grey Street cycle facilities, as well as Eastern Pathways School Link. It compliments Claudelands East Intersections project					
Allocated Budget	Total Budget	\$1,350,000	HCC Contribution	\$135,000	Waka Kotahi Contribution	\$1,215,000
What will be done	<ul style="list-style-type: none"><li>Off-road cycle facility and footpath improvements adjacent to Claudelands Park</li><li>Address safety concerns at the Claudelands carpark entrance/exits</li><li>Raised safety Platform across Heaphy Terrace, in front of the Mosque</li></ul>					
Indicative Timing	ITC Approval	20 Jul 2023	Construction Start	Nov 2023	Construction Completion	Feb 2024
November 2023 update	The design package was submitted to Waka Kotahi is late September 2023, for their internal review and this has now been design approved. A contractor has been Identified to construct this project.					
Current Design						



Project	5 - Brooklyn Road Cycle Lane + Pedestrian Crossing			Project Status	On track	
Objective	We are providing controlled crossings at midblock points on Brooklyn Road to connect the local communities and visitors to Claudelands Park and community facilities. In addition, a safe cycle connection from Five Crossroads to Claudelands East Intersection					
Allocated Budget	Total Budget	\$1,500,000	HCC Contribution	\$150,000	Waka Kotahi Contribution	\$1,350,000
What will be done	<ul style="list-style-type: none"><li>• Priority pedestrian/cycle crossings</li><li>• On-road separated cycle lanes</li><li>• Adjust parking arrangements at Five Crossroads to mitigate conflict with people on bikes as they come off-road to access bike parking.</li><li>• Adjust on-street parking, to allow for cycleway</li></ul>					
Indicative Timing	ITC Approval	21 Sep 2023	Construction Start	March 2024	Construction Completion	June 2024
November 2023 update	The design package was submitted to Waka Kotahi in late September 2023, for their internal review and this has now been design approved. A contractor has been Identified to construct this project.					
Current Design						

Project	6 - Claudelands Park Connection			Project Status	On track	
Objective	By upgrading the existing path through Claudelands Park, users to safely connect to the park, and communities east of Brooklyn Road and Claudelands area, as well as existing and future cycling facilities. It compliments Claudelands East Intersections project and provides a link to Eastern Pathways School Link utilising the Brooklyn Road crossing and quiet streets.					
Allocated Budget	Total Budget	\$ 750,000	HCC Contribution	\$75,000	Waka Kotahi Contribution	\$675,000
What will be done	<ul style="list-style-type: none"><li>Off-road cycle facility and footpath improvements</li><li>Address safety concerns at the Claudelands gate 2 entrance/exits</li><li>Improve lighting and CPTED treatments</li></ul>					
Indicative Timing	ITC Approval	March 2023 (Complete)	Construction Start	Nov 2023	Construction Completion	Feb 2024
November 2023 update	The design package was submitted to Waka Kotahi is late September 2023, for their internal review and this has now been design approved. A contractor has been Identified to construct this project.					
Current Design	<div><div><div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></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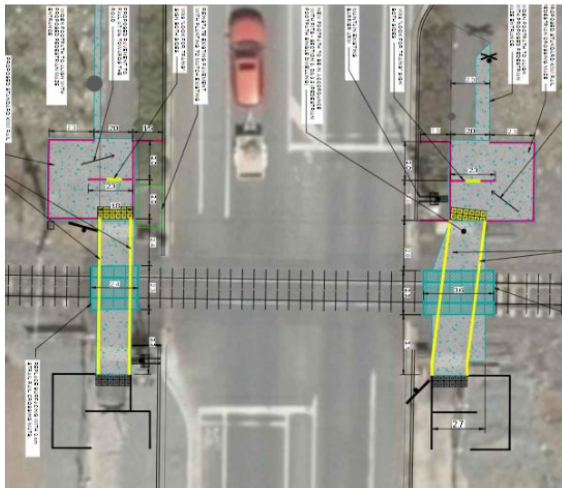




Project	7 - End of Trip Facilities - Bike and Scooter Parking			Project Status	On track	
Objective	A city-wide bike and scooter parking survey was undertaken in 2022. Key outcomes from the survey included: <ul style="list-style-type: none"><li>Most people want to be able to park outside of parks and playgrounds or outside of local shops – they also need to be conveniently placed near key locations that are secure and visible</li><li>Some key locations identified were Lake Domain, Grey Street, Te Awa Shopping Centre, Waikato Hospital and at the 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 Hamilton.</li></ul>					
Allocated Budget	Total Budget	\$770,000	HCC Contribution	\$77,000	Waka Kotahi Contribution	\$693,000
What will be done	This project is assessing the locations, priority and type of facility (short, medium and long term), through to implementation. Preferred locations from the survey were reviewed by staff, based on the following criteria: <ul style="list-style-type: none"><li>Ease of access- all the site are either on street or within council own facilities</li><li>Popularity – cyclists and scooter users will use them regularly</li><li>Buildability – ease of construction, access, and minimum parking change are required</li><li>Cost - cost of the installation, to meet budget requirements.</li></ul>					
Indicative Timing	ITC Approval	March 2023	Construction Start	Sep 2023	Construction Completion	Apr 2024
November 2023 update	The bike racks and shelters have been ordered and are expect in December 2023. The design package was submitted to Waka Kotahi is late September 2023, for their internal review and this has now been design approved. A contractor has been Identified to construct this project.					

Project	8 - Frankton East / Lake Domain to Western Rail Trail			Project Status		Not proposed to progress to implementation	
Objective	Improve connections from WRT to east Frankton and Lake Domain communities, and recreational areas by way of upgrading existing facilities and safety (including personal safety) and forming new connections to the WRT at the end of quiet streets.						
Allocated Budget	Total Budget	\$0	HCC Contribution	\$0	Waka Kotahi Contribution		\$0
What will be done	<ul style="list-style-type: none"><li>• New pedestrian/cycle crossing facilities on Lake Domain Drive</li><li>• Upgrade existing shared path connecting to Lake Domain Drive and Lake path from WRT</li><li>• New shared path connections from end of cul-de-sac to WRT</li><li>• Lighting assessment and improvements along shared paths</li></ul>						
Indicative Timing	ITC Approval	21 September 2023	Construction Start	N/A	Construction Completion		N/A
November 2023 update							






Project	9 - Level Crossing – Killarney Road			Project Status	At Risk – Timing of KiwiRail Works	
Objective	We are proposing to upgrade the pedestrian level crossing Killarney Road. Previous assessments confirmed that they require safety upgrades. This location is part of the key connection between West Hamilton and the WRT.					
Allocated Budget	Total Budget	\$750,000	HCC Contribution	\$75,000	Waka Kotahi Contribution	\$675,000
What will be done	<ul style="list-style-type: none"><li>• Install Pedestrian and cycle maze</li><li>• Upgrade footpath</li><li>• Install / replace matting to prevent trip hazard</li><li>• Resurface carriageway on approaches to improve surface and rider comfort for on road cyclists</li></ul>					
Indicative Timing	ITC Approval	20 Jul 2023	Construction Start	May 2024	Construction Completion	June 2024
November 2023 update	<p>The design package was submitted to Waka Kotahi is late September 2023, for their internal review and this has now been design approved.</p> <p>A new report to provide context around what is ‘safe and practicable’ within the timeframes to improve the site.</p>					
Current Design						

Project	10 – Bus Shelter Replacements			Project Status	On track	
Objective	HCC has a programme to upgrade and install new shelters in high priority sites. However, due to funding limitations there are many locations with old shelters which require replacing to improve user experience and safety. This will support the NLTP bus shelter programme.					
Allocated Budget	Total Budget	\$1,210,000	HCC Contribution	\$121,000	Waka Kotahi Contribution	\$1,089,000
What will be done	The improvements include, but not limited to, the following: <ul style="list-style-type: none"><li>• Replace existing shelters or install new</li><li>• Accessible kerbs and tactile paving</li><li>• Upgrade signage</li><li>• Localised footpath improvements</li><li>• Select locations with green roof and/or solar panels</li></ul>					
Indicative Timing	ITC Approval	March 2023	Construction Start	Dec 2023	Construction Completion	May 2024
November 2023 update	Final locations have been confirmed and consultation letters have been sent to affected residents. Funding has been secured through Waka Kotahi and the bus shelters order has been placed.					
Current Design	<div></div> <div></div>					

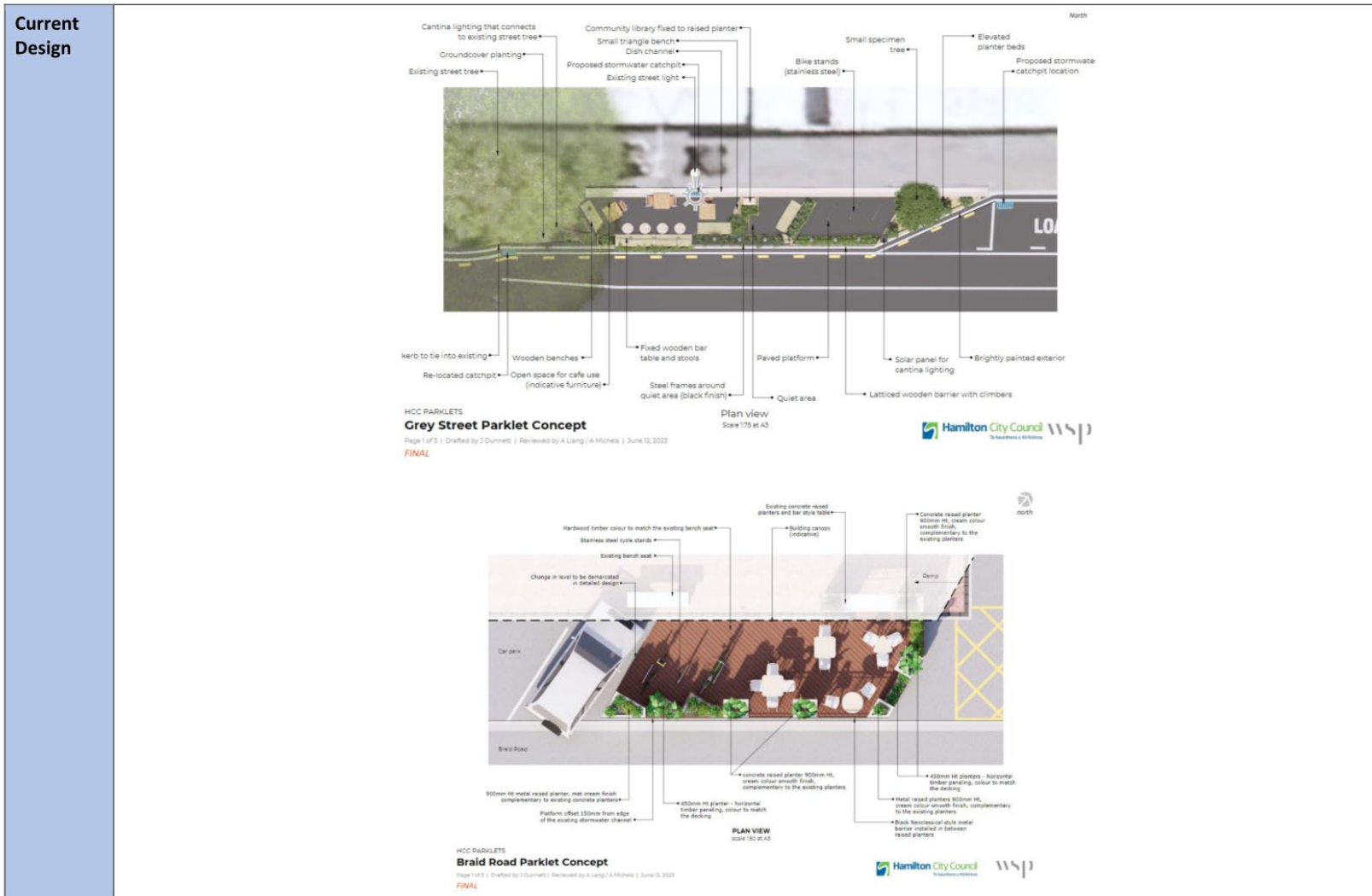
Project	11 - Thackeray Street bus stops				Project Status	Not proposed to progress
Objective	To improve the level of service for the Comet route, existing bus stops will be upgraded, and a new crossing implemented for accessibility. Overall, this will improve connections to the nearby medical clinics and amenities, as well as connecting to the Tristram / Collingwood Street project.					
Allocated Budget	Total Budget	\$0	HCC Contribution	\$0	Waka Kotahi Contribution	\$0
What will be done	Items identified in scope are: <ul style="list-style-type: none"><li>• Upgrade bus stops and shelters on Thackeray Street</li><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><li>• Raised zebra crossing</li></ul>					
Indicative Timing	ITC Approval	March 2023	Construction Start	N/A	Construction Completion	N/A
August 2023 update	Project removed from the programme, following consultation with FENZ					
Current Design						



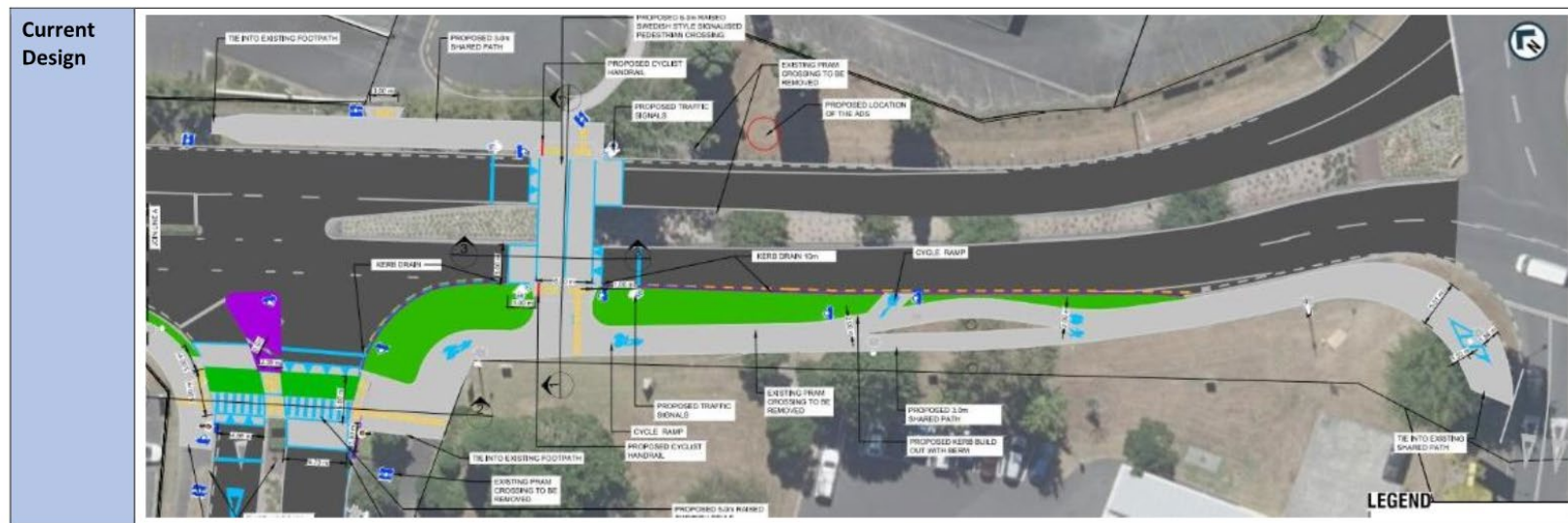
Project	12 - Hukanui Road bus stops			Project Status	On track	
Objective	The Rototuna Rocket is a future proposed high-frequency route that will largely follow the alignment of the existing Route 16 – Rototuna to Hamilton CBD. As part of that route, the bus stops on Hukanui Road (north of Wairere Drive) will be upgraded and relocated. A new crossing will be implemented for accessibility, overall improving connections to local communities and existing walking and cycling facilities. In addition, this complements the Wairere Drive / Hukanui Road roundabout LCLR Road to Zero project.					
Allocated Budget	Total Budget	\$800,000	HCC Contribution	\$80,000	Waka Kotahi Contribution	\$720,000
What will be done	<ul style="list-style-type: none"><li>Relocate and upgrade bus stops on Hukanui Road</li><li>New shelters</li><li>Localised kerb build outs and footpath upgrades</li><li>New signalised raised crossing</li></ul>					
Indicative Timing	ITC Approval	March 2023	Construction Start	Jan 2024	Construction Completion	Apr 2024
November 2023 update	The design package was submitted to Waka Kotahi is late September 2023, for their internal review and this has now been design approved. A contractor has been Identified to construct this project.					
Current Design						



Project	13 - Bike Parklets – Grey Street and St Andrews Shops			Project Status	On track	
Objective	This project has been identified by HCC, to formalise and permanently install bike parklets at three locations across Hamilton. These are: <ul style="list-style-type: none"><li>• Grey Street (shopping precinct)</li><li>• Braid Road (outside St. Andrews Shops)</li></ul> Grey Street already has temporary bike parking within on-street car park spaces. This improvement will make them permanent, in addition to streetscaping and seating areas. This will be done with a combination of kerb buildouts, bike/scooter racks along with planting and seating.					
Allocated Budget	Total Budget	\$530,000	HCC Contribution	\$25,000	Waka Kotahi Contribution	\$225,000
What will be done	<ul style="list-style-type: none"><li>• The manufacture and installation of bike parking</li><li>• New kerb buildouts</li><li>• Planting and seating</li></ul>					
Indicative Timing	ITC Approval	March 2023	Construction Start	Jan 2024	Construction Completion	Mar 2024
November 2023 update	The design package was submitted to Waka Kotahi is late September 2023, for their internal review and this has now been design approved. Due to funding constraints the Barton Street site, has been removed from the scope. A contractor has been Identified to construct this project.					

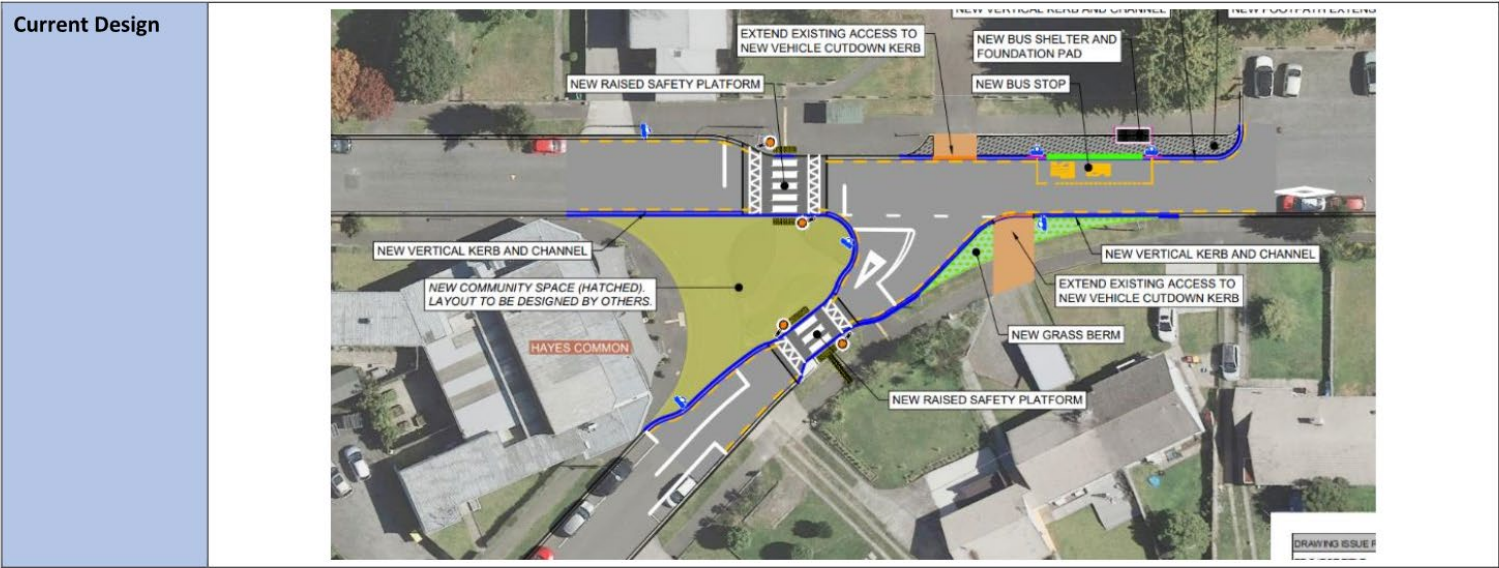


Project	14 - Tristram Street/Anzac Parade – walking and cycling link from Palmerston to Clarence Street			Project Status	On track	
Objective	There is a lack of safe infrastructure for pedestrians and cyclists to gain access from Palmerston Street and Clarence Street to the central city due to the dual lane Tristram Street/Anzac Parade roundabout and traffic volumes. This project will provide a safe and accessible connection from Palmerston Street to Clarence Street by way of installing a dual signalised crossing on Tristram Street, safety improvements at the Clarence Street intersection, and improving existing connection from Palmerston Street to Tristram Street footpath.					
Allocated Budget	Total Budget	\$ 1,000,000	HCC Contribution	\$100,000	Waka Kotahi Contribution	\$900,000
What will be done	<ul style="list-style-type: none"><li>• New shared path from Palmerston Street to Clarence Street, tying into recently upgraded shared path as part of Tristram/Anzac roundabout safety project</li><li>• Reduce kerb radii and raised platform at the Clarence Street / Tristram Street intersection</li><li>• New signalised pedestrian / cycle crossing on Tristram Street connecting to Clarence Street and Anglesea Street</li><li>• Lighting assessment and improvements</li></ul>					
Indicative Timing	ITC Approval	March 2023	Construction Start	Jan 2024	Construction Completion	March 2024
November 2023 update	The design package was submitted to Waka Kotahi is late September 2023, for their internal review and this has now been design approved. A contractor has been Identified to construct this project.					



Project	15 - Hayes Paddock – crossing, bus stop improvement, intersection recon. Bike parking, local interactive space			Project Status	On track	
Objective	The Hayes Common, Hayes Paddock and Wellington Street Beach is an area which attracts a lot of visitors to the area either by walking, biking, and other sustainable modes. There are also local residents who access the river path or nearby café. It has been observed on site the Plunket Terrace and Jellicoe Drive intersection causes confusion to drivers, and there is a strong desire line for pedestrians to cross there to access the river, playground, and café. Safety and accessibility issues identified are: <ul style="list-style-type: none"><li>• Drivers use the intersection to complete U-turns, especially when visitors are looking for a carpark.</li><li>• Obstructive parking near the intersection and driveways</li><li>• The pedestrian crossing gets obstructed by the buses when they stop</li><li>• Entry speeds into Plunket Terrace are high and visibility of pedestrians at the crossing is blocked by parked vehicles.</li></ul>					
Allocated Budget	Total Budget	\$1,200,000	HCC Contribution	\$0	Waka Kotahi Contribution	\$1,200,000
What will be done	<ul style="list-style-type: none"><li>• Bus stop relocation and upgrade</li><li>• Raised pedestrian crossings</li><li>• Removal of left slip lane and Intersection improvements</li><li>• Community space outside Hayes Common Café</li><li>• Tighten kerb radii at Plunket Terrace</li><li>• Install new road markings</li><li>• Install wayfinding signage and bike parking</li></ul>					
Indicative Timing	ITC Approval	20 Jul 2023	Construction Start	March 2024	Construction Completion	Apr 2024
August 2023 update	The design package was submitted to Waka Kotahi is late September 2023, for their internal review and this has now been design approved. A contractor has been Identified to construct this project. A letter has been sent to resident, updating them of progress.					






Project	16 - Western Rail Trail (WRT) to Frankton Station			Project Status	On track	
Objective	A strong pedestrian desire line from the WRT through to Frankton Rail Station has been identified. This project will be installing an extension of the WRT to the rail station to provide a safe and accessible connection for both walking and cycling. As well as personal safety improvements for this connection and around the station. This complements the installation of a new covered bike shelter at the rail station to cater for train users, especially those using the Te Huia rail service.					
Allocated Budget	Total Budget	\$1,000,000	HCC Contribution	\$100,000	Waka Kotahi Contribution	\$900,000
What will be done	Interventions include: <ul style="list-style-type: none"><li>Construct a new shared path from the WRT to the Frankton Rail Station carpark and railway platform</li><li>Upgrade existing and install new LED lighting columns adjacent to the new path and car park.</li><li>Review existing CCTV locations and install where required to improve security at the station for all users</li><li>Improve pedestrian wayfinding to the rail station</li></ul>					
Indicative Timing	ITC Approval	30 May 2023	Construction Start	December 2023	Construction Completion	Feb 2024
August 2023 update	Agreement between HCC, WRC and Kiwirail staff on location of path and bike parking facility. Conformation of the contaminated land requirements are being confirmed by staff for the path.					

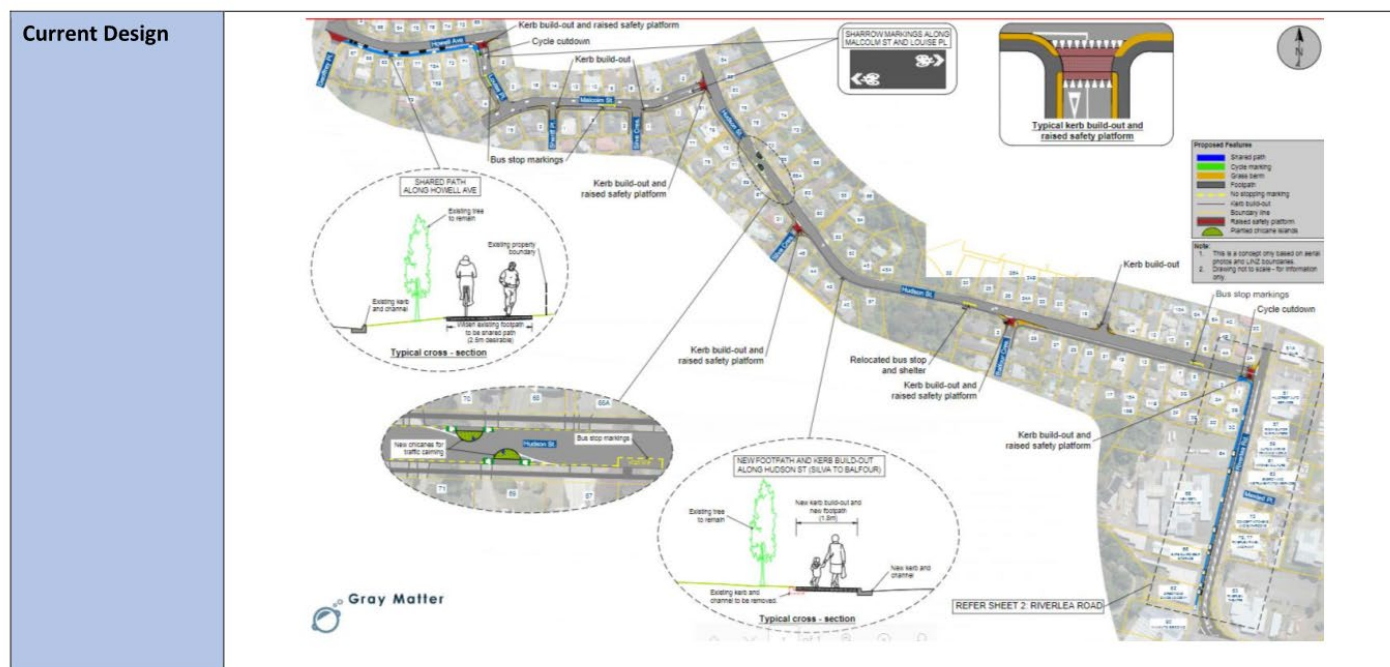


Project	17 - Rifle Range Road - SH23 (Massey Street) to Avalon Drive (SH1C)			Project Status	On track	
Objective	We are providing safe connections for people on bikes to the intersection with SH23 and Avalon Drive underpass, St Columba's and Frankton schools, as well as linkages for Dinsdale and Frankton communities. It compliments Waka Kotahi's Boost projects at Norton Road/SH1C roundabout and Massey Street (SH23) roundabout (Dinsdale), and NLTP low cost low risk pedestrian crossing project.					
Allocated Budget	Total Budget	\$3,500,000	HCC Contribution	\$350,000	Waka Kotahi Contribution	\$3,150,000
What will be done	<p>The project will provide a safe and accessible link, containing the following improvements:</p> <ul style="list-style-type: none"><li>• The installation of uni-directional on-road cycle lanes along Rifle Range Road with light separation</li><li>• 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</li><li>• Dual Pedestrian/cycle zebra crossings on raised safety platforms</li><li>• Upgrade bus stops with bypasses for cyclists</li></ul>					
Indicative Timing	ITC Approval	21 Sep 2023	Construction Start	Dec 2023	Construction Completion	February 2024
November 2023 update	<p>The design package was submitted to Waka Kotahi is late September 2023, for their internal review and this has now been design approved.</p> <p>A contractor has been Identified to construct this project.</p>					
Current Design	<p style="text-align: center;">Section of Rifle Range Road Design</p>					

Project	18 - Hall Street/Mill Street - between Kent Street & Victoria Street			Project Status	Not proposed to progress any further	
Objective	We are completing <u>pre-implementation work only</u> for a safe and accessible connection on Mill Street and Hall Street. This corridor is a key east-west route in the Strategic network.					
Allocated Budget	Total Budget	\$0	HCC Contribution	\$0	Waka Kotahi Contribution	\$0
What will be done	<ul style="list-style-type: none"><li>• Separated cycleways on Mill Street and Hall Street between Kent Street and Victoria Street</li><li>• Signalised crossing at Ulster Street and quiet street on Mill Lane to connect to Victoria Street</li><li>• Tightened kerb radii and improved pedestrian crossing facilities at the Seddon Road intersection</li><li>• Tightened kerb radii to improve pedestrian crossing facilities at Kent Street, Lake Road, and Victoria Street intersections</li><li>• New street planting between Ulster Street and Norton Road</li></ul>					
Indicative Timing	ITC Approval	7/3/23 (Complete)	Construction Start	N/A	Construction Completion	N/A
August 2023 update	Due to funding constraints the project has been removed from the Transport Choices programme.					
Proposed Design						



Project	19 – Riverlea Connections			Project Status	On track	
Objective	We are providing safe and accessible connections for people on bikes from/to Riverlea area with the recently implemented Howell Ave and SH1C walking and cycling facilities via local roads and quiet residential streets, thus making it more favourable for all ages and abilities. It also connects to the Wider Hillcrest area and existing cycle network, including the Te Awa River Ride. In addition, it will provide/improve connections to local parks, nearby communities, and local schools.					
Allocated Budget	Total Budget	\$1,810,000	HCC Contribution	\$181,000	Waka Kotahi Contribution	\$1,629,000
What will be done	Interventions include: <ul style="list-style-type: none"><li>• Off-road shared path on Howell Avenue, and Riverlea Road protecting users from heavy vehicles</li><li>• Install traffic calming measures</li><li>• Tighten kerb radii at intersections and raised safety platforms</li><li>• Bus stop improvements</li></ul>					
Indicative Timing	ITC Approval	Sept 2023	Construction Start	Feb 2024	Construction Completion	April 2024
August 2023 update	The design package was submitted to Waka Kotahi in late September 2023, for their internal review and this has now been design approved. A contractor has been Identified to construct this project.					



Project	20 - River Road Footpath western side – Kirikiriroa Bridge to Comries Road			Project Status	On track	
Objective	This project will resolve a missing link in Hamilton’s pedestrian network which is required to service the local community. Users currently walk along the grass berm to gain access to their destination. Installation of a new footpath at this location will improve accessibility and uptake of walking and recreational walking by the river, as well as link to the Kirikiriroa Bridge which connects to Wairere Drive and Flagstaff area.					
Allocated Budget	Total Budget	\$1,800,000	HCC Contribution	\$0	Waka Kotahi Contribution	\$1,800,000
What will be done	Interventions include: <ul style="list-style-type: none"><li>• New footpath approx. 1.3km in length</li><li>• Two raised pedestrian crossings, located outside 1066 and 977 River Road</li></ul>					
Indicative Timing	ITC Approval	21 Sep 2023	Construction Start	April 2024	Construction Completion	June 2024
November 2023 update	The design package was submitted to Waka Kotahi in late September 2023, for their internal review and this has now been design approved. A contractor has been Identified to construct this project.					



Project	21 - Horsham Downs Road Bus Stops			Project Status	On track	
Objective	The Rototuna bus service currently travels through and stops in the Rototuna Shopping Centre. This creates several safety issues, as well, reducing the efficiency and reliability of the service. To overcome these issues, new stops on Horsham Downs Road adjacent to the Shopping Centre are proposed. This links to the recent NLTP project for walking and cycling safety improvements at the Horsham Downs Road/Thomas Road roundabout. The proposals are supported by Waikato Regional Council and is aligned with their long term network planning.					
Allocated Budget	Total Budget	\$1,500,000	HCC Contribution	\$150,000	Waka Kotahi Contribution	\$1,350,000
What will be done	Interventions include: <ul style="list-style-type: none"><li>• Bus stops and shelters on Horsham Downs Road</li><li>• New signalised crossing on a raised safety platform between bus stops</li><li>• Bus stop bypasses for people on bikes</li><li>• Extend shared path to connect to the Horsham Downs Road/Thomas Road roundabout project</li><li>• Vehicle access treatments to improve safety for pedestrians, cyclists, and other active modes</li></ul>					
Indicative Timing	ITC Approval	20 Jul 2023	Construction Start	Jan 2024	Construction Completion	Mar 2023
November 2023 update	A safe System audit has been undertaken, which invited a number pf people with disability to take part in the audit, this provided to team with a comprehensive report covering all users. Following this audit, detail design is being progressed, and some modification will be made to ensure: <ul style="list-style-type: none"><li>• The bus buildouts allow for a 1.5m clear boarding facility</li><li>• Vehicles move slowly in and out of the driveways</li><li>• The cycleway, near the bus stops are delineated by red road marking and a white line</li><li>• Removal of the timing point</li></ul> The design package was submitted to Waka Kotahi in late September 2023, for their internal review and this has now been design approved. A contractor has been Identified to construct this project.					





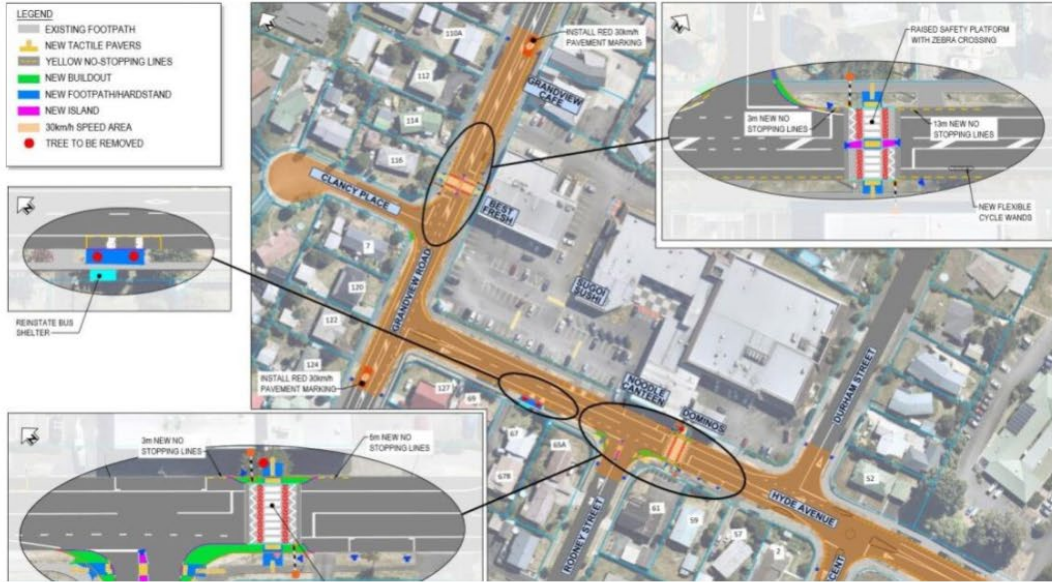
Project	22 - Lake Road/Commerce Street Roundabout			Project Status	complete	
Objective	Bus service reliability for the Meteor route will be improved by upgrading the Commerce Street/Lake Road from a give way controlled intersection to a mini roundabout. The site is in Frankton Village and will improve safety and accessibility by connecting people to local shops and reducing traffic speeds. This project also supports walking and bus use associated with new residential developments in Frankton Village.					
Allocated Budget	Total Budget	\$1,030,000	HCC Contribution	\$206,000	Waka Kotahi Contribution	\$824,000
What will be done	Interventions include: <ul style="list-style-type: none"><li>• Install new bus stops on Lake Road</li><li>• New mini roundabout</li><li>• Four new Raised zebra crossings on all arms of the roundabout</li><li>• Kerb build out and raised zebra crossing on Rawhiti Street and Lake Road intersection</li></ul>					
Indicative Timing	ITC Approval	7/3/23 (Complete)	Construction Start	Jul 2023	Construction Completion	Sep 2023
November 2023 update	Construction was completed at the intersection on 29 August 2023. A post construction audit is underway, and post construction data will be obtained in Mid-Late November.					



Project	23 - Rotokauri Road / Baverstock Road Bus Stop and Accessibility			Project Status	On track	
Objective	Improving the level of service for the Meteor route by installing new bus stops and upgrading existing ones on Rotokauri Road and Baverstock Road. In addition, improving safety and accessibility with new crossings and intersection improvements.					
Allocated Budget	Total Budget	\$ 1,030,000	HCC Contribution	\$206,000	Waka Kotahi Contribution	\$824,000
What will be done	<ul style="list-style-type: none"><li>Relocate and upgrade existing bus stops on Rotokauri Road</li><li>New bus stops on Baverstock road</li><li>Remove left slip lane and reduce kerb radii at Baverstock / Rotokauri intersection</li><li>Vegetation cut back to improve visibility</li><li>Install new crossings between bus stops and near the intersection on raised safety platforms</li><li>Construct new shared path on the west side of Rotokauri Road connecting to Baverstock Road, widening existing footpath to connect to existing shared path on east side of Rotokauri Road.</li></ul>					
Indicative Timing	ITC Approval	March 2023	Construction Start	Dec 2023	Construction Completion	Mar 2024
November 2023 update	Construction was completed at the intersection on 29 August 2023. A post construction audit is underway, and post construction data will be obtained in Mid-Late November.					





Project	24 - Hyde Avenue Bus Stop and Accessibility			Project Status	Not proposed to progress	
Objective	To improve accessibility and level of service for users for the Meteor Route, the bus stops outside Grandview Shopping Centre will be upgraded, as well as safe crossing points and traffic calming measures. This will link to the 30 km/h speed limit and pedestrian crossing NLTP low cost low risk projects.					
Allocated Budget	Total Budget	\$0	HCC Contribution	\$0	Waka Kotahi Contribution	\$0
What will be done	Interventions include: <ul style="list-style-type: none"><li>• accessible kerbs for in-lane bus stops</li><li>• Raised zebra crossing near the bus stops and Rodney Street side road</li><li>• Kerb build outs to shorten crossing distances and slow turning vehicles</li></ul>					
Indicative Timing	ITC Approval	March 2023	Construction Start	N/A	Construction Completion	N/A
August 2023 update	Detail design has been completed and a safe system audit has been undertaken. No significant issues have been raised.					
Current Design	<div><div><p>LEGEND</p><ul style="list-style-type: none"><li>EXISTING FOOTPATH</li><li>NEW TACTILE PAVERS</li><li>YELLOW NO-STOPPING LINES</li><li>NEW BUILDOUT</li><li>NEW FOOTPATH/HARDSTAND</li><li>NEW ISLAND</li><li>30kmh SPEED AREA</li><li>TREE TO BE REMOVED</li></ul></div><div><p>REINSTATE BUS SHELTER</p></div><div><p>INSTALL RED 30kmh PAVEMENT MARKING</p></div><div><p>3m NEW NO STOPPING LINES</p></div><div><p>5m NEW NO STOPPING LINES</p></div><div><p>RAISED SAFETY PLATFORM WITH ZEBRA CROSSING</p></div><div><p>NEW FLEXIBLE CYCLE WANDS</p></div></div>					

Project	25 - Pembroke Street bus stops			Project Status	Scope changed – site 1 complete	
Objective	To improve the level of service for the Comet bus route, existing bus stops will be upgraded and relocated along Pembroke Street. New crossings will also be implemented for accessibility, overall improving connections to the nearby YMCA, supermarket, businesses, and other amenities.					
Allocated Budget	Total Budget	\$550,000	HCC Contribution	\$110,000	Waka Kotahi Contribution	\$440,000
What will be done	<ul style="list-style-type: none"><li>Relocate and upgrade bus stops and shelters on Pembroke Street</li><li>Bus stop bypasses to re-route cyclists off the road to allow them to avoid interactions with buses</li><li>Localised kerb build outs and footpath upgrades</li><li>one new Raised signalised crossings, located within proximity of the new bus stops</li></ul>					
Indicative Timing	ITC Approval	7/3/23 (Complete)	Construction Start	October 2023	Construction Completion	November 2023
November 2023 update	YMCA site has been complete. Safe System audit and post construction analysis will be undertaken in November 2023. Due to budget constraints, site 2 (Placemakers) has been removed from scope.					

Current Design

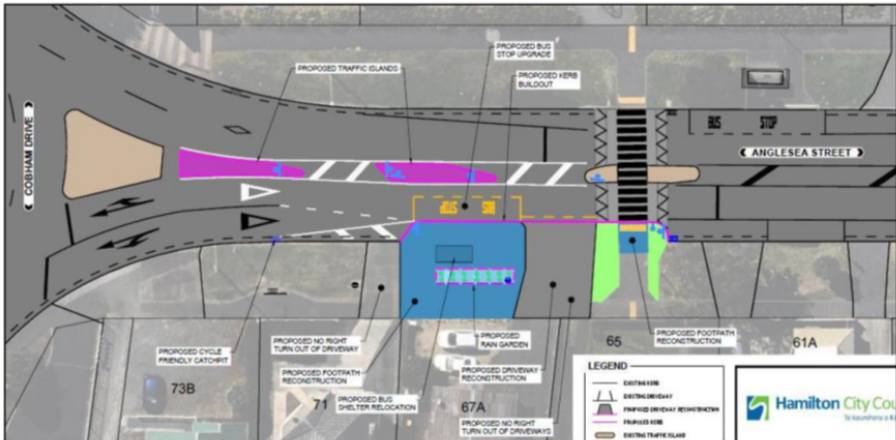


Item 11

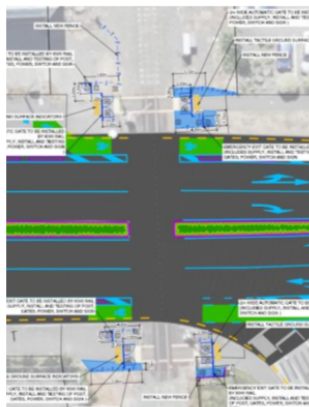
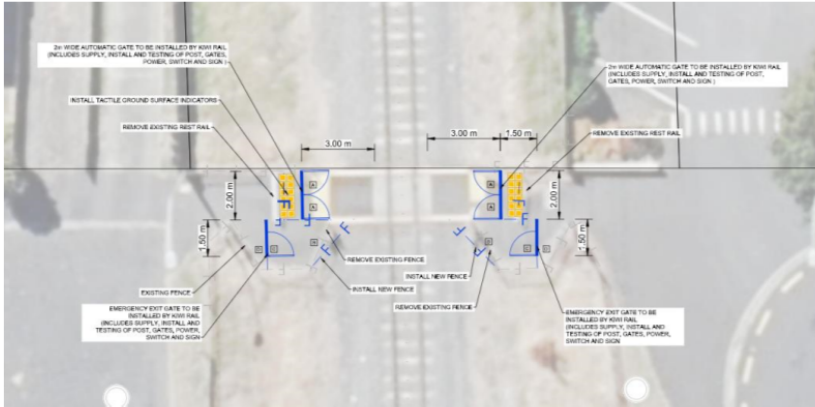
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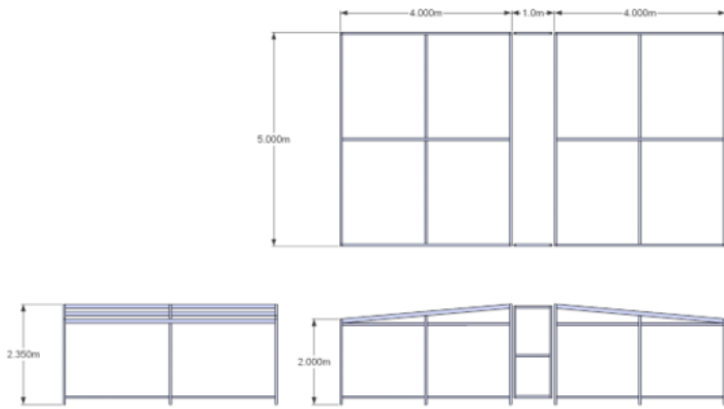
Project	26 - Killarney Road – Queens Avenue to Western Rail Trail (WRT)			Project Status	Complete	
Objective	We are providing safe and accessible connections between the WRT and Lake Rotorua (Innes Common) and Queens Avenue for walking, biking and micro-mobility. This project also links to the Low-Cost Low-Risk ‘Road to Zero’ Lake Domain Road / Killarney Road safer intersection project, and Killarney Road (Greenwood St to WRT) project. In addition, it will provide/improve connections to local parks, nearby communities, and local schools.					
Allocated Budget	Total Budget	\$1,240,000	HCC Contribution	\$124,000	Waka Kotahi Contribution	\$1,116,000
What will be done	Interventions include: <ul style="list-style-type: none"><li>• Transitional uni-directional separated cycle path, with pin down concrete islands on Killarney Road</li><li>• Widened shared paths to navigate through the Queens Avenue roundabout safely</li><li>• New raised paired zebra crossings for pedestrians and people on bikes</li></ul>					
Indicative Timing	ITC Approval	30 May 2023	Construction Start	Aug 2023	Construction Completion	Oct 2023
August 2023 update	Construction has been completed. Safe System audit and post construction analysis will be undertaken in November 2023.					
Current Design						



Project	27 - Anglesea Street (south) Bus Stop Improvement			Project Status	Complete	
Objective	The bus stop is located on Anglesea Street (south) adjacent to a two-lane approach to the Anglesea Street and Anzac Parade roundabout, opposite Countdown supermarket. During peak hours the Orbiter bus service is unable to service this stop as drivers find it difficult to merge back into the correct lane to head eastbound on Anzac Parade, resulting in delays. This project will move the bus stop in-lane to enable drivers to stop and proceed with traffic, without delays, improving the reliability and efficiency of this service.					
Allocated Budget	Total Budget	\$400,000	HCC Contribution	\$40,000	Waka Kotahi Contribution	\$360,000
What will be done	<ul style="list-style-type: none"><li>• Extend central island approach to prevent overtaking</li><li>• Kerb buildout and accessible kerbs</li><li>• Footpath and adjacent vehicle crossing upgrades</li><li>• Relocate bus shelter</li><li>• New low planting to control surface runoff on the footpath</li></ul>					
Indicative Timing	ITC Approval	30 May 2023	Construction Start	Sep 2023	Construction Completion	Nov 2023
November 2023 update	Construction has been completed. Safe System audit and post construction analysis will be undertaken in November 2023.					
Current Design						



Project	28 - Level Crossings – Claudelands East and Brooklyn Road			Project Status	At Risk – Timing of KiwiRail Works	
Objective	We are proposing to install a pedestrian/cycle level crossings at Claudelands East intersection, and Brooklyn Road / Claudelands Road (east end). This site has had a Level Crossing Safety Impact Assessments (LCSIA) completed. The assessments confirmed that they require safety upgrades in the form of automatic gates due to expected pedestrian and cyclist volumes, as well as future use of the rail line with the inland port development. These locations are part of the key connection between the City Centre and East Hamilton, including School Link.					
Allocated Budget	Total Budget	\$2,200,000	HCC Contribution	\$220,000	Waka Kotahi Contribution	\$1,980,000
What will be done	<ul style="list-style-type: none"><li>• Install automatic pedestrian gates, to ensure pedestrians and cyclists can safely cross the railway line. Automatic gates mitigate the risk of pedestrians and cyclists crossing the railway line immediately before, during and after the train.</li><li>• Upgrade footpaths on the approach to the railway crossing</li><li>• Install / replace matting, within the railway crossing to prevent trip hazard</li><li>• Resurface carriageway on approaches to improve surface and rider comfort for on road cyclist</li></ul>					
Indicative Timing	ITC Approval	20 Jul 2023	Construction Start	Mar 2024	Construction Completion	Jun 2024
November 2023 update	Designs are being progressed to detail design.					
Current Design	<div></div> <div></div>					

Project	29 – complimentary measures – bike and scooter parking at schools			Project Status	On track	
Objective	Providing school near the CERF project site, safe and secure bike parking					
Allocated Budget	Total Budget	\$120,000	HCC Contribution	\$0	Waka Kotahi Contribution	\$120,00
What will be done	<ul style="list-style-type: none"><li>• Installation of concrete pad</li><li>• Covered, lockable bike sheds at schools</li></ul>					
Indicative Timing	ITC Approval	20 Jul 2023	Construction Start	Mar 2024	Construction Completion	Jun 2024
November 2023 update	Designs of bike lockers are being discussed with the school and are likely to be constructed by the same contractor who delivers the bike facility near the school.					
Current Design	<div></div> <p><i>Bike cage dimensions (the same set up as Frankton schools)</i></p>					

HCC CERF Transport Choices Programme - Project Timeline Summary

Pr #	Project	Category	Total Budget	HCC Share	Status	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24
22	Lake Road/Commerce Street Roundabout	PT	\$ 1,220,000	20%												
26	Killarney Road – Queens Avenue to Western Rail Trail (WRT)	SC&MM	\$ 1,240,000	10%												
27	Anglesea Street (South) Bus Stop Improvement	PT	\$ 400,000	10%												
25	Pembroke Street Bus Stops	PT	\$ 550,000	20%												
23	Rotokauri Road / Baverstock Road Bus Stop and Accessibility	PT	\$ 1,030,000	20%												
10	Bus Shelter Replacements	PT	\$ 1,210,000	10%												
7	End of Trip Facilities - Bike and Scooter Parking	SC&MM	\$ 770,000	10%												
16	Western Rail Trail (WRT) to Frankton Station	SC&MM	\$ 1,000,000	10%												
4	Heaphy Terrace – Boundary Road to Brooklyn Road	SC&MM	\$ 1,350,000	10%												
6	Claudlands Park Connection	SC&MM	\$ 750,000	10%												
3	Gallagher Drive and Kahikatea Drive	SC&MM	\$ 1,000,000	10%												
17	Rifle Range Road - SH23 (Massey Street) to Avalon Drive (SH1C)	SC&MM	\$ 3,500,000	10%												
29	Bike Parking in Schools (Complementary Measures)	SC&MM	\$ 120,000	0%												
2	Killarney Road – SH1C Greenwood Street to Western Rail Trail (WRT)	SC&MM	\$ 1,900,000	10%												
12	Hukanui Road Bus Stops	PT	\$ 800,000	10%												
21	Horsham Downs Road	PT	\$ 1,500,000	10%												
14	Tristram Street - Anzac Parade to Clarence Street	WN	\$ 1,000,000	10%												
1	Lorne St & Bader Street Connections - Te Awa to Waikato Hospital	SC&MM	\$ 3,900,000	10%												
13	Bike Parklets – Grey Street, St Andrews Shops, and Barton Street	SC&MM	\$ 530,000	10%												
19	Riverlea Connections	SC&MM	\$ 1,810,000	10%												
15	Hayes Paddock	WN	\$ 1,200,000	0%												
5	Brooklyn Road Cycle Upgrade	SC&MM	\$ 1,500,000	10%												
20	River Road Footpath - Western Side from Kirikiriroa Bridge to Comries Road	WN	\$ 1,800,000	0%												
28	Level Crossings – Claudlands East and Brooklyn Road	SC&MM	\$ 2,200,000	10%												
9	Level Crossing – Killarney Road	SC&MM	\$ 680,000	10%												
18	Hall Street/Mill Street - between Kent Street & Victoria Street (Design Only)	SC&MM	\$ 75,000	10%												
8	Lake Domain to Western Rail Trail	SC&MM	\$ 130,000	10%												
11	Thackeray Street bus stops	PT	\$ 70,000	10%												
24	Hyde Avenue Bus Stop and Accessibility	PT	\$ 75,000	20%												
			\$ 33,310,000													

Concept
Consultation/ Engagement
Prelim Design
Detailed Design
Construction

## Resolution to Exclude the Public

### Section 48, Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

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

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

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Infrastructure and Transport Committee Public Excluded Minutes - 21 September 2023	) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
C2. Collins Road Wastewater Bulk Storage Construction - Contract Award	)	
C3. Pukete Water and Wastewater Treatment Plants Upgrade – Contract Award and Contract Variation		
C4. Treatment Plants Minor Works Contractor Panel - Delegation to CE to Award Contract		
C5. Horotiu Closed Landfill Site - Works		

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

Item C1.	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
Item C2.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h) Section 7 (2) (i)
Item C3.	to enable Council to carry out negotiations	Section 7 (2) (h) Section 7 (2) (i)
Item C4.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h) Section 7 (2) (i)
Item C5.	to enable Council to carry out negotiations	Section 7 (2) (i)