
Growth and Infrastructure Committee

OPEN MINUTES

Minutes of a meeting of the Growth and Infrastructure Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton on Tuesday 28 March 2017 at 12.10pm.

PRESENT

Chairperson	Cr D Macpherson
Deputy Chairperson	Cr G Taylor
Members	Mayor A King
	Deputy Mayor M Gallagher
	Cr M Bunting
	Cr J R Casson
	Cr S Henry
	Cr G Mallett
	Cr A O'Leary
	Cr R Pascoe
	Cr P Southgate
	Cr L Tooman
	Cr P Yeung

In Attendance:	Richard Briggs – Chief Executive
	Kelvyn Eglinton – General Manager City Growth
	Chris Allen – General Manager City Infrastructure
	Blair Bowcott – Executive Director
	Sean Murray – General Manager Venues, Tourism and Major Events
	Andrew Parsons – City Development Unit Manager
	Jason Harrison – City Transportation Unit Manager
	Bridget Morgan – Water Asset Manager
	Mark Brougham – Programme Manager, Analysis and Research
	Robyn Denton – Transportation Operations Team Leader
	Maire Porter – City Waters Manager
	Emily Botje – Facilities Unit Manager
	Susan Henderson – Principal Planner
	Nicola Walsh – Communications Advisor
	Nigel Ward - Communications Advisor

Ken Tremaine – Independent Project Advisor, Waikato District Plan
Hamilton Central Business Association representatives - Vanessa Williams
(General Manager) and Kevin Flynn (Board Chairperson)
Hamilton and Waikato Tourism Limited representatives - Jason Dawson (Chief
Executive), Annabel Cotton (Board Chairperson) and Malcolm Phillipps (Board
Member)

Governance Advisors: Lee-Ann Jordan – Governance Manager
Becca Brooke – Governance Team Leader
Ian Loiterton – Committee Advisor
Amy Viggers – Committee Advisor

1. Apologies

Resolved: (Crs Casson/Mallett)

That the apology from Mayor King (for lateness) be received and accepted.

2. Confirmation of Agenda

The Chair noted that the delayed start of the meeting (12.10pm instead of the advertised time of 10.30am) was due to the Council meeting running longer than scheduled.

Resolved: (Crs Macpherson/Yeung)

That the agenda was confirmed, noting the order would need to be changed as needed to:

- accommodate external visitors; and
- to meet a submission deadline of 6pm, 28 March 2017 in relation to *Item 18: Hamilton City Council's Draft 1 Submission to the WEL Energy Trust's Draft Statement of Intent 2017/18.*

3. Declarations of Interest

No members of the Committee declared a Conflict of Interest.

4. Public Forum

Mr Crowley and Mr Elkington (Pukeko Street Residents) spoke to the Pukeko Street issue outlined in *Item 9: General Manager's Report*. They expressed their continuing concern in relation to bad driver behaviour and speeding issues in and around Pukeko Street. They asked that Council consider implementing further traffic calming measures to help deal with the problems.

Following the public forum, the Chair asked staff to respond to questions from Committee Members in relation to the Pukeko Street section of Item 9 : General Manager's Report, including remedial options to help address the issues outlined by residents – refer Item 9 below.

9. General Managers' Report

The City Transportation Unit Manager and Transportation Operations Team Leader talked to the Pukeko Street section of *Item 9: General Manager's Report*, and responded to questions from Committee Members concerning:

- **Speed humps:** Pukeko Street was located on an area with underlying peat layers and, as a result, vibration issues from vehicle traffic had occurred when speed humps were installed in other streets within the area. Any installation of speed humps would also need to consider waste management collections and potential impacts on how trucks were able to operate;
- **Frankton Plan:** staff would continue to speak to community members and planners to ensure alignment of any traffic management solutions to the Frankton Plan;
- **Budget:** costs associated with the trialing of traffic calming measures in Pukeko Street would not be large, and could be done out of discretionary transport funding; and
- **Reporting of trial outcomes:** executive updates would be used to report the outcomes of any traffic calming measures to be trialed on Pukeko Street.

Resolved: (Crs Macpherson/O'Leary)

That the Growth and Infrastructure Committee:

- a) receive paragraphs 28-34 of the GM's report;
- b) request staff to continue to work with Pukeko Street and area residents to look at solutions for their traffic issues, including considering trial solutions; and
- c) request staff write to NZ Police requesting increased enforcement in the area.

Item 18: Hamilton City Council's Draft 1 Submission to the WEL Energy Trust's Draft Statement of Intent 2017/18 was considered next to meet the submission's deadline of 6pm, 28 March 2017.

18. Hamilton City Council's Draft 1 Submission to the WEL Energy Trust's Draft Statement of Intent 2017/18

The Executive Director Special Projects spoke to the report and noted that the Mayor, Councillor Bunting and himself had attended a Capital Beneficiaries Meeting in March 2017 to consider the Statement of Intent (SOI) and outcomes of a strategic review of the WEL Energy Trust (WEL). The Mayor and Executives of Waikato District Council and Waipa District Council were also in attendance at that meeting. The draft submission reflected these discussions.

The Executive Director Special Projects and Programme Manager, Analysis and Research responded to questions from Elected Members concerning:

- **WEL funding priorities:** the SOI from WEL documented WEL's intention to allocate its funding through fewer, larger grants. The SOI did not quantify the number or funding levels of its proposed grant priorities;
- **Timelines:** staff were working with WEL to ensure longer lead in times for consultation with local authorities which would allow HCC Elected Members to have more input into similar processes in the future; and
- **WEL discounts:** the proportion of WEL's grant funding, as compared to its public discounts on power charges, was unknown.

Motion: (Crs Bunting/Gallagher)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) approves Hamilton City Council's **Draft 1** submission to the WEL Energy Trust's Draft Statement of Intent 2017/18; noting points raised by Committee Members preference for status quo (mix of smaller and larger grants);
- c) notes the approved submission will be sent to the WEL Energy Trust on 28 March 2017; and
- d) notes the approved submission be uploaded to Hamilton City Council's website.

Amendment: (Crs Mallett/Casson)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) approves Hamilton City Council's **Draft 1** submission to the WEL Energy Trust's Draft Statement of Intent 2017/18; noting points raised by Committee Members concerning the weighting of discounts to the public versus grants, be increasingly directed towards discounts.
- c) notes the approved submission will be sent to the WEL Energy Trust on 28 March 2017; and
- d) notes the approved submission be uploaded to Hamilton City Council's website.

The Amendment was put.

Those for the Amendment: Councillors Casson and Mallett

Those against the Amendment: Councillors Bunting, Gallagher, Henry, O'Leary, Macpherson, Pascoe, Southgate, Taylor, Tooman and Yeung.

The Amendment was declared lost.

The Motion was then put.

Those for the Motion: Councillors Bunting, Gallagher, Henry, Macpherson, Mallett, Pascoe, Southgate, Taylor, Tooman and Yeung

Those against the Motion: Crs Casson and O'Leary

The Motion was declared carried.

Resolved: (Crs Bunting/Gallagher)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) approves Hamilton City Council's **Draft 1** submission to the WEL Energy Trust's Draft Statement of Intent 2017/18; noting points raised by Committee Members preference for status quo (mix of smaller and larger grants);
- c) notes the approved submission will be sent to the WEL Energy Trust on 28 March 2017; and
- d) notes the approved submission be uploaded to Hamilton City Council's website.

7. Waikato Plan Update and Draft Submission

The Executive Director Special Projects introduced Ken Tremaine, Independent Project Advisor to the Waikato District Plan, who passed on an apology from Margaret Devlin, Chair of the Waikato District Plan Joint-Committee.

Mr. Tremaine spoke to a PowerPoint presentation (tabled at the meeting), at the conclusion of which the Executive Director Special Projects stated that:

- **Waikato inter-relationships:** HCC's relationship with the wider Waikato was vital to improved social, cultural, community and economic wellbeing outcomes; the Waikato District Plan would help leverage these by linking HCC initiatives to the broader region (and vice versa); and
- **HCC position:** staff recommended that HCC support the Waikato Plan as a collaborative initiative sponsored by the Mayoral Forum within the region; and
- **Implementation of the Waikato District Plan:** an Implementation Joint Committee would be established later in the year, prior to which a report would be provided to Council outlining next steps in the process.

The Executive Director Special Projects responded to questions from Elected Members concerning:

- **Transport networks:** the purpose of the Waikato Plan was to champion infrastructure linkages, such as the planned Kaimai and Southern Links roadways;
- **HCC Mayor/Deputy Mayor input:** while the timing of the Draft Waikato Plan meant that the Mayor and Deputy Mayor had had limited input into its development during the current triennium, former Mayor Hardaker and Deputy Mayor Gallagher (then Councillor) both had significant input into the process;
- **Waikato Plan - Implementation Joint Committee:** it was planned that the Waikato Plan's Implementation Joint Committee would be comprised of five local government representatives, one of which would be a representative of HCC (to be determined by Council at a future date). The Implementation Joint Committee was due to be convened in August 2017;
- **HCC financial contribution:** \$182k was contributed towards development of the Waikato Plan by HCC; any future contributions towards its implementation would be by resolution of Council at a future date; and
- **Regional funding:** while it was not stated in the Draft Waikato Plan, the issue of regional funding was being considered by the Mayoral Forum.

Resolved: (Crs Gallagher/O'Leary)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) approves the attached *Submission by Hamilton City Council: Draft Waikato Plan (February 2017)*; noting Council's emphasis on transport links east and south of Hamilton and funding for regional facilities and services; and
- c) staff report to Council (noting agreed additions prior to August 2017) on the costs, deliberation and monitoring and implementation of the processes

The meeting adjourned 1.15pm – 1.45pm.

Mayor King joined the meeting during the above adjournment (1.45pm).

10. Hamilton Central Business Association six-monthly report

The General Manager (GM) City Growth spoke to the report and stated that a review of the Business Improvement District (BID) Policy, which stipulates Hamilton Central Business Association's (HCBA's) reporting requirements to HCC, had been undertaken in 2016 to give the Policy a more strategic focus.

The GM City Growth introduced representatives of HCBA, Vanessa Williams (General Manager) and Kevin Flynn (Board Chairperson), who spoke to a PowerPoint presentation (tabled at the meeting) and responded to questions from Elected Members concerning:

- **Garden Place:**
 - the scope of the HCBA's *Garden Place Working Group* was to facilitate input from key stakeholders, so as to identify potential improvements to the space that would have minimal cost implications; this included a consideration of Garden Place-specific car parking options;
 - Garden Place was not a travel destination, but rather a space people travel through, and it would be important to link Garden Place to developments along the Waikato River as they occur, especially Victoria On The River; and
 - HCBA did not have the resources to take over the management of Garden Place.
- **Events:** in future, it was hoped that major regional events could be represented in Garden Place to help improve the profile of the events and city;
- **'Your Help May Harm' campaign:** the 2016 campaign resulted in a positive behavioural change, with less giving to street beggars. The campaign poster had been widely displayed in shop fronts in the CBD; exceptions were instances where the poster did not fit with the aesthetics of the window display and/or with head office window display policy;
- **Budget:** HCBA's budget had a significant proportion of its expenses at the front-end of the financial year; however, activities for the rest of the financial year would be managed within budget;
- **Christmas event in Garden Place:** HCBA was only a contributor towards the cost of the Garden Place Christmas events (the GM Venues, Tourism and Major Events clarified that the Christmas Tree and Christmas Parade were managed by the Christmas Trust with support from HCC's Event Sponsorship Funding);
- **Collaborations:** discussions regarding BID strategies were ongoing between HCBA and other key stakeholders; for example, as part of the *Garden Place Working Group*;
- **Key Challenges:** a major initiative for HCBA was working with the commercial real-estate sector to attract a greater number of business into the CBD. This aim was supported by Hamilton being perceived to be a low natural disaster risk for national offices looking to relocate to the city, and its comparatively low office space costs as compared to Auckland;
- **Committee skill set:** the GM City Growth stated that HCBA had identified a skill gap in its Committee. HCC had the ability to appoint three members out of a minimum of five/maximum of nine Committee members. HCBA's GM stated that invitations had been extended to three representatives (property, non-profit and commercial) to become Committee members; and
- **Free CBD Parking:** HCBA had received approximately 90 responses to its survey seeking business views on HCC's CBD parking proposal and the proposed targeted rate for BID members; approximately 50% were positive, 38% negative, and 12% unsure (noting the survey had not closed).

Action:

A copy of the 'Your Help May Harm' campaign outcomes would be provided to staff to circulate to Elected Members.

Resolved: (Crs Macpherson/Tooman)

That the Growth and Infrastructure Committee receives the report.

Cr Mallett left the meeting (2.17pm) during the above item and was not present when the matter was voted on.

13. Hamilton and Waikato Tourism Limited Six-Monthly Report 1 July - 31 December 2016

The GM Venues, Tourism and Major Events took the report as read, and introduced Hamilton and Waikato Tourism Limited (HWTL) representatives, Jason Dawson (Chief Executive), Annabel Cotton (Board Chairperson), and Malcolm Phillipps (Board Member).

The HWTL Chief Executive spoke to a PowerPoint (tabled at the meeting) and responded to questions from Elected Members concerning:

- **Financial investment/benefit:**
 - HWTL was the largest regional tourism organisation in New Zealand with economy of scale benefits in terms of:
 - (i) level of financial investment in the organisation (\$6 per rate payer);
 - (ii) measurable financial return into the region (\$1092 for every \$6 invested), comprised mainly of tourist expenditure on accommodation, food, and transport;
 - figures on financial return to the region excluded Airbnb overnight stays due to confidentiality issues; HTWL was advocating that Statistics New Zealand release region wide data on Airbnb overnight stays;
 - a doubling of investment into HWTL would not necessarily result in a doubling of the financial return to the region, as lack of infrastructure was an impediment to increasing visitor stays/spend;
 - HCC's financial investment in HWTL did not include funding of HCC conference and sporting venues;
 - the \$1092 return, for every \$6 of funding to HWTL, did not equate to a return to ratepayers but to the larger economy; and
 - Private sector input into HWTL was the largest of any regional tourism organisation.
- **Increased visitation to Hamilton:** the absence of 1-2 additional four-and-a-half to five star hotels in Hamilton was the biggest barrier to increased overnight tourist stays in the city;
- **Tourist attractions:** after the Hamilton Gardens, the Waikato River was the next biggest attraction that could increase visitor numbers to the city; however, additional amenities along the river were needed;
- **H3 venues:** while HCC's H3 venues return a loss, the conference and sporting activities generated added value in terms of overnight stays in Hamilton. The lack of an additional four-and-a-half to five star hotel was the biggest barrier to increased usage of HCC conference and sporting venues;
- **Hamilton Zoo:** HWTL supported the product development of the Zoo as a tourist destination, together with other tourist attractions; for example, the Hamilton Gardens Arts Festival;
- **Hauraki Rail Trail:** HWTL promoted the Hauraki Rail Trail given it finished in the Waikato;
- **West coast tourism route:** HWTL had identified the potential for a West Coast Tourist Route, but acknowledged there were a number of access issues associated with the concept;
- **Lions Rugby Tour 2017:** the GM Venues, Tourism and Major Events stated that planning for the Lions Ruby Tour included an option to activate a pop-up motorhome park at Claudelands as required.

Action:

The GM Venues, Tourism and Major Events NOTED Committee Members' request for the issue of hotel accommodation in Hamilton to be added to an Elected Member Briefing, on a date to be confirmed.

Resolved: (Crs Macpherson/Henry)

That the Growth and Infrastructure Committee receives the report.

Cr Mallett re-joined the meeting (2.23pm) during the above item and was present when the matter was voted on.

Cr Tooman left the meeting (2.50pm) during the above item and was not present when the matter was voted on.

6. Chair's Report - 28 February 2017

The Chair took the report as read and, together with staff, responded to questions from Committee Members concerning recent travel, namely:

- **Housing Infrastructure Fund:** one rate payer funded trip to Wellington;
- **Fluoride Submission to central government:** one rate payer funded trip to Wellington, by Council resolution at a meeting on 8 February 2017 (*Item 6: HCC's Draft 2 Submission to the Health [Fluoridation of Drinking Water] Amendment Bill*). The Chair stated that he maximised outcomes by arranging meetings with Members of Parliament to coincide with the trip; and
- **'Smart' cities:** one rate payer funded trip to Australia, with the Chair's costs paid from his training budget in accordance with the Elected Members Support Policy.

The CE responded to questions from Committee Members concerning the Committee's work programme, stating that staff were in the process of developing a Work Plan that would be reported to the Committee.

Resolved: (Crs Macpherson/Casson)

That the Growth and Infrastructure Committee receive the report.

Cr Tooman re-joined the meeting (3.05pm) during the above item and was present when the matter was voted on.

8. Future Proof Update

The meeting adjourned (3.53pm – 4.05pm) during the discussion of the above Item.

Following the adjournment, it was decided that the Item would be voted on in parts.

The Executive Director Special Projects and Principal Planner spoke to the report, noted that it was a nationally recognised initiative that had been in place since 2009, and responded to questions from Committee Members concerning:

- **Growth cells:**
 - **WA:** the only impediment to opening up the WA growth cell was lack of infrastructure; however, solutions to the issues were known, with the majority of required funding earmarked in the 10-year Plan;
 - **HT1:** completion of the Waikato Expressway was a trigger to open up the HT1 growth cell, as documented in the *Strategic Agreement on Future Urban Boundaries* (2005); and
 - **Tamahere:** was not deemed a viable growth option for HCC due to impediments to subdivision and that, based on previous examples, the cost of increasing services to meet resident expectations would outweigh any increased rating revenue. Inclusion of Tamahere within the city boundary would need to be driven by a 'community of interest' perspective, and this was a different conversation to that of growth.
- **Planning processes:** the planning of Future Proof was based on robust information and contributed to greater shared understanding between collaborating parties.

Resolved: (Crs Macpherson/Southgate)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) notes the resolutions of the 7 June 2016 Strategy and Policy Committee as the basis for advocacy by the HCC representatives at the Future Proof Implementation Committee in relation to the update of the Future Proof Growth Strategy and Implementation Plan 2009;
- c) confirms:
 - (i) That as a general principle, the next areas of future land to come into the City will be defined by the land bounded by the Waikato Expressway and Southern Links designations;
 - (ii) That an implementation action be included in the Future Proof update to negotiate an amendment to the timing of the HT1, R2 and WA growth cells coming into the city in the Strategic Agreement on Future Urban boundaries (2005), to provide flexibility to bring the land into the City earlier, based upon agreed triggers or where circumstances or opportunities exist which may necessitate or warrant a review of the timing;
 - (iii) That an implementation action be included in the Future Proof update to negotiate a Strategic Agreement with Waipa District Council in relation to the Waipa District land on the City-side of the Southern Links designation;
- d) notes that the HCC representatives on the Future Proof Implementation Committee are mandated to develop and finalise the draft updated Future Proof Strategy; and
- e) notes that as part of the 2018-28 10-Year Plan discussions on the future growth areas

of the City, that information on estimated growth cell costs, yields and timing is also provided on HT1 and R2, currently in the Waikato District Council area.

Cr Casson retired from the meeting (4.20pm) at the conclusion of the above motion being resolved.

Amendment: (Crs Gallagher/Taylor)

That the existing Council resolution (7 June 2016) concerning Tamahere be upheld and further discussed during the Long Term Plan.

The Amendment was put.

Those for the Amendment: Mayor King, Councillors Gallagher, Yeung, Macpherson, Southgate, Henry, Taylor, Pascoe, Tooman, and O'Leary.

Those against the Amendment: Councillors Bunting and Mallett.

The Amendment was declared carried.

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

Resolved: (Crs Gallagher/Taylor)

That the existing Council resolution (7 June 2016) concerning Tamahere be upheld and further discussed during the Long Term Plan.

12. Speed Management in Hamilton City

The City Transportation Unit Manager and Transportation Operations Team Leader spoke to the report, and noted the need to include two extra speed limit changes into the report's recommendations (Borman Road and Hare Puke Drive, and Kimbrae Drive), which were discussed in the report but were omitted from the staff recommendations.

The City Transportation Unit Manager and Transportation Operations Team Leader responded to questions from Committee Members concerning:

- **Monitoring compliance to speed zones/effectiveness of traffic calming:**
 - HCC tried to minimise the use of speed humps due to the knock on effects of vibrations, noise, and associated problem driving behaviours; and
 - Generally speed levels had dropped due to a number of initiatives, including the use of speed limit markings on roads.
- **Dinsdale Road:** speed limits for all streets within Hamilton, including Dinsdale Road, would be considered by the proposed Speed Management Taskforce;
- **Taskforce membership:** it was planned that key stakeholders would be consulted as appropriate, and that this would include New Zealand Police, New Zealand Traffic Authority and AA;

Resolved: (Crs Macpherson/Yeung)

That the Committee:

- a) receives the report;
- b) approves stakeholder and community engagement on the following speed limit changes proposed for implementation in 2017:
 - Endeavour Avenue
 - North City Rd
 - Masters Ave
 - Arthur Porter Drive and Te Kowhai Rd area
 - Rotokauri Road
 - Knox Street
 - Borman Road and Hare Puke Drive
 - Kimbrae Drive;
- c) notes that based on the results of the engagement, a Statement of Proposal report will be prepared for presentation to the 20 June 2017 meeting of the Growth and Infrastructure Committee outlining the locations for speed limits changes; and
- d) approves the formation of a Speed Management Taskforce for the development of the Hamilton City Speed Management Plan for the 2018-21 period and review of the Hamilton City Speed Management Policy in accordance with the terms of reference attached to this report. NZ Police are to be invited to nominate a member of the Road Policing Group to the taskforce.
- e) approves the appointment of Cr *Tooman (as Chair)*, Mayor King, Crs *Casson, Mallett, and Henry*, to the Speed Management Taskforce.

11. Wairere/Huntington intersection - safety improvements

The City Transportation Unit Manager and Transportation Operations Team Leader spoke to the report, and noted that community members were generally happier following the establishment of a Working Group and a community meeting.

Councillors Yeung and Pascoe provided a verbal update as members of the Working Group, stating:

- following initial concerns, residents were very positive with the level of consultation with the community; this included a community meeting held on the 9 March 2017, and provision of expert traffic management advice from Dr Shane Turner;
- community members generally supported the no right turn, from Wairere Drive into Huntington Drive;
- a major concern was the size, width and angle of the central traffic island, but that this issue had been addressed by staff; and
- residents had a greater understanding of the limitations of what HCC could do to rectify the issues, and appreciated that HCC's first and foremost consideration was safety.

The GM City Infrastructure, City Transportation Unit Manager and Transportation Operations Team Leader responded to questions from Committee Members concerning:

- **Gordonton Road:** installation of signs alone would not reduce speed behavior, as drivers drive to their environment and Gordonton Road was conducive to faster speeds; the Chair stated the matter would be considered as part of the Speed Management Taskforce;
- **Wairere Drive:** future plans to make Wairere Drive four lanes between Gordonton Road and Resolution Drive was linked to the development of the Waikato Expressway but could be staged, and the proposed four lanes could be done in sections;
- **Budget:**
 - approval of a budget for the 'Wairere/Huntington intersection - safety improvements' works of up to \$300k did not mean the full amount would necessarily be expended, but did give flexibility for any changes in scope of works,
 - New Zealand Traffic Authority subsidies towards the cost of the works would be sought;
 - approval of the \$300k budget would place the works on the proposed list of 'Discretionary Transport Funding' projects in 2017/18.

GM City Infrastructure indicated he would provide a list of proposed 'Discretionary Transport Funding' projects to the Access Hamilton Taskforce before the end of the 2016/17 financial year.

Resolved: (Crs Yeung/Pascoe)

That the Committee:

- a) receives the report;
- b) approves permanent minor physical improvements to the Huntington Drive (west) intersection with Wairere Drive based upon the current trial arrangements including the removal of the right turn into Huntington Drive (west);
- c) approves an allocation of up to \$300,000 to undertake the permanent minor physical improvements to the Huntington Drive (west) intersection with Wairere Drive to be considered for inclusion in the 2017/18 Discretionary Transport Programme;

- d) approves funding for the preliminary design of a more permanent solution for the Huntington Drive intersections be considered for inclusion in the 2017/18 Discretionary Transport Programme;
- e) approves minor safety improvements identified for Gordonton Road intersections be considered for inclusion in the 2017/18 Discretionary Transport Programme;
- f) approves continued monitoring of the safety performance of the Huntington Drive intersections continue by the Working Group, noting that should the monitoring indicate that the crash risk is increasing at these locations, left in – left out restrictions may need to be installed; and
- g) approves funding for a long term intersection solution for the Huntington community be considered in the development of the 2018-28 10 Year Plan.

15. Rubbish and Recycling Deliberation Report

The GM City Infrastructure and Facilities Unit Manager took the report as read, and noted that:

- the purpose of the report was to progress a consultation process, in keeping with a previous resolution of Council;
- approval was sought to test the market for service providers for the new service (wheelie bins), at the same time as obtaining an updated market price to maintain the existing service (black rubbish bags) for comparison purposes only; and
- approval was not being sought for final approval of the new service; a future report would come to the Committee for consideration once pricing had been obtained. Staff recommendation (c) in the report should therefore be removed.

The Chair of the Hearings Deliberations, Councillor O’Leary, noted that of the nearly 3000 submissions, 87% were in support of the wheelie bin model of service and that appropriate weight should be given to this overwhelming public support in considering the outcome of the hearings process.

The GM City Infrastructure and Facilities Unit Manager responded to questions from Committee Members concerning:

- **Response to submitters:** an automated ‘Thank you’ was sent to everyone who submitted online;
- **Phased approach:** staging the implementation of the wheelie bin model of service over any length of time would have knock on cost implications, due to the period of time during which the new service run concurrently with the existing service;
- **Rotorua system:** while Rotorua operated a dual system of bags and bins, feedback suggested this decreased the efficiency of the service and was only offered for holiday homes around the lake (not town wide);
- **Mobility assistance:** in Rotorua, people could pay an additional \$12 per annum to have their wheelie bins collected from on their property and taken to the curbside, and put back again with every collection; bespoke services such as this would, in general terms, be included in the request for tender process;
- **Impact on HCC budget:**
 - the wheelie bin waste and recycling service was expected to be cheaper than continuing the existing model of service under a new contract;
 - the costs of wheelie bins was a new cost that would effectively be transferred to HCC;
 - households would no longer have to purchase black rubbish bags;
- **Waste minimisation incentives:**
 - education campaigns would encourage people to only place bins out for collection when full (excepting the food waste container; households would be encouraged to empty this weekly); and
 - user pay options to incentivise waste minimisation had been previously considered by Council. The wheelie bin model provided a good balance between waste minimization and sustainable waste management.

Resolved: (Mayor King/Cr O'Leary)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) approves the proposed service for the purpose only of undertaking a Request for Proposals. The proposed service includes:
 - (i) Rubbish in a 120 L wheeled bin collected weekly
 - (ii) Recycling in a 240 L wheeled bin collected weekly (with an option to consider a fortnightly collection)
 - (iii) Glass to be collected separately in a crate (with an option to instead place glass in the 240L recycling bin)
 - (iv) Food collection service collected weekly and processing, and
 - (v) Management of the refuse transfer station and organic center.
- c) approves the Terms of Reference for the Waste Task Force as attached to this report; and
- d) approves the appointment of *Cr Bunting (as Chair), Crs Henry, Southgate and Gallagher* to the Waste Task Force.

The meeting adjourned (6.10pm – 6.36pm).

5. Growth and Infrastructure Committee - Open Minutes - 14 February 2017

Resolved: (Crs Mallett/Tooman)

That the Growth and Infrastructure Committee confirm the Open Minutes of the Growth and Infrastructure Committee Meeting held on 14 February 2017 as a true and correct record; noting the following changes to be made:

- Page 9, spelling of Rosselle in the second paragraph to be corrected
- Page 14, removal of the words 'in Worley Place' in relation to the Maintenance Strategy for Footpaths section.

Cr Gallagher re-joined the meeting (6.38pm) at the conclusion of the above Item after leaving the meeting during the adjournment. He was not present when the matter was voted on.

14. Rotokauri Growth Cell

The GM City Growth took the report as read and responded to questions from Committee Members concerning Lake Rotokauri, including noting:

- Staff were unaware of any consideration having been given to expanding the city boundary, so that Lake Rotokauri would become part of Hamilton; and
- The floodway was a storm water solution which would help collect and filter water before it entered Lake Rotokauri.

Resolved: (Crs Macpherson/Gallagher)

That the Growth and Infrastructure Committee receive the report.

Cr Southgate retired from the meeting (6.46pm) during the above Item. She was not present when the matter was voted on.

The following motion was resolved at 6.50pm in accordance with Standing Order 3.2.7 to extend the time of the meeting past 6 hours.

Resolved: (Crs O'Leary/Gallagher)

That the meeting be extended to continue past 6 hours as per standing order 3.2.7.

16. Extension of Transportation Corridor Maintenance and Renewal Contract (12080)

The GM City Infrastructure spoke to the report and responded to questions from Committee Members concerning:

- **Increase in contract value:** the proposed renewal of the contract included capital renewal projects in alignment with the Long Term Plan; the 26% increase in contract value reflected this greater volume of work;
- **Contract performance/value for money:**
 - The contract was working well, and had rationalized work that was previously delivered under 13 different contracts;
 - The Alliance between HCC and the provider, Downer New Zealand, created greater flexibility to allocate resources and achieve efficiencies; for example, the contract had built in incentives and penalties to help improve contract performance;
 - The contract mechanism of paying on a 'cost plus' basis enabled as much work to be performed under the contract as the budgeted amount allowed, thereby allowing HCC to run an optimum network;
 - A number of measures were in place to monitor performance, including: (a) the close working relationship between Downer New Zealand and HCC staff; (b) annual audit of the contract; and (c) GM Infrastructure and GM Corporate membership on the Alliance's governance board;
 - The Alliance is ideally suited to large scale projects where efficiencies can be gained; but HCC often goes out to the market for other providers on small scale projects; and
 - Future efficiency opportunities will be explored as part of the Waikato Alliance.
- **Contract review:** after the proposed contract renewal of three years, there would be the right to a last contract renewal for another three years. After that, the market would be tested with the opportunity to refine the model further as required;
- **Contract expenditure:** the forecast expenditure to 30 June 2017 was \$65.7m, as compared to an approved contract sum of \$67m. The difference of \$1.3m did not constitute a saving, as:
 - annual budgets could differ from those in the Long Term Plan;
 - the budgeted amount also included transport; and
 - the report should have read 'contract sum' as compared to 'budget', as the approved budget will be expended.
- **Subsidies:** the New Zealand Transport Authority provided subsidies on some, but not all project works.

Resolved: (Cr Pascoe/Mayor King)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) approves a three year extension of the Hamilton Transportation Corridor Maintenance and Renewal Contract (12080) with Downer New Zealand Ltd from 1 July 2017 to 30 June 2020; and
- c) approves a \$68,000,000 increase in the Approved Contract Sum for Contract 12080 from \$67,000,000 to \$135,000,000 to extend this contract for 3 years to 30 June 2020.

Cr Macpherson Dissenting.

17. Taskforce Update

The GM City Infrastructure and Transportation Unit Manager took the report as read, and noted that:

- the Taskforce meet on 24 March 2017;
- an Elected Member Briefing regarding CBD parking was scheduled on 30 March 2017; and
- a report to Council regarding CBD parking was scheduled on 6 April 2017.

The GM City Infrastructure responded to questions from Committee Members regarding:

- **New Zealand Transport Authority:** as a prerequisite to accessing its funding, the New Zealand Transport Authority required that issues and benefits be identified as the first step in the development of a business cases. HCC was conforming to this requirement; and
- **Central City Parking:** the issue of parking in the CBD, as considered by the Central City Parking Control Taskforce, would be considered at an Elected Member Briefing on 30 March 2017.

Resolved: (Crs Macpherson/Gallagher)

That the Growth and Infrastructure Committee receives the report, noting the information in relation to the parking taskforce meeting that took place on 24 February 2017.

Item 9: General Manager's Report was considered next, noting the section in that report relating to Pukeko Street Traffic was taken previously following the Public Forum.

9. General Managers' Report

The GM City Infrastructure, GM City Growth, Executive Director Special Projects and other staff as appropriate responded to questions from Committee Members concerning:

- **Bus Stops:** HCC was exploring options with Adshell (a company that had an exclusive contract to advertise in HCC's bus shelters), to increase the number of bus shelters that were commercially viable for advertising; this included the planned rollout of digital screens in a number of shelters, as compared to the current use of posters;
- **Paxter Vehicles on Footpaths:**
 - The number of footpaths that were less than 1.5 meters in width would be identified as part of the implementation phase, should HCC approve the use of Paxter vehicles on footpaths by New Zealand Post (NZ Post);
 - Paxters would be required to travel on the road in instances where footpaths were less than 1.5 meters in width, noting that extended travel on footpaths would be limited to the delivery of mail between premises that were in close proximity to each other;
 - NZ Post had a robust health and safety framework to support the operation of Paxters on footpaths, and had a vested interest in ensuring the proposed trial went well; other courier companies were not known to have permission to operate motorised transport (motorbikes) on footpaths; and
 - HCC would retain the right to withdraw permission at any stage should NZ Post's trial prove unsuccessful.

The Chair sought an indication of support or otherwise for the proposed trial of Paxters on footpaths to help inform the Chief Executive in making his decision under delegated Road Controlling Authority. The Committee indicated they were generally supportive (excluding Crs Tooman and Macpherson who indicated they were not supportive of the proposed trial).

- **Water Supply Agreement:** charges for the supply of water were made without profiteering, as required by legislation;
- **Draft Government Policy Statement on Land Transport 2008:** HCC's draft submission was provided for the Committee's approval, noting the tight timelines set by central Government for submissions to be lodged;
- **Waikato Mayoral Forum:** executive updates could be provided in future to improve communication of the Forum's activities to Elected Members, noting the need to respect confidentiality issues where appropriate; and
- **Cycle trends:** cycle trends were on the rise, noting that what was being measured over different years would influence number counts.

It was noted that:

- *Executive Updates would be provided to the Committee in future, outlining activities of the Waikato Mayoral Forum as they relate to HCC; and*
- *The GM City Infrastructure would clarify the data measures as reported in the Biking Plan Update (graph on Page 199 of the Agenda); for example, duration of count/s.*

Resolved: (Crs Macpherson/Gallagher)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) approves the proposed submission on the Government's *Draft Policy Statement on Land Transport 2018/19 – 2027/28*, and that the submission is lodged by 5pm Friday 31 March 2017 (refer points 58 to 68 of this report);
- c) notes that the Hamilton Biking Plan 2015-2045 will be reported annually to the Community and Services Committee and that the report includes measures against the plan's KPI's and the Annual Manual Cycle Count survey as detailed in this report;
- d) notes that staff work with the Elected Members on the Public Transport Committee to get information relating to the business case for Adshel bus stops.

The meeting was declared closed at 8.22pm.