
Infrastructure Operations Committee

Komiti Hanganga

OPEN MINUTES

Minutes of a meeting of the Infrastructure Operations Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton and audio-visual link on Tuesday 27 April 2021 at 9.31am.

PRESENT

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

In Attendance:	Eeva-Liisa Wright – General Manager Infrastructure Operations
	Chris Allen – General Manager Development
	Jason Harrison – Unit Manager City Transportation
	Tania Hermann – Group Business Manager Infrastructure Operations
	Robyn Denton – Operations Team Leader
	Maire Porter – City Waters Manager
	Raewyn Simpson – Senior Planner City Waters
	Alasdair Gray – Contractor, City Development
	Trevor Harris – Property Officer Acquisitions and Disposal
	Frances Cox-Wright – Policy and Bylaw Lead
	Ben Petch – Associate Director, AECOM
	Nathan Harper – Technical Director, AECOM
	James Bevan – Area Manager, AECOM

Governance Staff:	Amy Viggers – Governance Team Leader
	Narelle Waite and Carmen Fortin – Governance Advisors

1. **Apologies – Tono aroha**

Resolved: (Cr O'Leary/Cr Gallagher)

That the apologies for absence from Cr Forsyth and Maangai Hill, and for partial attendance from Crs Naidoo-Rauf and Macpherson are accepted.

2. Confirmation of Agenda – *Whakatau raarangi take*

Resolved: (Cr O’Leary/Cr Gallagher)

That the agenda is confirmed.

3. Declarations of Interest – *Tauaakii whaipaaanga*

No members of the Council declared a Conflict of Interest.

4. Public Forum – *Aatea koorero*

Judy McDonald spoke in support of item 7 (Eastern Pathways Programme) noting the need to avoid traffic congestion, support alternative modes of transport, improving the Five Crossroads intersection, community concerns and improving consultation processes. She also provided a written submission which was tabled at the meeting and is attached to the minutes as **appendix 1**.

Joel Chernishov spoke in support of item 7 (Eastern Pathways Programme) noting the positive impacts of biking to school, near misses and cycle safety improvements.

Wayne Mako (Te Papanui Enderley Community Trust) spoke in support of item 13 (Proposed Low Cost Low Risk Transport Improvement Programme for 2021/22) and item 7 (Eastern Pathways Programme) noting the key infrastructure projects the trust have consulted on and support. They noted their support for Eastern Pathways noting signage within Te Papanui boundaries should reflect Ngaati Wairere culture. They also provided a written submission which was circulated to Members prior to the meeting and is attached to the minutes as **appendix 2**.

Holly Dark spoke in opposition to item 7 (Eastern Pathways Programme) noting the proposal to close Brooklyn Road and road safety in the nearby neighbourhoods. She presented a petition to the Infrastructure Operations Committee.

Roger Stratford spoke to item 19 (Waikato Regional Council - Public Transport Update) and his written submission noting his proposal for a free day of travel for over 55s. His written submission was circulated to Members prior to the meeting and is attached to the minutes as **appendix 3**.

Richard Porter (Bike Waikato) spoke in support of item 6 (Biking and Micromobility Programme Business Case) and item 7 (Eastern Pathways Programme), noting the improvements needed to support mode-shift in Hamilton City and the interest of Hamiltonians to take up biking if infrastructure was improved.

Adam Muirson (Neuron Mobility) spoke to item 9 (Personal Hire Devices - End of Trial Review) noting the Neuron Mobility’s operations across Australia and New Zealand, collaboration with territorial authorities and the design and build of the company’s scooter including safety features.

Lauren Mentjox and **Hamish Ellis** (Lime) spoke in support of item 9 (Personal Hire Devices - End of Trial Review) noting the e-scooter trial in Hamilton, the improvements of service provided throughout and their interest in mode-shift and continued collaboration with Hamilton City.

Robyn McIntyre spoke in support of item 7 (Eastern Pathways Programme) noting existing reliance on cars, her mode-shift journey, population congestion, climate change and how mode-shift infrastructure can support disabled people’s autonomy.

Hillary Lines spoke to item 7 (Eastern Pathways Programme) noting population increase and congestion, her suggestion for underground pedestrian and cycle pathways. She also provided a written submission which was circulated to Members prior to the meeting and is attached to the minutes as **appendix 4**.

Clare Bayly spoke in opposition to item 7 (Eastern Pathways Programme), the suggested closure of Brooklyn Road and her concerns for additional traffic through the surrounding neighbourhood and the public consultation process.

Lauren McLean spoke in support of item 7 (Eastern Pathways Programme) noting the importance of mode-shift and the interest of citizens to change transport habits.

Jo Wrigley (Go Eco) spoke in support of item 6 (Biking and Micromobility Programme Business Case) noting climate change, Mana Whenua kaitiakitanga and ensuring sustainability is prioritised in city planning projects.

Cohen Laird spoke in support of item 7 (Eastern Pathways Programme) and noted his concerns regarding poor design of the existing micro-mobility pathways, lack of pathway connections, cycle safety and near misses.

Helen Spencer spoke in support of item 7 (Eastern Pathways Programme) noting frequency of commuting cyclists in all weathers.

Hayley Hamilton spoke in support of item 13 (Proposed Low Cost Low Risk Transport Improvement Programme for 2021/22) noting in particular the Discovery Drive pedestrian crossing and a number of infrastructure interventions to improve the intersection.

Kat Karadshi spoke in support of item 13 (Proposed Low Cost Low Risk Transport Improvement Programme for 2021/22) noting her particular support of the Thomas Road intersection and a number of infrastructure interventions to improve the intersection. She also provided a written submission which was circulated to Members prior to the meeting and is attached to the minutes as **appendix 5**.

Horiana Henderson spoke in opposition of item 7 (Eastern Pathways Programme), the proposed closure of Brooklyn Road and road safety of the surrounding neighbourhoods.

Brett Parsons, Kevin Flannery, Sandra Jensen, Stephen Hay and Tina Carey provided a written submission. These were circulated to Members prior to the meeting and are attached to the minutes as **appendix 6**.

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

Cr Pascoe left the meeting (10.28am) at the conclusion of the above item.

5. Confirmation of the Infrastructure Operations Committee Open Minutes - 23 February 2021

Resolved: (Cr Wilson/Cr Bunting)

That the Infrastructure Operations Committee confirm the Open Minutes of the Infrastructure Operations Committee Meeting held on 23 February 2021 as a true and correct record.

6. Biking and Micromobility Programme Business Case

The Transport and Urban Mobility Programme Delivery Lead introduced the report and introduced Ben Petch and Nathan Harper (AECOM). They outlined the project masterplan, work undertaken to date, public consultation, the existing plan, and current stage in the process. They responded to questions from Members concerning the Anzac Bridge project, community and stakeholder consultation, the definition of safe cycleways, mode-shift and micro-mobility uptake, separated cycle lanes, coordination with other Hamilton City Council units' master-planning, coordination with developers, resourcing, opportunities to trial and bring forward projects.

Resolved: (Cr O’Leary/Cr Bunting)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves the final draft Biking and Micro-Mobility Programme Business Case be submitted to Waka Kotahi NZ Transport Agency to seek business case approval;
- c) notes the development of the recommended biking and micro-mobility programme including Strategic Network Plan and 30-year delivery programme; and
- d) notes that funding and timing of the projects included within the full Biking and micro-mobility programme will be determined and approved as part of current and future annual and long-term plan processes.

Cr Pascoe re-joined the meeting (10.31am) during discussion of the above item. He was present when the matter was voted on.

Cr Naidoo-Rauf retired from the meeting (10.56am) during discussion of the above item. She was not present when the matter was voted on.

The meeting was adjourned from 11.53am to 12.13pm.

Mayor Southgate and Cr Macpherson retired from the meeting during the above adjournment.

Item 19 (Waikato Regional Council - Public Transport Update) was taken after the adjournment to accommodate speaker availability.

7. Waikato Regional Council - Public Transport Update

Councillor Angela Strange and Andrew Wilson from Waikato Regional Council provided a verbal update, noting the user-uptake of the Te Huia passenger train, patronage of existing bus routes and increased route frequencies. They responded to questions from Members concerning the free buses for under-18s trial, Te Huia patronage, capacity data, Covid-19 recovery, high-frequency public transport routes, funding and timeline for implementing a ridership coverage model to the airport, and partnerships with large organisations.

Resolved: (Cr Wilson/Cr Bunting)

That the Infrastructure Operations Committee:

- a) receives the verbal report; and
- b) thanks Waikato Regional Council for their update.

8. Eastern Pathways Programme

The Transport and Urban Mobility Programme Delivery Lead introduced James Bevan (AECOM). They spoke to the report in particular the Business Case process undertaken, partnership with Waka Kotahi, the objectives of the programmes, Eastern Pathway’s School Link, engagement undertaken, timeline for next steps, pathway options considered and the Hamilton East catchment area. They responded to questions from Members concerning alternative options for the Five Cross Roads intersection, budgetary effects on connectivity of the pathway, community feedback, effects of staged project delivery, implications of not approving the business case for submission to Waka Kotahi, financial requirements, the Hamilton East catchment pathway options including carpark rationalisation, and incorporating the Claudelands railway into the pathway.

Motion: (Cr O’Leary/Cr Pascoe)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves the final draft School Link project Single Stage Business Case for submission to Waka Kotahi NZ-Transport Agency to seek business case approval, subject to an amendment to the business case prior to submission that details ongoing community engagement during the Five Cross Roads secondary investigation stage to consider additional options and not just the three options currently listed in the business case;
- c) notes that approval of the final draft School Link project Single Stage Business Case for submission to Waka Kotahi NZ Transport Agency does not pre-determine any specific option for Five Cross Roads, which in particular, requires further investigation, urban design work and consultation/engagement to be undertaken prior to confirming a preferred option;
- d) approves the final draft City Centre to University Link project Single Stage Business Case for submission to Waka Kotahi NZ Transport Agency to seek business case approval; and
- e) notes that Council funding approval of the Eastern Pathways - School Link and City Centre to University Link project delivery programmes are subject to co-investment (minimum 51%) confirmation from Waka Kotahi NZ Transport Agency.

Amendment: (Cr Bunting/Cr Hamilton)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves the final draft School Link project Single Stage Business Case for submission to Waka Kotahi NZ Transport Agency to seek business case approval, subject to an amendment to the business case prior to submission that details ongoing community engagement during the Five Cross Roads secondary investigation stage to consider additional options and not just the three options currently listed in the business case;
- c) notes that approval of the final draft School Link project Single Stage Business Case for submission to Waka Kotahi NZ Transport Agency does not pre-determine any specific option for Five Cross Roads, which in particular, requires further investigation, urban design work and consultation/engagement to be undertaken prior to confirming a preferred option;
- d) defers the approval of the Final Draft City Centre to University Link project Single Stage Business Case for submission to Waka Kotahi NZ Transport Agency to seek business case approval to the 8 June 2021 Infrastructure Operations Committee;
- e) request staff complete a further Eastern Pathways - City Centre to University Link project Single Stage Business Case option review and confirmation focusing on cycleway Option 1 against the following Option 2:
 - i. Option 1: Grey street, Cook Street, Clyde Street, Knighton Road; and
 - ii. Option 2: Beale street, Hamilton Boys High School, Wilson Street, Knighton Road;
- f) notes that Council funding approval of the Eastern Pathways - School Link and City Centre to University Link project delivery programmes are subject to co-investment (minimum 51%) confirmation from Waka Kotahi NZ Transport Agency.

The Amendment was put.

Those for the Amendment: Deputy Mayor Taylor, Councillors Hamilton, Bunting, Wilson and Gallagher.

Those against the Amendment: Councillors O'Leary, Thomson, van Oosten and Pascoe.

The Amendment was declared CARRIED.

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

Resolved: (Cr Bunting/Cr Hamilton)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves the final draft School Link project Single Stage Business Case for submission to Waka Kotahi NZ Transport Agency to seek business case approval, subject to an amendment to the business case prior to submission that details ongoing community engagement during the Five Cross Roads secondary investigation stage to consider additional options and not just the three options currently listed in the business case;
- c) notes that approval of the final draft School Link project Single Stage Business Case for submission to Waka Kotahi NZ Transport Agency does not pre-determine any specific option for Five Cross Roads, which in particular, requires further investigation, urban design work and consultation/engagement to be undertaken prior to confirming a preferred option;
- d) defers the approval of the Final Draft City Centre to University Link project Single Stage Business Case for submission to Waka Kotahi NZ Transport Agency to seek business case approval to the 8 June 2021 Infrastructure Operations Committee;
- e) request staff complete a further Eastern Pathways - City Centre to University Link project Single Stage Business Case option review and confirmation focusing on cycleway Option 1 against the following Option 2:
 - iii. Option 1: Grey street, Cook Street, Clyde Street, Knighton Road; and
 - iv. Option 2: Beale street, Hamilton Boys High School, Wilson Street, Knighton Road;
- f) notes that Council funding approval of the Eastern Pathways - School Link and City Centre to University Link project delivery programmes are subject to co-investment (minimum 51%) confirmation from Waka Kotahi NZ Transport Agency.

The meeting adjourned during the discussion of the above item from 1.39pm to 2.24pm.

Item 20 (Water Stimulus Delivery Update) was taken after the above adjournment to accommodate speaker availability.

9. Water Stimulus Delivery Update

The City Waters Manager introduced the report noting that the report only relates to the Central Government funded stimulus projects and that a related report is being presented to the Council Meeting of 29 April 2021. She outlined key updates concerning the Three Waters Reform Stimulus projects, including project stage, Taitua Arboretum bore works, Low River Contingency Infrastructure deployment project, Rototuna Reservoir site fencing and security measures, and the contract award requests for approval. She responded to questions from Members concerning reporting on the Programme's quantum.

Resolved: (Cr O’leary/Cr Hamilton)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves, the City Waters Manager as Hamilton City Council’s nominated Recipients Representative in the existing Water Stimulus Funding Agreement and Lead Contact in the Water Stimulus Delivery Plan with the Department of Internal Affairs;
- c) approves award of Contract 810/2021 for landscaping activities within the Stormwater Gully Improvements project with Ngati Haua Mahi Trust, with an Approved Contract Sum of \$900,000;
- d) approves to vary existing Contract 16431 with Waipa Civil Ltd. to deliver an additional \$1,000,000 of watermain renewals, increasing the Approved Contract Sum from \$16,500,000 to \$17,500,000 and extending the contract completion date from 30 June 2021 to 31 March 2022;
- e) approves to vary existing Contract 17160 with HEB Construction Ltd. to deliver an additional \$500,000 of wastewater reticulation renewals, increasing the Approved Contract Sum from \$25,000,000 to \$25,500,000 and extending the contract completion date from 30 June 2021 to 31 March 2022;
- f) approves award of a contract for asset data information management system improvements within the Asset Data Information Improvements project with a maximum Approved Contract Sum of \$650,000;
- g) delegates authority to the Chief Executive to approve Direct Appointment contracts for delivery of the Water Stimulus programme up to a maximum contract value of \$3,000,000 in accordance with existing delegated authority to award tendered contracts - subject to works being fully funded within the approved Water Stimulus Programme; and
- h) notes the re-allocation of central government funding between projects within the Delivery Plan, noting that the overall programme budget remains \$17.46m as approved by Council and the Department of Internal Affairs.

10. Hamilton Transport Centre Rejuvenation Project

The Transport and Urban Mobility Programme Delivery Lead took the report as read. He responded to questions from Members concerning the scope of the project, twenty-four hour access and security risks, long-term planning of the transport centre, and the effect of ridership model changes on the Transport Centre design.

Resolved: (Cr Wilson/Deputy Mayor Taylor)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves the Hamilton Transport Centre Rejuvenation Project final draft business case and preferred option to be submitted to Waka Kotahi NZ Transport Agency to seek funding approval;
- c) notes that the 19 February 2021 Waikato Regional Council - Regional Connections Committee endorsed the preferred option for the Hamilton Transport Centre Rejuvenation Project; and
- d) notes that funding for the Hamilton Transport Centre Rejuvenation Project are subject to the Draft 2021-31 Long Term Plan approval by Council and subject to Waka Kotahi NZ Transport Agency approval including 51% subsidy.

Cr van Oosten left the meeting (2.51pm) during discussion of the above item. She was not present when the matter was voted on.

11. Personal Hire Devices- End of Trial Review (Recommendation to the Council)

The City Safe Unit Manager took the report as read noting the trial process. He responded to questions from Members concerning fees, charges, and Council cost-recovery.

Resolved: (Deputy Mayor Taylor/Cr Bunting)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves **Option Two** that personal hire device (PHD) activity continues with three monthly reports to the Infrastructure Operations Committee and the permitting process is decided by staff in consultation with Elected Members.
- c) approves that no more than 3 approved Operators and 1,000 personal hire devices be permitted for operation in Hamilton, noting the desire for a variety of devices within the allocation;
- d) approves that existing operator exclusivity arrangements are terminated;
- e) notes that public liability insurance of \$2,000,000 will be required by each Personal Hire Device operator;
- f) notes that staff will administer the personal hire device permit process under the provisions of the Public Places Bylaw 2016; and
- g) notes that staff will review the Hamilton City Code of Practice for Personal Hire Devices and applicable fees and charges for approved personal hire devices as required as a minimum on an annual basis.

That the Infrastructure Operations Committee recommends the Council approves the following fees and charges :

- a) \$300 annual permit fee;
- b) fee of \$0.13 per ride; and
- c) a \$10,000 education campaign fund per operator, noting that there may be future ongoing funding shared among all operators for Council and user education.

Cr van Oosten re-joined the meeting (3.05pm) during discussion of the above item. She was present when the matter was voted on.

12. Onion Road / Ruffell Road Intersection

The Unit Manager City Transportation introduced the report noting the growth and development in Te Rapa Park suburb, the rail intersection safety concerns raised by Waka Kotahi, existing safety interventions, and public engagement. He responded to questions from Members concerning the new intersection design, public engagement, and related projects in the Long Term Plan.

Resolved: (Cr O'Leary/Cr Bunting)

That the Infrastructure Operations Committee:

- a) approves Council to enter into an agreement with KiwiRail in relations to the Ruffell Road Level Rail Crossing
- b) delegates the Chief Executive to enter into a Letter of Agreement with KiwiRail that supports

the temporary closure that allows for its reopening to all motor vehicles once the planned Onion Road Realignment project is completed and all other safety matters have been addressed;

- c) notes that the Chief Executive will negotiate a Deed of Grant Agreement for the Ruffell Road level rail crossing which is a normal operational matter;
- d) approves the proposal to upgrade the Arthur Porter Drive / Te Kowhai Road existing uncontrolled T-intersection to a mini roundabout;
- e) approves the reallocation of \$400,000 from the 2020/21 Low Cost Low Risk and other programmes to fund the upgrade of the Arthur Porter Drive / Te Kowhai Road intersection upgrade; and
- f) notes that staff will undertake targeted engagement and public notification as part of the implementation phase of this work.

13. State Highway 26 Revocation Fit for Purpose Business Case

The Operations Team Leader introduced the reporting noting the key elements of the project, discussions with Waka Kotahi, and the project's next steps. She responded to questions from Members concerning the Morrinsville, Matangi and Silverdale Roads intersection, alignment with other Council plans concerning multi-modal pathways, and potential future state highway revocations.

Resolved: (Cr O'Leary/Cr Bunting)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) endorses the SH26 Revocation Fit for Purpose Business case prepared by Waka Kotahi NZ Transport Agency for approval by the Waka Kotahi NZ Transport Agency Board;
- c) notes that the improvement works required to make Morrinsville Road Fit for Purpose following the revocation of the State Highway status, will be 100% funded by Waka Kotahi NZ Transport Agency with funding being made available for Hamilton City Council to implement the works from 1 July 2022 onwards;
- d) notes that the specific details of any improvements on the revoked section of SH26 Morrinsville Road within the city will be developed in consultation with Members, the local community and key stakeholders prior to implementation; and
- e) notes that if Hamilton City Council wishes to install traffic signals at the intersection of Morrinsville, Matangi and Silverdale roads, then the extra cost above that allowed for the roundabout will have to be funded 100% by Hamilton City Council.

14. Wairere Drive Extension - Construction MSQA Contract

The General Manager Development took the report as read. He responded to questions from Members concerning delivery and budget.

Resolved: (Cr Bunting/Cr Pascoe)

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) approves an increase of the Approved Contract Sum for PSP 18171 with BBO for provision of contract management and supervision services on the Wairere Drive extension construction project from \$2,750,000 to \$3,600,000.

The meeting was adjourned from 3.36pm to 3.50pm.

15. Proposed Low Cost Low Risk Transport Improvement Programme for 2021/22

The Operations Team Leader introduced the reporting noting increase in budget from Waka Kotahi, changes to the programme guidelines, and opportunity to consult with the community concerning the selected projects. She responded to questions from Members concerning raised platforms and the priority of the projects raised in Public Forum.

Resolved: (Cr Thomson/Cr Bunting)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves the proposed Low Cost Low Risk Transport Improvement programme (**Attachment 1** of the report) for the 2021/22 financial year;
- c) notes that final Low Cost Low Risk Transport Improvement programme is subject to funding approval by Hamilton City Council via the 2021-31 Long Term Plan development and Waka Kotahi NZ Transport Agency via the development of the 2021-24 National Land Transport Programme;
- d) notes that progress of the final design and consultation of the projects to be delivered in the Low Cost Low Risk Transport Improvement programme will be reported to Members via the Executive Update and General Manager Update Report to the Infrastructure Operations Committee meetings; and
- e) requests staff engage directly with Te Papanui Enderley Community Trust regarding the traffic safety concerns being raised by the community there, and that agreed priority works are incorporated into the 2021/22 minor transport improvements list noting that this may require reprioritisation of other projects. Staff will provide an update at the 8 June 2021 Infrastructure Operations Committee General Manager's report.

16. Korikori Green Proposal to Declare a Pedestrian Mall - Deliberation and Adoption Report
(*Recommendation to the Council*)

The Operations Team Leader introduced the report noting the feedback received from Members at the Hearings and Engagement Committee meeting and high vehicle speeds at Korikori Green. She responded to questions from Members concerning school traffic mitigation plans and Long Term Plan traffic plans.

Resolved: (Cr Gallagher/Cr Wilson)

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) considers the feedback from public submissions received as a result of the special consultation procedure including the hearing held at the 24 March 2021 Hearings and Engagement Committee meeting completed in accordance with Section 83 of the Local Government Act 2002 on the proposal to declare a section of Korikori Green a Pedestrian Mall under Section 336(1) of the Local Government Act 1974.

That the Infrastructure Operations Committee recommends that the Council:

- a) approves that a section of Korikori Green be declared a Pedestrian Mall under Section 336(1) of the Local Government Act 1974;
- b) approves a public notice be issued stating the Council decision to declare a section of Korikori Green a Pedestrian Mall;
- c) notes that under section 336(3) of the Local Government Act 1974, any person may, within one month after making of a declaration of the pedestrian mall, or within such further time as the Environment Court may allow, appeal to the Environment Court against the declaration; and

- d) notes that if no appeals to the declaration of the Pedestrian Mall in Korikori Green are received or upheld that the Hamilton Traffic Bylaw Pedestrian Mall register will be updated to include this information.

17. Hamilton Stormwater Bylaw Review - Deliberations Report (*Recommendation to the Council*)

The Senior Planner City Waters took the report as read.

Resolved: (Cr Gallagher/Cr Wilson)

That the Infrastructure Operations Committee receives the report.

That the Infrastructure Operations Committee recommends that the Council:

- a) notes that, as part of this review, Council determined on **30 April 2020** that a Stormwater Bylaw is the most appropriate mechanism for addressing issues relating to stormwater management in Hamilton;
- b) notes that the Hamilton Stormwater Bylaw 2015 has been reviewed and consulted on as per the requirements of the Local Government Act 2002;
- c) notes that the revised Stormwater Bylaw 2021 is the most appropriate form of the bylaw, having regard to the issues identified in the review and consultation feedback;
- d) notes that the revised Hamilton Stormwater Bylaw 2021 does not give rise to any implications under the New Zealand Bill of Rights Act 1990; and adopts the revised Stormwater Bylaw 2021 effective from 1 October 2021.

18. Gordonton Road Intersection Upgrades

The Operations Team Leader and the Capital Projects Business Manager took the report as read. Staff responded to questions from Members concerning Waikato Regional Council's involvement, other planned interventions at the intersection, and alternative funding opportunities.

Resolved: (Cr Bunting/Deputy Mayor Taylor)

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) approves the macroscope for the Puketaha/Gordonton intersection as set out in the staff report and in **Attachment 2**.

19. Road Stopping – Southern Links

The Property Officer Acquisitions and Disposal took the report as read.

Resolved: (Cr Hamilton/Cr O'Leary)

That the Infrastructure Operations Committee:

- a) approves the road stopping of approximately 170m² of Westbrook Place shown in **Attachment 1** of the staff report and for it to be transferred to Mithrandir Enterprises Ltd for \$1, subject to:
 - i. the compensation agreement (in the public excluded section of this meeting) being signed by all parties;
 - ii. a Land Information NZ approved survey plan for the proposed stopped road area; and
 - iii. amalgamation of the stopped road area with the adjacent property owned by Mithrandir Enterprises Ltd, Legal description: Section 31 SO 538898 (Record of Title 943453), if the road stopping is successful;
- b) approves the road stopping of designated land acquired from Mithrandir Enterprises Ltd that is

not required for roading, or segregation strip purposes, for it to be transferred, together with Section 30 SO 538898, to Mithrandir Enterprises Ltd for \$1 subject to:

- i. the compensation agreement being signed by all parties;
 - ii. road construction being completed, and a segregation strip being created;
 - iii. a Land Information NZ approved Survey plan for the proposed stopped road area and segregation strip; and
 - iv. amalgamation of the stopped road area and Section 30 SO 538898 with the adjacent property owned by Mithrandir Enterprises Ltd, Legal description Section 31 SO 538898 (Record of Title 943453), if the road stopping is successful; and
- c) delegates authority to the Chief Executive to sign all documentation to give effect to the resolution/s in this report.

20. Waste Management and Minimisation Bylaw 2019

The Business Manager Infrastructure Operations and the Policy and Bylaw Lead took the report as read.

Resolved: (Cr O’Leary/Cr Wilson)

That the Infrastructure Operations Committee

- a) receives the report; and
- b) recommends that the Council:
 - i. approves the update minor changes to clause 9.2 of the Waste Management and Minimisation Bylaw 2019 ; and
 - ii. notes that section 156(2)(a) of the Local Government Act 2002 enables errors in a bylaw to be corrected by a publicly notified resolution.

21. Infrastructure Operations General Managers Report

The General Manager Infrastructure Operations, Business Manager Infrastructure Operations and Operations Team Leader took the report as read. They responded to questions from Members concerning contract costs for Rubbish and Recycling, waste audit results, scope and cost of the Accessibility Review, timeline for the Public Transport Network Studies, cycle parklets and other cycle parking infrastructure, road-user statistics, Claudelands bridge cycleway, and traffic management at the Boundary Road/Heaphy Terrace intersection.

Staff Action: *Staff undertook to provide transport data, in particular cycle use statistics, to Members on an ongoing basis.*

Resolved: (Cr Bunting/Cr Pascoe)

That the Infrastructure Operations Committee receives the report.

22. External Committees Updates

The Council’s representative on the Waikato Regional Council Regional Transport Committee provided a verbal update, noting public hearings recently took place at the Committee.

The Council’s representative on the Waikato Regional Council Regional Connections Committee provided a verbal update on the most recent Committee noting changes to the bus fares for adult

passengers.

The Council's representative on the Waikato Regional Council Regional Start Up Rail Governance Group provided a verbal update on the most recent Committee noting the roll-out of the service, patronage, the schedule. He responded to questions from Members concerning patronage.

Resolved: (Cr O'Leary/Cr Wilson)

That the Infrastructure Operations Committee receives the report.

23. Resolution to Exclude the Public

Resolved: (Cr Wilson/Deputy Mayor Taylor)

Section 48, Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

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

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

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Infrastructure Operations Committee Public Excluded Minutes - 23 February 2021) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
C2. SH26 Revocation - Fit for Purpose Business Case report)	
C3. Road Stopping - Mithrandir Enterprises Limited Agreement		

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 protect information which is subject to an obligation of confidence and disclosure would likely prejudice continual supply of similar information where it is in the public	Section 7 (2) (c) (i)

Item C3.	interest for that information to continue to	
	be available	
	to maintain legal professional privilege	Section 7 (2) (g)
	to enable Council to carry out commercial	Section 7 (2) (h)
	activities without disadvantage	Section 7 (2) (i)
	to enable Council to carry out negotiations	

The meeting went to Public Excluded session at 5.01pm.

The meeting was declared closed at 5.09pm.

Minute Note 17/08/2022:

*On 17/08/2022 the following report and resolutions were determined to be released to the public via these minutes and the quarterly update. The report is attached as **Appendix 7** of these minutes.*

SH26 Revocation - Fit for Purpose Business Case report

Resolved:

That the Infrastructure Operations Committee:

- a) receives the report;*
- b) notes the draft Waka Kotahi NZ Transport Agency 'SH1B and SH26 (Part) Revocation Single Stage Business Case' SH26 Fit for Purpose Revocation Business Case as a reference document to the 27 April 2021 Infrastructure Operations Committee - SH26 Revocation Fit for Purpose Business Case report;*
- c) notes that this report is Public Excluded as the attached document is still in draft form and yet to be endorsed by Waikato and Waipa District Councils in regard to the proposals on their respective sections of SH1B and SH26; and*
- d) notes that this report will be released to the public once it has been endorsed by the Waikato District and Waipa District Councils (as road controlling authorities for sections of SH1B and SH26) and approved by the Waka Kotahi NZ Transport Agency Board.*

Appendix 1

Public forum submission , HCC Infrastructure committee, April 27, 2021 re the Eastern Pathways/School Link

I'm here to beg council to ensure that the funding for the Eastern Pathways project is applied for, and that the case is as convincing as possible. This is a unique chance to prevent Hamilton following further in Auckland's congested footsteps, and to take the first steps toward an approach to traffic management and road safety that is closer to what can be seen in the Netherlands, Denmark, and cities like Portland, Oregon. In order to make the Eastern Pathways work, we must address the elephant in the room that is Five Cross Rds. Unfortunately there is already a lot of heat being generated in media reactions to the proposals.

Having been involved as a pedestrian advocate in the planning stages for the Eastern Pathways, and heard the comment from streets engineers that a five-way light-controlled intersection will be very expensive and far from satisfactory, the only workable option remaining is to turn it into a four-way intersection by removing the Brooklyn Rd entry. This is where the proverbial excrement has hit the fan.

I appreciate that the residents of the streets leading off Brooklyn Rd may be worried that they will have more traffic down their streets. I also feel that although Council has tried very hard to contact the local community via open days and stalls at markets and so on, the people who are expressing the most concern haven't really been consulted, or feel they haven't. Something that may not have been adequately considered by HCC with regard to the formation of negative public opinions is likely to be the use of online neighbourhood forums like Neighbourly. I seldom use it but came across a line of chat from angry residents in the East St/ Daisy St/ Pearsons Ave community who were reinforcing each other's concerns about the prospect of large numbers of cars being diverted down their streets. Having some background information, I added a comment to the thread, noting that with better walking and cycling facilities the number of cars using the area should decrease as people can allow their children to walk and cycle to school, and that safety in general should improve. However, the complaints, mostly including comments about lack of consultation from HCC, continued unabated. Given the influence of social media, the only way to help people overcome their concerns may be the old-fashioned approach of face-to-face individual conversations with those involved, to find out what they do know, what is worrying them most, and how they feel their concerns can be addressed.

One of the issues is people's lack of readiness to believe that cycling and walking are even viable options – maybe because they've never had the chance to use them. I ended up in a discussion in a shop with an older customer and the shop assistant, who were both initially complaining about the Rostrevor St closure – something else I have personal knowledge of. I joined in the conversation to explain where the closure really was, why it was happening and that it was a temporary trial, none of which they seemed aware of. They then moved on to Five Cross Rds and the customer was totally opposed to closing Brooklyn Rd because he was focused entirely on buses. I asked why and he said that "No-one will walk or bike in the winter". I pointed out that in the Netherlands and Denmark, places notably colder than here, people still walk and cycle all year, but he wasn't prepared to listen to the idea, and again commented that there had been no consultation from HCC and that the needs of local residents weren't being considered.

There is a need for better interaction with those directly affected by change at Five Cross Rds, but there is a risk that a vocal minority will halt a desperately needed change in the way we move around our city. The reasons why I and many others want to see the Eastern Pathways project proceed are summed up in the following review of an about-to-be published book. I would ask councillors to read the review, and obtain a copy of the book as soon as possible. It may help in allaying residents' fears and showing the positive aspects of improved cycling and walking access, particularly for children and the elderly.

Curbing Traffic: The Human Case for Fewer Cars in our Lives by Melissa and Chris Bruntlett, due for release end of June 2021

In 2019, mobility experts Melissa and Chris Bruntlett began a new adventure in Delft in the Netherlands. They had packed up their family in Vancouver, BC, and moved to Delft to experience the biking city as residents rather than as visitors. A year earlier they had become unofficial ambassadors for Dutch cities with the publication of their first book *Building the Cycling City: The Dutch Blueprint for Urban Vitality*.

In *Curbing Traffic: The Human Case for Fewer Cars in Our Lives*, Melissa and Chris Bruntlett chronicle their experience living in the Netherlands and the benefits that result from treating cars as visitors rather than owners of the road. They weave their personal story with research and interviews with experts and Delft locals to help readers share the experience of living in a city designed for people.

In the planning field, little attention is given to the effects that a “low-car” city can have on the human experience at a psychological and sociological level. Studies are beginning to surface that indicate the impact that external factors—such as sound—can have on our stress and anxiety levels. Or how the systematic dismantling of freedom and autonomy for children and the elderly to travel through their cities is causing isolation and dependency.

In *Curbing Traffic*, the Bruntletts explain why these investments in improving the built environment are about more than just getting from place to place more easily and comfortably. The insights will help decision makers and advocates to better understand and communicate the human impacts of low-car cities: lower anxiety and stress, increased independence, social autonomy, inclusion, and improved mental and physical wellbeing. The book is organized around the benefits that result from thoughtfully curbing traffic, resulting in a city that is: child-friendly, connected, trusting, feminist, quiet, therapeutic, accessible, prosperous, resilient, and age-friendly.

Planners, public officials, and citizen activists should have a greater understanding of the consequences that building for cars has had on communities (of all sizes). *Curbing Traffic* provides relatable, emotional, and personal reasons why it matters and inspiration for exporting the low-car city.

Appendix 2

I've attached a list of key projects that we have prioritised in order. I have also attached letters of support from Rangatira in organisations that are also in support of this mahi and kaupapa.

Obviously we are willing to work with your staff to plan how these actions can best be planned for the safety and wellbeing of our community.

We will also mention our support for the Eastern Pathways kaupapa with support for a deeper investigation into Five Cross Roads.

We are still advocating for a cultural playground and a new, fit for purpose, future proof community centre that meets the cultural needs of the community.

I was taken back when HCC staff showed us concepts of what the Centre could look like and our community had no input into any of the designs. Very concerning, almost disappointing as we have advocated three times directly to council asking for these designs to be culturally informed.

By chance do you know if Council members are aware that last month we were charged \$4,580 rent. This is for hirage of the Centre to deliver key services to some of the most vulnerable whaanau in the City.

Thanks Narelle, if you have any questions please let me know.

Ngaa mihi,
Wayne

#	Infrastructure
1	Pedestrian Crossing with traffic light and speed bump
2	High Quality Speed Bump
3	High Quality Speed Bump
4	High Quality Speed Bump
5	High Quality Pedestrian Crossing
6	High Quality Speed Bump
7	High Quality Speed Bump
8	Pedestrian Crossing with traffic light and speed bump
9	High Quality Speed Bump
10	High Quality Speed Bump
11	Speed Bump
12	High Quality Pedestrian Crossing with traffic lights
13	Pedestrian Crossing with traffic light and speed bump
14	Speed Bump
15	Pedestrian Crossing with traffic light and speed bump
16	High Quality Speed Bump
17	High Quality Speed Bump
18	Redesign of Street Access and clearing of garden beds
19	High Quality Speed Bump
20	Speed Bump
21	Speed Bump
22	Speed Bump
23	Speed Bump
24	Speed Bump
25	Speed Bump
26	Speed Bump
27	High Quality Speed Bump
28	High Quality Speed Bump
29	High Quality Speed Bump
30	High Quality Speed Bump
31	High Quality Speed Bump
32	High Quality Speed Bump
33	High Quality Speed Bump
34	High Quality Speed Bump
35	High Quality Speed Bump
36	High Quality Speed Bump
37	High Quality Speed Bump
38	High Quality Speed Bump
39	High Quality Speed Bump
40	High Quality Speed Bump
41	High Quality Speed Bump
42	High Quality Speed Bump
43	High Quality Speed Bump
44	High Quality Speed Bump
45	High Quality Speed Bump
46	Street Lighting Improved
47	Neighbourhood wide street light assessment
48	Alleyway lighting solutions
49	CCTV
50	

Location
45 Mardon Road
37 Mardon Road
57 & 68 Mardon Road
67D & 76D Tennyson Road
60 Tennyson Road
46 & 37 Tennyson Road
26 & 25 Tennyson Road
350 & 351 Peachgroove Road
14 Mardon Road
77 & 78 Mardon Road
107B & 110 Mardon Road
Eastside Law & 66 Boundary Road
Outside Hamilton Settlement Trust Building
Outside Granville & 3 Tennyson Road
88 Insoll Avenue replace at shops
87 & 88 Insoll Avenue
52 & 51 Insoll Avenue
Entrance to Shakespeare Avenue in front of village
Out of Rosendale & 25 Insoll Avenue
5 & 6 Dryden Road
23 & 20 Dryden Road
Outside Te Kōhao & 39 Wordsworth Cres
5 & 6 Wordsworth Crescent
Enderley Park & 18 Wordsworth Crescent
35 & 38 Wordsworth Crescent
47 & 50 Wordsworth Crescent
24A & 21B Spenser Road
10 & 11 Spenser Road
67 & 74 Enderley Avenue
69 Shakespeare Avenue
59 & 62 Shakespeare Avenue
42 & 43 Shakespeare Avenue
30 & 31 Shakespeare Avenue
20 & house on corner of Shakespeare Avenue
24 Blake Street
7A & 4D Blake Street
125 & 136 Tramway Road
146A & 148 Tramway Road
166 & 159A Tramway Road
182 & 181 Tramway Road
205 & 204A Tramway Road
220A & 217 Tramway Road
87 & 88 Fifth Avenue
73 & 66 Fifth Avenue
50A & 45 Fifth Avenue
Throughout Enderley
Tramway Rd, Enderley Av, Insoll Av & Peachgrove Rd
Marlow Place, Mardon Road, Enderley Park
Te Papanui Enderley Community Centre

23 April 2021

Tena Koutou Katoa,

I write on behalf of Trust Waikato in support of Te Papanui Enderley Community Trust's proposal to the Komiti Hangaanga / Infrastructure Operations Committee for Council's support to fund key infrastructure projects to improve wellbeing and safety throughout Te Papanui Enderley Communities and Neighbourhoods.

We strongly support the funding of these infrastructure projects and the wider focus that Te Papanui Enderley Community Trust are leading to reduce health and wellbeing disparities among some of the most vulnerable whānau by increasing delivery of community-led solutions and interventions.

Our organisation has been a key partner in working with Te Papanui Enderley Community Trust to support the past and ongoing efforts to improve the health and wellbeing of whānau throughout Te Papanui Enderley Community and Neighbourhoods and partnering in community-led initiatives to support the preservation and restoration of mana.

We also support the four priority areas of:

1. Improving Community Safety
2. Improving Community Revitalisation
3. New Cultural Playground
4. New, Fit for Purpose, Cultural Community Centre

Below is a list of key infrastructure projects that have been identified through a range of engagement activities over the past seven months:

- Rāa Hapori Community Day October 2020 (attended by over 900 whānau)
- Whānau Ora Day November 2020 (attended by over 1,300 whānau)
- Tamariki Ora End of Year Celebration December 2020 (attended by 100 whānau)
- Tu Oho Mai Event February 2021 (attended by over 900 whānau)
- Long Term Plan Submission March 2021 (participated by over 200 whānau)
- Community Hui April 2021 and many individual and whānau koorero over the past seven months.

#	Infrastructure	Location
1	Pedestrian Crossing with traffic light and speed bump	45 Mardon Road
2	High Quality Speed Bump	37 Mardon Road
3	High Quality Speed Bump	57 & 68 Mardon Road
4	High Quality Speed Bump	67D & 76D Tennyson Road
5	High Quality Pedestrian Crossing	60 Tennyson Road
6	High Quality Speed Bump	46 & 37 Tennyson Road
7	High Quality Speed Bump	26 & 23 Tennyson Road
8	Pedestrian Crossing with traffic light and speed bump	350 & 351 Peachgrove Road
9	High Quality Speed Bump	14 Mardon Road
10	High Quality Speed Bump	77 & 78 Mardon Road
11	Speed Bump	107B & 110 Mardon Road
12	High Quality Pedestrian Crossing with traffic lights	Eastside Law & 66 Boundary Road
13	High Quality Pedestrian Crossing with traffic lights	Outside Hamilton Settlement Trust Building
14	Speed Bump	Outside Granville & 3 Tennyson Road
15	Pedestrian Crossing with traffic light and speed bump	88 Insoil Avenue replace at shops
16	High Quality Speed Bump	87 & 88 Insoil Avenue
17	High Quality Speed Bump	52 & 51 Insoil Avenue
18	High Quality Speed Bump	Out of Rosendale & 23 Insoil Avenue
19	Speed Bump	5 & 6 Dryden Road
20	Speed Bump	23 & 20 Dryden Road
21	Speed Bump	Outside Te Kōhao & 39 Wordsworth Cres
22	Speed Bump	5 & 6 Wordsworth Crescent
23	Speed Bump	Enderley Park & 18 Wordsworth Crescent
24	Speed Bump	35 & 38 Wordsworth Crescent
25	Speed Bump	47 & 50 Wordsworth Crescent
26	High Quality Speed Bump	24A & 21B Spenser Road
27	High Quality Speed Bump	10 & 11 Spenser Road
28	High Quality Speed Bump	67 & 74 Enderley Avenue
29	High Quality Speed Bump	69 Shakespeare Avenue
30	High Quality Speed Bump	59 & 62 Shakespeare Avenue
31	High Quality Speed Bump	42 & 43 Shakespeare Avenue
32	High Quality Speed Bump	30 & 31 Shakespeare Avenue
33	High Quality Speed Bump	20 & house on corner of Shakespeare Avenue
34	High Quality Speed Bump	24 Blake Street
35	High Quality Speed Bump	7A & 4D Blake Street
36	High Quality Speed Bump	125 & 136 Tramway Road
37	High Quality Speed Bump	146A & 148 Tramway Road
38	High Quality Speed Bump	166 & 179A Tramway Road

39	High Quality Speed Bump	182 & 181 Tramway Road
40	High Quality Speed Bump	203 & 204A Tramway Road
41	High Quality Speed Bump	220A & 217 Tramway Road
42	High Quality Speed Bump	87 & 88 Fifth Avenue
43	High Quality Speed Bump	73 & 66 Fifth Avenue
44	High Quality Speed Bump	50A & 45 Fifth Avenue
45	Street Lighting Improved	Throughout Enderley

We urge you to please take the above list of projects into serious consideration.

Nga mihi,



Dennis Turton
Chief Executive

TE RŪNANGA O KIRIKIROA

Po Box 19165
Hamilton
Ph: (07) 846 1042
Fax: (07) 846 7156
E-mail: marsha@terunanga.org.nz



26 April 2021

Tena koutou katoa,

I write on behalf of Te Rūnanga o Kirikirōia Trust in support of Te Papanui Enderley Community Trust's proposal to the Komiti Hangaanga / Infrastructure Operations Committee. Their proposal seeks Council's support to fund key infrastructure projects, to improve wellbeing and safety throughout Te Papanui Enderley communities and neighbourhoods.

We strongly support the funding of these infrastructure projects and the wider focus that Te Papanui Enderley Community Trust are leading, to reduce health and wellbeing disparities among some of the most vulnerable whānau. We support increasing delivery of community-led solutions and interventions.

Te Rūnanga o Kirikirōia has been a key partner in working with Te Papanui Enderley Community Trust in support of past and ongoing efforts. For example, we worked directly with the Trust, in order to get a range of care packages out across their community during last years' Covid-19 lockdown periods.

We also support the four priority areas of:

1. Improving Community Safety
2. Improving Community Revitalisation
3. New Cultural Playground
4. New, Fit for Purpose, Cultural Community Centre

Below is a list of key infrastructure projects that have been identified through a range of engagement activities over the past seven months. The engagement activities are listed first, and the proposed infrastructure projects are listed after this:

- Rā Hapori Community Day October 2020 (attended by over 900 whanau)
- Whānau Ora Day November 2020 (attended by over 1,500 whānau)
- Tamariki Ora End of Year Celebration December 2020 (attended by 100 whanau)
- Tu Oho Mai Event February 2021 (attended by over 900 whānau)
- Long Term Plan Submission March 2021 (participated by over 200 whanau)
- Community Hui April 2021 and many individual and whānau kōrero over the past seven months.

#	Infrastructure	Location
1	Pedestrian Crossing with traffic light and speed bump	45 Mardon Road
2	High Quality Speed Bump	37 Mardon Road
3	High Quality Speed Bump	57 & 68 Mardon Road
4	High Quality Speed Bump	67D & 76D Tennyson Road
5	High Quality Pedestrian Crossing	60 Tennyson Road
6	High Quality Speed Bump	46 & 37 Tennyson Road
7	High Quality Speed Bump	26 & 25 Tennyson Road
8	Pedestrian Crossing with traffic light and speed bump	350 & 351 Peachgrove Road
9	High Quality Speed Bump	14 Mardon Road
10	High Quality Speed Bump	77 & 78 Mardon Road
11	Speed Bump	107B & 110 Mardon Road
12	High Quality Pedestrian Crossing with traffic lights	Eastside Law & 66 Boundary Road
13	High Quality Pedestrian Crossing with traffic lights	Outside Hamilton Settlement Trust Building
14	Speed Bump	Outside Granville & 3 Tennyson Road
15	Pedestrian Crossing with traffic light and speed bump	88 Insoll Avenue replace at shops
16	High Quality Speed Bump	87 & 88 Insoll Avenue
17	High Quality Speed Bump	52 & 51 Insoll Avenue
18	High Quality Speed Bump	Out of Rosendale & 25 Insoll Avenue
19	Speed Bump	5 & 6 Dryden Road
20	Speed Bump	23 & 20 Dryden Road
21	Speed Bump	Outside Te Kōhao & 39 Wordsworth Cres
22	Speed Bump	5 & 6 Wordsworth Crescent
23	Speed Bump	Enderley Park & 18 Wordsworth Crescent
24	Speed Bump	35 & 38 Wordsworth Crescent
25	Speed Bump	47 & 50 Wordsworth Crescent
26	High Quality Speed Bump	24A & 21B Spenser Road
27	High Quality Speed Bump	10 & 11 Spenser Road
28	High Quality Speed Bump	67 & 74 Enderley Avenue
29	High Quality Speed Bump	69 Shakespeare Avenue
30	High Quality Speed Bump	59 & 62 Shakespeare Avenue
31	High Quality Speed Bump	42 & 43 Shakespeare Avenue
32	High Quality Speed Bump	30 & 31 Shakespeare Avenue
33	High Quality Speed Bump	20 & house on corner of Shakespeare Avenue
34	High Quality Speed Bump	24 Blake Street
35	High Quality Speed Bump	7A & 4D Blake Street
36	High Quality Speed Bump	125 & 136 Tramway Road
37	High Quality Speed Bump	146A & 148 Tramway Road
38	High Quality Speed Bump	166 & 159A Tramway Road
39	High Quality Speed Bump	182 & 181 Tramway Road
40	High Quality Speed Bump	205 & 204A Tramway Road
41	High Quality Speed Bump	220A & 217 Tramway Road
42	High Quality Speed Bump	87 & 88 Fifth Avenue
43	High Quality Speed Bump	73 & 66 Fifth Avenue
44	High Quality Speed Bump	50A & 45 Fifth Avenue
45	Street Lighting Improved	Throughout Enderley

We urge you to give the above list of projects appropriate due diligence and serious consideration.

Ngā mihi,

A handwritten signature in dark ink, appearing to read 'Andrea Elliott-Hohepa'.

Andrea Elliott-Hohepa
Chief Executive
Te Rūnanga o Kirikiriroa Trust
(E): andrea@terunanga.org.nz
(T): 07-846-1042



22-4-21

Te Whānau Pūtahi Trust

37 Oxford Street Fairfield Hamilton

Tena Koutou Katoa,

I write on behalf of Te Whānau Pūtahi in support of Te Papanui Enderley Community Trust's proposal to the Komiti Hanganga / Infrastructure Operations Committee for Council's support to fund key infrastructure projects to improve wellbeing and safety throughout Te Papanui Enderley Communities and Neighbourhoods.

We strongly support the funding of these infrastructure projects and the wider focus that Te Papanui Enderley Community Trust are leading to reduce health and wellbeing disparities among some of the most vulnerable whānau by increasing delivery of community-led solutions and interventions.

Our organisation has been a key partner in working with Te Papanui Enderley Community Trust to support the past and ongoing efforts to improve the health and wellbeing of whānau throughout Te Papanui Enderley Community and Neighbourhoods and partnering in community-led initiatives to support the preservation and restoration of mana.

We also support the four priority areas of:

1. Improving Community Safety
2. Improving Community Revitalisation
3. New Cultural Playground
4. New, Fit for Purpose, Cultural Community Centre

Below is a list of key infrastructure projects that have been identified through a range of engagement activities over the past seven months:

-Rae Hapori Community Day October 2020 (attended by over 900 whānau)

-Whānau Ora Day November 2020 (attended by over 1,500 whānau)

-Tamariki Ora End of Year Celebration December 2020 (attended by 100 whānau)

-Tu Oho Mai Event February 2021 (attended by over 900 whānau)

-Long Term Plan Submission March 2021 (participated by over 200 whānau)

-Community Hui April 2021 and many individual and whānau koorero over the past seven months.

#	Infrastructure	Location
1	Pedestrian Crossing with traffic light and speed bump	45 Mardon Road
2	High Quality Speed Bump	37 Mardon Road
3	High Quality Speed Bump	57 & 68 Mardon Road
4	High Quality Speed Bump	67D & 76D Tennyson Road

5	High Quality Pedestrian Crossing	60 Tennyson Road
6	High Quality Speed Bump	46 & 37 Tennyson Road
7	High Quality Speed Bump	26 & 25 Tennyson Road
8	Pedestrian Crossing with traffic light and speed bump	350 & 351 Peachgrove Road
9	High Quality Speed Bump	14 Mardon Road
10	High Quality Speed Bump	77 & 78 Mardon Road
11	Speed Bump	107B & 110 Mardon Road
12	High Quality Pedestrian Crossing with traffic lights	Eastside Law & 66 Boundary Road
13	High Quality Pedestrian Crossing with traffic lights	Outside Hamilton Settlement Trust Building
14	Speed Bump	Outside Granville & 3 Tennyson Road
15	Pedestrian Crossing with traffic light and speed bump	88 Insoll Avenue replace at shops
16	High Quality Speed Bump	87 & 88 Insoll Avenue
17	High Quality Speed Bump	52 & 51 Insoll Avenue
18	High Quality Speed Bump	Out of Rosendale & 25 Insoll Avenue
19	Speed Bump	5 & 6 Dryden Road
20	Speed Bump	23 & 20 Dryden Road
21	Speed Bump	Outside Te Kōhao & 39 Wordsworth Cres
22	Speed Bump	5 & 6 Wordsworth Crescent
23	Speed Bump	Enderley Park & 18 Wordsworth Crescent
24	Speed Bump	35 & 38 Wordsworth Crescent
25	Speed Bump	47 & 50 Wordsworth Crescent
26	High Quality Speed Bump	24A & 218 Spenser Road
27	High Quality Speed Bump	10 & 11 Spenser Road
28	High Quality Speed Bump	67 & 74 Enderley Avenue
29	High Quality Speed Bump	69 Shakespeare Avenue
30	High Quality Speed Bump	59 & 62 Shakespeare Avenue
31	High Quality Speed Bump	42 & 43 Shakespeare Avenue
32	High Quality Speed Bump	30 & 31 Shakespeare Avenue
33	High Quality Speed Bump	20 & house on corner of Shakespeare Avenue
34	High Quality Speed Bump	24 Blake Street
35	High Quality Speed Bump	7A & 4D Blake Street
36	High Quality Speed Bump	125 & 136 Tramway Road
37	High Quality Speed Bump	146A & 148 Tramway Road
38	High Quality Speed Bump	166 & 159A Tramway Road
39	High Quality Speed Bump	182 & 181 Tramway Road
40	High Quality Speed Bump	205 & 204A Tramway Road
41	High Quality Speed Bump	220A & 217 Tramway Road
42	High Quality Speed Bump	87 & 88 Fifth Avenue
43	High Quality Speed Bump	73 & 66 Fifth Avenue
44	High Quality Speed Bump	50A & 45 Fifth Avenue
45	Street Lighting Improved	Throughout Enderley

We urge you to please take the following list of projects into serious consideration.

Nga mihi,

Shane Vink

SAVink

37 Oxford Street Fairfield, P.O Box 14058, Hamilton 3252
Phone (07) 855 0990 - (07) 855 0925 Fax (07) 854 9208

Kylie O'Rourke

Date: April 22, 2021

SleepWell MoePai

105d Newell Rd, Tamahere

Hamilton 3283

Tena Koutou Katoa,

I write on behalf of SleepWell MoePai, in support of Te Papanui Enderley Community Trust's proposal to the Komiti Hanganga / Infrastructure Operations Committee for Council's support to fund key infrastructure projects to improve wellbeing and safety throughout Te Papanui Enderley Communities and Neighbourhoods.

We strongly support the funding of these infrastructure projects and the wider focus that Te Papanui Enderley Community Trust are leading to reduce health and wellbeing disparities among some of the most vulnerable whānau by increasing delivery of community-led solutions and interventions.

Our organisation has been a key partner in working with Te Papanui Enderley Community Trust to support the past and ongoing efforts to improve the health and wellbeing of whānau throughout Te Papanui Enderley Community and Neighbourhoods and partnering in community-led initiatives to support the preservation and restoration of mana.

We also support the four priority areas of:

1. Improving Community Safety
2. Improving Community Revitalisation
3. New Cultural Playground
4. New, Fit for Purpose, Cultural Community Centre

Below is a list of key infrastructure projects that have been identified through a range of engagement activities over the past seven months:

-Raa Hapori Community Day October 2020 (attended by over 900 whānau)

-Whānau Ora Day November 2020 (attended by over 1,500 whānau)

-Tamariki Ora End of Year Celebration December 2020 (attended by 100 whānau)

-Tu Oho Mai Event February 2021 (attended by over 900 whānau)

-Long Term Plan Submission March 2021 (participated by over 200 whānau)

-Community Hui April 2021 and many individual and whānau koorero over the past seven months.

#	Infrastructure	Location
1	Pedestrian Crossing with traffic light and speed bump	43 Mardon Road
2	High Quality Speed Bump	37 Mardon Road
3	High Quality Speed Bump	57 & 68 Mardon Road
4	High Quality Speed Bump	67D & 76D Tennyson Road
5	High Quality Pedestrian Crossing	60 Tennyson Road
6	High Quality Speed Bump	46 & 37 Tennyson Road
7	High Quality Speed Bump	26 & 25 Tennyson Road
8	Pedestrian Crossing with traffic light and speed bump	350 & 351 Peachgrove Road
9	High Quality Speed Bump	14 Mardon Road

10	High Quality Speed Bump	77 & 78 Mardon Road
11	Speed Bump	107B & 110 Mardon Road
12	High Quality Pedestrian Crossing with traffic lights	Eastside Law & 66 Boundary Road
13	High Quality Pedestrian Crossing with traffic lights	Outside Hamilton Settlement Trust Building
14	Speed Bump	Outside Granville & 3 Tennyson Road
15	Pedestrian Crossing with traffic light and speed bump	88 Insoil Avenue replace at shops
16	High Quality Speed Bump	87 & 88 Insoil Avenue
17	High Quality Speed Bump	52 & 51 Insoil Avenue
18	High Quality Speed Bump	Out of Rosendale & 25 Insoil Avenue
19	Speed Bump	5 & 6 Dryden Road
20	Speed Bump	23 & 20 Dryden Road
21	Speed Bump	Outside Te Kōhao & 39 Wordsworth Cres
22	Speed Bump	5 & 6 Wordsworth Crescent
23	Speed Bump	Enderley Park & 18 Wordsworth Crescent
24	Speed Bump	35 & 38 Wordsworth Crescent
25	Speed Bump	47 & 50 Wordsworth Crescent
26	High Quality Speed Bump	24A & 21B Spenser Road
27	High Quality Speed Bump	10 & 11 Spenser Road
28	High Quality Speed Bump	67 & 74 Enderley Avenue
29	High Quality Speed Bump	69 Shakespeare Avenue
30	High Quality Speed Bump	59 & 62 Shakespeare Avenue
31	High Quality Speed Bump	42 & 43 Shakespeare Avenue
32	High Quality Speed Bump	30 & 31 Shakespeare Avenue
33	High Quality Speed Bump	20 & house on corner of Shakespeare Avenue
34	High Quality Speed Bump	24 Blake Street
35	High Quality Speed Bump	7A & 4D Blake Street
36	High Quality Speed Bump	125 & 136 Tramway Road
37	High Quality Speed Bump	146A & 148 Tramway Road
38	High Quality Speed Bump	166 & 159A Tramway Road
39	High Quality Speed Bump	182 & 181 Tramway Road
40	High Quality Speed Bump	205 & 204A Tramway Road
41	High Quality Speed Bump	220A & 217 Tramway Road
42	High Quality Speed Bump	87 & 88 Fifth Avenue
43	High Quality Speed Bump	73 & 66 Fifth Avenue
44	High Quality Speed Bump	50A & 45 Fifth Avenue
45	Street Lighting Improved	Throughout Enderley

We urge you to please take the following list of projects into serious consideration.

Ngāa mihi,

Kylie O'Rourke

SleepWellMoePai



22 April 2021

Pastor Michael Falzarano

Eastside Seventh-day Adventist Church

Meets at 86 Mardon Road, Enderley, Hamilton

Mailing address: 3 Chatswood Place,
Rotorua, Hamilton, 3210

Tena Koutou Katos,

I write on behalf of *Eastside Seventh-day Adventist Church* in support of *Te Papanui Enderley Community Trust's* proposal to the *Komiti Hangaanga / Infrastructure Operations Committee* for Council's support to fund key infrastructure projects to improve wellbeing and safety throughout *Te Papanui Enderley Communities and Neighbourhoods*.

We strongly support the funding of these infrastructure projects and the wider focus that *Te Papanui Enderley Community Trust* are leading to reduce health and wellbeing disparities among some of the most vulnerable whānau by increasing delivery of community-led solutions and interventions.

Our organisation has been a key partner in working with *Te Papanui Enderley Community Trust* to support the past and ongoing efforts to improve the health and wellbeing of whānau throughout *Te Papanui Enderley Community and Neighbourhoods* and partnering in community-led initiatives to support the preservation and restoration of mana.

We also support the four priority areas of:

1. Improving Community Safety
2. Improving Community Revitalisation
3. New Cultural Playground
4. New, Fit for Purpose, Cultural Community Centre

Below is a list of key infrastructure projects that have been identified through a range of engagement activities over the past seven months:

- Rae Hapori Community Day October 2020 (attended by over 900 whānau)
- Whānau Ora Day November 2020 (attended by over 1,500 whānau)
- Tamaki Ora End of Year Celebration December 2020 (attended by 100 whānau)
- Tu Oho Mai Event February 2021 (attended by over 900 whānau)
- Long Term Plan Submission March 2021 (participated by over 200 whānau)
- Community Hui April 2021 and many individual and whānau koorero over the past seven months.



#	Infrastructure	Location
1	Pedestrian Crossing with traffic light and speed bump	45 Mardon Road
2	High Quality Speed Bump	37 Mardon Road
3	High Quality Speed Bump	57 & 68 Mardon Road
4	High Quality Speed Bump	67D & 76D Tennyson Road
5	High Quality Pedestrian Crossing	60 Tennyson Road
6	High Quality Speed Bump	46 & 37 Tennyson Road
7	High Quality Speed Bump	26 & 25 Tennyson Road
8	Pedestrian Crossing with traffic light and speed bump	350 & 351 Peachgrove Road
9	High Quality Speed Bump	14 Mardon Road
10	High Quality Speed Bump	77 & 78 Mardon Road
11	Speed Bump	107B & 110 Mardon Road
12	High Quality Pedestrian Crossing with traffic lights	Eastside Law & 66 Boundary Road
13	High Quality Pedestrian Crossing with traffic lights	Outside Hamilton Settlement Trust Building
14	Speed Bump	Outside Granville & 3 Tennyson Road
15	Pedestrian Crossing with traffic light and speed bump	88 Insoll Avenue replace at shops
16	High Quality Speed Bump	87 & 88 Insoll Avenue
17	High Quality Speed Bump	52 & 51 Insoll Avenue
18	High Quality Speed Bump	Out of Rosendale & 25 Insoll Avenue
19	Speed Bump	5 & 6 Dryden Road
20	Speed Bump	23 & 20 Dryden Road
21	Speed Bump	Outside Te Kōhao & 39 Wordsworth Cres
22	Speed Bump	5 & 6 Wordsworth Crescent
23	Speed Bump	Enderley Park & 18 Wordsworth Crescent
24	Speed Bump	35 & 38 Wordsworth Crescent
25	Speed Bump	47 & 50 Wordsworth Crescent
26	High Quality Speed Bump	24A & 21B Spenser Road
27	High Quality Speed Bump	10 & 11 Spenser Road
28	High Quality Speed Bump	67 & 74 Enderley Avenue
29	High Quality Speed Bump	69 Shakespeare Avenue
30	High Quality Speed Bump	59 & 62 Shakespeare Avenue
31	High Quality Speed Bump	42 & 43 Shakespeare Avenue
32	High Quality Speed Bump	30 & 31 Shakespeare Avenue
33	High Quality Speed Bump	20 & house on corner of Shakespeare Avenue
34	High Quality Speed Bump	24 Blake Street
35	High Quality Speed Bump	7A & 4D Blake Street
36	High Quality Speed Bump	125 & 136 Tramway Road
37	High Quality Speed Bump	146A & 148 Tramway Road
38	High Quality Speed Bump	166 & 159A Tramway Road
39	High Quality Speed Bump	182 & 181 Tramway Road
40	High Quality Speed Bump	205 & 204A Tramway Road
41	High Quality Speed Bump	220A & 217 Tramway Road
42	High Quality Speed Bump	87 & 88 Fifth Avenue
43	High Quality Speed Bump	73 & 66 Fifth Avenue



44	High Quality Speed Bump	30A & 43 Fifth Avenue
43	Street Lighting Improved	Throughout Enderley

We urge you to please take the following list of projects into serious consideration.

Nga mihi,

Michael Falzarano

A handwritten signature in black ink that reads "Michael Falzarano".

Rhino Sports Club



Joseph Koti
Rhino Sports Club
47 Wordsworth Crescent
Enderley
Hamilton

24/04/21

Tena Koutou Katoa,

I write on behalf of Rhino Sports Club in support of Te Papanui Enderley Community Trust's proposal to the Komiti Hangaanga / Infrastructure Operations Committee for Council's support to fund key infrastructure projects to improve wellbeing and safety throughout Te Papanui Enderley Communities and Neighbourhoods.

We strongly support the funding of these infrastructure projects and the wider focus that Te Papanui Enderley Community Trust are leading to reduce health and wellbeing disparities among some of the most vulnerable whaanau by increasing delivery of community-led solutions and interventions.

Our organisation has been a key partner in working with Te Papanui Enderley Community Trust to support the past and ongoing efforts to improve the health and wellbeing of whaanau throughout Te Papanui Enderley Community and Neighbourhoods and partnering in community-led initiatives to support the preservation and restoration of mana.

We also support the four priority areas of:

1. Improving Community Safety
2. Improving Community Revitalisation
3. New Cultural Playground
4. New, Fit for Purpose, Cultural Community Centre

Below is a list of key infrastructure projects that have been identified through a range of engagement activities over the past seven months:

- Raa Hapori Community Day October 2020 (attended by over 900 whaanau)
- Whaanau Ora Day November 2020 (attended by over 1,500 whaanau)
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- Tu Oho Mai Event February 2021 (attended by over 900 whaanau)
- Long Term Plan Submission March 2021 (participated by over 200 whaanau)
- Community Hui April 2021 and many individual and whaanau koorero over the past seven months.

#	Infrastructure	Location
1	Pedestrian Crossing with traffic light and speed bump	45 Mardon Road
2	High Quality Speed Bump	37 Mardon Road
3	High Quality Speed Bump	57 & 68 Mardon Road
4	High Quality Speed Bump	670 & 760 Tennyson Road
5	High Quality Pedestrian Crossing	60 Tennyson Road

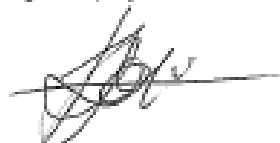
Rhino Sports Club

6	High Quality Speed Bump	46 & 37 Tennyson Road
7	High Quality Speed Bump	26 & 25 Tennyson Road
8	Pedestrian Crossing with traffic light and speed bump	350 & 351 Peachgrove Road
9	High Quality Speed Bump	14 Mardon Road
10	High Quality Speed Bump	77 & 78 Mardon Road
11	Speed Bump	1078 & 110 Mardon Road
12	High Quality Pedestrian Crossing with traffic lights	Eastside Law & 66 Boundary Road
13	High Quality Pedestrian Crossing with traffic lights	Outside Hamilton Settlement Trust Building
14	Speed Bump	Outside Granville & 3 Tennyson Road
15	Pedestrian Crossing with traffic light and speed bump	88 Insoil Avenue replace at shops
16	High Quality Speed Bump	87 & 88 Insoil Avenue
17	High Quality Speed Bump	52 & 51 Insoil Avenue
18	High Quality Speed Bump	Out of Rosendale & 25 Insoil Avenue
19	Speed Bump	5 & 6 Dryden Road
20	Speed Bump	23 & 20 Dryden Road
21	Speed Bump	Outside Te Kōhao & 39 Wordsworth Cres
22	Speed Bump	5 & 6 Wordsworth Crescent
23	Speed Bump	Enderley Park & 18 Wordsworth Crescent
24	Speed Bump	35 & 38 Wordsworth Crescent
25	Speed Bump	47 & 50 Wordsworth Crescent
26	High Quality Speed Bump	24A & 218 Spenser Road
27	High Quality Speed Bump	10 & 11 Spenser Road
28	High Quality Speed Bump	67 & 74 Enderley Avenue
29	High Quality Speed Bump	69 Shakespeare Avenue
30	High Quality Speed Bump	59 & 62 Shakespeare Avenue
31	High Quality Speed Bump	42 & 43 Shakespeare Avenue
32	High Quality Speed Bump	30 & 31 Shakespeare Avenue
33	High Quality Speed Bump	20 & house on corner of Shakespeare Avenue
34	High Quality Speed Bump	24 Blake Street
35	High Quality Speed Bump	7A & 40 Blake Street
36	High Quality Speed Bump	125 & 136 Tramway Road
37	High Quality Speed Bump	146A & 148 Tramway Road
38	High Quality Speed Bump	166 & 159A Tramway Road
39	High Quality Speed Bump	182 & 181 Tramway Road
40	High Quality Speed Bump	205 & 204A Tramway Road
41	High Quality Speed Bump	220A & 217 Tramway Road
42	High Quality Speed Bump	87 & 88 Fifth Avenue
43	High Quality Speed Bump	73 & 66 Fifth Avenue
44	High Quality Speed Bump	50A & 45 Fifth Avenue
45	Street Lighting Improved	Throughout Enderley

We urge you to please take the following list of projects into serious consideration.

Ngaa mihi,

Joseph Kati
President Rhino Sports Club



NTKMADE LTD

NTKMADE LIMITED
PO Box 1217
Waikato Mail Centre
Hamilton 3240

22 April 2021

Tēnā Koutou Katoa,

I write on behalf of NTKMADE LIMITED in support of Te Papanui Enderley Community Trust's proposal to the Komiti Hangaanga / Infrastructure Operations Committee for Council's support to fund key infrastructure projects to improve wellbeing and safety throughout Te Papanui Enderley Communities and Neighbourhoods.

We strongly support the funding of these infrastructure projects and the wider focus that Te Papanui Enderley Community Trust are leading to reduce health and wellbeing disparities among some of the most vulnerable whānau by increasing delivery of community-led solutions and interventions.

Our organisation has been a key partner in working with Te Papanui Enderley Community Trust to support the past and ongoing efforts to improve the health and wellbeing of whānau throughout Te Papanui Enderley Community and Neighbourhoods and partnering in community-led initiatives to support the preservation and restoration of mana.

We also support the four priority areas of:

1. Improving Community Safety;
2. Improving Community Revitalisation;
3. New Cultural Playground; and
4. New, Fit for Purpose, Cultural Community Centre.

Following this letter of support, is a list of key infrastructure projects that have been identified through a range of engagement activities over the past seven months:

1. Raa Hapori Community Day October 2020 (attended by over 900 whānau);
2. Whānau Ora Day November 2020 (attended by over 1,500 whānau);
3. Tamariki Ora End of Year Celebration December 2020 (attended by 100 whānau);
4. Tu Oho Mai Event February 2021 (attended by over 900 whānau);
5. Long Term Plan Submission March 2021 (participated by over 200 whānau); and
6. Community Hui April 2021 and many individuals and whānau kōrero over the past seven months.

We urge you to urgently consider the infrastructure projects listed below to improve wellbeing and safety throughout Te Papanui Enderley Communities and Neighbourhoods.

Ngā mihi,



Tanis David
Business Manager
www.nichols.co.nz

N T K M A D E LTD

#	Infrastructure Projects	Location
1	Pedestrian Crossing with traffic light and speed bump	43 Mardon Road
2	High Quality Speed Bump	37 Mardon Road
3	High Quality Speed Bump	57 & 68 Mardon Road
4	High Quality Speed Bump	67D & 76D Tennyson Road
5	High Quality Pedestrian Crossing	60 Tennyson Road
6	High Quality Speed Bump	46 & 37 Tennyson Road
7	High Quality Speed Bump	26 & 25 Tennyson Road
8	Pedestrian Crossing with traffic light and speed bump	350 & 351 Peachgroove Road
9	High Quality Speed Bump	14 Mardon Road
10	High Quality Speed Bump	77 & 78 Mardon Road
11	Speed Bump	107B & 110 Mardon Road
12	High Quality Pedestrian Crossing with traffic lights	Eastside Law & 66 Boundary Road
13	High Quality Pedestrian Crossing with traffic lights	Outside Hamilton Settlement Trust Building
14	Speed Bump	Outside Granville & 3 Tennyson Road
15	Pedestrian Crossing with traffic light and speed bump	88 Insoil Avenue replace at shops
16	High Quality Speed Bump	87 & 88 Insoil Avenue
17	High Quality Speed Bump	52 & 51 Insoil Avenue
18	High Quality Speed Bump	Out of Rosendale & 25 Insoil Avenue
19	Speed Bump	5 & 6 Dryden Road
20	Speed Bump	23 & 20 Dryden Road
21	Speed Bump	Outside Te Kōhao & 39 Wordsworth Cres
22	Speed Bump	5 & 6 Wordsworth Crescent
23	Speed Bump	Enderley Park & 18 Wordsworth Crescent
24	Speed Bump	35 & 38 Wordsworth Crescent
25	Speed Bump	47 & 50 Wordsworth Crescent
26	High Quality Speed Bump	24A & 21B Spenser Road
27	High Quality Speed Bump	10 & 11 Spenser Road
28	High Quality Speed Bump	67 & 74 Enderley Avenue
29	High Quality Speed Bump	69 Shakespeare Avenue
30	High Quality Speed Bump	59 & 62 Shakespeare Avenue
31	High Quality Speed Bump	42 & 43 Shakespeare Avenue
32	High Quality Speed Bump	30 & 31 Shakespeare Avenue

N T K M A D E LTD

#	Infrastructure Projects - <i>continued</i>	Location
33	High Quality Speed Bump	20 & house on corner of Shakespeare Avenue
34	High Quality Speed Bump	24 Blake Street
35	High Quality Speed Bump	7A & 4D Blake Street
36	High Quality Speed Bump	123 & 136 Tramway Road
37	High Quality Speed Bump	146A & 148 Tramway Road
38	High Quality Speed Bump	166 & 159A Tramway Road
39	High Quality Speed Bump	182 & 181 Tramway Road
40	High Quality Speed Bump	203 & 204A Tramway Road
41	High Quality Speed Bump	220A & 217 Tramway Road
42	High Quality Speed Bump	87 & 88 Fifth Avenue
43	High Quality Speed Bump	73 & 66 Fifth Avenue
44	High Quality Speed Bump	50A & 43 Fifth Avenue
45	Street Lighting Improved	Throughout Enderley



Te Kōhao Health Ltd

Infrastructure Committee
Hamilton City Council
PO Box
Hamilton

21 April 2021

Tēnā koutou katoa,

I write on behalf of Ngā Puna Kōhungahunga o Te Kōhao (2 Early Learning Centres based at Enderley Park) in support of Te Papamui Enderley Community Trust's proposal to the Kōmiti Hangaanga / Infrastructure Operations Committee for Council's support to fund key infrastructure projects to improve wellbeing and safety throughout Te Papamui Enderley Communities and Neighbourhoods.

We strongly support the funding of these infrastructure projects and the wider focus that Te Papamui Enderley Community Trust are leading to reduce health and wellbeing disparities among some of the most vulnerable whānau by increasing delivery of community-led solutions and interventions.

Our organisation has been a key partner in working with Te Papamui Enderley Community Trust to support the past and ongoing efforts to improve the health and wellbeing of whānau throughout Te Papamui Enderley Community and Neighbourhoods and partnering in community-led initiatives to support the preservation and restoration of mana.

We also support the four priority areas of:

1. Improving Community Safety
2. Improving Community Revitalisation
3. New Cultural Playground
4. New, Fit for Purpose, Cultural Community Centre

We encourage the Kōmiti Hangaanga to prioritise projects at Enderley as the safety of our tamariki mokopuna is paramount. We have 2 early learning centres situated on Tennyson Road. There is also Te Kura Kaupapa Māori o Te Ara Rima further down Tennyson Road where we often take tamariki for events. Many whānau with tamariki are walking the streets below to these services and also to Inceoll Primary School, as well as other Early Childhood Centres on Shakespeare Road and Tramway Road. The speed of vehicles using the roads often makes the journeys unsafe for the community.

“Whaia tau e hiahia ai, kia eke ai ki te taumata”

The Playground is unsafe as the bark is not maintained. It is also all steel and very uninviting. It is unacceptable that newer playgrounds have been redeveloped in Hamilton but Enderley Park seems somewhat forgotten in Council planning.

Below is a list of key infrastructure projects that have been identified through a range of engagement activities over the past seven months:

- Raa Hapori Community Day October 2020 (attended by over 900 whaanau)
- Whaanau Ora Day November 2020 (attended by over 1,500 whaanau)
- Tamariki Ora End of Year Celebration December 2020 (attended by 100 whaanau)
- Ta Oho Mai Event February 2021 (attended by over 900 whaanau)
- Long Term Plan Submission March 2021 (participated by over 200 whaanau)
- Community Hui April 2021 and many individual and whaanau kōrero over the past seven months.

#	Infrastructure	Location
1	Pedestrian Crossing with traffic light and speed bump	45 Mardon Road
2	High Quality Speed Bump	37 Mardon Road
3	High Quality Speed Bump	57 & 68 Mardon Road
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5	High Quality Pedestrian Crossing	60 Tennyson Road
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7	High Quality Speed Bump	26 & 25 Tennyson Road
8	Pedestrian Crossing with traffic light and speed bump	350 & 351 Peachgrove Road
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11	Speed Bump	107B & 110 Mardon Road
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13	High Quality Pedestrian Crossing with traffic lights	Outside Hamilton Settlement Trust Building
14	Speed Bump	Outside Granville & 3 Tennyson Road
15	Pedestrian Crossing with traffic light and speed bump	88 Incoll Avenue replace at shops
16	High Quality Speed Bump	87 & 88 Incoll Avenue
17	High Quality Speed Bump	52 & 51 Incoll Avenue
18	High Quality Speed Bump	Out of Rosendale & 25 Incoll Avenue
19	Speed Bump	5 & 6 Dryden Road
20	Speed Bump	23 & 20 Dryden Road
21	Speed Bump	Outside Te Kōhao & 39 Wordsworth Cres
22	Speed Bump	5 & 6 Wordsworth Crescent
23	Speed Bump	Enderley Park & 18 Wordsworth Crescent
24	Speed Bump	35 & 38 Wordsworth Crescent
25	Speed Bump	47 & 50 Wordsworth Crescent

“Whaia tau e hiahia ai, kia eke ai ki te traumata”

26	High Quality Speed Bump	24A & 21B Spenser Road
27	High Quality Speed Bump	10 & 11 Spenser Road
28	High Quality Speed Bump	67 & 74 Enderley Avenue
29	High Quality Speed Bump	69 Shakespeare Avenue
30	High Quality Speed Bump	39 & 62 Shakespeare Avenue
31	High Quality Speed Bump	42 & 43 Shakespeare Avenue
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33	High Quality Speed Bump	20 & house on corner of Shakespeare Avenue
34	High Quality Speed Bump	24 Blake Street
35	High Quality Speed Bump	7A & 4D Blake Street
36	High Quality Speed Bump	125 & 136 Tramway Road
37	High Quality Speed Bump	146A & 148 Tramway Road
38	High Quality Speed Bump	166 & 159A Tramway Road
39	High Quality Speed Bump	182 & 181 Tramway Road
40	High Quality Speed Bump	205 & 204A Tramway Road
41	High Quality Speed Bump	220A & 217 Tramway Road
42	High Quality Speed Bump	87 & 88 Fifth Avenue
43	High Quality Speed Bump	73 & 66 Fifth Avenue
44	High Quality Speed Bump	50A & 45 Fifth Avenue
45	Street Lighting Improved	Throughout Enderley

We urge you to please take the Four Priority areas and the above table of Infrastructure improvements into serious consideration.

Nga manakitanga
Nā



Tere Gilbert

Tumaki ECE

Ngā Puna Kohungahunga o Te Kōhau

“Whaia tau e hiahia ai, kia eke ai ki te taumata”

Ngā Puna Kohungahunga o Te Kōhau, PO Box 3247, KIRIKIRIROA 3247.
Ph: (07)853 0065, Email: ekc@tekohahealth.co.nz



Tena Koutou Katoa,

I write on behalf of the Len Reynolds Trust in support of Te Papanui Enderley Community Trust's proposal to the Komiti Hangaanga / Infrastructure Operations Committee for Council's support to fund key infrastructure projects to improve wellbeing and safety throughout Te Papanui Enderley Communities and Neighbourhoods.

We strongly support the funding of these infrastructure projects and the wider focus that Te Papanui Enderley Community Trust are leading to reduce health and wellbeing disparities among some of the most vulnerable whaanau by increasing delivery of community-led solutions and interventions.

Our organisation has been a key partner in working with Te Papanui Enderley Community Trust to support the past and ongoing efforts to improve the health and wellbeing of whaanau throughout Te Papanui Enderley Community and Neighbourhoods and partnering in community-led initiatives to support the preservation and restoration of mana.

We also support the four priority areas of:

1. Improving Community Safety
2. Improving Community Revitalisation
3. New Cultural Playground
4. New, Fit for Purpose, Cultural Community Centre

Below is a list of key infrastructure projects that have been identified through a range of engagement activities over the past seven months:

-Rae Hapori Community Day October 2020 (attended by over 900 whaanau)

-Whaanau Ora Day November 2020 (attended by over 1,500 whaanau)

-Tamariki Ora End of Year Celebration December 2020 (attended by 100 whaanau)

-Tu Oho Mai Event February 2021 (attended by over 900 whaanau)

-Long Term Plan Submission March 2021 (participated by over 200 whaanau)

-Community Hui April 2021 and many individual and whaanau koorero over the past seven months.

#	Infrastructure	Location
1	Pedestrian Crossing with traffic light and speed bump	45 Mardon Road
2	High Quality Speed Bump	37 Mardon Road
3	High Quality Speed Bump	57 & 68 Mardon Road
4	High Quality Speed Bump	670 & 760 Tennyson Road
5	High Quality Pedestrian Crossing	60 Tennyson Road
6	High Quality Speed Bump	46 & 37 Tennyson Road
7	High Quality Speed Bump	26 & 25 Tennyson Road
8	Pedestrian Crossing with traffic light and speed bump	350 & 351 Peachgrove Road
9	High Quality Speed Bump	14 Mardon Road
10	High Quality Speed Bump	77 & 78 Mardon Road
11	Speed Bump	107B & 110 Mardon Road

12	High Quality Pedestrian Crossing with traffic lights	Eastside Law & 66 Boundary Road
13	High Quality Pedestrian Crossing with traffic lights	Outside Hamilton Settlement Trust Building
14	Speed Bump	Outside Granville & 3 Tennyson Road
15	Pedestrian Crossing with traffic light and speed bump	88 Insoll Avenue replace at shops
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36	High Quality Speed Bump	125 & 136 Tramway Road
37	High Quality Speed Bump	146A & 148 Tramway Road
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39	High Quality Speed Bump	182 & 181 Tramway Road
40	High Quality Speed Bump	205 & 204A Tramway Road
41	High Quality Speed Bump	220A & 217 Tramway Road
42	High Quality Speed Bump	87 & 88 Fifth Avenue
43	High Quality Speed Bump	73 & 66 Fifth Avenue
44	High Quality Speed Bump	50A & 45 Fifth Avenue
45	Street Lighting Improved	Throughout Enderley

We urge you to please take the following list of projects into serious consideration.

Ngāa mihi,



Melissa Gibson
CEO



22 April 2021

Tena Koutou Katoa,

I write on behalf of Hamilton Multicultural Services Trust and the users of the Settlement Centre Waikato at 46G Boundary Road in support of Te Papanui Enderley Community Trust's proposal to the Komiti Hangaanga / Infrastructure Operations Committee for Council's support to fund key infrastructure projects to improve wellbeing and safety throughout Te Papanui Enderley Communities and Neighbourhoods.

We strongly support the funding of these infrastructure projects and the wider focus that Te Papanui Enderley Community Trust is leading to reduce health and wellbeing disparities among some of the most vulnerable whaanau by increasing delivery of community-led solutions and interventions.

HMS Trust connects and collaborates with community groups and organisations in the Enderley and Fairfield area and supports initiatives which improve the health and wellbeing of whaanau throughout Te Papanui Enderley Community and Neighbourhoods. We further wish to acknowledge the mahi of Te Papanui Enderley Community Trust, their past and ongoing efforts to improve partnering in community-led initiatives for the preservation and restoration of mana.

We lend our support to the identified priority areas of:

1. Improving Community Safety
2. Improving Community Revitalisation
3. New Cultural Playground
4. New, Fit for Purpose, Cultural Community Centre

Included in the list of infrastructure improvements below is a request for a pedestrian crossing on Boundary Road, outside the Settlement Centre Waikato. The Settlement Centre is a key place of engagement for ethnic communities and centre users and has a high number of pedestrian traffic on a daily basis. Crossing the busy Boundary Road with high volume of vehicle traffic is risky particularly to the elderly and young children. Our view is that a pedestrian crossing is absolutely necessary to provide a safe means of crossing this road.

This list also outlines infrastructure projects that have been identified through a range of engagement activities over the past seven months:

- Raa Hapori Community Day October 2020 (attended by over 900 whaanau)
- Whaanau Ora Day November 2020 (attended by over 1,500 whaanau)
- Tamariki Ora End of Year Celebration December 2020 (attended by 100 whaanau)
- Tu Oho Mai Event February 2021 (attended by over 900 whaanau)
- Long Term Plan Submission March 2021 (participated by over 200 whaanau)
- Community Hui April 2021 and many individual and whaanau koorero over the past seven months.

HMS TRUST

t: +64 7 853 2192
f: +64 7 853 0469
e: info@hmstrust.org.nz

Claudlands Park, Boundary Road, Hamilton
PO Box 4340, Hamilton 3247, New Zealand

Hamilton Multicultural Services Trust
Paving the way for successful settlement

www.hmstrust.org.nz

#	Infrastructure	Location
1	Pedestrian Crossing with traffic light and speed bump	45 Mardon Road
2	High Quality Speed Bump	37 Mardon Road
3	High Quality Speed Bump	57 & 68 Mardon Road
4	High Quality Speed Bump	67D & 76D Tennyson Road
5	High Quality Pedestrian Crossing	60 Tennyson Road
6	High Quality Speed Bump	46 & 37 Tennyson Road
7	High Quality Speed Bump	26 & 25 Tennyson Road
8	Pedestrian Crossing with traffic light and speed bump	350 & 351 Peachgroove Road
9	High Quality Speed Bump	14 Mardon Road
10	High Quality Speed Bump	77 & 78 Mardon Road
11	Speed Bump	107B & 110 Mardon Road
12	High Quality Pedestrian Crossing with traffic lights	Eastside Law & 66 Boundary Road
13	High Quality Pedestrian Crossing with traffic lights	Outside Settlement Centre Waikato Building 46G Boundary Road
14	Speed Bump	Outside Granville & 3 Tennyson Road
15	Pedestrian Crossing with traffic light and speed bump	88 Insoll Avenue replace at shops
16	High Quality Speed Bump	87 & 88 Insoll Avenue
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39	High Quality Speed Bump	182 & 181 Tramway Road
40	High Quality Speed Bump	205 & 204A Tramway Road
41	High Quality Speed Bump	220A & 217 Tramway Road
42	High Quality Speed Bump	87 & 88 Fifth Avenue
43	High Quality Speed Bump	73 & 66 Fifth Avenue
44	High Quality Speed Bump	50A & 45 Fifth Avenue
45	Street Lighting Improved	Throughout Enderley

We ask you to give urgent consideration to the implementation of this list of infrastructure projects which have been identified by the community for the improvement of community well-being and safety.

Yours sincerely

Ngaa mihi,



Ellie Wilkinson
Operations Manager
Hamilton Multicultural Services Trust
Settlement Centre Waikato
Boundary Road, Claudelands Park.



1101 Heaphy Tce (Cnr Heaphy Tce & Searanckes Pl)

Postal Address: PO Box 12110,

Chartwell, Hamilton, N.Z.

Phone: 07 855 5469

Email: office@fairfieldbaptist.co.nz

Date: 22nd April 2021

Tena Koutou Katou,

I, Ross Woodhouse, write on behalf of Fairfield Baptist Church in support of Te Papanui Enderley Community Trust's proposal to the Komiti Hangaanga / Infrastructure Operations Committee for Council's support to fund key infrastructure projects to improve wellbeing and safety throughout Te Papanui Enderley Communities and Neighbourhoods.

We strongly support the funding of these infrastructure projects and the wider focus that Te Papanui Enderley Community Trust are leading to reduce health and wellbeing disparities among some of the most vulnerable whaanau by increasing delivery of community-led solutions and interventions.

Our organisation has been a key partner in working with Te Papanui Enderley Community Trust to support the past and ongoing efforts to improve the health and wellbeing of whaanau throughout Te Papanui Enderley Community and Neighbourhoods and partnering in community-led initiatives to support the preservation and restoration of mana.

We also support the four priority areas of:

1. Improving Community Safety
2. Improving Community Revitalisation
3. New Cultural Playground
4. New, Fit for Purpose, Cultural Community Centre

Below is a list of key infrastructure projects that have been identified through a range of engagement activities over the past seven months:

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14	Speed Bump	Outside Granville & 3 Tennyson Road
15	Pedestrian Crossing with traffic light and speed bump	88 Insoil Avenue replace at shops
16	High Quality Speed Bump	87 & 88 Insoil Avenue
17	High Quality Speed Bump	52 & 51 Insoil Avenue
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44	High Quality Speed Bump	50A & 45 Fifth Avenue
45	Street Lighting Improved	Throughout Enderley

We urge you to please take the following list of projects into serious consideration.

Ngāa mihi,

Ross Woodhouse
Senior Pastor

Dynamic Advisory Limited

Meleane Burgess
Managing Director
Dynamic Advisory Limited
P O Box 24033
Waikato Mail Centre
HAMILTON 3233

Tena Koutou Katoa,

I write on behalf of DYNAMIC ADVISORY LIMITED in support of Te Papanui Enderley Community Trust's proposal to the Komiti Hangaanga / Infrastructure Operations Committee for Council's support to fund key infrastructure projects to improve wellbeing and safety throughout Te Papanui Enderley Communities and Neighbourhoods.

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Dynamic Advisory Limited

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45	Street Lighting Improved	Throughout Enderley

We urge you to please take the following list of projects into serious consideration.

Ngāa mihi,



Melane Burgess

Managing Director – Dynamic Advisory Limited



KIRIKIRIROA FAMILY SERVICES TRUST

Dr Nicole Coupe
Kirikiriroa Family Services Trust
115 Rostrevor Street, Hamilton Central

22 April 2021

Tena Koutou Katoa,

I write on behalf of Kirikiriroa Family Services Trust in support of Te Papanui Enderley Community Trust's proposal to the Komiti Hangaanga / Infrastructure Operations Committee for Council's support to fund key infrastructure projects to improve wellbeing and safety throughout Te Papanui Enderley Communities and Neighbourhoods.

We strongly support the funding of these infrastructure projects and the wider focus that Te Papanui Enderley Community Trust are leading to reduce health and wellbeing disparities among some of the most vulnerable whaanau by increasing delivery of community-led solutions and interventions.

Our organisation has been a key partner in working with Te Papanui Enderley Community Trust to support the past and ongoing efforts to improve the health and wellbeing of whaanau throughout Te Papanui Enderley Community and Neighbourhoods and partnering in community-led initiatives to support the preservation and restoration of mana.

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Kirikiriroa Family Services Trust
Main Office: 115 Rostrevor Street, Hamilton Central, Hamilton 3204
Kāinga Rua: 79a Norton Road, Frankton, Hamilton 3204
PO Box 15528, Dinsdale, Hamilton 3243
Ph. 07 848 0008 Email: admin@kfst.org.nz
www.kfst.org.nz



KIRIKIRIROA FAMILY SERVICES TRUST

12	High Quality Pedestrian Crossing with traffic lights	Eastside Law & 66 Boundary Road
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We urge you to please take the following list of projects into serious consideration.

Ngā mihi,

Dr Nicole Coupe
CEO

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23 April 2021

Councillor Angela O'Leary
Chair
Infrastructure Operations Committee
Hamilton City Council
✉ angela.oleary@council.hcc.govt.nz

Copy:
Wayne Mako
Te Papanui Enderley Community Trust
✉ enderleytrust@gmail.com



Kia Ora Angela,

I write on behalf of DV Bryant Trust in support of Te Papanui Enderley Community Trust's proposal to the Komiti Hangaanga/Infrastructure Operations Committee for Hamilton City Council, to support fund key infrastructure projects to improve wellbeing and safety throughout Te Papanui Enderley Communities and Neighbourhoods.

DV Bryant Trust has supported the Fairfield and Enderley communities over many years with funding to Te Papanui Enderley Community Trust and several other organisations in the Fairfield Enderley Resilience Network. Our view is that this community is very well connected and committed to making it a strong community – they know the best way to meet their challenges and as a funder we can help best by providing some resources and letting them get on with it. This proposal is a case in point – it is well thought out by the community for the community.

We strongly support the funding of these infrastructure projects and the wider focus that Te Papanui Enderley Community Trust are leading to reduce health and wellbeing disparities among some of the most vulnerable whānau by increasing delivery of community-led solutions and interventions.

DV Bryant Trust has been a funder and key partner in working with Te Papanui Enderley Community Trust to support the past and ongoing efforts to improve the health and wellbeing of whānau throughout Te Papanui Enderley Community and Neighbourhoods and partnering in community-led initiatives to support the preservation and restoration of mana.

We also support the four priority areas of:

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45	Street Lighting Improved	Throughout Enderley

DV Bryant urges the Operations Committee to give serious consideration to the above list of projects as you deliberate on infrastructural developments for the city.

Ngāa mihi,
D V BRYANT TRUST



Raewyn Kirkman
Chief Executive



Appendix 3

Infrastructure Operations Committee.

Re: Agenda Item #19. Waikato Regional Council - Public Transport Update.

Chairperson, Elected Councillors and Maangai Maori,

Synopsis

Seniors, arguably, are the group most adversely affected by the Covid crisis. With that in mind, shouldn't they enjoy one self-chosen day of the week bus fare free, provided use is reasonable, for the duration of the remaining alert levels?

The over-55's experienced national Carless Days under Prime Minister Robert Muldoon's Government, when one chosen specified day per week for each household impounded the family car for that day, with everyone doing their bit toward resolving the perceived energy crisis.

Fare Less Days

Today we envisage seniors worrisome of boarding public transport, due to pandemic concerns that mandate masks.

My proposal to the Waikato Regional Council is to introduce as a temporary measure - over the duration of the ongoing alert level period - an additional concessionary fare plan whereby seniors over 55 years of age select their "Fare Less Day" of the week, making them eligible to ride Hamilton public buses for free (subject to reasonable use provisions). Bus patrons accepted onto the scheme would receive a credit as refund back onto their Bee Card account automatically when they swipe their Bee Card upon boarding the bus, thereby behaving as other users but circumventing the negative stigma of receiving special fare treatment.

My proposed targeted fare-less plan would reassure older bus patrons that their journey was safe and by the wayside, bring restitution to them for enduring National's carless days in their younger years.

A representation on my behalf to the WRC would be appreciated.

Roger Stratford,
Hamilton Kirikiriroa

Appendix 4

My submission includes concern about changing the 5x roads 1, Hamilton's population is increasing so yes there are more cars on the road 2, The 2018 Community insight safe ways to school final report had said that the parents are in favour of the underground pathways for pedestrians and cyclists and found the underground paths were much safer for pedestrians and cyclists to get to their destinations 3, the 5 x roads works it does not need lights but to reduce the congestion put in underground pathway for pedestrians and cyclists This would make the area safer for these commuters and would reduce the congestion along the 5 roads that converge by not narrowing the roads any further 4, also in that report it was noted that any problems there are is caused by drivers mismanagement not the road layout 5, lights would make it more difficult to stop at any of the shops that line that route

Yours sincerely,

Hillary Lines

Appendix 5

I am writing to you concerning **pedestrian/bike safety** and the crossing of **Thomas Road/Horsham Downs Road**.

(To enable access to both Moonlight Drive/Alconbury Road and RJHS)

Location: We are in St James Park and this year my eldest boy has started biking to Rototuna Junior High School (RJHS).

Problem: The roundabout at Thomas Road/Horsham Downs Road has only two pedestrian crossings on the four roads feeding into it.

At peak hours (school times) the roads are incredibly busy (particularly by the McDonalds and BP/New World points) and pedestrians including students and elderly are taking real risks getting safely across these roads.

I've biked in this area for years and the volume of traffic at Thomas Road / Rototuna shopping centre has increased exponentially.

What I have done

- Talked to the Hamilton City Council concerning this issue. HCC has come back to me saying it is on their radar, they are aware for the needs of bike paths and it is a long term matter which they are looking into/planning.
- Communicated with a local councillor, Kesh Naidoo-Rauf about the issue
- HCC transportation team members have physically visited this roundabout and seen the volume of traffic and the risks kids are taking crossing Thomas Road to McDonalds. (City Transportation team - Jason and Lisa Litton)
- Made an appointment with local MP Jamie Strange and been in touch with other local parents.
- Visited local business to see if how are impacted by the traffic at the roundabout

Concern:

The risk to the safety of pedestrians, school kids and the elderly at this roundabout, with the time it will take to implement proposed long term changes (Borman Road and the proposed cycle path).

How to keep our kids safe in the meantime?

Each day I have been collecting my younger kids from Rototuna Primary and we watch my son and his friends to see they cross the road safely at this roundabout. I have only been doing this since the school started, but already can see the traffic congestion and crossing problems. I have watched two near misses in the same day with traffic having to come to a stop to avoid students on the island to the McDonalds portion.

Some cars speed through the intersection in heavy traffic and kids can misjudge the speed of cars. Cars are also backed up creating more problems at this busy roundabout. If you sat and watched from 3.15-3:40 pm you could see the problem firsthand.

Older people also have major problems crossing by the gas station, particularly with less able walkers/people with mobility scooters etc.

My proposal:

- I would like to see **pedestrian crossings with an island** put in on Thomas Road (the Flagstaff side) and Horsham Downs Road before Moonlight Drive. Ideally pedestrian crossings would ensure safer journeys.
- The two crossings in the area are outside Rototuna Primary School and are effective.
- There already is a raised island (refuge) in place on each of these roads Thomas Road by the McDonalds and Horsham Downs Road to Moonlight Drive but these are not currently sufficient at peak hours for safety.

Reasoning:

Rototuna Junior High is the extension school for Rototuna Primary, so students from both sides of Thomas Road should be able to bike safely to school. Hamilton is also a 'bike friendly' city according to the bike safety plans and Rototuna to Gordonton Road does not have a current safe bike path to link with Wairere Drive and the river cycle trails. After reviewing some of the Hamilton City Council bike initiatives and by talking with other Rototuna mums/dads and cyclists, I can see that bike/pedestrian safety is a real issue across Thomas Road /Horsham Downs roundabout. The Hamilton bike map on the council website leaves off the Thomas Road Roundabout, showing instead Wairere Drive and proposed Borman Road by Gordonton Road options.

The HCC Biking Plan on the Bike Hamilton website highlights 4 bike outcomes for making Hamilton a bike-safe city: SAFE, VISIBLE, EASY, ADDS VALUE. Any road safety measures that ensure pedestrian **safety and bike accessibility** in this area would be of help.

Improvements for pedestrians to this roundabout would **add value** as more residents could safely walk and bike in the Rototuna area. This increases recreation and may create more income opportunities as more people can easily walk to local restaurants/cafes etc.

Long term:

Waiting for the Borman Road bike path that is in the pipeline may not be sufficient to keep our local kids and elders safe this week, month or year.

As teacher and mum, I would really like you to create a solution that will keep our kids safe on this very busy roads. I feel that just regulating traffic alone, will not solve this problem.

Kids bike 'illegally' on the pavement because it is too dangerous to bike on the road in this area. That's a worry.

Thank you so much for considering this submission.

Regards,

Kat Karadshi

Appendix 6

Brett Parsons Owner/Operator of Hamilton Chemicals
in Ruffell Rd.

I have travelled via the intersection of onion Rd
with Ruffell many times a day and do not consider
the low speed intersection ~~a~~ in any way a
hazard until the council made the recent changes.

My submission is to return the intersection to its
previous status but to prevent damage to the barrier
^{caused} arm^y by the trucks turning left from Onion
road into Ruffell Rd, a sign "Trucks No Left
turn" should be implemented.

At the bare minimum this should be atleast
tried and would have been the outcome if
the community had been consulted ^{in the first place}. Saving
alot of money and disruption to traffic
flow.

If you turn Ruffell Rd into a back-water
I hope the rates will reflect that change.

Eastern Pathways Brooklyn Road Closure Option

On 19th April 2021 I and a full house of local residents and other concerned citizens attended a public meeting at Claudelands Grandstand to voice local dismay and concern regarding the lack of HCC consultation regarding the options to close Brooklyn Road as presented in the Eastern Pathways.

Proposal.

It is my understanding Council representatives who facilitated the use of the venue and chaired the meeting did not minute the meeting.

The strong voice of the local community raised valid and serious concerns about the proposed closing of Brooklyn Road. This was not minuted for the public record.

Council representatives at the 19th April meeting verbally agreed they would take the community's voiced concerns back to the Infrastructure Operations meeting on the 27th of April.

Before funds are allocated at the Infrastructure Operations meeting including a plan to close Brooklyn Road, it is the Council's responsibility to return to the local community to consult and consider the real impact on the liveability, safety, and environment of the community residents.

The Council representatives who attended the meeting on the 19th of April at the Grandstand need to be accountable for their assurances.

Thank you for presenting this submission on the 27th April.

Regards

Kevin Flannery

HCC needs much better cycling infrastructure than it has now. We are getting there but its not fast enough to keep up with the ever growing demands from people choosing to use their bikes more often.

No one is saying "ban cars" and no one is saying "ban public transport " and youll find most cyclists also have motor vehicles but the choice is being made MORE to use cycling for commuting and for leisure.

And it should be encouraged but our current roadways are not safe for cycling. Also motorists are still miffed that they have to share the roads with non road user charges paying folk. But like i said, most cyclists do own a vehicle but theyre becoming more aware of the benefits of cycling. Its great. its physically better for you, it can often be quicker to get to work esp in the mornings with the higher rates of congestion. So why not make roading more cycle friendly? The few who complain will always complain. they will always find a reason to be a nay sayer and often theyre really not that hard done by with the changes to be made.

The rail trail is great. i can choose to cycle 7km to work instead of the 4km thru town and im safer and often quicker than if i took the shorter route.

During lockdown more people got out and about on bikes. They kinda had no choice as being stuck at home was going to lead to depression and other issues so getting out and often getting the whole family out was a huge benefit , physically and mentally.

So i welcome the changes to many of our road ways that will help make cycling safer for cyclists. It WILL encourage people to get out and about and as more children need to cycle to school because parents are having to start work earlier, then it NEEDs to be made safer for the kids

I personally am i 44yr non driver . I know im in a minority as i have chosen to be a non driver but i cycle , run and walk everywhere and i get about just fine. But i also see daily that despite cycling as per istructed in the cycle paths, wearing reflective clothing, indicating and using a safe cycle i am constantly abused , pulled out in front of and treated like a dont belong on the road. It needs to change. And those few who have their daily route slightly altered to benefit more people will just have to get used to it.

Sandra Jensen

Kirikiroa society of velocipede and tweed enthusiasts.

p.s 5 xroads is one of the most dangerous roundabouts for pretty much everyone on the road, not just cyclists. But it is long overdue for a review.

I sadly am unable to attend the HCC meeting on Tuesday regarding infrastructure, but would still like to express my support and comment on the proposals outlined in the agenda.

I'm encouraged to see a shift towards promoting active and public transport in Hamilton. This is vital to reduce our carbon emissions from transport, and encourage sustainable, healthy, and socially connected lifestyles. The community feedback appears to overwhelmingly point to the need for safe, separated and connected cycleways, with priority at intersections - I absolutely agree with this sentiment.

My daughter Mina is 4 months old. We are currently looking for a bike child seat or bike trailer in order to take Mina to daycare and other local destinations, but are worried there is nowhere safe enough to ride. We want to make cycling a normal part of our lives, and model a healthy, low-carbon lifestyle to Mina as she grows older. We hope when she starts school she'll be able to bike there, too. However, it's difficult to imagine her riding safely on Hamilton's current car-dominated streets, and it is clear from your research that many other parents share our concerns.

The plans for cycle infrastructure are positive, but the pace of change is far too slow. We are unlikely to see dramatic rises in active transport rideshare until every major arterial road has a proper cycleway, and local streets have speed calming and/or proper bike lanes. We need ALL of the proposed bike infrastructure delivered within THIS decade, not in 30 years' time. We need to move fast and build out the whole network all at once. We need to be more ambitious, as our national climate goals are already incompatible with 1.5C climate warming, and our local active transport goals are also incompatible with net-zero by 2050. We should be aiming for 50% or more of active transport mode share by 2050.

If we carry out the proposed improvements as-is, Mina may have grown up and left our home in Hamilton by the time she is able to get around safely by bike. That makes me sad, and I hope we can do better for her and everyone else in Hamilton.

Thanks
Stephen Hay
Dinsdale



While the overall idea of making the Eastern link more accessible to cyclists and pedestrians from the schools that are along Hukanui to Boys High seems to be a good one I have some reservations about traffic flow.

I understand that 10,000.00 cars at this stage use Brookland road to access the Claudlands bridge and Heaphy Tce through to Grey st and the Hamilton east schools, Hamilton East village, Victoria street bridge, and Marian School.

I wonder how many cars use Brookland road at peak times when the children are on school break, I would suggest a lot less. There is no congestion at the Heaphy and Brookland road intersection at that these times, a trip that can take me twenty minutes in school term, is reduced to five during the break. Do we need to look at this to understand what happens in the holidays, and maybe find solutions that are different to the link however provide the same outcome at less cost?

Housing development outside of the inner city will continue to put pressure on the roading network into Central City. Children accessing schools from outside of the school zone will mean that more parents will use thier vehicles to drop children to school, Southwell school would have most of it's pupils from areas further out as it seems Boys high also has a high number of children from out of zone.

Intense high rise inner city housing is not a Kiwi thing and we will continue to want to live with more space around us than a housing apartment wall being the view from our window, and taking away our sun! There will be more cars on the road from these housing developments, I do not believe there will be more walking and cyclnig from the owners/renters of these apartments as seen already at the ones that have been built-Frankton, Peachgrove road, Hamilton East etc.

The proposals included for the Five cross roads roundabout and the preferred option of closing Brookland road will mean that 10,000 cars a day will need to find a different way through to the Claudlands bridge, hamilton East and marion schools and the Victoria street bridge.

All of these drivers add increased risk to our local community with rat running and speeding, something we are already dealing with and increasingly tired of.

I also don't believe there has been adequite consultation with the communities most impacted by this proposal.

Those are some of my concerns and thoughts on this.

Kind Regards
Tina Carey

Council Report

Item C2

Committee: Infrastructure Operations Committee **Date:** 27 April 2021

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

Position: Network Operations and Use Leader **Position:** General Manager Infrastructure Operations

Report Name: SH26 Revocation - Fit for Purpose Business Case report

Report Status	<i>This report is taken as a publicly excluded item to protect information which is subject to an obligation of confidence and disclosure would likely prejudice continual supply of similar information where it is in the public interest for that information to continue to be available.</i>
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Purpose - Take

1. To provide the Infrastructure Operations Committee with a copy of the draft Waka Kotahi NZ Transport Agency 'SH1B and SH26 (Part) Revocation Single Stage Business Case' as referenced in the SH26 Revocation Fit for Purpose Business Case report being reported in the open session of this meeting.
2. The draft Waka Kotahi NZ Transport Agency 'SH1B and SH26 (Part) Revocation Single Stage Business Case' is attached to this report.

Staff Recommendation - *Tuutohu-aa-kaimahi*

3. That the Infrastructure Operations Committee:
 - a) receives the report;
 - b) notes the draft Waka Kotahi NZ Transport Agency 'SH1B and SH26 (Part) Revocation Single Stage Business Case' SH26 Fit for Purpose Revocation Business Case as a reference document to the 27 April 2021 Infrastructure Operations Committee - SH26 Revocation Fit for Purpose Business Case report;
 - c) notes that this report is Public Excluded as the attached document is still in draft form and yet to be endorsed by Waikato and Waipa District Councils in regard to the proposals on their respective sections of SH1B and SH26; and
 - d) notes that this report will be released to the public once it has been endorsed by the Waikato District and Waipa District Councils (as road controlling authorities for sections of SH1B and SH26) and approved by the Waka Kotahi NZ Transport Agency Board.

Discussion - *Matapaki*

4. The draft Waka Kotahi NZ Transport Agency 'SH1B and SH26 (Part) Revocation Single Stage Business Case' (SH26 SSBC) is attached as a public excluded reference document.

Appendix 7:

5. The SH26 SSBC provides information on the proposed improvements for SH1B and SH26 (Part) to ensure that these roads are 'fit for purpose' following the revocation of their State Highway status from 1 July 2022.
6. The revocation of the state highway status of these roads is being undertaken in response to the opening of the Hamilton section of the Waikato Expressway.
7. Further information is provided on this proposal in the SH26 Revocation Fit for Purpose Business Case report included in the open section of the 27 April 2021 Infrastructure Operations Committee agenda.
8. The SH26 SSBC report has been requested to be a Public Excluded item by Waka Kotahi NZ Transport Agency (Waka Kotahi) staff until the report has been endorsed by the Waikato District and Waipa District Councils (as road controlling authorities for sections of SH1B and SH26) and then approved by the Waka Kotahi Board.

Item C2

Attachments - *Ngaa taapirihanga*

Attachment 1 - Draft Waka Kotahi NZ Transport Agency 'SH1B and SH26 (Part) Revocation Single Stage Business Case'

EXECUTIVE SUMMARY

Introduction

The opening of the Hamilton section of the Waikato Expressway in late 2021 has prompted the revocation of two corridors:

- State Highway 1B between the existing Waikato Expressway (WEX) Taupiri interchange and Cambridge interchange and
- State Highway 26 between the Cambridge Road roundabout and the Ruakura Road roundabout.

This Single Stage Business Case (SSBC) provides the case for investment required from Waka Kotahi NZ Transport Agency (Waka Kotahi) and;

- the Waikato and Waipa District Councils for the revocation of the SH 1B between the existing WEX Cambridge interchange and Taupiri interchanges
- the Hamilton City and Waikato District Council for the revocation of the SH26 from Ruakura Road roundabout and Cambridge Road roundabout.

This business case determines a recommended option for ensuring the road is fit for purpose ahead of handing over to the relevant Councils.

The Waikato Expressway's purpose is to, among other things, improve economic growth and productivity through more efficient movement of people and freight between Auckland and the Waikato. SH1B's role as an alternative bypass of Hamilton, thereby reducing traffic congestion through the city, will no longer be required with the opening of the Hamilton section of the WEX, and will be revoked, as a cost to this section of the project. SH26's role is slightly different, as an arterial connection to SH1B as well as eastern Waikato towns like Morrinsville. The precise role of the road will change with the opening of the Hamilton Section, therefore partial revocation is necessary.

Ineffective revocation of the State Highway could mean that the benefits of the expressway are not fully achieved. In particular, the WEX Network plan states an objective of the project is to "provide improved local network operation and opportunities for improved urban design, travel choice and community connectivity within the major urban areas bypassed by the expressway". The plan includes the benefits '*Significantly reduce the number of fatal and serious injury crashes*' and '*Reduce traffic congestion within communities like Huntly, Ngaruawahia and Cambridge*'. The communities in these places need to regain the corridor as a local road that serves the community.

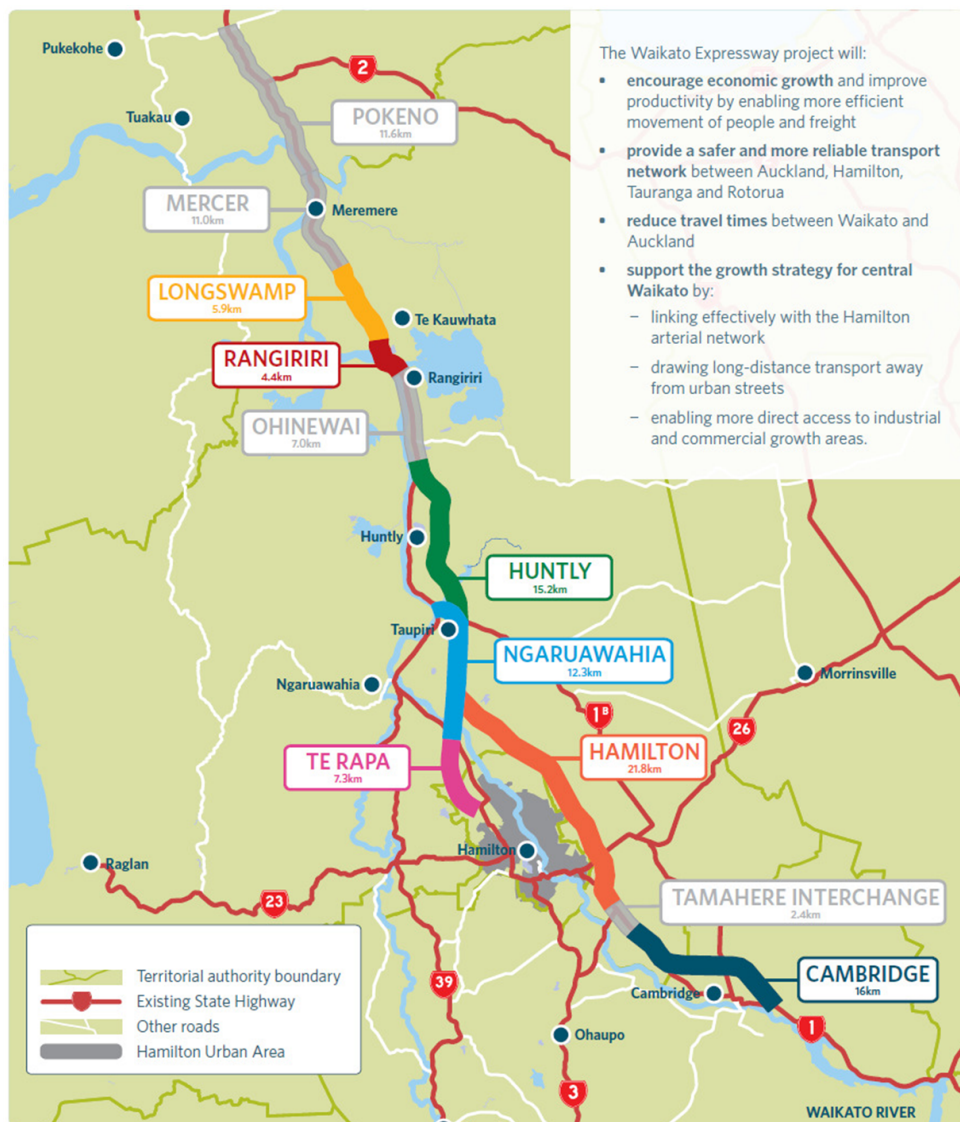


Figure 1-1: Waikato Expressway link between Hamilton and Auckland¹

As part of its revocation policy² and ahead of returning the control and management of the roads to Hamilton City, and Waikato and Waipa District Councils, Waka Kotahi must give consideration to a fit for purpose road by providing safe roads that reflect a standard typical of similar roads in the city / districts. This assessment includes the land use and future state when considering the repurposing of existing state highways, also considering future proofing solutions for the roads where relevant. This could require additional investment to achieve the intended future use.

In July 2020, a memo for the *'Function Definition and Fit for Purpose Assessment'* proposed that there is no change in function of the roads, other than they will no longer be State Highways, using

¹ Source: Hamilton-Auckland Corridor Plan & Implementation Programme. November 2020

² <https://www.nzta.govt.nz/assets/planning-and-investment/docs/state-highway-revocation-policy.pdf>

the One Network Road Classification (ONRC). Therefore, the post revocation functions of the SH1B and SH26 (part) will remain as follows:

- SH1B: Primary Collector
- SH26 (part): Arterial

The classification of the road, should the One Network Framework (ONF) be considered, is estimated to be:

- SH1B: a rural connector road (north of Church Road) with Gordonton identified as a 'stopping place', and a peri-urban road (Church Road and Victoria Road) with Hautapu identified as a 'stopping place';
- SH26 (part): a peri-urban road (between Ruakura Road and the WEX), and an urban connector / activity street (from the WEX to the Cambridge Road roundabout).

These roads will continue to provide a lifeline for the community and provide essential access for homes and businesses, contributing to the benefits of the expressway.

STRATEGIC CASE

From a whole of network approach, it is relevant to acknowledge the WEX Network Plan which outlines the planning and decision making to complete the expressway and deliver benefits to the surrounding communities. The WEX plan's strategic outcomes include to significantly reduce the number of fatal and serious injury crashes in the area. While moving the through traffic from the old State Highway to the high-quality expressway will achieve these objectives, there is an opportunity for investment in the revoked road to achieve additional benefits outside of the usual efficiency benefit for freight and through traffic.

The State Highway Revocation Policy guides how Waka Kotahi shall undertake the process of revoking the State Highway including stakeholder and iwi engagement to agree the project development such as defining problems, project benefits and investment objectives.

In consideration of the above, and through an Investment Logic Map (ILM) workshop with Waka Kotahi, Hamilton City, Waikato and Waipa District Councils and iwi on 4 August 2020, the gaps and deficiencies in the level of service around Asset Management Cost, Travel Choice and Safety were identified if the roads are handed over to the relevant Councils in their current states. These three areas also articulate the benefits than can be realised through investment.

The three problems, described according to their importance weightings are as follows:



Problem 1: Road configuration leads to a high crash risk at intersections and bends in the road 25%.

SH1B

Most crashes on SH1B in the last five years related to loss of control or turning / crossing manoeuvres with over half the crashes occurring at intersections. Even with the drop in traffic volumes forecast after the Hamilton Section of the WEX opens, two intersections remain high-risk; Marychurch / Tauwhare and SH1B / Zig Zag. Many of these crashes are still possible if the form of the road does not encourage lower speeds and improved advance warning at intersection.

SH26

Most crashes on SH26 in the last five years were at intersections with turning / crossing manoeuvres accounting for over 40% of the crashes and nearly 30% involving loss of control. It is difficult to find a safe and convenient place to cross the road and is difficult to turn onto the corridor from side roads.

Most of the route is not high risk other than the intersection of SH26 / Matangi (and Silverdale). This intersection will remain a high-risk following the opening of the WEX and many of these crashes are still possible if the form of the road does not encourage lower speeds and address the lack of safe environment for people walking and cycling, in particular children crossing near the school.



Problem 2: High traffic flows and operational speeds are reducing safe travel choices for communities 35%

SH1B

SH1B still looks and feels like a high-speed route for through vehicle trips. The safe operating speed is 80kph for most of the route, but the current operating speed is higher than 80kph, which means the route will remain unsafe for walking and cycling. Even with the predicted drop in traffic volumes along parts of the SH1B the only safe option under these conditions would be the provision of separated walking and cycling facilities.

SH26

The form of the road predominately caters for vehicle traffic. It is difficult to turn onto the corridor from side roads and find a safe and convenient place to cross the road.

If the form of the road does not reflect its new function and facilities for walking and cycling remain less safe and convenient, active modes will remain under-utilised.



Problem 3: Asset condition does not meet the standard for the road function* which leads to higher costs for Council 40% (e.g. infrastructure provision is excessive for road user needs and historic "asset sweating" reduces asset life).

SH1B

The future maintenance and renewals on the SH1B will become the responsibility of the Waikato District Council from Taupiri Interchange to Church Road south and the responsibility of Waipa District Council from Church Road south to the Victoria Road WEX interchange north of Cambridge.

Provided that the forward works programme is completed as planned, the overall condition of SH1B is considered sufficient. With fewer trucks on this corridor, with the opening of the Hamilton section of the WEX, some of the pressure would be relieved which could result in lower maintenance costs in the future. However, the councils will take on additional pavement and other asset maintenance burdens with revocation of the corridors.

SH26

The future maintenance and renewals on the SH26 will become the responsibility of Hamilton City Council from Cambridge Road roundabout to the WEX crossing of Morrinsville Road at Newstead and the responsibility of Waikato District Council from the WEX crossing of Morrinsville Road at Newstead to the Ruakura roundabout.

Hamilton City and Waikato District Councils are already responsible for a wide network of roads and are concerned that they will take on maintenance risks with the SH26, such as drainage capacity concerns.

Three benefits would be achieved through improvements to the corridor:



Benefit 1 A road that is safer for all road users (45%)



Benefit 2 Improved safe travel choices (25%)



Benefit 3 Whole of life costs appropriate to the road function (30%)

In order to realise these benefits, the following investment objectives were defined:

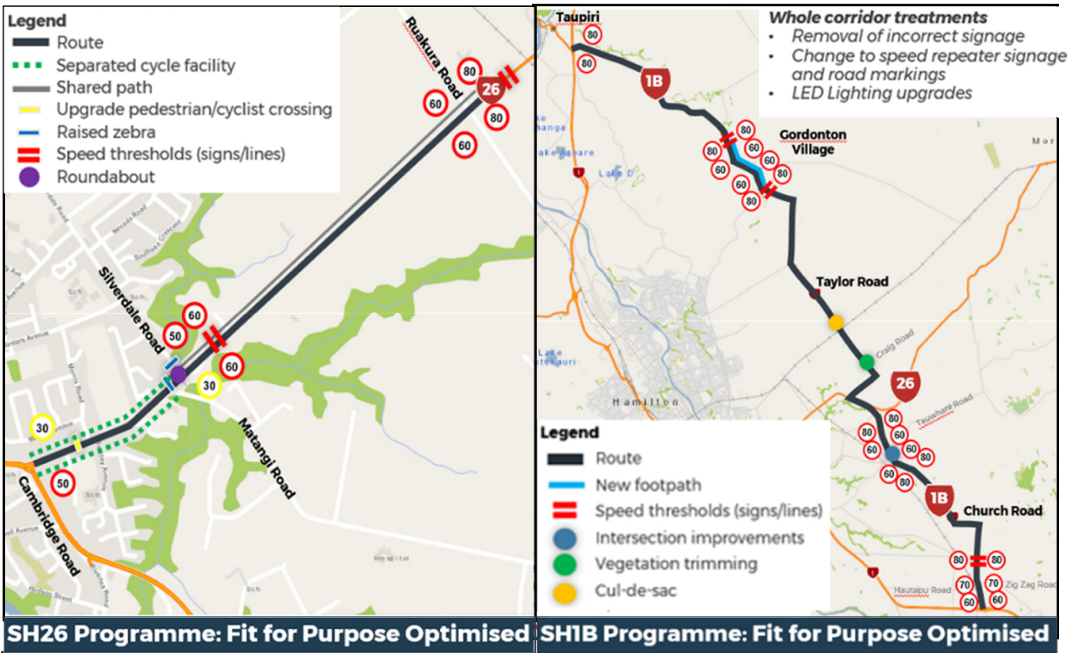
- **Investment objective 1:** Ensure that residual safety risks are mitigated to create a road that is safer for all road users resulting in a reduction in DSIs to 15% by July 2026³.
- **Investment objective 2:** Addressing safety risk arising from traffic flows and speeds to improve travel choices thereby increasing the number of pedestrians and cyclists by:
 - 15% within Gordon Village by July 2026⁴
 - 40% on SH26 by July 2026.
- **Investment objective 3:** Hand over an asset that does not disproportionately burden the Council's ability to invest in community outcomes through ensuring the maintenance cost of the road is appropriate for its new function, being no more than \$3.82 on average per sq. metre⁵.

This business case provides an opportunity to ensure the road is fit for purpose when it is handed over, and to collaboratively create a vision for the roads which support the benefits of the expressway.

ECONOMIC CASE

Selection of a Recommended Programme

The recommended programme, shown below, centres on making the road fit for its new purpose. It was selected from a range of programme options which explored the scales of approach for making the corridor fit for purpose. The options were based on different standards which could be achieved (minimum, target and transformational changes to levels of service for road users).



³ This is an overall corridor reduction, some locations are expected to see a larger reduction than this.

⁴ Increased pedestrian and cyclist numbers are anticipated within Gordonton Village but will be minor so have not been included as a KPI

⁵ Target maintenance cost is based on average Waikato District costs for arterial road maintenance and is the present value for 2020, comparable for Waipa District.

The decision on the recommended programme and activities weighs up the requirements of the revocation policy with the outcomes desired by the community and Council, in designating the road as a local road.

The recommended programme results in a road that is safer for all road users, with a reduction in DSIs and increased number of pedestrians and cyclists.

Recommendation

It is recommended that:

- the recommended programme is endorsed by the board
- the transport costs of the revocation programme are covered through a cost scope adjustment to the primary Hamilton section of Waikato Expressway Project
- the Hamilton City, Waikato and Waipa District Councils support the programme through funding works above the fit for purpose standard and taking on the responsibility of delivering the programme.

Economic Efficiency

The recommended option has a BCR of 1.2 (Low) including travel time disbenefits from the reduced posted speed limit. If travel time is excluded the BCR increases to 4.4 (medium).

The BCR, assessed using the Waka Kotahi Monetised Benefits and Cost Manual, does not fully describe the wider or associated benefits for the recommended option, therefore are considered conservative. Essentially, the BCR considers efficiency effects that are not considered a priority for the revocation project (as these are addressed through the wider WEX project), and does not include the wide range of wider social and economic benefits that the revocation would deliver.

Non-monetised Benefits

The non-monetised benefits of the revocation project include:

Component of recommended programme	Benefits Framework No.	Non-monetised benefit
SH26	10.1.1 and 10.2.1	Increased pedestrian and cyclist trips from improved facilities have not been assessed
	2.1.1	Increased perception of safety with intersection treatment and separated cycling making pedestrians and cyclists feel more comfortable Intersection treatment at Silverdale / Matangi will also make drivers feel safer
	11.1.3	Improved wayfinding and gateway to Hamilton. There are more options for signage and other 'gateway' treatments at the Silverdale / Matangi intersection to enable people unfamiliar with the area to make more informed route choices.
	11.1.3	Improved amenity with improved threshold treatments
	7.2.1	Removal of pest plants
	4.1.2	Resilience benefit from alternative mode choice.

SH1B	10.1.1 and 10.2.1	Increased pedestrian and cyclist trips from improved facilities have not been assessed
	2.1.1	Increased perception of safety with intersection treatments and share path in Gordonton making pedestrians and cyclists feel more comfortable
	11.1.3	Improved amenity with improved threshold treatments

Investment Prioritisation Score

The recommended programme achieves an **investment prioritisation score of 5**, where the alignment with the GPS is high predominantly around safety, scheduling opportunities and urgencies are high, and the economic efficiency is low.

The Financial Case

The total programme cost (excluding infrastructure to be funding through normal mechanisms) is summarised in the below table.

Description	Expected Estimate	Waka Kotahi Share	Hamilton City Share
Net property cost	\$936,000	\$936,000	\$0
Development phase	\$877,000	\$877,000	\$0
Pre-implementation phase	\$8,555,000	\$8,368,000	\$187,000
Implementation phase	\$14,909,000	\$13,246,000	\$1,663,000
Project expected Estimate	\$17,520,000	\$15,670,000	\$1,850,000

The total project delivery cost of the recommended programme for revocation is \$17.52 million, \$15.67 million of which would be funded by Waka Kotahi, with \$1.85 million funded by Hamilton City Council to deliver works at the Silverdale / Matangi Road intersection that are over and above 'fit for purpose'. Waikato and Waipa District Council are not expected to fund any works.

Ongoing maintenance and renewals costs will transfer to the Councils after the completion of the currently planned Forward Works Programme. The funding of the FWP will be handed to the Councils by 2 months after the final date of revocation, once the completion date for the Hamilton section of WEX is confirmed.

The programme achieves minimal maintenance cost savings because although there is some reduced pavement, these savings would be offset by increased active mode facilities. Reduction of traffic and especially HCVs on SH1B is expected to reduce the wear and tear on the pavement, thereby reducing maintenance costs.

Funding plan

The project will be mostly funded through the primary project – the Hamilton Section of the Waikato Expressway project. This funding will need to be approved by the Waka Kotahi Board, as there is currently no committed funding available for this project.

A portion of the recommended works will be funded by Hamilton City Council as these are considered above and beyond fit for purpose. The specific financial arrangements will be detailed through a Multi-Partner Funding Agreement (MPFA), to be drawn up by Waka Kotahi.

It is estimated that Waka Kotahi will fund approximately \$15.67 million dollars over three years.

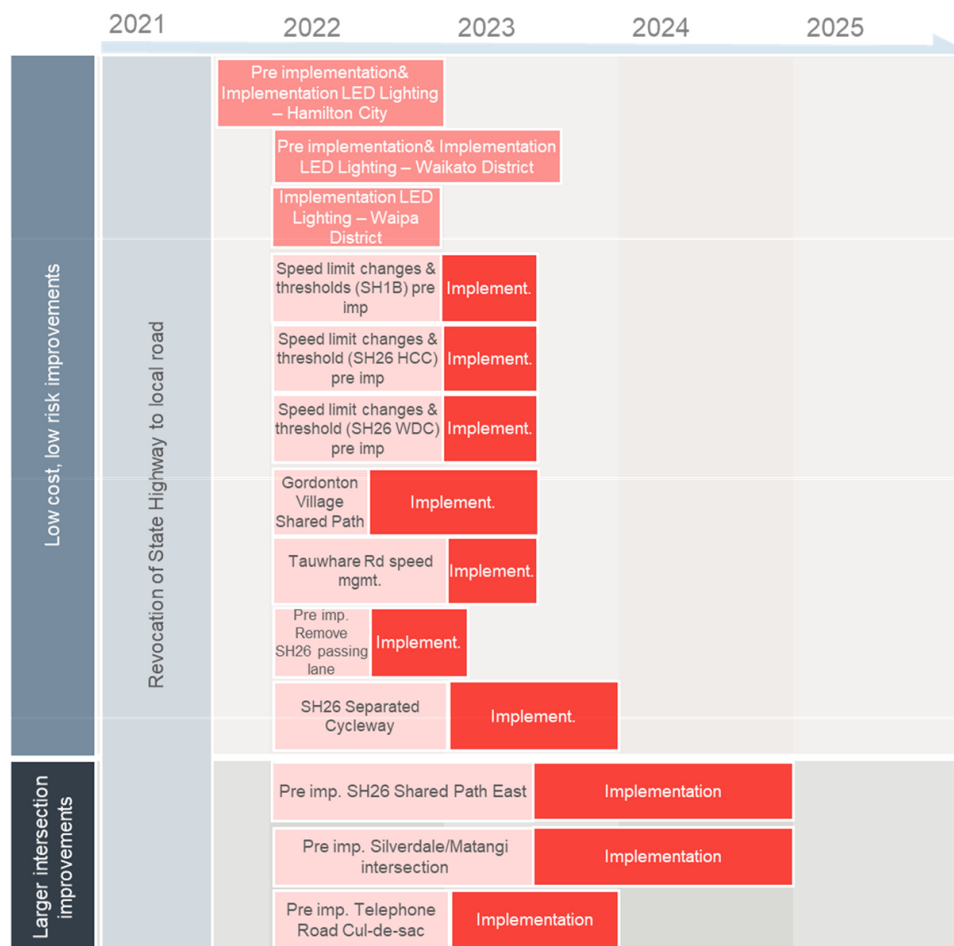
It is estimated that Hamilton City Council will provide the remaining approximately \$1.85 million dollars over the delivery timeframe of the project.

The Councils will take on the risks associated with tendering and procurement, refer to the risks listed in Section 12.3.

COMMERCIAL AND MANAGEMENT CASE

Implementation Plan

The financial arrangements and risk allocation will be agreed through a Multi-Party Funding Agreement (MPFA) to be drawn up in 2021, after approval of the programme is provided by Waka Kotahi. The schedule for delivering the programme works is shown in the figure below.



The programme is proposed to be delivered by the Councils who will be periodically reporting back to Waka Kotahi to draw down funding and provide progress updates on the programme.

Procurement Strategy and Contract Management

The Councils roading teams would be responsible for the procurement of suppliers and delivery of the works programme. On this basis, the Council would manage any contractual obligations and risk through the existing roading team in the service delivery group.

A combination of utilising the existing maintenance and low-cost low-risk contracts (such as the Waikato District Alliance) and competitive tendering is proposed, using lowest price confirming method of assessment.

Risk Management

The top risks to note for the programme are:

1. Lack of available funding for the programme (Waka Kotahi), particularly for:
 - a. Silverdale/Matangi Intersection
 - b. Shared Path east of Silverdale/Matangi
2. Cost management for delivery of the programme
 - a. Higher risks associated with the Silverdale/Matangi intersection and shared path east of the intersection, which may require land purchase.
 - b. This is proposed to be managed through the Multi Party Funding Agreement
3. Underground services such as stormwater – detailed investigations have not been completed
 - a. Detailed investigations and cost updates proposed for the pre-implementation phase (noting that contingency has been allowed for in the current cost estimates)