

Infrastructure and Transport Committee

Te Komiti Tuaapapa me ngaa Waka

OPEN MINUTES

Minutes of a meeting of the Infrastructure and Transport Committee held in Council Chamber and Audio-Visual Link, Municipal Building, Garden Place, Hamilton on Thursday 2 May 2024 at 9:30am.

PRESENT

Chairperson Deputy Mayor Angela O'Leary

Heamana

Deputy Chairperson

Heamana Tuarua Cr Tim Macindoe

Members

Cr Moko Tauariki

Cr Ewan Wilson

Cr Mark Donovan

Cr Louise Hutt

Cr Andrew Bydder

Cr Geoff Taylor

Cr Emma Pike

Cr Anna Casey-Cox

Cr Maxine van Oosten

Cr Sarah Thomson (via Audio-Visual Link)

Maangai Norm Hill

Maangai Hill opened the meeting with a karakia.

1. Apologies – *Tono aroha*

Resolved: (Cr Macindoe/Cr Hutt)

That the apologies for absence from Mayor Southgate and Cr Naidoo- Rauf, for partial attendance from Cr Huaki, and for early departure from Cr Tauariki and Cr Donovan are accepted.

2. Confirmation of Agenda – *Whakatau raarangi take*

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

That the agenda is confirmed.

3. Declarations of Interest – *Tauaakii whaipanga*

Cr Hutt declared an interest in item 8 (2024 - 2030 Waste Management and Minimisation Strategy/Plan - Te Mahere Whakataaharahara Para - deliberation and adoption). She notes she was not conflicted and would take part in the discussion and vote on the matter.

4. Public Forum – *Aatea koorero*

Bevan Thomas spoke to Item 7 (Project Decision Making Framework - Transport).

*Written submission were received from Phil Evans and Melissa Smith (Bike Waikato) and are attached to the minutes of the meeting as **Appendix 1**.*

5. Confirmation of the Infrastructure and Transport Open Minutes of 5 March 2024

Resolved: (Deputy Mayor O’Leary/Cr Casey-Cox)

That the Infrastructure and Transport confirm the Open Minutes of the Infrastructure and Transport Committee Meeting held on 5 March 2024 as a true and correct record.

6. National and Regional Transport Policy

The Executive Director Development took the report as read. Staff responded to questions from members in relation to changes to service focusing around Waikato District Hospital and funding.

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

That the Infrastructure and Transport Committee:

- a) receives the report; and
- b) notes the staff submission to the Draft Government Policy Statement on land transport 2024-34 (**Attachment 1**).

7. Project Decision Making Framework – Transport

The Unit Director Resource Recovery & Sustainability and the City Transport Unit Director took the report as read. Staff responded to questions from members in relation to stakeholder engagement within the new decision framework.

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

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) approves the transport project decision-making framework as outlined in the staff report; and
- c) notes that staff will use this decision-making framework against transport projects and refine the framework as projects are developed and progressed.

8. 2024 - 2030 Waste Management and Minimisation Strategy/Plan - Te Mahere Whakataaharahara Para - deliberation and adoption

The Unit Director Resource Recovery & Sustainability and the Resource Recovery Strategic Manager took the report as read .

Resolved: (Deputy Mayor O’Leary/Cr Casey-Cox)

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) approves the 2024 - 2030 Waste Management and Minimisation Plan – Te Mahere Whakataaharahara Para (WMMP).

9. Water Supply Bylaw - Deliberations Report *(Recommendation to the Council)*

The Senior Planner from the Waters team took the report as read.

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

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) recommends that the Council adopts the revised Water Supply Bylaw (2024), effective from 1 November 2024; and
- c) notes that:
 - i. as part of this review, Council determined on 21 September 2023 that a Water Supply Bylaw is the most appropriate mechanism for addressing issues relating to water Supply management in Hamilton;
 - ii. the Hamilton Water Supply Bylaw 2013 has been reviewed and consulted on as per the requirements of the Local Government Act 2002;
 - iii. the revised Water Supply Bylaw 2024 is the most appropriate form of the Bylaw, having regard to the issues identified in the review and consultation feedback; and
 - iv. the revised Water Supply Bylaw 2024 does not give rise to any implications under the New Zealand Bill of Rights Act 1990.

10. Infrastructure and Assets General Manager's Report

The Unit Director Resource Recovery & Sustainability and the City Transport Unit Director took the report as read. Staff responded to questions from members in relation to options being explored for Bryce Street section between Seddon Road and Tristram street

Staff action: *Staff undertook to investigate the future of Bryce street from Seddon road to Tristram Street including the options to close the section and report back to Members via an information session.*

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

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) notes that approval to direct appoint McConnell Dowell Ltd to undertake emergency work to repair the damaged Pukete Wastewater Treatment Plant outfall pipeline and surrounding ground stabilization and associated delegated authority as outlined in the staff report below, was approved under the provisions within schedule 2, clause 1c of Council’s Delegations to Position Policy on 12 March 2024.; and
- c) refers the decision concerning the Bryce Street Resilience Works to the 30 May Council meeting.

The meeting was adjourned 10.18am to 10.37am during the discussion of the above item.

11. Resolution to Exclude the Public

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

Section 48, Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

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

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

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Infrastructure and Transport Public Excluded minutes of 5 March 2024) Good reason to withhold) information exists under) Section 7 Local Government) Official Information and) Meetings Act 1987	Section 48(1)(a)
C2. Refuse Transfer Station & Hamilton Organic Centre - Proposed Gates Fees 2024/25		
C3. Bus Shelter Advertising Contract		

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

Item C1.	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
Item C2.	to enable Council to carry out commercial activities without disadvantage to enable Council to carry out negotiations to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (h) Section 7 (2) (i) Section 7 (2) (j)
Item C3.	to enable Council to carry out commercial activities without disadvantage to enable Council to carry out negotiations	Section 7 (2) (h) Section 7 (2) (i)

The meeting moved into a public excluded session at 10.54am.

The meeting was declared closed at 11.36am.

Appendix 1

Public Forum Submission

Transport and Infrastructure Committee – 2nd May, 2024

Phil Evans

Bike ACTION Hamilton

Advocating for Safer Cycling in Hamilton

Item 7 – Project Decision Making Framework – Transport

I'd like to voice support for the Project Decision Making Framework for Transport.

The requirements for the Framework (para 9 and 10 (page 83) look like a significant improvement on existing engagement and reporting. Options, alternatives and consequences for not doing projects, communicated more strongly and clearly will hopefully see more buy-in from the public. I have personally been able to read most of that between the lines of reports but having it more clearly presented is welcome.

I also like the concept of the traffic light system. I do however want to see less politics in transport decision making, with evidence and data informing decisions, not politics. An angry public should never take the place of evidence and 'common sense safety' in all transport planning, which must always include Walking, Cycling, Disabled Access, Scooters, Public Transport, Private and Commercial Vehicles.

All of those are legal forms of transport and politics must not interfere in catering for them all. All councils, including Hamilton City Council, has a responsibility to ensure ALL modes are safely catered for. Some may personally or politically not like that, but those views need to be set aside. Vehicles will always be the majority, and that will never change, but all other modes MUST be included, regardless of any political standpoint. ALL modes need

to be catered for without being used as political fodder.

I no longer have access to a car, so biking, walking and public transport are vital for me to get around. Political posturing and angry drivers should not be used to make my journeys unsafe, as they currently are.

Hopefully this Framework will allow Hamilton to continue to be more inclusive of all legal modes of transport.

Item 10 – Bryce St – Seddon Rd to Tristram St (para 58-66, page 276)

I would like to support the plans to adjust the road layout on Bryce St to better support cycling with a minor addition. Pedestrians have always had sufficient space along both

sides, but the new plans create a much safer spacesides, but the new plans create a much safer space for cyclists that connects the Western

Rail Trail to Claudelands Bridge.

I still believe the best option would be to completely close that section of road, create a single bi-directional cycleway and footpath, and expand the park into the unused road space. This would eliminate all weight bearing effects on the ground along the rail corridor. I would like to see concrete barriers with cycle wands separating all bike lanes on Bryce St on both sides of the intersection. (see photos below)

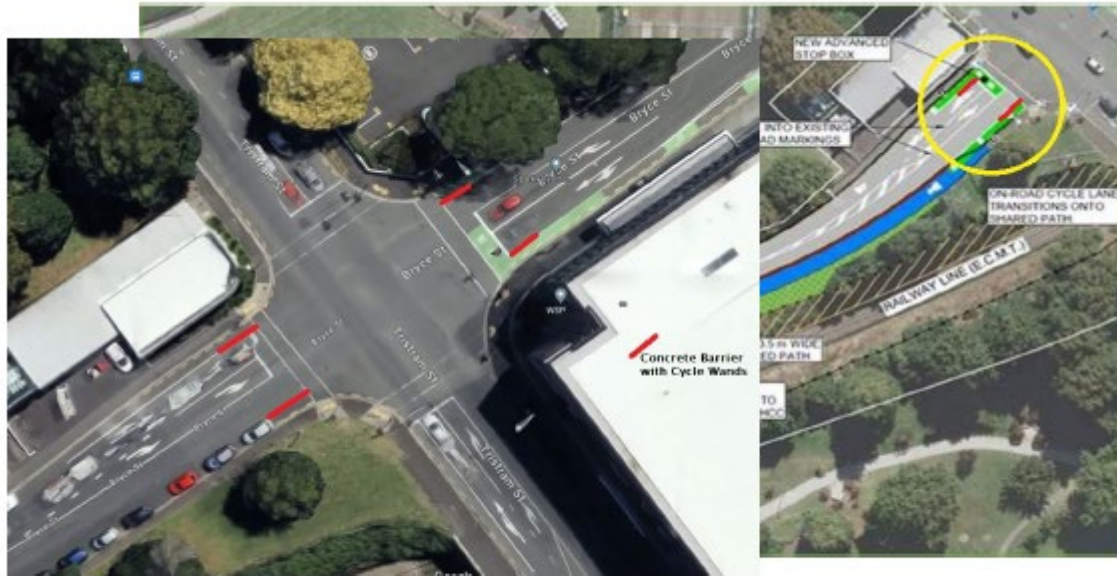
I personally use that intersection often, and drivers continue to veer left into the painted bike lane when turning left. This is the perfect opportunity to add safety into this project with only a very small increase to the cost. Without the barriers, drivers will continue to illegally stop in the cycle lane.

About a year ago, I was hit by a driver turning left from Bryce St into Tristram St, as I was riding straight across Tristram St. I was knocked off my bike, and the driver didn't bother to stop. She clearly saw what she had done, and the police later fined her for failing to give

way. Unfortunately they did nothing about the hit and run.

This crash would have been avoided if a concrete barrier had been in place at the end of the new section alongside Kmart. It would have stopped the driver from cutting the corner where I was. This is the perfect opportunity to add necessary safety features where off road cycle lanes are not possible.

Please don't put this off until sometime in the future that may never happen. This cross CBD connection is a vital and paint alone is not safety.





Bike Waikato Public Forum Submission for Infrastructure and Transport Committee – 2 May

Kia ora Hamilton City Council Infrastructure and Transport Committee,

We are writing to talk to *Item 7 – Project Decision Making Framework - Transport* in the 2 May agenda for the Infrastructure and Transport Committee.

We are in support of the development of a framework to aid and streamline the decision making process for transport infrastructure projects. We have observed that the bringing of projects to be brought to the committee for macroscopic approval has resulted in unnecessary politicisation of projects that actually meet the strategic priorities of the Council of improving road safety and increasing transport mode choice. It has also occasionally resulted in the spreading of misinformation and angst in the community, which does not help the issue of politicisation.

In the 'Green' category, we are pleased to see refreshing road markings as a 'Just Do It' project, as many bicycle lane markings have become quite faded and are difficult to see for both people on bikes and people driving. This has been raised multiple times to this Committee.

We are pleased that the 'Amber' or 'Red' process includes a focus on:

- What the project is and why the project needs to be completed
- Who is impacted by the project and what feedback has been received
- What are the benefits and risks of the project
- Once physical works commence, how might the site be managed for access
- What parts of the projects will require approval from the Traffic Hearings Panel due to Bylaw changes

which we hope will inspire and facilitate more productive discussion at this Committee.

We hope that as this Framework is put into place, the categorisation is able to be refined and more projects that clearly meet the strategic priorities of the Council and improve road safety can be approved without undue politicisation, as noted in Paragraph 21¹ of the report.

Thank you for considering our submission.

Kind regards

Bike Waikato Committee

¹ There appears to be two Paragraph 21s in the text. To remove ambiguity, we are referring to the Paragraph 21 at the top of page 85, directly preceding the "Financial Considerations" section.