

## Information Session – 2 February 2022

Time	Topic	HCC Presenter(s)	Format	Time Req'd (mins)
9.30am	Reform Response Programme Updates (Council)	Andrew Parsons, Justine Kennedy	Open Briefing	90 mins
11.00am	<b>MORNING TEA</b>			15 mins
11.15pm	Transport Centre Rejuvenation Project (Infrastructure Operations Committee)	Martin Parkes, Jared Hatwell, Eeva-Liisa Wright	Open Briefing	45 mins
12.00pm	Additional Funding for Public Transport and Cycling Projects 2021/22 – Projects to be processed (Infrastructure Operations Committee)	Martin Parkes, Honor Young, Eeva-Liisa Wright	Open Briefing	30 mins

# DISCUSSION TOPIC SUMMARY

**Topic:** RM Reform and MfE Discussion Document

**Related Committee:** Infrastructure Operations

**Business Unit/Group:** Special Projects/Growth

**Key Staff Contact/s:** Justine Kennedy/Hannah Windle

**Direction Discussion/Drop in Session recommended Status:** Open

## PURPOSE OF TOPIC/INFORMATION

The MfE has published a discussion document on the reform of the resource management system and is seeking feedback on the content that will inform two new pieces of legislation.

Council resolved in December to develop a submission and this briefing session is to update them on key themes that will be included in our feedback, and to seek any additional comments from elected members prior to the first draft being finalized.

## WHAT KEY THINGS SHOULD MEMBERS THINK ABOUT/ CONSIDER IN UNDERSTANDING THIS INFORMATION?

The reform of the RM system will fundamentally impact the structure and function of local government, with proposals to move planning from the local level, through city and district councils, to a regional level.

This will impact the role of staff and elected members, impact on council's funding and decision-making roles, and alter the ability of the public to engage with planning for their communities.

## KEY SUMMARY POINTS

- The MfE Discussion Document was published in November 2022 to provide another opportunity to engage on the current proposals for the Natural and Built Environment Act (NBA) and Strategic Planning Act (SPA) before they are developed into full Bills.
- Feedback received on this document will inform Ministerial decisions that shape the NBA and SPA legislation.
- Submissions close on 28<sup>th</sup> February and HCC's submission will be signed off by Infrastructure Operations on 24<sup>th</sup> February.
- Document poses 33 questions for submitters to answer, with a wide scope.

Questions cover the following topics

- National Planning Framework
- Regional Spatial Strategies
- NBA Plans
- RSS and NBA joint committees
- Consenting
- Compliance, monitoring and enforcement
- Monitoring and system oversight
- Role of Local Government in the future system
- National Maori entity
- Joint committee composition
- Enhanced Mana Whakahono a Rohe arrangements
- Funding in the future system

HCC has provided lots of comment on these topics to date through other submissions:

- Our key feedback has been on:
  - The need for metro/urban planning to remain separate from wider regional planning given the unique issues experienced by growth areas
  - The detail, workability and implementation of regional spatial strategies and how they will be developed
  - Representation and function of joint committees
  - Local voice and placemaking if planning functions are regionalised
  - Funding the outputs of the new plans and giving effect to them through current LGA processes
  - Whether the proposals will deliver on the reform objectives of less complexity and better outcomes

## WHERE CAN MEMBERS FIND MORE INFORMATION?

### MfE Discussion Document:

<https://environment.govt.nz/assets/publications/Our-future-resource-management-system-materials-for-discussion.pdf>

### NBA Exposure Draft Submission

<https://www.hamilton.govt.nz/our-council/consultation-and-public-notice/councilsubmissions/Documents/Inquiry%20on%20the%20Parliamentary%20Paper%20on%20the%20Exposure%20Draft%20-%20Natural%20and%20Built%20Environments%20Bill.pdf>

### Infrastructure for a Better Future: Aotearoa NZ Infrastructure Strategy Submission

<https://www.hamilton.govt.nz/our-council/consultation-and-public-notice/councilsubmissions/Documents/Infrastructure%20for%20a%20Better%20Future%20-%20Aotearoa%20New%20Zealand%20Infrastructure%20-%20May%202021%20Consultation%20Document.pdf>

## WHAT DIRECTION/FEEDBACK/INPUT DO YOU NEED FROM ELECTED MEMBERS

- Staff need direction on preferred option/s?
- Staff would like to know if there is anything further that Members would like covered in the submission?
- Are there any other options Members would like to see covered in the report?



# Reform Response Programme

Elected member briefing  
2 February 2022



D-4057325





# Contents

- Overview of reforms
- Outcomes from today
- Resource Management Reform
  - Discussion Document
  - Submission

# Overview of reforms

## ***Reform Workstreams***

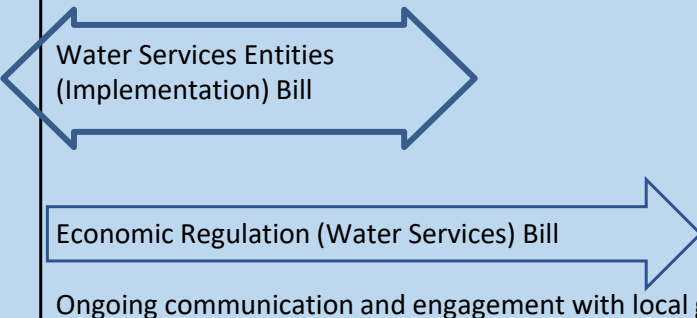
- *Future for Local Government Reform*
- *Resource Management Reform*
- *Three Waters Reform*

## ***Purpose of the HCC Reform Response Programme:***

- *To influence the Central Government Reform Programme for the benefit of Hamiltonians*
- *To prepare Hamilton City Council for change in response to Central Government Reform*

	2021		2022			
	Q3	Q4	Q1	Q2	Q3	Q4
						Local Govt election
Future for Local Govt (FfLG)	Aug: Internal programme establishment Sept: Interim review panel report released	24 November: Elected Member briefing	FfLG review panel broader public engagement		Sept: Review panel draft report and recommendations for public consultation to Minister of Local Government	Formal consultation
Three Waters Reform	Sept: Feedback sent	<div>Technical working groups formed</div> <div>First round of funding available</div> <div>Ongoing communication and engagement with local government</div> <div><div>Water Services Entities Bill</div><div>Water Services Entities (Implementation) Bill</div></div>				
Resource Management Reform		Select Committee Enquiry into Exposure Draft of NBA*	NBA* and SPA° formally introduced Submission on RM reform	Submission on full bills NBA*, SPA° and CAA <sup>Δ</sup>		NBA* and SPA° expected to be passed into law



	2023				2024	2025
	Q1	Q2	Q3	Q4		
				Central Govt election		
Future for Local Govt	Formal consultation	Apr: Review panel presents final report to the Minister and LGNZ <a href="https://environment.govt.nz/news/rm-reform-update-third-edition/#the-way-forward-what-and-039s-next">https://environment.govt.nz/news/rm-reform-update-third-edition/#the-way-forward-what-and-039s-next</a>				
Three Waters Reform					1 Jul: All water service entities operational	
Resource Management Reform	Climate Change Adaptation Act introduced					

# Outcomes from today

- *Note the questions being asked as part of the RM reform discussion document, and the key themes Council plan to submit on.*
- *Note the update on the 3 Waters Reform*

# Resource Management Reform

# Resource Management Reform

## Recap on proposed changes:

- **Natural and Built Environments Act (NBA)**, as the main replacement for the RMA, to protect and restore the environment while better enabling development.
- **Strategic Planning Act (SPA)**, requiring the development of long-term regional spatial strategies to help coordinate and integrate decisions made under relevant legislation.
- **Climate Adaptation Act (CAA)**, to address complex issues associated with managed retreat.

# MfE Discussion Document

- Published in November 2021 to provide another opportunity to engage on the current proposals for the NBA and SPA before they are developed into full Bills.
- Feedback received on this document will inform Ministerial decisions that shape the NBA and SPA legislation.
- Submissions close on 28 February 2022 and HCC's submission will be signed off by Infrastructure Operations on 24 February 2022.
- Document poses 33 questions for submitters to answer, with a wide scope.



# Questions

- National Planning Framework
- Regional Spatial Strategies
- NBA Plans
- RSS and NBA joint committees
- Consenting
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- Role of Local Government in the future system
- National Maori entity
- Joint committee composition
- Enhanced Mana Whakahono a Rohe arrangements
- Funding in the future system



# Key themes

- We have provided lots of comment on these topics to date through other submissions
- Our key feedback has been on:
  - The need for metro/urban planning to remain separate from wider regional planning given the unique issues experienced by growth areas
  - The detail, workability and implementation of regional spatial strategies and how they will be developed
  - Representation and function of joint committees
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  - Funding the outputs of the new plans and giving effect to them through current LGA processes
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# National Planning Framework

- The equivalent to National Environmental Standards (NESs) and National Policy Statements (NPSs) under the RMA: setting out the environment limits, targets and provisions

*Comment:*

- *The statutory tools (NESs and NPSs) already exist now under the RMA and can and are beginning to be used more frequently to drive national direction and achieve certain outcomes (eg NES for freshwater and NPS: Urban Development)*
- *Early on in the life of the RMA these tools which provide national direction were seldom used.*

# Regional Spatial Strategies

- A high level strategy that's long term and sets the strategic framework for growth
- Similar to Future Proof, Smart Growth, and the Auckland Regional Growth Strategy. Similar level of weighting as currently exists for these 'plans and strategies developed under other acts'
- Regional policies would still exist

*Comment:*

- *Mirrors the Hamilton experience in terms of the Future Proof Strategy. The Future Proof Strategy is embedded within the Regional Policy Statement which gives it more weight than is intended by RSSs.*
- *In areas which are not growing the purpose and value of RSSs rapidly diminishes.*
- *The Waikato sub-region has demonstrated that the lack of prescribed legislative instruments is not fatal when seeking to undertake effective regional planning, it could be argued that the involuntary nature drives better implementation outcomes.*

# NBA Plans

- The equivalent of current District Plans
- BUT one combined regulatory plan for each region
- These would follow the bottom lines and outcomes set through the Act
- required 'to give effect to' the principles of Te Tiriti, replacing the current RMA requirement to 'take into account' those principles.

*Comment:*

- *These plans would be strongly guided by the NPF*
- *Risk of losing 'localism'*
- *Questions around the nimbleness of these plans and processes at a local level to respond to local needs*

# Joint Committees

- Joint Committees made of up nominees from the various local authorities within the region, government agencies and iwi.
- These committees would be tasked with creating the new combined plan for each 14 regions
- fully autonomous joint committee which decides all matters related to the making of the combined plan and any later changes to it

*Comment:*

- *Loss of local democratic decision-making and input into the plan-making process*
- *Local voices could be lost i.e. not a clear line of sight to the locally elected member and the planning process*
- *Resourcing and management: given the size of the Waikato region this is likely to become unwieldy and those larger TLAs eg Hamilton might be underrepresented*
- *The lessons of regional governance and planning in Auckland (pre-amalgamation) show that joint committees can struggle to deliver*

# Role of Local Government

- *Local government becomes a “partner” in the planning process, not the owner of the plan*
- *Local authorities will be required to fund the ‘Joint Committee’ secretariat in order to produce the plans and run the process*

*Comment:*

- *The role of local government and local democracy is fundamental in plan making. Shifting the lines of accountability to Joint Committees further dilutes this.*
- *Having clear ownership of any plan increases the likelihood of successful implementation by the owner*
- *Splitting out plan-making functions from local authorities is a significant departure and change to the role of local authorities as currently exists*
- *The units of local government in New Zealand are already relatively large compared to international examples (e.g. Vancouver BC, Portland OR).*
- *Hamilton benefits greatly from being able to take a one metro view and focus on responding to urban issues in a integrated manner*



# Funding

- Funding mechanisms are proposed to remain under the LGA but align to the Regional Spatial Strategy

*Comment:*

- *The funding integration is poorly defined at this stage and was considered out-of-scope by the RM Reform programme (which was a missed opportunity)*
- *Connecting funding to the RSS is too vague (as proposed), it is not until the land use plan/zoning (NBA) is arrived at that there is then sufficient certainty and understanding of funding supply and funding need to align to the land-use.*
- *Only high-level funding discussions can meaningfully occur at the RSS stage*
- *Ideally, the LTP would follow the landuse plan and the cyclical relationship between the two would be strengthened*

# DISCUSSION TOPIC SUMMARY

**Topic:** Transport Centre Rejuvenation

**Related Committee:** Infrastructure Operations

**Business Unit/Group:** City Transportation

**Key Staff Contact/s:** Martin Parkes / Jared Hatwell

**Direction Discussion/Drop-in Session recommended Status:** Open

## PURPOSE OF TOPIC/INFORMATION

The purpose of this briefing is to reconfirm the following before going to tender for design services.

- the direction for the project set down in the business case.
- the project scope.
- the concept design.

The business case for the Transport Centre Rejuvenation Project focused on delivering the following core principles:

- **Accessibility** - The Transport Centre must be accessible to all.
- **Safety** - Safety at the Transport Centre will have a direct influence on the number of people prepared to use our public transport network.
- **Amenity** - public transport infrastructure and facilities must meet the needs of passengers.

As reported to the Infrastructure Operations Committee on 27 April 2021, the preferred option will deliver the following outcomes:

- Improved perception of personal safety - increased passive surveillance
- Greatly reduced risk of pedestrian/vehicle conflicts - separation of bus bays
- Improved accessibility - improved toilets including Changing Places facility
- Improved customer facilities - weather protection
- Attractive outdoor environment - mix of planting and hard landscaping



The preferred option includes the following:

**External Improvements:**

- Improved visibility and security, as well as better passenger management.
- New landscaped areas.
- Changes to the parking layout fronting Bryce Street.
- Accessibility improvements throughout the site.
- Accessible toilets, wayfinding signage, real time information & audio announcements.
- Improvements to lighting and CCTV cameras
- High quality and secure bike/scooter parking facilities.

**Internal Improvements:**

- Wider and more clearly defined entry/exits to link onto bus platform area.
- Accessibility improvements throughout the site.
- Customer service improvements including reconfigured café space.
- Accessible toilets.
- Wayfinding signage, real time information, audio announcements, lighting and CCTV cameras
- 24 hour seated waiting area with access to refurbished toilets.
- Extension on south-western side to increase café seating, with clear connection to external space.



## WHAT KEY THINGS SHOULD MEMBERS THINK ABOUT/ CONSIDER IN UNDERSTANDING THIS INFORMATION?

Since the business case has been approved, the impacts of climate change and the pandemic have changed the world we operate in. As part of this briefing, staff would like to understand from Members whether they have a desire to change the scope of the project to deal with some of the issues resulting from Covid and climate change.

Is there anything else Members wish us to consider? Examples:

- Climate change actions, environmental principles, solar/energy reduction, water saving, planting and biodiversity.

- Covid guidelines for ventilation, restricted access, service kiosk locations, with a particular focusing on staff safety and security measures.
- Digital billboards should they be included in the Transport Centre
- Should we continue with lease spaces inside the Transport Centre e.g., café, WRC etc.

**Project costs** – The Project Team will engage an independent quantity surveyor to price the project as it proceeds through the detailed design and into contract award for construction. Members will be regularly updated (formally and informally) as the project progresses, with a particular focus on costs.

### WHAT DIRECTION/FEEDBACK/INPUT DO YOU NEED FROM ELECTED MEMBERS

- What would Members like to see reported to the Infrastructure Operations Committee in relation to the above?

# DISCUSSION TOPIC SUMMARY

**Topic: Additional Biking Public Transport Funding – List of Projects**

**Related Committee: Infrastructure Operations Committee**

**Business Unit/Group: City Transportation**

**Key Staff Contact/s: Martin Parkes & Honor Young**

**Direction Discussion/Drop-in Session recommended Status: Open**

## PURPOSE OF TOPIC/INFORMATION

At the Infrastructure Operations Committee on 7 December 2021, the Committee approved additional funding for the planned Biking and Micro-mobility programme utilising \$1.5m of budgeted HCC funding from the current financial year. The Committee also approved additional funding for public transport improvements in the current financial year associated with the Comet and Meteor routes.

Staff have completed site assessments and are seeking Member direction on the list of projects to be taken to 24 February 2022 Infrastructure Operations Committee for formal approval. The projects are:

### Biking

1. **Claudlands Road/Grey Street/Heaphy Terrace/Brooklyn Road/O'Neil Street Intersection** - The project will improve safety for pedestrians and cyclists and provide a safe cycle connection to the work undertaken on Claudlands Road/Claudlands Bridge.
2. **Garden Place Green Roof Bike Shelter** – Central City commuters who bike to work prefer secure covered long stay bike parking in the city. Garden Place has been selected for the installation of a two tier 30-rack bike shelter and a repair station.

### Public Transport

1. **Te Rapa Road/Bryant Road/Sunshine Avenue Roundabout** – staggered signalised pedestrian crossing between bus stops south of roundabout.
2. **Pembroke Street near the YMCA (design/consult only)** - signalised pedestrian crossing between bus stops.
3. **Rotokauri Road near Kwariki Drive** – new bus stops & associated infrastructure
4. **Aberdeen Drive** – new bus stops
5. **Dinsdale Road** – new bus stops near Library
6. **Lake Road/Commence Street (design/consult only)** – new roundabout & pedestrian facilities between bus stops.

These projects have been chosen as they are advanced enough to be able to be delivered before 30 June 2022, subject to Member approval and public support.

## THINGS MEMBERS SHOULD THINK ABOUT IN CONSIDERING THIS INFORMATION?

- Members should think about the risks/benefits in relation to each project; the projects have been chosen as they have the lowest risk and the best chance of delivery before 30 June 2022.
- Members should think about possible deferrals/budget impacts if we aren't able to deliver all the projects by 30 June 2022.

## WHERE CAN MEMBERS FIND MORE INFORMATION?

Information that led to the decision to allocate additional funding for biking and public transport infrastructure was discussed at the Infrastructure Operations Committee 7 December 2021 as part of the report on the impacts of the announcement of the 2021-24 National Land Transport Programme (NLTP) by Waka Kotahi NZ Transport Agency (Waka Kotahi).

## WHAT DIRECTION/FEEDBACK/INPUT DO YOU NEED FROM ELECTED MEMBERS

- Staff are seeking direction on projects to be progressed.
- Do Members have any concerns around community reactions associated with the projects to be progressed?
- Do Members have preference around how community engagement is managed?



# Additional Funding Biking & Public Transport 21/22

February 2022





# Claudlands Road /Grey Street Heaphy Terrace Brooklyn Road /O'Neil Street Intersection - \$1.2m



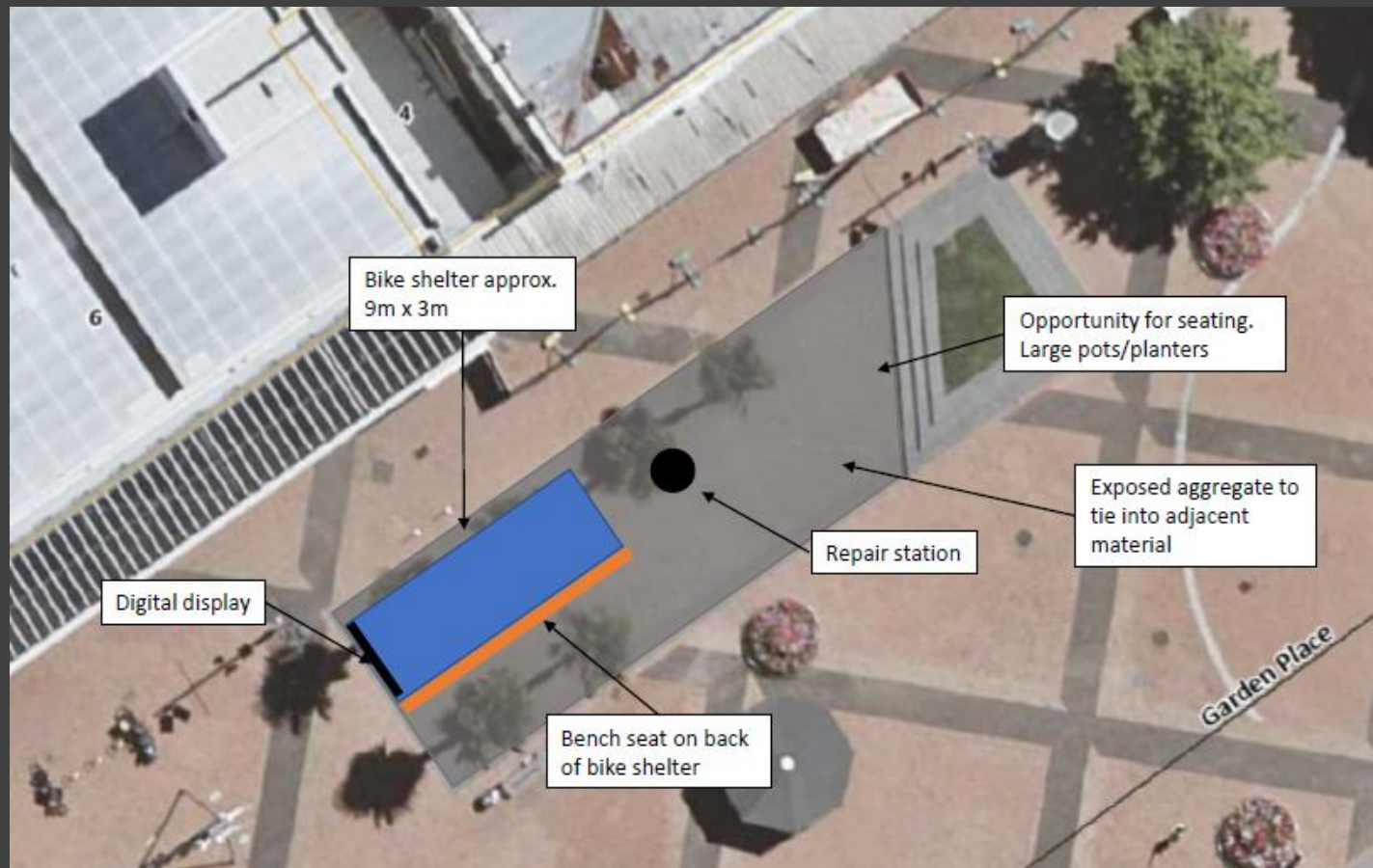




# Garden Place Green Roof Bike Shelter - \$300k



# Garden Place Green Roof Bike Shelter





## Comet Route - Te Rapa Road (nr Sunshine Avenue) - \$675k

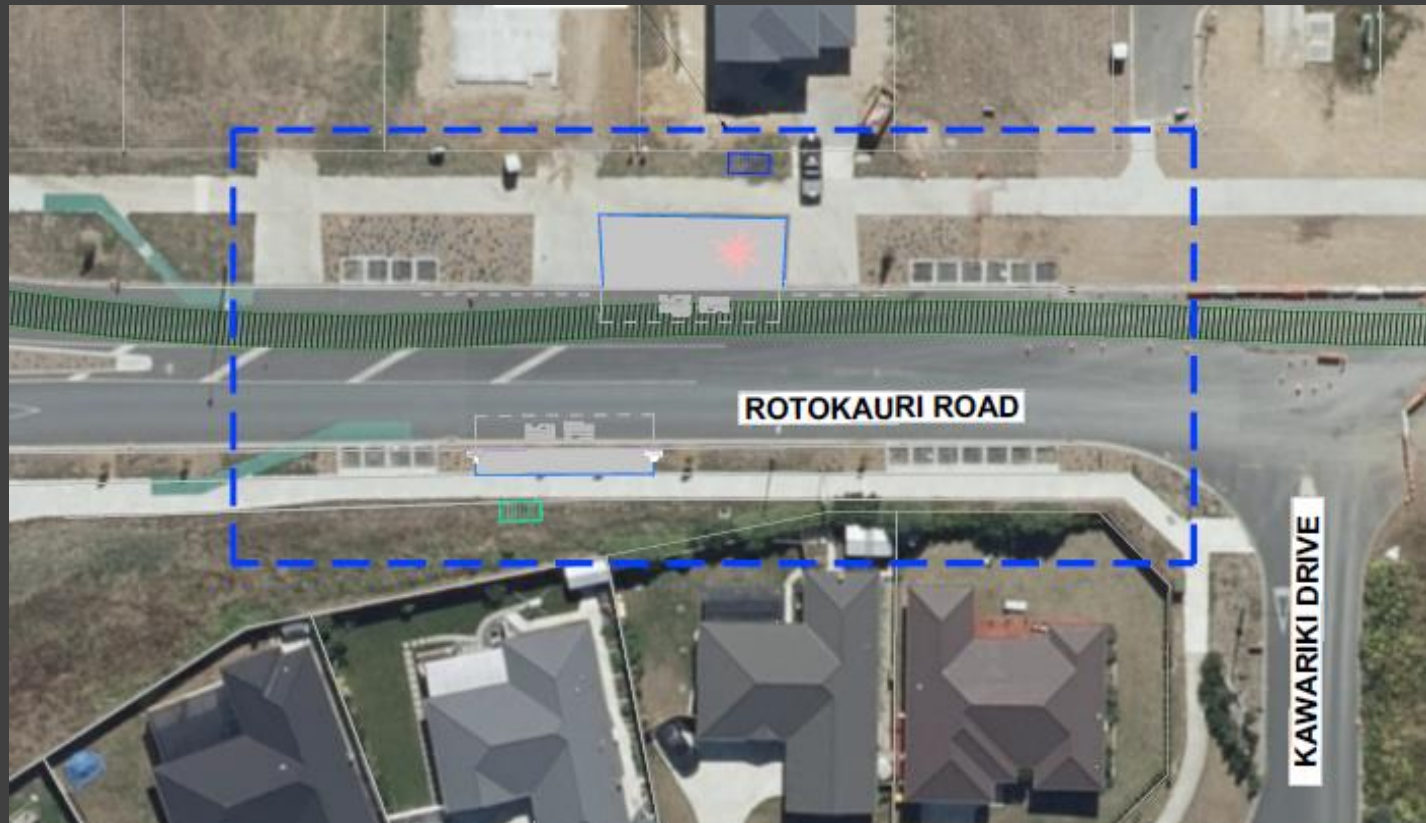




## Comet Route – Pembroke Street (nr YMCA) – design/consult only - \$50k



## Meteor Route - Rotokauri Road (nr Kwariki Drive) – New bus stops & associated infrastructure - \$90k





## Meteor Route - Aberdeen Drive – New bus stops (Option 3) - \$40k



## Meteor Route - Dinsdale Road – New bus stops (nr Library) - \$55k





## Meteor Route - Lake Rd/Commence St – design/consult only – New roundabout & pedestrian facilities - \$50k

