

Notice of Meeting:

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

Date: Thursday 8 August 2024
Time: 9:30 am
Meeting Room: Council Chamber and Audio-Visual Link
Venue: Municipal Building, Garden Place, Hamilton

Lance Vervoort
Chief Executive

Infrastructure and Transport Committee

Te Komiti Tuaapapa me ngaa Waka

OPEN AGENDA

Membership

Chairperson Deputy Mayor Angela O'Leary
Heamana

Deputy Chairperson Cr Tim Macindoe
Heamana Tuarua

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

Quorum: A majority of members (including vacancies)

Meeting Frequency: Two Monthly

Amy Viggers
Mana Whakahaere
Governance Lead

29 July 2024

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Purpose

The Infrastructure and Transport Committee is responsible for:

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

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

Terms of Reference:

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

The Committee is delegated the following powers to act:

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

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

The Committee is delegated the following recommendatory powers:

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

Recommendatory Oversight of Strategies:

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

Recommendatory Oversight of Policies and Bylaws:

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

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1 Apologies – *Tono aroha*

2 Confirmation of Agenda – *Whakatau raarangi take*

The Committee to confirm the agenda.

3 Declaration of Interest – *Tauaakii whaipanga*

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

4 Public Forum – *Aatea koorero*

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

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

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

If you have any questions regarding Public Forum please contact Governance by telephoning 07 838 6699.

Council Report

Item 5

Committee: Infrastructure and Transport Committee

Date: 08 August 2024

Author: James Winston II

Authoriser: Michelle Hawthorne

Position: Governance Advisor

Position: Governance and Assurance Manager

Report Name: Confirmation of the Infrastructure and Transport Open Minutes of 2 May 2024

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

That the Infrastructure and Transport confirm the Open Minutes of the Infrastructure and Transport Committee Meeting held on 2 May 2024 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Infrastructure and Transport Open Unconfirmed Minutes of 2 May 2024.

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 whaipaaanga***
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 postering 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

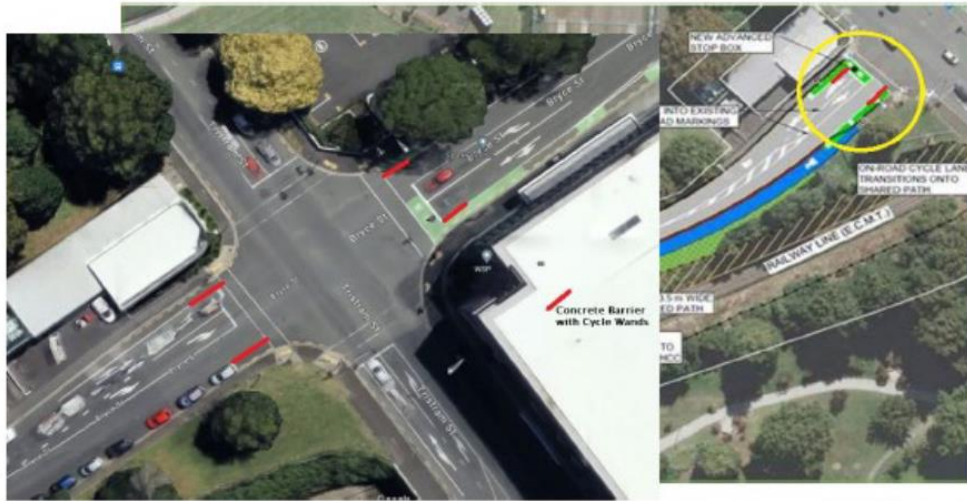
sides, but the new plans create a much safer spacesides, but the new plans create a much safer space for cyclists that connects the Western Rail Trail to Claudelands Bridge.

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 to 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.

Council Report

Committee: Infrastructure and Transport Committee

Date: 08 August 2024

Author: Robyn Denton

Authoriser: Andrew Parsons

Position: Network and Systems Operations Manager

Position: General Manager Infrastructure and Assets

Report Name: SH26 (Morrinsville Road) - Fit for Purpose Works Programme Update

Report Status	<i>Open</i>
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Purpose - *Take*

1. To inform the Infrastructure and Transport Committee on the progress made with the Fit for Purpose Funding Agreement for State Highway 26 (Morrinsville Road).
2. To seek approval from the Infrastructure and Transport Committee for the proposed implementation plan for the Fit for Purpose Improvements.

Staff Recommendation - *Tuutohu-aa-kaimahi*

3. That the Infrastructure and Transport Committee:
 - a) receives the report;
 - b) notes that the SH26 (Morrinsville Road) Fit for Purpose Improvements funding agreement with NZ Transport Agency (NZTA) has been signed and funding of \$8.0 Million in 2024/25 and \$3.2 Million in 2025/26 (100% revenue) for completion of the works has been included in the 2024 -34 Long Term Plan;
 - c) approves the following activities within the SH26 (Morrinsville Rd) Fit for Purpose improvements programme as being assessed as 'green' under the Transport Project Decision Making Framework and are therefore able to proceed to design, consultation and delivery:
 - i. Property purchase for the shared path section between Silverdale Road and the Waikato Expressway overbridge;
 - ii. Construction of a shared path between Silverdale Road and the Waikato Expressway overbridge; and
 - iii. Upgrade of existing streetlighting to LED
 - d) approves the roundabout at Silverdale, Matangi and Morrinsville Roads intersection for the SH26 (Morrinsville Road). Fit for Purpose improvements proceed to design, consultation, and construction, noting the final location and form of pedestrian and cycle facilities will be presented to a future Elected Member's briefing prior to a final decision being sought at the 26 September 2024 Infrastructure and Transport Committee meeting for approval of these facilities;
 - e) notes that the proposed activity for the cycle facilities between Cambridge and Silverdale

Roads for the SH26 (Morrinsville Road) Fit for Purpose improvements will be presented to a future Elected Member's briefing prior to a final decision being sought at the 28 November 2024 Infrastructure and Transport Committee meeting for approval; and

- f) delegates approval to the Chief Executive to award all contracts necessary to deliver the revocation works up to the agreed funding amount of \$11,200,000 (plus GST) provided by the NZ Transport Agency, noting the requirements in recommendations c) and d) for form and scope approval.

Executive Summary - *Whakaraapopototanga matua*

4. A section of SH26 (Morrinsville Road) between SH1C (Cambridge Road) and Ruakura Road is to have the state highway status revoked following the realignment of SH26 as part of the creation of the Waikato Expressway and interchange at Ruakura.
5. The NZ Transport Agency (NZTA) have worked through a Fit for Purpose Business Case as part of the revocation process and a Funding Agreement has now been signed to enable Hamilton City to deliver the changes to the network that have been determined as being necessary via that process.
6. Funding of \$8.0 million in 2024/25 and \$3.2 million in 2025/26 (100% revenue) for completion of the works has been included in the 2024 -34 Long Term Plan.
7. Work has now commenced to step through the Transport Project Decision Making Framework for the key activities to be delivered as part of this project and this is summarised in the table below:

Proposed works	Proposed Status for Council Approval
Property purchase for shared path section	\$867,400.00
Shared path between Silverdale Road and WEX overbridge	\$1,843,917.71
Streetlighting upgrade to LED	\$458,972.00
Installation of roundabout at Silverdale/Matangi/Morrinsville intersection	\$6,400,000.00
Cycle facilities between Cambridge Rd and Silverdale Rd	\$1,554,000.00
Speed Limit Changes and threshold treatments – to be completed by NZTA	\$127,492.00

8. Staff recommend that approval be given for work to proceed for the design, consultation and construction of the activities assessed as 'green' in the table above.
9. Approval is also recommended for the proposed roundabout at the intersection of Silverdale, Matangi and Morrinsville Roads noting that Elected Members will have opportunities to work through the final location and form of pedestrian and cycling facilities in future Elected Member Briefings before approval is sought for these aspects at the 26 September 2024 Infrastructure and Transport Committee.
10. Further work is required for the completion of an options report for the Cycle Facilities between Cambridge Road and Silverdale Road and this information will be worked through in future Elected Member briefings before approval is sought at the 28 November 2024 Infrastructure and Transport Committee.

11. Staff consider the decisions in this report have low significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

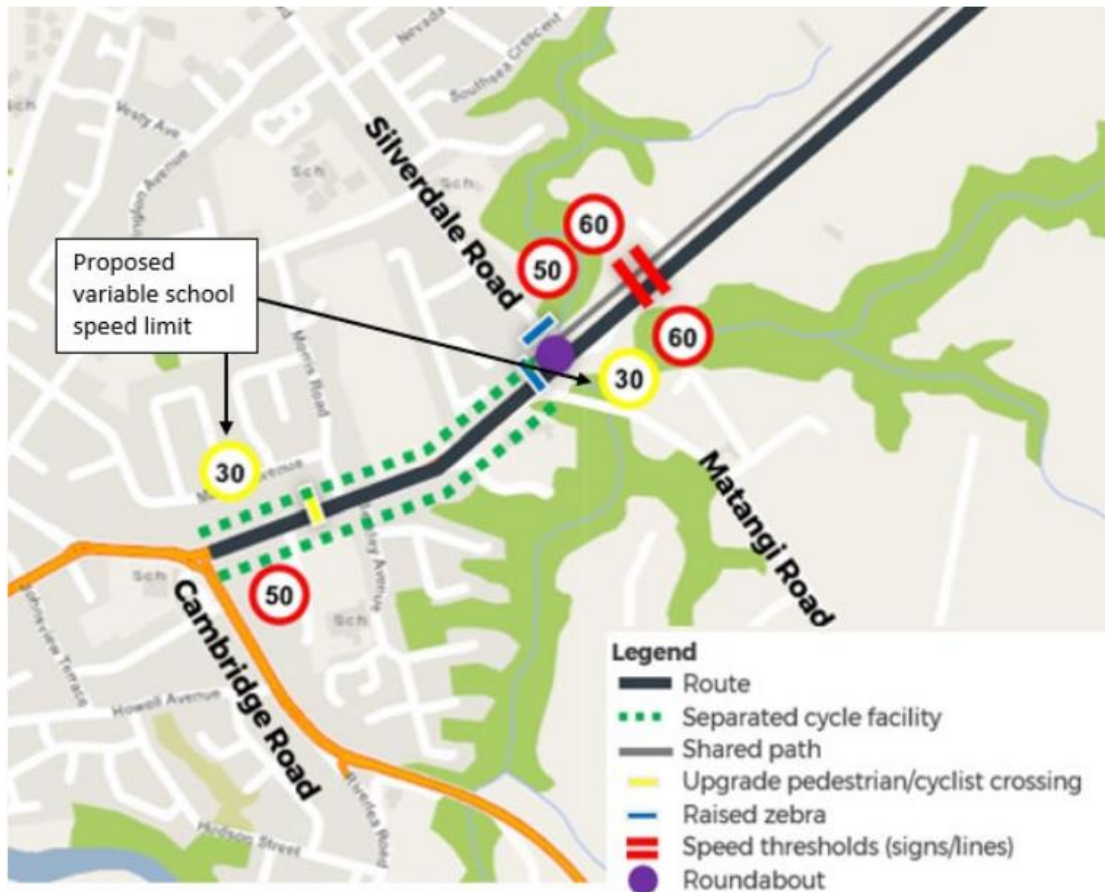
12. The [27 April 2021](#) Infrastructure Operations Committee meeting considered a report outlining the work that was being completed for the section of SH26 from Ruakura Road through to SH1 Cambridge Road that is due to have its State Highway status revoked now that the Waikato Expressway Hamilton Section (WEX) is completed.
13. The 27 April 2021 Infrastructure Operations Committee resolved:

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. The WEX project realigned SH26 from the Ruakura Road / Morrinsville Road roundabout through to the new Ruakura interchange as shown in the plan below.
15. Upon revocation of this section of SH26 the maintenance and operation will become the responsibility of:
 - i. Hamilton City Council - from the Waikato Expressway to SH1 Cambridge Road; and
 - ii. Waikato District Council - Waikato Expressway to Ruakura Road.
16. As part of NZ Transport Agency Waka Kotahi's (NZTA) revocation policy and ahead of returning the control and management of the roads to city and district council's, NZTA must give consideration to creating a Fit for Purpose road by providing safe roads that reflect a standard typical of similar roads in the city / districts.
17. A Business Case was prepared in consultation with key stakeholders including staff from the respective councils to determine a series of improvements to the routes that are required in order to ensure that the roads are:
 - i. safer for all road users;
 - ii. provide travel choice; and
 - iii. have whole of life costs which are appropriate to their proposed new status.
18. The following plan summarises the planned works for the section of SH26 Morrinsville Road within the Hamilton City boundary proposed by the Business Case: SH26 Proposed speed limits and interventions.



SH26 Proposed Speed Limits and interventions

19. Upgrading of the existing streetlighting to the Hamilton City's LED standard and improvements to stormwater treatment were also included in the Business Case.

20. The Business Case recommended a single lane roundabout be created at the intersection of Morrinsville, Silverdale and Matangi Roads. It was planned to accommodate pedestrians and cyclist through use of raised zebra crossings aligning with pedestrian desire lines. A sketch of the proposed intersection improvements is shown below.



Indicative layout of a roundabout proposed at the intersection of Morrinsville Road, Silverdale Road and Matangi Road

21. The upgrade of the Morrinsville, Silverdale and Matangi Roads intersection provided an option for Hamilton City to consider contributing additional funding for installation of traffic signals on a raised platform instead of the roundabout option identified as Fit for Purpose in the Business Case.
22. An update on the progress of the revocation and the Business Case was provided at the [31 May 2022](#) Infrastructure Operations Committee meeting. It was also noted that the Business Case had since been approved by the NZTA Board.
23. The 31 May 2022 Infrastructure and Operations Committee meeting resolved:

Resolved: (Cr Wilson/Cr O'Leary)

That the Infrastructure Operations Committee:

- a) approves Hamilton City Council manage the delivery of the Fit for Purpose Capital Improvement identified in the business case, subject to Waka Kotahi entering into an agreement with Council confirming that Waka Kotahi will meet full costs of the improvements;
- b) requests staff to investigate and confirm the costs for installation of traffic signals at the intersection of Silverdale Road, Morrinsville Road, Matangi Road intersection over and above that for the proposed roundabout and report back to an appropriate committee in early 2023; and
- c) notes the revocation of SH26 State Highway status is currently planned for late 2022 and at that time Hamilton City will be responsible for the operations, maintenance and renewal of this section of Morrinsville Road between Cambridge Road and the city boundary.

24. A further report to the [21 September 2023](#) Infrastructure and Transport Committee (Item #8 page 129) provided:
- i. an update on the revocation process,
 - ii. consideration of the costs over and above a roundabout for installation of traffic signals at Silverdale, Morrinsville and Matangi Roads intersection
 - iii. an update on the engagement that staff have undertaken to negotiate a funding agreement with Waka Kotahi for the delivery of the Fit for Purpose programme of works.
25. The 21 September 2023 Infrastructure and Transport Committee meeting resolved:

Resolved	(Deputy Mayor O’Leary/Cr Wilson)
That the Infrastructure and Transport Committee:	
a) Receives the report;	
b) Notes that work is continuing on the formal revocation process with Waka Kotahi NZ Transport Agency for the section of SH26) Morrinsville Road) between Cambridge Road and the Waikato Expressway	
c) Approves the macroscope for safety improvements at the intersection of Silverdale Road, Morrinsville Road and Matangi Road to be a signal lane roundabout with raised safety platforms and zebra crossings as included in the Fit for Purpose Business Case and agrees not to contribute additional funding to have traffic signals instead of the single land roundabout; and	
d) Delegates to the Chief Executive approval to complete negotiations with Waka Kotahi NZ Transport Agency and enter into a SH26 Revocation Fit for Purpose Funding Agreement, subject to being satisfied on risk allocation to minimise any local cost implications.	

26. This report provides an update on the Fit for Purpose Funding Agreement and the revocation process and seeks approval for the next steps in the delivery programme in accordance with the Transport Decision Making Framework formalised at the [2 May 2024](#) meeting of the Infrastructure and Transport Committee meeting.

Discussion - *Matapaki*

SH26 Fit for Purpose Funding Agreement

27. As outlined in the 21 September 2023 report to the Infrastructure and Transport Committee, the funding agreement for implementation of the Fit for Purpose programme had been developed by NZTA based on a ‘P50’ estimate.
28. The ‘P50’ estimate is a term used to describe an estimate that has a 50% probability of being exceeded. The use of ‘P50’ estimates for funding a programme of works is standard for NZTA and Councils. A ‘P95’ estimate is one that only has a 5% chance of being exceeded it is common practice for this estimate to be noted as a likely upper bound estimate.
29. The funding proposed in the Funding Agreement for the completion of the works is based on the ‘P50’ estimate as outlined in the table below:

Item 6

Activity	Cost Estimate \$ (P50)
LED lighting upgrade within the city	464,411
Separated cycle facilities between Cambridge Road and Silverdale Road	1,554,000
Property purchase to accommodate shared cycle path between Silverdale Road and WEX	867,400
Shared cycle path between Silverdale Road and WEX	1,865,771
Roundabout including stormwater treatment and pedestrian facilities at Morrinsville Road, Silverdale Road and Matangi Road intersection	6,400,000
Speed limit changes and threshold treatments	129,000
Total costs to be funded by Waka Kotahi	\$11,280,582

30. Staff undertook further negotiations with NZTA before finalising and signing the Funding Agreement in April 2024.
31. Changes to the draft agreement included:
 - i. recognition of cost escalation since the preparation of the Business Case and a pathway for unlocking additional funding up to 'P95' to complete the agreed scope of works, and
 - ii. an allowance for Council to make changes to the agreed scope of works so the project can continue within the funding allocated as long as the objectives of the project are still achievable.
32. The funding for this work (100% investment from NZTA) has been included in the 2024-34 Long Term Plan with \$8.0 million included in 2024/25 and \$3.2 million included in 2025/26 financial years.

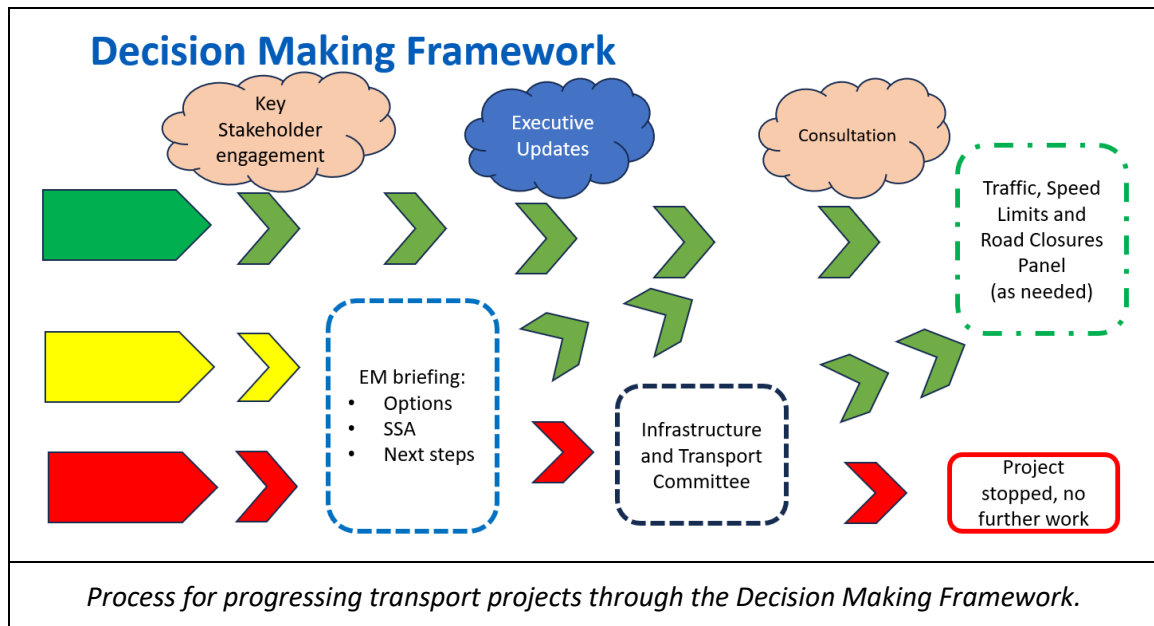
SH26 Revocation Process update

33. It was initially understood that the revocation of the state highway status would proceed following the signing of the funding agreement.
34. The current advice from NZTA is that the revocation process will not proceed until the Fit for Purpose improvements have been completed. This would mean that for approximately the next two years NZTA will continue to be responsible for the operation, maintenance and renewals activities on this section of road.
35. This will have an impact on our ability to make any speed limit changes on this route in the shorter term and we will be dependent on either NZTA (as the Road Controlling Authority) to make the changes as part of the Fit for Purpose Improvements programme or dealing with this after the revocation process has been completed.
36. Funding for the consultation associated with the speed limit changes, along with signage changes is included in the Funding Agreement. An agreement with NZTA on how best to progress this activity will be developed once the draft Speed Limits Rule 2024 is finalised.

37. It is understood that the NZTA State Highway Network Operations team are currently seeking further legal advice to see if it is possible for the revocation process to proceed earlier than the expected two year period required to complete the Fit for Purpose improvements. Staff will provide an update on this situation once further advice is provided.

SH26 Fit for Purpose Works Approval Programme

38. Based on the Transport Project Decision Making Framework formalised at the [2 May 2024](#) meeting of the Infrastructure and Transport Committee, a process for the delivery of projects was presented to the Governors at the Elected Members briefing on [19 June 2024](#).
39. The agreed process set out in the following diagram will be utilised to progress projects through the decision making process.



40. The [19 June 2024](#) Elected Members briefing also considered the proposed scope of works for this project broken down into the component activities and approved the following assessment under the Transport Project Decision Making Framework set out below:

Proposed works	Proposed Status for Council Approval
Property purchase for shared path section	\$867,400.00
Shared path between Silverdale Road and WEX overbridge	\$1,843,917.71
Streetlighting upgrade to LED	\$458,972.00
Installation of roundabout at Silverdale/Matangi/Morrinsville intersection	\$6,400,000.00
Cycle facilities between Cambridge Rd and Silverdale Rd	\$1,554,000.00
Speed Limit Changes and threshold treatments – to be completed by NZTA	\$127,492.00

41. On this basis, it was agreed that the three 'green' status activities listed above were able to continue to be progressed through the design, consultation, and implementation process.

42. There was also discussion at the [19 June 2024](#) Elected Members briefing on the improvement options considered for the Silverdale, Matangi d, and Morrinsville Roads intersection and the decision from the [21 September 2023 Infrastructure and Transport Committee Meeting](#) supporting a roundabout. The previous decision was confirmed with the clear message for staff to ensure that there were no additional costs by Council incurred to complete the improvements.
43. There was agreement with the proposed roundabout, however additional information was requested on the options and locations for pedestrian and cyclist facilities for crossing in the vicinity of the roundabout and hence this activity was given the 'orange' status.
44. In order to achieve the planned expenditure profile in the 2024-34 LTP for this programme, it is critical that work associated with the proposed roundabout and associated stormwater facilities to commence as soon as possible. It is proposed that the form of the intersection is a roundabout, and this has previously been agreed by Council.
45. Staff are seeking a delegation to the Chief Executive to award all contracts required to deliver the revocation works up to the agreed amount of \$11.2 million, funded by NZ Transport Agency in order to expedite the works.
46. The following table sets out the proposing steps and timing for the remaining decisions for the rest of the activities for this project:

Future Approvals	EM Briefing	Infrastructure and Transport Committee
Type and location of pedestrian and cyclist facilities at the proposed roundabout	late August, early September 2024	26 September 2024
Cycle facilities for the section of SH26 between Morrinsville Road and Silverdale Road	late September, early November 2024	28 November 2024
Speed limit changes	TBC pending outcome of the Draft Speed Limits Rule 2024 consultation process and negotiations with NZTA	

Financial Considerations - *Whaiwhakaaro Puutea*

47. The total costs to complete the programme of Fit for Purpose improvements are covered by the funding agreement with NZTA (100% investment /subsidy) and this funding is reflected in the 2024-34 Long Term Plan.

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

48. Staff confirm that the recommendations comply with the Council's legal and policy requirements.

Climate Change Impact Statement

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

Social

53. The proposed improvements will strengthen the community networks by providing safe connections and improve equity of opportunity for those who live and attend education facilities and community facilities such as churches and in this area.

Economic

54. The intersection upgrade at Silverdale and Matangi Roads will provide safe access to locations of employment in both Matangi and Hamilton.

Environmental

55. Stormwater management will improve as part of the project. This will result in the improved quality of water discharge into the adjacent gully network.
56. The provision of safe crossing facilities at the Silverdale, Matangi d, and Morrinsville Roads intersection, along with the shared path from Silverdale Road to the WEX, will provide safe alternatives for people to walk and cycle to the local facilities instead of needing to use a vehicle – thereby reducing greenhouse gases.

Cultural

57. Two iwi representatives were a part of the workshops for the Business Case process considered both the section of SH26 being revoked along with the full length of SH1B between Cambridge and Taupiri.
58. Consultation with THaWK and Ngāti Wairere will be undertaken as part of the development of future stages of this project.

Risks - *Tuuraru*

59. The following risks and mitigation measures have been identified for this project:

The proposed spend profile in the LTP will not be met and this will have a negative impact on the debt to revenue ratio+9+	Early approval of the activities which have been assessed as 'green' in the Transport decision making framework and approval of the roundabout (highest \$ value) will be critical to ensuring the spend profile can be achieved.
Delays to the construction of the roundabout due to resource consent requirements for managing stormwater	Engagement with Iwi, planning and Waikato Regional Council will commence once approval of a roundabout has been granted.
The value of funding (P50) being insufficient to complete all of the activities	The work activities will be scheduled in order of priority to achieve the desired outcomes and staff will continue to work closely with NZTA staff to ensure all expenditure is approved.

60. There are no known risks associated with the decisions sought in the report.

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

61. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the recommendation(s) in this report has/have a low level of significance.
62. Engagement with key stakeholders and Iwi representatives was undertaken as part of the development of the Business Case for the Fit for Purpose Improvement Programme.
63. Given the low level of significance determined, the engagement level requirements for the process to date has been low.
64. Early engagement with a developer who is subdividing their property adjacent to the proposed shared path has been undertaken to negotiate the new boundaries and the design of the road that is being proposed.
65. Once approval is granted for the next steps for the various activities' then community preferences will be sought via a consultation phase associated with the development of the designs.
66. The results of this consultation will be reported through the Traffic, Speed Limit and Temporary Road Closures Hearing Panel in conjunction with seeking approval for traffic restrictions such as cycle lanes and no stopping changes.

Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

Council Report

Item 7

Committee: Infrastructure and Transport Committee

Date: 08 August 2024

Author: Andrew Parsons

Authoriser: Andrew Parsons

Position: General Manager
Infrastructure and Assets

Position: General Manager
Infrastructure and Assets

Report Name: Infrastructure and Assets General Managers Report

Report Status	<i>Open</i>
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Purpose - *Take*

1. To inform the Infrastructure and Transport Committee on strategic infrastructure and transport matters that need to be brought to Elected Member's attention, but which do not necessitate a decision.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure and Transport Committee receives the report.

Executive Summary - *Whakaraapopototanga matua*

3. This report provides updates to Infrastructure and Transport Committee Members on matters contained within the plans, strategies and activities for which this Committee and the relevant General Manager has responsibility over.
4. The following updates are included in this report:
 - i. Regional Transport Committee Update;
 - ii. Future Proof Public Transport Sub Committee Update;
 - iii. Hamilton City Council Submission Updates;
 - iv. Council Policy and Bylaw Review Updates;
 - v. Climate Emergency Response Fund (CERF) Transport Choices Programme Update;
 - vi. Pukete Wastewater Resourcing Consenting Project;
 - vii. Southern Wastewater Treatment Plant Update;
 - viii. Rotokauri Arterials Designation Update; and
 - ix. Waters Storage Programme Update;
5. Staff consider the recommendations in this report to have a low level of significance and that the recommendations comply with Council's legal requirements.

Discussion – *Matapaki*

Item 7

Regional Transport Committee (RTC) Update

6. The objective of the Regional Transport Committee (RTC) is:
 - i. *'To undertake the functions as prescribed in the Land Transport Management Act 2003 (LTMA), and to provide a regional forum for the consideration of regionally significant transport matters.'*
7. Deputy Mayor O'Leary is the Hamilton City Council (HCC) nominated representative with Councillor van Oosten being the nominated alternative representative.
8. The last meeting was on 21 June 2024 and the link to the agenda and minutes will be found [here](#).

Future Proof Public Transport Sub Committee Update

9. The Waikato Regional Council Future Proof Public Transport Subcommittee replaces the Regional Connections Committee from the previous triennium. The Future Proof Public Transport Subcommittee is a subcommittee of the Future Proof Implementation Committee.
10. The Hamilton City Council nominated representatives of the Future Proof - Public Transport Subcommittee are Deputy Mayor O'Leary and Councillor van Oosten with Councillor Thomson being the nominated alternative representative.
11. The Subcommittee held meetings on 3 May and 2 August 2024 and the link to the agenda and minutes will be found [here](#).

Hamilton City Council Submission Updates

NZ Transport Agency's Emergency Works Investment Policies Consultation – Staff Submission

12. The NZ Transport Agency consulted on Emergency Works Investment Policies. The Draft Emergency Works Investment Policies and supporting information can be [accessed here](#).
13. In recent years, the scale and intensity of weather-related events have increased significantly, and this trend is expected to continue. The National Land Transport Fund (NLTF) allocation to respond to these events is not sufficient to fund all response and recovery work for those events that qualify for funding. The aim of the review was to ensure the policies are fit for purpose, within the context of the likelihood of a continued increase in frequency and intensity of emergency events, and to support sustainability of funding assistance via the NLTF, local share and Crown funding sources for response, recovery and rebuild phases.
14. The staff submission supported the proposed changes outlined in the consultation.
15. The Unit Director Operate and Maintain approved the staff submission which was sent to NZTA on the 19th of June 2024 – refer [here](#).

Ministry of Transport's Targeted Consultation on Implementing Increased Parking Infringement and Towage Fees – Staff Submission

16. The Ministry of Transport consulted on Implementing Increased Parking Infringement and Towage Fees.

17. The Minister of Transport has recognised that parking infringement fees and regulated towage fees are out of date as they have not been updated in over 20 years. The Minister has asked the Ministry of Transport to review parking and towage fees and consult with councils and road controlling authorities on proposed new fee levels. Feedback was also sought from the Parking Association and CCS Disability Action.
18. The staff submission supported the proposed changes outlined in the consultation, and indicated confidence that the proposed new fees would be able to be implemented by 1 October 2024, provided:
 - i. Council is given a 'fair and reasonable' amount of time to make the necessary changes; and
 - ii. that there is a 'transition period' to ensure that there is the ability to test the new fee amounts have changed/worked.
19. The Unit Director Operate and Maintain approved the staff submission which was sent to NZTA on 1 of July 2024 – refer [here](#).

Ministry of Transport's consultation on the Draft Land Transport Rule: Setting of Speed Limits 2024 – Staff Submission

20. The Ministry of Transport consulted on the Draft Land Transport Rule: Setting of Speed Limits 2024. The Draft Land Transport Rule: Setting of Speed Limits 2024 and supporting information can be accessed [here](#).
21. The Minister of Transport has signalled the Government's vision for a land transport system that boosts productivity and economic growth and allows New Zealanders to get to where they want to go, quickly and safely.
22. The consultation document notes:

"The draft Rule proposes a more balanced approach to setting speed limits to ensure economic impacts and the views of local communities and road users are considered alongside safety, enables a targeted approach to reducing speed limits that focuses on high crash areas and public acceptability, proposes to require reduced variable speed limits outside all school gates during drop-off and pick-up times, and will enable speed limits on expressways to be set at 110km/h more easily."
23. The proposals also:
 - i. Require cost benefit analysis, road by road, for all future speed limit changes;
 - ii. Introduces a Ministerial Speed Objective;
 - iii. Changes speed limit classifications and mandates specific speed limits for each road type, including 50km/h on local residential streets;
 - iv. Requires speed limits reduced since 1 January 2020 to be reversed on the following roads:
 - a. local streets with widespread 30km/h speed limits surrounding a school
 - b. arterial roads (urban connectors)
 - c. rural State highways (interregional connectors)
 - v. Defines school travel periods as 8-9.30am and 2.30-4pm on school days;
 - vi. proposes amending the *Land Transport Rule: Traffic Control Devices 2004* and the *Land Transport (Road User) Rule 2004* to allow static variable speed limit signs on main roads during default school travel times.
24. The submission pointed out a number of technical and implementation challenges with the Rule as drafted, along with some recommendations that staff believe are important and should be considered when finalising the Rule.

25. Staff noted that the new Rule's focus on undoing supposed 'blanket speed limits' and implementing lowest common denominator distances for speed limits outside school gates and times of operation will:
 - i. Adversely impact Council's good speed management work and reputation with its community developed over many years; and
 - ii. Take away the ability of local authorities to make decisions based on the specific and varied needs of their communities; and
 - iii. Increase delays to traffic by over 200%, or over three times, compared to the current, well researched and tested times of operation; and
 - iv. Cost approximately \$600,000 to undo recently completed work at a time when Council has already set its Long-Term Plan for the 2024-25 year and such (unwarranted and wasteful) expenditure has not been provided for and will add unnecessary cost to ratepayers.
26. The Unit Director Operate and Maintain approved the staff submission which was sent to NZTA on 1 of July 2024 – refer [here](#).

Council Policy/Bylaw Review Updates

Three Waters Connections Process Review

27. A project update was provided at the 27 February 2024 Strategic Growth and District Plan Committee meeting. To date there have been three Council briefings in March 2023, May 2023, and February 2024, five committee report updates, and executive updates in November and December 2023.
28. Work continues on the Three Waters Connection Policy update and review of the approval processes needed to support managing capacity constraints on our network in a consistent and transparent way. An Elected Member briefing is planned to share proposed policy settings prior to early stakeholder engagement and Statement of Proposal.
29. Staff are holding a watching brief on coalition government announcements on fast track consenting, and proposed housing policy to understand three Waters Connection Policy and approval process implications.

Climate Emergency Response Fund (CERF) Transport Choices Programme Update

30. Ten projects have been completed:
 - i. Project 4 Heaphy Terrace (Boundary Road to Brooklyn Road)
 - ii. Project 6 Claudelands Park Connection
 - iii. Project 7 End of Trip Facilities Citywide (Bike & Scooter Parking)
 - iv. Project 10 Bus Shelter Replacements Citywide
 - v. Project 12 Hukanui Road Bus Stops
 - vi. Project 15 Hayes Paddock
 - vii. Project 22 Lake Road/Commerce Street
 - viii. Project 25 Pembroke Street – o/s YMCA
 - ix. Project 26 Killarney Road – Queens Avenue to the Western Rail Trail
 - x. Project 27 Anglesea Street (south)
31. At the time of writing this report two projects are currently under construction:

- i. Project 17 Rifle Range Road – to be completed by late July/early August 2024
 - ii. Project 23 Rotokauri Road/Baverstock Road Bus Stop and Accessibility – to be completed by end of August 2024.
32. With the agreement of NZTA Waka Kotahi, Project 29 – Bike Parking in Schools – has been reactivated. NZTA have approved \$120,000 to provide bike and scooter parking in 3 schools in the Dinsdale area (St. Columba's Catholic Primary School, Aberdeen Primary School, and Frankton School). HCC are not required to provide any local share for this project. Once delivered, the parking facilities are to become assets of the schools. Therefore, there will be no operational costs for Council going forward.

Pukete Wastewater Treatment Plant Resourcing Consenting Project

Current Plant and Discharge Consent

33. The Pukete Wastewater Treatment Plant (WWTP) treats all wastewater from Hamilton City before discharge to the Waikato River. HCC hold a resource consent (AUTH114674.01.02, granted by the Waikato Regional Council (WRC) on 18 September 2007) to discharge treated wastewater from the Pukete WWTP to Waikato River via a sub-surface piped diffuser.
34. A series of upgrades have been completed since 1975 to improve the quality of treated wastewater discharged to the Waikato River. In 2001, the Pukete WWTP was upgraded to include secondary treatment, UV disinfection and additional solids treatment processes.
35. In 2021, the WWTP included primary settlement, an activated sludge process incorporating biological nitrogen removal, clarification, and UV disinfection.
36. A large-scale upgrade (Pukete 3) has recently been undertaken by HCC to comply with the existing resource consents authorising discharge from the plant and to meet the needs of Hamilton City' population growth (through to 2027). The Pukete 3 project comprised of upgrading the secondary treatment to a four-stage biological nutrient removal system, a fifth bioreactor and clarifier, and upgraded interstage pump station and a new chemical storage facility.
37. The existing Pukete WWTP treated wastewater (WW) discharge consent will expire on 18 September 2027. The new discharge consent applications need to be lodged at least six months prior to the expiry of the existing consent to allow the discharge to continue to exercise the resource consent under section 124 of the Resource Management Act 1991 (RMA), i.e., 18 March 2027. The programme of work leading up to the lodgement of new resource consents is referred to as the 'Pukete Wastewater Resource Consent Project'.
38. The existing WW discharge consents for Pukete WWTP were granted before the introduction of Te Ture Whaimana o te Awa o Waikato (TTWM) as a planning instrument and treaty settlement mechanism to restore and protect the Waikato River. A significant improvement in current treated wastewater quality is expected to be required to support re-consenting the Pukete WWTP discharges.

Planning for the Future

39. The Metro WW Detailed Business Case Projects (DBC's) were developed in partnership with Te Whakakitenga o Waikato (TWOW), Mana Whenua, Hamilton City Council (HCC), Waikato District Council and Waipaa District Council from 2018 – 2023.
40. The DBC's and associated technical investigations (including assessing appropriate treated WW quality targets, evaluating WWTP upgrade options, cost estimating and collaboration with mana whenua) form an integral part of developing the overall Pukete WWTP Upgrade programme and for informing the Pukete WW Resource Consent Project.
41. Council approved the Northern and Southern Metro WW DBC's and the Memorandum of Understanding (MoU) associated with implementation of the DBC recommendations between May and September 2022 (refer to Strategic Growth Committee Meeting Agendas and Minutes [19 May 2022](#) , [26 July 2022](#) [September 2022](#)). The DBC's and MoU were also approved and signed by TWOW, Waikato District Council and Waipaa District Council).
42. The Northern Metro WW DBC recommended the following long-term solution for WW servicing of the area:
 - i. Significant upgrade and expansion of the Pukete WWTP (to meet the water quality standards described in the MoU as a minimum) to meet existing demand and future growth.
 - ii. Diverting flows from Taupiri, Ngaaruawahia and Te Kowhai to be treated at the Pukete WWTP.
 - iii. Decommissioning the WW discharge from the Ngaaruawahia WWTP.
43. The Southern WWTP is proposed to service the growing needs of Hamilton and the areas south of the city.
44. The Pukete and Southern WWTP projects are strategically important to Hamilton City and the broader Metro Area. They are critical to servicing our existing and growing communities, take a broader sub-regional view, and will be vital contributions toward achieving the Vision and Objectives in TTWM.
45. The improved standard of WW treatment included in the MoU is consistent with the treatment standard being adopted across many plants on the Waikato River over the past 10 years. In response to TTWM and through re-consenting processes, there has been a marked increase in investment in WW treatment across the Waikato River catchment to deliver a step change improvement in treatment standards. (For example Pukekohe WWTP, Meremere WWTP, Te Kauwhata WWTP, Fonterra Hautapu WWTP, and most recently Cambridge WWTP).

Treatment Upgrades and Investments

46. The investment needed to develop, upgrade and expand both the Pukete and Southern WWTPs has informed the 2024 – 2034 HCC Long Term Plan.
47. Significant budget (\$500m+) has been included in the 2024 – 2034 LTP to upgrade the Pukete WWTP to meet obligations set out in the MoU (including the significant improvement in treated wastewater quality), growth, to improve the method of re-introduction of treated wastewater to the river, improve the overall plant resilience and increase treatment capacity to provide for growth.

48. The estimates for the DBCs were used to inform the LTP. These estimates have been independently peer reviewed. The timing and staging of the upgrades recognise the complexity of the upgrade programme given that the existing plant must remain operational and compliant whilst the upgrades are occurring. A cost estimate for a theoretical “Do Minimum” treatment plant upgrade was completed as part of the DBC. The whole of life cost was comparable with the preferred option.

Resource Consent Renewal Project

49. There are many projects and sub-projects associated with the Pukete WWTP. These include:
- i. compliance monitoring and reporting,
 - ii. capital upgrade and operational improvement projects to improve performance, maintain compliance, increase treatment capacity and resilience,
 - iii. site planning to identify upgrades required to meet future performance targets,
 - iv. planning and technical investigations to secure resource consents to continue to operate the wastewater treatment plant.
50. The Pukete WWTP re-consenting project has been underway for several years. Long term consents were secured in 2023 for water supply from the Waikato River to support the operation of the WWTP. These consents were secured with the support of TWOW and Mana Whenua.
51. Project planning to formally coordinate and integrate delivery of the Southern WWTP Notice of Requirement and resource consent applications with the Pukete WWTP discharge consent renewals and construction and monitoring activities continues. This work includes identifying opportunities for Iwi/Mana Whenua to be involved in undertaking the technical investigations and design needed for the projects; aligning reporting; governance structures and delivery of technical investigations, communications, planning and engagement where appropriate.
52. HCC and WRC staff have met to explore consenting options available to take a more integrated view of wastewater activities in the central Waikato River catchment area. Based on the guidance and discussion offered at that meeting, the project team are documenting the options and will discuss those with our Iwi and Mana Whenua partners ahead of seeking formal feedback from WRC.
53. As reported to the May 2024 Waikato-Tainui/Hamilton City Council Co-Governance Committee and June 2024 Strategic Growth and District Plan Committee, the staff submitted applications to the Ministry for the Environment for the Pukete WWTP and Southern WWTP discharge consent projects to be included on Schedule 2A of the Fast-Track Approvals Act.
54. Data gathering and gap analysis has informed the programme of technical investigations and monitoring required to support the WWTP master planning, design, and consenting projects. The gap analysis has considered data and information that would be needed for both the Pukete WWTP and the Southern WWTP projects.
55. A detailed desktop review of baseline water quality and ecology information for the Waikato River identified gaps in monitoring locations between Horotiu Bridge and Huntly and also between Karapiro and Hamilton Narrows. Water quality sampling to fill identified gaps in water quality data along the river is underway.
56. The desktop review also has recommended the need for replication of the 2006 ecological survey upstream and downstream of the Pukete WWTP. This work is underway.
57. Opportunities to collate and make environmental quality data available in a more consolidated manner will be explored with WRC as part of these projects.

58. Master planning for the upgrade and expansion of the Pukete WWTP site has commenced. This work will consider in detail the upgrade programme deliverability and staging requirements and will be a key input into the resource consenting project, and upgrade programme.
59. Successful delivery of this project relies on continued collaboration between HCC, Iwi and Mana whenua. This will include opportunities for Iwi and Mana Whenua representation and involvement at all levels of the project.
60. Waananga are being undertaken with our Iwi and Mana Whenua representatives to continue to work through site master planning, discharge options and other matters. The most recent waananga included a dedicated session focused on management of mortuary waste.

Workshop briefing on the Pukete Wastewater Treatment Plant and Consenting Programme

61. A full briefing on the Pukete (WWTP) Upgrade Programme approved through the 2024 – 2034 Long Term Plan is being planned for September 2024. The briefing is intended to cover a range of topics including:
 - i. Northern Metro Wastewater Detailed Business Case and Memorandum of Understanding approved and entered into by Council in September 2023.
 - ii. Objectives and drivers for the proposed Pukete WWTP Consenting and Upgrade Programme.
 - iii. How the Pukete WWTP project fits in with the Southern WWTP project.
 - iv. Overview of the Pukete Wastewater Discharge Consenting Project.
 - v. Overview of the 10 – 15-year Pukete WWTP Upgrade programme.
 - vi. Overview of cost estimates for the Pukete WWTP Upgrade programme including, the approach to cost estimating, peer review processes and comparison with previous LTP budgets.

Southern Wastewater Treatment Plant Update

62. Key project activities since the last project update to the Committee in May 2024 are highlighted below.

Site feasibility and due diligence and mana whenua engagement

63. The draft technical assessment by BECA of the four shortlisted sites has concluded and has identified a preferred site from an engineering and planning perspective. The overall report will be finalised once the mana whenua assessment has been received.
64. Mana whenua engagement and site selection assessments have reduced the four shortlisted sites to two. To support the consideration of the two remaining sites and identification of a preferred site from a cultural perspective, mana whenua endorsed the commissioning of a cultural assessment. This work is still ongoing, and a further site visit to walk the two shortlisted sites and the Nukuhau Paa occurred on 9th July 2024 to support the cultural assessment and site selection process.
65. A further waananga will be held to work through the draft technical assessment and the cultural assessment to identify a preferred site.

Professional Services for Notice of Requirement (NoR) and Resource Consent Applications

66. As part of the procurement process for the Notice of Requirement (NoR) and Resource Consent Applications for the new wastewater treatment plant and discharges, Registrations of Expressions of Interest from suitably qualified and experienced consultants were sought from the open market in November 2023 for the next stage of the project (Master Planning, Concept/Preliminary Design, Designation and Consenting of a new Wastewater Treatment Facility and associated land/water discharge).
67. Three consultants have been shortlisted. The request for proposal process has been put on hold awaiting the outcome of the Long-Term Plan deliberations (to provide certainty that funding would be available for the work). Now that funding for the planning process has been confirmed, the project team are revisiting the overall programme for the project.
68. Over the past 12 months, the project team has progressed specific technical investigations and assessments to continue progressing the project while funding for the overall project was being considered. An update of this work is provided below.

Technical Investigations – Ecological Assessments, Receiving Environment Monitoring and Discharge Optioneering

69. River monitoring in proximity of the shortlisted sites has been undertaken to gather baseline water quality data for discharge consent applications. Preliminary ecological investigations have been recently completed across the two preferred sites to provide a greater understanding of potential flora and fauna constraints and opportunities which will help inform site selection and subsequent master planning and consenting of the preferred site. This work has also identified information gaps that should be filled to support the NoR and resource consent applications. The gap analysis is informing the scope of further investigations to be undertaken as part of the project.
70. Optioneering for Wastewater discharge methods and location is required. A consultant has been engaged to work with HCC Subject Matter Experts and Mana Whenua representatives to develop and assess an initial long list of treated wastewater discharge options. This work will support and inform the Resource Consenting and Designation stage of the project.

Lease of Council Property

71. The lease of Council owned properties 131 and 139 Raynes Road expired in May 2024. The tenant has vacated the existing dwelling (139 Raynes Road). The majority of the buildings on the properties have been removed, and the site readied for lease.
72. Council has gone to the open market to seek a new tenant for these two properties. Three submissions were received. Based on the assessment of the submissions a preferred tenant has been identified. The property team are finalising the licence which is expected to be completed by the end of July 2024.
73. The term of the lease is 2 years with three rights of renewal of 2 years each (final expiry 2032). Council may terminate the lease on a 6 months' notice if the land is required for any other purpose.

Rotokauri Arterials Designation Update

74. On September 2023 the project team lodged the NoR documentation with the HCC Urban and Spatial Planning team (USPU). This gives interim effect to the designation which means it must now be recognised by developers and property owners in the area.
75. The Urban and Spatial Planning Unit has advised that public notification is expected in September 2024 which allows for formal public consultation and submissions.
76. Given the timing of notification it is anticipated that a hearing could be held in mid-2025.
77. The Maahanga Drive intersection and leasing arrangements within the Tainui lands accessing the base development continues to be a matter that the project team seeks to resolve. The team is continuing to engage with Tainui Group Holdings and others to reach agreement on the leasing alterations to accommodate the future signalised intersection capable of servicing the Base and the transport network.
78. On the 11 April 2024 the Strategic Growth and District plan committee was presented a report and approved by full Council on 30 May 2024 to purchase of one of the properties impacted by the designation.
79. Staff continue to take a passive approach to property acquisition which means that affected owners will need to approach council should they wish early acquisition of their affected land. These requests will be brought to Council for a decision on case-by-case basis.

Major Wastewater Storage Programme Update

80. There are currently two different and distinct programmes underway to install wastewater storage facilities at various locations around the city:
 - i. the first of these are the Wastewater Pump Station Emergency Storage upgrades which are part of the Renewals and Compliance Programme and are to improve the operational resilience of the wastewater network.
 - ii. the second is the Bulk Wastewater Storage programme that is intended to reduce the likelihood of spills occurring in the network during wet weather events and in turn this bulk storage programme will build capacity in our networks to support sustainable growth.

Wastewater Pumpstation Emergency Storage Upgrades

81. In the 2023/24 construction season Council and contractor HEB Construction have been working at three sites to protect residents and the environment in the event of an overflow from nearby wastewater pump stations. The overall project has gone very well and significant efforts have been made by Council and the contractor to work with nearby residents. In turn, Council has appreciated the understanding and support of residents as we completed these important works.
82. These projects are in Sycamore Place, Matipo Crescent in Pukete and on River Road opposite Riverview Terrace. Site selection for this construction season focused on pumpstations with the smallest existing retention capability and which are located in or near sensitive environments (such as waterways, gullies, and the Waikato River).
83. The facilities are large underground tanks to capture wastewater if there' is an unexpected issue which prevents nearby pump stations from operating correctly. We already have multiple warning systems in place, but this work provides extra security, protects the environment, and helps council meet its regulatory requirements.
84. These are localised projects which help protect properties in the immediate area and they are not part of the city's growth programmes – Council has a separate programme of works to build capacity in our networks to support sustainable growth. The recently completed Wastewater Pump Station Emergency Storage project has already proved its worth,

successfully preventing an overflow to the environment after a power outage at a Fairfield pump station in July.

85. On 16 July a power outage at the Fairfield Station meant storage capacity was likely to be exceeded before we could get a generator to site. This would have resulted in an overflow to the environment near the Waikato River. Instead, the overflow was captured by the recently installed emergency storage tank, providing sufficient time to put the pump station back into service.

Below: An image of the tanks being installed earlier this year in River Road. This facility, one of three constructed this year in Hamilton, has already prevented a likely overflow into the environment.



Bulk Wastewater Storage Programme

86. The Bulk Wastewater Storage programme aims to designate, consent, and build eight bulk wastewater storage facilities (ranging in size from 450m³ to 11,000m³) throughout Hamilton. This is a multi-year project, with five of the facilities planned for completion within the 2024-34 Long Term Plan period.
87. The programme is progressing well, with a focus on completing the construction of the first facility and completing the planning, land access and designation of a further two sites within the first two years of the 2024/34 LTP.
88. Bulk wastewater storage facilities play a part in minimising spillages to the environment and are one aspect of our wider wastewater management strategy. They add further resilience to our network across the city and help us protect public health and the environment, as well as meeting our regulatory responsibilities and supporting growth.
89. The facilities, in the form of tanks, allow wastewater to be stored and later returned to the network. During heavy rain the wastewater network gets overloaded, and these large tanks will be used for temporary storage of excess volumes, reducing the risk of overflows into the environment or nearby properties.

90. Bulk storage facilities are commonly used in the Auckland region and are being implemented in Wellington and other areas. They are a new approach for the Hamilton network. Bulk storage can be above ground or below ground but placing the tanks underground allows for other amenity use above them, and significantly reduces the visual impacts of the sites.
91. The first site alongside Collins Road (image below) is already under construction and progressing to be completed by the end of this year. The project includes four tanks, each longer than three city buses, with a combined capacity of around two million litres. They will connect to the wastewater network via the new connections on Collins Road installed in preparation in mid-2023.



92. A second proposed underground facility in the southwestern portion of Fairfield Park is moving into an engagement phase with the public including a public information session in August 2024. This phase of the project seeks to achieve a designation for the site, with physical works proposed to start in around two years. The Fairfield site envisages an initial 4,000 m³ underground tank, with a future second tank of 2,000 m³.
93. The third facility is still being evaluated. Initial discussions are being held with the landowners of a potential site ahead of any decision to seek a Notice of Requirement (NoR). If agreement can be reached between the parties, Council will commence a formal process including public engagement.

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

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

Climate Change Impact Statement

95. Staff have also considered the key considerations under the Climate Change Policy and have determined that an adaptation assessment and emissions assessment is not required for the matter(s) in this report.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

103. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental, and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').
104. The subject matter of this report has been evaluated in terms of 'the 4 wellbeings' during the process of developing this report.
105. The recommendations set out in this report are consistent with that purpose.
106. There are no known social, economic, environmental, or cultural considerations associated with this matter.

Risks - *Tuuraru*

107. There are no known risks associated with the decisions required for this matter.

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

108. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the recommendations in this report have a low level of significance and no engagement is required.

Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

Council Report

Committee: Infrastructure and Transport Committee

Date: 08 August 2024

Author: Amy Viggers

Authoriser: Michelle Hawthorne

Position: Governance Lead

Position: Governance and Assurance Manager

Report Name: Notice of Motion - Rubbish Level of Service and Illegal Dumping

Report Status	<i>Open</i>
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1. A Notice of Motion (**attachment 1**) was received by the Deputy Chief Executive on 31 July 2024 and was circulated to Elected Members on the same day.
2. The Notice of Motion requests staff report to future Infrastructure and Transport Committee meetings on rubbish related levels of service and illegal dumping.
3. Staff confirm the notice of motion is consistent with the provisions outlined in Council's [Standing Orders](#) (section 27).

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

That the Infrastructure and Transport Committee:

- a. request a staff report to be brought to the 26 September 2024 Infrastructure and Transport Committee meeting with high level funding options that:
 - i. improves levels of service for litter collection in targeted locations to include bus stops and streets;
 - ii. shortens response times cleaning up illegal dumping and increase proactive monitoring for illegal dumping;
 - iii. improves support to community led clean-up events; and
- b. request a staff report to the 28 November 2024 Infrastructure and Transport Committee meeting with information that:
 - i. enables households the ability to purchase larger red bins;
 - ii. has options in reducing cost and transport barriers to households to improve discarding rubbish appropriately;
 - iii. presents methods of measuring the levels of litter and rubbish in public areas; and
 - iv. any further actions that could be considered to reduce litter/illegal dumping in the city.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Notice of Motion: Waste Minimisation and Monitoring.

Notice of Motion (Standing Orders Clause 27)

To: Deputy Chief Executive

Mover: Cr Sarah Thomson

Seconder: Deputy Mayor Angela O’Leary

Date: 31 July 2024

Re: Notice of Motion of consideration at the 8 August 2024 Infrastructure and Transport Committee

In accordance with Standing Order (Clause 27), any member seeking to put a motion at the upcoming meeting may provide notice of their intended motion subject to the requirements of these Standing Orders. Notice of intended motions must be in writing and signed by the mover, stating the meeting at which it is proposed that the intended motion be considered, the name of the seconder, and signed by no less than one third of the local authority including vacancies. The Notice of Motion must be delivered to the Chief Executive at least five working days before such meeting. The Elected members whose names and signatures appear below request that the following Notice of Motion be considered at the 8 August 2024 Infrastructure and Transport Committee.

Motion: (Cr Sarah Thomson/Deputy Mayor O’Leary)

That the Infrastructure and Transport Committee:

- a. request a staff report to be brought to the 26 September 2024 Infrastructure and Transport Committee meeting with high level funding options that:
 - i. improves levels of service for litter collection in targeted locations to include bus stops and streets;
 - ii. shortens response times cleaning up illegal dumping and increase proactive monitoring for illegal dumping;
 - iii. improves support to community led clean-up events;
- b. request a staff report to the 28 November 2024 Infrastructure and Transport Committee meeting with information that:
 - i. enables households the ability to purchase larger red bins;
 - ii. has options in reducing cost and transport barriers to households to improve discarding rubbish appropriately;
 - iii. presents methods of measuring the levels of litter and rubbish in public areas; and any further actions that could be considered to reduce litter/illegal dumping in the city.

Name		Signature
Mover:	Cr Sarah Thomson	Signed Electronically 31/07/2024
Seconder:	Deputy Mayor Angela O’Leary	
	Mayor Paula Southgate	
	Cr Mark Donovan	Signed Electronically 31/07/2024
	Cr Maxine van Oosten	Signed Electronically 31/07/2024
	Cr Moko Tauariki	Signed Electronically 31/07/2024

Resolution to Exclude the Public

Section 48, Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

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

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

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Infrastructure and Transport public excluded minutes of 2 May 2024) Good reason to withhold) information exists under) Section 7 Local Government) Official Information and) Meetings Act 1987)	Section 48(1)(a)
C2. Transport Land Purchases and Sales		
C3. Treatment Plants Programme Update and Contract Variations		
C4. Water Allocation Request under Three Waters Connections Policy - Hotel in Central City		

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 the privacy of natural persons	Section 7 (2) (a)
	to enable Council to carry out negotiations	Section 7 (2) (i)
Item C3.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h)
	to enable Council to carry out negotiations	Section 7 (2) (i)
Item C4.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h)
	to enable Council to carry out negotiations	Section 7 (2) (i)