

Notice of Meeting:

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

Date: Tuesday 17 August 2021
Time: 9.30am
Meeting Room: Council Chamber and Audio Visual Link
Venue: Municipal Building, Garden Place, Hamilton

Richard Briggs
Chief Executive

Infrastructure Operations Committee

Komiti Hanganga

OPEN AGENDA

Membership

Chairperson Cr A O'Leary
Heamana

Deputy Chairperson Cr S Thomson
Heamana Tuarua

Members	Mayor P Southgate	Cr R Pascoe
	Deputy Mayor G Taylor	Cr Gallagher
	Cr M Bunting	Cr M van Oosten
	Cr R Hamilton	Cr E Wilson
	Cr D Macpherson	Maangai N Hill
	Cr K Naidoo-Rauf	Vacancy

Quorum: A majority of members (including vacancies)

Meeting Frequency: Six weekly

Becca Brooke
Governance Manager
Menetia Mana Whakahaere

10 August 2021

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Purpose

The Infrastructure Operations Committee is responsible for:

1. The execution of Council's infrastructure and operational plans and strategies across all asset classes.
2. To monitor and approve contracts relating to core infrastructure and provision of services.
3. To monitor and approve deferred capital relating to core infrastructure and provision of services.
4. 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 and waste management, to meet the current and future needs of the city and to enhance the wellbeing of its communities.
5. Facilitating community and stakeholder involvement and discussion on core infrastructure provision and services.
6. Guiding discussion and implementation of innovative core infrastructure and service provision solutions.
7. To ensure that all infrastructure networks and service provisions are legally compliant and operate within resource consent limits.

In addition to the common delegations, the Infrastructure Operations Committee is delegated the following Terms of Reference and powers:

Terms of Reference:

1. 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.
2. To develop policy, approve core-infrastructure related operational strategies and plans and monitor their implementation.
3. To receive and consider presentations and reports from stakeholders, government departments, organizations and interest groups on core infrastructure and associated services and wellbeing issues and opportunities.
4. 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).
5. To monitor and oversee the delivery of Councils non-financial performance and non-financial key projects against the Long Term Plan, excluding key performance indicator reporting which is the responsibility of Finance 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:
 - contravenes the Council's Financial Strategy; or
 - significantly alters any level of service outlined in the applicable Long Term Plan or Annual Plan; or
 - 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 Committee.
- The Committee may make recommendations to Council and other Committees

Recommendatory Oversight of Policies and Bylaws:

- *Connections and Charging Policy for Three Waters Policy*
- *Earthquake-Prone, Dangerous & Insanitary Buildings Policy*
- *Seismic Performance of Buildings Policy*
- *Speed Limits Bylaw 2015*
- *Streetscape Beautification and Verge Maintenance Policy*
- *Traffic Bylaw 2015*
- *Solid Waste Bylaw 2012*
- *Stormwater Bylaw 2015*
- *Trade Waste and Wastewater Bylaw 2016*
- *Water Supply Bylaw 2013*

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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 6727.

Council Report

Item 5

Committee: Infrastructure Operations Committee
Date: 17 August 2021
Author: Narelle Waite
Authoriser: Becca Brooke
Position: Governance Advisor
Position: Governance Manager
Report Name: Confirmation of the Infrastructure Operations Committee Open Minutes - 8 June 2021

Report Status	Open
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Staff Recommendation - *Tuutohu-aa-kaimahi*

That the Infrastructure Operations Committee confirm the Open Minutes of the Infrastructure Operations Committee Meeting held on 8 June 2021 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Infrastructure Operations Committee Unconfirmed Open Minutes - 8 June 2021

Infrastructure Operations Committee

Komiti Hanganga

OPEN MINUTES

Minutes of a meeting of the Infrastructure Operations Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton and Audio Visual Link on Tuesday 8 June 2021 at 9.31am.

PRESENT

Chairperson <i>Heamana</i>	Cr A O'Leary (partially via Audio Visual Link)
Deputy Chairperson <i>Heamana Tuarua</i>	Cr M Gallagher
Members:	Mayor P Southgate Deputy Mayor G Taylor (exclusively via Audio Visual Link) Cr M Bunting Cr R Hamilton Cr D Macpherson Cr R Pascoe Cr S Thomson Cr M van Oosten (exclusively via Audio Visual Link) Cr E Wilson Maangai N Hill

In Attendance:	Chris Allen – General Manager Development Tania Hermann – Group Business Manager - Infrastructure Operations Chris Barton – Capital Projects Manager Jason Harrison - Unit Manager, City Transportation Maria Barrie – Unit Director Parks and Recreation Martin Parkes – Transport and Urban Mobility Programme Delivery Lead Amy Trigg – Senior Policy Analyst Trevor Harris – Property Officer Acquisitions Disposal Kyll Foley – Environmental Policy Analyst Raewyn Simpson – Senior Planner City Waters Trent Fowles – Compliance Manager City Waters Scott Copeland – Contract Manager - Rubbish and Recycling John Kinghorn – Transport Systems Engineer
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Governance Staff:	Amy Viggers – Governance Team Leader Narelle Waite and Tyler Gaukrodger – Governance Advisors
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1. Apologies – *Tono aroha*

Resolved: (Cr Wilson/Mayor Southgate)
That the apologies for absence from Cr Naidoo-Rauf and for partial attendance from Mayor Southgate, Crs Bunting and Macpherson are accepted.

2. **Confirmation of Agenda – *Whakatau raarangi take***

Resolved: (Cr Wilson/Cr Bunting)

That the agenda is confirmed noting that late item C5 (Infrastructure Operations General Managers Report) is accepted. This report has been circulated to Members as a late item to enable Members to be informed on the matter in a timely manner.

3. **Declarations of Interest – *Tauaakii whaipaaanga***

Cr Wilson noted he had an interest in Item 8 (Road Stopping request from 28 Hammond Street), but noted he was not conflicted and would participate in discussion and vote on the matter.

4. **Public Forum – *Aatea koorero***

Ray and **Wendy Pickett** spoke to Item 8 (Road Stopping request from 28 Hammond Street) noting the original cause of the encroachment, their development plans, the surrounding gully, future roading infrastructure and affordable housing. They responded to questions from Members concerning the effect on gully vegetation and their financial support for gully development in the area. A presentation was provided and was circulated to Members prior to the meeting and is attached to these minutes as **appendix 1**.

Phil Evans provided a written submission to Item 14 (General Managers Report). This was circulated to Members prior to the meeting and is attached to these minutes as **appendix 2**.

5. **Confirmation of the Infrastructure Operations Committee Open Minutes - 27 April 2021**

Resolved: (Cr O'Leary/Cr Wilson)

That the Infrastructure Operations Committee confirm the Open Minutes of the Infrastructure Operations Committee Meeting held on 27 April 2021 as a true and correct record.

6. **Chair's Report**

The Chair introduced her report and provided a verbal update concerning Cr Gallagher's final meeting as Deputy Chair of the Infrastructure Operations Committee, thanking him for his support this triennium. She responded to questions from Members concerning membership of the parking and Access Hamilton working groups.

Resolved: (Cr O'Leary/Cr Macpherson)

That the Infrastructure Operations Committee receives the report.

7. **Eastern Pathways - City Centre to University Link**

The Transport and Urban Mobility Programme Delivery Lead introduced the report and James Bevan (AECOM). They explained that the purpose of the report was to seek approval of the Cook Street Corridor as the preferred route for the City Centre to University Link project which would enable the business case to be submitted to Waka Kotahi. They responded to questions from Members concerning the Cook Street corridor, Waka Kotahi approval and business case process, public consultation, alternative transport corridors, Hamilton East street rejuvenation, Waka Kotahi funding and infrastructure costs.

Resolved: (Cr Macpherson/Cr O'Leary)

That the Infrastructure Operations Committee:

a) receives the report;

- b) approves the Cook Street corridor (**Option A** of the staff report) as the preferred route for the City Centre to University Link project;
- c) approves the Final Draft City Centre to University Link Single Stage Business Case for submission to Waka Kotahi NZ Transport Agency to seek business case approval; and
- d) notes that all **Option B** routes will be considered as a neighbourhood links under the Biking and Micro-Mobility Programme subject to Waka Kotahi NZ Transport Agency approval of the Biking and Micro-Mobility Programme Business Case.

Cr Macpherson joined the meeting (9.42am) during the discussion of the above item. He was present when the matter was voted on.

Cr Bunting retired from the meeting (10.55am) during the discussion of the above item. He was not present when the matter was voted on.

The meeting was adjourned from 11.12am to 11.25am.

8. Road Stopping request from 28 Hammond Street

The Unit Manager City Transportation and the Property Officer Acquisitions and Disposals took the report as read. Staff responded to questions from Members concerning consultation, public access to the gully, price uplift at on sale, quality design, size of land sale, the Nature in the City Strategy, right of first refusal, heritage, and development of the gully and existing vegetation.

Staff Action: *Staff undertook to provide a report to the 12 August 2021 Council meeting with a the recommended sale and purchase agreement that contains future designation as affordable housing, quality design element requirements and consultation with Hamilton West School.*

Resolved: (Cr Hamilton/Cr Wilson)

That the infrastructure Operations Committee:

- a) receives the report;
- b) approves staff commence the road stopping process for approximately 177 m2 of road (*which is within the **option 1** area set out in the report*) under the Public Works Act 1981, subject to the proposed purchaser meeting all costs associated with the road stopping;
- c) notes that road stopping process is not concluded until such time as the sale and purchase agreement has been approved by the Council;
- d) requests the Chief Executive develop and negotiate a sale and purchase agreement for the stopped road to be reported to the Council meeting of 12 August 2021 for final approval noting that the agreement was to include that:
 - i. the proposed purchaser meets all costs associated with the sale and purchase agreement;
 - ii. notes this will not encroach on the gully system and any impact on the attached vegetation and adjoining gully will be more than offset but rather enhanced by the proposed development by a contribution to a council approved gully planting programme in the attached gully;
 - iii. two of the proposed nine units shall be sold on the open market, to first home buyers supported by a Community Housing Provider, at a price that is no more than 90% of the average Hamilton City residential house value; and
 - iv. the valuation to the added required land be proportioned based on the value 'of the whole revised property value' not as an isolated land purchase.

Mayor Southgate left the meeting (11.43pm) during the discussion of the above item. She was not present when the matter was voted on.

The meeting was adjourned from 12.22pm to 1.26pm.

Cr O'Leary vacated the Chair during the above adjournment and joined the meeting via Audio-visual Link. Cr Gallagher assumed the role of Chair.

Mayor Southgate re-joined the meeting during the above adjournment.

Cr Hamilton retired from the meeting during the above adjournment.

9. Contract 17416 Addinsight Sensor - extension of approved contract sum and contract period

The Unit Manager City Transportation and the Transport Systems Engineer took the report as read. They responded to questions from Members concerning the increased contract value, number of sensors including the decision for an increase in the number of sensors and data provided including speed detection.

Resolved: (Cr Macpherson/Cr Thomson)

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) approves the extension of Contract 17416 Addinsight Sensors with CB Developments Ltd (trading as 'Opito') for a further two (2) year period to 30 June 2024 with an increased Approved Contract Sum to the total value of \$650,000.00.

10. Infrastructure Delivery Contract Extensions

The Capital Projects Manager took the report as read and responded to questions from Members concerning the Three Waters Reform's effect on asset management expenditure, contingency and potential cost creep, locality of contractors and contract timelines.

Staff Action: *Staff undertook organise a Drop-in Session concerning the report to Strategic Risk and Assurance Committee meeting on contract risks.*

Resolved: (Cr Macpherson/Cr Pascoe)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves the following to increase the Approved Contract Sums, noting that this is subject to the adoption of the 2021-31 Long Term Plan:
 - i. Contract 16431 with Waipa Civil Limited for delivery of water network asset renewals and improvements from \$17,500,000 to \$20,000,000;
 - ii. Contract 17160 with HEB Construction Limited for delivery of stormwater and wastewater asset renewals and improvements from \$25,500,000 to \$30,000,000; and
 - iii. a Contract 18143 with Base Civil Limited for delivery of transport network improvements from \$12,500,000 to \$20,650,000 and extends the contract completion date to 31 March 2022.

Mayor Southgate retired from the meeting (2.05pm) during the discussion of the above item. She was not present when the matter was voted on.

11. Hamilton Traffic Bylaw 2015 Review - Determination Report *(Recommendation to the Council)*

The Unit Manager City Transportation took the report as read. He responded to questions from Members concerning opportunities for member feedback and the bylaw review process.

Resolved:

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) recommends that the Council:
 - i) approves **Option 1** as outlined in the staff report, in that it determines that a Hamilton Traffic Bylaw is the most appropriate mechanism for addressing issues related to traffic management in Hamilton; and
 - ii) approves the review of the Hamilton Traffic Bylaw 2015, including the preparation of a Statement of Proposal and a revised draft Traffic Bylaw subject to i) above being approved by the Council.

12. Trade Waste and Wastewater Bylaw 2016 Review - Determination Report *(Recommendation to the Council)*

The City Waters Manager introduced The Senior Planner City Waters and the Environmental Policy Analyst. They took the report as read and responded to questions from Members concern the review process.

Resolved:

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) recommends the Council:
 - i) approves **Option 1** as outlined in the staff report, in that it determines that a Hamilton Trade Waste and Wastewater Bylaw is the most appropriate mechanism for addressing issues relating to the management of trade waste and wastewater in Hamilton; and
 - ii) approves a review of the Hamilton Trade Waste and Wastewater Bylaw 2016, including the preparation of a Statement of Proposal and a revised draft Hamilton Trade Waste and Wastewater Bylaw subject to b) being approved by the Council.

13. Waters Stimulus Delivery Update

The City Waters Manager introduced the report noting the Water Stimulus Delivery programme was on track, and that there was a requirement to reallocate budget between the Te Wetini Drive and Peacocke Water Main contingency projects. She responded to questions from Members concerning timing of the Te Wetini Drive project, contingency fund savings, reallocation and Internal Affairs approval.

Staff Action: *Staff undertook update the Peacocke Water Main contingency project to be known as the eastern water main upgrade.*

Staff Action: *Staff undertook to circulate information to Members regarding Waters Stimulus Delivery budgeting.*

Resolved: (Cr Thomson/Cr Macpherson)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves the Peacocke Water Main contingency project to be promoted and included in Hamilton City Council's stimulus programme of works funded by Central Government; and
- c) notes the reallocation of \$945,000 of Central Government funding between the Te Wetini Drive and Peacocke Water Main contingency project, noting that the overall programme budget remains \$17,460,000 as approved by the Council and the Department of Internal Affairs.

14. Infrastructure Operations General Managers Report

The Business Manager Infrastructure Operations introduced the report noting the staff recommendation to defer the 2-Hour Free Parking report to December 2021. Staff responded to questions from Members concerning the parking plan, budget for an extension to 2-hour Free Parking, biking and micro-mobility, rubbish and recycling, and wastewater including areas of contamination and public education.

Resolved: (Cr Macpherson/Deputy Mayor Taylor)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) delegates the Chair and Deputy Chair of Infrastructure Operations to work with staff to develop and finalise the Hamilton City Council submission on the Land Transport Rule: Setting of Speed Limits 2021 consultation document to be sent to Waka Kotahi NZ Transport Agency by 25 June 2021 noting that the approved submission will be uploaded to the Hamilton City Council website;
- c) requests staff report to the next Infrastructure Operations Committee of 17 August 2021 concerning the areas of Zones 1 and 4 that will be excluded from the 2-hour Free Parking Trial beginning 1 October 2021; and
- d) approves that the remaining Central Business District (CBD) 2-hour Free Parking Trial reporting be deferred to allow for alignment with the development of Hamilton Parking Principles and Parking Management Plan and related activities to be presented to the Infrastructure Operations Committee in December 2021.

Cr O'Leary retired from the meeting (3.10pm) during the discussion of the above item. She was not present when the matter was voted on.

15. External Committees Updates

The representatives on the Regional Connections Committee provided an update from the recent Committee meeting concerning the Comet ridership and service frequency as a priority, school traffic plans, and public transport to the airport.

The representative on the Te Huia Governance Group provided an update from the recent committee meeting concerning service frequency, and mitigation plans for service delays and disruptions.

Resolved: (Cr Gallagher/Cr Thomson)

That the Infrastructure Operations Committee receives the report.

Deputy Mayor Taylor Left the meeting (3.39pm) during the discussion of the above item. He was not present when the matter was voted on.

16. Resolution to Exclude the Public

Resolved: (Cr Wilson/Cr Thomson)

Section 48, Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

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

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

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Infrastructure Operations Committee Public Excluded Minutes - 27 April 2021) 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 Gate Fees 2021/22		
C3. Parking Technology Improvements Contract Award		
C4. Newcastle Strategic Water Supply Upgrade		
C5. Infrastructure Operations General Managers Report		

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 avoid the unreasonably, likely prejudice to the commercial position of a person who supplied or is the subject of the information to enable Council to carry out commercial	Section 7 (2) (b) (ii) Section 7 (2) (h) Section 7 (2) (i)

	activities without disadvantage	
	to enable Council to carry out negotiations	
Item C4.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h) Section 7 (2) (i)
	to enable Council to carry out negotiations	
Item C5.	to avoid the unreasonably, likely prejudice to the commercial position of a person who supplied or is the subject of the information	Section 7 (2) (b) (ii) Section 7 (2) (i)
	to enable Council to carry out negotiations	

The meeting went to Public Excluded session at 3.40pm.

The meeting was declared closed at 4.28pm.

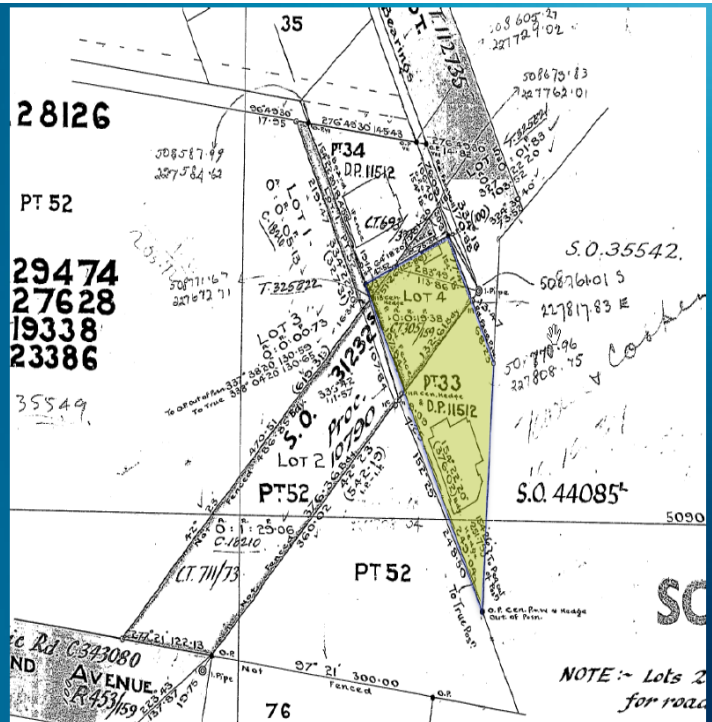
28 Hammond Street

Overview

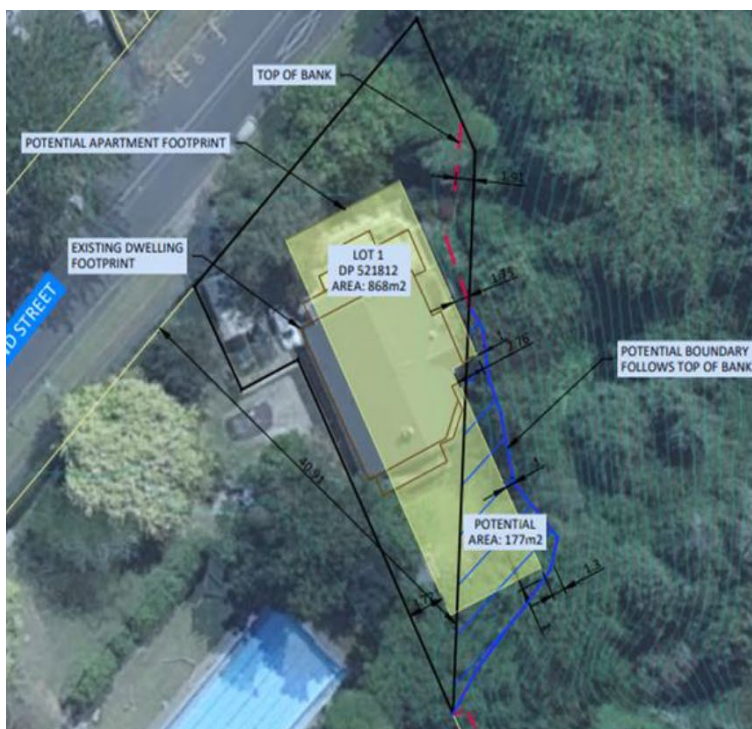
1. Background to current title size and shape
2. Current issues and constraints
3. Three options

Background

- In 1920 the existing home was built.
- The section size was 1300m².
- In 1939, a portion (see Lot 4) of both 28 and 26 Hammond Street parcels were sold to Council to create the road connection that linked Hammond and Horn streets.
- The new section size was now 789m², a reduction of 511m².
- At the time of re-survey, the eastern boundary was incorrectly drawn and now encroaches the soffit of the house.



The diagonal eastern boundary line divides the rear flat lawn.



Option 2 – Reduced blue outline

Square the section shape, providing the opportunity to develop

- Purchase an additional 177m² to address the boundary and rear lawn issues.
- Boundary line at the top of the bank and does not enter the gully.
- Creates an opportunity for development that is consistent with Council's strategic direction.
- Allocate two of the proposed nine units for affordable housing.
- Support the restoration of the gully and increase native vegetation.
- *Reduced dwelling footprint*



Option 3 – Red outline

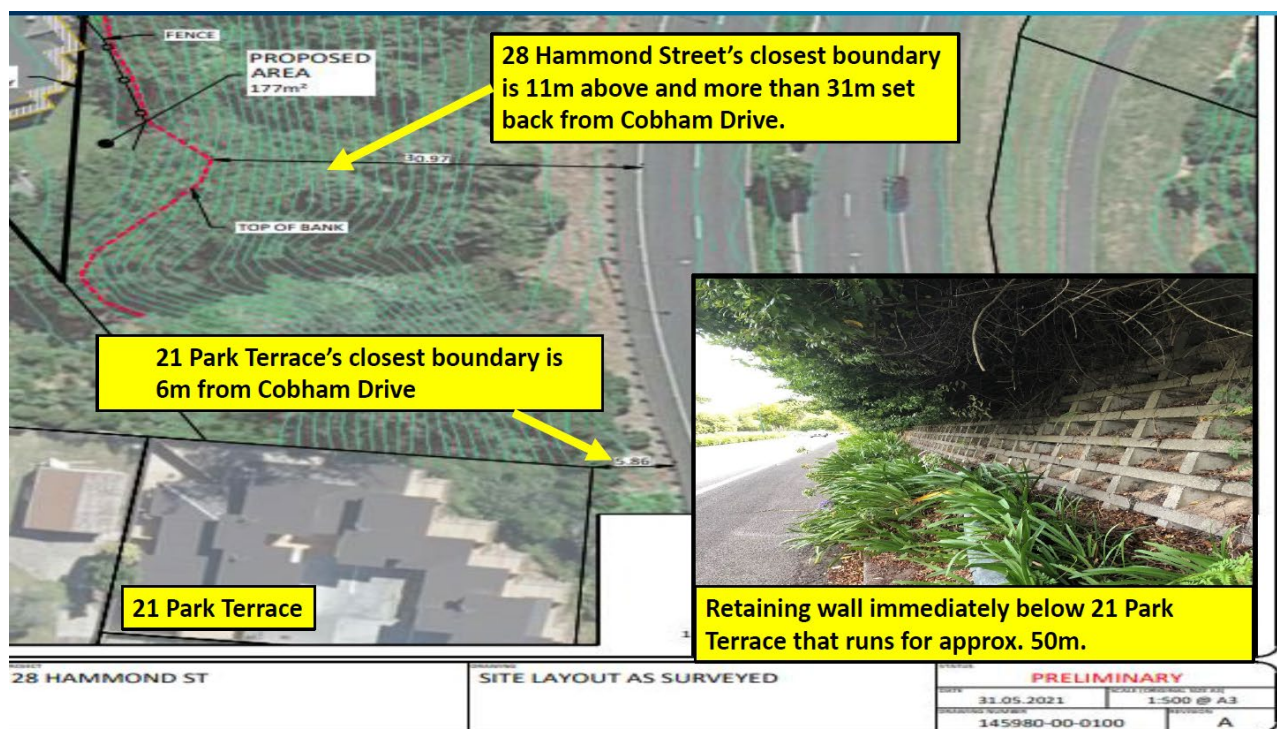
Square the section shape, solely addressing the boundary issues

- Purchase an additional 177m² to address the boundary and rear lawn issues.
- Boundary line at the top of the bank and does not enter the gully.
- The Council maintains its potential for roadside development on Cobham Drive.
- Support further plantation of the gully and increase native vegetation.
- *This option forgoes the opportunity to develop as presented.*



Gully and surrounds

- The Gully is steep.
- The green spaces offer an opportunity to increase native vegetation.
- There are retaining walls on both the southern and northern sides of the gully, I believe, these pose a significant impediment to further roading development along the western side of the Cobham Drive corridor.
- The flat lawn is 11metres, approximately four stories, above Cobham Drive.
- Our options 2 and 3 make no ingress into the gully.



Red outline – indicates existing property area 868sqm
 Green outline – indicates proposed encroachment licence area (approximately 23sqm)
 Blue outline – indicates proposed purchase area (approximately 252sqm)



The Options

- Council's Option 2 – "The property owner purchases a smaller area to legalise the existing minor encroachment of the dwelling outside the property boundary, which is over the Cobham Drive unformed road land."
- Our options 2 and 3, we believe, are aligned with this option and it seems a reasonable approach to correct the error of 82 years ago as well as better align the section.

Benefits of Options 1

- The Council maintains its potential for roadside development on Cobham Drive.
- The development of the site meets Council's and central government's strategy of providing more intensive inner-city housing.
- The development benefits the community with two units allocated for affordable housing.
- The unique nature and beauty of the gully would be restored and protected and new natives planted.

Benefits of Options 2

- The Council maintains its potential for roadside development on Cobham Drive.
- The boundary would not enter the gully.
- The development of the site meets Council's and central government's strategy of providing more intensive inner-city housing.
- The development benefits the community with two units allocated for affordable housing.
- The unique nature and beauty of the gully would be restored and protected and new natives planted.

Benefits of Options 3

- The Council maintains its potential for roadside development on Cobham Drive.
- The boundary would not enter the gully.
- We would forgo the development as presented.
- The unique nature and beauty of the gully would be restored and protected and new natives planted.

Thank you for your time. We appreciate the opportunity to share with you and welcome your valued consideration of this proposal.

Kind regards,

Ray and Wendy Pickett

Phil Evans Public Forum Written Submission:

I would like to thank the Council for the Ward and Rostrevor Streets modifications. It is great to see them on the ground and being used. I ask the Council to ignore the negative feedback and comments, as you know it will dissipate. It will be a travesty if these projects are cancelled through the ignorance and arrogance of drivers, without giving them their full chance. Hamilton desperately needs a shift towards cycling.

In my LTP submission, I asked the Council to install 10,000 hit sticks throughout the city and I believe Staff were asked for costings on that request. I don't know what the current Low Cost Low Risk budget is, or what percentage is for cycling modifications, but there is a very real need to stop drivers intruding into cycle lanes. That is one of the main reason people don't get on their bikes, and protecting cycle lanes with cycle wands will play a big part in getting people riding, until more permanent infrastructure is installed over the next 30 years. That timeline will mean yet another generation is excluded from using the roads.

Thank you

Phil Evans

Council Report

Item 6

Committee: Infrastructure Operations Committee

Date: 17 August 2021

Author: Narelle Waite

Authoriser: Becca Brooke

Position: Governance Advisor

Position: Governance Manager

Report Name: Chair's Report

Report Status	<i>Open</i>
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Recommendation - *Tuutohu*

That the Infrastructure Operations Committee receives the report.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Chairs Report Infrastructure Operations Committee - 17 August 2021



Chair's report

1. Welcome to the new Deputy Chair

I'd like to officially welcome Councillor Sarah Thompson as Deputy Chair of this committee. The dust had barely settled when Sarah had me on a bike, cycling around the city. Since then, Sarah and I have been working closely together and while she has big shoes to fill after Councillor Gallagher, I am excited to have her on the team.



Figure 1 Sarah's Cycle Tours

2. Walk21 Seoul Virtual Conference

In May I attended a virtual international conference on Walking and Liveable Communities. The conference was free to attend. The speakers were from cities all around the world and presented on the economic, social, health and infrastructure benefits of walkable cities.

It was extremely clear that creating cities where people are at the top of the 'transportation network' is not only desired by residents of those cities, but that the benefits mentioned above are significant.

Many of the presenters came from Government's who had dedicated Department of Pedestrian divisions, policies, and strategies. And whilst I am not advocating for additional bureaucracy, we are currently lacking in this space. This is something Deputy Chair Councillor Thompson is keen to drive forward.

The two images below show the city of Seoul's intention to create new public space while creating a different more efficient road network for cars.



Cities like Dublin, Milan, Ireland, England, France, India and more are redesigning their streets, giving them back to their people.

Making cities more pedestrian focused doesn't stop with streets. The United States are driving plan changes and incentives to achieve better pedestrian friendly public realms into developments.

Working with the world's most innovative architecture firms' cities are incentivising developments that not only build up, but that integrate green ecosystems or '**vertical urbanisation**' within their buildings. We talk a lot of building up, and are currently wrestling with the challenge of the changes coming out of the NPS-UD, but have we stretched, and **can** we stretch ourselves enough to match the US's ambition? How can we balance losing future amenity to accommodate the required changes in the NPS-UD, and instead move to require improved amenity and liveability in new innovative ways?

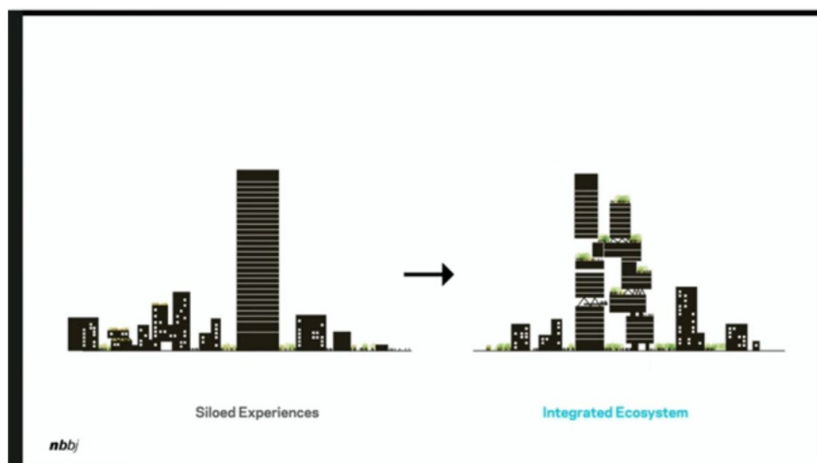
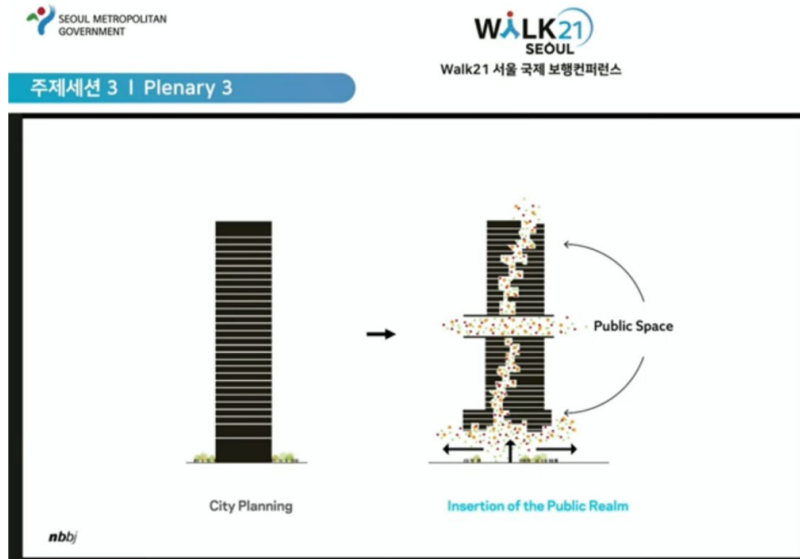


Figure 2 Jonathan Ward, USA



The other common theme that every city presented on at the conference was every type of Innovating Streets, and almost exclusively the context was as a result of the effects of the current worldwide pandemic.

There are two reports within this agenda on Innovating Streets and I ask that we approach our questions and debate with acknowledgment that we are not unique; and that every city in the world is finding a way to reinvent themselves.

주제세션 2 | Plenary 2

Walk21 서울 국제 보행컨퍼런스

Launching national Walking and Cycling programmes

아스와시 딜립
Aswathy Dilip

국제교통개발정책연구원 (ITDP)
선임 프로그램 관리자
Senior Programme Manager,
Institute for Transportation and
Development Policy (ITDP)

서울 쇼케이스 | Showcase Seoul



On a final note, the Conference Director took us on a journey back in time to the early 1900's where cities were built for walking and cycling. The legacy of the car was evident through the decades and our love with it has led to physical inactivity, road trauma, air pollution, weaker social networks, and stress. The flip side of course is it has brought independence and convenience that no other form of transport has matched yet. Possibly the re-introduction of the horse may provide a similar independence, but I doubt that would catch on!

I am a car centric Kiwi – but I challenge us to **want** to do better.

The virus of hurry: cities

Early 1900s cities:

- Walking, cycling, streetcars, streets for people



Fifth Avenue and Broadway, New York, 1910.

Library of Congress, Prints & Photographs Division [LC-DIG-ggbain-15110],
<https://www.loc.gov/pictures/item/2014695084/>

3. Celebrating our success

Our new rubbish and recycling service won the Air New Zealand Excellence Award for Environmental Wellbeing at the 2021 Local Government NZ Awards recently.

The award recognised the new service and the positive and near-impact that the new service has had on the environment. Other finalists in this category included, Auckland Council/Waiheke Resources Trust for its Love our Wetlands Waiheke Programme and Canterbury Regional Council (Environment Canterbury) for its Whakaora Te Ahuriri project.

Although I had no doubt we would win, we should never forget to celebrate our successes. The team will be congratulated formally at the 12 August 2021 Council meeting.



Figure 3 LGNZ Conference 2021, Blenheim

4. Farewell to Jason Harrison

I want to formally acknowledge the resignation of Jason Harrison – Transport Unit Manager and wish him all the very best for the future. Jason has been a constant since I have been on Council over the years and has contributed with passion, expertise and experience to help us build a better city. Jason's sincere and kind manner in dealing with sometimes hot topics has been appreciated and valued and he will be greatly missed.

Thank you for indulging a rather lengthy Chair's report.

Chair Recommendation

That the Infrastructure Operations Committee receives the report.

Councillor Angela O'Leary

Chair of Infrastructure Operations Committee

Council Report

Item 7

Committee: Infrastructure Operations Committee

Date: 17 August 2021

Author: Robyn Denton

Authoriser: Eeva-Liisa Wright

Position: Network Operations and Use Leader

Position: General Manager
Infrastructure Operations

Report Name: New Zealand Police Update

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

1. To inform the Infrastructure Operations Committee about New Zealand Police roading activities in the greater Hamilton area via a verbal update from Inspector Jeff Penno.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee:
 - a) receives the verbal report; and
 - b) thanks the New Zealand Police for their update.

Attachments

There are no attachments for this report.

Council Report

Item 8

Committee: Infrastructure Operations Committee

Date: 17 August 2021

Author: Robyn Denton

Authoriser: Eeva-Liisa Wright

Position: Network Operations and Use Leader

Position: General Manager
Infrastructure Operations

Report Name: Road to Zero - Hamilton City achievement report for 2020/21

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

1. To inform the Infrastructure Operations Committee on the transport safety activities that have been completed in the 2020/21 financial year within Hamilton City.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee receives the report.

Executive Summary - *Whakaraapopototanga matua*

3. Hamilton City Council adopted a Vision Zero target for road safety in 2017 – a philosophy which has been gaining increasing support and endorsement via national and regional strategies that have been developed since.
4. Road safety is achieved via a wide range of activities completed in the city each year – many of which are delivered by Hamilton City Council – but also other key stakeholders, advocacy and representative groups.
5. A summary report (**Attachment 1**) has been compiled which outlines the variety of activities that Hamilton City Council is engaged with which contribute to a safer network for all users and working towards achieving vision zero.
6. The benefits of a safer network are not only reduced deaths and serious injuries and the associated social cost of these, but also the increase in the number of people who are willing to use the active alternative modes on our network.
7. This report provides a report on the activities completed in the 2020/21 financial year by Hamilton City Council.
8. Road safety in the city is also greatly influenced by the activities of NZ Police and Inspector Jeff Penno, Road Policing Manager for the Waikato Police District will provide an update on their activities to compliment the information in this report at the Committee today.
9. Staff consider the matters in this report to be of low significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

10. The Chairs report for the 19 November 2021 Infrastructure Operations Committee noted the recent adoption of the Road to Zero Strategy and the desire to have more information on the activities that Hamilton City were undertaking to contribute to this national vision.
11. Hamilton City Council (HCC) adopted a Vision Zero target (i.e. zero deaths and serious injuries) for road safety during the 2017 refresh of the Access Hamilton Strategy and reported to [20 June 2017](#) and [24 October 2017](#) Strategic Growth Committee meetings.
12. The Access Hamilton Taskforce subsequently confirmed the Access Hamilton 'Strategy on a Page' in August 2019 (Attachment 2) which had the following key outcomes:
 - i. **Safe:** everyone experiences a safe and enjoyable journey;
 - ii. **Choice:** everyone has travel options for moving around the city;
 - iii. **Smart:** our transport network is adaptable and resilient to change; and
 - iv. **Growth:** we are forward thinking with our city planning and create attractive neighbourhoods.
13. Since this time there have been several other national and regional key strategy reviews which have also supported the approach taken by Hamilton City including:
 - i. [Road to Zero Strategy for 2020 to 2030](#) (Road to Zero)
 - ii. [Road to Zero for the Waikato](#)
 - iii. [Government Policy Statement on Land Transport 2021](#)
 - iv. [Regional Land Transport Plan](#)
14. The Road to Zero Strategy adopts the Vision Zero principle, and has a vision for Aotearoa:
 - i. where no-one is killed or seriously injured in road crashes, and where no death or serious injury while travelling on our roads is acceptable; and
 - ii. where everyone, no matter their age or ability, can get around safely and our road system actually improves people's health and well-being, and the places and spaces we love.
15. The achievement of Road to Zero is guided by the Safety System approach which remains the international gold standard in road safety.
16. The Safe System approach recognises that while mistakes are inevitable – deaths and serious injuries from crashes are not.
17. The Safe System approach seeks to create a safe and forgiving road system that makes the safety of people a priority. It does this through four guiding principles:
 - i. We promote good choices but plan for mistakes
 - ii. We design for human vulnerability
 - iii. We strengthen all parts of the road transport system
 - iv. We have shared responsibility
18. The Road to Zero strategy has identified the following focus areas for the 2020 to 2030 period as being the best way forward to progressing a Vision Zero outcome:
 - i. infrastructure improvements and speed management;
 - ii. vehicle safety;
 - iii. work-related road safety;

- iv. road user choices; and
- v. system management.

Discussion - *Matapaki*

19. Each year there are many activities completed across Hamilton City which contribute to a reduction in deaths and serious injuries on our transport network. These activities range from education and engineering through to enforcement which are delivered by a range of organisations including:
 - i. Hamilton City Council,
 - ii. NZ Police,
 - iii. Waka Kotahi NZ Transport Agency,
 - iv. Waikato Regional Council,
 - v. ACC, and
 - vi. Advocacy and representative groups including AA, Bike Waikato etc.
20. A summary report of the key activities and achievements for Hamilton City Council is included as **Attachment 1** to this report, with each of the activities being presented under the Road to Zero focus area headings.
21. The death and serious injury results are also included in the summary report both for the last financial year (2020/21) and the last five years.
22. Lack of safe facilities or perceived lack of safety has a big impact on travel choices made by the community and in particular to the active modes such as walking and cycling. Skills training is also key to ensuring that all users know how to safely use our networks.

Financial Considerations - *Whaiwhakaaro Puutea*

23. In 2019 the Ministry of Transport updated value of statistical life (VOSL) is \$4.53 million per fatality. Adding other social costs gave an updated average social cost per fatality of \$4.56 million.
24. Social costs measure the total cost of road crashes to the nation, including loss of life and life quality, loss of productivity, medical, legal, court and vehicle damage costs.
25. For non-fatal injuries, the updated average social cost was estimated at \$477,600 per serious injury and \$25,500 per minor injury. Allowing for non-reported cases of injuries from road crashes, the updated average social cost was estimated at \$850,000 per reported serious injury and \$87,000 per reported minor injury.
26. The delivery of road safety activities approved in the 2021 Long Term Plan for the 2021/22 financial year in the Transport Activity include:

Activity	Funding in 2021/22
Road safety education, skills training and travel planning	\$1,264,000
Roadmarking and signage maintenance	\$1,657,000
Road pavement reseals and rehabilitation	\$5,787,000
General road safety management including speed management planning & reviews and safety auditing	\$407,000

Low Cost Low Risk programmes (capital) <ul style="list-style-type: none"> ○ Road to Zero ○ Walking and Cycling 	\$8,100,000 \$2,500,000
Intersection improvements (capital) <ul style="list-style-type: none"> ○ Puketaha/Gordonton (unsubsidised) ○ Tristram/Collingwood (unsubsidised) 	\$3,000,000 \$3,150,000

27. The co-investment subsidy from Waka Kotahi NZ Transport Agency for the majority of these activities is 51% and the funding levels for the operations, maintenance and renewals programmes have been confirmed.
28. It is noted that at this stage the co-investment funding from Waka Kotahi for the capital programme for the next three years (2021-31 LTP) has yet to be confirmed. Early indications from Waka Kotahi are that there is likely to be a shortfall between the funding that we have requested and that which will be approved in the National Land Transport Programme for 2021-2024.
29. Further updates to the Infrastructure Operations Committee and Finance Committee will be provided once the co-investment levels have been announced and the impact on the Transport Activity capital programme has been assessed.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

30. 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').
31. 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.
32. The recommendations set out in this report are consistent with that purpose.

Social

33. The investment in infrastructure that contributes towards the reduction of death and serious injuries on our roading network is important.
34. Deaths and serious injuries from crashes in the transport network have a large social cost to the community.

Economic

35. Having a safe and efficient network is a crucial component of a well-functioning transport network that supports both current and future businesses and the economic prosperity of the city.

Environmental

36. Safe road networks and confident, skilled users enable greater use of alternative transport modes and results in decreased transport emissions.

Cultural

37. Hamilton City Council has a role to play to ensure that our network is safe and considers the needs of all of our community.

Risks - *Tuuraru*

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

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

39. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the matter(s) in this report has/have a low level of significance.

Engagement

40. Given the low level of significance determined, the engagement level is low. No engagement is required.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Vision Zero Activities report for Hamilton City Council 2020/21

Attachment 2 - Access Hamilton 2019 - Strategy on a Page



Hamilton
City Council
Te kaunihera o Kirikiriroa

2020/21

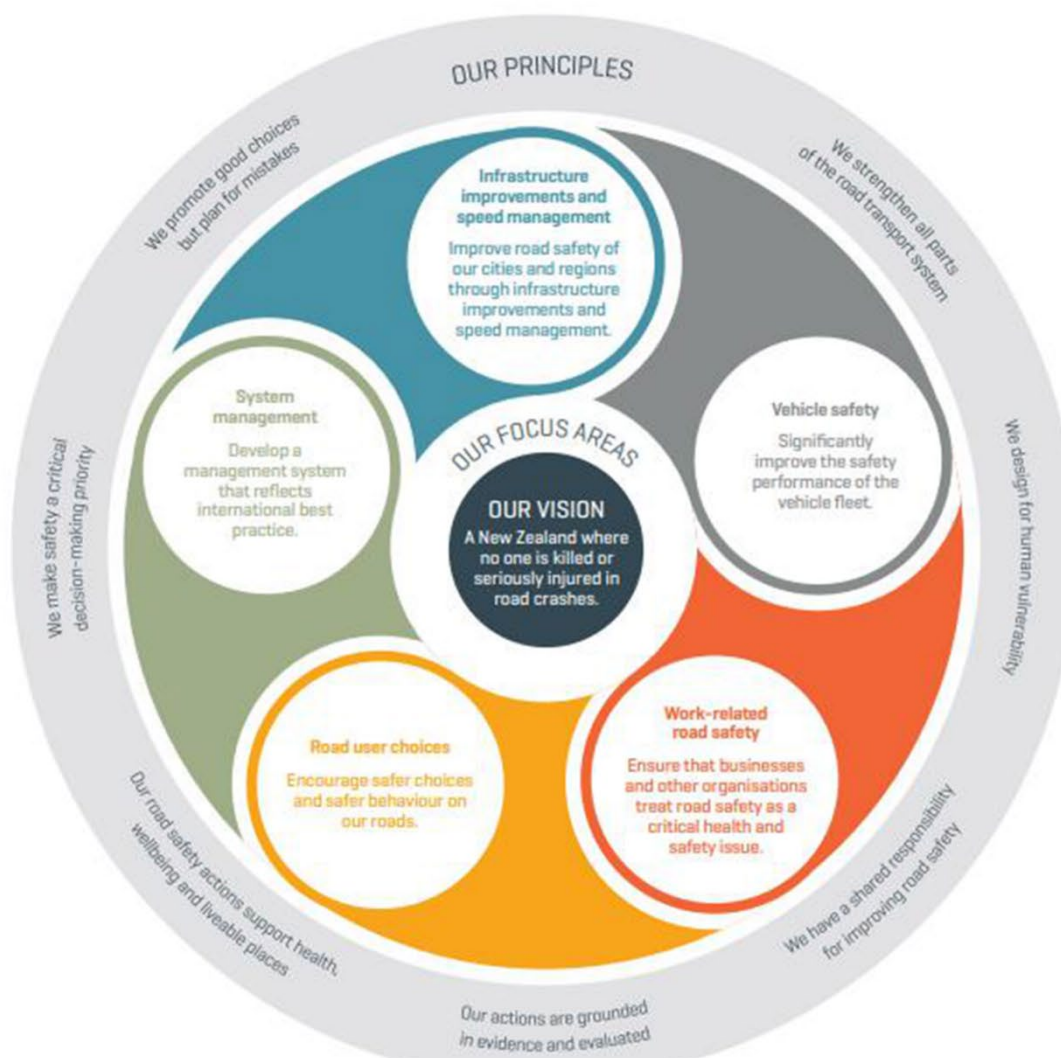


Road to Zero Strategy for NZ

Vision:

A New Zealand where no one is killed or seriously injured in road crashes.

This means that no death or serious injury while travelling on our roads is acceptable.



Infrastructure Improvements and Speed Management 2020/21



Safety Upgrades and Improvements

- 2 intersection upgrades
- 3 new splitter islands
- 1 rural road signage upgrade



New or upgraded pedestrian facilities

- 2 new zebra crossings
- 2 new refuge islands
- 4 kea crossing upgrades
- 6 new pedestrian raised safety platforms
- 1.22 km new footpath
- Accessibility improvements in Insoll area



Speed Limit Changes

- 71 new 40km/h streets
- 2 new Safer Speed Areas (Huntington & St James)

New or upgraded biking facilities

- 2.1 km new cycle lanes
- 2 new cycle paths
- 3 site safety treatments
- 360m² green cycleway markings

Vehicle Safety

Vehicle Enforcement Notices

- 2135 Warrant of Fitness
- 2944 Registration

HCC Fleet Vehicle Policy

12 new 5-star ANCAP rated vehicles introduced into the HCC fleet

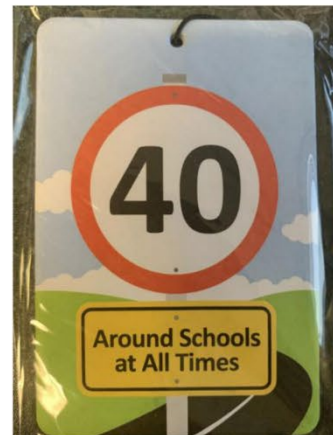
Regional Fleet Management Day

Vehicle Safety Promotion

- tyre tread depth gauges
- tyre pressure gauges
- vehicle fresheners
 - bike lights
- helmet cleaning cloths



Item 8



Attachment 1

Work Related Road Safety



Skills Training

- Safe driving seminar for staff
- E-bike skills training for staff using HCC e-bike fleet
- Lunchtime rides for staff



Travel Planning

- MEVO carshare trial
- Joint travel plan development for
 - Hamilton City Council
 - Waikato Regional Council
 - Waikato District Health Board



HCC Internal Policies

- fleet management
- drug and alcohol testing of staff

Road User Choices

Skills Training

- 103 attendees – young drivers training
- 81 attendees– motorbike skills training
- 2- ProRider course promotions
- 1793 – Kids on Bikes trained at 15 schools
- 23 attendees - Adult bike skills training
- 36 Neighbourhood rides
- 30 attendees - Off road skills training
- 31 attendees - Truck Blindzone workshop
- 21 attendees - Womens only rides
- 25 graduates - Right Track programme

Parking Education and Enforcement

- 48 school visits
- one an educational visit and the next was an enforcement visit within the same week

Equipment Giveaways

- Bike lights
- Hi-Viz vests
- Backpack covers
- Umbrellas



Safety and Travel Choice Campaigns

- Look again at Intersections
- Courtesy Crossing
- Sharrows
- Love You Bike Day
- Park Smarter Campaign

Bike Helmet Competition

1550 entries



Item 8

Attachment 1

System Management

Working with Partners and Stakeholders

- Regional Safe Networks working group
- Regional Road Safety Strategy Review working group
- Raised safety platform safety information video with Waka Kotahi
- Training and professional development



Raising the standard for intersection safety

Speed Management

- Implementation of Speed Management Plan
- Submissions on proposed national legislative changes
- Speed restrictions loaded into GIS ready for National Speed Limits Register

Network Maintenance and Renewal

76 km roadmarking
25.1km reseals
534 signs replaced

Regulatory Management

- Submission on National Parking Guidelines proposal
- Traffic Bylaw review underway



Land Use and Transport Planning

- HCC Long Term Plan programmes
- Regional Land Transport Programme
- NPS UD commenced
- Metro Spatial Plan commenced
- One Network Framework commenced
- Biking and Micro-mobility business case
- Rotokauri arterial route designation
- Peacockes structure plan
- Bus route studies – Comet & Meteor

New pedestrian mall at
Korikori Green

Deaths and Serious Injuries (by people) on Local Roads excluding State Highways



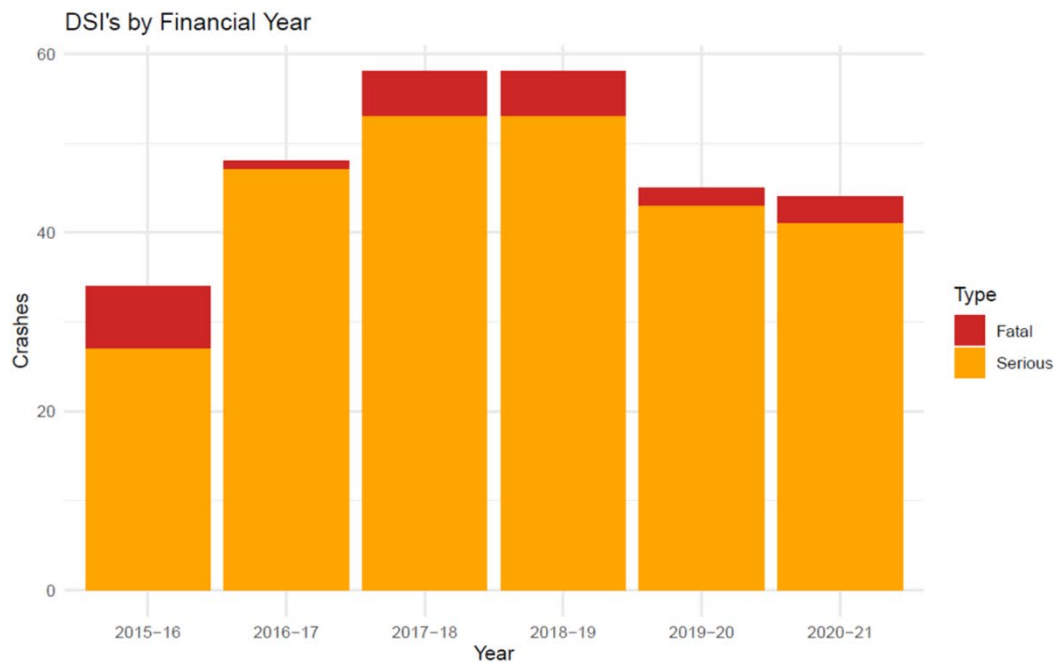
Item 8

Road User Type	Number of People Seriously Injured as at 16 July 2021				Number of Fatalities (People)	Total Deaths and Serious Injuries (DSI)	DSI by mode	Mode share of total trips
	July to Sept	Oct to Dec	Jan to March	April to June				
Cyclist	0	2	2	1	-	5	12%	1%
Driver	1	6	5	5	1	17	65%	86%
Passenger	3	2	3	1	1	10		
Pedestrian	1	2	3	3	1	10	23%	12%
Wheeled pedestrian (wheelchairs, mobility scooters)	1	-	-	-	-	1		
Total	5	12	13	10	3	43	100%	100%

NB: 2020/21 Annual Report measures do not report on people and include State Highway numbers

Attachment 1

Deaths and Serious Injuries vs Traffic Volumes

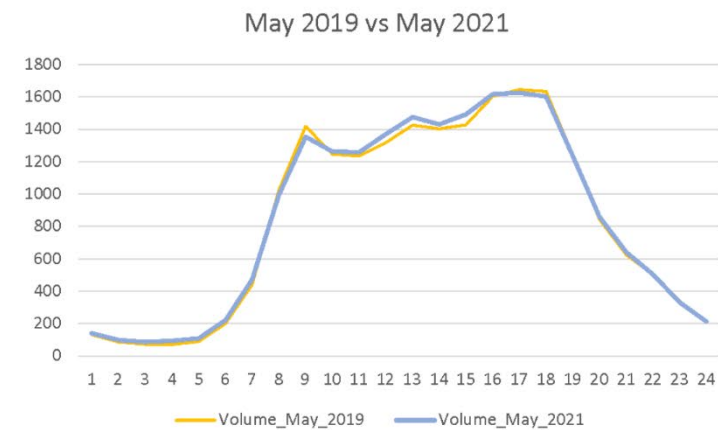


Traffic volumes are increasing:

- May 2019 vs May 2021 + 1.3%
- June 2020 vs June 2021 +5.9%

COVID resulted in changes to volumes:

- May 2020 vs May 2021 +36.5%

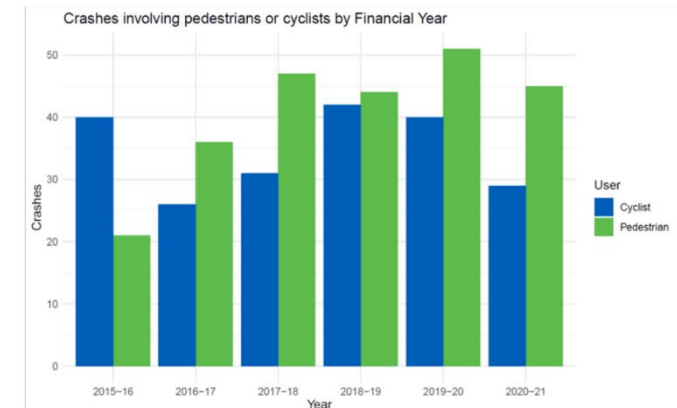
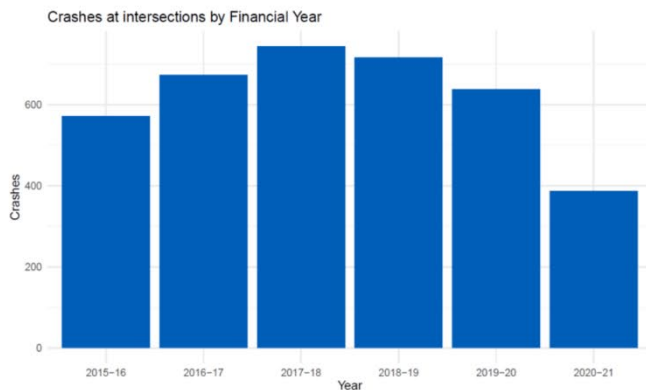


Trends for Last 5 Financial Years

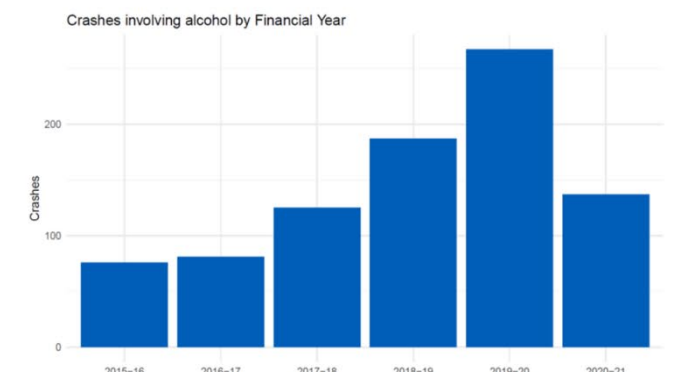
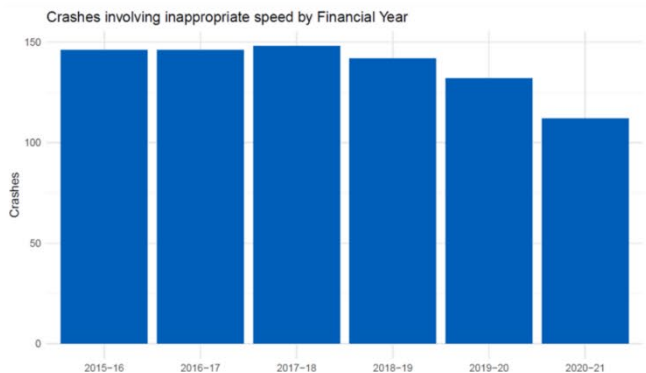


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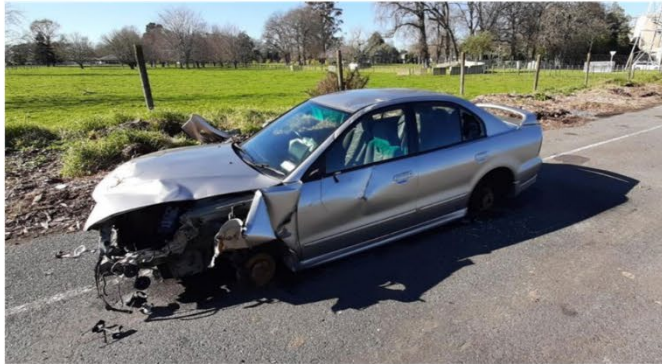
Attachment 1



Note: 2020-21 crash data not 100% complete at time of creating graphs



Crashes on our network



350 Emergency Calls (nearly 1 a day)
Most of these after hours or weekends

1 crash can require 7 vehicles/crew members to fix .

Spent nearly \$100k in crash repairs just for traffic signals last year



ACCESS HAMILTON ON A PAGE

Below is a high-level outline of Hamilton City Council's Access Hamilton Strategy.

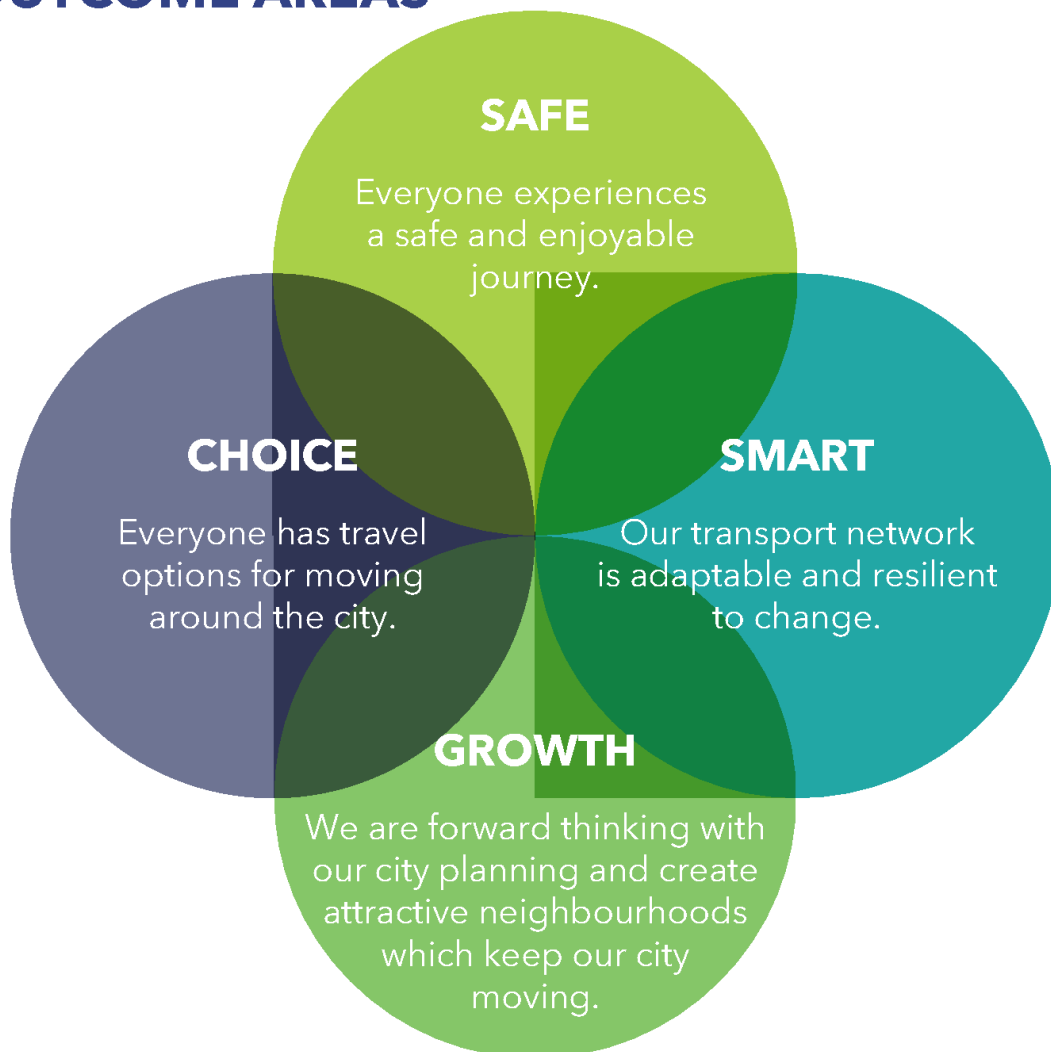
VISION

Hamilton's transport network enables everyone to connect to people and places in safe, accessible and smart ways.

PURPOSE STATEMENT

To improve the health and wellbeing of Hamiltonians by ensuring the transport network supports good travel choices that are safe, easy and connected.

OUTCOME AREAS



Council Report

Committee: Infrastructure Operations Committee
Date: 17 August 2021
Author: Jason Harrison
Authoriser: Eeva-Liisa Wright
Position: Unit Manager City Transportation
Position: General Manager Infrastructure Operations
Report Name: Innovating Streets - Ward Street - Interim Design

Report Status	<i>Open</i>
----------------------	-------------

Purpose - *Take*

1. To seek approval following Council's decision on 12 July 2021 to commence detailed design of a preferred interim option for Ward Street following the completion of the Innovating Streets trial.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee:
 - a) receives the report;
 - b) approves option X as the preferred interim design for Ward Street and requests staff to complete a technical detailed design including safety, functionality and accessibility review;
 - c) notes that the final interim Ward Street design will be presented to a Member briefing/workshop prior to coming back to the Infrastructure Operations Committee for final approval; and
 - d) notes that the approved Ward Street interim design noted in b) and c) above is planned for completion in the 2021/22 and 2022/23 financial years and will be funded from the approved 2021-31 Long Term Plan budgets for Ward Street, Ward Street/Anglesea Street intersection, and Ward Street/Tristram Street intersection which includes Waka Kotahi NZ Transport Agency subsidy approval.

Executive Summary - *Whakaraapopototanga matua*

3. The recently completed trial on Ward Street, between Anglesea Street and Tristram Street, was undertaken as part of the Innovating Streets for People Programme developed by Waka Kotahi NZ Transport Agency.
4. The programme provided councils with a 90% funding assistance rate (FAR) as well as capability building support for successful applicants, including participation in a community of practice.

5. The Innovating Streets for People Programme's vision is to enable quick testing and piloting of projects to transition streets to safer and more liveable spaces by demonstrating their value to the community. This is completed by live trialling and retrofitting streets to reduce vehicle speeds and create more space for people.
6. Innovating streets is a new approach to council's normal processes for changing streets. It is a combination of community co-design phase, plus live testing on the street as public consultation. Feedback is collected in real time- of new trial street layouts rather than via paper plans.
7. The Ward Street 'live' trial phase, was conducted over a 1-month period (June 2021), this 'live' trial phase was formally ended 3 July 2021, however the live trial layout has remained in place with only minor changes made to Ward Street since the 3rd of July 2021.
8. Following the conclusion of the live trial phase, the next phase of the project was confirmation of the interim design option to be installed and remain in place until the permanent design as funded in the approved 2021-31 long term plan is confirmed.
9. An extraordinary Council meeting (12 July 2021) resolved that Ward Street be reverted to its pre-Innovating Streets trial layout, with the exception of a pedestrian crossing, the reduced speed limit (30km) and the cycleways. In effect this has meant that Ward Street has remained substantially unchanged from the trial.
10. Staff have developed 5 'interim' options that give effect to the resolution passed by Council on 12 July 2021 for consideration.
11. The interim design options provided in his report have been developed following a review of the Innovating Streets – Ward Street Trial project and completed monitoring and evaluation report, and trial data/feedback
12. Staff do not have a preferred option to recommend and are seeking the Committee's guidance on the preferred option. Once a preferred option has been approved, staff will then commence the technical detailed design including safety, functionality, and accessibility reviews.
13. The final interim Ward Street design will be presented to an Elected Member briefing/workshop (as appropriate) prior to seeking approval of the final design by the Infrastructure Operations Committee.
14. The approved Ward Street interim and/or permanent design (dependant on committee approval) is planned for completion in the 2021/22 and 2022/23 financial years and will be funded from approved 2021-31 Long Term Plan budgets for Ward Street (\$4.59m gross, uninflated), Ward Street / Anglesea Street intersection (\$1.236m gross, uninflated), and Ward Street / Tristram Street intersection (\$1.545m gross, uninflated) which includes Waka Kotahi NZ Transport Agency subsidy approval.
15. Should the Committee approve a preferred option for any changes including parking restrictions and speed management changes will be required to be approved by the Hearing and Engagement Committee and will include completing the required engagement processes.
16. Staff consider the matters in this report have medium significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

17. In 2020 Waka Kotahi NZ Transport Agency introduced a one-off Innovation fund to help local Councils trial new street forms and share their vision.

18. The programme aims to make it faster and easier to transition our streets to safer and more liveable spaces. The programme helps the Local Government sector plan, design and develop towns and cities by providing a toolkit of support options specifically targeted at retrofitting streets to reduce vehicle speeds and create more space for people.
19. The fund provides councils with a 90% funding assistance rate (FAR) as well as capability building support for successful applicants, including participation in a community of practice.
20. Waka Kotahi opened two application rounds (round one: closing 8 May 2020 and round 2: closing 3 July 2020). Following a decision made by the Infrastructure Operations Committee of 26 May 2020 Hamilton City Council made four applications in round one and were successful with two: Ward Street and Rostrevor Street.
21. The process followed for executing the Ward Street project has come under scrutiny and has led to the trial ending after one month.
22. What Ward Street should look like post-trial has also been discussed, and an extraordinary Council meeting was held 12 July 2021 to clarify this point. Council resolved that it:
 - a) receives the report;*
 - b) approves Ward St be reverted to its pre-Innovating Streets trial layout, with the exception of a pedestrian crossing, the reduced speed limit (30km) and the cycleways; and*
 - c) notes that this decision does not rescind the previous decisions made in relation to the Hamilton Kirikiriroa Innovating Streets – Ward Street project.*
23. Following the extraordinary Council meeting staff have assessed what roading layouts will safely give effect to the resolution and these are included in this report to Infrastructure Operations (IO) Committee (17 August 2021) for its consideration.
24. While the IO Committee considers the interim options for Ward Street as an interim measure staff have been working on removing or adapting the furniture, planters, colour, and asphalt artwork where suitable to achieve a tidier and more legible street appearance.

Discussion - Matapaki

Trial Period

25. Development of the Ward Street trial layout used a community co-design process and live testing on-street to improve amenity and vibrancy of the street, and to improve safety for everyone using it.
26. The majority of the physical trial was implemented over the weekend of 29 and 30 May 2021, with the remainder of the works completed (excluding installing new traffic signal loops) by Friday 4 June 2021. New traffic signal loops were installed by 11 June 2021.
27. The Innovating Streets 'live' trial phase officially ended on Saturday 3 July 2021.

Project Goals & Results

28. In reviewing this project there were 17 project goals for Ward Street. The goals are included as Attachment 1.
29. Overall, data suggests that the project met some of its goals and not others. Changes on Ward Street resulted in the following goals being met:
 - i. Provide a safe place for people biking, scootering, walking, and skateboarding
 - ii. Reduction in heavy vehicle numbers
 - iii. Enhance community pride in the space

30. 7 other project goals were either partially met, or not met, or unclear. Evaluation of the remaining goals are yet to be completed. Attachment 2 summarises each goal and result.
31. It should be noted that originally the trial period was set for approximately 3 months (April – June) however delays in implementing the trial meant it was in place for only 1 month (June). As a result, the sample size of data/feedback collected is limited.
32. Attachment 3 contains the Monitoring and Evaluation report completed for Ward Street.
33. Evaluation of outstanding goals will be completed as part of an internal audit of this project to 1) understand the effectiveness of the project in achieving these goals, 2) lessons learnt, and 3) what learnings/findings staff would like to feedback to the Agency.

Options

34. To give effect to the extraordinary Council meeting (12 July 2021) resolution to revert Ward Street to its pre-Innovating Streets trial layout, with the exception of a pedestrian crossing, the reduced speed limit (30km) and the cycleways staff have identified 5 options for the IO Committee's consideration. This forms the basis for developing an 'interim' option.
35. Previously the staff memo received at the extraordinary Council meeting outlined four options, however options A & B have been dis-guarded as they do not meet the needs of the resolution. In addition to Options C & D a further 3 options (i.e. Options E, F & G) have been identified.

Council resolution 12 July 2021: <i>approves Ward St be reverted to its pre-Innovating Streets trial layout, except for a pedestrian crossing, the reduced speed limit (30km) and the cycleways</i>	
Option	Option Description
Option C - Attachment 4 -	<p>A version of the trial road layout with the following changes:</p> <ul style="list-style-type: none"> - Cycle lane on north side is realigned past the retailer businesses so parking is against the kerb - Combination of angled and parallel parking. <p>Indicative cost estimate - \$520,000</p> <p>NOTE – Councils are expected to deliver transport infrastructure that complies with safe system principles, and best practice design guidance. Waka Kotahi have advised that this option does not meet the safe system design and or best practice design guidance for cycling networks.</p>
Option D - Attachment 5	<p>A version of the trial road layout with the following changes:</p> <ul style="list-style-type: none"> - No parking (mobility, time restricted or Loading Zone) on the north side of Ward St. - Combination of angled and parallel parking on the south side of Ward St including loading zone. <p>Indicative cost estimate - \$520,000</p>
Option E - Attachment 6	<p>A version of the trial road layout with the following changes:</p> <ul style="list-style-type: none"> - Bi-Directional Cycle Lane along north side of Ward St - Combination of angled and parallel parking on both sides of Ward St <p>Indicative cost estimate - \$520,000</p>

Option F - Attachment 7	<p>A version of the trial road layout with the following changes:</p> <ul style="list-style-type: none"> - Bi-Directional Cycle Lane along south side of Ward St - Combination of angled and parallel parking on both sides of Ward St <p>Indicative cost estimate - \$520,000</p>
Option G -	<p>Is the 'Do-Minimum' option which is to retain the current trial road layout as the interim until the permanent design is confirmed:</p> <ul style="list-style-type: none"> - Existing cycle lanes are retained unchanged. - Existing pedestrian crossing is retained and upgraded - Approaches to the intersections remain as single lanes - Current parking provisions remain unchanged - Current street furniture provisions remain unchanged - Road is resurfaced and road marking reinstated (including green cycle lanes) <p>Indicative cost estimate - \$300,000</p>

36. A matrix has been developed to consider each option (i.e. Options C, D, E & F) against key positive and negative themes that staff have identified from stakeholder/public feedback (refer Attachment 8).
37. At the time of preparing this report staff had not had the opportunity to discuss these options with stakeholders. Staff are intending to meet with stakeholders prior to the IO Committee meeting (17 August) and will be able to provide a verbal update if required.
38. Based on a review of the options matrix and captured data/feedback staff are seeking the Committee's guidance on the preferred option.
39. Detailed design work (including safety, functionality and accessibility audits) will only commence once a preferred option is confirmed. It is expected that the detailed design and audit process could take up to 6 weeks to complete.
40. Physical changes to Ward Street can be completed once final design is approved by the Infrastructure Operations Committee and the required approvals are completed through the Hearings and Engagement Committee.

Financial Considerations - *Whaiwhakaaro Puutea*

41. The 26 May 2020 Infrastructure Operations committee report identified the Innovating Streets application total estimated cost for the Ward Street project was \$780,000. \$78,000 of HCC local share (10%) was approved, reassigned from the 2020/21 Transport Improvement Programme.
42. The remainder of the trial project cost was estimated to be funded by Waka Kotahi NZ Transport Agency 90% subsidy under the innovating street for people programme.
43. The 26 May 2020 Committee also approved \$370,000 of reassigned local share funding from the 2020/21 Transport Improvement Programme for design work associated with Ward Street and Ward Street (Ward/ Anglesea and Ward/Tristram) Intersection upgrades
44. Following the Ward Street application being announced as successful, Waka Kotahi NZ Transport Agency approved a Total Project budget of \$540,500 (which included a 15% contingency) for Ward Street.
45. HCC's agreement with Waka Kotahi was that the Agency would fund 90% of the agreed Total Innovations Streets Project budget (i.e \$486,450) and the remaining 10% (i.e \$54,050) funded by Council.
46. The total budget allocated to complete the Ward Street project was \$910,500.

47. The cost-to-complete the Ward St project is \$808,337 which is \$102,163 below budget.
48. As the innovating Streets for people project was managed as one project, the table below summaries the funding, budgets and project costs associated with delivering the Innovating Street Project for both Ward Street and Rostrevor Street.

Innovating Streets Approved Funding	Approved Funding (HCC Local Share)	Approved Funding (Waka Kotahi)	Approved Project Budget
2020/21 - Total Innovating Streets - 26 May 2020 & 30 June 2020- Round 1 - Ward, Rostrevor, Grey, Victoria	(\$149,000)	\$0	(\$149,000)
2020/21 - Total Reassigned Transport Improvement Programme: Ward Street	(\$370,000)	\$0	(\$370,000)
Innovating Street Waka Kotahi Contribution	\$0	(\$812,475)	(\$812,475)
Approved Funding Total			(\$1,331,475)
Innovating Streets Allocated Budget	Allocated Budget (HCC Local Share)	Allocated Budget (Waka Kotahi)	Total Allocated Project Budget
2020/21 – Innovating Streets Project: Ward Street (Co-funding Agreement)	10% (\$54,050)	90% (\$486,450)	(\$540,500)
2020/21 - Innovating Streets Project: Rostrevor Street (Co-funding Agreement)	10% (\$36,225)	90% (\$326,025)	(\$362,250)
Sub-Total (2020/21 Innovating Streets Trial Co-funding Agreement)			(\$902,750)
2020/21 – Reassigned Transport Improvement Programme: Ward Street Design	49% - (\$49,000)	51% - (\$51,000)	(\$100,000)
2020/21 – Reassigned Transport Improvement Programme: Ward Street / Anglesea Street Intersection	49% - (\$58,800)	51% - (\$61,200)	(\$120,000)
2020/21 – Reassigned Transport Improvement Programme: Ward Street / Tristram Street Intersection	49% - (\$73,500)	51% - (\$76,500)	(\$150,000)
Sub-Total (2020/21 Reassigned Transport Improvement Programme)			(\$370,000)
Allocated Budget Total			(\$1,272,750)

Innovating Streets Project Costs	Project Costs
Innovating Streets Project – Ward Street (including development towards interim/permanent design)	\$808,337
Innovating Streets Project – Rostrevor Street	\$441,321
Total Project Costs	\$1,249,658
Budget v Cost Diff. (Surplus) / Deficit	(\$23,092)
Funding v Cost Diff. (Surplus) / Deficit	(\$81,817)

49. Costs associated with the interim options (refer 'Options' section of report) are separate to the project costs outlined above. Project costs associated with the preferred interim option will be funded from the following budgets approved in the 2021-31 Long Term Plan:

	Approved YR 1 2021/22 (gross)	Approved YR 2 2022/23 (gross, uninflated)	Total Approved Funding LTP 2021-31 (gross, uninflated)	Estimated % Waka Kotahi Subsidy – LTP 2021-31
Ward Street	\$1,500,000	\$3,090,000	\$4,590,000	51%
Ward Street / Anglesea Street Intersection		\$1,236,000	\$1,236,000	51%
Ward Street / Tristram Street Intersection		\$1,545,000	\$1,545,000	51%
Total Ward Street			\$7,371,000	51%

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

51. 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').
52. 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.
53. The recommendations set out in this report are consistent with that purpose.

Social

54. The Innovating Street programme vision is to enable quick testing and piloting of projects to transition streets to safer and more liveable spaces by demonstrating their value to the community.
55. The project outlined in this report was intended to enable live trialling and retrofitting of Ward Street to create vibrant spaces for people to enjoy and that allow people to move around more efficiently.

Economic

56. Feedback from Ward Street businesses is mixed. However, there appears to more feedback from businesses indicating the trial has had a negative influence on businesses.

Environmental

57. It is unclear what environmental impact this project has had as it was not a specific project goal. Indirectly, environmental impacts could be assessed against the following project goals:

Project Goal	Result
Provide a safe, convenient, and seamless cycling connection between the Western rail Trail and Ward Street.	Partially met: clear improvement in safety for cyclists due to reduced traffic speeds, unclear results about the number of cyclists using the street.
Reduction in heavy vehicle numbers	Met: over 90% reduction in heavy vehicles using Ward Street during the trial, compared to before.

Cultural

58. Two of the project's goals were to 1) raise awareness of mana whenua narratives amongst the wider community, and 2) enhance mana whenua connection to place.
59. The monitoring and evaluation report stated that the first goal (i.e. to raise awareness) wasn't met.
60. The second goal (i.e. enhanced connection) will require further discussion with mana whenua. At the time of preparing this report staff are yet to have these discussions.

Risks - *Tuuraru*

61. Staff have identified the following potential or perceived risks:
- Delays in implementation of physical changes to Ward Street. Like with any roading works, implementation of any treatment could be delayed due to weather or due to safety concerns being identified.
 - There is a risk that interim design options may change following detailed design and safety, functionality and accessibility audits and reviews. Designs may also change following the Hearings and Engagement Committee engagement and approval processes.
 - The interim and/or permanent design options for Ward Street are subject to Waka Kotahi NZ Transport Agency subsidy approval.

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

62. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the matter(s) in this report has/have a medium level of significance.
63. Community views and preferences are already known to the Council through the collection of trial data, surveys, social media postings, as well as statements made during the public forum of the extraordinary Council meeting (12 July). Further consultation will be undertaken with key stakeholders during the design phase of the chosen option.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Ward Street Project Goals

Attachment 2 - Ward Street Project Goal Results

Attachment 3 - Innovating Streets Ward Street Monitoring & Evaluation Report

Attachment 4 - Option C

Attachment 5 - Option D

Attachment 6 - Option E

Attachment 7 - Option F

Attachment 8 - HKIS Ward St Interim Treatment Optioneering Matrix

Attachment 1 – Ward Street Project Goals

Ward Street Project Goals

1. Placemaking for people
 - a. Make more accessible to more people
 - b. Make more attractive to more people and people stay longer on the street
 - c. Enhance community pride in the space
 - d. Street provides for play enhancement
2. Mana Whenua
 - a. Raise awareness of mana whenua narratives amongst the wider community
 - b. Enhance mana whenua connection to place
 - c. Provide opportunity for involvement in co-delivery
3. Roadway use
 - a. Demonstrate that removal of on-street parking has neutral or positive impact on customer numbers
 - b. Provide a safe place for people biking, scootering, walking, and skateboarding
 - c. Provide a safe, convenient, and seamless cycling connection between the Western Rail trail and Ward Street
 - d. Reduction in heavy vehicle numbers
4. Community engagement
 - a. The community has a positive experience of tactical urbanism and an appetite for more
5. Council process
 - a. Grow knowledge in tactical urbanism delivery
 - b. Provide opportunities for social procurement of co-delivery elements
 - c. Establish strong, best practice for street redesign
 - d. Establish confidence in reprioritising road space in low volume and speed streets
6. Policy mandate
 - a. Community link Council plans and strategies to projects (e.g. Western Town Belt Masterplan, Play Strategies and Age Friendly Plan)

Attachment 2 – Ward Street Summary of Goals and Results

Goal	Result
Make more accessible to more people	<p>Partially met: the observation counts and intercept surveys did not show a conclusive increase in the diversity of pedestrians.</p> <p>The cycle count data did not show any increase in the number of cyclists overall, or using the hook turn in particular.</p> <p>Analysis of where pedestrians crossed the road on Ward Street showed a clear increase in crossing at the safe, accessible pedestrian crossing.</p>
Make more attractive to more people and people stay longer on the street	<p>Partially met: intercept survey respondents' desire to spend time or dwell increased during the trial.</p> <p>No clear change in number of people present on Ward Street.</p>
Enhance community pride in the space	Met: intercept survey respondents tended to show increased pride in Ward Street during the trial.
Street provides for play enhancement	Not met / Unclear: No increase in the number of children on Ward Street, no other indicators of play.
Raise awareness of Mana Whenua narratives amongst the wider community	Not met: there was little change to the public awareness of Mana Whenua narratives.
Enhance mana whenua connection to place	TBC: Under evaluation
Provide opportunity for involvement in co-delivery	TBC: Under evaluation
Demonstrate that removal of on-street parking has neutral or positive impact on customer numbers	Unclear: on-street parking capacity remained, but the link between parking and customer numbers is not direct
Provide a safe place for people biking, scootering, walking, and skateboarding	Met: there was a marked decrease in traffic speed (average speed, and speed variability), and an increase in reported safety by intercept survey respondents. The most marked increase was seen in perceptions of cyclists' safety.
Provide a safe, convenient, and seamless cycling connection between the Western rail Trail and Ward Street.	Partially met: clear improvement in safety for cyclists due to reduced traffic speeds, unclear results about the number of cyclists using the street.
Reduction in heavy vehicle numbers	Met: over 90% reduction in heavy vehicles using Ward Street during the trial, compared to before.
The community has a positive experience of tactical urbanism and an appetite for more	Unclear: mixed responses to co-design survey.
Grow knowledge in tactical urbanism delivery	TBC: Under evaluation

Provide opportunities for social procurement of co-delivery elements	TBC: Under evaluation
Establish strong, best practice for street redesign	TBC: Under evaluation
Establish confidence in reprioritising road space in low volume and speed streets	TBC: Under evaluation
Community link Council plans and strategies to projects (e.g. Western Town Belt Masterplan, Play Strategies and Age Friendly Plan)	TBC: Under evaluation



Hamilton Kirikiriroa Innovating Streets: Ward Street

Draft Monitoring and Evaluation Report

Prepared for: Hamilton City Council

Prepared by: MRCagney (NZ) Ltd, Auckland, New Zealand

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Quality Assurance Register

Issue	Description	Prepared by	Reviewed by	Authorised by	Date
1	Draft Report	KC, AK, JG, BB	ACF	ACF	23 July 2021

DRAFT

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Executive Summary

In 2020, Hamilton City Council (HCC) was awarded funding from Waka Kotahi's Innovating Streets for People programme for two projects in the city centre. This report examines the Ward Street project which used a community co-design process and live testing on-street to improve amenity and vibrancy of the street, and to improve safety for everyone using it.

The purpose of this report is to help HCC determine how successful the project has been in meeting the outcomes sought. The evidence available for conducting the evaluation of the project is of varying quality, both in terms of its objectivity and robustness. The quality of data is taken into consideration in conclusions drawn about whether or not we can be sure that each of the project goals were met.

This report lists the project goals and describes how they were measured; presents and analyses results for each measure; and draws conclusions as to the project's effectiveness at meeting each goal.

Overall, data suggests that the project met some of its goals and not others. Changes on Ward Street resulted in the following goals being met:

- Provide a safe place for people biking, scootering, walking, and skateboarding
- Reduction in heavy vehicle numbers
- Enhance community pride in the space

The clearest indicators of success were the broader outcomes, drawn from Hamilton City's objectives for safe and liveable places.

- People on Ward Street felt safer on the street, and they were more likely to enjoy spending time there during the trial
- All road users were objectively safer during the trial, due to the drastically lowered traffic speeds and reduction in heavy vehicle through-traffic.
- There were no measures found to have worsened during the trial.

Goals that were either not met, or that could not be proven with the collected data, related to pedestrian accessibility; the attractiveness of the street; and providing opportunities for play. There were mixed results related to the diversity of people using the street, and no direct measures of the opportunities for play. The trial did not result in a lack of parking space availability, but the connection between parking and customer numbers for the businesses on and around Ward Street is not direct. There was no increase in awareness in mana whenua narratives in the street. The community experience of tactical urbanism was found to have mixed results.

The project attracted a lot of media attention and there were a range of differing views on the design and implementation of the trial. This was not captured as part of the formal evaluation data for the project and is therefore not able to be considered in the analysis provided in this report. Community perceptions were included however, through surveys of people using Ward Street before and during the trial.

There were some longer-term goals established that were outside the scope of this report which included goals relating to Council process and policy mandate. It is recommended that HCC continues to investigate links between policy and investment, so that methods to deliver on strategies such as the Play Strategy, Age Friendly Plan and Western Town Belt Masterplan can be more closely monitored. Further trials of this nature will help to improve Council processes in tactical urbanism delivery, including creation of best practice street redesigns.

1 Context

1.1 Project background

Hamilton City Council (HCC) was awarded funding from Waka Kotahi’s Innovating Streets for People (Innovating Streets) programme for two projects in the city centre. This report examines the Ward Street project which used a community co-design process and live testing on-street to improve the ‘place’ function of Ward Street, and to improve its ‘movement’ function with improved connections for pedestrians and people riding bicycles between the city centre and Western Rail Trail.

Ward Street is a collector road. As part of the city centre, it is also an important link for pedestrians (Figure 1 and Figure 2). Ward Street provides access between the Western Rail Trail/Western Town Belt to the central city and river path. Other key pedestrian generators in proximity include Wintec, Hamilton Girls High School, Centre Place shopping mall, the transport centre and newly opened Tristram Precinct.

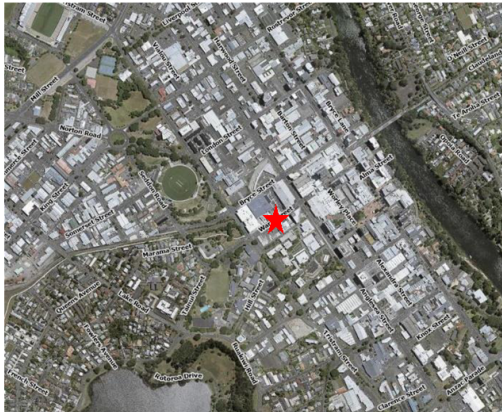


Figure 1: Location of Ward Street within Hamilton City Centre.

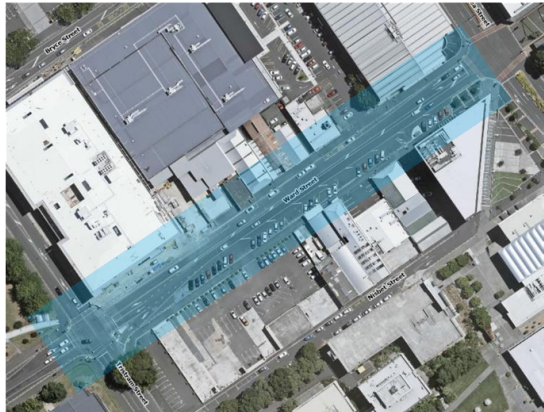


Figure 2: Ward Street - between Anglesea Street & Tristram Street

The Innovating Streets planning and funding application to Waka Kotahi identified a number of key challenges and opportunities for Ward Street, as set out in Table 1. The design process is shown in Figure 3.

Table 1: Key challenges and opportunities for Ward Street defined in funding application and planning

Challenges	Opportunities
<ul style="list-style-type: none"> • Vehicle dominated design resulting in a space that does not feel inviting, pleasant, equitable or safe for pedestrians or cyclists. • Disproportionate amount of space is allocated to vehicles (67% including parking). • 50kph zone with average speeds of 40-45km/h. • There are multiple vehicle crossings along the street. • Lack of identity or sense of place. • Low amenity and low-quality pedestrian environment with minimal space to stop and linger and no facilities such as bike racks, seating, shelter or wayfinding. • No mid-block crossing points for pedestrians. • There are no cycling facilities along the corridor creating a major disconnect with the network. • Lack of ecological continuity between the West Town Belt and the River Path. 	<ul style="list-style-type: none"> • Wide street with sufficient capacity to trial adjustments to the modal priority. • An existing, engaged community. • Diverse mix of use surrounding the street. • Important location in the city that is well connected to our key destinations. • Land use redevelopment and increase in population. • Delivery on strategic plans including Access Hamilton, West Town Belt Masterplan, Bike Plan and Play Strategy. • Placemaking – recreate the street as a place.



Figure 3: Innovating Streets design process

1.2 The people of Hamilton Kirikiriroa

Before defining project goals and measures to assess their success, it is important to understand the context of people who live in the city. These data are important because they help us to know whether the views captured through monitoring and evaluation are representative of all Hamilton people. Without understanding these statistics and using them in interpreting any data about the trial's success, there is a risk that undue weight may be paid to the perspectives of people who represent a minority (and in the case of age and ability, a privileged minority) of the community.

Hamilton Kirikiriroa is a mid-sized city in the central North Island with approximately 161,000 residents (as at the 2018 census). This section uses publicly available census data to determine:

- The proportion of males and females in Hamilton.
- The proportion of people of different ages in Hamilton.
- The ethnic diversity of the population in Hamilton.
- The proportion of people in Hamilton who have difficulty with an everyday task, or cannot do a task at all.

This analysis provides an estimate of the proportions of people of different sexes, ages, ethnicities, and abilities expected on Hamilton's streets. It also allows us to identify whether the pedestrians are representative of the wider Hamilton population. All data is drawn from the 2018 census and uses SA1 data relating to the Hamilton City territorial authority area.

Sex, Age and Ethnicity

There is a slightly higher proportion of females (51.30%) than males (48.69%) living in Hamilton City as shown in Table 2

Table 2: Hamilton City population by sex

Sex	Proportion
Male	48.69%
Female	51.30%

Hamilton City has a young population with nearly half (46.4%) of residents aged under 30, and 21.4% of residents aged under 14. Only 16.3% of residents are aged over 60. The age structure of Hamilton City is shown in Figure 4.

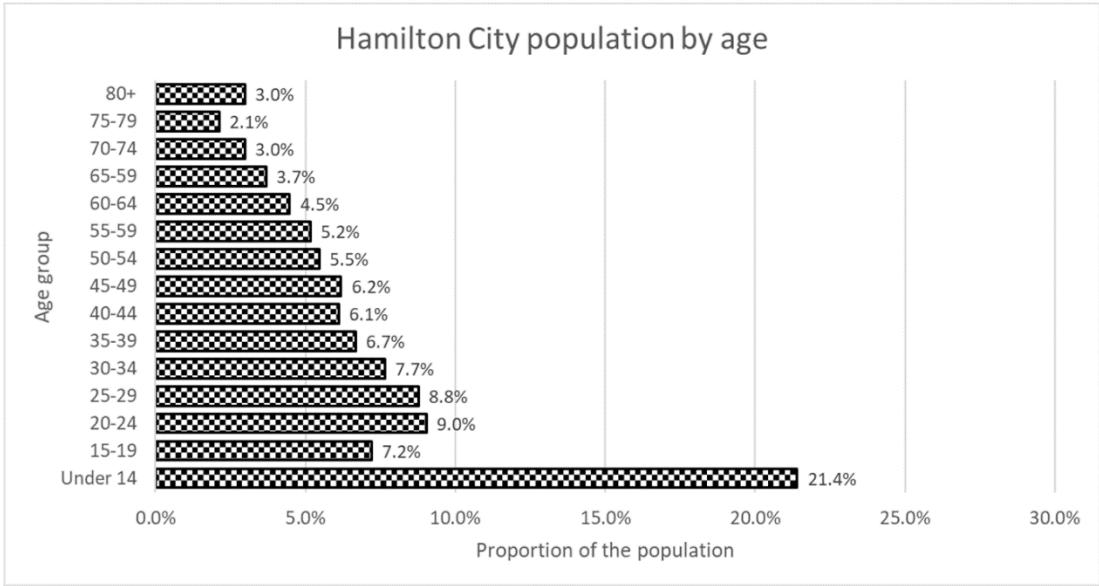


Figure 4: Hamilton City population by age

The majority (63.6%) of Hamilton City residents identify as European. There is also a large proportion (23.7%) of Māori in Hamilton which is much higher than the national proportion of Māori (16.5%). 6.1% of Hamilton residents are Pacific Peoples, 18.5% are Asian, and 3.4% identify with another ethnic group. The proportions of people identifying with different ethnic groups are shown in Figure 5.

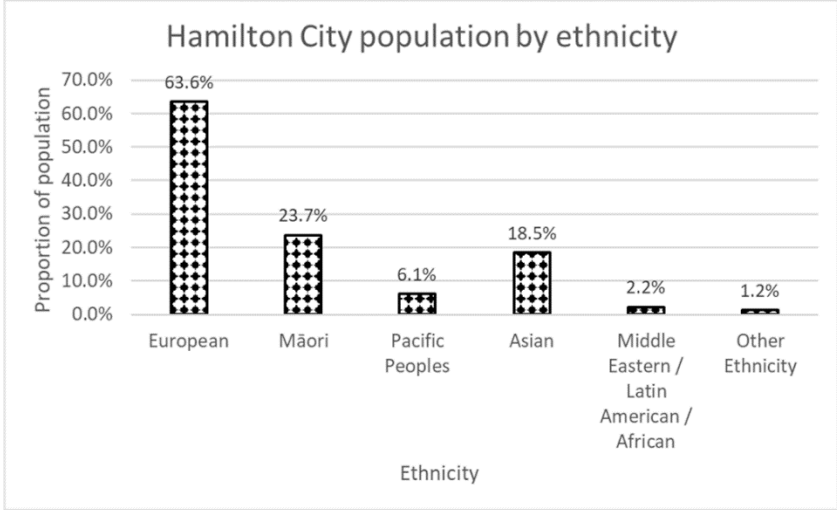


Figure 5: Hamilton City population by ethnicity

Everyday difficulties

In 2018, a new census question was asked relating to difficulties with everyday tasks: walking or climbing steps; seeing; hearing; remembering or concentrating; washing all over or dressing; and/or communicating in one's usual language. By correlating 'everyday difficulty' amongst the Hamilton population with use of a

mobility aid, we can then compare what we see on the street to what we might expect if all those people who experience difficulties were able to participate at the same rate as others.

The data reveals that of Hamilton residents, 2.09% have a lot of difficulty walking or climbing steps and 0.49% cannot do this at all. A similar proportion of people using mobility aids might be expected on Hamilton's streets, if the pedestrians are representative of the wider population. While not everyone who experiences these difficulties will use a mobility aid, we expect between 1% and 5% of pedestrians to use some form of mobility aid, if the pedestrians are an accurate reflection of the general population of Hamilton. Given the limitations above, particularly the likelihood that people who use mobility aids are likely to travel less (on average) than other people, we expect that 1% to 3% of the people using Rostrevor Street may be expected to use a mobility aid if it is an inclusive street and part of an accessible journey for those people.

1.3 Monitoring and Evaluation Plan

The challenges identified in the application for funding to Waka Kotahi (Section 1.1 above) were translated into 17 project goals, under six broad headings. This report examines the extent to which the **goals in bold** were met through the trials. Other goals are outside of the scope of this report and are to be assessed internally by Council staff.

1. Placemaking for people
 - **Make more accessible to more people**
 - **Make more attractive to more people and people stay longer on the street**
 - **Enhance community pride in the space**
 - **Street provides for play enhancement**
2. Mana whenua
 - **Raise awareness of mana whenua narratives amongst the wider community**
 - Enhance mana whenua connection to place
 - Provide opportunity for involvement in co-delivery
3. Roadway use
 - **Demonstrate that removal of on-street parking has neutral or positive impact on customer numbers**
 - **Provide a safe place for people biking, scootering, walking, and skateboarding**
 - **Provide a safe, convenient, and seamless cycling connection between the Western Rail Trail and Ward Street**
 - **Reduction in heavy vehicle numbers**
4. Community engagement
 - **The community has a positive experience of tactical urbanism and an appetite for more**
5. Council process
 - Grow knowledge in tactical urbanism delivery
 - Provide opportunities for social procurement of co-delivery elements
 - Establish strong, best practice for street redesign
 - Establish confidence in reprioritising road space in low volume and speed streets
6. Policy mandate
 - Community link Council plans and strategies to projects (e.g. Western Town Belt Masterplan, Play Strategy and Age Friendly Plan)

2 Trial dates and design

A series of community co-design workshops were held with community stakeholders to develop the Ward Street trial design. The trial design is shown in Figure 6 and photographs from the street are presented in Table 3. This design was installed over the period 22 May to 3 June 2021 and trialled for four weeks between 4th June and 3rd July 2021. On 4th July, some changes were made on Ward Street to increase the number of on-street parking bays, with most design elements remaining in place through to late July 2021.

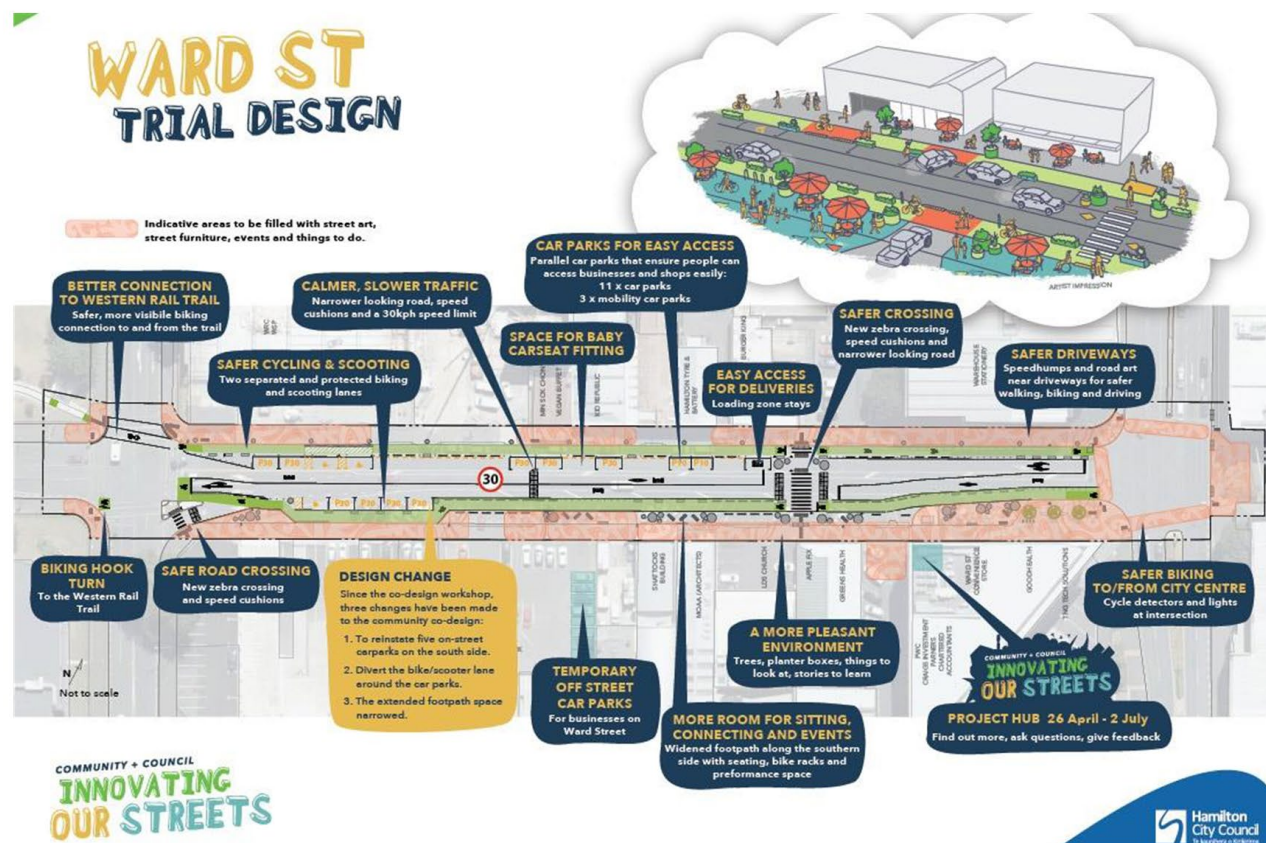


Figure 6: High-level trial design

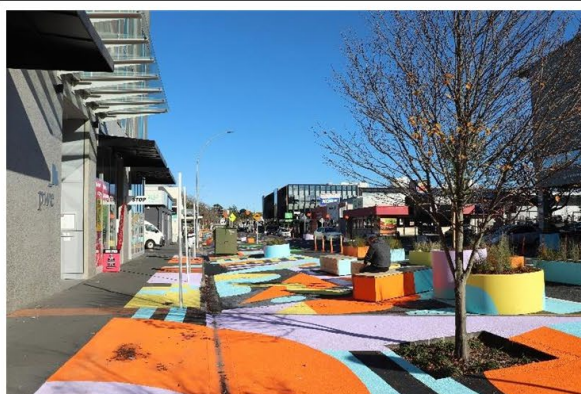
Table 3: Trialled changes to Ward Street

Trialled change	On-street example
<p>Connection to Western Rail Trail (WRT) including formal signalised cycle crossings at Tristram Street intersection and a designated hook turn for right turning cyclists from Ward Street onto WRT / Tristram Street.</p>	 <p>The top photograph shows a street intersection with a white bicycle symbol painted on the asphalt. A white truck is visible in the background. The bottom photograph shows a green-painted area on the road with a white arrow pointing right and a white bicycle symbol, indicating a designated hook turn for cyclists.</p>
<p>Installation of separated cycle lanes in both directions to establish cycle link to and from the city centre.</p>	 <p>The left photograph shows a street with a green-painted cycle lane separated from the road by orange and white traffic cones. A white car is visible in the background. The right photograph shows a green-painted cycle lane with a white bicycle symbol, separated from the road by orange and white traffic cones.</p>

Installation of zebra crossing mid-block and on the slip lane at the Ward Street / Tristram Street intersection.



Planters and seating installed and parts of the street pedestrianised.



Space created to hold events on-street.



Speed humps installed at access way crossing points.



<p>Traffic calming – traffic lanes reduced, speed cushions installed, and 30km/h speed limit introduced.</p>	
<p>Pavement artwork extending the length of the street.</p>	
<p>Angle parking converted to parallel carparks to allow for cycle lanes.</p>	

Temporary off-street car parks for businesses on Ward Street.



The following photos (Figure 7 to Figure 14) compare Ward Street before the trial and the interim trial interventions.



Figure 7: Ward Street – north-eastern end – before trial phase



Figure 8: Ward Street – north-eastern end - interim trial phase



Figure 9: Ward Street – north-eastern end – before trial phase



Figure 10: Ward Street – north-eastern end – interim trial phase



Figure 11: Ward Street – south-western end – before trial phase



Figure 12: Ward Street – south-western end – interim trial phase



Figure 13: Ward Street – north-eastern end – before trial phase.



Figure 14: Ward Street – north-eastern end – interim trial phase.

3 Monitoring and evaluation methods

A range of methods were used to measure the project's success at meeting each of its goals. Data was collected using each method before and during the trial to enable comparison between baseline and trial data. Measurement methods included:

- Pneumatic tube vehicle counts – these were used to collect vehicle volume and speed as well as type of vehicle to inform goals concerning traffic safety and congestion, as well as pedestrian and cyclist's safety insofar as it relates to the speed of traffic on Ward Street.
- Observation surveys (counts of people using paths and crossing Ward Street and counts of cyclists), to inform goals about how attractive and inclusive the street was before and during the trial.
- Parking surveys: occupancy and turnover of parking spaces on Ward Street, in the context of parking space availability within the City Centre as a whole.
- Intercept surveys – surveys were undertaken before (baseline) and during the trial. A series of questions were asked to survey participants. Participants were chosen at random on-street, to understand how local people and visitors felt about the street in its original and trial states. The intercept survey template has been included in Appendix A.
- General feedback – through the HCC website feedback mechanism, and from phone calls to HCC.

The relationships between goals and their measures are summarised in Table 4.

Table 4: Project goals and measures

Goal	Measure(s)
Make more accessible to more people	<ul style="list-style-type: none"> Diversity of participation: manual observational surveys (age, gender, mobility aid). Number of people: manual observational surveys (number of people crossing a cordon in the street, by mode: motor vehicle (car and larger), motorcycle, bicycle, electric scooters, pedestrians (including mobility aids). Proposed new hook turn on Tristram/Ward St and bicycle light to be monitored upon installation.
Make more attractive to more people and people stay longer on the street	<ul style="list-style-type: none"> Number of people: manual observational surveys. Willingness to spend time on Ward Street: intercept survey.
Enhance community pride in the space	<ul style="list-style-type: none"> Local perceptions of Ward Street: online and intercept surveys
Street provides for play enhancement	<ul style="list-style-type: none"> Diversity of participation: manual observational surveys (age, gender). Number of people: manual observational surveys.
Raise awareness of mana whenua narratives amongst the wider community	<ul style="list-style-type: none"> Online and intercept surveys of local perceptions of Ward Street.
Demonstrate that removal of on-street parking has neutral or positive impact on customer numbers	<ul style="list-style-type: none"> Parking surveys: occupancy and turnover.
Provide a safe place for people biking, scootering, walking, and skateboarding	<ul style="list-style-type: none"> Traffic speed: pneumatic tube classification counts. Number of people: manual observational surveys (number of people crossing a cordon in the street, by mode: motor vehicle (car and larger), motorcycle, bicycle, electric scooters, pedestrians (including mobility aids).
Provide a safe, convenient, and seamless cycling connection between the Western Rail Trail and Ward Street	<ul style="list-style-type: none"> Observational surveys (number of cyclists using facility.)
Reduction in heavy vehicle numbers	<ul style="list-style-type: none"> Traffic volume: pneumatic tube classification counts.
The community has a positive experience of tactical urbanism and an appetite for more	<ul style="list-style-type: none"> Co-design feedback survey: perception questions relating to the co-design experience.

3.1 Pneumatic tube counts

Pneumatic tubes were laid at the location shown in Figure 15, in both February (baseline) and July (trial). The tubes were used to collect vehicle volume and speed as well as type of vehicle to inform goals relating to roadway use and pedestrian safety.



Figure 15: Location of pneumatic tubes, Ward Street

3.2 Observation surveys

The observation surveys involved counts of pedestrian movements on the footpath at each end of Ward Street and pedestrians crossing the road in the Ward Street midblock. These counts are used to measure goals relating to the attractiveness and accessibility of the street, and for roadway use.

Counts were carried out using three cameras monitoring the Ward Street midblock, Ward-Anglesea Street intersection, and Ward-Tristram Street intersection, as shown in Figure 16. Baseline data was collected from all three cameras on Saturday 20 February and Wednesday 24 February 2021. Both days had fine weather.

Interim trial data was collected from all three cameras on Thursday 17 June and Saturday 19 June 2021. The weather on Thursday was showery, and on Saturday there were showers turning to rain.

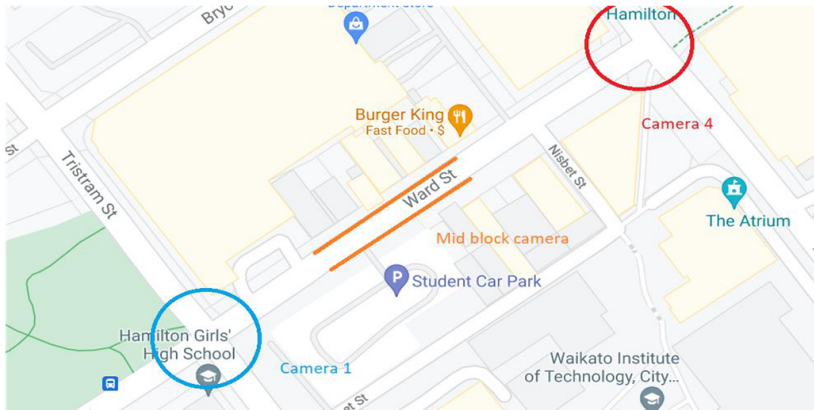


Figure 16: Observation survey camera locations

3.3 Parking surveys

Parking data was collected using Council parking sensors for the car parking spaces on Ward Street. Duration of stay and average occupancy data were collected for all parking spaces. Mobility parking data was collected separately and included surveys of mobility parking spaces on both Ward and Alexandra Streets. Parking data was collected in February (baseline) and June (trial).

3.4 Intercept surveys

Intercept surveys were carried out on Ward Street in the baseline and trial situations. Participants were chosen at random on-street, to understand how local people and visitors felt about the street in its original and trial states to measure goals relating to placemaking, mana whenua identity and roadway use. Table 5 shows number of survey responses by date and indicates whether they were collected during an activation event. The full survey is included in Appendix A: Intercept survey.

Table 5: Number of survey responses by date

Date	Survey responses	Event
Baseline		
08/04/2021	3	
15/04/2021	4	
20/04/2021	22	
21/04/2021	10	
22/04/2021	36	
Baseline Total		75
Trial		
11/06/2021	9	

23/06/2021	30	
24/06/2021	33	
25/06/2021	22	Spoken Word - Michael Moore
26/06/2021	17	Kapow! Art in Carparks
30/06/2021	32	
01/07/2021	16	Open Air Classical Concert
Trial Total		159
Surveys during events		64
Surveys not during events		95

The surveys included demographic and perception questions of survey participants. Collecting demographic information allows for analysis of how different sectors of the community experience the street. Surveying people on Ward Street enables collection of perception data from people who are experiencing the street as a pedestrian.

3.5 Co-designer feedback survey

A survey was distributed to people involved in the co-design process to measure goals relating to their experiences. The confidential survey was distributed using Survey Monkey and included a series of questions relating to the co-design process, communication during the trial, and willingness to participate in future co-design processes. The full survey is included in Appendix B:

Responses were received from 17 co-designers between July 5th and July 15th. A further response was received but excluded as the participant had not attended any of the co-design workshops.

3.6 Feedback cards and website feedback

Feedback was collated from cards available at the hub on Ward Street, at public events and within Council buildings that people could write and submit their feedback. The feedback card is included in Appendix D:. It was also collated through submission of comments received through the General Feedback channels available on the HCC website and from phone calls with HCC Customer Service staff. Amongst this feedback, no data was gathered concerning respondents' identities; where they lived; whether they had seen the Ward Street installation; or any demographic information such as age, gender, ethnicity or whether or not they identified with disability. Commentary was both positive and negative.

The feedback from cards and through HCC online mechanisms including the website General Feedback platform has been summarised, with examples provided of the range of feedback received. However, as there is no way to provide the context for this feedback, it has not been analysed formally as part of assessing the project goals. Should it have been included, its only contribution would have been to confirm that members of the public have mixed views on all aspects of the Ward Street trial.

3.7 Business survey

A business survey was prepared and distributed post trial installation to the businesses residing on Ward Street within the trial boundaries. The survey asked a series of perceptions questions to understand each

businesses perceptions of the trial effects on their day-to-day activities. The business survey has been included in Appendix E.

4 Results

4.1 Summary of goals, measures and results

The goals concerning placemaking for people, mana whenua identity, roadway use and community engagement; the measures relevant to them; and the results for each measure are summarised in Table 6.

Table 6: Summarised goals, measures, and results

Goal	Measure(s)	Result
Make more accessible to more people	<ul style="list-style-type: none"> Diversity of participation: manual observational surveys (age, gender, mobility aid). Number of people: manual observational surveys (number of people crossing a cordon in the street, by mode: motor vehicle (car and larger), motorcycle, bicycle, electric scooters, pedestrians (including mobility aids). Proposed new hook turn on Tristram/Ward St and bicycle light to be monitored upon installation. 	<p>Partially met: the observation counts, and intercept surveys did not show a conclusive increase in the diversity of pedestrians.</p> <p>The cycle count data did not show any increase in the number of cyclists overall, or using the hook turn in particular.</p> <p>Analysis of where pedestrians crossed the road on Ward Street showed a clear increase in crossing at the safe, accessible pedestrian crossing.</p>
Make more attractive to more people and people stay longer on the street	<ul style="list-style-type: none"> Number of people: manual observational surveys. Intercept survey: willingness to spend time on Ward Street 	<p>Partially met: intercept survey respondents' desire to spend time or dwell increased during the trial.</p> <p>No clear change in number of people present on Ward Street.</p>
Enhance community pride in the space	<ul style="list-style-type: none"> Intercept surveys of local perceptions of Ward Street. 	<p>Met: intercept survey respondents tended to show increased pride in Ward Street during the trial.</p>
Street provides for play enhancement	<ul style="list-style-type: none"> Diversity of participation: manual observational surveys (age, gender). Number of people: manual observational surveys. 	<p>Not met / Unclear: No increase in the number of children on Ward Street, no other indicators of play.</p>
Raise awareness of mana whenua narratives amongst the wider community	<ul style="list-style-type: none"> Online and intercept surveys of local perceptions of Ward Street. 	<p>Not met: there was little change to the public awareness of mana whenua narratives.</p>
Demonstrate that removal of on-street parking has neutral or positive impact on customer numbers	<ul style="list-style-type: none"> Parking surveys: occupancy and turnover. 	<p>Unclear: on-street parking capacity remained, but the link between parking and customer numbers is not direct.</p>
Provide a safe place for people biking, scootering, walking, and skateboarding	<ul style="list-style-type: none"> Traffic speed: pneumatic tube classification counts. Number of people: manual observational surveys (number of people crossing a 	<p>Met: there was a marked decrease in traffic speed (average speed, and speed variability), and an increase in reported safety by intercept survey respondents. The most marked</p>

	cordon in the street, by mode: motor vehicle (car and larger), motorcycle, bicycle, electric scooters, pedestrians (including mobility aids).	increase was seen in perceptions of cyclists' safety.
Provide a safe, convenient, and seamless cycling connection between the Western Rail Trail and Ward Street	<ul style="list-style-type: none"> Observational surveys (number of cyclists using facility.) 	Partially met: clear improvement in safety for cyclists due to reduced traffic speeds; unclear results about the number of cyclists using the Street.
Reduction in heavy vehicle numbers	<ul style="list-style-type: none"> Traffic volume: pneumatic tube classification counts. 	Met: over 90% reduction in heavy vehicles using Ward Street during the trial, compared to before.
The community has a positive experience of tactical urbanism and an appetite for more	<ul style="list-style-type: none"> Co-design feedback survey. 	Unclear: mixed responses to co-design survey.

4.2 Placemaking for people goals

This section discusses the placemaking goals that were set to improve accessibility, amenity, aesthetics, and community pride on Ward Street.

4.2.1 Make more accessible to more people

This goal relates to improving the accessibility of the street for a wider range of people. Changes to the street to achieve this goal include widening the footpath and installation of pedestrian crossings. Making Ward Street more accessible to more people looks like an increase in the range and diversity of people using the street, and an increase in compliance with pedestrian crossings that are safe and accessible.

Pedestrian movements were counted using three cameras on Ward Street. The number of pedestrians movements counted on Ward Street by the three cameras was 16,318 across 72 hours in the baseline observation survey (in summer), and 7,330 across 72 hours during the trial (in winter), indicating that more pedestrians were using the street per hour during the baseline period (227 movements per hour) than during the trial (122 movements per hour). The direct impact of the trial on pedestrian numbers is unclear, because:

- Data was collected over two fine weather days during the baseline collection period, while the trial data was collected across one day of showers and one day of showers turning to rain.
- On 31st May the Tristram Precinct building opened meaning major employers Waikato Regional Council and WSP were operating during the trial period, but not the baseline period.

The impact of weather differences and significant new employers on the street means no clear conclusion can be drawn as to whether the trial attracted more people to the street than would have been there otherwise.

The diversity of people using Ward Street is summarised in Table 7, for measures used to assess how inclusive the street feels. These data are related to people most likely to avoid Ward Street if they do not feel safe or comfortable. They show that there was no clear change in diversity of pedestrians using the street during the trial.

Table 7: Diversity of pedestrians

Measure	Proportion of pedestrians	
	Baseline	Trial
Children	20.2%	16.4%
Older people (65+)	0.15%	0.15%
Mobility aid users	0.26%	<i>Not collected</i>
Women (self-identified in intercept survey)	56.6%	57.9%
Other genders including non-binary and agender (self-identified in intercept survey)	0.0%	4.4%

The places where people crossed the road on Ward Street were mapped using video of pedestrians. The data in Figure 17 and Figure 18 show that a far higher proportion of pedestrians crossed Ward Street at the pedestrian crossing after it was installed, than crossed in that location before the trial. These data are an indicator of success because the higher proportion of pedestrians using the safe and accessible crossing point means that vehicle drivers will expect pedestrians at that location and are therefore more likely than before to give way to them. The high crossing compliance also promotes accessibility for older and disabled people, who now have a formal and obvious crossing point that was not available before.

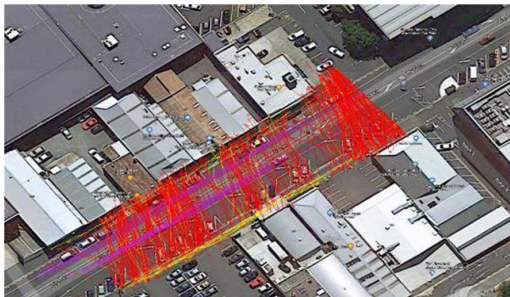


Figure 17: Ward Street – pedestrian crossing behaviour (no formal crossing) - before trial phase.



Figure 18: Ward Street – pedestrian crossing behaviour (zebra crossing installed) – interim trial phase.

4.2.2 Make more attractive to more people and people stay longer on the street

Whether people found Ward Street attractive and wanted to spend time there was measured by two items in the intercept survey. These items were: “Ward Street is a nice place to spend time”, and “Ward Street is a place I want to stay, dwell and linger”. Respondents were asked how much they agreed with these statements using a 5-point scale ranging from 1 (strongly agree) to 5 (strongly disagree).

At baseline, respondents gave ratings closest to 3 ‘neutral’ on average for the first statement ($M = 3.12$) and closer to 4 ‘disagree’ for the second ($M = 3.56$). Respondents tended to agree more for both the first ($M = 2.78$) and second statement ($M = 3.09$) during the trial. Both interim results were closest to 3 ‘neutral’ except the average rating for ‘Ward Street is a nice place to spend time’ was closer to ‘agree’. These differences in rating were statistically significant for both. Full statistical analyses are included in Appendix C:

In summary, respondents' desire to spend time or dwell on Ward Street significantly increased during the trial compared to beforehand.

4.2.3 Enhance community pride in the space

Two items in the intercept survey measured community pride: "Ward Street is a nice place to spend time" and "Ward Street is a vibrant place". Respondents were asked how much they agreed with these statements using a 5-point scale ranging from 1 (strongly agree) to 5 (strongly disagree).

All average ratings for the items were closest to 3 'neutral' except for 'Ward Street is a vibrant place' during the trial (which was closest to 2 'agree'). However, for both items, respondents tended to agree with the positive statements more during the trial than beforehand. The difference between answers given to the second statement was greater than the first, which was reflected in its effect size (.12 (moderate-large) to .027 (small)). Full statistics are included in Appendix C:

To summarise, respondents tended to show an increased pride in Ward Street during the trial than beforehand. The trial seemed to have the strongest effect on whether people thought Ward Street was vibrant.

Ad-hoc feedback from the HCC website and phone calls related to peoples' views on Ward Street was not included in this measure, because it was not able to be put into context in terms of whether the views were of people who had spent any time in the street, and what their views were before the trial took place. That is, without any baseline understanding of how they feel about Hamilton streets generally, it is not possible to place this commentary in context of any *change* in pride that people may or may not feel about Ward Street in particular.

4.2.4 Street provides for play enhancement

There was no clear change in the number of children observed on Ward Street during the trial compared with the baseline situation. There were no other measures defined for play enhancement, so it could not be determined whether or not the goal had been met.

4.3 Mana whenua narrative goal

The goal aimed to raise awareness of mana whenua narratives amongst the wider community and was measured through the intercept survey. Survey participants were asked to rate whether they agreed or disagreed with two statements, "I can see mana whenua/Māori cultural heritage represented on Ward Street" and "Our Māori cultural heritage should be represented on Ward Street". Respondents were asked how much they agreed with these statements using a 5-point scale ranging from 1 (strongly agree) to 5 (strongly disagree).

The results show no significant difference in how much people agreed with either statement between the baseline and interim data. The mean baseline response to statement 1 was 3.6, consistent with a 'neutral' (3) response leaning towards 'disagree' (4). People's perception of mana whenua cultural heritage on Ward Street did not change significantly in the trial ($p = .25$); the mean response during the trial was a similar rating of 3.46. Full statistics are included in Appendix C:

The responses to the second statement show that, on average, people thought Māori cultural heritage should be represented on Ward Street ($M = 2.40$). The average agreement rating increased slightly during the interim trial ($M = 2.17$) but not significantly so ($p = .057$).

The responses to the two statements show that, on average, respondents supported the outcome of this goal but did not think it was achieved.

4.4 Roadway use goals

This section discusses the outcomes of all roadway use goals including the impact on parking, active modes, the effect of the trial on traffic volumes and speeds including heavy vehicles.

4.4.1 Demonstrate that removal of on-street parking has neutral or positive impact on customer numbers

The goal about customer numbers was measured indirectly, with analysis of on-street parking occupancy rates before and during the trial. Baseline parking data collected on Wednesday 24th February showed that the average length of stay in a parking space on Ward Street was 22 minutes, with 78% of parked cars staying for less than 30 minutes.

The survey of available spaces during the trial took place on Wednesday 23rd June. Occupancy was assessed by counting the number of occupied spaces at 30 to 40 minute intervals throughout the day. The data in Table 8 show that for each of the time periods sampled, there was a minimum of 9 vacant spaces on Ward Street. These data suggest that there was not a shortage of parking on Ward Street during the trial.

The connection between parking availability and customer numbers is not direct. There are also differences likely in customer numbers on Ward Street between summer and winter, making comparisons to tease out the effect of the street changes problematic. Further, a parking survey on one day in June may not be representative of parking availability for the entire trial period. It remains unclear whether the goal has been met.

Table 8: Parking occupancy during trial, Ward Street

Sample time, 23 rd June 2021	Occupied parking bays	Unoccupied parking bays	Occupancy percentage
10:30am	3	18	14.3
11:10am	12	9	57.1
11:40am	11	10	52.4
12:15pm	12	9	57.1
12:45pm	11	10	52.4
1:20pm	9	12	42.9
1:50pm	7	14	33.3
2:20pm	5	16	23.8
2:50pm	6	15	28.6
3:20pm	3	18	14.3
3:50pm	5	16	23.8

4.4.2 Provide a safe place for people biking, scootering, walking, and skateboarding

This section summarises the data analysed measuring safety of active modes including pedestrians and cyclists.

4.4.2.1 Reduced risk

Risk for pedestrians as well as for those using bicycles, scooters, and other devices is primarily measured through their exposure to collision with high-speed traffic. Speeds on Ward Street before and during the trial were measured with pneumatic tubes. Descriptive statistics about speeds are shown in Table 9. These data are important because they are objective indicators of risk. Standard deviation describes how variable the speeds are. A lower standard deviation of speeds corresponds with improved safety because there are fewer very high or very low speeds that may present a risk through their unpredictability. Less variation of speeds also suggests a street environment that is self-explaining, because more drivers are traveling at a safe and similar speed. The 85th percentile speed is the point below which 85% of traffic travels. The distribution of speeds is shown in Figure 19.

The speed data, shown in Table 9, are a strong indicator that the goal of providing a safe space for people using Ward Street was met with the trial.

Table 9: Traffic speeds on Ward Street before and during the trial

Statistic	Before trial	During trial
Mean speed	27.8km/h	16.4km/h
Standard deviation of speeds	8.6km/h	4.3km/h
85 th percentile speed	37.1km/h	20.6km/h

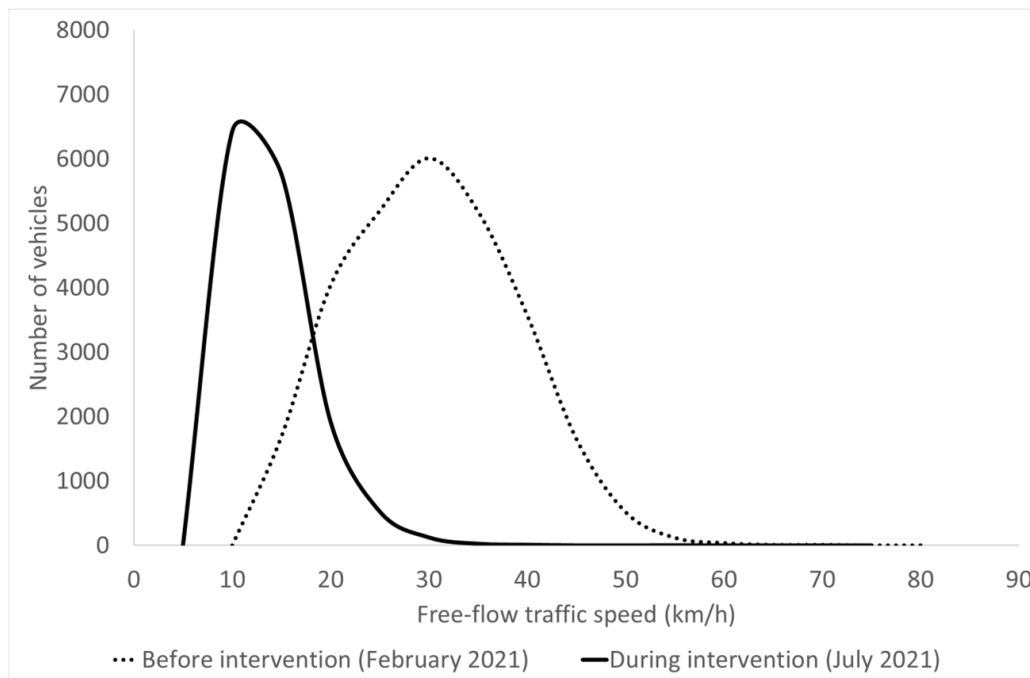


Figure 19: Free-flow traffic speeds on Ward Street before and during the trial

4.4.2.2 Increased feelings of safety

Feelings of safety were measured for both pedestrians and potential cyclists via five items in the intercept survey. The items asked respondents if they felt safe walking on Ward Street during the day and evening, if they felt safe crossing the road at the controlled intersection and the midblock (uncontrolled intersection), and whether they do or would feel safe cycling on Ward Street. Respondents were asked how much they agreed with these statements using a 5-point scale ranging from 1 (strongly agree) to 5 (strongly disagree).

For every item, respondents gave higher agreement ratings on average during the trial than during baseline data collection. This finding was statistically significant for every item, but the difference in mean ratings for the item 'I would or do feel safe cycling on Ward Street' was higher. Before the intervention, respondents gave an average response of 3.28 for this item, which is closest to 'neutral' (3) but is going slightly towards 'disagree' (4); while during the intervention, the average was 2.69, which is closer to 2 (agree). Additionally, while the other items had small effect sizes from the intervention, it had a moderate effect on respondents' answers for the item about cycling ($\eta^2 = .072$). Full statistics are included in Appendix C:

Overall, the results showed that people tended to feel safer as pedestrians or cyclists after the intervention was installed. Most markedly, respondents thought the intervention made cycling safer on Ward Street.

4.4.3 Reduction in heavy vehicle numbers

The number and proportion of heavy vehicles using Ward Street was measured with pneumatic tube counts. The number, proportion, and mean speed of heavy vehicles during the baseline and trial tube count periods are shown in Table 10. The heavy vehicle data are separated by day of the week to check any differences between weekdays and weekend days. Note that the data for Monday 1st March represented a partial day only.

These data show that the number of heavy vehicles reduced markedly during the trial, by 93% on average during the sampled period. The goal to reduce heavy vehicle numbers was met. The proportion of heavy vehicles also reduced. The speeds of the trucks remaining in Ward Street were similar to and slightly lower than the overall mean speed of traffic on Ward Street during the trial.

Table 10: Heavy vehicle traffic volume and speed on Ward Street, before and during trial

Date	Total traffic volume (veh/day)	Heavy vehicle volume (veh/day)	Heavy vehicle percentage	Mean speed, all traffic (km/h)	Mean speed, heavy vehicles (km/h)
Before trial					
Thursday 25 th February	5530	176	3.2%	28.0	28.2
Friday 26 th February	5558	234	4.2%	28.5	28.0
Saturday 27 th February	4339	245	5.6%	27.9	28.8
Sunday 28 th February	3131	273	8.7%	31.6	30.1
Monday 1 st March (part day)	828	86	10.4%	34.3	31.2
During trial					
Thursday 15 th July	2937	14	0.5%	15.3	16.1
Friday 16 th July	3589	15	0.4%	15.3	16.2
Saturday 17 th July	2877	12	0.4%	14.7	16.4
Sunday 18 th July	2551	15	0.6%	14.6	16.5
Monday 19 th July	3598	17	0.5%	13.7	16.4

4.5 Community engagement goal

The community engagement goal aimed to create a positive experience of tactical urbanism and an appetite for our community to want more in future.

The experiences of the community co-designers were measured through a post-implementation survey. Respondents were asked to rate whether they agreed or disagreed with a series of statements, and then explain their answer. Possible responses ranged from strongly agree (1) to strongly disagree (5). A summary of the feedback is provided in Table 11.

In general, responses to most of the survey questions were closest to 'neutral' (3).

Responses to the statement "I feel the co-designers were able to contribute appropriately during and after the installation of the trial layouts" was closest to disagree (4). Responses to the statement "Being involved

throughout the co-design process from design through to the end of the trial is important to me” were closest to ‘agree’ (2).

Table 11: Summary of co-designer feedback

Question	Mean response	Common themes
I felt like my opinion was heard and valued by the project team during the co-design process.	2.65	<ul style="list-style-type: none"> Well-run workshops with opportunity to discuss ideas. Certain aspects of the trial were pre-determined by council staff.
I feel that all ideas presented during the co-design workshops were considered equally amongst participants	2.71	<ul style="list-style-type: none"> Perceived conflicts between business owners and other community groups/advocates. In general people were heard equally.
When design suggestions could not be achieved, I felt the project team provided a reasonable explanation why.	2.82	<ul style="list-style-type: none"> Explanations were given but respondents were often disappointed with the explanations.
The co-designers were kept informed after the co-design workshops were completed.	2.65	<ul style="list-style-type: none"> General satisfaction with emails and newsletters. A small number of people did not receive the newsletters or found them unsatisfactory.
I feel the co-designers were able to contribute appropriately during and after the installation of the trial layouts.	3.71	<ul style="list-style-type: none"> Dissatisfaction that the project hub was rarely staffed. Perception that businesses were prioritised in the post-installation changes. Perception that a lack of support from senior Council staff and Councillors undermined the project.
Being involved throughout the co-design process from design through to the end of the trial is important to me.	2.12	<ul style="list-style-type: none"> Being genuinely listened to is important to respondents.
I feel the streets have been activated with suitable events and activities as discussed during the co-design process.	2.59	<ul style="list-style-type: none"> The events were popular but outside of events the street was quiet. Perception that events would have been more successful had the trial taken place in summer.

Other themes that arose across responses included:

- Disappointment in the communication to the public by HCC.
- Local business respondents felt they were not heard throughout the process.
- Enthusiasm for the way different community members worked together during the co-design process.
- Perceptions that removing the trial early went against the strategic outcomes of the project.

4.6 Other insights

This section covers feedback received from the community through informal channels including on-street feedback cards, online general feedback, Council customer services and a business survey distributed to business owners on Ward Street.

4.6.1 Feedback cards and online general feedback

HCC accepted feedback through physical feedback cards available on-street, at events or within Council buildings and through General Feedback on the HCC website. Feedback was also received via a small number of phone calls. These sources were collated as an additional gauge of public opinion. This data has been collated but are not included in the formal analysis of the trial. Feedback is valuable when its origin is understood, and demographics have been collected to provide some context around a participant's comments. It also appears that some individuals submitted feedback multiple times through these methods, which adds to difficulties treating it with objectivity.

Feedback responses received on the trial as described above were each analysed, and coded as positive, negative, or mixed/neutral, with 124 positive responses, 109 negative responses and 63 responses that were mixed or neutral. Feedback is rated as positive where the individual has expressed support for the trial layout or indicated that it is heading in the right direction. Feedback is rated as negative where the individual has opposed the trial layout or indicated that it is not heading in the right direction. Feedback is rated as mixed/neutral where the individual has made a mix of positive and negative comments, has not expressed either support or opposition to the trial layout or has made a suggested change to the trial layout without indicating any overall thoughts on the trial layout.

Common themes arising from the responses rated as positive include:

- Improved accessibility, particularly for wheelchair users.
- The space is more inviting.
- Improved experiences for cyclists.
- Creates a sense of community on the street.
- Positive step for addressing climate change.
- Improves safety for pedestrians, cyclists and drivers.
- Good for business in the long run.
- The trial should not have been cut short/decision should not have been made without data.
- Reducing car traffic is the right thing to do.
- Desire for improved communication from Council and the media

Suggested improvements

- Remove the rest of the carparks or make them all mobility parks.
- Build connecting cycle lanes.
- Put in a Barnes dance crossing.
- Close off Kmart carpark to Ward Street.
- Reduce the number of judder bars.
- Allow for two lanes at the Anglesea Street intersection so cars can freely turn left/right on a green light.

Common themes arising from the responses rated as negative include:

- Aesthetics, people didn't like the colours or look of the planters.
- Traffic, some thought traffic flow had worsened, while others thought the trial had not gone far enough to reduce traffic.

- It is more difficult to find a park.
- Reduced safety for pedestrians, trucks and drivers.
- Reduced accessibility due to confusing/distracting colours and changes to mobility parks.
- Safety concerns specific to cycling, particularly the mid-trial changes that realigned the cycle lane.
- Businesses are suffering.

Suggested improvements:

- Have more car parks.
- Allow for two lanes at the Anglesea Street intersection so cars can freely turn left/right on a green light.
- Reduce the width of the cycle lanes.
- Improve communication from Council.
- Compensate businesses on the street.

4.6.2 Differences in responses during events

A point of interest was whether respondents tended to view the street more positively during the trial during events than during days without an event. Analysis was conducted on the interim intercept survey data between the responses taken from people during an event and those which were not. No statistical differences were found between those at events and those who were not for any of the questions asked about Ward Street. That is, the trial data was not biased because people were attracted to events in the street.

4.6.3 Business Survey

A survey was distributed to businesses on Ward Street following the installation of the trial to understand the perceptions of the trial from a retail/commercial perspective. Only two responses were received which equated to only 8% of all business owners operating on this section of Ward Street. The data was unable to be used to establish any common themes, but one comment was noted that both business owners who completed the survey stated they were not given the opportunity to be a part of the co-design process.

5 Discussion and Conclusions

Overall, and as summarised in Table 6 (p.20), some of the project goals were met, and others were not, or there was not enough data to be sure. There were several complexities affecting the monitoring and evaluation which should be considered. These include:

- Seasonal changes: the trial took place during winter months with cooler temperatures, shorter days and weather conditions less likely to encourage pedestrian activity on-street. In comparison, the baseline data was collected during summer. Aside from traffic speed which is largely independent of weather and time of year, isolating the effect of the trial itself on many of the measures is difficult in the absence of more data to understand variation in travel and perceptions throughout the year. Weather and seasonality are particularly problematic when considering parking and traffic volume, because there may be less demand for parking in winter, or on a particularly cold day, compared with a summer day, for example.
- The survey responses provided enough data to draw conclusions, but more trial data would have provided for analysis of views of different community sectors within the overall sample.
- Diversity of use (for example, the proportions of older people, disabled people, and people of different genders) was difficult to interpret as not all categories were collected. There was no overall baseline data about people's diversity on the streets of Hamilton during a 'normal' day aside from the baseline perception survey data collected for this project, so it remains unclear whether the numbers observed reflect the usual situation.

The measures and methods used to assess this project's effectiveness in meeting its goals worked relatively well, with clear outcomes for traffic volume, speed, and composition, and for capturing the perceptions of people actually using Ward Street as pedestrians. For future projects where changes to a street are trialled, it is recommended that more data is collected where possible, and that the data is collected over a longer period of time so that (seasonal) effects related to the time of year can be assessed and a more robust analysis can be made regarding the project outcomes.

5.1 Conclusions

Analysis of data related to the Ward Street Innovating Streets project has provided insight into whether the project achieved its goals. The following goals are assessed as met, based on analysis of surveys and transport network data:

- Regarding pedestrian amenity, the changes to Ward Street **provided a safe place for pedestrians, and for people biking, scootering and skateboarding**. Pedestrians' perceptions of safety and pride in the street improved, traffic speeds dropped markedly, and there was a large reduction in the number of heavy vehicles using the street. All of these factors result in a situation where crashes involving pedestrians are less likely to happen, and less likely to cause serious injury or death if they do happen.
- The reduction in traffic volume and speed also contributed towards a **safer cycling connection between the Western Rail Trail and Ward Street**. There were no clear trends observed from counts of people riding bicycles, although that number is influenced by network factors beyond the scope of this project.

- In terms of community pride in the space, intercept surveys showed an **increase in pride** in Ward Street as a result of the trial.

Several goals were either not met or had unclear results. There was no change in community awareness of Mana Whenua narratives in Ward Street as a result of the trial. The design team may reflect on the strength of this goal in briefing for the project. There was no conclusive evidence that Ward Street was made more attractive as part of the trial. Feedback from the public, through feedback cards as well as calls and emails to HCC, provided mixed views on the attractiveness of the street.

The community experience of tactical urbanism was also unclear, with mixed results both from HCC phone and website feedback methods, and from the survey of those involved in the co-design process. The impact of the trial on customer numbers on Ward Street remains unclear, although there was no observed shortage of parking space availability during the trial.

There are several goals that require more investigation, either through further data collection over coming months; through ongoing HCC processes; or in future projects. They are:

- Enhance mana whenua connection to place.
- Provide opportunity for involvement in co-delivery.
- Grow knowledge in tactical urbanism delivery.
- Provide opportunities for social procurement of co-delivery elements.
- Establish strong, best practice for street redesign.
- Establish confidence in reprioritising road space in low volume and speed streets.
- Policy mandate.
- Community link Council plans and strategies to projects (e.g. Western Town Belt Masterplan, Play Strategy and Age Friendly Plan).

It is recommended that data related to the goals that HCC has for its investment in streets is collected and analysed more often. The evidence is important for staff and elected members to understand whether its investment is delivering on overarching goals for Hamilton, to inform future strategies and the projects intended to deliver on them.

Appendix A: Intercept survey

Hamilton Kirikiriroa Innovating Streets WARD STREET INTERIM TRIAL PERCEPTION SURVEY



Date: Start time: Surveyor: Location:

1. Where do you live?

☐ I am a Hamilton City resident, my suburb is:
☐ Waipa ☐ Elsewhere in New Zealand ☐ Waikato ☐ Overseas

2. What is your gender?

☐ Male ☐ Female ☐ other prefer not to say

3. What is your ethnicity? (any response accepted)

4. Do you affiliate with an Iwi/have an Iwi connection? ☐ Yes ☐ No

5. What is your age group? *Interviewer to circle*

☐ Under 16 ☐ 16-19 ☐ 20-24 ☐ 25-29 ☐ 30-34 ☐ 35-39 ☐ 40-44
☐ 45-49 ☐ 50-54 ☐ 55-59 ☐ 60-64 ☐ 65-69 ☐ 70-74 ☐ 75-79 ☐ 80+

6. Are you / do you identify as a disabled person? ☐ Yes ☐ No

7. Do you use a mobility aid to get around? *Interviewer to observe*

8. How did you travel here today?

☐ Walked from home ☐ Bicycled from home ☐ Public transport
☐ Drove and parked on this street ☐ Drove and parked on a different street ☐ Passenger and parked on this street
☐ Passenger and parked on this street ☐ Passenger and parked on a different street ☐ Other (specify)

9. If you traveled by car, where did you park (name street or off-street parking area, work car park, student parking, retail customer parking)?

Please respond to the following statements with either: (Interviewer to circle:) **strongly agree, agree, neutral, disagree, strongly disagree**

- | | | | | | |
|---|----------------|-------|---------|----------|-------------------|
| 10. Ward Street is a nice place to spend time | strongly agree | agree | neutral | disagree | strongly disagree |
| 11. I feel safe walking on Ward Street during the day | strongly agree | agree | neutral | disagree | strongly disagree |
| 12. I feel safe walking on Ward Street during the evening | strongly agree | agree | neutral | disagree | strongly disagree |
| 13. I feel safe crossing the road on Ward Street at the controlled intersections | strongly agree | agree | neutral | disagree | strongly disagree |
| 14. I feel safe crossing the road on Ward Street mid block (uncontrolled) | strongly agree | agree | neutral | disagree | strongly disagree |
| 15. I would (or do) feel safe cycling on Ward Street | strongly agree | agree | neutral | disagree | strongly disagree |
| 16. I can see mana whenua/Māori cultural heritage represented on Ward Street | strongly agree | agree | neutral | disagree | strongly disagree |
| 17. Our Maori cultural heritage should be represented on Ward Street | strongly agree | agree | neutral | disagree | strongly disagree |
| 18. Ward Street is a vibrant place | strongly agree | agree | neutral | disagree | strongly disagree |
| 19. Ward Street is a place I want to stay, dwell and linger | strongly agree | agree | neutral | disagree | strongly disagree |
| 20. If you could change one thing about Ward Street, what would it be? | | | | | |

Appendix B: Co-designers' experience survey – Post installation

DRAFT

Item 9

Attachment 3

HKIS: Co-designers' experience survey - Post Installation

Thank you for doing this survey. There are 20 questions and an opportunity for you to provide any additional feedback.

- This information will help us improve our processes for any future co-design projects.
- No identifying information will be shared publicly. We may use some quotes, attributed only to "a co-design participant" or "survey respondent".

1. I felt like my opinion was heard and valued by the project team during the co-design process.


- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree

2. Please explain your answer to the previous question

3. I feel that all ideas presented during the co-design workshops were considered equally amongst participants.

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree


4. Please explain your answer to the previous question



5. When design suggestions could not be achieved, I felt the project team provided a reasonable explanation why.

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree

6. Please explain your answer to the previous question



7. The co-designers were kept informed after the co-design workshops were completed.

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree

8. Please explain your answer to the previous question



9. I feel the co-designers were able to contribute appropriately during and after the installation of the trial layouts.

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree

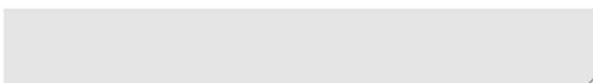
10. Please explain your answer to the previous question



11. Being involved throughout the co-design process from design through to the end of the trial is important to me.

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree

12. Please explain your answer to the previous question



13. I feel the streets have been activated with suitable events and activities as discussed during the co-design process.

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree

14. Please explain your answer to the previous question

15. What were the best things about being involved in this co-design process, and why?

16. What were the worst things about being involved in this co-design process, and why?

17. What would you want to see done differently next time we run a co-design process, and why?

18. Based on your experience with this project, how interested would you be in getting involved with another co-design project – for example in your local neighbourhood?

- ☐ Very interested
- ☐ Interested
- ☐ It would depend on the project
- ☐ I don't have time
- ☐ Not interested

19. Please explain your answer to the previous question

20. Any other feedback?

Appendix C: Statistics

Measure	(1 = strongly agree, 5 = strongly disagree)						
	Mean		Standard Deviation		ANOVA Results		
	Baseline	Interim Trial	Baseline	Interim Trial	F	Significance level (p)	Effect size (η ²)
Ward Street is a nice place to spend time	3.12	2.78	0.98	1	7.35	.007	.027
Ward Street is a place I want to stay, dwell and linger	3.56	3.09	0.99	1.13	12.02	< .001	.044
Ward Street is a vibrant place	3.16	2.46	0.93	0.95	34.55	< .001	.12
I can see mana whenua/Māori cultural heritage represented on Ward Street.	3.60	3.47	0.93	0.94	1.33	.25	.005
Our Māori cultural heritage should be represented on Ward Street.	2.40	2.17	0.88	0.98	3.64	.057	.014
I feel safe walking on Ward Street during the day	2.27	1.99	0.81	0.82	7.53	.006	.028
I feel safe walking on Ward Street during the evening	3.18	2.87	1.03	1.03	5.52	.020	.022
I feel safe crossing the road on Ward Street at the controlled intersections.	2.05	1.82	0.81	0.64	6.65	.010	.025
I feel safe crossing the road on Ward Street midblock uncontrolled	2.70	2.38	0.85	0.86	9.17	.003	.034

Appendix D: Feedback Cards



Why?



Why?



Hamilton
City Council
Te kaunihera o Kirikiriroa



Would you like someone to contact you to talk about this?

☐ **Yes:** Name:

Phone number:

Email:

COMMUNITY + COUNCIL
INNOVATING
OUR STREETS

GET INVOLVED + FIND OUT MORE!
 web. hamilton.govt.nz/innovating-streets
 email. innovatingstreets@hcc.govt.nz

Appendix E: Business Survey

Item 9

Attachment 3

HAMILTON KIRIKIROA INNOVATING STREETS: WARD STREET NEIGHBOURS SURVEY - CO-DESIGN & POST- INSTALLATION

Thank you for doing this survey. There are 15 questions and an opportunity for you to provide any additional feedback.

- This information will help us improve our processes for any future co-design projects.
- No identifying information will be shared publicly. We may use some quotes, attributed only to "a co-design participant" or "survey respondent".
- Please email your survey back to innovatingstreets@hcc.govt.nz

Please state your name, your business name, and address for our records (this information will not be made public).

CO-DESIGN WORKSHOPS

1. Did you attend any of the co-design workshops held between November and February? If so, how many?

Number attended.	0	1	2	3	4
------------------	---	---	---	---	---

2. Why did you choose to attend this number?

3. If you chose not to attend some (or all) the workshops, is there an alternative method that you would suggest the project could have used, to enable you to understand the project and give input on the design alongside other stakeholders?

4. During the co-design period (November to February), I felt the project team made it clear what the project's scope and aims were, and what was achievable.

5	4	3	2	1	0
Strongly agree	Agree	Neutral	Disagree	Strongly disagree	I did not attend the workshops
Why did you give that score?					

5. I felt the project team gave businesses on Ward Street the same opportunity as the rest of the co-designers to have input on the design of the street improvements.

5	4	3	2	1
Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Why did you give that score?				

TRIAL INSTALLATION

6. During the construction phase, I felt well informed about what delays or changes to the installation were happening.

5	4	3	2	1
Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Why did you give that score?				

7. The right balance was struck between trialling something new and being responsive to feedback from the business community once the trial layout was installed.

5	4	3	2	1
Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Why did you give that score?				

8. Overall, the trial layout for Ward Street worked well for our customers, and for our staff.

5	4	3	2	1
Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Why did you give that score?				

9. The trial layout on Ward Street slowed traffic and it feels safer for people on foot (walking, shopping, crossing the road).

5	4	3	2	1
Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Why did you give that score?				

10. I feel the trial layout made Ward Street safer to bike and scoot on.

5	4	3	2	1
Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Why did you give that score?				

11. I feel the trial layout made Ward Street a more pleasant environment for spending time (e.g. having a break from work).

5	4	3	2	1
Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Why did you give that score?				

12. The reduced number of car parks during the trial, combined with increased time restrictions for parking, was an improvement for my business on Ward Street.

5	4	3	2	1
Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Why did you give that score?				

13. The trial layout improved loading / unloading for my business on Ward Street.

5	4	3	2	1	0
Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Not applicable
Why did you give that score?					

14. I feel Ward Street was activated with suitable events and activities to draw people to the street.

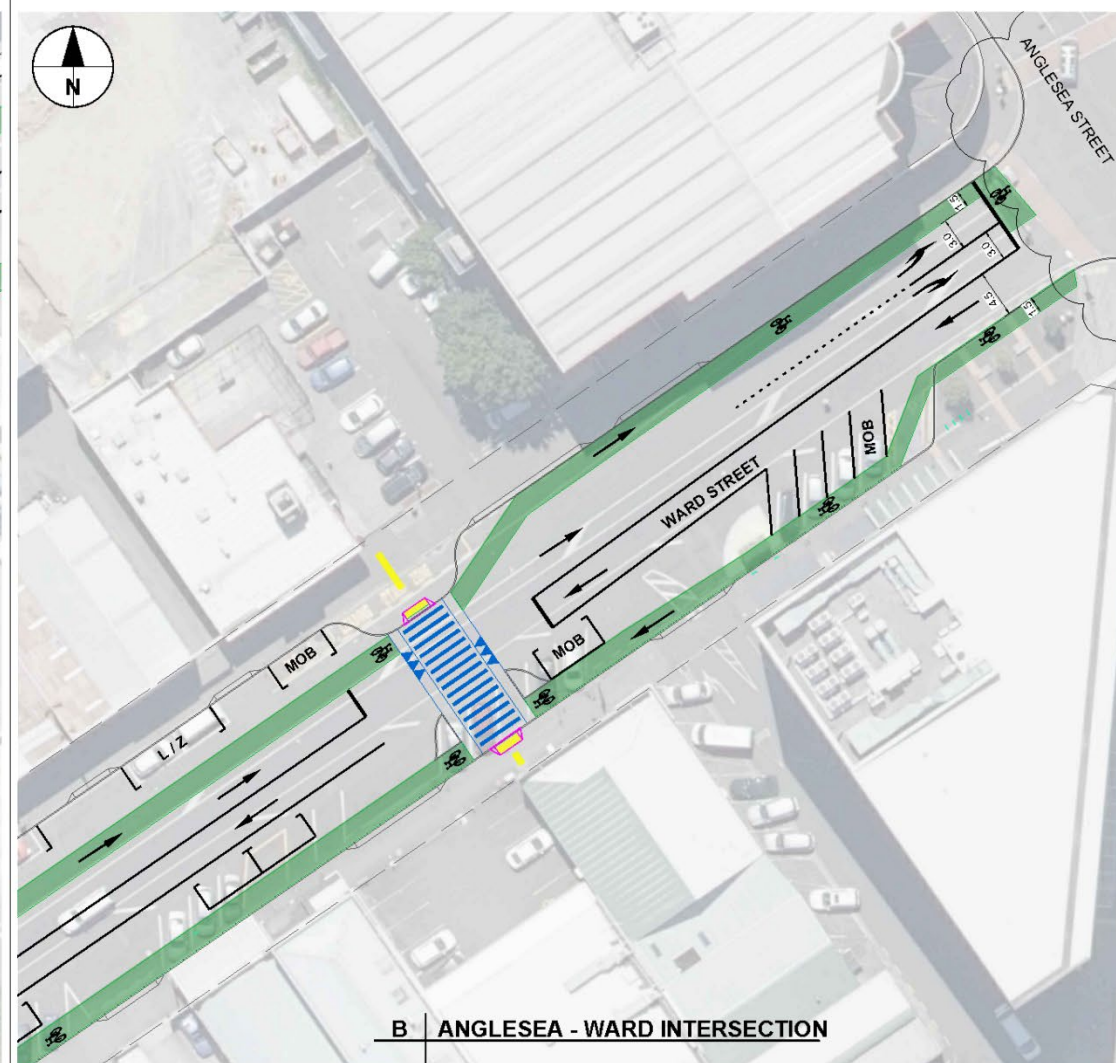
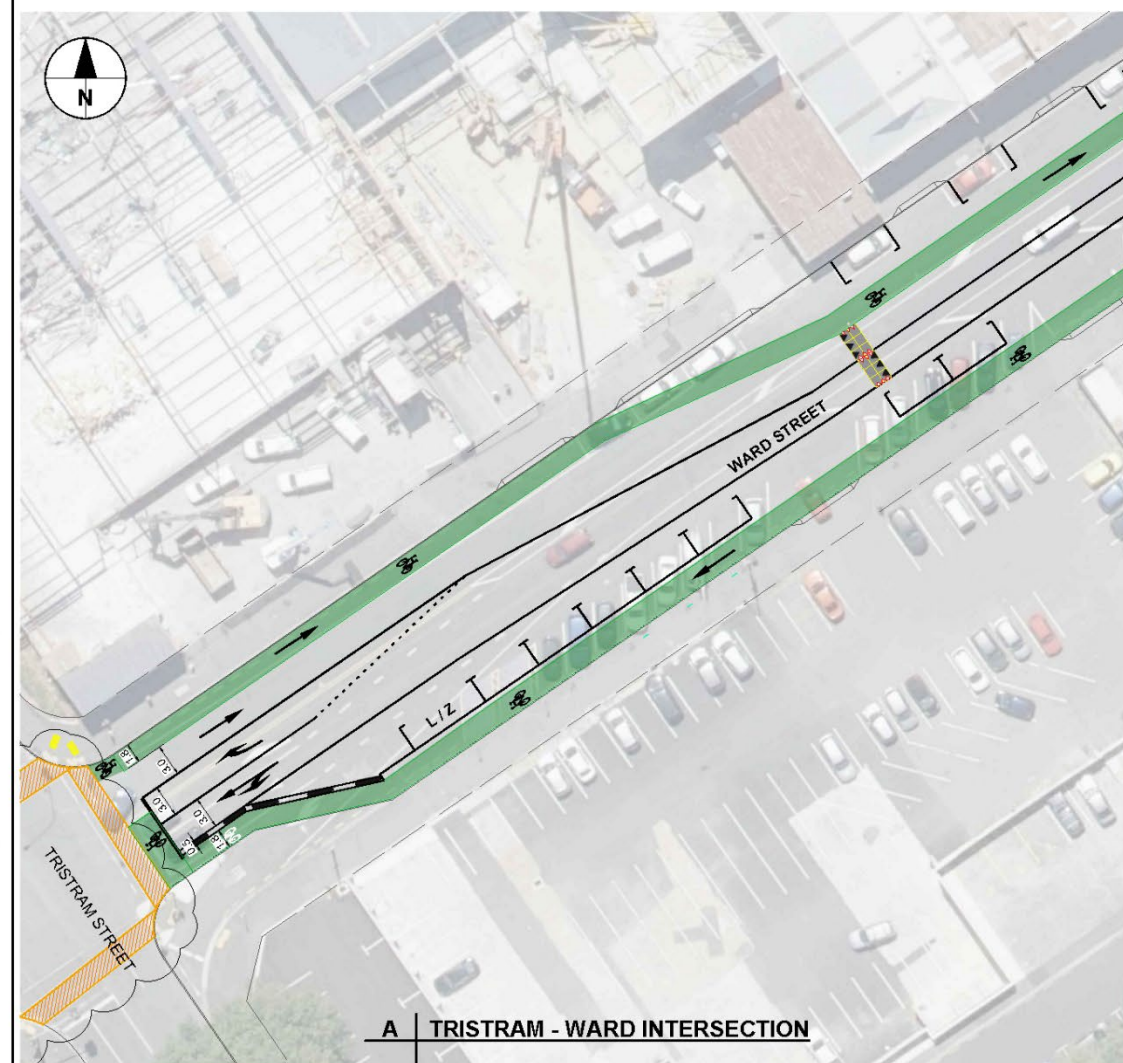
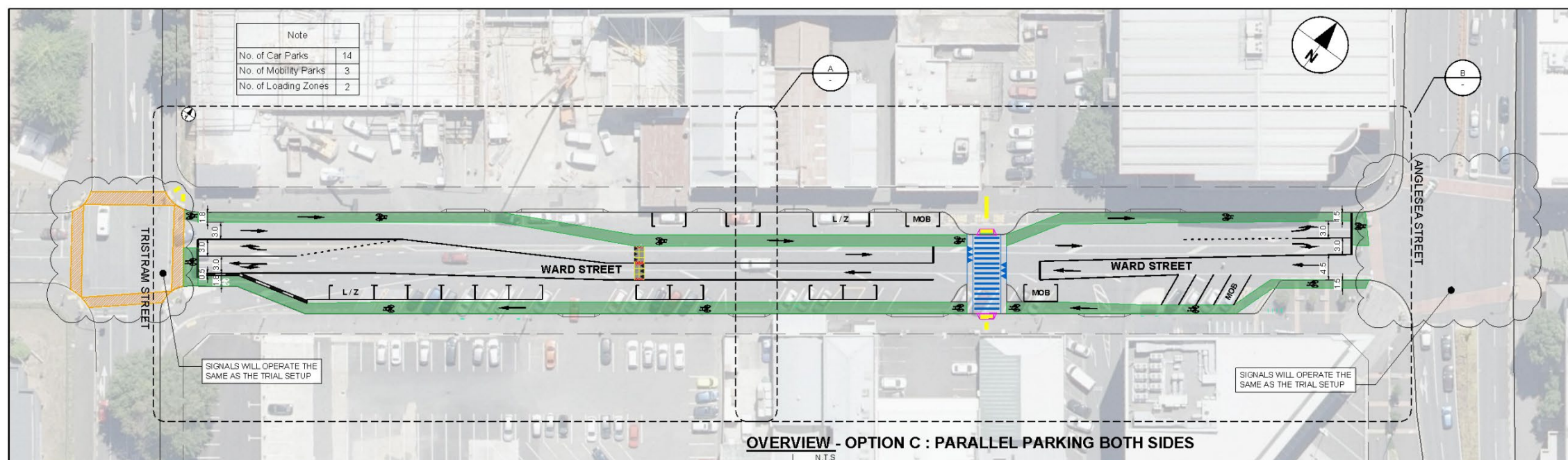
5	4	3	2	1
Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Why did you give that score?				

15. What would you like to see on Ward Street in future?

(Think in terms of both the physical street environment, and in terms of what's happening on it.)

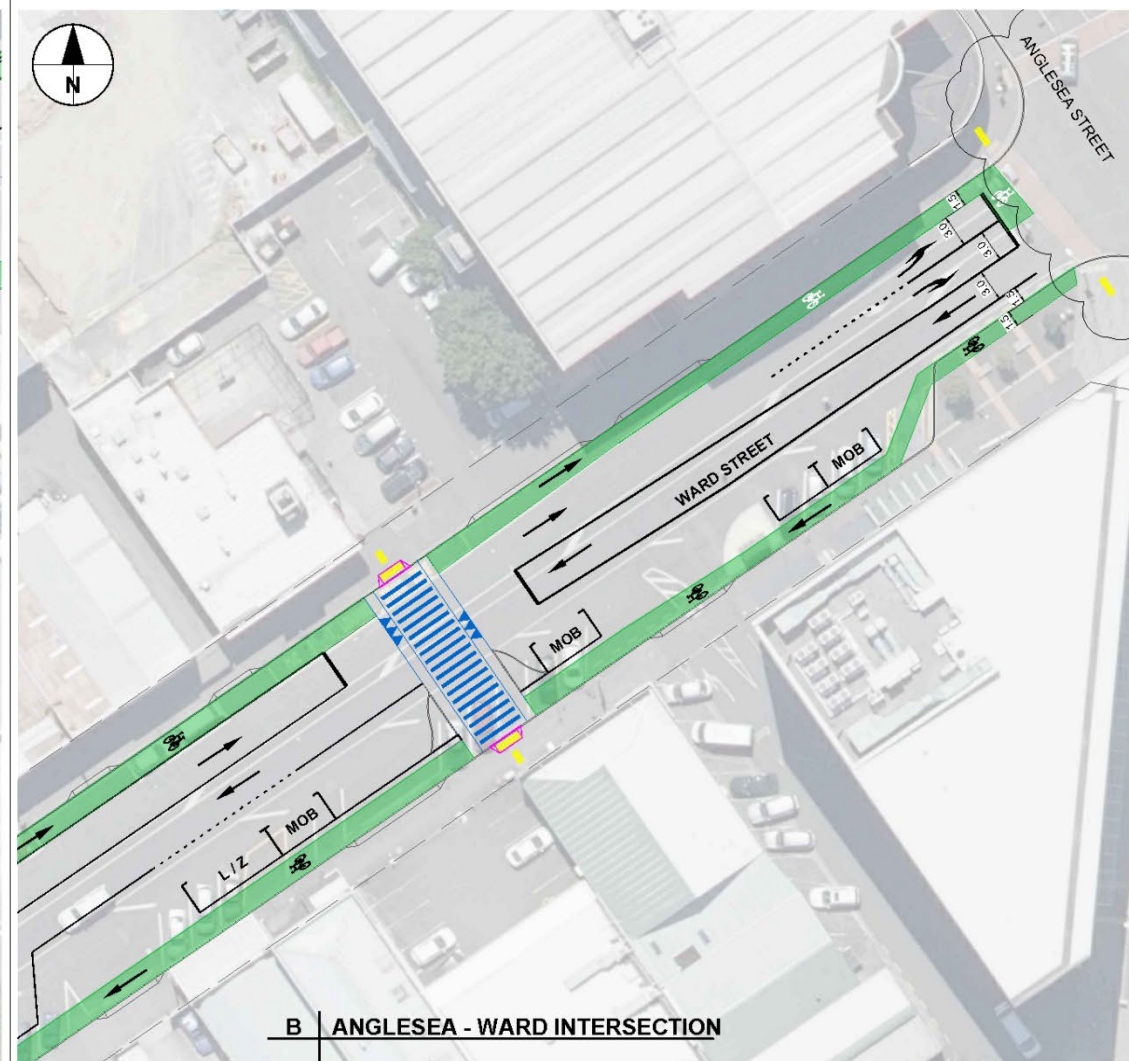
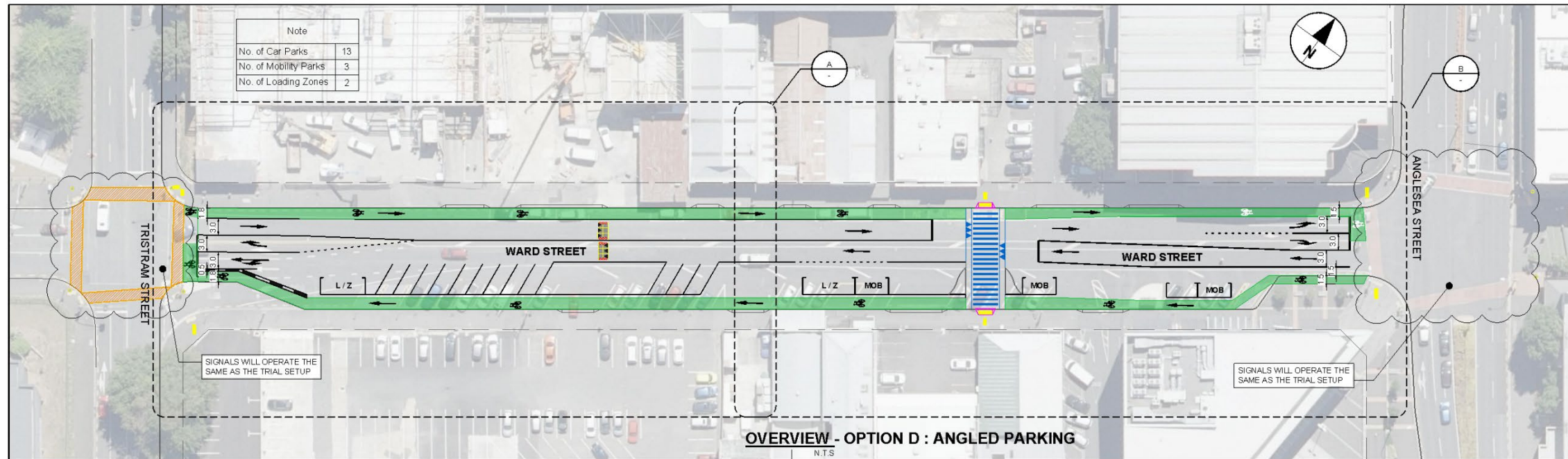
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Thank you for doing this survey!



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AECOM

PROJECT

HAMILTON KIRIKIROA
INNOVATING STREETS

TRISTRAM & WARD ST INTERSECTION

CLIENT

Hamilton City Council
Te kaurihera o Kirikiriroa

CONSULTANT

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REGISTRATION

FOR INFORMATION ONLY

PROJECT MANAGEMENT INITIALS

HS	DP	DM
DESIGNER	CHECKED	APPROVED

ISSUE/REVISION

IR	DATE	DESCRIPTION
3	26.07.2021	FOR CONSULTATION
2	08.07.2021	FOR CONSULTATION
1	30.06.2021	FOR CONSULTATION
0	29.06.2021	FOR CONSULTATION

ORIGINAL IN COLOUR

PROJECT NUMBER

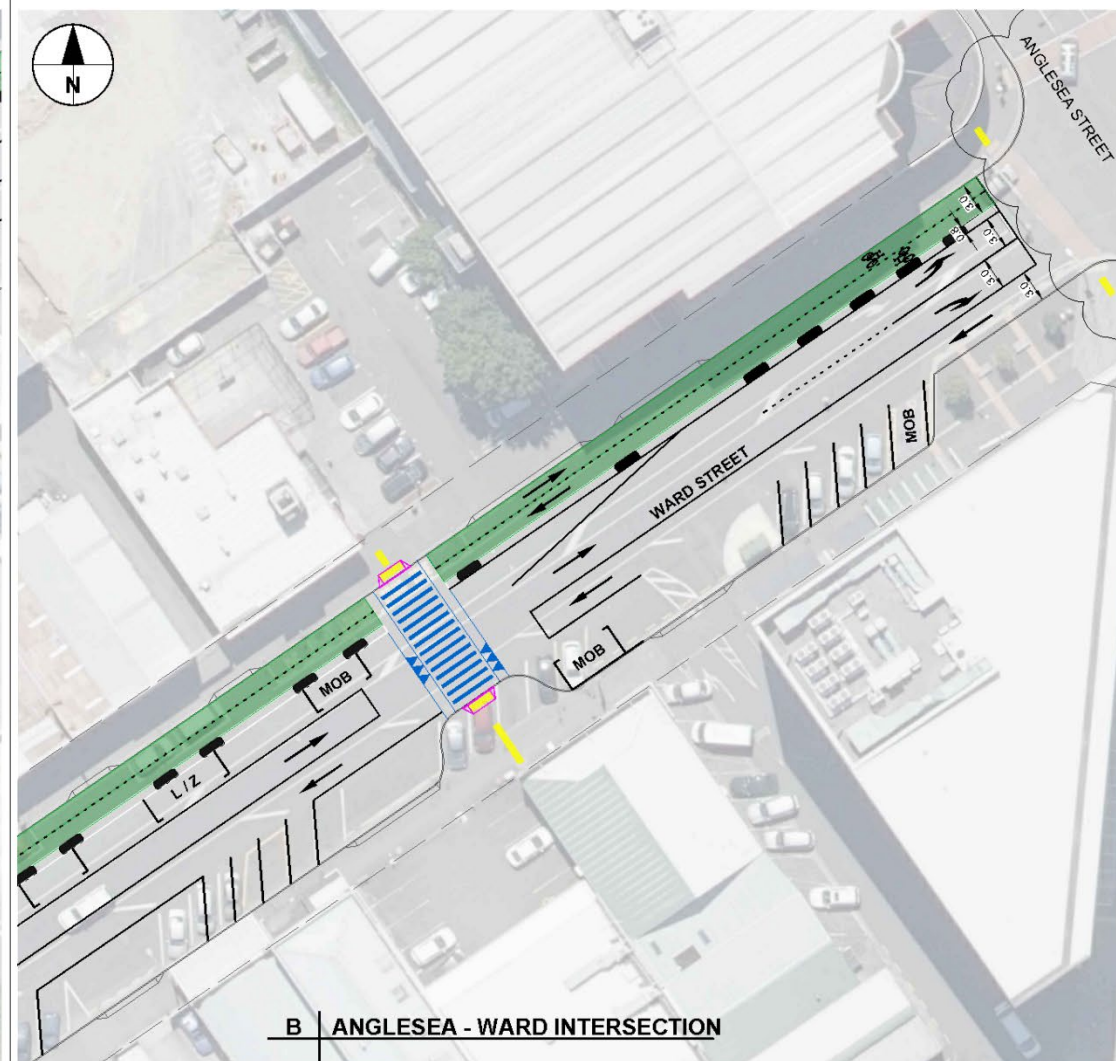
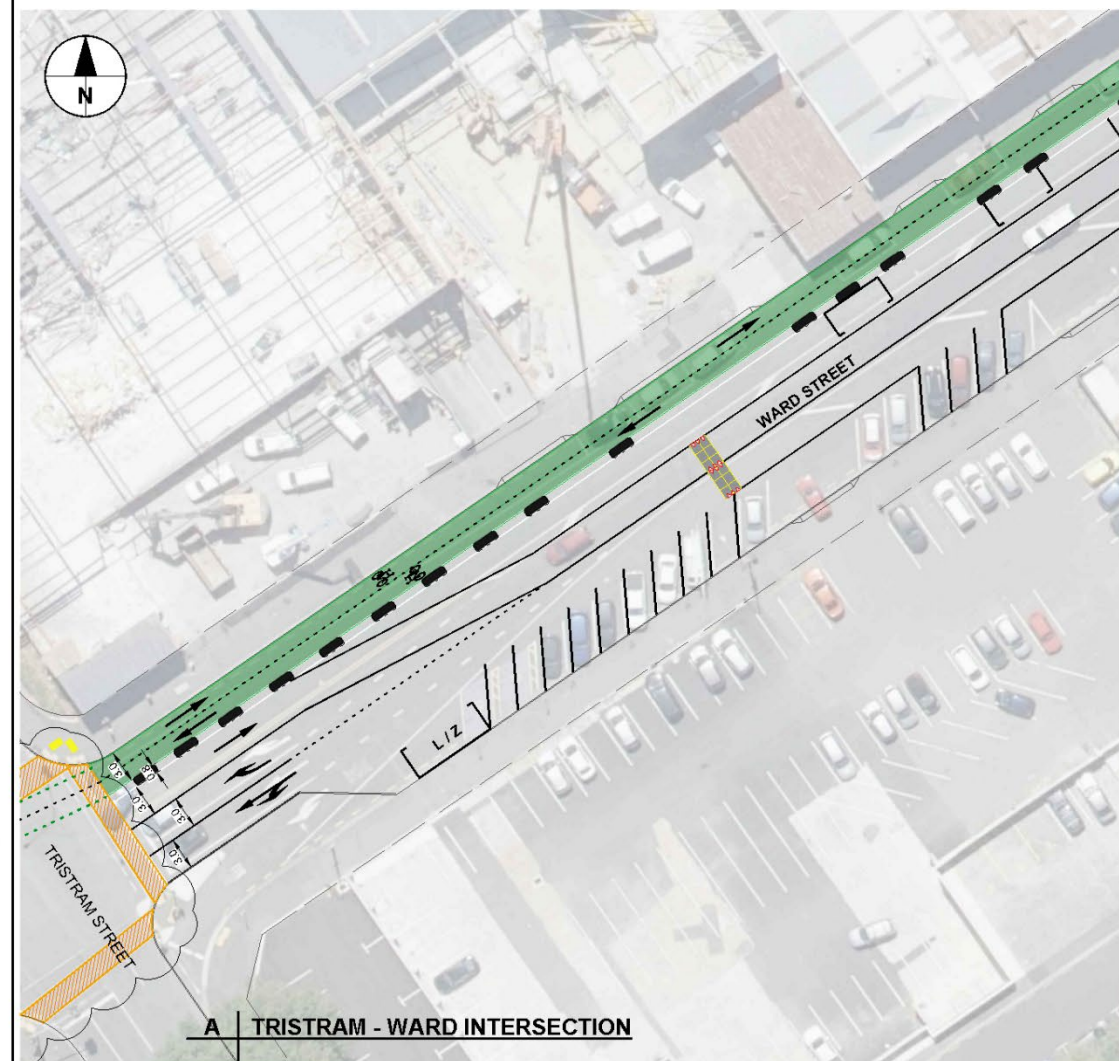
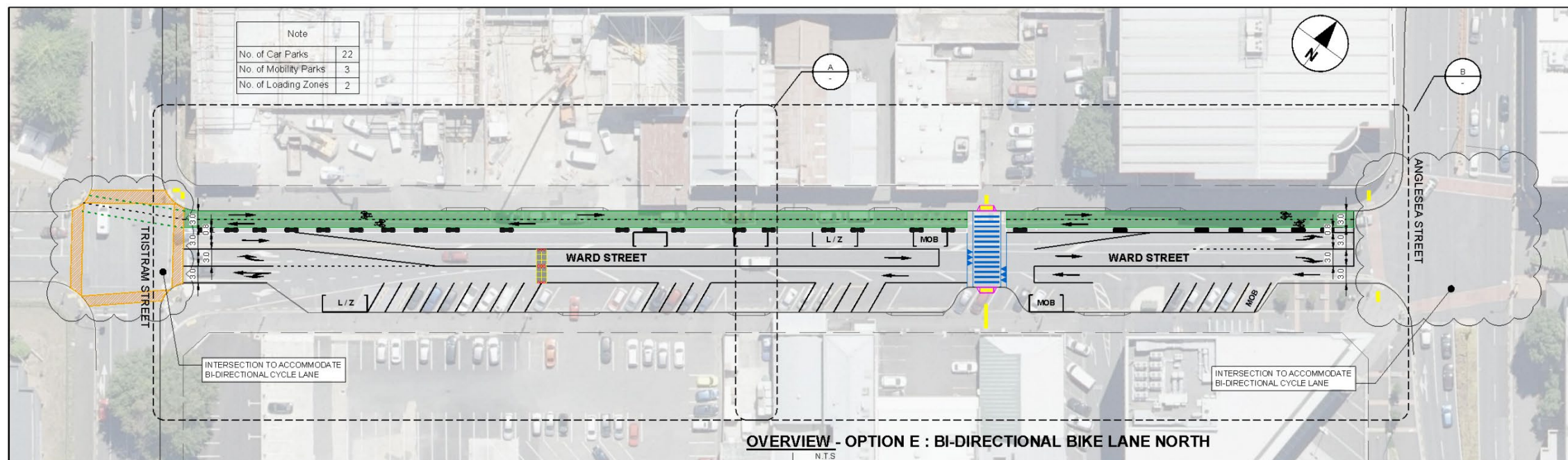
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SHEET TITLE

WARD STREET UPGRADE
CONSULTATION PLAN
Option D : Angled Parking

SHEET NUMBER

60624341-SHT-CL-0013



60624341-SHT-CI-0010

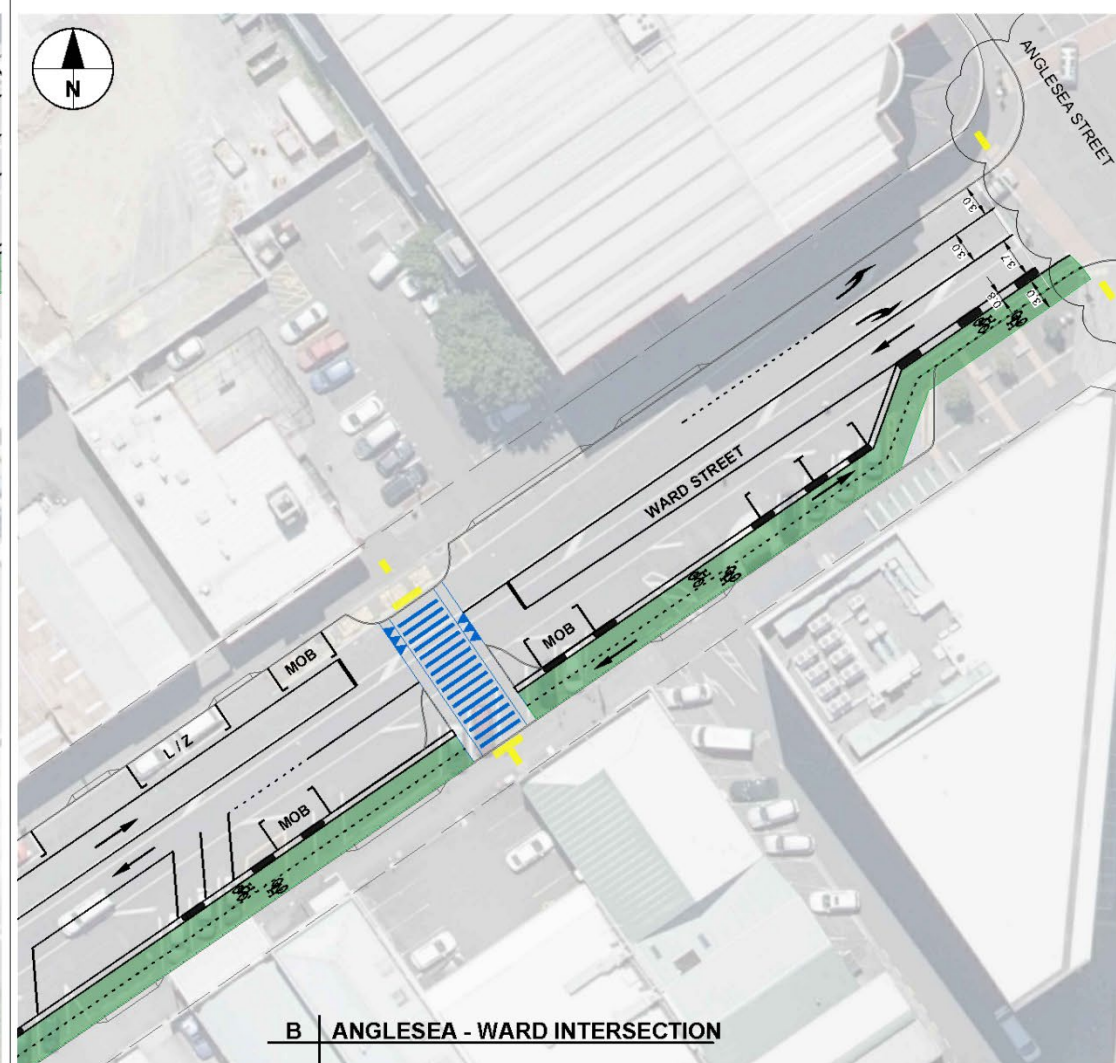
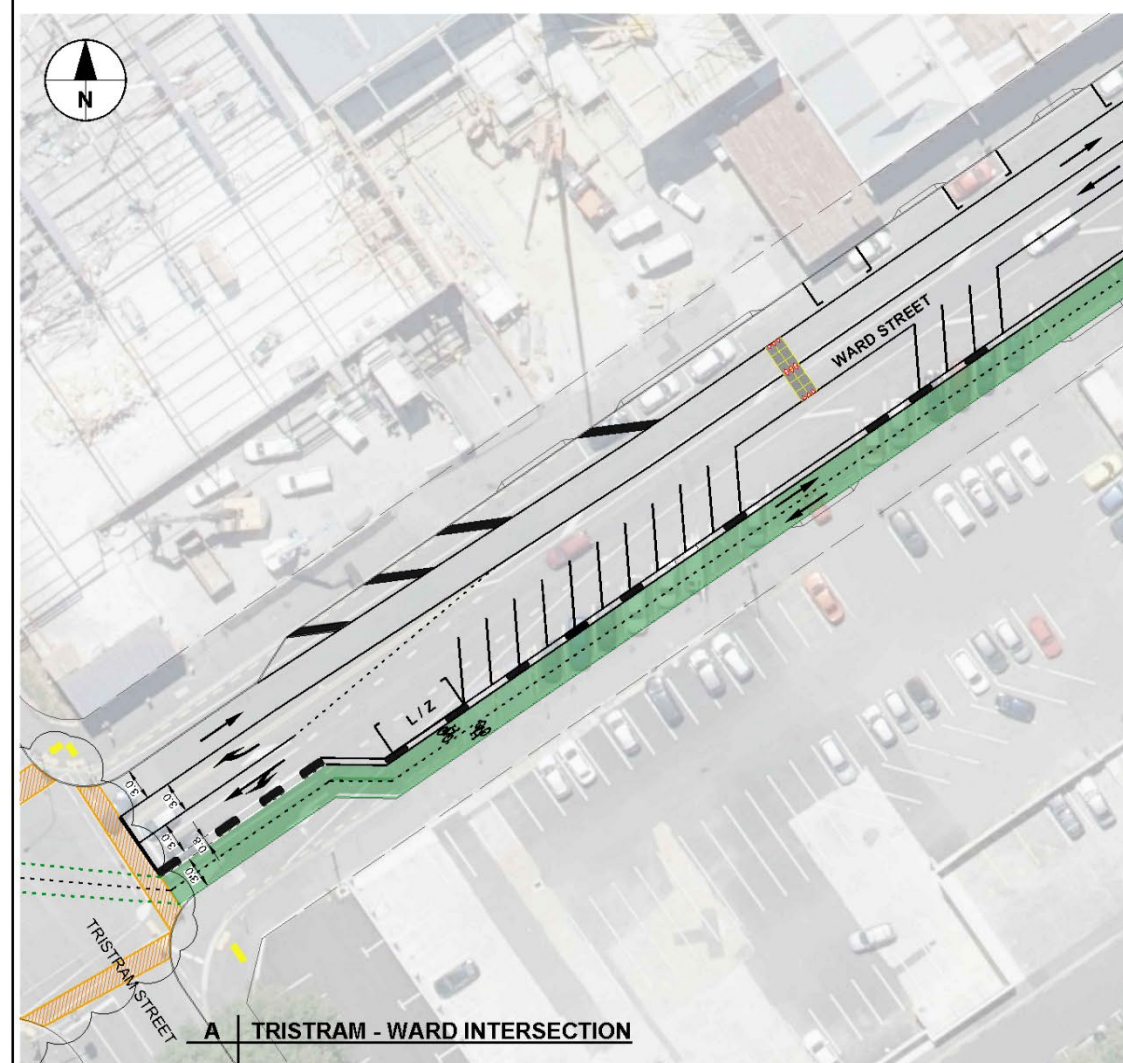
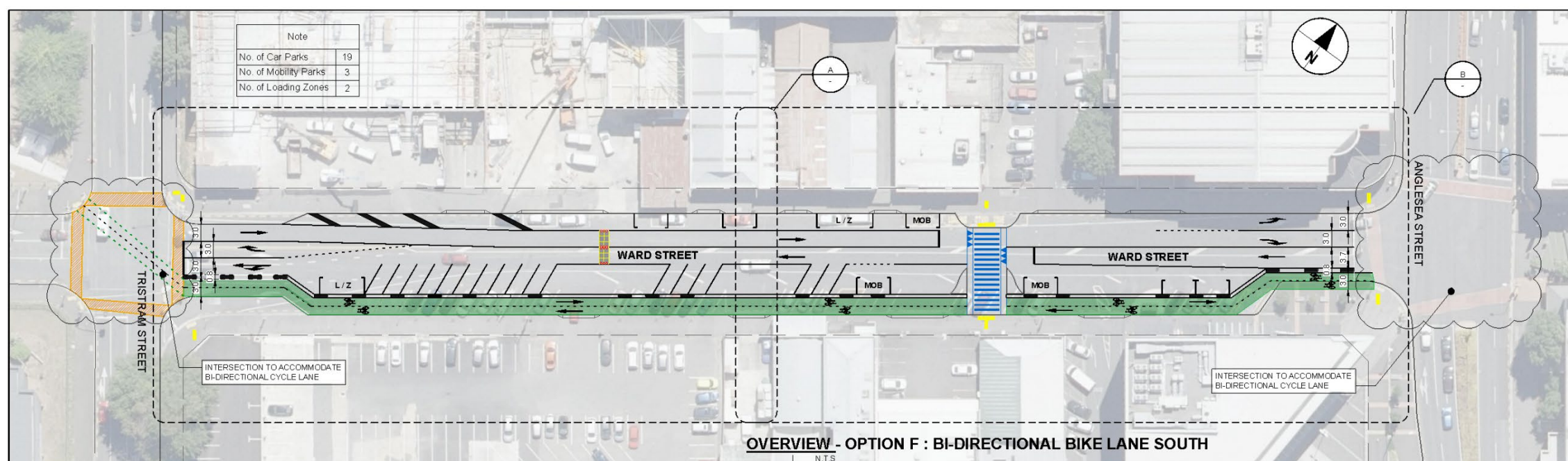


Table 1: HKIS Ward St Interim Treatment Optioneering Matrix

Key Themes identified from HKIS Ward Street Trial (June 2021)	Option C:	Option D:	Option E:	Option F:
	A version of the trial road layout with the following changes: - Cycle lane on the north side is realigned past the retail businesses so parking is against the kerb; - Introduce additional parallel parking	A version of the trial road layout with the following changes: - No parking on the north side of Ward St - Combination of angled and parallel parking on the south side of Ward St	An updated layout of the road retaining some of the trial elements: -bi-directional cycle facility on the northern side of the roads and no cycle facility on the southern side - angled parking on the southern side of the road and some parallel parking on the northern side	An updated layout of the road retaining some of the trial elements: -bi-directional cycle facility on the southern side of the roads and no cycle facility on the northern side - angled parking on the southern side of the road and some parallel parking on the northern side
Positive Feedback Themes:				
Colour / Street Art / Shapes	Option C will see some colour / Street Art retained with a reduced number of planters (with trees) relocated onto the footpath and various locations along the street. IMPACT: Will retain some of the elements that Council has received positive feedback on.	Option D will see some colour / Street Art retained with a reduced number of planters (with trees) relocated onto the footpath and various locations along the street. IMPACT: Will retain some of the elements that Council has received positive feedback on.	Option E will see some colour / Street Art retained with a reduced number of planters (with trees) relocated onto the footpath and various locations along the street. IMPACT: Will retain some of the elements that Council has received positive feedback on.	Option F will see some colour / Street Art retained with a reduced number of planters (with trees) relocated onto the footpath and various locations along the street. IMPACT: Will retain some of the elements that Council has received positive feedback on.
Cycle Lanes	Option C will see the marked cycle lanes retained. It is proposed that the cycle lane on the north side of the street is realigned (i.e. it will sit adjacent to the traffic lane) to allow parking to be positioned next to the kerb and address sight line issues identified in a safety audit of the trial. IMPACT: The preference is that cycle lanes are physically separated from traffic lanes. Option C may generate some negative feedback, however there will be an option for people on bikes to ride along the footpath.	Option D will see the marked cycle lanes retained. It is proposed that the cycle lane on the north side of the street will sit adjacent to the traffic lane. IMPACT: The preference is that cycle lanes are physically separated from traffic lanes.	Option E will see the reconfiguration of the paired one-way cycle lanes on either side of the road to a separated bi-directional cycle facility on the northern side of the road. Option E ties in directly with the Western Rail Trail with cyclists in both directions not having to make any turning manoeuvres. IMPACT: The preference is that cycle lanes are physically separated from traffic lanes.	Option F will see the the reconfiguration of the paired one-way cycle lanes on either side of the road to a separated bi-directional facility on the southern side of the road. Option F will require a diagonal cycle crossing at the Tristram Street intersection in order to connect with the Western Rail Trail. IMPACT: The preference is that cycle lanes are physically separated from traffic lanes.
Pedestrian Crossing	Option C will see the trialled pedestrian crossing retained as an interim treatment. IMPACT: Positively impacts on this positive feedback	Option D will see the trialled pedestrian crossing retained as an interim treatment. IMPACT: Positively impacts on this positive feedback	Option E will see the trialled pedestrian crossing retained as an interim treatment. IMPACT: Positively impacts on this positive feedback	Option F will see the trialled pedestrian crossing retained as an interim treatment. IMPACT: Positively impacts on this positive feedback
People Spaces	Option C will see the people space outside the PWC building retained. Other people spaces created as part of the trial will be removed. IMPACT: Some negative impact as the temporary people spaces will be lost, however the permanent space outside the PWC building is retained	Option D will see the people space outside the PWC building retained. Other people spaces created as part of the trial will be removed. IMPACT: Some negative impact as the temporary people spaces will be lost, however the permanent space outside the PWC building is retained	Option E will see the people space outside the PWC building retained. Other people spaces created as part of the trial will be removed. IMPACT: Some negative impact as the temporary people spaces will be lost, however the permanent space outside the PWC building is retained	Option F will see the people space outside the PWC building retained. Other people spaces created as part of the trial will be removed. IMPACT: Some negative impact as the temporary people spaces will be lost, however the permanent space outside the PWC building is retained

Events/Games	<p>Option C will allow for events/games in the people space outside PWC building.</p> <p>IMPACT: While there is the potential for some loss of activation opportunities with the removal of the trial people spaces, the majority of events/games in this area are likely to be in the vicinity of the permanent people space outside PWC</p>	<p>Option B will allow for events/games in the people space outside PWC building.</p> <p>IMPACT: While there is the potential for some loss of activation opportunities with the removal of the trial people spaces, the majority of events/games in this area are likely to be in the vicinity of the permanent people space outside PWC</p>	<p>Option E will allow for events/games in the people space outside PWC building.</p> <p>IMPACT: While there is the potential for some loss of activation opportunities with the removal of the trial people spaces, the majority of events/games in this area are likely to be in the vicinity of the permanent people space outside PWC</p>	<p>Option F will allow for events/games in the people space outside PWC building.</p> <p>IMPACT: While there is the potential for some loss of activation opportunities with the removal of the trial people spaces, the majority of events/games in this area are likely to be in the vicinity of the permanent people space outside PWC</p>
Negative Feedback Themes:				
Traffic / Congestion / Signals	<p>Option C will reinstate the traffic lanes at both intersections to pre-trial configuration.</p> <p>IMPACT: Positively impacts on this negative feedback as traffic congestion should revert back to pre-trial conditions. Vehicle speeds are likely to lower due to the inclusion of the pedestrian crossing.</p>	<p>Option D will reinstate the traffic lanes at both intersections to pre-trial configuration.</p> <p>IMPACT: Positively impacts on this negative feedback as traffic congestion should revert back to pre-trial conditions. Vehicle speeds are likely to lower due to the inclusion of the pedestrian crossing.</p>	<p>Option E will reinstate the traffic lanes at both intersections to pre-trial configuration.</p> <p>Option E will require the reconfiguration of signal settings at both intersections to accomodate the bi-directional cycle facility on the northern side of the road</p> <p>IMPACT: Positively impacts on this negative feedback as traffic congestion should be improved compared to the trialled configurations. Vehicle speeds are likely to be lower than pre-trial due to the inclusion of the pedestrian crossing.</p>	<p>Option F will reinstate the traffic lanes at both intersections to pre-trial configuration.</p> <p>Option F will require the reconfiguration of signal settings at both intersections to accomodate the bi-directional cycle facility on the southern side of the road</p> <p>IMPACT: Positively impacts on this negative feedback as traffic congestion should be improved compared to the trialled configurations. Vehicle speeds are likely to be lower than pre-trial due to the inclusion of the pedestrian crossing.</p>
Parking	<p>Option C will retain parallel parking with a combination of P30 & P60 general parking.</p> <p>IMPACT: Will not address the feedback for more car parks to be reinstated, however reducing the general parking timelimits (i.e. from P120 to P30/60) will create additional car parking opportunities.</p> <p>PARKS PROVIDED: 14 time limited, 3 mobility parks and 2 loading zones</p>	<p>Option D will retain a combinationn of angled and parallel parking (southside only) with a combination of P30 & P60 general parking.</p> <p>IMPACT: Will not address the feedback for more car parks to be reinstated, however reducing the general parking timelimits (i.e. from P120 to P30/60) will create additional car parking opportunities.</p> <p>PARKS PROVIDED: 13 time limited, 3 mobility parks and 2 loading zones</p>	<p>Option E will retain a combinationn of angled and parallel parking (southside only) with a combination of P30 & P60 general parking.</p> <p>IMPACT: Will not address the feedback for more car parks to be reinstated, however reducing the general parking timelimits (i.e. from P120 to P30/60) will create additional car parking opportunities.</p> <p>PARKS PROVIDED: 22 time limited, 3 mobility parks and 2 loading zones</p>	<p>Option F will retain a combinationn of angled and parallel parking (southside only) with a combination of P30 & P60 general parking.</p> <p>IMPACT: Will not address the feedback for more car parks to be reinstated, however reducing the general parking timelimits (i.e. from P120 to P30/60) will create additional car parking opportunities.</p> <p>PARKS PROVIDED: 19 time limited, 3 mobility parks and 2 loading zones</p>
Confusion / Too Busy	<p>Option C will see the reduction in the number of temporary street art & street furniture elements.</p> <p>IMPACT: Postively impacts in this negative feedback as it will reduce the amount of visual clutter that people have experienced</p>	<p>Option D will see the reduction in the number of temporary street art & street furniture elements.</p> <p>IMPACT: Postively impacts in this negative feedback as it will reduce the amount of visual clutter that people have experienced</p>	<p>Option E will see the reduction in the number of temporary street art & street furniture elements.</p> <p>IMPACT: Postively impacts in this negative feedback as it will reduce the amount of visual clutter that people have experienced</p>	<p>Option F will see the reduction in the number of temporary street art & street furniture elements.</p> <p>IMPACT: Postively impacts in this negative feedback as it will reduce the amount of visual clutter that people have experienced</p>

Colour / Street Art	Option C will see the reduction in the number of temporary street art & street furniture elements. IMPACT: Postively impacts in this negative feedback as it will reduce the amount of visual clutter that people have experienced	Option D will see the reduction in the number of temporary street art & street furniture elements. IMPACT: Postively impacts in this negative feedback as it will reduce the amount of visual clutter that people have experienced	Option E will see the reduction in the number of temporary street art & street furniture elements. IMPACT: Postively impacts in this negative feedback as it will reduce the amount of visual clutter that people have experienced	Option F will see the reduction in the number of temporary street art & street furniture elements. IMPACT: Postively impacts in this negative feedback as it will reduce the amount of visual clutter that people have experienced
Impact on Businesses	Option C will retain elements of the Ward St Trial. IMPACT: Will require businesses, customers and the public to adjust to a new street layout and configuration which is a hybrid between the pre-trial and trial conditions.	Option D will reinstate the street to pre-trial conditions. IMPACT: Postively impacts on this negative feedback as businesses and their customers will be familiar with this environment	Option E will reinstate the street to pre-trial conditions. IMPACT: Postively impacts on this negative feedback as businesses and their customers will be familiar with this environment	Option F will reinstate the street to pre-trial conditions. IMPACT: Postively impacts on this negative feedback as businesses and their customers will be familiar with this environment
Street Furniture	Option C will see the reduction of temporary street furniture (i.e. seating, planters). IMPACT: Postively impacts in this negative feedback as it will reduce the amount of visual clutter that people have experienced	Option D will see the reduction of temporary street furniture (i.e. seating, planters). IMPACT: Postively impacts in this negative feedback as it will reduce the amount of visual clutter that people have experienced	Option E will see the reduction of temporary street furniture (i.e. seating, planters). IMPACT: Postively impacts in this negative feedback as it will reduce the amount of visual clutter that people have experienced	Option F will see the reduction of temporary street furniture (i.e. seating, planters). IMPACT: Postively impacts in this negative feedback as it will reduce the amount of visual clutter that people have experienced
Visibility	Option C will retain elements of the Ward St trial. IMPACT: Will require businesses, customers and the public to adjust to a new street layout and configuration which is a hybrid between the pre-trial and trial conditions.	Option D will retain elements of the Ward St trial. IMPACT: Will require businesses, customers and the public to adjust to a new street layout and configuration which is a hybrid between the pre-trial and trial conditions.	Option E will retain elements of the Ward St trial but visibility between parked cars, cyclists and turning movements will be improved compared to the trial configuration.	Option F will retain elements of the Ward St trial. IMPACT: Will require businesses, customers and the public to adjust to a new street layout and configuration which is a hybrid between the pre-trial and trial conditions.
Cost	The roadworks costs of all 4 options is expected to be similar. In order to maximise parking provision with this option and aligning the southern side cycle lane with the kerb, the transformer will have to be relocated/replaced. IMPACT: relocation/replacement costs are likely to be around \$200k (to be confirmed by WEL networks)	The roadworks costs of all 4 options is expected to be similar. In order to maximise parking provision with this option and aligning the southern side cycle lane with the kerb, the transformer will have to be relocated/replaced. IMPACT: relocation/replacement costs are likely to be around \$200k (to be confirmed by WEL networks)	The roadworks costs of all 4 options is expected to be similar. Option E is not reliant on the relocation/replacement of the transformer to accommodate the cycle facility.	The roadworks costs of all 4 options is expected to be similar. In order to maximise parking provision with this option and aligning the southern side cycle lane with the kerb, the transformer will have to be relocated/replaced. IMPACT: relocation/replacement costs are likely to be around \$200k (to be confirmed by WEL networks)

Council Report

Item 10

Committee: Infrastructure Operations Committee

Date: 17 August 2021

Author: Jason Harrison

Authoriser: Eeva-Liisa Wright

Position: Unit Manager City Transportation

Position: General Manager Infrastructure Operations

Report Name: Innovating Streets - Rostrevor Street

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

1. To update the Infrastructure Operations Committee on the findings from the Innovating Streets trial of Rostrevor Street.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee:
 - a) receives the report; and
 - b) request staff bring this matter to a briefing/workshop for further discussion on the options, including indicative costs prior to coming back to a future Infrastructure Operations Committee meeting for a decision on an interim treatment of Rostrevor Street.

Executive Summary - *Whakaraapopototanga matua*

3. The recently completed trial on Rostrevor Street, between Norton Road and Tristram Street, was undertaken as part of the Innovating Streets for People Programme developed by Waka Kotahi NZ Transport Agency.
4. The programme provided councils with a 90% funding assistance rate (FAR) as well as capability building support for successful applicants, including participation in a community of practice.
5. The programmes vision is to enable quick testing and piloting of projects to transition streets to safer and more liveable spaces by demonstrating their value to the community. This is completed by live trialling and retrofitting streets to reduce vehicle speeds and create more space for people.
6. The Rostrevor Street trial was conducted over a 2 ½ month period (12 April 2021 – 5 July 2021).
7. Evaluation of the trial showed that the Rostrevor Street project met most of its measured goal. The following goals were met:
 - i. More attractive to more people and people stay longer on the street
 - ii. Enhance community pride in the space
 - iii. The West Town Belt 'heart' is experienced as one cohesive open space

- iv. Raise awareness of mana whenua narratives amongst the wider community
 - v. Demonstrate that street closure can be done safely and without significant congestion or parking impacts on wider network
 - vi. Demonstrate that removal of on-street parking has neutral or positive impact on communities
 - vii. Provide a safe place for people walking, biking, scootering, and skateboarding
8. From the trial 4 options and 7 optional 'add-ons' have been identified for elected member consideration (refer to the 'Options' section of this report).
 9. Staff do not have a preferred option and are seeking Member guidance. It is proposed that the final Rostrevor Street design will be presented to a Member briefing/workshop (as appropriate) prior to seeking approval of the final design by the Infrastructure Operations Committee.
 10. Rostrevor Street interim and/or permanent design (dependant on committee approval) are currently unfunded within approved 2021-31 Long Term Plan budgets. Consideration for funding will be required for any approved option.
 11. Any changes to the functionality of the street including parking restrictions and speed management changes will be required to be approved by the Hearing and Engagement Committee and will include completing the required engagement processes.
 12. Staff consider the matters in this report have low significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

13. In 2020 Kotahi NZ Transport Agency introduced a one-off Innovation fund to help local Council's trial new street forms and share their vision.
14. The programme aims to make it faster and easier to transition our streets to safer and more liveable spaces. The programme helps the Local Government sector plan, design and develop towns and cities by providing a toolkit of support options specifically targeted at retrofitting streets to reduce vehicle speeds and create more space for people.
15. The fund provides councils with a 90% funding assistance rate (FAR) as well as capability building support for successful applicants, including participation in a community of practice.
16. Waka Kotahi opened two application rounds (round one: closing 8 May 2020 and round 2: closing 3 July 2020). Following approval from the Infrastructure Operations Committee 26 May 2020 meeting, Hamilton City Council made four applications in round one and were successful with two: Ward Street and Rostrevor Street.
17. At the 24 March 2021 Hearings and Engagement Committee, the Committee resolved to:
 - a) receives the report; and*
 - b) approves the temporary closure of Rostrevor Street between Norton Road and Tristram Street under the provision of the Local Government Act 1974 No 66, Schedule 10, Clause 11(d) between 9am Monday 12 April 2021 and 9am Monday 5 July 2021 for the purpose of trialling the Innovating Street project.*
 - c) notes that following the completion of the Innovating Streets projects in Ward Street and Rostrevor Street further updates will be provided to the Infrastructure Operations Committee for final decisions on any long term designs.*

18. As stated in the Hearings and Engagement Report, click [here](#), the purpose of the temporary diversion of vehicles from a portion of Rostrevor Street is to test two things (refer pg 84):
- a) how important Rostrevor Street is to the surrounding street network, including when Mill Street is closed for large events at FMG Stadium Waikato; and
 - b) whether new recreation-based uses will help to generate an enhanced park space. Improved access to this area will also introduced via installation of raised safety platforms at the Rostrevor/Tristram roundabout.

Discussion - *Matapaki*

Trial Period

- 19. Development of the Rostrevor Street trial layout used a community co-design process and live testing on-street to improve amenity and vibrancy of the street, and to improve safety for everyone using it.
- 20. Rostrevor Street (Norton Road – Tristram Street) was physically closed to all vehicle traffic from Monday 12 April 2021 and remained open to pedestrians, cyclists and other micro-mobility users.
- 21. A series of planned events was held in this space and play equipment (including seating) was installed to encourage people to use this space.
- 22. The trial officially ended on Monday 5 July 2021 (9am) and Rostrevor Street was reopened to vehicle traffic. Waka Kotahi permitted the street art to remain in place (on the carriageway) subject to a slow speed environment (30 km/h) being created. Staff are monitoring vehicle speed and additional speed cushions have been installed to promote a slow speed environment.

Project Goals & Results

- 23. In reviewing this project there were 17 project goals for Rostrevor Street. The goals are included as Attachment 1.
- 24. Overall, data suggests that 7 of the project goals were met, while 1 goal was partially met, and another was 'unclear'. Evaluation of the remaining goals are yet to be completed. A summary of the completed goals and those under evaluation are included as Attachment 2.
- 25. Attachment 3 contains the Monitoring and Evaluation report completed for Rostrevor Street.
- 26. Evaluation of the outstanding goals will be completed as part of an internal audit of this project to 1) understand the effectiveness of the project in achieving these goals, 2) lessons learnt, and 3) what learnings/findings staff would like to feedback to the Agency.

Options

- 27. Following the completion of the Innovating Streets trial of Rostrevor Street (Tristram St – Norton Rd) staff have initially identified 4 options for Member consideration.
- 28. With each option there is also a series of 'Optional Add-Ons' that can be considered.
- 29. A detailed description of the options and optional add-ons is included as Attachment 4. A summary of these options and optional add-ons is provided below:

Option	Option Description
Option 1 -	Keep road open, return to Pre-Innovating Street layout
Option 2 -	Keep road open, retain some elements of the Innovating Streets

Option 3 -	Keep road open, install separated cycle lanes and remove parking
Option 4 -	Close road, consider long term status of the road
Add on options -	#1 Commuter Parking Charge
	#2 Raised Safety Platforms and Zebra Crossings at Tristram/Rostrevor Intersection
	#3 Raised Safety Platform and Zebra Crossing mid block on Rostrevor Street
	#4 Introduce a separated cycle facility between Tristram Street and Victoria Street
	#5 Raised Safety Platform and Zebra Crossing on left slip lane at Tristram/Norton
	#6 Norton/King/Seddon/Rostrevor Roundabout Improvements for walking and cycling
	#7 Changes to lanes and phasing of traffic signals at Tristram/Norton

30. Staff do not have a preferred option and recommend that the matter be discussed further via a briefing/workshop prior to coming back to the Infrastructure Operations committee for final decision.

Financial Considerations - *Whaiwhakaaro Puutea*

31. Waka Kotahi/NZ Transport Agency approved a Total Project budget of \$362,250 (which included a 15% contingency) for Rostrevor Street.
32. HCC's agreement with Waka Kotahi was that the agency would fund 90% of the agreed Total Project budget (i.e. \$326,025) and the remaining 10% (i.e. \$36,225) funded by Council.
33. The cost-to-complete the Rostrevor St project is \$441,321 which is \$79,071 over budget. However the total project costs are overall below the allocated budget for both projects.
34. The table below summaries the funding, budgets and project costs associated with delivering the Innovating Street Project for both Ward Street and Rostrevor Street.

Innovating Streets Approved Funding	Approved Funding (HCC Local Share)	Approved Funding (Waka Kotahi)	Approved Project Budget
2020/21 - Total Innovating Streets - 26 May 2020 & 30 June 2020- Round 1 - Ward, Rostrevor, Grey, Victoria	(\$149,000)	\$0	(\$149,000)
2020/21 - Total Reassigned Transport Improvement Programme: Ward Street	(\$370,000)	\$0	(\$370,000)
Innovating Street Waka Kotahi Contribution	\$0	(\$812,475)	(\$812,475)
Approved Funding Total			(\$1,331,475)
Innovating Streets Allocated Budget	Allocated Budget (HCC Local Share)	Allocated Budget (Waka Kotahi)	Total Allocated Project Budget
2020/21 – Innovating Streets Project: Ward Street (Co-funding Agreement)	10% (\$54,050)	90% (\$486,450)	(\$540,500)

2020/21 - Innovating Streets Project: Rostrevor Street (Co-funding Agreement)	10% (\$36,225)	90% (\$326,025)	(\$362,250)
Sub-Total (2020/21 Innovating Streets Co-funding Agreement)			(\$902,750)
2020/21 – Reassigned Transport Improvement Programme: Ward Street Design	49% - (\$49,000)	51% - (\$51,000)	(\$100,000)
2020/21 – Reassigned Transport Improvement Programme: Ward Street / Anglesea Street Intersection	49% - (\$58,800)	51% - (\$61,200)	(\$120,000)
2020/21 – Reassigned Transport Improvement Programme: Ward Street / Tristram Street Intersection	49% - (\$73,500)	51% - (\$76,500)	(\$150,000)
Sub-Total (2020/21 Reassigned Transport Improvement Programme)			(\$370,000)
Allocated Budget Total			(\$1,272,750)
Innovating Streets Project Costs			Project Costs
Innovating Streets Project – Ward Street (including development towards interim/permanent design)			\$808,337
Innovating Streets Project – Rostrevor Street			\$441,321
Total Project Costs			\$1,249,658
Budget v Cost Diff. (Surplus) / Deficit			(\$23,092)
Funding v Cost Diff. (Surplus) / Deficit			(\$81,817)

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35. Rostrevor Street interim and/or permanent design are currently unfunded within the 2021-31 Long Term Plan budget. Consideration for funding will be required for any approved option. Indicative costs for the options will be provided during the briefing/workshop.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

37. 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').
38. 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.
39. The recommendations set out in this report are consistent with that purpose.

Social

40. The Innovating Street programme vision is to enable quick testing and piloting of projects to transition streets to safer and more liveable spaces by demonstrating their value to the community.

Economic

41. The Innovating Streets projects aim to create spaces that are attractive for people to visit and linger and potentially even attract visitors into Hamilton City and thereby support the local businesses in the vicinity

Environmental

42. It is unclear what environmental impact this project has had as it was not a specific project goal. Indirectly, environmental impacts could be assessed against the following project goal:

Project Goal	Result
Provide a safe place for people biking, scootering, walking, and skateboarding	Goal met: Pedestrians felt safer during the daytime and crossing the road midblock on Rostrevor Street during the trial. People were more likely to agree that Rostrevor Street was a safe place to cycle, during the trial. The removal of motor vehicle traffic created an objectively safer environment for people walking, biking, scootering, and skateboarding during the trial.

Cultural

43. One of the project's goals, that has been evaluated, was to 'Raise awareness of Mana Whenua narratives amongst the wider community'. From the monitoring and evaluation report it was noted that people were more likely to agree that they can see mana whenua/Maaori cultural heritage represented on Rostrevor Street and our Maaori cultural heritage should be represented on Rostrevor Street, during the trial.
44. Other project goals yet to be evaluated include 1) Enhance mana whenua connection to place, and 2) Provide opportunity for mana whenua/Maaori involvement in co-delivery. These goals will be assessed as part of our internal review.

Risks - *Tuuraru*

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

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

Significance

46. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the matter(s) in this report has/have a low level of significance.

Engagement

47. Community views have been captured as part of the co-design workshops (pre-trial implementation) and feedback surveys (during the trial).

Attachments - *Ngaa taapirihanga*

Attachment 1 - Rostrevor Project Goals

Attachment 2 - Rostrevor Street Project Goal Results

Attachment 3 - Innovating Streets Rostrevor Street Monitoring Evaluation DRAFT Report

Attachment 4 - HKIS Rostrevor Street Options

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Attachment 1 – Rostrevor Street Project Goals

Rostrevor Street Project Goals

1. Placemaking for people
 - a. Make accessible and inclusive to more people
 - b. More attractive to more people and people stay longer on the street
 - c. Enhance community pride in the space
 - d. The West Town Belt 'heart' is experienced as one cohesive open space
 - e. Street provides for play enhancement
2. Mana Whenua
 - a. Raise awareness of mana whenua narratives amongst the wider community
 - b. Enhance mana whenua connection to place
 - c. Provide opportunity for mana whenua/Maaori involvement in co-delivery
3. Roadway use
 - a. Demonstrate that street closure can be done safely and without significant congestion or parking impacts on wider network
 - b. Demonstrate that removal of on-street parking has neutral or positive impact on customer numbers
 - c. Provide a safe place for people biking, scootering, walking, and skateboarding
4. Community engagement
 - a. The community has a positive experience of tactical urbanism and an appetite for more
5. Council process
 - a. Grow knowledge in tactical urbanism delivery
 - b. Provide opportunities for local procurement of co-delivery of projects and elements
 - c. Establish confidence in reprioritising road space in low volume and speed streets
 - d. HCC are seen as being bold, innovative, and successful at 'doing things differently'
6. Policy mandate
 - a. Community link Council plans and strategies to projects (e.g. Western Town Belt Masterplan, Play Strategies and Age Friendly Plan)

Attachment 2 – Rostrevor Street Summary of Goals and Results

Goal	Result
More accessible and inclusive to more people	Partially met: Inherently more accessible and easier to cross the road with no motor vehicle traffic. Observation data inconclusive as to whether there were more people and a more diverse range of community using the street during the trial.
Make more attractive to more people and people stay longer on the street	Goal met: People were more likely to agree that Rostrevor Street is a nice place to spend time, and that it is a place they want to dwell, during the trial.
Enhance community pride in the space	Goals met: People were more likely to agree that Rostrevor Street is a vibrant place, and that they feel a sense of pride in our central city green spaces when on Rostrevor Street, during the trial.
The West Town Belt 'heart' is experienced as one cohesive open space	
Street provides for play/park enhancement	TBC: Under evaluation
Raise awareness of Mana Whenua narratives amongst the wider community	Goal met: People were more likely to agree that they can see mana whenua/Maaori cultural heritage represented on Rostrevor Street and our Maaori cultural heritage should be represented on Rostrevor Street, during the trial.
Enhance mana whenua connection to place	TBC: Under evaluation
Provide opportunity for mana whenua/Maaori involvement in co-delivery	TBC: Under evaluation
Demonstrate that street closure can be done safely and without significant congestion or parking impacts on wider network	Goal met: There was no significant increase in delay on the streets surrounding Rostrevor Street during the trial, compared to baseline travel times.
Demonstrate that removal of on-street parking has neutral or positive impact on customer numbers	Goal met: There was an increase on all-day on-street parking availability in the outer city centre streets closest of Rostrevor Street, during the trial.
Provide a safe place for people biking, scootering, walking, and skateboarding	Goal met: Pedestrians felt safer during the daytime and crossing the road midblock on Rostrevor Street during the trial. People were more likely to agree that Rostrevor Street was a safe place to cycle, during the trial. The removal of motor vehicle traffic created an objectively safer environment for people walking, biking, scootering, and skateboarding during the trial.
The community has a positive experience of tactical urbanism and an appetite for more	Unclear: There were mixed results to the co-design feedback survey, and feedback from the Hamilton community on the trial was also varied.
Grow knowledge in tactical urbanism delivery	TBC: Under evaluation

Provide opportunities for social procurement of co-delivery elements	TBC: Under evaluation
Establish confidence in reprioritising road space in low volume and speed streets	TBC: Under evaluation
HCC are seen as being bold, innovative, and successful at 'doing things differently'	TBC: Under evaluation
Community link Council plans and strategies to projects (e.g. Western Town Belt Masterplan, Play Strategies and Age Friendly Plan)	TBC: Under evaluation

Hamilton Kirikiriroa Innovating Streets: Rostrevor Street

Draft Monitoring and Evaluation Report

Prepared for: Hamilton City Council

Prepared by: MRCagney (NZ) Ltd, Auckland, New Zealand

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Quality Assurance Register

Issue	Description	Prepared by	Reviewed by	Authorised by	Date
1	Draft Report	KC, AK, BB, JG	ACF	ACF	3 rd August 2021

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Executive Summary

In 2020, Hamilton City Council (HCC) was awarded funding from Waka Kotahi's Innovating Streets for People programme for two projects in the city centre. This report examines the Rostrevor Street project. A section of Rostrevor Street (between the Norton Road Roundabout and Tristram Street) was closed to all traffic except pedestrians, cyclists, and those using micromobility. The project used a community co-design process and live testing on-street to work towards a range of goals related to improving vibrancy and amenity in the city centre, and to improving safety for pedestrians and people riding bicycles and other devices.

The report explains whether the project goals were met, to help HCC determine how successful the project has been. In some cases, results remain unclear because of the varying quality and extent of data that was collected in the trial timeframe.

This report lists the project goals and describes how they were measured; presents and analyses results for each measure; and draws conclusions as to the project's effectiveness at meeting each goal.

According to analysis presented in this report, the Rostrevor Street project met most of its measured goals. The following goals were met:

- More attractive to more people and people stay longer on the street.
- Enhance community pride in the space.
- The West Town Belt 'heart' is experienced as one cohesive open space.
- Raise awareness of mana whenua narratives amongst the wider community.
- Demonstrate that street closure can be done safely and without significant congestion or parking impacts on wider network.
- Demonstrate that removal of on-street parking has neutral or positive impact on commuters.
- Provide a safe place for people walking, biking, scootering, and skateboarding.

The project was most successful at meeting goals related to placemaking for people, and roadway use. It was noteworthy that almost all of the measures related to people's ratings of Rostrevor Street, when interviewed on the street, improved during the trial compared to the baseline condition. The project also demonstrated that closing the section of Rostrevor Street to traffic had no significant negative impacts on either traffic congestion or the availability of all-day on-street parking in neighbouring central city streets.

Some of the project goals were not met or could not be proven with the collected data. They were related to factors that were not captured explicitly during the design process, including whether the street provides for play, and the opportunity for mana whenua/Māori involvement in co-delivery.

Along with the Ward Street Innovating Streets project, the Rostrevor Street closure attracted media and public attention. There was no formal analysis of people's informal feedback or opinions on the success or otherwise of the trial. The surveys of people using the street, and analysis of effects on congestion and parking, were the main measures that suggested the project was successful in meeting its goals.

Longer-term goals that were outside the scope of this report related to Council process and policy mandate. It is recommended that HCC continues to investigate links between policy and investment, so that methods to deliver on strategies such as the Play Strategy, Age Friendly Plan and Western Town Belt Masterplan can be more closely monitored. Further trials of this nature will help to identify, with more precision, which interventions can best help it to achieve its goals for the city.

1 Context

1.1 Project background

Hamilton City Council (HCC) were awarded funding from Waka Kotahi’s Innovating Streets for People programme (Innovating Streets) for two projects in the city centre. This report examines the Rostrevor Street project which used a community co-design process and live testing on street to turn the street into a public space.

Rostrevor Street is a collector road which provides an additional access route between Frankton and the northern city centre. The section of road between Tristram Street and Seddon Road is bordered by Hinemoa and Boyes Parks which form part of the Western Town Belt. Multiple, free, on-street carparks are provided on Rostrevor Street which tend to be used by commuters. Rostrevor Street and its surrounding context is shown in Figure 1.

The Innovating Streets planning and funding application to Waka Kotahi identified a number of key challenges and opportunities for Rostrevor Street, as set out in Table 1. The design process is shown in Figure 2.



Figure 1: Rostrevor Street surrounding context



Figure 2: Innovating Streets design process

Table 1: Key problems and opportunities at Rostrevor Street

Problems	Opportunities
<ul style="list-style-type: none">• Unwelcoming environment for all community members including cyclists, pedestrians, children, and visitors.• A lack of street facilities and amenities that create a safe, pleasant, convenient, and accessible space for all. The challenges of Covid-19 have amplified this as people seek open space for safe respite from indoors.• Severance between parks and future path links, including blockages created by vehicles.• No safe crossing to navigate from one park to the other.• High volume of traffic, wide carriage width, inconsistent vehicle speeds.• Dominance of moving and parked vehicles as it is utilised as all day free commuter parking.• Overall low amenity and sense of place.	<ul style="list-style-type: none">• Alignment with the West Town Belt Masterplan. This masterplan sets out the key strategic vision for all parks and streets which is to “create a dynamic, connected and treasured inner-city destination for everyone”.• Alignment with the Frankton Neighbourhood Plan which aims to strengthen the village’s walking and cycling connections with the West Town Belt and City Centre.• Act as a catalyst for change in the ‘West Town Belt Heart Character’ Area and link the two key projects planned for Hinemoa Park and Boyes Park.

1.2 The people of Hamilton Kirikiriroa

Before defining project goals and measures to assess their success, it is important to understand the context of people who live in the city. These data are important because they help us to know whether the views captured through monitoring and evaluation are representative of all Hamilton people. Without understanding these statistics and using them in interpreting any data about the trial’s success, there is a risk that undue weight may be paid to the perspectives of people who represent a minority (and in the case of age and ability, a privileged minority) of the community.

Hamilton Kirikiriroa is a mid-sized city in the central North Island with approximately 161,000 residents (as at the 2018 census). This section uses publicly available census data to determine:

- The proportion of males and females in Hamilton.
- The proportion of people of different ages in Hamilton.
- The ethnic diversity of the population in Hamilton.
- The proportion of people in Hamilton who have difficulty with an everyday task or cannot do a task at all.

This analysis provides an estimate of the proportions of people of different sexes, ages, ethnicities, and abilities expected on Hamilton’s streets, if the pedestrians are representative of the wider Hamilton population. All data is drawn from the 2018 census and uses SA1 data relating to the Hamilton City territorial authority area.

Sex, Age, & Ethnicity

There is a slightly higher proportion of females (51.30%) than males (48.69%) living in Hamilton City.

Table 2: Hamilton City population by sex

Sex	Proportion
Male	48.69%
Female	51.30%

Hamilton City has a young population with nearly half (46.4%) of residents aged under 30, and 21.4% of residents aged under 14. Only 16.3% of residents are aged over 60. The age structure of Hamilton City is shown in Figure 3.

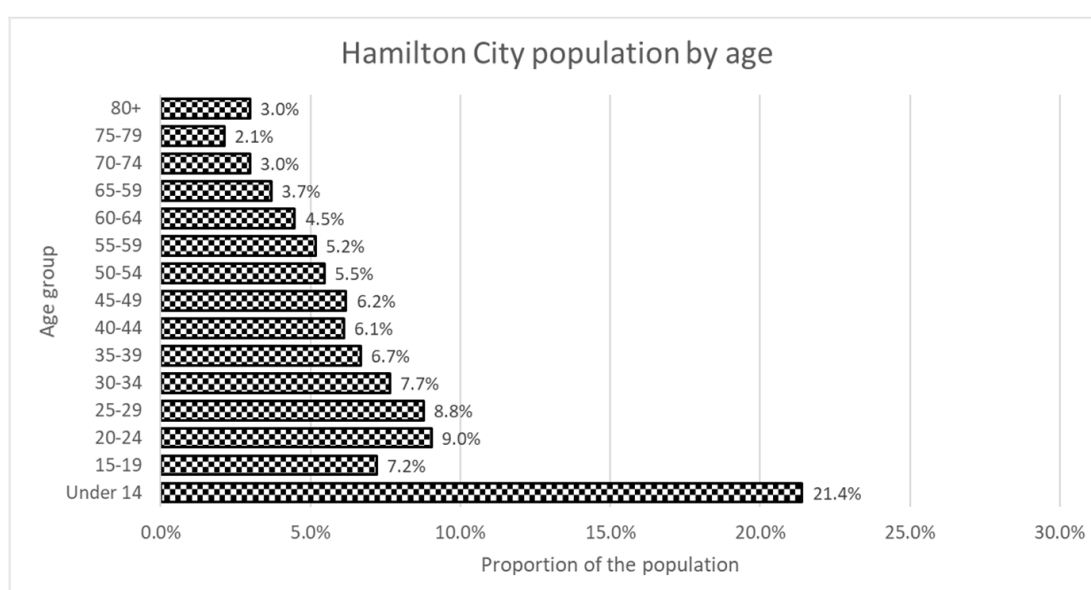


Figure 3: Hamilton City population by age

The majority (63.6%) of Hamilton City residents identify as European. There is also a large proportion (23.7%) of Māori in Hamilton which is much higher than the national proportion of Māori (16.5%). 6.1% of Hamilton residents are Pacific Peoples, 18.5% are Asian, and 3.4% identify with another ethnic group. The proportions of people identifying with different ethnic groups are shown in Figure 4.

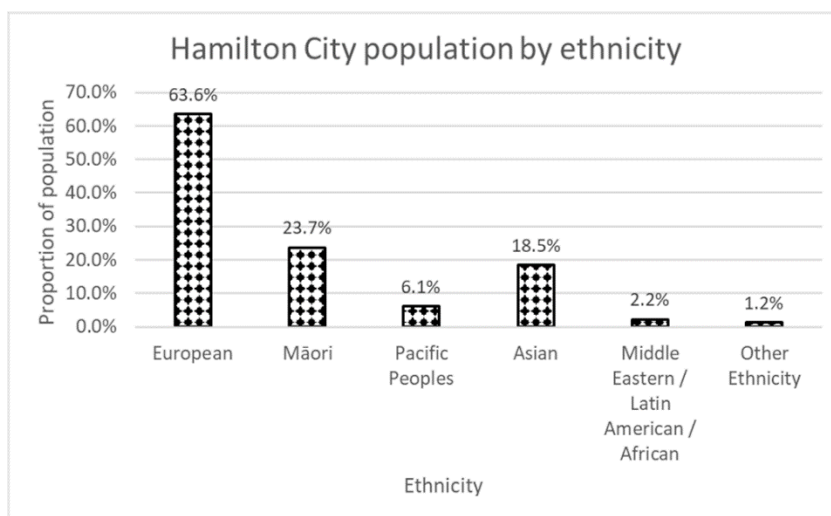


Figure 4: Hamilton City population by ethnicity

Everyday difficulties

In 2018, a new census question was asked relating to difficulties with everyday tasks: walking or climbing steps; seeing; hearing; remembering or concentrating; washing all over or dressing; and/or communicating in one's usual language. By correlating 'everyday difficulty' amongst the Hamilton population with use of a mobility aid, we can then compare what we see on the street to what we might expect if all those people who experience difficulties were able to participate at the same rate as others.

The data reveals that of Hamilton residents, 2.09% have a lot of difficulty walking or climbing steps and 0.49% cannot do this at all. A similar proportion of people using mobility aids might be expected on Hamilton's streets, if the pedestrians are representative of the wider population. While not everyone who experiences these difficulties will use a mobility aid, we expect between 1% and 5% of pedestrians to use some form of mobility aid, if the pedestrians are an accurate reflection of the general population of Hamilton. Given the limitations above, particularly the likelihood that people who use mobility aids are likely to travel less (on average) than other people, we expect that 1% to 3% of the people using Rostrevor Street may be expected to use a mobility aid, if it is an inclusive street and part of an accessible journey for those people.

1.3 Monitoring and evaluation plan

The challenges identified in the application for funding to Waka Kotahi (Section 1.1) were translated into 18 project goals, under six broad headings. This report examines the extent to which the **goals in bold** were met through the trials. Other goals are outside of the scope of this report and are to be assessed internally by Council staff.

1. Placemaking for people
 - 1.1. More accessible and inclusive to more people**
 - 1.2. More attractive to more people and people stay longer on the street**
 - 1.3. Enhance community pride in the space**
 - 1.4. The West Town Belt 'heart' is experienced as one cohesive open space**
 - 1.5. Street provides for play/park enhancement
2. Mana whenua identity
 - 2.1. Raise awareness of mana whenua narratives amongst the wider community**
 - 2.2. Enhance mana whenua connection to place
 - 2.3. Provide opportunity for mana whenua/Māori involvement in co-delivery
3. Roadway use
 - 3.1. Demonstrate that street closure can be done safely and without significant congestion or parking impacts on wider network**
 - 3.2. Demonstrate that removal of on-street parking has neutral or positive impact on commuters**
 - 3.3. Provide a safe place for people walking, biking, scootering, and skateboarding**
 - 3.4. Reduction in heavy vehicle numbers
4. Community engagement
 - 4.1. The community has a positive experience of tactical urbanism and an appetite for more**
5. Council process
 - 5.1. Grow knowledge and confidence in tactical urbanism delivery
 - 5.2. Provide opportunities for local procurement of co-delivery of projects and elements
 - 5.3. Establish confidence in reprioritising road space in low volume and speed environments
 - 5.4. HCC are seen as being bold, innovative, and successful at 'doing things differently'.
6. Policy mandate
 - 6.1. Community link Council plans and strategies to projects (e.g. West Town Belt Masterplan, Play Strategy and Age Friendly Plan)

2 Trial dates and design

A series of community co-design workshops were held with community stakeholders to develop the Rostrevor Street trial design, shown in Figure 5. Rostrevor Street was open to pedestrians, bicycles and micromobility throughout the trial period from 28 April to 3 July inclusive. The trial excluded cars and other motor vehicles.








Figure 5: High-level trial design



Table 3: Trialled changes to Rostrevor Street

Trialled change	On-street example
<p>Street closed to vehicles and open to active modes – pedestrians, cyclists, and scooters. <i>Source: Tom Lee, Stuff</i></p>	
<p>Street art 'canvas'. <i>Source: Mark Taylor, Stuff (aerial only)</i></p>	

Trialled change	On-street example
<p>Planters and seating to installed to encourage dwelling</p>	
<p>Speed bumps installed at all approaches and exits to Rostrevor – Tristram Street roundabout.</p>	

Trialled change	On-street example
<ul style="list-style-type: none"> • Kerb ramps installed midblock for accessibility. • Additional mobility parking at Founders Theatre. 	
<ul style="list-style-type: none"> • Space created for activations and events designed to encourage the community of all ages to visit / participate. • Use of street during the day and evening. 	

Trialled change	On-street example
	 
<p>Play equipment</p> <ul style="list-style-type: none"> • swings • skate ramps • parkour bars 	

Trialled change	On-street example
	<div data-bbox="748 396 1315 770"></div> <div data-bbox="748 795 1315 1171"></div>

The following photos (Figure 6 and Figure 11) compare Rostrevor Street before the trial and during the trial trial.



Figure 6: Rostrevor Street - north-eastern end - before trial phase

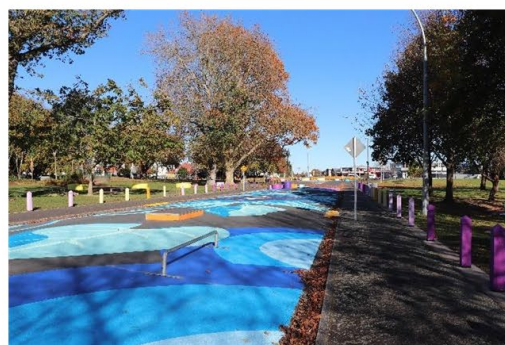


Figure 7: Rostrevor Street - north-eastern end - trial phase



Figure 8: Rostrevor Street - north-eastern end - before trial phase.



Figure 9: Rostrevor Street - north-eastern end - trial phase.



Figure 10: Rostrevor Street - chained bollards lining Boyes & Hinemoa Park – before trial phase.



Figure 11: Rostrevor Street - chains removed and bollards painted - trial phase.

3 Monitoring and evaluation methods

A range of methods were used to measure the project's success at meeting each of its goals. Data was collected using each method before and during the trial to enable comparison between baseline and trial data. The relationships between goals and their measures are summarised in Table 4.

Table 4: Project goals and measures

Goal	Measure(s)
More accessible and inclusive to more people	<ul style="list-style-type: none"> Manual observational surveys: Diversity of participation (age, gender, mobility aid). Manual observational surveys: (number of people crossing a cordon in the street, by mode: motor vehicle (car and larger), motorcycle, bicycle, electric scooters, pedestrians (including mobility aids).
More attractive to more people and people stay longer on the street	<ul style="list-style-type: none"> Intercept survey: community perceptions of Rostrevor Street.
Enhance community pride in the space	<ul style="list-style-type: none"> Intercept survey: community perceptions of Rostrevor Street.
The West Town Belt 'heart' is experienced as one cohesive open space	<ul style="list-style-type: none"> Intercept survey: community perceptions of Rostrevor Street.
Raise awareness of mana whenua narratives amongst the wider community	<ul style="list-style-type: none"> Intercept survey: community perceptions of Te Aranga Design Principles.
Demonstrate that street closure can be done safely and without significant congestion or parking impacts on wider network	<ul style="list-style-type: none"> Bluetooth travel time data: Analysis of travel times between intersections surrounding Rostrevor Street.
Demonstrate that removal of on-street parking has neutral or positive impact on commuters	<ul style="list-style-type: none"> Parking survey: occupancy in outer city centre all-day, on-street parking.
Provide a safe place for people walking, biking, scootering, and skateboarding	<ul style="list-style-type: none"> Intercept survey: community perceptions of safety
The community has a positive experience of tactical urbanism and an appetite for more	<ul style="list-style-type: none"> Co-design feedback survey: co-designs perceptions of co-design process.

3.1 Observation surveys

The observation surveys involved counts of pedestrian movements on the footpath at each end of Rostrevor Street and pedestrians crossing the road in the Rostrevor Street midblock. These counts are used to measure goals relating to the attractiveness and accessibility of the street.

Counts were carried out using three cameras monitoring the Rostrevor Street midblock and Rostrevor Street at the Norton and Tristram roundabouts.

- Baseline data was collected from all three cameras for 12 hours each on Saturday 20 February and Wednesday 24 February 2021. Both these days had fine weather.
- Trial data was collected from all three cameras for 12 hours each on Wednesday 19 May and Saturday 22 May 2021. The weather on both days was fine.

- Trial data was also collected from all three cameras for 12 hours each on Thursday 17 June and Saturday 19 June 2021. The weather on Thursday was showery, and on Saturday there were showers turning to rain.



Figure 12: Observation camera locations

3.2 Parking surveys

Baseline parking data was collected for Rostrevor Street before the trial began. Baseline city-wide parking data was also collected to allow for comparison with the trial data. Occupancy and overstay data were collected for several streets in the vicinity of Rostrevor Street. For the baseline parking survey, the number of empty spaces on each street or street section was counted four times during each day, on the 16th, 17th, and 18th February (Tuesday to Thursday).

During the trial, a one-off survey was undertaken on Wednesday 16th June, with each street or street section surveyed four times throughout the day to count the number of empty spaces. The streets included in the analysis of all-day parking demand are listed in Section 4 of this report.

3.3 Intercept surveys

Intercept surveys were carried out on Rostrevor Street. Participants were chosen at random on-street, to understand how local people and visitors felt about the street in its original (before trial) and trial states to measure goals relating to placemaking, mana whenua identity and roadway use. Table 5 shows number of survey responses by date and indicates whether they were collected during an activation event. The full survey is included in Appendix A: Intercept Survey.

Table 5: Number of survey responses by date

Date	Survey responses	Event
Baseline		
13/04/2021	5	
14/04/2021	6	
22/04/2021	15	
26/04/2021	6	
Baseline Total	32	
Trial		
3/06/2021	8	
4/06/2021	7	
7/06/2021	1	
11/06/2021	22	Te Ruru Pop-up Light Festival
12/06/2021	20	Book Fairies – Book Exchange
30/06/2021	9	
1/07/2021	5	
3/07/2021	20	Music in a Park
4/07/2021	8	Foxy Ladies Sunday Best Bike Ride
Trial Total	100	
Surveys during events		62
Surveys not during events		38

The surveys asked a series of demographic and perception questions of survey participants. Collecting demographic information allows for analysis of what different communities think of the trial. Surveying people on Rostrevor Street enables collection of perception data from people who are experiencing the street as a pedestrian.

3.4 Co-designer feedback survey

A post-installation survey was distributed to co-designers to measure goals relating to co-designer experience. The anonymous survey was distributed using Survey Monkey and asked a series of questions relating to the co-design process, communication during the trial, and willingness to participate in future co-design processes. The full survey is included in Appendix B: Co-designer feedback survey – Post-implementation.

Responses were received from 18 co-designers between July 5th and July 15th. One response was excluded as the participant had not attended any of the co-designer workshops.

3.5 Feedback cards and website feedback

Feedback was collated from cards available at kiosks on Rostrevor Street, at public events and within Council buildings that people could write and submit their feedback. The feedback card is included in Appendix E. It was also collated through submission of comments received through the General Feedback channels available on the HCC website and from phone calls with HCC Customer Service staff. Amongst this feedback, no data was gathered concerning respondents' identities; where they lived; whether they had seen the Rostrevor Street installation; or any demographic information such as age, gender, ethnicity or whether they identified with disability. Commentary was both positive and negative.

The feedback from cards and through HCC online mechanisms including the website General Feedback platform has been summarised, with examples provided of the range of feedback received. However, as there is no way to provide the context for this feedback, it has not been analysed formally as part of assessing the project goals. Should it have been included, its only contribution would have been to confirm that members of the public have mixed views on all aspects of the Rostrevor Street trial.

4 Results

This section covers the results of monitoring undertaken and compared between the baseline (before trial) and trial data collected.

4.1 Summary of goals, measures, and results

The goals concerning placemaking for people, mana whenua identity, roadway use and community engagement, the measures relevant to them, and the results for each measure are summarised in Table 6. Each measure is described in more detail below.

Table 6: Summarised goals, measures, and results

Goal	Measure(s)	Result
More accessible and inclusive to more people.	<ul style="list-style-type: none"> Diversity of participation: manual observational surveys (age, gender, mobility aid). Number of people: manual observational surveys (number of people crossing a cordon in the street, by mode: motor vehicle (car and larger), motorcycle, bicycle, electric scooters, pedestrians (including mobility aids). 	Partially met: Inherently more accessible and easier to cross the road with no motor vehicle traffic. Observation data inconclusive as to whether there were more people and a more diverse range of the community using the street during the trial.
More attractive to more people and people stay longer on the street.	<ul style="list-style-type: none"> Intercept survey: perceptions of Rostrevor Street 	Goal met: People were more likely to agree that Rostrevor Street is a nice place to spend time, and that it is a place they want to dwell, during the trial
Enhance community pride in the space.	<ul style="list-style-type: none"> Intercept survey of local perceptions of Rostrevor Street. 	Goals met: People were more likely to agree that Rostrevor Street is a vibrant place, and that they feel a sense of pride in our central city green spaces when on Rostrevor Street, during the trial.
The West Town Belt 'heart' is experienced as one cohesive open space.	<ul style="list-style-type: none"> Intercept survey of local perceptions of Rostrevor Street. 	
Raise awareness of mana whenua narratives amongst the wider community	<ul style="list-style-type: none"> Intercept survey of local perceptions of Te Aranga Design Principles. 	Goal met: People were more likely to agree that they can see mana whenua/Māori cultural heritage represented on Rostrevor Street and our Māori cultural heritage should be represented on Rostrevor Street, during the trial.
Demonstrate that street closure can be done safely and without significant congestion or parking impacts on wider network.	<ul style="list-style-type: none"> Analysis of travel times between intersections surrounding Rostrevor Street (Bluetooth travel time data) 	Goal met: There was no significant increase in delay on the streets surrounding Rostrevor Street during the trial, compared to baseline travel times.
Demonstrate that removal of on-street parking has neutral or	<ul style="list-style-type: none"> Parking survey: occupancy in outer city centre all-day, on-street parking 	Goal met: There was an increase on all-day on-street parking availability in the outer city centre streets closest of Rostrevor Street, during the trial

positive impact on commuters.		
Provide a safe place for people walking, biking, scootering, and skateboarding.	<ul style="list-style-type: none"> • Intercept survey: perceptions of safety 	Goal met: Pedestrians felt safer during the daytime and crossing the road midblock on Rostrevor Street during the trial. People were more likely to agree that Rostrevor Street was a safe place to cycle, during the trial. The removal of motor vehicle traffic created an objectively safer environment for people walking, biking, scootering, and skateboarding during the trial.
The community has a positive experience of tactical urbanism and an appetite for more.	<ul style="list-style-type: none"> • Co-design feedback survey. 	Unclear: There were mixed results to the co-design feedback survey, and feedback from the Hamilton community on the trial was also varied.

4.2 Placemaking for people goals

This section discusses the placemaking goals that were set to improve accessibility, amenity, aesthetics, and community pride on Rostrevor Street. See Appendix C: for a summary of statistics comparing baseline and trial data.

4.2.1 More accessible and inclusive to more people

This goal relates to improving the accessibility of Rostrevor Street for a wider range of people. Achievement of this goal looks like an increase in the range and diversity of people using Rostrevor Street. An indirect measure of success is that the street provides an objectively safe environment through the removal of through traffic.

Pedestrian movements were counted on Rostrevor Street using two cameras. During the baseline data collection period an average of 9.1 pedestrian movements were counted per hour, this was recorded across two days with fine weather. During the trial, data was collected in May and June. In May, there was an average of 22.0 pedestrian movements per hour across two days with fine weather. In June there was an average of 6.8 pedestrian movements across one day of showery weather and one day of showers turning to rain.

The diversity of pedestrians on Rostrevor Street is shown in Table 7 and Table 8. These data show that there was an increase in the proportion of children using Rostrevor Street.

The data do not show a conclusive change to the gender diversity or number of disabled people using Rostrevor Street. It is likely that the change in self-identified disabled, and non-binary pedestrians is a function of the small baseline sample size, rather than an increase because of the trial.

Table 7: Diversity in age

Measure	Proportion of pedestrians		
	Baseline	Trial (May)	Trial (June)
Children	5.5%	7.5%	8.3%
Older people (65+)	Not collected		

Table 8: Diversity of gender and ability

Measure	Proportion of pedestrians	
	Baseline	Trial
Women (self-identified in intercept survey)	51.5%	47.0%
Non-binary (self-identified in intercept survey)	0.0%	1.0%
Disabled people (self-identified in intercept survey)	0.0%	3.0%

4.2.2 More attractive to more people and people stay longer on the street

Whether people found Rostrevor Street more attractive and increased their desire to spend time there was measured by two items in the intercept survey. Survey participants were asked how much they agreed with the two statements, using a 5-point scale ranging from 1 (strongly agree), 2 (agree), 3 (neutral), 4 (disagree) and 5 (strongly disagree).

The first was “Rostrevor Street is a nice place to spend time”, and the second was “Rostrevor Street is a place I want to stay, dwell and linger”. In the baseline condition, respondents’ answers to the first item were close to 3, a “neutral” response (M = 3.03), and in the second, it was closer to 2, “agree”, (M = 2.03). Similarly, during baseline data collection for the second item, the average response was between “neutral” and “disagree” (M = 3.39), whilst the average response during the trial was between “agree” and “neutral” (M = 2.32). Both changes in ratings suggest that, on average, respondents found Rostrevor Street more attractive and inviting with the installation in place than without it.

4.2.3 Enhance community pride and West Town Belt experience

Measuring community pride was done with three items in the intercept survey using the 5-point scale: “Rostrevor Street is a nice place to spend time”, “Rostrevor Street is a vibrant place”, and “I feel a sense of pride in our central city green spaces when I am on Rostrevor Street”. For every question, the average rating given by respondents improved during the trial from the baseline condition.

Before the installation, the average agreement rating respondents gave the statement “Rostrevor Street is a nice place to spend time” was close to 3, “neutral” (M = 3.03), which increased to close to 2, “agree”, during the trial (M = 2.03). Respondents also agreed that Rostrevor Street is a vibrant place more during the trial (M = 2.32, between “neutral” and “agree”) than baseline (M = 3.36, between “neutral” and “disagree”). Finally, respondents tended to agree more that they felt a sense of pride in Hamilton’s green spaces during the trial (M = 2.11, close to “agree”) compared with baseline (M = 2.66, closer to “neutral” than “agree”). Overall, the measurements taken suggest those who visited the site during the trial felt a greater sense of pride towards it than before the installation.

4.3 Mana whenua identity goal

Two items in the intercept survey measured visitors' perceptions and attitudes towards mana whenua on Rostrevor Street using the 5-point scale: "I can see mana whenua/Māori cultural heritage represented on Rostrevor Street" and "Our Māori cultural heritage should be represented on Rostrevor Street".

The results showed a significant increase in agreement for both measures during the trial compared with responses collected at baseline. The average response for the first item was between "neutral" and "disagree" during the baseline condition ($M = 3.70$). During the trial, responses were closer to "neutral", however ($M = 3.04$). For the second item, the average response from survey participants during baseline data collection was between "agree" and "neutral" ($M = 2.36$), whilst during the trial, the average rating was between "strongly agree" and "agree" ($M = 1.75$).

4.4 Roadway use goals

This section discusses the outcomes of all roadway use goals including the impact on parking, active modes, and the effect of the trial on traffic congestion on the streets surrounding Rostrevor Street.

4.4.1 Demonstrate that street closure can be done safely and without significant congestion or parking impacts on wider network

Effects on traffic congestion in the streets surrounding Rostrevor Street were measured with analysis of travel times. Vehicles with detectable Bluetooth signals are regularly tracked in Hamilton as they travel between different locations on the road network. Travel times and the delay experienced on weekdays, compared with free-flow conditions, was analysed between nodes around the Rostrevor Street closure, shown in Figure 13.



Figure 13 Road links where travel times were analysed (shown in green) before and during the closure of Rostrevor Street between Norton Road and Tristram Street

The analysis showed no change in traffic congestion or delay as a result of the closure of Rostrevor Street between Norton Road and Tristram Street. The mean delay on all of the links in Figure 13 between Monday March 1 and Friday 16 April inclusive (before construction of the trial started) was 74.9 seconds per vehicle. The mean delay between Thursday 29 April and Friday 28 May was 76.4 seconds. The increase of less than two seconds per vehicle was not statistically significant ($p = 0.612$; see Appendix C: for further statistics).

Congestion beyond the vicinity of the Rostrevor Street closure was not analysed. Any variation in delay on other streets within the city centre is unlikely to be directly attributable to the Innovating Streets project, given the lack of observable effect in the immediate vicinity.

4.4.2 Demonstrate that removal of on-street parking has neutral or positive impact on commuters

The surveyed street sections and the average number of occupied on-street parking spaces across the baseline and trial parking surveys are Table 9.

The parking data reveal that there was a decrease in occupancy in June compared with February. In the February survey there were $(725 - 610 =) 115$ unoccupied all-day on-street spaces, on average across the surveyed times. During the June survey there were $(725 - 518 =) 207$ unoccupied on-street spaces on average. The differences are likely to be due to seasonal variation in all-day parking demand. The data do not suggest any impact on commuter parking availability in the central city as a result of the trial. The impact on commuters of the removal of on-street parking was neutral.

Table 9: On-street parking occupancy

Street / Street section	Number of all-day on-street parking spaces	Proportion occupied, February	Proportion occupied, June	Difference in average number of empty spaces per street / street section
Bryce Street North	19	85%	71%	-2.7
Bryce Street South	7	82%	50%	-2.23333
Clarence Street North	10	119%	100%	-1.86667
Clarence Street North	5	91%	120%	1.428571
Clarence Street South	21	77%	77%	-0.01667
Hunter Street East	11	82%	68%	-1.5
Hunter Street North	11	89%	102%	1.45
Hunter Street South	12	86%	92%	0.733333
Lake Road East	8	74%	94%	1.566667
Lake Road West	6	86%	92%	0.366667
Lake Road West	2	67%	75%	0.166667
Marama Street North	6	98%	79%	-1.11667
Marama Street North	22	84%	80%	-0.96667

Marama Street South	27	85%	84%	-0.25
Marama Street South	15	46%	78%	4.816667
Moana Street East	11	107%	68%	-4.23333
Moana Street West	7	94%	89%	-0.35
Norton Road North	16	100%	69%	-5
Norton Road South	26	100%	86%	-3.75
Ruakiwi Road	28	81%	59%	-6.23333
Ruakiwi Road East	9	86%	92%	0.516667
Ruakiwi Road East	27	86%	66%	-5.51667
Ruakiwi Road North	12	84%	83%	-0.13333
Ruakiwi South	12	80%	58%	-2.6
Ruakiwi West	14	90%	100%	1.4
Ruakiwi West	39	71%	77%	2.133333
Seddon Road East	8	92%	41%	-4.08333
Seddon Road East	69	87%	78%	-6.06667
Seddon Road West	6	89%	96%	0.416667
Seddon Road West	9	76%	69%	-0.55
Seddon Road West	10	76%	85%	0.9
Tainui North	22	76%	51%	-5.63707
Tainui Street South	37	85%	81%	-1.46667
Thackeray Street North	28	79%	87%	2.116667
Thackeray Street South	26	96%	54%	-11
Marama Street North	14	57%	68%	1.566667

4.4.3 Provide a safe place for people walking, biking, scootering, and skateboarding

Feelings of safety were measured through five items in the intercept survey. These items measured whether people felt safe on Rostrevor Street during both the day and evening, whether they felt safe crossing the road at the roundabouts and mid-block, and whether they thought Rostrevor Street was safe to cycle on. All the items were measured using a five-point scale, ranging from 1 = strongly agree to 5 = strongly disagree.

The data collected showed that respondents felt safer during the day when the installation was there ($M = 1.77$) compared to baseline ($M = 2.30$). Respondents also tended to say they felt safer during the evening

during the trial (baseline M = 2.91; trial M = 2.78). However, this difference was not as large as during the day, see Appendix C: for full statistics.

During the trial, participants also felt safer crossing the road at both the roundabouts (M = 2.55, between “agree” and “neutral”) and the midblock (M = 1.49, between “strongly agree” and “agree”), compared with baseline (roundabouts M = 2.84 (closer to “neutral” than “agree”); midblock M = 2.47 (between “agree” and “neutral”)). However, this change was only significant for how people felt crossing at the midblock.

Lastly, respondents tended to agree that Rostrevor Street was a safe place to cycle considerably more during the trial (M = 1.57, between strongly agree and agree) than at baseline (M = 3.19, between neutral and disagree). This change was the largest observed between the baseline and trial data (see Appendix C:).

4.5 Community engagement goal

The community engagement goal aimed to create a positive experience of tactical urbanism and an appetite for our community to want more of these types of projects in the future.

The experiences of the community co-designers were measured through a post-implementation survey. Respondents were asked to rate whether they agreed or disagreed with a series of statements, and then explain their answer. Possible responses ranged from strongly agree (1) to strongly disagree (5). A summary of the feedback is provided in Table 10.

In general, responses to most of the survey questions were closest to ‘neutral’ (3).

Responses to the statement “I feel the co-designers were able to contribute appropriately during and after the installation of the trial layouts” was closest to disagree (4). Responses to the statement “Being involved throughout the co-design process from design through to the end of the trial is important to me” were closest to ‘agree’ (2).

Table 10: Summary of co-designer feedback

Question	Mean response (1 = Strongly agree; 5 = Strongly disagree)	Common themes
I felt like my opinion was heard and valued by the project team during the co-design process.	2.65	<ul style="list-style-type: none"> Well-run workshops with opportunity to discuss ideas. Certain aspects of the trial were pre-determined by council staff.
I feel that all ideas presented during the co-design workshops were considered equally amongst participants	2.71	<ul style="list-style-type: none"> Perceived conflicts between business owners and other community groups/advocates. In general people were heard equally.
When design suggestions could not be achieved, I felt the project team provided a reasonable explanation why.	2.82	<ul style="list-style-type: none"> Explanations were given but respondents were often disappointed with the explanations.
The co-designers were kept informed after the co-design workshops were completed.	2.65	<ul style="list-style-type: none"> General satisfaction with emails and newsletters.

		<ul style="list-style-type: none"> A small number of people did not receive the newsletters or found them unsatisfactory.
I feel the co-designers were able to contribute appropriately during and after the installation of the trial layouts.	3.71	<ul style="list-style-type: none"> Dissatisfaction that the project hub was rarely staffed. Perception that businesses were prioritised in the post-installation changes. Perception that a lack of support from senior Council staff and Councillors undermined the project.
Being involved throughout the co-design process from design through to the end of the trial is important to me.	2.12	<ul style="list-style-type: none"> Being genuinely listened to is important to respondents.
I feel the streets have been activated with suitable events and activities as discussed during the co-design process.	2.59	<ul style="list-style-type: none"> The events were popular but outside of events the street was quiet. Perception that events would have been more successful had the trial taken place in summer.

Other themes that arose across responses included:

- Disappointment in the communication to the public by HCC.
- Local business respondents felt they were not heard throughout the process.
- Enthusiasm for the way different community members worked together during the co-design process; and
- Perceptions that removing the trial early went against the strategic outcomes of the project.

4.6 Other insights

This section covers feedback received from the community through informal channels including on-street feedback cards, online general feedback, and Council Customer Services.

4.6.1 General feedback

HCC accepted feedback through physical feedback cards available on-street with a designated drop box on site at Rostrevor Street. Feedback cards were also available at activations and events held during the trial. The community were also able to submit their feedback through the General Feedback channel available on the HCC website. Feedback was also received via a small number of phone calls and were recorded by the HCC Customer Services team. These sources were collated as an additional gauge of public opinion. These data have been considered but are not included in the formal analysis of the trial. Feedback is valuable when its origin is understood, and demographics have been collected to provide some context around a participant's comments. It is also apparent that several of the comments have been submitted multiple times by some individuals which adds to difficulties assessing the objectivity of these comments.

Responses to the trial were coded as positive, negative, or mixed/neutral, with 96 positive responses, 121 negative responses and 28 responses that were mixed or neutral. Feedback is rated as positive where the individual has expressed support for the trial layout or indicated that it is heading in the right direction. Feedback is rated as negative where the individual has opposed the trial layout or indicated that it is not heading in the right direction. Feedback is rated as mixed/neutral where the individual has made a mix of

positive and negative comments, has not expressed either support or opposition to the trial layout or has made a suggested change to the trial layout without indicating any overall thoughts on the trial layout.

Common themes arising from the responses rated as positive include:

- It is safer.
- It feels built for the community rather than cars.
- It's inviting/a nice place to spend time.
- Comments specific to nearby businesses (this included compliments from local business owners).
- Project signals the direction Hamilton should be going in.
- It promotes behaviour change.
- Should be made permanent.
- Suggested improvements.
 - Practical – e.g. rubbish bins, shelter, more seating, lighting.
 - Activate the space more.
 - Get rid of things that make people feel unsafe.
 - Hold the trial for longer.
 - Hold the trial during summer.

Common themes arising from the responses rated as negative include:

- Congestion and frustrating driving experience.
- Money concerns/waste of money.
- Creates unsafe places for pedestrians (this included drunken behaviour and frustrated drivers)
- Critiques of the design aspects of the trial (including the choice of colours, artwork, planters, lack of parking).
- Suggested improvements included:
 - Activate the parks without closing the street.
 - Worley Place would have been a better location.
 - A zebra crossing would have been sufficient without closing the whole road.
 - We need more roads, not less.
 - We need more free parking, not less.

Many of the comments rated as neutral were somewhat positive; they tended to have issues with how the trial was carried out, rather than being against the entire concept. Others liked the general idea but acknowledged the effect on nearby traffic was annoying.

4.6.2 Differences in responses during events

A point of interest was whether respondents tended to view the street more positively during the trial during events than during days without an event. Analysis was conducted on the intercept survey data taken during the trial between responses taken from people during an event and those which were not. See Appendix D: for a summary of collected data.

During events, participants were significantly more likely than at other times to report that;

- Rostrevor Street is a nice place to spent time.
- Rostrevor Street is a place I want to stay, dwell, and linger.
- Rostrevor Street is a vibrant place.
- I feel a sense of pride in our central city green spaces when I am on Rostrevor Street; and
- Our Maori cultural heritage should be represented on Rostrevor Street.

There was no significant difference in participants' agreement with the following statements, during events compared to other times:

- I can see mana whenua/Māori cultural heritage represented on Rostrevor Street.
- I feel safe walking on Rostrevor Street during the day.
- I feel safe walking on Rostrevor Street during the evening.
- I feel safe crossing the road on Rostrevor Street at the roundabouts.
- I feel safe crossing the road on Rostrevor Street at midblock (uncontrolled); and
- I would (or do) feel safe cycling on Rostrevor Street.

5 Discussions and Conclusions

Analysis of community perceptions, traffic and parking data suggest that most of the measured goals for the Rostrevor Street Innovating Streets project were met. However, there are several caveats to be considered when interpreting the results. These include:

- Seasonal changes: both the Rostrevor and Ward Street trials took place in Autumn and Winter, making comparison to baseline (Summer) conditions difficult. The only factor unlikely to be impacted by the changing seasons is traffic delay because it is an average measure of speed which, in the absence of severe storms, is independent of time of the year.
- Timeframes: The trial funding timeframes meant that it was not possible to collect data at similar times of the year for both baseline and trial situations, nor was it possible to collect data over several months. Longer trials and ongoing monitoring are recommended if more confidence in the outcomes is sought.
- In a similar vein, while the perception survey responses provided enough data to draw conclusions, there was limited manual counting of people using Rostrevor Street during and before the trial. When combined with seasonal variation effects, it is unclear whether the project attracted people to Rostrevor Street.
- It is difficult to evaluate the goal around making Rostrevor Street more accessible to more people, because data about who uses Hamilton streets is sparse. It would be useful for Hamilton City Council to collect more data about the people out and about in the central city in particular, to understand whether the proportions of people of different ages, gender identities and abilities is typical or not.

In future it would be useful to leave the trial in place for longer, so that seasonal effects can be mitigated with more data collection.

5.1 Conclusions

Data collected to assess the success of the Rostrevor Street Innovating Streets project suggest that most of its goals were met. The following goals are assessed as met, based on analysis of surveys and transport network data:

- Regarding placemaking for people, the changes to Rostrevor Street resulted in a subjectively **more attractive** street which enhanced people's **pride** when they were using it.
- The project resulted in improved **awareness of mana whenua narratives** amongst those using Rostrevor Street.
- There was **no increase in congestion** or any **reduction in parking availability** in the streets surrounding Rostrevor Street during the trial, showing that road users respond to such interventions by adapting their behaviour, and that there was capacity within the central city road network to accommodate the removal of this link.
- The closure provided a **safe place for people walking, biking, scootering, and skateboarding**, with cyclists in particular feeling much safer using the street when the trial was in place, and pedestrians feeling safer crossing in the absence of traffic.

Goals related to Council processes were not assessed as part of this report. The community experience of tactical urbanism was varied, with mixed responses to the co-designer survey, and varied views provided through Hamilton City Council social media and other channels.

These data have shown that despite varied community opinions and perceptions aired in media, measuring clear goals in a robust way can help Hamilton City Council to work towards its vision and policy objectives with clarity. It is recommended that more data concerning the effectiveness of investment is collected. Evidence can help inform future policies and investment, as well as providing transparency to the people of Hamilton in terms of how the city is making progress towards reaching its overarching goals.

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Appendix A: Intercept Survey

Hamilton Kirikiriroa Innovating Streets

ROSTREVOR STREET INTERIM TRIAL PERCEPTION SURVEY

Date: Start time: Surveyor: Location:

1. Where do you live?

- ☐ I am a Hamilton City resident, my suburb is:
- ☐ Waipa ☐ Elsewhere in New Zealand ☐ Waikato ☐ Overseas

2. What is your gender?

- ☐ Male ☐ Female ☐ other prefer not to say

3. What is your ethnicity? (any response accepted)**4. Do you affiliate with an Iwi/have an Iwi connection?**

- ☐ Yes ☐ No

5. What is your age group? *Interviewer to circle*

- ☐ Under 16 ☐ 16-19 ☐ 20-24 ☐ 25-29 ☐ 30-34 ☐ 35-39 ☐ 40-44
- ☐ 45-49 ☐ 50-54 ☐ 55-59 ☐ 60-64 ☐ 65-69 ☐ 70-74 ☐ 75-79 ☐ 80+

6. Are you / do you identify as a disabled person?

- ☐ Yes ☐ No

7. Do you use a mobility aid to get around? *Interviewer to observe***8. How did you travel here today?**

- ☐ Walked from home ☐ Bicycled from home ☐ Public transport
- ☐ Drove and parked on this street ☐ Drove and parked on a different street ☐ Passenger and parked on this street
- ☐ Passenger and parked on this street ☐ Passenger and parked on a different street ☐ Other (specify)

9. If you traveled by car, where did you park (name street or off-street parking area, work car park, student parking, retail customer parking)?

Please respond to the following statements with either: (Interviewer to circle:) strongly agree, agree, neutral, disagree, strongly disagree

- | | | | | | |
|---|----------------|-------|---------|----------|-------------------|
| 10. Rostrevor Street is a nice place to spend time | strongly agree | agree | neutral | disagree | strongly disagree |
| 11. I feel safe walking on Rostrevor Street during the day | strongly agree | agree | neutral | disagree | strongly disagree |
| 12. I feel safe walking on Rostrevor Street during the evening | strongly agree | agree | neutral | disagree | strongly disagree |
| 13. I feel safe crossing the road on Rostrevor St at the roundabouts | strongly agree | agree | neutral | disagree | strongly disagree |
| 14. I feel safe crossing the road on Rostrevor St mid block (uncontrolled) | strongly agree | agree | neutral | disagree | strongly disagree |
| 15. I would (or do) feel safe cycling on Rostrevor Street | strongly agree | agree | neutral | disagree | strongly disagree |
| 16. I can see mana whenua/Māori cultural heritage represented on Rost. St | strongly agree | agree | neutral | disagree | strongly disagree |
| 17. Our Maori cultural heritage should be represented on Rostrevor Street | strongly agree | agree | neutral | disagree | strongly disagree |
| 18. Rostrevor Street is a vibrant place | strongly agree | agree | neutral | disagree | strongly disagree |
| 19. I feel a sense of pride in our central city green spaces when I am on Rost. St | strongly agree | agree | neutral | disagree | strongly disagree |
| 20. Rostrevor Street is a place I want to stay, dwell and linger | strongly agree | agree | neutral | disagree | strongly disagree |

21. If you could change one thing about Rostrevor Street, what would it be?

Appendix B: Co-designer feedback survey – Post-implementation

DRAFT

Item 10

Attachment 3

HKIS: Co-designers' experience survey - Post Installation

Thank you for doing this survey. There are 20 questions and an opportunity for you to provide any additional feedback.

- This information will help us improve our processes for any future co-design projects.
- No identifying information will be shared publicly. We may use some quotes, attributed only to "a co-design participant" or "survey respondent".

1. I felt like my opinion was heard and valued by the project team during the co-design process.

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree

2. Please explain your answer to the previous question

3. I feel that all ideas presented during the co-design workshops were considered equally amongst participants.

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree


4. Please explain your answer to the previous question



5. When design suggestions could not be achieved, I felt the project team provided a reasonable explanation why.

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree


6. Please explain your answer to the previous question



7. The co-designers were kept informed after the co-design workshops were completed.

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree

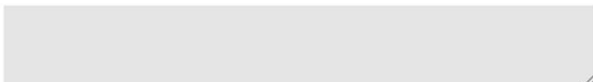
8. Please explain your answer to the previous question



9. I feel the co-designers were able to contribute appropriately during and after the installation of the trial layouts.

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree

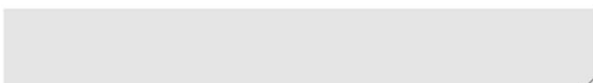
10. Please explain your answer to the previous question



11. Being involved throughout the co-design process from design through to the end of the trial is important to me.

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree

12. Please explain your answer to the previous question



13. I feel the streets have been activated with suitable events and activities as discussed during the co-design process.

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree

14. Please explain your answer to the previous question

15. What were the best things about being involved in this co-design process, and why?

16. What were the worst things about being involved in this co-design process, and why?

17. What would you want to see done differently next time we run a co-design process, and why?

18. Based on your experience with this project, how interested would you be in getting involved with another co-design project – for example in your local neighbourhood?

- ☐ Very interested
- ☐ Interested
- ☐ It would depend on the project
- ☐ I don't have time
- ☐ Not interested

19. Please explain your answer to the previous question

20. Any other feedback?

Appendix C: Statistics between baseline and trial data

Measure	1 = strongly agree, 5 = strongly disagree						
	Mean		Standard Deviation		ANOVA Results		
	Baseline	Trial	Baseline	Trial	F	Significance level (p)	Effect size (η ²)
Rostrevor Street is a nice place to spend time	3.03	2.03	0.85	0.93	30.15	< .001	0.19
Rostrevor Street is a place I want to stay, dwell, and linger.	3.39	2.32	0.83	1.08	27.16	< .001	0.17
Rostrevor Street is a vibrant place.	3.36	2.32	0.99	1.09	23.99	< .001	0.16
I feel a sense of pride in our central city green spaces when I am on Rostrevor Street.	2.66	2.11	0.9	0.96	8.04	0.005	0.058
I can see mana whenua/Māori cultural heritage represented on Rostrevor Street.	3.7	3.04	0.77	1.2	8.72	0.004	0.062
Our Māori cultural heritage should be represented on Rostrevor Street.	2.36	1.75	0.65	0.96	11.72	< .001	0.082
I feel safe walking on Rostrevor Street during the day	2.3	1.77	0.73	0.7	14.26	< .001	0.1
I feel safe walking on Rostrevor Street during the evening	2.91	2.78	0.8	1.08	0.39	0.53	0.003
I feel safe crossing the road on Rostrevor Street at the roundabouts.	2.84	2.55	1.02	1.06	1.87	0.18	0.015
I feel safe crossing the road on Rostrevor Street at midblock (uncontrolled).	2.47	1.49	0.72	0.75	40.98	< .001	0.26
I would (or do) feel safe cycling on Rostrevor Street.	3.19	1.57	0.83	0.66	123.43	< .001	0.5

Appendix D: Statistics – Trial data events v non-events

Measure	1 = strongly agree, 5 = strongly disagree						
	Mean		Standard Deviation		ANOVA Results		
	Non-event	Event	Non-event	Event	F	Significance level (p)	Effect size (η ²)
Rostrevor Street is a nice place to spend time	2.53	1.81	1.20	0.69	14.37	< .001	.13
Rostrevor Street is a place I want to stay, dwell, and linger.	2.77	2.12	1.33	0.90	7.88	.006	.075
Rostrevor Street is a vibrant place.	2.83	2.09	1.42	0.83	10.66	.002	.098
I feel a sense of pride in our central city green spaces when I am on Rostrevor Street.	2.43	1.97	1.10	0.87	5.03	.027	.049
I can see mana whenua/Māori cultural heritage represented on Rostrevor Street.	3.27	2.94	1.36	1.11	1.55	.22	.016
Our Māori cultural heritage should be represented on Rostrevor Street.	2.30	1.51	1.26	0.68	16.33	< .001	.143
I feel safe walking on Rostrevor Street during the day	1.93	1.69	0.87	0.60	2.53	.12	.026
I feel safe walking on Rostrevor Street during the evening	2.93	2.71	1.23	1.00	0.87	.35	.009
I feel safe crossing the road on Rostrevor Street at the roundabouts.	2.52	2.57	1.15	1.02	0.045	.83	<.001
I feel safe crossing the road on Rostrevor Street at midblock (uncontrolled).	1.63	1.41	0.96	0.60	1.75	.19	.020
I would (or do) feel safe cycling on Rostrevor Street.	1.64	1.54	0.73	0.63	0.44	.51	.005

Appendix E: Feedback Cards

DRAFT

Item 10

Attachment 3



(Please write clearly)



Why?



Why?

Please turn over



Would you like someone to contact you to talk about this?

☐ **No**

☐ **Yes:** *Name:*

Phone number:

Email:

COMMUNITY + COUNCIL
INNOVATING
OUR STREETS

GET INVOLVED + FIND OUT MORE!
[web. hamilton.govt.nz/innovating-streets](http://web.hamilton.govt.nz/innovating-streets)
[email. innovatingstreets@hcc.govt.nz](mailto:innovatingstreets@hcc.govt.nz)

Attachment 4 – Rostrevor Street Options

Following the completion of the Innovating Streets trial of Rostrevor Street (Tristram St – Norton Rd) staff have identified 4 options for Elected Member consideration.

With each option there is also a series of 'Optional Add-Ons' that can be considered. These are listed below.

The four options are:

- Option 1 – Keep road open, return to Pre-Innovating Street layout
- Option 2 – Keep road open, retain some elements of the Innovating Streets
- Option 3 – Keep road open, install separated cycle lanes and remove parking
- Option 4 – Close road, consider long term status of the road

A description of these options and optional add-ons is provided below:

Options	Comments
Option 1 – Keep road open, return to pre-Innovating Streets layout Work required: <ul style="list-style-type: none"> • Removal of art work • Removal of speed cushions and signage at Rostrevor/Tristram roundabout • Reinstatement of chains for park bollards • Repainting park bollards • Removal of any street/furniture planters etc from within the transport corridor. 	<ul style="list-style-type: none"> • Potential for additional work via 'Optional Add-ons' # 1, 2, 3,
Option 2 – Keep road open, retain some elements of the Innovating Streets Features to be retained and work required: <ul style="list-style-type: none"> • Leave street art in place • Allow two way traffic and parking to occur as per previous layout • Retain speed cushions and signage at Rostrevor/Tristram roundabout • Relocate any new street furniture/planters to locations that will not create a traffic hazard but which support a lower speed limit • Monitor speeds on Rostrevor Street • If necessary – install addition speed cushions to achieve a lower speeds • formalise lower speed limit via speed limits bylaw following consultation (Hearings and Engagement Committee resolution required) 	<ul style="list-style-type: none"> • Need to complete monitoring and potentially introduce additional speed calming measures in order to achieve the 30km/h speeds needed to retain street art and introduce the lower 30km/h speed limit • Need to consider ongoing maintenance of artwork • Potential for additional work via 'Optional Add-ons' # 1, 2, 3,

<p>Option 3 – Keep road open, install separated cycle lanes and remove parking</p> <p>Features to be retained and work required:</p> <ul style="list-style-type: none"> • Leave street art in place • Allow two way traffic and parking to occur as per previous layout • Retain speed cushions and signage at Rostrevor/Tristram roundabout • Relocate any new street furniture/planters to locations that will not create a traffic hazard but which support a lower speed limit • Monitor speeds on Rostrevor Street • If necessary – install addition speed cushions to achieve a lower speeds • Formalise lower speed limit via speed limits bylaw and cycle lanes via Traffic Bylaw following consultation (Hearings and Engagement Committee resolution required) • is classified as a Cross City Connection in Biking and Micro-mobility Plan and in CCTP 	<ul style="list-style-type: none"> • Need to complete monitoring and potentially introduce additional speed calming measures in order to achieve the 30km/h speeds needed to retain street art and introduce the lower 30km/h speed limit • Need to consider ongoing maintenance of artwork • Potential for additional work via ‘Optional Add-ons’ # 2, 3, 5
<p>Option 4 – Close road and consider long term status of the road</p> <ul style="list-style-type: none"> • Would need to consider the need for additional consultation before formalising • Formalise via resolution from Hearings and Engagement Committee • Need to consider what would be an appropriate long term solution – eg Pedestrian Mall and close for events or formal Road Closure • 	<ul style="list-style-type: none"> • Potential for additional work via ‘Optional Add-ons’ # 2,4,5,6,7 • Need legal opinion of this still qualifies as ‘temporary’ closure when we don’t have a plan for opening. • Potential for challenge in Environment Court for Pedestrian Mall or Road Closure • Potential impact on Tristram St if Optional Add On #7 also progressed
<p>Optional Add On’s to consider</p>	
<p>Optional Add On #1 – Commuter Parking charge</p> <ul style="list-style-type: none"> • Formalise via Traffic Bylaw following consultation (Hearings and Engagement Committee resolution required) 	<ul style="list-style-type: none"> • Needs to fit into the Central City Parking plan
<p>Optional Add On #2 – Raised Safety Platforms and Zebra Crossings at Tristram/Rostrevor intersection</p> <ul style="list-style-type: none"> • Formalise via Traffic Bylaw following consultation (Hearings and Engagement Committee resolution required) 	<ul style="list-style-type: none"> • Cost to complete works estimated at \$80-100k for each raised safety platform depending on drainage implications • Indicative total cost for lighting installation (material, labour,

	<p>design) \$64,000 excl GST or \$16,000 per zebra crossing. Point to note: adding extra load on power network means that <u>only WEL Networks</u> can do trenching / cabling and their current timing on this type of work is 3-6 months.</p> <ul style="list-style-type: none"> • and lighting • No specific project for improvements to this intersection currently in the 2021 LTP
<p>Optional Add On #3 – Raised Safety Platform and Zebra Crossing mid block on Rostrevor Street</p> <ul style="list-style-type: none"> • Would be desirable to link up with future pathways developed in the two adjacent parks • Formalise via Traffic Bylaw following consultation (Hearings and Engagement Committee resolution required) 	<ul style="list-style-type: none"> • Cost to complete raised safety platform estimated at \$80-100k depending on drainage • Install lighting for zebra crossing approx \$18k excl. GST Point to note: adding extra load on power network means that <u>only WEL Networks</u> can do trenching / cabling and their current timing on this type of work is 3-6 months.
<p>Optional Add On #4 – Introduce a separated cycle facility between Tristram Street and Victoria Street</p> <ul style="list-style-type: none"> • is classified as a Cross City Connection in Biking and Micro-mobility Plan and in CCTP 	<ul style="list-style-type: none"> • No investigation work completed to date • would need to consider if traffic signals at Tristram/Rostrevor is a more appropriate treatment than a roundabout • Funding would have to be from Biking and Micro-mobility programme
<p>Optional Add on #5 – Raised Safety Platform and Zebra Crossing on left slip lane at Tristram/Norton</p> <ul style="list-style-type: none"> • If Rostrevor Street is closed, this will become a busier turn and there needs to be improvements for those crossing at this location. • If Rostrevor Street remains open, could instead consider closing this left slip and ban the turn. 	<ul style="list-style-type: none"> • Cost to complete works estimated at \$80k – includes raised safety platform and lighting • Funding would have to be found – potentially reprioritise the Low Cost Low Risk Walking and Cycling programme
<p>Optional Add on #6 Norton/King/Seddon/Rostrevor roundabout improvements for walking and cycling</p> <ul style="list-style-type: none"> • Installation of raised safety platforms with zebra crossings on all legs of the roundabout for pedestrians and cyclists to lower speeds and improve general safety • Narrow travelling lanes for vehicles to slow speeds 	<ul style="list-style-type: none"> • An investigation report has been completed looking at opportunities for improvement of this intersection – as agreed at the May 2020 Infrastructure Operations committee • An early concept design for this intersection has been developed • As part of the Intersection Upgrades (subsidised) programme this project is

	current programmed in Year 3 of the 2021 LTP (\$2M)
<p>Optional Add on #7 – Changes to lanes and phasing of traffic signals at Tristram/Norton</p> <p>The work involved:</p> <ul style="list-style-type: none"> • Currently a shared through and right turn lane, so in order to add a green arrow would have to remove one of the through lanes on Tristram St. Removing one of the through lanes is a permanent and strategic decision which would have wider effects • A better alternative route via Mill St Norton Rd back to the Norton roundabout and could then consider a right turn ban at this Tristram/Norton instead intersection 	<ul style="list-style-type: none"> • Prior to this HKIS, the preference here was rather to ban the right turn movement • Concerned about the likely impact on the capacity and efficiency of Tristram Street noting that this could push traffic back to Anglesea Street – which has been flagged for PT priority. • Need to have good modelling and corridor study to understand the impact of this alongside changes to the intersections south on Tristram Street including Bryce, Ward and Collingwood. • Estimate to complete signal changes would be \$50k. Modelling would be extra over cost.

Council Report

Committee: Infrastructure Operations Committee
Date: 17 August 2021
Author: John Purcell
Authoriser: Eeva-Liisa Wright
Position: Parking – Team Leader
Position: General Manager
 Infrastructure Operations

Report Name: Commuter Parking in Central City 2 hour free parking zone

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

1. This report provides the Infrastructure Operations Committee with information requested at the 8 June 2021 committee meeting, regarding the location and management of proposed commuter parking areas within precincts one and four of the current 2hr-free parking zones.
2. To request that the Infrastructure Operations Committee makes a recommendation to Council to resolve a delegated fee range for the new on-street paid commuter parking product.

Staff Recommendation - *Tuutohu-aa-kaimahi* (Recommendation to the Council and the Hearings and Engagement Committee)

3. That the Infrastructure Operations Committee:
 - a) receives the report;
 - b) recommends that the Hearings and Engagement Committee approves the areas identified in the staff report (paragraphs 16-21), currently within the Central City Business District 2-hour free parking, and Nisbett Street, as commuter parking areas (noting that the Hearings and Engagement Committee have the delegation to designate the commuter parking locations as per the Hamilton City Traffic Bylaw); and
 - c) recommends that the Council approves on-street commuter parking areas have a parking fee and charge of \$6 per space per day.

Executive Summary - *Whakaraapopototanga matua*

4. This report provides further information on the Commuter Parking initiative in the 2-hour free CBD parking zones one and four as requested by Elected Members at the 8 June 2021 Infrastructure Operations Committee [\[Minutes\]](#).
5. Staff have identified the locations of the initial proposed commuter parking areas as Liverpool St, Harwood St, Nisbett St, Clarence St, Knox St and Grantham St. The number of locations may grow over time as the market for on-street commuter parking develops.
6. Staff propose to use an initial flat rate of \$6 per space per day for commuter parking and that this will change into Demand Responsive Pricing (DRP) as the market matures and the demand is assessed.

7. Staff request that the Infrastructure Operations Committee recommend the Council to approve that a DRP price range be set by Council and that this be set at \$6per space per day.
8. Staff identify that commuter parking payments and adjacent time restricted activity will be monitored by the new Licence Plate Recognition vehicle.
9. Staff identify the cost of on-street commuter parking deployment to be no more than\$50,000 and is a budgeted activity.
10. Staff consider the matters in this report to have medium significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

At the 10 June 2020 Council Annual Plan meeting it was resolved that Council increases the budgeted revenue for Central City Parking by \$400,000 with the increase being generated by commuter parking [[Minutes](#)].

11. The Central City Advisory Group considered the resolution and as part of the recommendation to the Infrastructure Operations Committee requested staff to investigate the reduction of 2 hour free on-street car parks across the CBD parking area to enable the increased commuter revenue of \$400,000.
12. Staff had investigated approximately 250 parking spaces within the CBD 2-hour free parking zone that would be appropriate to convert to commuter parking spaces with the following reasons:
 - i. the particular location was highly under-utilised; or
 - ii. the location was already being significantly abused by commuter parkers; or
 - iii. the current restrictions in place were not "fit for purpose" for the location.
13. At the 8 June 2021 Infrastructure Operations Committee, it was resolved that staff were to report to the 17 August 2021 meeting defining the areas of Zones 1 and 4 that will be excluded from the 2-hour Free Parking Trial to facilitate the commuter parking initiative and that this project was to be operating by 1 October 2021 [[Minutes](#)].
14. Members also requested information regarding the cost to implement, how commuter parking would be managed and the steps that will be completed to have the project delivered.

Discussion - *Matapaki*

15. The following proposed commuter parking areas are deployed where long runs of parking spaces exist. Generally, the commuter spaces will be deployed along one side of the street with gazetted time restricted parking being posted on the opposite side to continue to support parking turnover for local businesses and services. The high-definition graphics identifying restrictions will be reported to Hearings and Engagement as per normal. The initial commuter parking deployment areas recommended are:
16. **Liverpool St Nth and Nth Harwood St West** (approx. 30 spaces)



The confluence of Liverpool and upper Harwood St's, currently under-utilised. NB: requests from 3 businesses have been received in the past for long stay parking in this area.

17. **Sth Harwood St East** (approx. 25 spaces)



East side of Harwood St between Rostrevor and London St's, this site currently lies amid other commuter parking opportunities and is likely to escalate in price quickly after the Demand Responsive Pricing mechanism is initiated. Under-utilised with some time abuse occurring.

18. **Clarence St Sth** (approx. 15 spaces)



Sth side of Clarence St, this locality is close to the courts where both abusive behaviour is prevalent and calls to accommodate longer stay parking is common.

19. **Knox St Sth** (approx. 43 spaces)



Angle parking along southern side of Knox St, convenient and likely to escalate in price quickly.

20. **Grantham St West** (approx. 28 spaces)



West side of upper Grantham St, this area is highly “utilised” by corporate commuter parkers with few businesses in the area needing short term parking. Converting to commuter parking in this area makes the parking more “fit for purpose”.

21. **Nisbet Street Nth and Sth** (approx. 31 spaces)



22. The Nisbet Street location was not part of the original “2 hour free parking trial”. It was excluded based on the unknown future status of the street. Over the four years of the Parking Trial this street’s future use has become clearer.
23. The 31 completely unrestricted, free, all day parking spaces at this location and its proximity to the CBD is now an anomaly in our network.
24. These spaces have therefore been included in this report as and the change to the parking activity will be part of the Hearings and Engagement Committee process to gazette both the north and south sides of Nisbett street as paid commuter parking.
25. Staff note that after the initial flat fee period, it is expected that this very convenient and highly utilised location will increase in price relatively quickly based on the DRP mechanism (described later in this report).

26. The initial deployment of these 6 locations with a total of 172 parking spaces (approx.) will be actively added to as demand identifies the desirable localities.
27. To expedite the management of the commuter parking product (growth) it is recommended that future additions be made directly through the delegation of the Hearings and Engagement Committee. It is also recommended that regular updates on the magnitude and performance of the commuter product be made to the Operations Infrastructure Committee through the General Manager's Report.
28. The PayMyPark app will be used as the payment receiving mechanism for commuter parking revenue in the CBD.
29. The Parking Compliance Team will monitor both the paid commuter parking areas and the time restricted parking in the vicinity to ensure that both payments and gazetted restrictions are being adhered to.
30. Monitoring of the above will be by way of the newly commissioned Licence Plate Recognition (LPR) vehicle(s)



31. The LPR vehicle will identify non-compliant events, these being non-payment use of commuter parking spaces and overstay in the surrounding time restricted spaces. These events will be digitally validated by Warranted Officers in the Parking Control Room at which time infringements will be electronically issued.
32. Commuter parking is a new product for on-street parking in Hamilton. Development and subsequent income will follow the standard market drivers of supply and demand. Opportunities for more commuter parking are likely to be placed in front of Council in the future should conditions favour their deployment.
33. Once the commuter parking areas are approved by this Committee, staff will engage with stakeholders in the local area through the standard gazetting process with final authorisation being made through the Hearings and Engagement Committee.

Financial Considerations - *Whaiwhakaaro Puutea*

34. Commuter parking should be introduced at a low tariff with the price increasing as uptake is experienced. The tariff is to be set by Council resolution as per the Hamilton City Traffic Bylaw 2015.

35. At the 8 June 2021 meeting Elected Members and staff discussed options for rates for commuter parking areas, three opportunities existed, these were a schedule of prices by area, a flat fee and Demand Responsive Pricing (DRP).
36. Staff recommended that two of these be used together, these were the initial flat fee rate of \$6 per space for simplicity and customer attractiveness, and that Council sets a price range for on-street commuter parking that can be adjusted as the areas demand grows i.e. DRP.
37. The new commuter parking product is expected to develop to include approximately 250 parking spaces, should the occupancy of these spaces achieve 90% daily utilisation (business days) at a tariff of \$6 per working day the revenue yielded would be >\$350k.
38. Staff recommend that the Infrastructure Operations Committee should recommend to Council that commuter parking be set for \$6 per day per space and that adjustments be made at appropriate intervals through the DRP mechanism.
39. Price adjustment intervals are likely to differ between locations as desirability will fluctuate. Over time the true market rate for each location will be achieved.
40. The price per space at each location will be identified primarily through the PayMyPark App, however a simple corresponding dollar figure can be added to the static signage if the Committee desires this.
41. It is recommended that future price adjustments be made in \$1 increments with \$6 being the minimum tariff used for on-street paid commuter parking.
42. For context with a 250 commuter carpark portfolio; for each full \$1 avg increase, the yield would increase by nearly \$60,000 pa. Should any additional commuter carparks be added to the portfolio (at the \$6 tariff) these would yield approx \$1,400 pa per space.
43. The review of the Traffic Bylaw 2019 has proposed to, by resolution of the Council, delegate to the Chief Executive the authority to adjust pricing in certain on-street and off-street places as required. The Traffic Bylaw is proposed to be approved by the Council late 2021.

44. **Project costs to introduce paid commuter parking**

Type of Costs		21/22 Year
Capital Expenditure		Approved budget
Parking signage	\$	Costs incurred
PayMyPark App	\$	\$20,250
Engagement & Communications	\$	\$5,500
Contingency	\$	\$15,500
Total Capex	\$	\$6,500
		\$47,750
Operating Expenditure		
There is no additional costs to operate	\$0	\$
Total Opex	\$0	\$

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

45. Staff confirm that the recommended option complies with Council's legal and policy requirements.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

46. 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').
47. 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.
48. The recommendations set out in this report are consistent with that purpose.

Social

49. The recommendation to implement commuter parking will assist the community through follow-on benefits derived from upcoming improvements in public transport and network efficiency initiatives. The planned changes will also promote a higher level of motorist compliance to the new commuter zones and those restrictions adjacent as gazetted by Council.

Economic

50. The commuter parking product will enable parking staff to better manage areas in the city where commuters risk parking in time enforceable areas to park for free, this currently negatively impact on surrounding services and businesses, preventing legitimate customers easy access to those businesses to trade.

Environmental

51. Commuter parking, through the setting of fees, will assist in the delivery of future modal shift initiatives including the increased uptake of public transport. At the discretion of Council, some of the commuter parking fees may be used to part fund or discount PT fares. Increased patronage of Public Transport provides significant environmental benefits to the city and community.

Cultural

52. The recommendations in this report progress an initiative that has previously been consulted upon, there are no amendments that have necessitated further engagement.

Risks - *Tuuraru*

53. With the deployment of paid commuter parking there is the risk that current commuters will move to adjacent free time restricted spaces and that this will negatively impact on businesses in the local vicinity. The parking team will be mitigating this risk by using the newly acquired LPR vehicles to not only check for commuter payments but also patrol the immediate areas to ensure time restrictions posted are being adhered to.
54. Some business may feel that high-turnover parking is removed which could have an impact on their business. In most of the areas proposed to change, there is still parking availability in the areas.

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

Significance

55. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the matter(s) in this report has/have a medium level of significance.

Engagement

56. Given the medium level of significance determined and the previous public engagement completed through the annual plan process the only future engagement required will be by through a targeted stakeholder engagement. The Hearings and Engagement Committee will have an overview of this.
57. Paid commuter parking received a large number of submissions as part of the 2021-31 Long-Term Plan process. The submissions received primarily focused on the areas outside of the CBD which currently do not have timeframes.

Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

Council Report

Item 12

Committee: Infrastructure Operations Committee

Date: 17 August 2021

Author: Surya Pandey

Authoriser: Chris Allen

Position: Programme Manager City Wide Waters

Position: General Manager Development

Report Name: Treatment Plant Capacity Upgrades Programme Update

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

1. To inform the Infrastructure Operations Committee on progress of the programme of major upgrades at the Water and Wastewater Treatment Plants.
2. To seek the approval from the Infrastructure Operations Committee to award a direct appointment contract to Neuflow Ltd. to provide project and construction management services for the next phase of the Pukete Wastewater Treatment Plant Upgrade project, with an Approved Contract Sum of up to \$500,000

Staff Recommendation - *Tuutohu-aa-kaimahi*

3. That the Infrastructure Operations Committee:
 - a) receives the report; and
 - b) approves the direct appointment of Neuflow Ltd. to provide project and construction management services for the next phase of the Pukete Wastewater Treatment Plant Upgrade project, with an Approved Contract Sum of up to \$500,000.

Executive Summary - *Whakaraapopototanga matua*

4. Council has existing planned and funded projects to undertake significant upgrades of our existing water and wastewater treatment plants to meet water supply and wastewater treatment needs for our growing city.
5. The Waiora Water Treatment Plant and Pukete Wastewater Treatment Plant are the City's only water and wastewater treatment plants. Upgrades to these existing plants are critical to cater for growth and to maintain high levels of compliance.
6. Construction and commissioning of a substantial upgrade to the wastewater treatment plant secondary treatment process including a new bioreactor, clarifier, chemical storage, and supporting infrastructure has recently been completed.
7. The next stages of delivery at both the water and wastewater treatment plants includes:
 - i. at the Water Treatment Plant - installation of a new membrane filtration system to increase plant sedimentation and filtration process capacity – plus associated infrastructure including a washwater system upgrade;

- ii. at the Wastewater Treatment Plant - retrofit upgrade of the existing bioreactor treatment processes and upgrade of the plant inlet structure and screens; and
 - iii. completion of treatment plant master plans to inform future upgrade requirements.
- 8. Staff recommend that NeufLOW Ltd. is directly appointed the contact to provide project and contract management services for the remainder of this works programme. NeufLOW have extensive knowledge of the site and a demonstrated track record of successfully delivering similar complex and technical works in a live treatment plant environment.
- 9. Staff consider the matters in this report have low significance in accordance with Council's Significance and Engagement policy and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

Waioira Water Treatment Plant Capacity Upgrade (Waioira 2)

- 10. Hamilton city has one municipal water treatment plant (WTP) located on Peacockes Road – which draws water from the Waikato River and treats it to an appropriate standard to supply Hamilton with drinking water.
- 11. The WTP currently has capacity to treat up to 105 million litres of water per day (MLD). In order to meet the water supply needs of our growing city as well as compliance requirements the Waioira 2 project will increase plant capacity to 140 MLD and also improve plant process resilience.
- 12. As previously reported to the Infrastructure Operations Committee on 16 April 2020 and 19 November 2020 and in accordance with the 2021-31 Long Term Plan, delivery of the Waioira 2 project has been staged in three phases:
 - i. Hamilton South Pipeline (Completed in 2017-2018) – provided improved WTP clear water storage capacity and enhanced network flow management;
 - ii. Water Treatment Chemical Storage Upgrade (Completed in 2019-2020) – required to meet HASNO requirements and provide enhanced chemical storage capacity; and
 - iii. Water Treatment Plant Process Upgrade (delivery 2021 to mid-2023) – capacity upgrade of the sedimentation and filtration process and associated plant infrastructure including a new washwater system.
- 13. The current process upgrade (phase iii) is being delivered via a series of four separate construction contract packages as outlined in the report to the 19 November 2020 Infrastructure Operations Committee meeting:

Work Package 1 – Raw Water Pipeline (completed in August 2021):

installation of new pumps and pipeline to pump untreated water from the Waikato River to the sedimentation and filtration treatment process;

Work Package 2 – Sedimentation and Filtration Plant (awarded – est. completion mid 2023)

design and installation of a new membrane filtration process train, including fabrication and commissioning;

Work Package 3 – Civil and Structural (anticipate award late 2021 - est. completion late 2022)

construction of the buildings and above ground structures to support the sedimentation and filtration plant plus associated civil works including pipework and installation of a new sludge balancing tank and washwater system upgrade - required to manage and control consequential waste flows from the treatment process to the wastewater network; and

Work Package 4 – Electrical and Control (est. completion early 2023)

upgrade of electrical capacity and associated control systems to facilitate the process upgrade.

Pukete Wastewater Treatment Plant Capacity Upgrade (Pukete 3)

14. Hamilton City has one municipal wastewater treatment plant (WWTP) located on Pukete Road – which through which all the City's wastewater is processed and treated prior to being discharged into the Waikato River.
15. As continued city growth increases wastewater flows to the plant, additional treatment plant hydraulic capacity and process improvements are required to remain compliant with discharge consent requirements and expectations.
16. Delivery of the Pukete 3 project in accordance with the 2021-31 Long Term Plan is planned to be delivered in three phases:

Secondary Treatment Works (completed mid 2021)

provided new 5th bioreactor, 5th clarifier, chemical storage, chemical dosing facility, interstage pump station, and supporting infrastructure (refer **Attachment 1**);

Bioreactor Retrofits (planned delivery in 2022 & 2023 winter seasons)

process improvement in existing basins to improve nitrogen removal required to increase resilience and to further increase compliance; and

Inlet Works (delivery early 2022 to mid-2024)

upgrade of the existing inlet structure and screening facility to improve treatment performance at the head of the treatment process.

Discussion – *Matapaki*

Project & Contract Management Services

17. Throughout recent delivery of the treatment plant upgrade programme Council have engaged suitably qualified and experienced external project and contract management resources via Neuflow Ltd.
18. Neuflow Ltd have extensive existing knowledge of the project and site which they can leverage to successfully deliver this highly complex and technical project within the live treatment plant environment.
19. With a successful track record of managing previous works at the WWTP and currently performing well on the Waiora 2 upgrade (existing and ongoing agreement in place for WTP works) it is recommended to engage Neuflow Ltd to provide project and construction management services for remaining WWTP bioreactor retrofits and inlet upgrade.

WTP and WWTP Master Plans

20. Integrated within the treatment plant upgrades programme is also additional planning works to further inform future treatment plant upgrade requirements beyond 2023 – known as master plans.
21. The treatment plant master plans will take context of the Waikato metro spatial plan, sub-regional infrastructure business case works, growth projections and other wastewater network interventions (such as increased wastewater conveyance or storage provisions) to further detail the scope and timing of further required upgrades or optimisation opportunities.

Financial Considerations - *Whaiwhakaaro Puutea*

Waiora Water Treatment Plant Capacity Upgrade (Waiora 2)

22. The total budget to deliver the Waiora 2 WTP Upgrade project is \$39,586,000 as funded under CE15144 in the 2021-2031 10 Year Plan and as shown in the table below:

CE15144	Previous FYs	2021/22	2022/23	2023/24	2024/25	Total
Waiora 2 Water Treatment Plant Upgrade	\$11,682,000	\$13,383,000*	\$7,674,000	\$4,880,000	\$1,967,000	\$39,586,000

*Note \$617k of 2021/22 budget (originally \$14m in LTP) brought forward to offset additional expenditure in 2020/21 FY

23. Current forecast Waiora WTP delivery costs are outlined below:

Delivery Component	Forecast Cost
Hamilton South Pipe (Complete)	\$4,977,000
Chemical Storage Upgrade (Complete)	\$3,897,000
Sedimentation and Filtration Plant (Packages 1-4)	\$20,200,000
Washwater Upgrade	\$3,340,000
Waiora Treatment Plant Master Plan	\$989,000
Other costs incl. design works, project management, contract management, consenting and quality assurance	\$2,613,000
Project contingency value	\$3,570,000
<u>Current Waiora WTP Upgrade Forecast Total</u>	\$39,586,000

Pukete Wastewater Treatment Capacity Upgrade (Pukete 3)

24. The total budget to deliver the Pukete 3 WWTP Upgrade project is \$56,722,000 as funded under CE15117 in the 2021-31 10 Year Plan and as shown in the table below.

CE15117	Previous FYs	2021/22	2022/23	2023/24	Total
Pukete 3 Wastewater Treatment Plant Upgrade	\$32,694,000	\$1,700,000	\$11,433,000	\$10,895,000	\$56,722,000

25. Current forecast Pukete WWTP delivery costs are outlined below:

Delivery Component	Forecast Cost
Pukete 3 Contract 16296 (Aeration Basin 5, Clarifier 5, Chemical Storage, IPS) (Complete)	\$32,694,000
Aeration Basin (Bioreactors) 1 to 4 Retrofit	\$3,541,000

Upgrade	
Inlet Upgrade	\$19,387,000
Pukete WWTP Master Plan	\$1,100,000
<u>Current Pukete WWTP Upgrade Forecast Total</u>	\$56,722,000

26. As delivery of the programme progresses it is anticipated there will be variances within project elements against budget allocations. Staff propose that 'overs and unders' are managed via reprioritisation within the Treatment Plant Upgrades programme and any positive variances are held within the programme as contingency until market pricing is understood and project cost risks have been closed.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

28. 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').
29. 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.
30. The recommendations set out in this report are consistent with that purpose.

Social

31. The increase in the treatment plants capacities caters for the growing population in the Hamilton City region and provides critical services to parks and recreation facilities to support community wellbeing.

Economic

32. The completion of the Treatment Plant Capacity Upgrades will provide added resilience and treatment capacity that meets our current and future demands, supports growth, and helps build a strong economy.
33. Delivery of this project also provides employment outcomes and is a form of economic stimulus into the local economy and supply chain.
34. A growing city will encourage investment opportunities by creating more employment and business growth.

Environmental

35. The treatment plant capacity upgrades are vital to ensure that environmental wellbeing is protected whilst achieving all relevant regulatory standards and strategies.

Cultural

36. Mana whenua have been involved in the treatment plant upgrade projects via a working group where regular hui are undertaken to discuss foremost matters. Further consultation and engagement with THaWK and Waikato-Tainui is ongoing.

Risks - *Tuuraru*

37. The treatment plant upgrades are required to provide capacity to service city growth and meet compliance requirements. If the works are not commissioned in a timely manner or suffer any delays, there is an increased likelihood of operational and compliance challenges.
38. Current construction industry pressures including significantly escalating material supply costs, supply chain delays, large works programmes nationally and construction industry skills shortages could result in costs to deliver the programme exceeding budgets as allocated in the 2021-31 Long Term Plan – subject to further cost estimate updates and market pricing. If realised, staff will report back to the Committee to seek further direction.
39. Completing major construction works within a live and operational treatment plant environment could impact on existing plant infrastructure, operations and/or compliance during construction and commissioning. Managing this risk is a key focus throughout project delivery.

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

Significance

40. 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.

Engagement

41. Community views and preferences are already known to the Council through consultation of the 2021-31 10-Year Plan, and through project communications and engagement including public information sessions. No further engagement is required in regard to the matters in this report
42. Given the low level of significance determined, the engagement level is low. No engagement is required.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Pukete 3 Wastewater Treatment Plant Upgrade - Construction Photos

Pukete 3 Wastewater Treatment Upgrade





New Bioreactor 5



New Clarifier 5



New Interstage Pump Station



New Chemical Storage Facility



Council Report

Committee: Infrastructure Operations Committee
Date: 17 August 2021
Author: Robyn Denton
Authoriser: Eeva-Liisa Wright
Position: Network Operations and Use Leader
Position: General Manager Infrastructure Operations
Report Name: Hamilton Traffic Bylaw Review - Statement of Proposal

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

1. To seek approval from the Infrastructure Operations Committee of the Statement of Proposal for the Hamilton Traffic Bylaw review and to commence public consultation.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee:
 - a) receives the report;
 - b) approves the draft Statement of Proposal document (**Attachment 1** of the report) for the review of the Hamilton Traffic Bylaw along with the proposed Traffic Bylaw 2021 (**Attachment 2** of the report);
 - c) approves public consultation from 23 August to 23 September 2021 on the draft Statement of Proposal for the review of the Hamilton Traffic Bylaw; and
 - d) notes that the results of the public consultation will be presented to the Hearings and Engagement Committee which is tentatively scheduled for 2 November 2021.

Executive Summary - *Whakaraapopototanga matua*

3. The Hamilton Traffic Bylaw 2015 (the Bylaw) is due for review under the requirements of the Local Government Act 2002 (LGA).
4. The 8 June 2021 meeting of the Infrastructure Operations Committee [[minutes](#)] determined that the Hamilton Traffic Bylaw was the appropriate mechanism for addressing issues related to traffic management in Hamilton. This was subsequently approved by the 10 June 2021 Council meeting [[minutes](#)].
5. A Statement of Proposal (SOP) (**Attachment 1**) for public consultation on the review of the Bylaw has been developed along with a draft Hamilton Traffic Bylaw 2021 which is a track change copy of the 2015 Bylaw (**Attachment 2**).
6. Two options are considered within the SOP and staff recommend **Option 1** – Amend the Current Bylaw, as detailed in paragraph 23 below.

7. Subject to this Committee's approval, these documents will form the basis of the public consultation that is scheduled for 23 August – 23 September 2021, in accordance with the Special Consultative Procedure set out in section 83 of the LGA.
8. Given the statutory requirement to consult, staff have not considered the key considerations under the Significance and Engagement Policy to assess the significance of the matter(s) in this report.
9. Staff consider that the recommendations comply with Council's legal and policy requirements, including consultation requirements prescribed under the LGA.

Background - *Koorero whaimaarama*

10. Section 158 of the LGA requires a local authority to review a bylaw "*no later than 5 years after the date on which the Bylaw was made*". The Bylaw was adopted by Council on 26 February 2015 [[minutes](#)]. If the Bylaw is not reviewed within the specified timeframe, the Bylaw will automatically be revoked in March 2022 as per [section 160A](#) of the LGA.
11. Under Section 155 of the LGA, before commencing the process for making a bylaw, a local authority must determine whether a bylaw is the most appropriate way of addressing the issues associated with vehicle control, other transport modes and parking within Hamilton.
12. Continuing to have a bylaw to manage traffic, allows Council to continue to apply legally enforceable rules to manage the community's concerns in relation to traffic management.
13. The [8 June 2021](#) meeting of the Infrastructure Operations Committee considered a Determination report for the Hamilton Traffic Bylaw 2015 review and resolved:
 - b) *recommends that the Council:*
 - i) *approves Option 1 as outlined in the staff report, in that it determines that a Hamilton Traffic Bylaw is the most appropriate mechanism for addressing issues related to traffic management in Hamilton; and*
 - ii) *approves the review of the Hamilton Traffic Bylaw 2015, including the preparation of a Statement of Proposal and a revised draft Traffic Bylaw subject to i) above being approved by the Council.*
14. The recommendation was subsequently approved at the 10 June 2021 Council meeting [[minutes](#)].
15. The purpose of the Bylaw is to protect the public from nuisance and protect, promote, and maintain public health and safety. This is through setting the requirements for parking, establishing standards for activities within the road reserve and general control of vehicular or other traffic.
16. The Bylaw covers Garden Place, transport stations (e.g. Rotokauri Transport Hub) and any road in Hamilton City Council's district including State Highways controlled by Waka Kotahi New Zealand Transport Agency.
17. It is important to note that the scope of the Traffic Bylaw 2015 review does not include any of the Traffic Bylaw registers (pages 16- 48 [Hamilton Traffic Bylaw 2015](#)). These registers are referenced as part of the Traffic Bylaw 2015 rather than forming part of it. The registers are regularly updated via the Hearings and Engagement Committee.
18. Speed limits are also excluded as they are addressed in the [Speed Limit Bylaw 2018](#).
19. The following diagram illustrates the role that the Bylaw plays in allowing Council to regulate the use of the transport corridor:

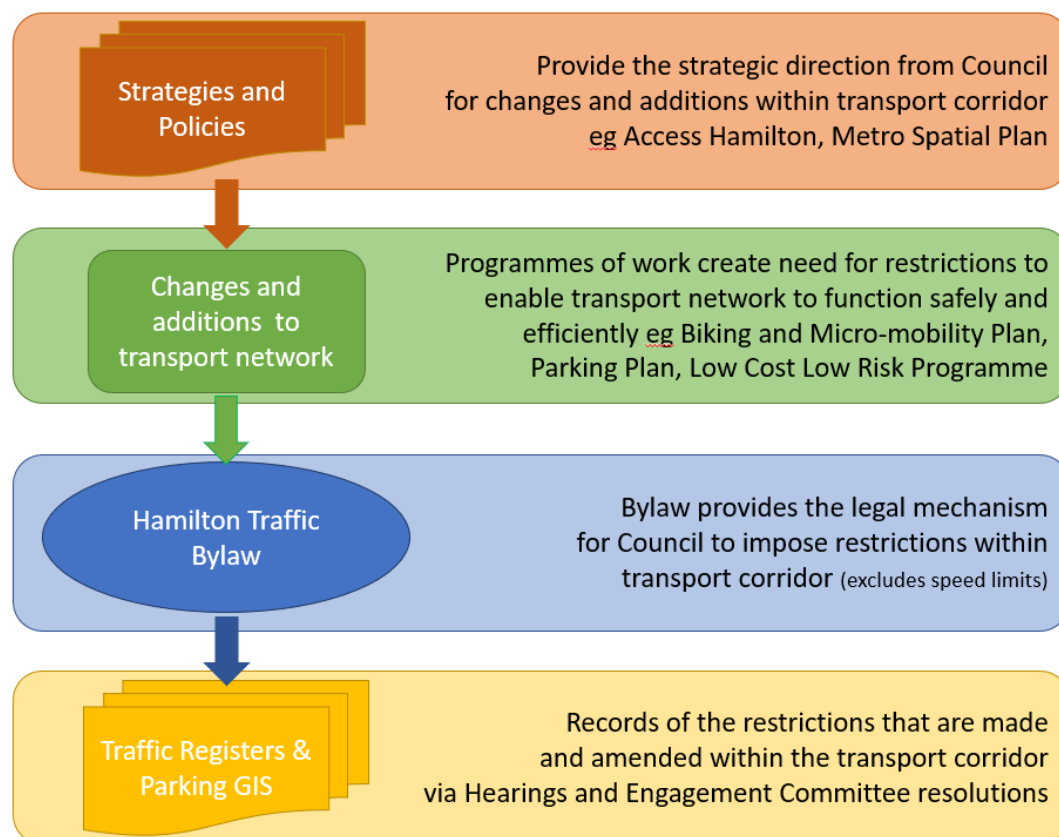


Diagram: role of the Traffic Bylaw in the operation of the transport corridor

Discussion - *Matapaki*

20. Early engagement on the proposal to review and update the Bylaw has been completed with the following key stakeholders:
- i. Waikato-Tainui and Te Haa a Whenua Kirikiriroa
 - ii. CCS Disability Action
 - iii. Living Streets Aotearoa
 - iv. Generation Zero
 - v. Bike Waikato
 - vi. Blind Foundation
 - vii. Disabled Persons Assembly
 - viii. Age Concern
 - ix. Go Eco
 - x. Parents of Vision Impaired NZ Inc
 - xi. HCC Disability Advisor
 - xii. Automobile Association (AA)
 - xiii. NZ Police
 - xiv. Road Transport Association
21. There has been minimal feedback received from the key stakeholders as a result of the early engagement. The table below sets out the feedback received and how this has been dealt with:

Feedback	How we have responded to the feedback
----------	---------------------------------------

Clarification on section 15.1 (Light Vehicle Prohibitions) of the current bylaw.	Clarified that this is only used in response to NZ Police requests to address illegal and inappropriate behaviour – generally in industrial subdivisions. Proposed prohibitions are consulted upon with the businesses and property owners. No change/consideration needed on the bylaw.
The Bylaw refers to Cycles, but no other micro mobility devices. Would like these additional modes of transport to be included in the Bylaw review.	We have revised our definitions within the proposed bylaw and have <ol style="list-style-type: none"> 1. Included new definition 'transport devices' to cater for the new forms of micro-mobility devices and 2. Made minor changes to current definitions to better represent the recent legislative changes and the proposal included in the Accessible Streets Regulatory Package.

Options

22. Staff have assessed that there are two reasonable and viable options for the Infrastructure Operations Committee to consider at this stage in the process:
- **Option 1** - (recommended) **Approve** the SOP, draft proposed bylaw and agree to progress to public consultation; or
 - **Option 2** - **Do not approve** the SOP, draft proposed bylaw and do not agree to Public consultation.
23. Staff recommend **Option 1** because it allows for the Bylaw to be amended to incorporate the following:
- i. recent and proposed legislative changes and case law, e.g. Accessible Streets Regulatory Package;
 - ii. technology advancements; and
 - iii. increased clarity in the bylaw for ease of interpretation and effective administration.
24. A draft SOP for the review of the Hamilton Traffic Bylaw 2015 has been prepared. This document along with a draft Hamilton Traffic Bylaw 2021 showing tracked changes to the 2015 version of the bylaw are proposed to form the basis of the public consultation.

Financial Considerations - *Whaiwhakaaro Puutea*

25. The total cost to complete the review on the Bylaw including adopting a revised Hamilton Traffic Bylaw and any anticipated consultation will be approximately \$30,000-\$35,000. This is a regular planned operating activity funded through the Long-Term Plan and is included within existing operating budgets.
26. The total costs will include staff time, legal review, consultation and advertising.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

28. The purpose of Local Government changed in 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').

29. 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.

30. The recommendations set out in this report are consistent with that purpose.

Social

31. Social wellbeing is defined as the capacity of individuals, their families, whaanau, iwi, hapuu and a range of communities to set goals and achieve them.

32. The review of the Bylaw is an opportunity to consider how traffic can be managed to ensure Hamilton continues to be a great place to play and be active and that its community remains accessible, safe and healthy.

33. The review will also ensure that a revised Hamilton Traffic Bylaw is available as a tool for community education on the impacts of traffic management, pedestrian movement, sustaining networks and further improving safety.

34. The Bylaw is intended to provide guidance for staff, and regulations for the community, on best-practice traffic management to create a safe and healthy environment within the city.

Economic

35. Economic wellbeing is defined as the capacity of the economy to generate employment and wealth necessary for present and future financial security.

36. The revised bylaw will continue to minimise the impacts on the traffic network, subsequently minimising reactive upkeep and maintenance costs.

37. It is not considered that the review of the Bylaw will be inconsistent or contrary to economic wellbeing outcomes.

Environmental

38. Environmental wellbeing is defined as the capacity of the natural environment to support, in a sustainable way, the activities that constitute community life.

39. The review of the Bylaw will ensure that the transport network continues to be operated as efficiently as possible thereby minimising the adverse effects on the environment. The Bylaw also formalises the use of parts of the transport corridor for sustainable transport modes.

Cultural

40. Cultural wellbeing is defined as the capacity of communities to retain, interpret and express their shared beliefs, values, customs, behaviours, and identities.

41. Early engagement has been completed with THaWK and further engagement will be undertaken as part of the formal consultation process along with Ngaati Wairere.

Risks - *Tuuraru*

42. If the recommendation is not adopted, and staff cannot proceed to public consultation, there is a risk that the timeframe for review will not be met and the Bylaw is automatically revoked under the provisions of the LGA.

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

Significance

43. Given the statutory requirement to consult, staff have not considered the key considerations under the Significance and Engagement Policy to assess the significant of the recommendation in this report.

Engagement

44. Early engagement has been undertaken with key stakeholders as outlined in paragraph 21 of this report. These stakeholders will also be included in the formal consultation process and will be specifically invited to make formal submissions on the proposal.
45. There is a statutory requirement to consult in accordance with the Special Consultative Procedure as set out in section 83 of the LGA.
46. Staff will invite the public and stakeholders to provide formal feedback through the public consultation from 23 August to 23 September 2021 so that their views can be captured on the proposal to review and update the Bylaw.
47. Feedback forms and a copy of the Statement of Proposal will be available from all Hamilton City Libraries, and from the Ground Floor reception of the Council's Municipal Building in Civic Square. The Statement of Proposal will also be made available via the 'Have Your Say' section of the Hamilton City Council website with the ability to complete feedback online via this facility.
48. Submitters also have an opportunity to present their views in a spoken form at the Hearings and Engagement Committee at a hearing tentatively planned for 2 November 2021.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Statement of Proposal for the Review of the Hamilton Traffic Bylaw 2015

Attachment 2 - Draft Hamilton Traffic Bylaw 2021 Marked Version

Attachment 3 - Draft Hamilton Traffic Bylaw 2021 - Clean Version



Hamilton Traffic Bylaw review

STATEMENT OF PROPOSAL

23 August – 23 September 2021

Hamilton City Council (the Council) is seeking feedback on the review of the Hamilton Traffic Bylaw 2015, which is being completed to comply with the Local Government Act 2002 (LGA) review requirements.

WHY ARE WE DOING THIS?

The current Hamilton Traffic Bylaw was adopted in 2015 and repealed the Hamilton City Traffic Bylaw 2012 (Amended). The Council is required to review the existing bylaw after five years, as per section 158 of the LGA. This provides an opportunity for the Council to check in with our community on how the bylaw is working and consider feedback.

The following diagram illustrates the role that the Bylaw plays in allowing Council to regulate the use of the transport corridor:

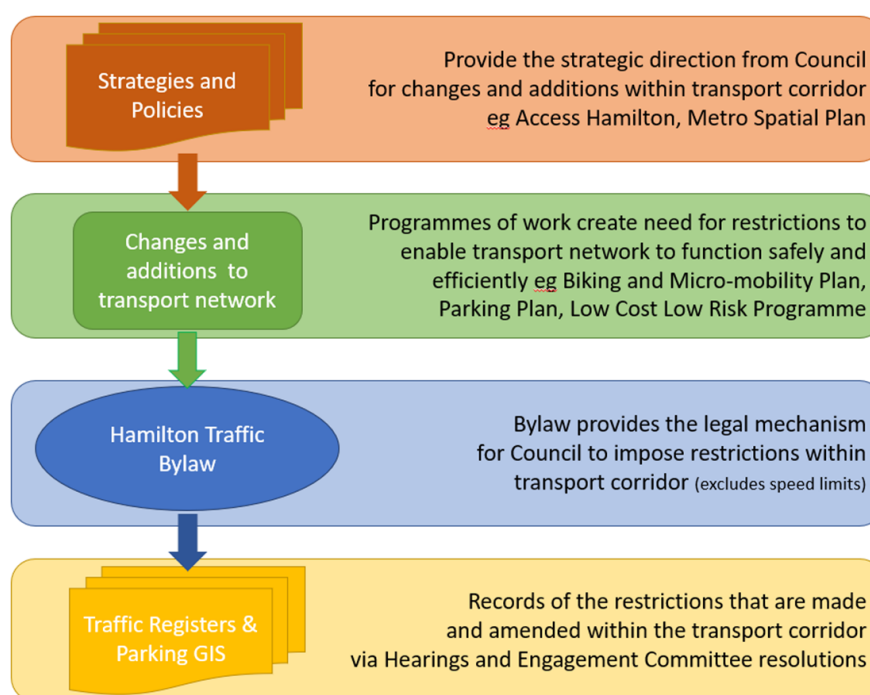


Diagram: role of the traffic bylaw in the operation of the transport corridor

PROPOSED CHANGES

The Council are proposing minor changes to the current Hamilton Traffic Bylaw 2015 to keep it up to date and ensure that it reflects current best practice and legal requirements

We are seeking feedback on the review of the bylaw from people who will or may be affected by, or have an interest in, the proposed changes.

In June 2021, Council determined that a bylaw is still the most appropriate means of controlling issues related to traffic in Hamilton City, under section 155(1) of the LGA.

It is important note that the scope of the bylaw review excludes:

- speed limits - these are addressed in the Speed Limit Bylaw; and
- all the [Hamilton Traffic Bylaw 2015](#) registers (pages 16- 48 of the bylaw) . These registers are referenced as part of the bylaw, rather than forming part of it. The registers are regularly updated via the Hearings and Engagement Committee.

REASONS FOR THE PROPOSAL

The purposes of this bylaw are to protect the public from nuisance and protect, promote, and maintain public health and safety. It does this through setting the requirements for parking, establishing standards for activities within the road reserve and general control of vehicular or other traffic.

The bylaw covers Garden Place, transport stations (e.g. Rotokauri Transport Hub) and any road in Hamilton City Council's district including State Highways controlled by Waka Kotahi New Zealand Transport Agency.

The key reasons for the proposed amendments to the current bylaw are:

- recent and proposed legislative changes and case law, e.g. Accessible Streets Regulatory Package
- technology advancements; and
- to increase clarity in the bylaw for ease of interpretation and effective administration.

OPTIONS

The Council is consulting on its intention to retain the current bylaw and update with minor amendments. There are two options to consider.

Option description	Advantages	Disadvantages
Option one - Amend the current bylaw (preferred)		
Retain the current bylaw and make minor amendments.	<ul style="list-style-type: none"> • Updates based on recent and proposed changes to legislation and case law would ensure that the bylaw reflects current best practice and legal requirements e.g. accommodating the proposed changes to places where e-scooters can legally be ridden. • Technology advancements are able to be accommodated. • Changes to increase clarity in the bylaw will improve ease of interpretation and effective administration. 	<ul style="list-style-type: none"> • Nil.
Option two - Do not amend the bylaw		
Retain the current bylaw and do not amend.	<ul style="list-style-type: none"> • Nil. 	<ul style="list-style-type: none"> • Council and the public would need to rely on the bylaw as it

		<p>is currently written and interpreted for the public.</p> <ul style="list-style-type: none"> • The bylaw will not reflect recent changes to legislation or accommodate changes that are being proposed in the Accessible Streets Regulatory Package.
--	--	---

TELL US YOUR THOUGHTS ON THE TRAFFIC BYLAW

Before making any final decisions, we'd like to have your input. You can give us feedback between 23 August – 23 September 2021.

HOW TO GIVE FEEDBACK:

- Fill out a feedback form online at hamilton.govt.nz/haveyoursay
- Fill out the feedback form included in this Statement of Proposal and send to: Hamilton City Council, Communication and Engagement team, Hamilton Traffic Bylaw, Private Bag 3010, Hamilton, 3240.
- Fill out the feedback form and deliver to the Municipal Building Reception or any branch of Hamilton City Libraries.

Feedback forms and a copy of the proposed Hamilton Traffic Bylaw 2021 are available from all Hamilton City Libraries, and from the Ground Floor reception of the Council's Municipal Building in Civic Square.

For any queries, please ring 07 838 6699 or email haveyoursay@hcc.govt.nz

NEXT STEPS

Staff will collect and analyse all feedback at the close of the submission period.

The analysis of this feedback will be presented to Hearings and Engagement Committee meeting in early November 2021. At this meeting, submitters who want to speak to their written submission will be able to do so.

The Council will then consider all the views and make a decision on the proposed Hamilton Traffic Bylaw 2021.

FEEDBACK FORM

TRAFFIC BYLAW REVIEW [23 August – 23 September 2021.]

Hamilton City Council has reviewed the Traffic Bylaw 2015.

FEEDBACK FORMS CAN BE:

- Completed online at hamilton.govt.nz/haveyoursay
- Posted to: Freepost 172189, Hamilton City Council, Communication and Engagement team, Hamilton Traffic Bylaw, Private Bag 3010, Hamilton, 3240.
- Delivered to the Municipal Building Reception or any branch of Hamilton City Libraries.
- Emailed to: haveyoursay@hcc.govt.nz

Privacy statement:

The Local Government Act 2002 requires submissions to be made available to the public. Your name and/or organisation will be published with your submission and made available in a report to elected members and to the public. Other personal information supplied will be used for administration and reporting purposes only. Please refer to Council's Privacy Statement at hamilton.govt.nz for further information.

WHICH OPTION DO YOU PREFER?

- ☐ Option 1: Retain the current bylaw and make minor amendments
- ☐ Option 2: Retain the current bylaw and **do not** make any amendments

Reasons *(Please print clearly)*

Run out of room? Feel free to attach additional pages.

WOULD YOU LIKE TO MAKE A VERBAL SUBMISSION?

Note: A verbal submission is around 5 - 10 minutes and is a chance for you to strengthen the key points in your written submission at the Council meeting.

- ☐ Yes ☐ No

Verbal submissions will take place in early November 2021 and we will contact you to arrange a time.

Please give us your contact details in the next section.

ABOUT YOU:

This section tells us a bit more about you. By capturing this information, we will be able to better understand who is, and isn't, providing feedback.

WHERE DO YOU LIVE?

I live in Hamilton, my suburb is: _____

I live outside Hamilton city:

☐ Waipa ☐ Waikato ☐ Elsewhere in New Zealand ☐ Overseas

CONTACT DETAILS (Please print clearly)

We will use this to get in touch with you if you would like the opportunity to talk to us about your submission in person.

Name: _____

Organisation (if responding on behalf of): _____

Phone: _____

Email: _____

WHAT IS YOUR AGE GROUP? (at your last birthday)

☐ Under 16 ☐ 16-19 ☐ 20-24 ☐ 25-29 ☐ 30-34
☐ 35-39 ☐ 40-44 ☐ 45-49 ☐ 50-54 ☐ 55-59
☐ 60-64 ☐ 65-69 ☐ 70-74 ☐ 75-79 ☐ 80+

WHICH ETHNIC GROUP DO YOU IDENTIFY AS? (tick all that apply)

☐ NZ European ☐ Maaori ☐ Indian ☐ Chinese ☐ Samoan
☐ British ☐ Filipino ☐ Tongan ☐ South African ☐ Cook Island Maaori
☐ Other _____

WHICH OF THE FOLLOWING BEST DESCRIBES YOUR HOUSEHOLD SITUATION?

☐ Living alone ☐ Household with dependants (e.g. children/other family)
☐ Living with others that are not family ☐ Household with no dependants (e.g. no children/no other family)

Please get your feedback to us by 23 September 2021.

Hamilton City Council BYLAWS



Approved by: Council	Date Adopted: 26 February 2015 <u>Proposed date: 16 December 2021</u>
Date in Force: 5 March 2015 <u>Proposed date: 20 December 2021</u>	Review Date: 5 March 2020 <u>2031/2032</u>

The Hamilton Traffic Bylaw ~~2015~~2021

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Hamilton City Council BYLAWS



This bylaw was reviewed in 2021 as per the section 158(1) of the Local Government Act 2002 and updated with minor amendments. This bylaw replaces the Hamilton City Traffic Bylaw 2015. This Bylaw repeals the Hamilton City Traffic Bylaw 2012 (Amended).

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1. GENERAL

1.1. This Bylaw is made under the Local Government Act 1974, the Local Government Act 2002, the Land Transport Act 1998 and the Freedom Camping Act 2011.

1.2. Purpose

The purposes of this Bylaw are to protect the public from nuisance and protect, promote, and maintain public health and safety. This is through setting the requirements for parking, establishing standards for activities within the road reserve and general control of vehicular or other traffic.

1.3. Scope

This bylaw covers Garden Place, Civic Plaza, Frankton, transport stations and any road in Hamilton City Council's district including State Highways controlled by New Zealand Transport Agency.

2. DEFINITIONS

For the purposes of this Bylaw the following definitions shall apply:

<u>Act</u>	<u>means the Land Transport Act 1998 the regulations and the rules under that Act.</u>
Approved disabled person's parking permit	Has the same meaning as the Land Transport (Road User) Rule 2004
Boat	Includes jet skis and other water borne vessels.
Bus	Means a bus as defined in the Land Transport (Road User) Rule 2004.
Bus Lane	Means a lane reserved by a marking or sign installed at the start of the lane and at each point at which the lane resumes after an intersection for the use of: a) <u>a</u> buses; and b) <u>b</u> cycles, <u>transport devices</u> , mopeds, and motorcycles (unless one or more are specifically excluded by the sign).
<u>Bus Stop</u>	a. <u>means a place where passengers may board or alight from a bus indicated by a sign that includes the text "Bus Stop" as specified in Schedule 1 of the Land Transport Rule; Traffic Control Devices 2004; and</u> b. <u>Includes an area of the road in the vicinity of a place that is reserved for a bus stop to allow passengers to board or alight from the bus.</u>
Chief Executive.	<u>M</u> means the Chief Executive of Hamilton City Council
City	Means Hamilton City
Class of Vehicle	Means groupings of vehicles defined by reference to any common feature and includes- a) vehicles by type, description, weight, size or dimension; b) vehicles carrying specified classes of load by the mass, size or nature of such loads;

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Hamilton City Council BYLAWS



	<ul style="list-style-type: none"> c) vehicles carrying no fewer or less than a specified number of occupants; d) vehicles used for specified purposes; e) vehicles driven by specified classes of persons; f) carpool and shared vehicle; and g) vehicles displaying a permit authorised by Hamilton City Council
Cruising	<p>Means driving repeatedly in the same direction over the same section of road in a motor vehicle in a manner that-</p> <ul style="list-style-type: none"> a) draws attention to the power or sound of the engine of the motor vehicle being driven; or b) creates a convoy that- <ul style="list-style-type: none"> i. is formed otherwise than in trade; and ii. impedes traffic flow.
Council	The Hamilton City Council or any officer authorised to exercise the authority of the Council.
Cycle	<p>Means a vehicle that has at least 2 wheels and that is designed primarily to be propelled by the muscular energy of the rider, and includes a power-assisted cycle.</p> <ul style="list-style-type: none"> a) A wheeled vehicle that is designed primarily to be propelled by the muscular energy of the rider by means of a crank; and b) Includes a power assisted cycle
Cycle Lane	<p>-Means a longitudinal strip within a roadway that is reserved by marking or sign for the use of cycles. for the use of-</p> <ul style="list-style-type: none"> a) cycles; and a) b) transport devices (unless specifically excluded from using the lane by a marking or traffic sign); and b) c) are included in the Cycle Lane Register of this bylaw
Cycle Path	<p>Means part of the road that, defined by signs or markings and is physically separated from the roadway that is intended for the use of cyclists, but which may be used also by pedestrians; and</p> <ul style="list-style-type: none"> a) includes a cycle track formed under section 332 of the Local Government Act 1974 b) are included in Cycle Path Register of this bylaw
Designated	Means specified by Council by resolution.
<u>Driver</u>	<u>Means a person driving a vehicle; and includes the rider of an all-terrain vehicle, a motorcycle, a moped, a cycle, a mobility device or transport device.</u>
Emergency Vehicle	Has the same meaning as in the Land Transport (Road User) Rule 2004.
Enactment	Has the same meaning as section 29 of the Interpretation Act 1999.
Enforcement Officer	<p>Means;</p> <ul style="list-style-type: none"> a) any person appointed or authorised in writing by the Chief Executive or by the Council to act on its behalf and with its authority including a Parking Warden appointed by the Council under the provisions of the Land Transport Act 1998, b) and includes Police Officers.

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Hamilton City Council BYLAWS



Engine Brakes	Means a device or feature of an engine to increase, when applied, the retardation force provided by the engine that can be utilised to control the speed of the vehicle.
Freight Container	Is an article of transport equipment that is: Of a permanent character and strong enough to be suitable for repeated use; Specifically designed to facilitate the transport of goods, by one or more modes of transport, without intermediate loading; and Designed to be secured and readily handled having fittings for these purposes.
Freedom Camping	Has the same meaning as the Freedom Camping Act 2011.
Footpath	Means a path or way principally designed for, and used by, pedestrians; and includes a footbridge
Goods <u>Service</u> Vehicle	Means a motor vehicle that is: a) designed exclusively or principally for the carriage of goods; or b) used for the collection or delivery of goods in the course of trade.
Heavy Motor Vehicle	Has the same meaning as in the Land Transport (Road User) Rule 2004.
<u>Lane</u>	<p>a) <u>Means a longitudinal strip of the roadway intended for the passage of vehicles or a specific class of vehicles that is separate from other parts of the roadway by-</u></p> <ul style="list-style-type: none"> i. <u>a longitudinal line or lines of paint or raised studs; or</u> ii. <u>another method of lane delineation specified in clause 7.12(1) or (1A) of the Land Transport Rule: Traffic Control Devices 2004; and</u> <p>b) <u>includes-</u></p> <ul style="list-style-type: none"> i. <u>a cycle lane; and</u> ii. <u>a lane for the use of vehicular traffic that is at least 2.5m wide; and</u> iii. <u>a lane of a two-way road divided by a centre line</u>
Launching Ramp	Means a place described in <u>Schedule B the Launching Ramp Register</u> of this Bylaw.
Metered <u>Area/Parking</u> Place	Means any road or portion of a road or any area of land or any building owned or controlled by the Council which is designated as a parking place <u>or space</u> and requires a prescribed fee or rental charge for a limited time.
Mobility Device	Has the same meaning as the Land Transport (Road User Rule) 2004. <u>A Mobility device must be used in accordance with section 11.1 Use of Footpath and Roadway, Land Transport (Road User Rule) 2004.</u>
Mobility Parking Space	Means a parking place set aside under <u>6.3 the provisions</u> of this Bylaw for use by people who hold an approved disabled person's parking permit.
Motor vehicle	means a vehicle drawn or propelled by mechanical power; and includes a trailer; but <u>does not include-</u> a) a vehicle running on rails; or b) a trailer (other than a trailer designed solely for the carriage of goods) that is designed and used exclusively as part of the armament of the New Zealand Defence Force; or

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Hamilton City Council BYLAWS



- c) a trailer running on 1 wheel and designed exclusively as a speed measuring device or for testing the wear of vehicle tyres; or
- d) a vehicle designed for amusement purposes and used exclusively within a place of recreation, amusement, or entertainment to which the public does not have access with motor vehicles; or
- e) a pedestrian-controlled machine; or
- f) a vehicle that the Agency has declared under section 168A of the Act is not a motor vehicle; or
- g) a mobility device.

Off-street Parking Place means a Parking Place situated on property owned by Council which is not road reserve.

Network Utility Operator Has the same meaning given to it by section 166 of the Resource Management Act 1999.

On-Street Parking Place means a Parking Place situated within a road or road reserve

Parking Machine Means a parking meter, multi-space parking meter, pay and display parking meter or other device or system (including electronic or software based systems) that is used to collect payment in exchange for a vehicle parking in a particular place for a limited time.

Parking Place Means a place (including a building) where vehicles, or any class of vehicles may stop, stand or park; and may be situated:
a) within a road or road reserve (on-street parking); or
b) on property owned by Council which is not road reserve (off-street parking)

Parking Warden Means a parking warden appointed under section 128D of the Land Transport Act 1998.

Passenger Service Vehicle Has the same meaning as section 2(1) of the Land Transport Act 1998.

Pedestrian Means
a) a person on foot on a road; or
b) a person in or on a contrivance equipped with wheels revolving runners that is no a vehicle; or
c) a person operating a powered wheelchair.

Pedestrian Crossing Has the same meaning as the Land Transport (Road User Rule) 2004.

Pedestrian Mall Means a road or part of a road specified by the council where the driving, riding or parking of vehicles or the riding of animals is prohibited either generally or during particular hours. A pedestrian mall only has legal status if it has been declared as stated in section 336 of the Local Government Act 1974.

Person Includes a natural person, corporation sole and body of persons whether incorporated or unincorporated.

Power-assisted Cycle Has the same meaning as the Land Transport (Road User Rule) 2004.

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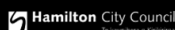
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Hamilton City Council BYLAWS



Powered transport device Means a wheeled vehicle (other than a cycle or a mobility device) powered by 1 or more propulsion motors, that the Agency has declared, under section 168A(2) or (3) of the Act, is not a motor vehicle.

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Powered wheelchair Means-

- a. a mobility device that is a wheelchair propelled by mechanical power and operated by a joystick or other specialist interface; but
- b. does not include a mobility device operated by a tiller or handlebar.

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Public Work Has the same meaning as section 2 of the Public Works Act 1981.

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Public Place Includes

- a) every motorway, road, street, private street, footpath, access way, service lane, court, mall, and thoroughfare;
- b) any public reserve within the meaning of section 2 of the Reserves Act 1977 to which the public generally has access, whether with or without payment of any fee, and any reserve under that Act classified as a nature reserve or a scientific reserve;
- c) any park, garden, or other place of public recreation to which the public has access, whether with or without payment of any fee;
- d) any beach or foreshore, or the bank of any river or stream, or the margin of any lake, to which the public traditionally has access, whether with or without payment of any fee;
- e) any waters to which the public traditionally has access, whether with or without payment of any fee, for bathing or other recreational purposes;
- f) every wharf, pier, or jetty (whether under the control of a harbour board or not) to which the public has access;
- g) any conservation area within the meaning of the Conservation Act 1987;
- h) any airport within the meaning of section 2 of the Airport Authorities Act 1966;
- i) any cemetery within the meaning of section 2 of the Burial and Cremation Act 1964;
- j) any land vested in or controlled by any local authority (within the meaning of section 5(1) of the Local Government Act 2002) or the Crown, being land that is not occupied pursuant to any lease, licence, or other authority by any private person;
- k) any national park constituted under the National Parks Act 1980;
- l) any other place whether public or private in the open air, including any walkway within the meaning of section 4 of the Walking Access Act 2008, to which the public has access, whether with or without payment of any fee.

Resident For any particular road subject to a Residents' Parking Scheme under this Bylaw, means a person who resides in a dwelling, apartment or other building which has its only or principal access to that particular road or which has such access in the vicinity of that road.

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Residential Zone	<u>Any area designated as a Residential Zone under the Hamilton City Operative District Plan.</u>
Residents' Exemption Permit	Means a permit granted by the Council to eligible residents exempting the permit holder from any time restrictions imposed on any place or area subject to parking restrictions.
Residents Only Permit	Means a permit granted by the Council to eligible residents authorising the permit holder to park in designated Residents' Only parking places specified in the permit.
Residents' Parking Permit	Means the provision by the Council of parking places for residents under clause 11 of this Bylaw which may be used in conjunction with any other parking or loading restrictions that apply outside the hours of operation of the Residents' Parking Scheme.
Rider	<u>means a person riding an animal, an all terrain vehicle, a motorcycle, a moped, a cycle, a mobility device, or a transport device</u>
Road	<u>Means all land comprising formed and unformed roads as defined in the Local Government Act 1974.</u> <u>Means a road as defined in s315 Local Government Act 1974, and includes any street, motorway, beach, place to which the public have access, whether as of right or not; any bridge, culvert, ferry, ford forming part of a road or street or motorway or a place to which the public have access, whether as of right or not; and all sites at which vehicles may be weighed for the purposes of the Land Transport Act 1998 or any other enactment; any service lane or mall forming part of a road.</u>
Roadway	Means that portion of the road used or able to be used for the time being for vehicular traffic in general.
Self Contained Vehicle	Means a vehicle used for camping which meets the conditions of NZS5465:2001 and displays a NZS5465:2001 Self-Containment Certificate.
School Patrol Crossing	<u>Has the same meaning as in the Land Transport (Road User) Rule 2004.</u>
Shared Path	Means an area of road, separated from a roadway, that may be used by some or all of the following persons at the same time: pedestrians, cyclists, riders of mobility devices and riders of wheeled recreational devices. <u>Means a path that is intended to be used as a path by some or all of the following persons at the same time:</u> <u>a) Pedestrians;</u> <u>b) Cyclists</u> <u>c) Riders of mobility devices</u> <u>a)d) Riders of transport devices</u>
Shared Zone	Means a length of roadway, defined by signs or markings, intended to be used by pedestrians and vehicles, as set out in the Land Transport (Road User) Rule 2004.

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Special vehicle lane	Means a lane defined by signs or markings as restricted to a specified class or classes of vehicle; and includes a bus lane, a transit lane, and a cycle lane. <u>Has the same meaning as in the Land Transport (Road User) Rule 2004.</u>
State Highway	Means a state highway defined in Part 1 of the Land Transport Management Act 2003.
Stock	Includes sheep, cattle, goats and any other herd animal, but does not include a horse that is being led, ridden, or which is drawing any vehicle.
Trade or Trading	<u>Includes but is not limited to the exchange, purchase, or sale of goods; the provision of entertainment activities in return for donations; keeping a mobile shop; busking; hawking; locating and operating a stall; displaying merchandise; setting out street furniture; window washing.</u>
Traffic Control Device	Has the same meaning as Part 2 of the Land Transport (Traffic Control Devices) Rule 2004.
Transport Corridor	<u>All Roads as defined above and includes all land from boundary to boundary (including the Berm and Carriageway).</u>
Transport device	Means: a) <u>a powered transport device; or</u> b) <u>an unpowered transport device</u>
Transport Station	Has the same meaning as section 591 (6) of the Local Government Act 1974.
Transit Lane	Means a lane, defined by signs or markings, reserved for the use of the following (unless specifically excluded by a sign installed at the start of the lane): a) passenger service vehicles; b) motor vehicles carrying not less than the number of persons (including the driver) specified on the sign; c) <u>cycles;</u> d) <u>transport devices</u> e) <u>motorcycles;</u> f) <u>mopeds.</u>
Unpowered transport device	<u>Means a wheeled vehicle, other than a cycle, that is propelled by human power or gravity.</u>
Vehicle	Has the same meaning as in the Land Transport Act 1998.
Vehicle Crossing	Is a place where vehicles are being taken or, in the opinion of the council, are likely to be taken, on to or from any land across any footpath on any road or any water channel on or adjoining any road.
Zoning Zone Parking	Has the same meaning as in Land Transport Rule: Traffic Control Devices 2004.

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3. INTERPRETATION

- 3.1. Any undefined words, phrases or expressions used in this bylaw have the same meaning as in the Act unless the context plainly requires a different meaning.

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- 3.2. The Interpretation Act 1999 applies to the interpretation of this bylaw.
- 3.3. Explanatory notes are for information purposes only, do not form part of this bylaw, and may be inserted or changed by Council at any time.

4. STOPPING, STANDING AND PARKING

- 4.1. No person shall stop, stand, or park a motor vehicle or motor vehicle combination on any road ~~or parking place on and off street car park, reserve or any other public place~~ in contravention of a restriction imposed by the Council and evidenced by appropriate signs and/or road markings. Notwithstanding the provisions of this subclause and subject to such conditions as appropriate in the circumstances and payment of the prescribed fee, the Council may authorise the stopping, standing or parking of specified vehicles.
- 4.2. No person shall stop, stand or park a heavy motor vehicle ~~or heavy motor vehicle combination~~ for a period of more than one hour on any ~~public parking place where there is~~ adjacent ~~to residential zoned land on both sides of the road~~. This clause does not prohibit a vehicle from stopping, standing or parking for a period that is reasonably required for the purpose of loading or unloading that vehicle in the course of trade.
- 4.3. No person shall stop, stand, or park any vehicle which by reason of its condition or content causes an offensive odour ~~in any public place on any part of the transport corridor, including any parking place~~.
- 4.4. No person shall, without the prior written permission of the Council, park a motor vehicle or trailer for the purpose of advertising a good or service or for offering the vehicle for sale unless the vehicle is being used for day to day ~~private~~ travel, on any ~~part of the road transport corridor, or part of a road, or on any piece of land owned or controlled by the Council and not being a road or part of a road~~, including any parking place. This restriction includes vehicles and trailers displayed for sale, and mobile billboards.
- 4.5. Except with the prior written permission of the Council, no person shall stop, stand or park a vehicle ~~on a road within the transport corridor or other land under the control or ownership of the Council~~, for any period exceeding ~~seven~~ three days, if that vehicle cannot be easily moved on at the request of the Council. No person is permitted to use a vehicle so parked as a place of sleeping accommodation ~~unless they comply with the Freedom Camping on Roads provisions of this Bylaw~~.
- 4.6. No person shall park or place any machinery, equipment, materials, waste disposal bins, skips or freight containers ~~on any road or public place within the transport corridor~~ except with the permission of the Council and in accordance with any conditions that Council may require. Council may remove any such item for non-compliance with any condition, at the owner's cost. This clause does not apply to those containers that are used solely for the purpose of ~~domestic refuse or recycling residential waste collection~~ as authorised by the Council ~~and placed off the roadway~~, provided that such containers are ~~placed not left on any road or public place for a period exceeding 48 hours in compliance with the Solid Waste Bylaw 2019~~.
- 4.7. No person shall operate any crane, mobile crane, excavator or drill rig parked on a road, except with the permission of Council and in accordance with any conditions that Council may impose.
- 4.8. No person shall repair, alter or add to a vehicle ~~in the course of trade~~ while the vehicle is on the road, unless those repairs, alterations or additions are necessary to enable the vehicle to be removed from the road.
- 4.9. ~~Regardless of whether a sign is present, a~~ person must not stop, stand or park a motor vehicle ~~on any part of the that part of the road transport corridor~~ which is laid out as a cultivated area, including a grass plot, a flower bed or shrubbery.
- 4.10. A person may stop, stand or park a motor vehicle in contravention of clause 4.9. if;

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- a) that part of the road is designed and constructed to accommodate a parked vehicle; ~~or and~~
 - b) Council has given permission to stop, stand or park a vehicle in that part of the road.
- 4.11. No person shall stop, stand or park a vehicle on any reserve unless:
- a) It is within an area set aside for parking and the parking is associated with the use of the reserve; or
 - b) The person has received prior approval from the Council.
5. PARKING PLACES
- 5.1. The Council may with reference to a specified ~~on-street~~ parking place or ~~specified on-street~~ parking places, by resolution:
- a) Permit or prohibit a class or classes of motor vehicles; and
 - b) Permit or prohibit time restrictions on parking; and
 - c) Specify and impose conditions of parking in that parking place or in those parking places; and
 - d) Specify part or parts that are available for public use; and
 - e) Specify part or parts that are available for reserve parking; and
 - f) Specify and prescribe fees and rental charges for parking in or reserving parking in that parking place or in those parking places; and
 - g) prescribe the means by which parking fees may be paid including, by the use of parking machines or otherwise
 - h) permit specified parking places to be used for street vending and market purposes
- ~~5.2. The Council may with reference to a specified off-street parking place or specified off-street parking places, by resolution:~~
- ~~a) Permit or prohibit a class or classes of motor vehicles; and~~
 - ~~b) Permit or prohibit time restrictions on parking; and~~
 - ~~c) Specify and impose conditions of parking in that parking place or in those parking places; and~~
 - ~~d) Specify part or parts that are available for public use; and~~
 - ~~e) Specify part or parts that are available for reserve parking; and~~
 - ~~f) Specify and prescribe fees and rental charges for parking in or reserving parking in that parking place or in those parking places; and~~
 - ~~g) prescribe the means by which parking fees may be paid including, by the use of parking machines or otherwise~~
 - ~~h) permit specified parking places to be used for street vending and market purposes~~
- ~~5.3.5.2. The Council may with reference to a specified on-street or off-street parking place or specified off-street parking places, by resolution delegate to the Chief Executive the authority to do any of the things specified in subclauses 5.1.2(a) to (h) above.~~
- ~~5.4.5.3. Council shall display signs indicating any such prohibition, specification or condition as it applies to any road or parking place.~~
- ~~5.5.5.4. The Council may from time to time, by resolution:~~
- a) Declare any road or part of a road, including the days and times, to be a metered ~~parking area/place or zone parking~~
 - b) ~~Declare any piece of land owned or controlled by the Council and not being a road or part of a road, including any parking place or transport station to be a metered area/place or zone parking.~~
 - ~~c) Declare the number and situation of parking spaces/places within a metered area.~~
 - ~~d) Declare the time allowed for parking in such metered areas/parking places and areas of zone parking beyond which it shall be unlawful to remain parked.~~

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~~5.6.5.5.~~ Metered ~~areas/~~ parking places, and zone parking requirements apply between 8am and 6pm every day of the week, except where signs relating to those metered areas/places, and zone parking ~~and the Metered Parking Places and Zone Parking Register of this Bylaw~~ indicate otherwise.

~~5.7.5.6.~~ Any restrictions that apply to a zone, do not apply in locations within that zone parking area where other specific stopping, standing and parking restrictions apply.

6. PARKING FEE TO BE PAID

~~6.1.~~ No driver or person in charge of a vehicle shall park in a metered ~~area,~~ parking place or area of zone parking without:

a) ~~having paid the appropriate fee and, where required, display displayed a legible receipt; and~~

a)b) ~~correctly activated the any parking machine controlling the parking place or zone parking space in compliance with the any instructions on the parking machine controlling the parking place or parking space.~~

~~6.2.~~ No driver or person in charge of a vehicle shall allow that vehicle to remain in or occupy a metered parking place without paying the appropriate fee.

~~6.3.~~ No driver or person in charge of a vehicle shall allow that vehicle to remain in or occupy a metered parking place for longer than the maximum period for parking in that metered area, except as provided by 6.5

~~6.4.~~ Where more than one motorcycle occupies a metered parking place it shall not be necessary for the payment of more than one parking fee. No motorcycle shall remain parked in the metered space after the time has expired and each motorcycle so parking is in breach of this Bylaw.

~~6.2.6.5.~~ Where a vehicle displays an approved Mobility Parking Permit, the ~~The~~ driver or person in charge of a ~~the~~ motor vehicle ~~in which an approved disabled person's parking permit is displayed~~ may occupy a metered parking place for double the maximum time period allowed ~~in that metered parking place~~, provided that the appropriate fee has been paid for the maximum time period. The permit shall not be displayed if the parking place is not being used for the benefit of the ~~Mobility Parking Permit~~ mobility permit holder.

~~6.3.6.6.~~ Unless otherwise specified by Council the driver or person in charge of a motor vehicle in which an approved ~~Mobility Parking Permit disabled person's parking permit~~ is displayed may occupy a ~~Mobility-mobility Parking-parking Space-space~~ for no fee.

~~6.4.6.7.~~ Where the Council has reserved parking ~~spaces-places~~ as mobility parking spaces, the approved ~~Mobility Parking Permit disabled persons parking permit~~ shall be displayed so that it is ~~clearly visible~~ legible through the front windscreen where fitted, ~~or on the motor vehicle if no windscreen is fitted~~. The permit shall not be displayed if the parking ~~space-place~~ is not being used for the benefit of the permit holder.

~~6.5.~~ No driver or person in charge of a vehicle shall allow that vehicle to remain in or occupy a metered parking place/area without paying the appropriate fee.

~~6.6.~~ No driver or person in charge of a vehicle shall allow that vehicle to remain in or occupy a metered parking place/area for longer than the maximum period for parking in that metered area, except as provided by 6.2

~~6.7.~~ Where more than one motorcycle occupies a metered parking space it shall not be necessary for the payment of more than one parking fee. No motorcycle shall remain parked in the metered space after the time has expired and each motorcycle so parking is in breach of this Bylaw.

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7. TEMPORARY ALTERNATE USE OF PARKING ~~SPACEPLACES~~

- 7.1. ~~Where the Council is of the opinion that any metered parking space should be temporarily discontinued as a parking space, the Council may place or erect (or authorise the placing or erecting of) a sign, or notice showing, 'No Stopping' or a meter hood showing reserved parking at the affected metered parking space or spaces. It shall be unlawful for any person to park a vehicle in a metered parking space when a sign, notice or meter hood indicates that it is no longer a public parking space, except with the written permission of the Council.~~
~~Where parking at a metered parking place or within zone parking is to be temporarily halted, the Council may place or erect signs or notices (or authorise the placing or erecting of signs or notices) stating parking is not available in the specified place or area. It shall be unlawful for any person to park a vehicle in a metered parking place or within specified zone parking areas where parking has been temporarily halted, except with the written permission of the Council.~~

8. UNLAWFUL PARKING

- 8.1. No person shall park any vehicle or vehicle combination in a parking ~~spaceplace~~ except as permitted by the provisions of this Bylaw.
- 8.2. No person shall park a vehicle or vehicle combination in a parking ~~spaceplace~~ so that any part of that vehicle extends beyond any line defining that ~~spaceplace~~ unless by reason of its size it may be necessary for the vehicle to extend onto an adjoining and unoccupied parking ~~spaceplace~~. If the parking ~~spaceplaces~~ occupied by the vehicle or vehicle combination are metered parking ~~spaces-places~~ the driver shall be liable to pay a parking fee for each ~~spaceplace~~ so occupied.
- 8.3. No person shall, if a parking machine is not in operation, park in a metered ~~space-or-areaplace~~ governed by that parking machine for a period greater than the maximum indicated on that machine, except where the vehicle is being used for the benefit of an approved ~~disabled-person's mobility~~ parking permit holder.
- 8.4. No person shall obstruct vehicle access to or egress from any parking ~~spaceplace~~.
- 8.5. ~~No person-vehicle shall be returned to any metered parking place on a road space, or any parking space within the same parking zone, until a period of 20 minutes has elapsed from the time the vehicle previously left the metered parking place, space-or-parking-zone.~~

9. RESIDENTS' PARKING

- 9.1. Council may by resolution reserve any specified parking place as-
- a residents' only parking area for the exclusive use of a person who resides in the vicinity.
 - a residents' exemption parking area for the use of a person who resides in the vicinity.
- 9.2. Council may by resolution prescribe-
- any fees to be paid annually or in any other specified manner, for the use by persons residing in the vicinity of a parking place; and
 - the manner by which any fees may be paid for the use of a parking place by persons residing in the vicinity.
- 9.3. Residential parking restrictions are recorded in the Residents Parking Register ~~of this Bylaw~~.
- 9.4. Any person who parks a vehicle in a parking place reserved for the exclusive use of a person who resides in the vicinity must pay the prescribed fee and ~~where required~~ display a current approved resident's parking permit so that it is clearly legible.
- 9.5. A person must not park a vehicle in a resident's parking place in contravention of a prohibition or restriction made by Council unless a current approved resident's parking permit is ~~obtained and~~ prominently displayed in the vehicle ~~where required~~.

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10. ONE-WAY ROADS

- 10.1. ~~Subject to the erection of the prescribed signs and/or markings, A~~ person may only drive along the roads or parts of roads listed as a 'one-way road' in the One Way Roads Register of this Bylaw, in the direction specified.
- 10.2. The Council may by resolution specify that cycles may travel in the opposite direction on a one way road.
- 10.3. The Council may by resolution amend the One Way Roads Register to provide for a road, or part of a road, to be a one-way road, or to provide that a road should cease to be used as a one-way road.

11. TURNING RESTRICTIONS

- 11.1. Subject to the ~~erection~~ installation of the prescribed signs ~~and/or markings~~, no person shall drive a vehicle contrary to any turning restriction listed the Turning Restrictions Register of this Bylaw.
- 11.2. The Council may by resolution amend the Turning Restrictions Register, ~~to prohibit turns, subject to the erection of the prescribed signs:~~
 - a) ~~for~~ Vehicles on a roadway turning from facing or travelling in one direction to facing or travelling in the opposite direction (No 'U-turns').
 - b) ~~Vehicles or specified classes of vehicles from turning to the right or to the left or from proceeding in any other direction.~~

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12. TURNING MOVEMENTS PERMITTED BY SPECIFIED CLASSES OF VEHICLES

- 12.1. Subject to the ~~erection~~ installation of the prescribed signs ~~and/or markings~~, the ~~traffic lanes turning movements~~ listed in the Turning Movements Register of this Bylaw shall be managed by specified classes of vehicles.
- 12.2. The Council may by resolution amend the Turning Movements Register to permit turning movements by specified classes of vehicles at a traffic lane, or to provide that a turning movement or turning movements by specified classes of vehicles should cease at a traffic lane. ~~prohibit turns subject to the erection of prescribed signs.~~

13. CYCLE PATHS

- 13.1. ~~Subject to the installation of the prescribed signs and/or markings, T~~he roads, parts of roads and places listed in the Cycle Paths Register of this Bylaw are Cycle Paths and are to operate as shared paths. Priority (if any) is indicated in this register.
- 13.2. The Council may by resolution amend the Cycle Paths Register to provide for a road, or part of a road, to be used as a Cycle Path either permanently or for a set period of time, or to provide that a road or part of a road should cease to be used as a Cycle Path.

14. SPECIAL VEHICLE LANES

- 14.1. ~~Subject to the installation of the prescribed signs and/or markings~~ Council may by resolution prescribe a road, or a part of a road, as a special vehicle lane that may only be used by a specified class or classes of vehicle.
- 14.2. A person must not use a special vehicle lane contrary to any restriction made by Council as listed in the Special Vehicle Lane Register.

15. LIGHT MOTOR VEHICLE PROHIBITIONS

- 15.1. ~~Subject to the installation of the prescribed signs and/or markings~~ Council may by resolution restrict or prohibit any vehicle having a gross motor vehicle mass less than 3,500kg from being

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operated on any road [generally](#) between the hours of 9pm and 4am [unless specified otherwise as set out in the Light Motor Vehicles Prohibitions Register of this Bylaw](#).

- 15.2. No person may drive or permit a motor vehicle to be driven in contravention of a resolution made by Council unless:
- a) that motor vehicle is used for the express purpose of visiting a property with a frontage to a road specified in the resolution; or
 - b) that motor vehicle is being used for the time being as a passenger service vehicle; or prior written permission from Council has been obtained.
- 15.3. Council may by resolution:
- a) specify any section of road or roads on which cruising is controlled, restricted, or prohibited;
 - b) prescribe the period of time that must elapse between each time a driver drives on a specified section of road for the driver to avoid being regarded as cruising.
- 15.4. No person shall use a motor vehicle on any specified section of road or roads in contravention of a control, prohibition or restriction made by Council as set out in the Light Motor Vehicle Prohibitions Register.

16. HEAVY [TRAFFIC MOTOR VEHICLE](#) PROHIBITIONS

- 16.1. No person shall operate engine brakes on any road where the permanent speed limit does not exceed 70 kilometres per hour.
- 16.2. No person shall operate engine brakes on any road identified in the Heavy [Traffic Motor Vehicle](#) Register, Part 1 Prohibition of Engine Brakes [of this Bylaw](#) due to noise nuisance.
- 16.3. No person shall drive or permit to be driven any heavy motor vehicle except a passenger service vehicle on or along those roads, or parts of roads listed in the Heavy [Traffic Motor Vehicle](#) Register Part 2 [Prohibition of Heavy Motor Vehicles of this Bylaw](#), except for the purpose of picking up, or delivering goods to an address on those roads when alternative access is not available for this purpose.
- 16.4. No person shall drive or permit to be driven or park any heavy motor vehicle or any specified class of heavy motor vehicle during such hours or exceeding such period as may be specified for the roads or public places listed in the Heavy [Traffic Motor Vehicle](#) Register Part 3 [of this Bylaw](#), except for the purposes of loading or unloading goods or passengers at any property whose access is by way of the road or public place.
- 16.5. No stock shall be transported in heavy motor vehicles through urban areas except over the routes specified in the Heavy [Traffic Motor Vehicle](#) Register Part 4 [Approve Stock routes in Urban Areas of this Bylaw](#).
- 16.6. No person driving or in charge of any heavy motor vehicle, for the purpose of passing through the City of Hamilton, entering the City on [the State Highway network 1, State Highway 3, State Highway 26 or State Highway 23](#) and leaving the City on [State Highway 1, State Highway 3 or State Highway 26 or State Highway 23 network](#), shall drive or allow such vehicle to be driven on any road other than those roads which are high-lighted as through traffic routes in the map which forms the Heavy Traffic Register, Part 5. However, where such a heavy motor vehicle is over dimension, or carrying an over dimensional load, an alternative route is provided. [This is also shown in the map which forms the Heavy Traffic Register](#). The alternative route follows Te Rapa Road, Ulster Street, Mill Street, Boundary Road, Peachgrove Road, and Galloway Street. [This is also shown Heavy Motor Vehicle Register Part 5 Hamilton City Heavy Vehicle Through Traffic Routes of this Bylaw](#).

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- 16.7. No person driving or in charge of heavy motor vehicle, whose trip traverses State Highway 1 north of Taupiri, for the purpose of passing through the City of Hamilton shall enter or exit the City from or to the north along Gordonton Road, Horsham Downs Road or River Road.
- 16.8. For those heavy motor vehicles with business in the city, no such vehicle should travel on local and collector transport corridors within residential zoned land (on both sides of the road) unless they have a destination on that road, or there is no alternate arterial route that will provide access to their required destination.
- 16.9. The prohibitions set out in 16 shall not apply to:
- A network utility operator or its authorised agent or contractor engaged in the provision of, or maintenance of a network utility operation.
 - Emergency vehicles, vehicle recovery services, tradespersons' vehicles or campervans as identified on signs approaching the road to which the restriction applies.
 - [Refuse-Residential waste](#) collections carried out by either the local authority or a contractor licensed by the local authority.
 - Any other class of heavy vehicle the Council may exclude from the prohibitions in [16.8](#) in accordance with the Local Government Act 2002 and as identified on signs approaching the road to which the restriction applies.
- 16.10. The Council may amend the Heavy [Traffic-Motor Vehicle](#) Registers by resolution to prohibit any heavy traffic on any road or roads within the city or to remove a heavy traffic prohibition.
- 16.11. The Council may, by resolution, amend the Heavy [Traffic-Motor Vehicle Prohibitions](#) Register [Part 6 Weight or Load Restrictions of this Bylaw](#) to regulate the weights of vehicles or loads that may pass over bridges or culverts or roads or to remove any such regulation.

***File Note:** This file note does not form part of the Bylaw. Please note that weight restrictions may be placed on bridges outside the bylaw through section 11 of the 1974 Heavy Motor Vehicle Regulations*

17. STOCK MOVEMENT PROHIBITION

- 17.1. No person shall move or permit the movement of stock on any road other than in a vehicle, except with authority from Council, which may be given with or without restrictions.

18. FREEDOM CAMPING ON ROADS

- 18.1. No person shall freedom camp in Civic Plaza and Garden Place, as set out in the Freedom Camping Register [of this Bylaw](#).
- 18.2. A person using a self-contained vehicle which displays an NZS 5465:2001 self containment certificate, may stop, stand or park on any local road and collector road where parking is not controlled or is not in contravention of a restriction imposed by the Council and evidenced by appropriate signs and/or road markings and use it for the purposes of freedom camping under the condition that;
- the self-contained vehicle does not pose a health and safety risk
 - all waste is disposed of at an authorised dump station
 - the self-contained vehicle is not parked on the same road for any continuous period exceeding 3 days without authority from Council.
 - does not cause a nuisance to residents.

19. PEDESTRIAN MALLS

- 19.1. Council may, by using the special consultative procedure set out under Section 336 of the Local Government Act 1974;
- declare a specified road or part of a specified road to be a pedestrian mall; and
 - prohibit or restrict the driving, riding, or parking of any vehicle, on all or any portion of the pedestrian mall either;

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- i. generally; or
 - ii. during particular hours
- 19.2. The roads, parts of road and places listed in Pedestrian Mall Register, Part 1 are declared 'Pedestrian Malls' with the conditions as set out in that register. ~~The roads, parts of road and places listed in that register Part 2 of that register are proposed 'Pedestrian Malls' for which consultation on it's status is still to be completed.~~
- 20. SHARED ZONES**
 - 20.1. Council may by resolution specify any road to be a shared zone and specify any restrictions on how the shared zone is to be used by the public. In addition to any roads declared to be shared zone by resolution under Clause 20.1, the roads, parts of road and places listed in Shared Zones Register [of this Bylaw](#) are 'Shared Zones'.
 - 20.2. Except where Council has by resolution specified otherwise, no person may stand or park a vehicle in a shared zone.
 - 20.3. No person may use a shared zone in a manner contrary to any restriction made by Council.
- 21. CHILDREN IN VEHICLES**
 - 21.1. Council may enter or allow entry into a vehicle in any parking area to aid a child who has been left unattended in that vehicle, where it appears that the child is in distressed condition or leaving the child in the vehicle is likely to endanger its safety or health.
- 22. ANIMALS IN VEHICLES**
 - 22.1. Council may enter or allow entry into any vehicle in any parking area where an animal has been left unattended in that vehicle and it appears that the animal is in a distressed condition.
- 23. LAUNCHING RAMPS**
 - 23.1. No person may use a launching ramp other than for launching boats from trailers or retrieving boats onto trailers, except with authorisation from Council.
 - 23.2. No person shall:
 - a) Stop any vehicle on any part of a launching ramp or the approach to a launching ramp for longer than is necessary to launch or recover a boat.
 - b) Drive or move any vehicle onto a launching ramp to recover a boat before the boat is ready to be recovered.
 - 23.3. Council may, by resolution, amend the Launching Ramp Register to remove or add launching ramps and approaches to launching ramps from this Register.
- 24. ~~WINDSCREEN WASHING AND OTHER ACTIVITIES~~ TRADING AT INTERSECTIONS**
 - 24.1. No person shall, within 50 metres of any intersection on any road, ~~attempt to sell to, advertise or trade with any person in any vehicle stopped on any road, unless they comply with the Hamilton City Public Places Bylaw 2016 and subsequent amendments.~~
~~For clarity, trade includes activities such as window washing and collecting donations.~~
 - ~~a) wash or clean the windows of any vehicle stopped on the road;~~
 - ~~b) attempt to sell to, advertise or trade with any person in any vehicle stopped on any road.~~
- 25. SEIZURE AND IMPOUNDING**
 - 25.1. A council enforcement officer authorised to enforce the provisions of this bylaw, may seize and impound any property used in a manner that breaches this bylaw if:
 - a) the property is materially involved in the commission of an offence; and
 - b) it is reasonable in the circumstances to seize and impound the property; and

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- c) before seizing and impounding the property, the enforcement officer:
 - i. directed (orally or in writing) the person committing the offence to stop committing the offence; and
 - ii. has advised (orally or in writing) the person committing the offence that, if he or she does not stop committing the offence, the enforcement officer has power to seize and impound the property; and
 - iii. provided the person with a reasonable opportunity to stop committing the offence.
- 25.2. However, if the property is not in the possession of a person at the time the enforcement officer proposes to seize and impound the property, the enforcement officer does not have to comply with
- 25.3. As soon as practicable after seizing and impounding the property, an enforcement officer must give a notice in the prescribed form (where a form is prescribed):
 - a) to the person in possession of the property at the time it was seized and impounded; or
 - b) if paragraph a) does not apply, to any person who the enforcement officer can ascertain is the owner of, or has an interest in, the property.
- 25.4. Council may require the vehicle owner to pay Council's costs in seizing, impounding, transporting, and storing the property.
- 25.5. A notice under this section may be served:
 - a) By delivering it, or a copy of it, personally to the person who appears to be in possession of the property at the time it was seized and impounded; or
 - b) By sending it, or a copy of it, by post addressed to any person who the enforcement officer can ascertain is the owner of, or has an interest in, the property at his or her last known place of residence or business or postal address.
- 26. REMOVAL OF VEHICLES AND THINGS**
- 26.1. In addition to the powers conferred on it by any other enactment, Council may remove or cause to be removed any vehicle or thing ~~found to be in breach of this bylaw,~~ from any parking place, transport station or road ~~using those places or stations in breach of the bylaw.~~
- 26.2. Council may recover from the person who committed the breach of this bylaw the costs incurred by Council in connection with the removal of the vehicle or thing.
- 27. OFFENCES AND PENALTIES**
- 27.1. Every person commits an offence against this Bylaw who;
 - a) Fails to comply with any control, restriction, limitation or prohibition made pursuant to this bylaw, or
 - b) Fails to comply in all respects with any prohibition, restriction, direction or requirement indicated by the lines, markings, traffic signs and other signs or notices laid down, placed, made or erected on or upon any road, public car park, reserve or other places controlled by the Council under any of the provisions of this Bylaw.
 - c) Fails to comply with any condition, duty, or obligation, imposed by this Bylaw.
- 27.2. Every person who commits an offence against a clause in this Bylaw is liable under the enabling legislation, to penalties and fines as set out below;
 - a) Every person who fails to comply with any control, restriction, limitation or prohibition made pursuant to this bylaw under Section 242(4) of the Local Government Act 2002, is liable on summary conviction to a fine not exceeding \$20,000.
 - b) Every person who fails to comply with any control, restriction, limitation or prohibition made pursuant to this bylaw under the Land Transport Act 1998 commits an offence under the Land Transport Act 1998 and the Land Transport (Road User) Rule 2004 and is liable to the penalties

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and fines as set out in the Land Transport Act 1998 and the Land Transport (Road User) Rule 2004.

- c) A person may not be subject to proceedings under this Bylaw, if that person is also, for the same facts, being proceeded against for a breach of the Land Transport Act 1998.
- d) Every person who fails to comply with clauses in this bylaw made pursuant to the Freedom Camping Act 2011 commits an offence against the Freedom Camping Act 2011 and is liable to the penalties and fines set out in Section 23 of the Freedom Camping Act 2011.

27.3. The following table outlines the offences and the enabling statutes:

Offences and the clauses that cover them:	Summary of Offence	Enabling Statutes
4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16.1, 16.3 – 16.11, 17, 20, 21, 22, 23, 24, 26	<u>Stopping, standing and parking</u>	Land Transport Act 1998 22AB, section 1,
5	<u>Parking Places</u>	Land Transport Act 1998 22AB, section 1,
6	<u>Parking Fees to be Paid</u>	Land Transport Act 1998 22AB, section 1,
7	<u>Temporary alternative use of parking places</u>	Land Transport Act 1998 22AB, section 1,
8	<u>Unlawful parking</u>	Land Transport Act 1998 22AB, section 1,
9	<u>Resident's Parking</u>	Land Transport Act 1998 22AB, section 1,
10	<u>One way Roads</u>	Land Transport Act 1998 22AB, section 1,
11	<u>Turning Restrictions</u>	Land Transport Act 1998 22AB, section 1,
12	<u>Turning Movements</u>	Land Transport Act 1998 22AB, section 1,
13	<u>Cycle Paths</u>	Land Transport Act 1998 22AB, section 1,
14	<u>Special Vehicle Lanes</u>	Land Transport Act 1998 22AB, section 1,
15	<u>Light Motor Vehicle Prohibitions</u>	Land Transport Act 1998 22AB, section 1,
16.1, 16.3 – 16.11	<u>Heavy Motor Vehicle Prohibitions</u>	Land Transport Act 1998 22AB, section 1,
16.2	<u>Engine Braking</u>	Local Government Act 2002, Section 145 (a)
17	<u>Stock Movement Prohibition</u>	Land Transport Act 1998 22AB, section 1
18	<u>Freedom Camping on Roads</u>	Freedom Camping Act 2011, Part 2
19	<u>Pedestrian Malls</u>	Local Government Act 1974, Section 336
20	<u>Shared Zones</u>	Land Transport Act 1998 22AB, section 1
21	<u>Children in Vehicles</u>	Land Transport Act 1998 22AB, section 1
22	<u>Animals in vehicles</u>	Land Transport Act 1998 22AB, section 1
23	<u>Launching Ramps</u>	Land Transport Act 1998 22AB, section 1
24	<u>Trading at Intersections</u>	Land Transport Act 1998 22AB, section 1
25	<u>Seizure and Impound</u>	Local Government Act 2002, Part 8
26	<u>Removal of Vehicles and Things</u>	Land Transport Act 1998 22AB, section 1

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28. DEFENCES

- 28.1. A person is not in breach of this Bylaw if that person proves that the act or omission complained of:
- a) Took place in compliance with the directions of an enforcement officer, a parking warden or a traffic control device; or
 - b) Was performed by an enforcement officer or a parking warden and was necessary in the execution of that person's duty.

29. EXEMPTED VEHICLES

- 29.1. This Bylaw shall not apply to emergency vehicles being used in an emergency.
- 29.2. Clauses 4, 6, 7, 9, 14, 15, 19 and 20 of this Bylaw shall not apply to medical practitioners such as doctors, district nurses and midwives who are attending an emergency.
- 29.3. This Bylaw shall not apply to vehicles operated by the Council or for the Council during the necessary fulfilment of Council's statutory functions, duties or powers.
- 29.4. This Bylaw shall not apply to vehicles operated by Utility providers whilst engaged in emergency repair work to a public utility service.

~~The COMMON SEAL of the HAMILTON CITY COUNCIL
was hereunto affixed in the presence of:~~

~~Councillor:~~

~~Councillor:~~

~~Chief Executive:~~

~~The foregoing bylaw was made by the HAMILTON CITY COUNCIL by Special Consultative Procedure and confirmed at a meeting of the Council held on (TBC) 2021. This bylaw becomes operative on (TBC).~~

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Explanatory Notes:

Table of Registers

#	Register Title
1	Shared Zones
2	Pedestrian Malls
3	Residents Parking
4	Cycle Paths
5	Freedom Camping
6	Launching Ramps
7	Heavy Motor Vehicle Prohibitions
	<ul style="list-style-type: none"> Part 1 – Prohibition of Engine Brakes Part 2 – Prohibition of Heavy Motor Vehicles Part 3 – Restrictions to Access of Heavy Motor Vehicles Part 4 – Approved Stock Routes in Urban Areas Part 5 – Hamilton City Heavy Vehicle Through Traffic Routes Part 6 – Weight or Load Restrictions Part 6B – HPMV Approved Routes Part 6C – 50MAX Heavy Motor Vehicle restrictions
8	Light Motor Vehicle Prohibitions
	<ul style="list-style-type: none"> Part 1 – Cruising Part 2 – Motor vehicles under 3,500kg restrictions
9	One Way Roads
10	Special Vehicle Lanes
	<ul style="list-style-type: none"> Part 1 – Cycle Lanes Part 2 – Bus Lanes Part 3 – Transit Lanes
11	Turning Movements
12	Turning Restrictions
	<ul style="list-style-type: none"> Part 1 – Right Turns Part 2 – Left Turns Part 3 – U Turns
13	Stop Signs
14	Metered Parking Places and Zone Parking

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Approved by: Council	Date Adopted: Proposed date: 16 December 2021
Date in Force: Proposed date: 20 December 2021	Review Date: 2031/2032

The Hamilton Traffic Bylaw 2021

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Item 13

1. THIS BYLAW WAS REVIEWED IN 2021 AS PER THE SECTION 158(1) OF THE LOCAL GOVERNMENT ACT 2002 AND UPDATED WITH MINOR AMENDMENTS. THIS BYLAW REPLACES THE HAMILTON CITY TRAFFIC BYLAW 2015. GENERAL

1.1. This Bylaw is made under the Local Government Act 1974, the Local Government Act 2002, the Land Transport Act 1998 and the Freedom Camping Act 2011.

1.2. Purpose

The purposes of this Bylaw are to protect the public from nuisance and protect, promote, and maintain public health and safety. This is through setting the requirements for parking, establishing standards for activities within the road reserve and general control of vehicular or other traffic.

1.3. Scope

This bylaw covers Garden Place, Civic Plaza, transport stations and any road in Hamilton City Council's district including State Highways controlled by New Zealand Transport Agency.

2. DEFINITIONS

For the purposes of this Bylaw the following definitions shall apply:

Act	means the Land Transport Act 1998 the regulations and the rules under that Act.
Approved disabled person's parking permit	Has the same meaning as the Land Transport (Road User) Rule 2004
Boat	Includes jet skis and other water borne vessels.
Bus	Means a bus as defined in the Land Transport (Road User) Rule 2004.
Bus Lane	Means a lane reserved by a marking or sign installed at the start of the lane and at each point at which the lane resumes after an intersection for the use of: a. buses; and b. cycles, transport devices, mopeds, and motorcycles (unless one or more are specifically excluded by the sign).
Bus Stop	a. means a place where passengers may board or alight from a bus indicated by a sign that includes the text "Bus Stop" as specified in Schedule 1 of the Land Transport Rule; Traffic Control Devices 2004; and b. Includes an area of the road in the vicinity of a place that is reserved for a bus stop to allow passengers to board or alight from the bus.
Chief Executive.	Means the Chief Executive of Hamilton City Council
City	Means Hamilton City
Class of Vehicle	Means groupings of vehicles defined by reference to any common feature and includes- a) vehicles by type, description, weight, size or dimension; b) vehicles carrying specified classes of load by the mass, size or nature of such loads; c) vehicles carrying no fewer or less than a specified number of occupants; d) vehicles used for specified purposes; e) vehicles driven by specified classes of persons;

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	<p>f) carpool and shared vehicle; and</p> <p>g) vehicles displaying a permit authorised by Hamilton City Council</p>
Cruising	<p>Means driving repeatedly in the same direction over the same section of road in a motor vehicle in a manner that-</p> <p>a) draws attention to the power or sound of the engine of the motor vehicle being driven; or</p> <p>b) creates a convoy that-</p> <ol style="list-style-type: none"> is formed otherwise than in trade; and impedes traffic flow.
Council	<p>The Hamilton City Council or any officer authorised to exercise the authority of the Council.</p>
Cycle	<p>Means a vehicle that has at least 2 wheels and that is designed primarily to be propelled by the muscular energy of the rider; and includes a power-assisted cycle.</p> <p>a) A wheeled vehicle that is designed primarily to be propelled by the muscular energy of the rider by means of a crank; and</p> <p>b) Includes a power assisted cycle</p>
Cycle Lane	<p>Means a longitudinal strip within a roadway that is reserved for the use of-</p> <ol style="list-style-type: none"> cycles; and transport devices (unless specifically excluded from using the lane by a marking or traffic sign); and are included in the Cycle Lane Register of this bylaw
Cycle Path	<p>Means part of the road that, defined by signs or markings and is physically separated from the roadway that is intended for the use of cyclists, but which may be used also by pedestrians; and</p> <ol style="list-style-type: none"> includes a cycle track formed under section 332 of the Local Government Act 1974 are included in Cycle Path Register of this bylaw
Designated	<p>Means specified by Council by resolution.</p>
Driver	<p>Means a person driving a vehicle; and includes the rider of an all-terrain vehicle, a motorcycle, a moped, a cycle, a mobility device or transport device.</p>
Emergency Vehicle	<p>Has the same meaning as in the Land Transport (Road User) Rule 2004.</p>
Enactment	<p>Has the same meaning as section 29 of the Interpretation Act 1999.</p>
Enforcement Officer	<p>Means;</p> <ol style="list-style-type: none"> any person appointed or authorised in writing by the Chief Executive or by the Council to act on its behalf and with its authority including a Parking Warden appointed by the Council under the provisions of the Land Transport Act 1998, and includes Police Officers.
Engine Brakes	<p>Means a device or feature of an engine to increase, when applied, the retardation force provided by the engine that can be utilised to control the speed of the vehicle.</p>
Freight Container	<p>Is an article of transport equipment that is: Of a permanent character and strong enough to be suitable for repeated use; Specifically</p>

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	designed to facilitate the transport of goods, by one or more modes of transport, without intermediate loading; and Designed to be secured and readily handled having fittings for these purposes.
Freedom Camping	Has the same meaning as the Freedom Camping Act 2011.
Footpath	Means a path or way principally designed for, and used by, pedestrians; and includes a footbridge
Goods Service Vehicle	Means a motor vehicle that is: <ul style="list-style-type: none"> a) designed exclusively or principally for the carriage of goods; or b) used for the collection or delivery of goods in the course of trade.
Heavy Motor Vehicle	Has the same meaning as in the Land Transport (Road User) Rule 2004.
Lane	<ul style="list-style-type: none"> a) Means a longitudinal strip of the roadway intended for the passage of vehicles or a specific class of vehicles that is separate from other parts of the roadway by- <ul style="list-style-type: none"> i. a longitudinal line or lines of paint or raised studs; or ii. another method of lane delineation specified in clause 7.12(1) or (1A) of the Land Transport Rule: Traffic Control Devices 2004; and b) includes- <ul style="list-style-type: none"> i. a cycle lane; and ii. a lane for the use of vehicular traffic that is at least 2.5m wide; and iii. a lane of a two-way road divided by a centre line
Launching Ramp	Means a place described in the Launching Ramp Register of this Bylaw.
Metered Parking Place	Means any road or portion of a road or any area of land or any building owned or controlled by the Council which is designated as a parking place and requires a prescribed fee or rental charge for a limited time.
Mobility Device	Has the same meaning as the Land Transport (Road User Rule) 2004.
Mobility Parking Space	Means a parking place set aside under the provisions of this Bylaw for use by people who hold an approved disabled person's parking permit.
Motor vehicle	<p>means a vehicle drawn or propelled by mechanical power; and includes a trailer; but <u>does not include</u>-</p> <ul style="list-style-type: none"> a) a vehicle running on rails; or b) a trailer (other than a trailer designed solely for the carriage of goods) that is designed and used exclusively as part of the armament of the New Zealand Defence Force; or c) a trailer running on 1 wheel and designed exclusively as a speed measuring device or for testing the wear of vehicle tyres; or d) a vehicle designed for amusement purposes and used exclusively within a place of recreation, amusement, or entertainment to which the public does not have access with motor vehicles; or e) a pedestrian-controlled machine; or f) a vehicle that the Agency has declared under section 168A of the Act is not a motor vehicle; or

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	g) a mobility device.
Network Utility Operator	Has the same meaning given to it by section 166 of the Resource Management Act 1999.
Parking Machine	Means a device or system (including electronic or software based systems) that is used to collect payment in exchange for a vehicle parking in a particular place for a limited time.
Parking Place	Means a place (including a building) where vehicles, or any class of vehicles may stop, stand or park; and may be situated: <ul style="list-style-type: none"> a) within a road or road reserve (on-street parking); or b) on property owned by Council which is not road reserve (off-street parking)
Parking Warden	Means a parking warden appointed under section 128D of the Land Transport Act 1998.
Passenger Service Vehicle	Has the same meaning as section 2(1) of the Land Transport Act 1998.
Pedestrian	Means <ul style="list-style-type: none"> a) a person on foot on a road; or b) a person in or on a contrivance equipped with wheels or revolving runners that is not a vehicle; or c) a person operating a powered wheelchair
Pedestrian Crossing	Has the same meaning as the Land Transport (Road User Rule) 2004.
Pedestrian Mall	Means a road or part of a road specified by the council where the driving, riding or parking of vehicles or the riding of animals is prohibited either generally or during particular hours. A pedestrian mall only has legal status if it has been declared as stated in section 336 of the Local Government Act 1974.
Person	Includes a natural person, corporation sole and body of persons whether incorporated or unincorporated.
Power-assisted Cycle	Has the same meaning as the Land Transport (Road User Rule) 2004.
Powered transport device	Means a wheeled vehicle (other than a cycle or a mobility device) powered by 1 or more propulsion motors, that the Agency has declared, under section 168A(2) or (3) of the Act, is not a motor vehicle.
Powered wheelchair	Means- <ul style="list-style-type: none"> a. a mobility device that is a wheelchair propelled by mechanical power and operated by a joystick or other specialist interface; but b. does not include a mobility device operated by a tiller or handlebar
Public Work	Has the same meaning as section 2 of the Public Works Act 1981.
Public Place	Includes <ul style="list-style-type: none"> a) every motorway, road, street, private street, footpath, access way, service lane, court, mall, and thoroughfare;

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- b) any public reserve within the meaning of section 2 of the Reserves Act 1977 to which the public generally has access, whether with or without payment of any fee, and any reserve under that Act classified as a nature reserve or a scientific reserve:
- c) any park, garden, or other place of public recreation to which the public has access, whether with or without payment of any fee:
- d) any beach or foreshore, or the bank of any river or stream, or the margin of any lake, to which the public traditionally has access, whether with or without payment of any fee:
- e) any waters to which the public traditionally has access, whether with or without payment of any fee, for bathing or other recreational purposes:
- f) every wharf, pier, or jetty (whether under the control of a harbour board or not) to which the public has access:
- g) any conservation area within the meaning of the Conservation Act 1987:
- h) any airport within the meaning of section 2 of the Airport Authorities Act 1966:
- i) any cemetery within the meaning of section 2 of the Burial and Cremation Act 1964:
- j) any land vested in or controlled by any local authority (within the meaning of section 5(1) of the Local Government Act 2002) or the Crown, being land that is not occupied pursuant to any lease, licence, or other authority by any private person:
- k) any national park constituted under the National Parks Act 1980:
- l) any other place whether public or private in the open air, including any walkway within the meaning of section 4 of the Walking Access Act 2008, to which the public has access, whether with or without payment of any fee.

Resident	For any particular road subject to a Residents' Parking Scheme under this Bylaw, means a person who resides in a dwelling, apartment or other building which has its only or principal access to that particular road or which has such access in the vicinity of that road.
Residential Zone	Any area designated as a Residential Zone under the Hamilton City Operative District Plan.
Residents' Exemption Permit	Means a permit granted by the Council to eligible residents exempting the permit holder from any time restrictions imposed on any place or area subject to parking restrictions.
Residents Only Permit	Means a permit granted by the Council to eligible residents authorising the permit holder to park in designated Residents' Only parking places specified in the permit.
Residents' Parking Permit	Means the provision by the Council of parking places for residents under clause 11 of this Bylaw which may be used in conjunction with any other parking or loading restrictions that apply outside the hours of operation of the Residents' Parking Scheme.
Rider	means a person riding an animal, an all terrain vehicle, a motorcycle, a moped, a cycle, a mobility device, or a transport device

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Road	Means all land comprising formed and unformed roads as defined in the Local Government Act 1974.
Roadway	Means that portion of the road used or able to be used for the time being for vehicular traffic in general.
Self Contained Vehicle	Means a vehicle used for camping which meets the conditions of NZS5465:2001 and displays a NZS5465:2001 Self-Containment Certificate.
School Patrol Crossing	Has the same meaning as in the Land Transport (Road User) Rule 2004.
Shared Path	Means an area of road, separated from a roadway, that may be used by some or all of the following persons at the same time: pedestrians, cyclists, riders of mobility devices and riders of wheeled recreational devices. Means a path that is intended to be used as a path by some or all of the following persons at the same time: a) Pedestrians: b) Cyclists c) Riders of mobility devices d) Riders of transport devices
Shared Zone	Means a length of roadway, defined by signs or markings, intended to be used by pedestrians and vehicles, as set out in the Land Transport (Road User) Rule 2004.
Special vehicle lane	Has the same meaning as in the Land Transport (Road User) Rule 2004.
State Highway	Means a state highway defined in Part 1 of the Land Transport Management Act 2003.
Stock	Includes sheep, cattle, goats and any other herd animal, but does not include a horse that is being led, ridden, or which is drawing any vehicle.
Trade or Trading	Includes but is not limited to the exchange, purchase, or sale of goods; the provision of entertainment activities in return for donations; keeping a mobile shop; busking; hawking; locating and operating a stall; displaying merchandise; setting out street furniture; window washing.
Traffic Control Device	Has the same meaning as Part 2 of the Land Transport (Traffic Control Devices) Rule 2004.
Transport Corridor	All Roads as defined above and includes all land from boundary to boundary (including the Berm and Carriageway).
Transport device	Means- a) a powered transport device; or b) an unpowered transport device
Transport Station	Has the same meaning as section 591 (6) of the Local Government Act 1974.

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Transit Lane	Means a lane, defined by signs or markings, reserved for the use of the following (unless specifically excluded by a sign installed at the start of the lane): <ul style="list-style-type: none">a) passenger service vehicles;b) motor vehicles carrying not less than the number of persons (including the driver) specified on the sign;c) cycles;d) transport devicese) motorcycles;f) mopeds.
Unpowered transport device	Means a wheeled vehicle, other than a cycle, that is propelled by human power or gravity.
Vehicle	Has the same meaning as in the Land Transport Act 1998.
Vehicle Crossing	Is a place where vehicles are being taken or, in the opinion of the council, are likely to be taken, on to or from any land across any footpath on any road or any water channel on or adjoining any road.
Zone Parking	Has the same meaning as in Land Transport Rule: Traffic Control Devices 2004.

3. INTERPRETATION

- 3.1. Any undefined words, phrases or expressions used in this bylaw have the same meaning as in the Act unless the context plainly requires a different meaning.
- 3.2. The Interpretation Act 1999 applies to the interpretation of this bylaw.
- 3.3. Explanatory notes are for information purposes only, do not form part of this bylaw, and may be inserted or changed by Council at any time.

4. STOPPING, STANDING AND PARKING

- 4.1. No person shall stop, stand, or park a motor vehicle or motor vehicle combination on any road or parking place in contravention of a restriction imposed by the Council and evidenced by appropriate signs and/or road markings. Notwithstanding the provisions of this subclause and subject to such conditions as appropriate in the circumstances and payment of the prescribed fee, the Council may authorise the stopping, standing or parking of specified vehicles.
- 4.2. No person shall stop, stand or park a heavy motor vehicle or heavy motor vehicle combination for a period of more than one hour on any parking place adjacent to residential zoned. This clause does not prohibit a vehicle from stopping, standing or parking for a period that is reasonably required for the purpose of loading or unloading that vehicle in the course of trade.
- 4.3. No person shall stop, stand, or park any vehicle which by reason of its condition or content causes an offensive odour on any part of the transport corridor, including any parking place.
- 4.4. No person shall, without the prior written permission of the Council, park a motor vehicle or trailer for the purpose of advertising a good or service or for offering the vehicle for sale unless the vehicle is being used for day to day private travel, on any part of the transport corridor, , , including any parking place. This restriction includes vehicles and trailers displayed for sale, and mobile billboards.
- 4.5. Except with the prior written permission of the Council, no person shall stop, stand or park a vehicle within the transport corridor, for any period exceeding three days, if that vehicle cannot be easily moved on at the request of the Council. No person is permitted to use a vehicle so

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parked as a place of sleeping accommodation unless they comply with the Freedom Camping on Roads provisions of this Bylaw.

- 4.6. No person shall park or place any machinery, equipment, materials, waste disposal bins, skips or freight containers within the transport corridor except with the permission of the Council and in accordance with any conditions that Council may require. Council may remove any such item for non-compliance with any condition, at the owner's cost. This clause does not apply to those containers that are used solely for the purpose of residential waste collection as authorised by the Council, provided that such containers are placed in compliance with the Solid Waste Bylaw 2019.
- 4.7. No person shall operate any crane, mobile crane, excavator or drill rig parked on a road, except with the permission of Council and in accordance with any conditions that Council may impose.
- 4.8. No person shall repair, alter or add to a vehicle while the vehicle is on the road, unless those repairs, alterations or additions are necessary to enable the vehicle to be removed from the road.
- 4.9. Regardless of whether a sign is present, a person must not stop, stand or park a motor vehicle on any part of the transport corridor which is laid out as a cultivated area, including a grass plot, a flower bed or shrubbery.
- 4.10. A person may stop, stand or park a motor vehicle in contravention of clause 4.9. if;
 - a) that part of the road is designed and constructed to accommodate a parked vehicle; and
 - b) Council has given permission to stop, stand or park a vehicle in that part of the road.
- 4.11. No person shall stop, stand or park a vehicle on any reserve unless:
 - a) It is within an area set aside for parking and the parking is associated with the use of the reserve; or
 - b) The person has received prior approval from the Council.

5. PARKING PLACES

- 5.1. The Council may with reference to a specified parking place or places, by resolution:
 - a) Permit or prohibit a class or classes of motor vehicles; and
 - b) Permit or prohibit time restrictions on parking; and
 - c) Specify and impose conditions of parking in that parking place or in those parking places; and
 - d) Specify part or parts that are available for public use; and
 - e) Specify part or parts that are available for reserve parking; and
 - f) Specify and prescribe fees and rental charges for parking in or reserving parking in that parking place or in those parking places; and
 - g) prescribe the means by which parking fees may be paid including, by the use of parking machines or otherwise
 - h) permit specified parking places to be used for street vending and market purposes
- 5.2. The Council may with reference to a specified on-street or off-street parking place or places, by resolution delegate to the Chief Executive the authority to do any of the things specified in subclauses 5.1 (a) to (h) above.
- 5.3. Council shall display signs indicating any such prohibition, specification or condition as it applies to any road or parking place.
- 5.4. The Council may from time to time, by resolution:
 - a) Declare any road or part of a road, including the days and times, to be a metered parking place or zone parking

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- b) Declare the number and situation of parking places within a metered area.
- c) Declare the time allowed for parking in such metered parking places and areas of zone parking beyond which it shall be unlawful to remain parked.

- 5.5. Metered parking places, and zone parking requirements apply between 8am and 6pm every day of the week, except where signs relating to those metered areas/places, and zone parking and the Metered Parking Places and Zone Parking Register of this Bylaw indicate otherwise.
- 5.6. Any restrictions that apply to a zone, do not apply in locations within that zone parking area where other specific stopping, standing and parking restrictions apply.

6. PARKING FEE TO BE PAID

- 6.1. No driver or person in charge of a vehicle shall park in a metered parking place or area of zone parking without:
 - a) having paid the appropriate fee and, where required, displayed a legible receipt; and
 - b) correctly activated any parking machine controlling the parking place or zone parking in compliance with any instructions on the parking machine.
- 6.2. No driver or person in charge of a vehicle shall allow that vehicle to remain in or occupy a metered parking place without paying the appropriate fee.
- 6.3. No driver or person in charge of a vehicle shall allow that vehicle to remain in or occupy a metered parking place for longer than the maximum period for parking in that metered area, except as provided by 6.5
- 6.4. Where more than one motorcycle occupies a metered parking place it shall not be necessary for the payment of more than one parking fee. No motorcycle shall remain parked in the metered space after the time has expired and each motorcycle so parking is in breach of this Bylaw.
- 6.5. Where a vehicle displays an approved Mobility Parking Permit, the driver or person in charge of the motor vehicle may occupy a metered parking place for double the maximum time period allowed, provided that the appropriate fee has been paid for the maximum time period. The permit shall not be displayed if the parking place is not being used for the benefit of the Mobility Parking Permit holder.
- 6.6. Unless otherwise specified by Council the driver or person in charge of a motor vehicle in which an approved Mobility Parking Permit is displayed may occupy a mobility parking space for no fee.
- 6.7. Where the Council has reserved parking places as mobility parking spaces, the approved Mobility Parking Permit shall be displayed so that it is clearly visible. The permit shall not be displayed if the parking place is not being used for the benefit of the permit holder.

7. TEMPORARY ALTERNATE USE OF PARKING PLACES

- 7.1. Where parking at a metered parking place or within zone parking is to be temporarily halted, the Council may place or erect signs or notices (or authorise the placing or erecting of signs or notices) stating parking is not available in the specified place or area. It shall be unlawful for any person to park a vehicle in a metered parking place or within specified zone parking areas where parking has been temporarily halted, except with the written permission of the Council.

8. UNLAWFUL PARKING

- 8.1. No person shall park any vehicle or vehicle combination in a parking place except as permitted by the provisions of this Bylaw.
- 8.2. No person shall park a vehicle or vehicle combination in a parking place so that any part of that vehicle extends beyond any line defining that place unless by reason of its size it may be

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necessary for the vehicle to extend onto an adjoining and unoccupied parking place. If the parking places occupied by the vehicle or vehicle combination are metered parking places the driver shall be liable to pay a parking fee for each place so occupied.

- 8.3. No person shall, if a parking machine is not in operation, park in a metered place governed by that parking machine for a period greater than the maximum indicated on that machine, except where the vehicle is being used for the benefit of an approved mobility parking permit holder.
- 8.4. No person shall obstruct vehicle access to or egress from any parking place.
- 8.5. No vehicle shall be returned to any metered parking place on a road until a period of 20 minutes has elapsed from the time the vehicle previously left the metered parking place.

9. RESIDENTS' PARKING

- 9.1. Council may by resolution reserve any specified parking place as-
 - a) a residents' only parking area for the exclusive use of a person who resides in the vicinity.
 - b) a residents' exemption parking area for the use of a person who resides in the vicinity.
- 9.2. Council may by resolution prescribe-
 - a) any fees to be paid annually or in any other specified manner, for the use by persons residing in the vicinity of a parking place; and
 - b) the manner by which any fees may be paid for the use of a parking place by persons residing in the vicinity.
- 9.3. Residential parking restrictions are recorded in the Residents Parking Register of this Bylaw.
- 9.4. Any person who parks a vehicle in a parking place reserved for the exclusive use of a person who resides in the vicinity must pay the prescribed fee and where required display a current approved resident's parking permit so that it is clearly legible.
- 9.5. A person must not park a vehicle in a resident's parking place in contravention of a prohibition or restriction made by Council unless a current approved resident's parking permit is obtained and prominently displayed in the vehicle where required.

10. ONE-WAY ROADS

- 10.1. Subject to the erection of the prescribed signs and/or markings, a person may only drive along the roads or parts of roads listed as a 'one-way road' in the One Way Roads Register of this Bylaw, in the direction specified.
- 10.2. The Council may by resolution specify that cycles may travel in the opposite direction on a one way road.
- 10.3. The Council may by resolution amend the One Way Roads Register to provide for a road, or part of a road, to be a one-way road, or to provide that a road should cease to be used as a one-way road.

11. TURNING RESTRICTIONS

- 11.1. Subject to the installation of the prescribed signs and/or markings, no person shall drive a vehicle contrary to any turning restriction listed the Turning Restrictions Register of this Bylaw.
- 11.2. The Council may by resolution amend the Turning Restrictions Register to prohibit turns, for vehicles on a roadway turning from facing or travelling in one direction to facing or travelling in the opposite direction (No 'U-turns').

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12. TURNING MOVEMENTS PERMITTED BY SPECIFIED CLASSES OF VEHICLES

- 12.1. Subject to the installation of the prescribed signs and/or markings, the turning movements listed in the Turning Movements Register of this Bylaw shall be managed by specified classes of vehicles.
- 12.2. The Council may by resolution amend the Turning Movements Register to permit turning movements by specified classes of vehicles at a traffic lane, or to provide that a turning movement or turning movements by specified classes of vehicles should cease at a traffic lane.

13. CYCLE PATHS

- 13.1. Subject to the installation of the prescribed signs and/or markings, the roads, parts of roads and places listed in the Cycle Paths Register of this Bylaw are Cycle Paths and are to operate as shared paths. Priority (if any) is indicated in this register.
- 13.2. The Council may by resolution amend the Cycle Paths Register to provide for a road, or part of a road, to be used as a Cycle Path either permanently or for a set period of time, or to provide that a road or part of a road should cease to be used as a Cycle Path.

14. SPECIAL VEHICLE LANES

- 14.1. Subject to the installation of the prescribed signs and/or markings Council may by resolution prescribe a road, or a part of a road, as a special vehicle lane that may only be used by a specified class or classes of vehicle.
- 14.2. A person must not use a special vehicle lane contrary to any restriction made by Council as listed in the Special Vehicle Lane Register.

15. LIGHT MOTOR VEHICLE PROHIBITIONS

- 15.1. Subject to the installation of the prescribed signs and/or markings Council may by resolution restrict or prohibit any vehicle having a gross motor vehicle mass less than 3,500kg from being operated on any road generally between the hours of 9pm and 4am unless specified otherwise in the Light Motor Vehicles Prohibitions Register of this Bylaw.
- 15.2. No person may drive or permit a motor vehicle to be driven in contravention of a resolution made by Council unless:
 - a) that motor vehicle is used for the express purpose of visiting a property with a frontage to a road specified in the resolution; or
 - b) that motor vehicle is being used for the time being as a passenger service vehicle; or prior written permission from Council has been obtained.
- 15.3. Council may by resolution:
 - a) specify any section of road or roads on which cruising is controlled, restricted, or prohibited;
 - b) prescribe the period of time that must elapse between each time a driver drives on a specified section of road for the driver to avoid being regarded as cruising.
- 15.4. No person shall use a motor vehicle on any specified section of road or roads in contravention of a control, prohibition or restriction made by Council as set out in the Light Motor Vehicle Prohibitions Register.

16. HEAVY MOTOR VEHICLE PROHIBITIONS

- 16.1. No person shall operate engine brakes on any road where the permanent speed limit does not exceed 70 kilometres per hour.
- 16.2. No person shall operate engine brakes on any road identified in the Heavy Motor Vehicle Register, Part 1 Prohibition of Engine Brakes of this Bylaw due to noise nuisance.

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- 16.3. No person shall drive or permit to be driven any heavy motor vehicle except a passenger service vehicle on or along those roads, or parts of roads listed in the Heavy Motor Vehicle Register Part 2 Prohibition of Heavy Motor Vehicles of this Bylaw, except for the purpose of picking up, or delivering goods to an address on those roads when alternative access is not available for this purpose.
- 16.4. No person shall drive or permit to be driven or park any heavy motor vehicle or any specified class of heavy motor vehicle during such hours or exceeding such period as may be specified for the roads or public places listed in the Heavy Motor Vehicle Register Part 3 of this Bylaw, except for the purposes of loading or unloading goods or passengers at any property whose access is by way of the road or public place.
- 16.5. No stock shall be transported in heavy motor vehicles through urban areas except over the routes specified in the Heavy Motor Vehicle Register Part 4 Approve Stock routes in Urban Areas of this Bylaw
- 16.6. No person driving or in charge of any heavy motor vehicle, for the purpose of passing through the City of Hamilton, entering the City on the State Highway network and leaving the City on State Highway network, shall drive or allow such vehicle to be driven on any road other than those roads which are high-lighted as through traffic routes in the map which forms the Heavy Traffic Register, Part 5. However, where such a heavy motor vehicle is over dimension, or carrying an over dimensional load, an alternative route is provided. The alternative route follows Te Rapa Road, Ulster Street, Mill Street, Boundary Road, Peachgrove Road, and Galloway Street. This is also shown Heavy Motor Vehicle Register Part 5 Hamilton City Heavy Vehicle Through Traffic Routes of this Bylaw.
- 16.7. No person driving or in charge of heavy motor vehicle, whose trip traverses State Highway 1 north of Taupiri, for the purpose of passing through the City of Hamilton shall enter or exit the City from or to the north along Gordonton Road, Horsham Downs Road or River Road.
- 16.8. For those heavy motor vehicles with business in the city, no such vehicle should travel on local and collector transport corridors within residential zoned land (on both sides of the road) unless they have a destination on that road, or there is no alternate arterial route that will provide access to their required destination.
- 16.9. The prohibitions set out in 16 shall not apply to:
 - a) A network utility operator or its authorised agent or contractor engaged in the provision of, or maintenance of a network utility operation.
 - b) Emergency vehicles, vehicle recovery services, tradespersons' vehicles or campervans as identified on signs approaching the road to which the restriction applies.
 - c) Residential waste collections carried out by either the local authority or a contractor licensed by the local authority.
 - d) Any other class of heavy vehicle the Council may exclude from the prohibitions in 16 in accordance with the Local Government Act 2002 and as identified on signs approaching the road to which the restriction applies.
- 16.10. The Council may amend the Heavy Motor Vehicle Registers by resolution to prohibit any heavy traffic on any road or roads within the city or to remove a heavy traffic prohibition.
- 16.11. The Council may, by resolution, amend the Heavy Motor Vehicle Register Part 6 Weight or Load Restrictions of this Bylaw to regulate the weights of vehicles or loads that may pass over bridges or culverts or roads or to remove any such regulation.

File Note: This file note does not form part of the Bylaw. Please note that weight restrictions may be placed on bridges outside the bylaw through section 11 of the 1974 Heavy Motor Vehicle Regulations

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17. STOCK MOVEMENT PROHIBITION

- 17.1. No person shall move or permit the movement of stock on any road other than in a vehicle, except with authority from Council, which may be given with or without restrictions.

18. FREEDOM CAMPING ON ROADS

- 18.1. No person shall freedom camp in Civic Plaza and Garden Place, as set out in the Freedom Camping Register of this Bylaw.
- 18.2. A person using a self-contained vehicle which displays an NZS 5465:2001 self containment certificate, may stop, stand or park on any local road and collector road where parking is not controlled or is not in contravention of a restriction imposed by the Council and evidenced by appropriate signs and/or road markings and use it for the purposes of freedom camping under the condition that;
- a) the self-contained vehicle does not pose a health and safety risk
 - b) all waste is disposed of at an authorised dump station
 - c) the self-contained vehicle is not parked on the same road for any continuous period exceeding 3 days without authority from Council.
 - d) does not cause a nuisance to residents.

19. PEDESTRIAN MALLS

- 19.1. Council may, by using the special consultative procedure set out under Section 336 of the Local Government Act 1974;
- a) declare a specified road or part of a specified road to be a pedestrian mall; and
 - b) prohibit or restrict the driving, riding, or parking of any vehicle, on all or any portion of the pedestrian mall either;
 - i. generally; or
 - ii. during particular hours
- 19.2. The roads, parts of road and places listed in Pedestrian Mall Register, Part 1 are declared 'Pedestrian Malls' with the conditions as set out in that register.

20. SHARED ZONES

- 20.1. Council may by resolution specify any road to be a shared zone and specify any restrictions on how the shared zone is to be used by the public. In addition to any roads declared to be shared zone by resolution under Clause 20.1, the roads, parts of road and places listed in Shared Zones Register of this Bylaw are 'Shared Zones'.
- 20.2. Except where Council has by resolution specified otherwise, no person may stand or park a vehicle in a shared zone.
- 20.3. No person may use a shared zone in a manner contrary to any restriction made by Council.

21. CHILDREN IN VEHICLES

- 21.1. Council may enter or allow entry into a vehicle in any parking area to aid a child who has been left unattended in that vehicle, where it appears that the child is in distressed condition or leaving the child in the vehicle is likely to endanger its safety or health.

22. ANIMALS IN VEHICLES

- 22.1. Council may enter or allow entry into any vehicle in any parking area where an animal has been left unattended in that vehicle and it appears that the animal is in a distressed condition.

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23. LAUNCHING RAMPS

- 23.1. No person may use a launching ramp other than for launching boats from trailers or retrieving boats onto trailers, except with authorisation from Council.
- 23.2. No person shall:
- Stop any vehicle on any part of a launching ramp or the approach to a launching ramp for longer than is necessary to launch or recover a boat.
 - Drive or move any vehicle onto a launching ramp to recover a boat before the boat is ready to be recovered.
- 23.3. Council may, by resolution, amend the Launching Ramp Register to remove or add launching ramps and approaches to launching ramps from this Register.

24. TRADING AT INTERSECTIONS

- 24.1. No person shall, within 50 metres of any intersection on any road, attempt to sell to, advertise or trade with any person in any vehicle stopped on any road, unless they comply with the Hamilton City Public Places Bylaw 2016 and subsequent amendments.
- For clarity, trade includes activities such as window washing and collecting donations.

25. SEIZURE AND IMPOUNDING

- 25.1. A council enforcement officer authorised to enforce the provisions of this bylaw, may seize and impound any property used in a manner that breaches this bylaw if:
- the property is materially involved in the commission of an offence; and
 - it is reasonable in the circumstances to seize and impound the property; and
 - before seizing and impounding the property, the enforcement officer:
 - directed (orally or in writing) the person committing the offence to stop committing the offence; and
 - has advised (orally or in writing) the person committing the offence that, if he or she does not stop committing the offence, the enforcement officer has power to seize and impound the property; and
 - provided the person with a reasonable opportunity to stop committing the offence.
- 25.2. However, if the property is not in the possession of a person at the time the enforcement officer proposes to seize and impound the property, the enforcement officer does not have to comply with
- 25.3. As soon as practicable after seizing and impounding the property, an enforcement officer must give a notice in the prescribed form (where a form is prescribed):
- to the person in possession of the property at the time it was seized and impounded; or
 - if paragraph a) does not apply, to any person who the enforcement officer can ascertain is the owner of, or has an interest in, the property.
- 25.4. Council may require the vehicle owner to pay Council's costs in seizing, impounding, transporting, and storing the property.
- 25.5. A notice under this section may be served:
- By delivering it, or a copy of it, personally to the person who appears to be in possession of the property at the time it was seized and impounded; or
 - By sending it, or a copy of it, by post addressed to any person who the enforcement officer can ascertain is the owner of, or has an interest in, the property at his or her last known place of residence or business or postal address.

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26. REMOVAL OF VEHICLES AND THINGS

- 26.1. In addition to the powers conferred on it by any other enactment, Council may remove or cause to be removed any vehicle or thing found to be in breach of this bylaw, from any parking place, transport station or road.
- 26.2. Council may recover from the person who committed the breach of this bylaw the costs incurred by Council in connection with the removal of the vehicle or thing.

27. OFFENCES AND PENALTIES

- 27.1. Every person commits an offence against this Bylaw who;
- a) Fails to comply with any control, restriction, limitation or prohibition made pursuant to this bylaw, or
 - b) Fails to comply in all respects with any prohibition, restriction, direction or requirement indicated by the lines, markings, traffic signs and other signs or notices laid down, placed, made or erected on or upon any road, public car park, reserve or other places controlled by the Council under any of the provisions of this Bylaw.
 - c) Fails to comply with any condition, duty, or obligation, imposed by this Bylaw.
- 27.2. Every person who commits an offence against a clause in this Bylaw is liable under the enabling legislation, to penalties and fines as set out below;
- a) Every person who fails to comply with any control, restriction, limitation or prohibition made pursuant to this bylaw under Section 242(4) of the Local Government Act 2002, is liable on summary conviction to a fine not exceeding \$20,000.
 - b) Every person who fails to comply with any control, restriction, limitation or prohibition made pursuant to this bylaw under the Land Transport Act 1998 commits an offence under the Land Transport Act 1998 and the Land Transport (Road User) Rule 2004 and is liable to the penalties and fines as set out in the Land Transport Act 1998 and the Land Transport (Road User) Rule 2004.
 - c) A person may not be subject to proceedings under this Bylaw, if that person is also, for the same facts, being proceeded against for a breach of the Land Transport Act 1998.
 - d) Every person who fails to comply with clauses in this bylaw made pursuant to the Freedom Camping Act 2011 commits an offence against the Freedom Camping Act 2011 and is liable to the penalties and fines set out in Section 23 of the Freedom Camping Act 2011.
- 27.3. The following table outlines the offences and the enabling statutes:

Clause	Summary of Offence	Enabling Statutes
4	Stopping, standing and parking	Land Transport Act 1998 22AB, section 1
5	Parking Places	Land Transport Act 1998 22AB, section 1,
6	Parking Fees to be Paid	Land Transport Act 1998 22AB, section 1,
7	Temporary alternative use of parking places	Land Transport Act 1998 22AB, section 1,
8	Unlawful parking	Land Transport Act 1998 22AB, section 1,
9	Resident's Parking	Land Transport Act 1998 22AB, section 1,
10	One way Roads	Land Transport Act 1998 22AB, section 1,
11	Turning Restrictions	Land Transport Act 1998 22AB, section 1,
12	Turning Movements	Land Transport Act 1998 22AB, section 1,
13	Cycle Paths	Land Transport Act 1998 22AB, section 1,
14	Special Vehicle Lanes	Land Transport Act 1998 22AB, section 1,

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15	Light Motor Vehicle Prohibitions	Land Transport Act 1998 22AB, section 1,
16.1, 16.3 – 16.11	Heavy Motor Vehicle Prohibitions	Land Transport Act 1998 22AB, section 1,
16.2	Engine Braking	Local Government Act 2002, Section 145 (a)
17	Stock Movement Prohibition	Land Transport Act 1998 22AB, section 1
18	Freedom Camping on Roads	Freedom Camping Act 2011, Part 2
19	Pedestrian Malls	Local Government Act 1974, Section 336
20	Shared Zones	Land Transport Act 1998 22AB, section 1
21	Children in Vehicles	Land Transport Act 1998 22AB, section 1
22	Animals in vehicles	Land Transport Act 1998 22AB, section 1
23	Launching Ramps	Land Transport Act 1998 22AB, section 1
24	Trading at Intersections	Land Transport Act 1998 22AB, section 1
25	Seizure and Impound	Local Government Act 2002, Part 8
26	Removal of Vehicles and Things	Land Transport Act 1998 22AB, section 1

28. DEFENCES

- 28.1. A person is not in breach of this Bylaw if that person proves that the act or omission complained of:
- a) Took place in compliance with the directions of an enforcement officer, a parking warden or a traffic control device; or
 - b) Was performed by an enforcement officer or a parking warden and was necessary in the execution of that person's duty.

29. EXEMPTED VEHICLES

- 29.1. This Bylaw shall not apply to emergency vehicles being used in an emergency.
- 29.2. Clauses 4, 6, 7, 9, 14, 15, 19 and 20 of this Bylaw shall not apply to medical practitioners such as doctors, district nurses and midwives who are attending an emergency.
- 29.3. This Bylaw shall not apply to vehicles operated by the Council or for the Council during the necessary fulfilment of Council's statutory functions, duties or powers.
- 29.4. This Bylaw shall not apply to vehicles operated by Utility providers whilst engaged in emergency repair work to a public utility service.

The foregoing bylaw was made by the **HAMILTON CITY COUNCIL** by Special Consultative Procedure and confirmed at a meeting of the Council held on (TBC) 2021. This bylaw becomes operative on (TBC)

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Explanatory Notes:

Table of Registers

#	Register Title
1	Shared Zones
2	Pedestrian Malls
3	Residents Parking
4	Cycle Paths
5	Freedom Camping
6	Launching Ramps
7	Heavy Motor Vehicle Prohibitions
	<ul style="list-style-type: none"> Part 1 – Prohibition of Engine Brakes Part 2 – Prohibition of Heavy Motor Vehicles Part 3 – Restrictions to Access of Heavy Motor Vehicles Part 4 – Approved Stock Routes in Urban Areas Part 5 – Hamilton City Heavy Vehicle Through Traffic Routes Part 6 – Weight or Load Restrictions Part 6B – HPMV Approved Routes Part 6C – 50MAX Heavy Motor Vehicle restrictions
8	Light Motor Vehicle Prohibitions
	<ul style="list-style-type: none"> Part 1 - Cruising Part 2 – Motor vehicles under 3,500kg restrictions
9	One Way Roads
10	Special Vehicle Lanes
	<ul style="list-style-type: none"> Part 1 – Cycle Lanes Part 2 – Bus Lanes Part 3 – Transit Lanes
11	Turning Movements
12	Turning Restrictions
	<ul style="list-style-type: none"> Part 1 – Right Turns Part 2 – Left Turns Part 3 – U Turns
13	Stop Signs
14	Metered Parking Places and Zone Parking

Council Report

Committee: Infrastructure Operations Committee
Date: 17 August 2021
Author: Eeva-Liisa Wright
Authoriser: Eeva-Liisa Wright
Position: General Manager
Position: General Manager
 Infrastructure Operations Infrastructure Operations
Report Name: Infrastructure Operations General Managers Report

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

1. To inform the Infrastructure Operations Committee on topical issues, areas of concern and items which need to be brought to the Committee Member's attention, but which do not necessitate a separate report or decision.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee:
 - a) receives the report;
 - b) notes that the funding allocated in the Low Cost Low Risk – Walking and Cycling programme will be amended to accommodate the improvements in the Enderley Area including speed limit changes on Mardon Road and Insoll Avenue and installation of a raised safety platform and associated works at the Mardon Road shops at a total cost of \$130,000; and
 - c) notes that future work in the Enderley Area will be aligned and considered through other proposed 2021-31 Long-Term Plan projects.

Executive Summary - *Whakaraapopototanga matua*

3. This report provides updates to Infrastructure Operations Committee Members on activities, actions or projects contained within the plans or strategies for which this Committee and the relevant General Manager have responsibility over and for which significant progress has been made.
4. The following updates are included in this report:
 - i. Land Transport Rule: Setting of Speed Limits 2021 Consultation
 - ii. Worley Place Shared Zone – options for future changes
 - iii. Transport - Low-Cost Low-Risk Programme Update
 - iv. Trial of 30km/h variable speed limit signage for schools
 - v. Biking and micro-mobility connectivity update
 - vi. Hamilton Transportation Corridor Maintenance and Renewal Contract update

- vii. Project Watershed 2020/21 1-Year Plan and Quarter Four Report to Waikato Regional Council
- viii. Rubbish and Recycling Service update

Land Transport Rule: Setting of Speed Limits 2021 Consultation

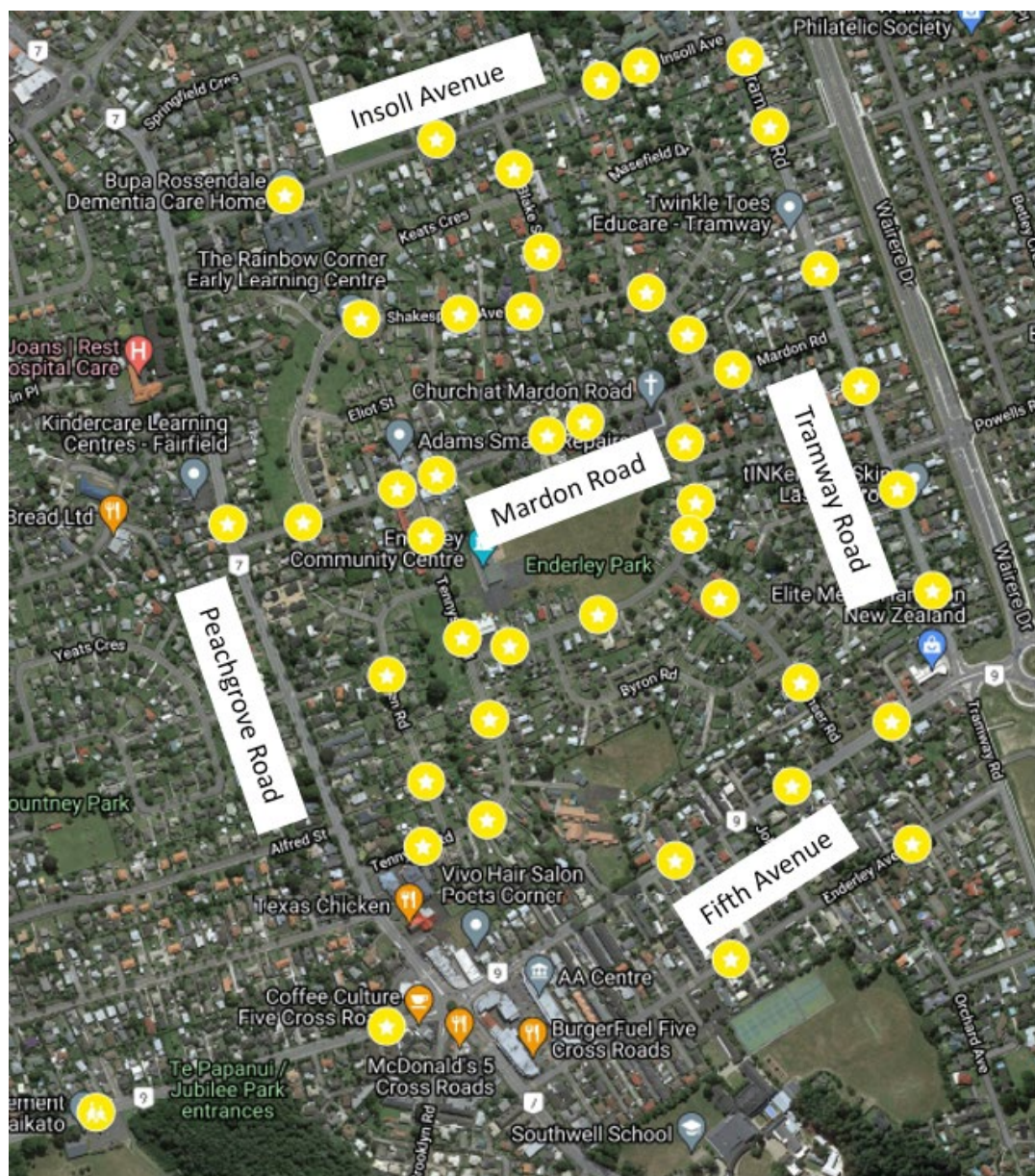
5. As noted in the 8 June 2021 General Managers Report to the [Infrastructure Operations Committee](#), Waka Kotahi NZ Transport Agency (Waka Kotahi) consultation on a proposed new rule enabling an improved approach to speed management planning on New Zealand roads closed on 25 June 2021.
6. Referred to as the 'Land Transport Rule: Setting of Speed Limits 2021' once signed, this proposed Rule will replace the Land Transport Rule: Setting of Speed Limits 2017.
7. A copy of the consultation documents can be viewed [here](#).
8. Due to the timing of the submission, the resolution made at the 8 June 2021 Infrastructure Operations Committee meeting (via the General Managers report - Item 14), was:
"That the Infrastructure Operations Committee delegates the Chair and Deputy Chair of Infrastructure Operations to work with staff to develop and finalise the Hamilton City Council submission on the Land Transport Rule: Setting of Speed Limits 2021 consultation document to be sent to Waka Kotahi NZ Transport Agency by 25 June 2021, noting that the approved submission will be uploaded to the Hamilton City Council website".
9. The final draft document was circulated to all Elected Members prior to its submission with Waka Kotahi and a copy of the final submission is included in this report as **Attachment 1** for reference.

Worley Place Shared Zone – options for future changes

10. The 12 May 2021 of the Central City and River Plan working group meeting considered options for potential changes to the operation of the Worley Place shared zone following a request from Mayor Paula Southgate. It was agreed that these options would be formally considered at the 17 August 2021 Infrastructure Operations Committee meeting.
11. Due to the high workloads of staff implementing and completing other projects, this report has been delayed until a future 2021 Infrastructure Operations Committee.
12. In the meantime, staff have meet with the Hamilton Central Business Association Manager to gain their thoughts on the options and have traffic and pedestrian surveys being undertaken of the area.

Low-Cost Low Risk Programme Update

13. The Low-Cost Low Risk programme was approved at the 27 April 2021 Infrastructure Operations Committee ([Minutes](#)) with a request made by Elected Members for staff to consider inclusion of improvements in the Enderley area that had been identified by the Te Papanui Enderley Community Trust (Community Trust).
14. The locations of the requested improvements made by the Community Trust are shown in the map below:



Map of requested improvements in Enderley Area from Community Trust

15. Staff have assessed the proposals put forward by the Community Trust and met with them to discuss their ideas and concerns and to consider the potential work programme that could be developed to achieve the desired outcomes in the area.
16. Kāinga Ora and Council staff have been working to establish a Fairfield-Enderley Urban Development Partnership (the Partnership) consisting of iwi and mana whenua, community, local and central government, and other stakeholders, to develop a programme that aims to achieve outcomes that meet the aspirations of the community. This is likely to include a lot of changes to the roading network to improve the safety and accessibility as requested by the Community Trust and potentially will result in the removal of any work that we may completed in this financial year via a Low Cost Low Risk programme of work.
17. At the [29 July 2021 Strategic Growth Committee](#) (Item #10), staff recommended that the committee approve the scope of works and partnership approach to deliver the Fairfield-Enderley Urban Development Partnership and include the initiative as a work stream reporting to the District Plan Committee.

18. While the outcomes that will be achieved via improvements proposed by the Community Trust are well aligned with the future planning for the area to improve accessibility, safety and support mode choice, it is the timing of implementation that requires more careful consideration to ensure that any improvements are not short-lived.
19. Staff are currently conducting high level infrastructure assessments including transport, three waters, and social and community infrastructure. The outcomes of these assessments will support Kāinga Ora in the development of an Investment Plan for the Partnership.
20. It is therefore proposed that the implementation of the improvements requested by the Community Trust be considered in the following workstreams:
 - i. Projects to be implemented in the current (2021/22) financial year
 - ii. Projects to be included in complementary projects (eg Eastern Pathways – Schools Link)
 - iii. Projects to be considered in the Investment Plan for delivery via the Partnership.

Projects to be implemented in the current (2021/22) financial year

21. The speed limit for the majority of the streets in this area have already been lowered to 40km/h, but both Insoll Avenue and Mardon Road have yet to be changed. The Speed Management Plan does indicate that these roads are expected to be 40km/h so it will be a relatively simple process to get these changed in conjunction with some signage and roadmarking to support/reinforce these lower limits. The estimated cost for completion of these works is \$10,000.
22. It is also proposed to install a raised safety platform, lighting improvements and an upgrade of the planting outside the Mardon Road shops. This crossing facility provides a key link through the community via the walkway to the north and will improve pedestrian safety and accessibility while also reinforcing the proposed lower speed limit of 40km/h. The estimated cost for completion of these work is \$120,000.
23. In order to accommodate the proposed work above (\$130,000) within the existing Low-Cost Low-Risk Walking and Cycling budget for the 2021/22 financial year it is proposed that the following changes to the programme be approved:

Project	Current budget 2021/22	Proposed contribution to Enderley Area project	Revised budget 2021/22
Tactical Urbanism City Wide	\$50,000	\$50,000	\$0
New Footpath Programme	\$200,000	\$70,000	\$130,000

Projects to be included in complementary projects (eg Eastern Pathways – Schools Link)

24. The Eastern Pathways – Schools Link (Schools Link) project is being progressed and the Business Case has been presented to Waka Kotahi NZ Transport Agency (Waka Kotahi) for consideration and approval by their Board.
25. This project will include improvements to each of the side roads along the Peachgrove Road and Hukanui Road corridors to improve safety and accessibility for pedestrians and cyclists. These improvements will provide key 'gateway' opportunities for the Enderley and Fairfield transport networks that connect into the Schools Link project.

26. Delivery of these changes via the Schools Link project will enable the improvements to provide the cohesive and consistent look and feel required for the Schools Link project to be successful. It is expected that as a minimum this will include raised safety platforms at the following intersections with Peachgrove Road:

- i. Tennyson Road
- ii. Mardon Road
- iii. Insoll Avenue
- iv. Springfield Crescent

27. Opportunities for additional improvements also exist via other programmes of work eg Biking and Micro-mobility and the Eastern Pathways Connections. The details of the actual work and timing would be heavily influenced by the development of the Investment Plan for this area.

Projects to be considered in the Investment Plan for delivery via the Partnership.

28. It is anticipated that a significant investment in infrastructure will be required to enable greater urban density and improved community outcomes. Delivery of this infrastructure will generally result in an almost complete rebuild of the transport network – which provides the opportunity to create more suitable spaces and safe facilities for pedestrians, cyclists and those with mobility needs.

29. Finally, it is noted that at this stage the co-investment funding from Waka Kotahi for the Low Cost Low Risk programme for the next three years (2021 LTP) has yet to be confirmed. Early indications from Waka Kotahi are that there is likely to be a shortfall between the funding that we have requested and that which will be approved in the National Land Transport Programme for 2021-2024.

30. Further updates to the Infrastructure Operations Committee and Finance Committee as appropriate, will be provided once the co-investment levels have been announced and the impact on the Transport Activity capital programme has been assessed.

Trial of 30km/h variable speed limit signage for schools

31. Hamilton City Council has been invited to be part of a Waka Kotahi NZ Transport Agency trial of a 30km/h variable school speed limit sign alongside three other Road Controlling Authorities in NZ.



The signs are 'static signs' i.e., not electronic and are based on the signs that are used in conjunction with the electronic 40kph speed limit signs as shown to the left.

The outcome of the trial will inform the development of the new national standard for signage at schools which is proposed as part of the Speed Limits Rule review.

32. Four schools in Hamilton have been identified as candidates from within existing permanent 40kph safer speed areas and staff are currently working through the final details with Waka Kotahi. The potential sites are:

- i. Aberdeen School – Aberdeen Drive and Courtney Ave
- ii. Rhode Street School – Rhode Street

- iii. Te Totara Primary School – Hector Drive
 - iv. Hamilton West School on Hammond Street
33. The requirement from Waka Kotahi is that the mean speed data of the schools had to be no more than 37kph during school pick up/drop-off times.
34. It is proposed to start consultation with the schools, residents/property owners and key stakeholders in the first week of August before presenting to the September 2021 Hearings and Engagement Committee.
35. The trial will run from early October through to December 2021 and will require ongoing monitoring of the speeds through these sites. If the signage is not considered successful, Council will need to determine other appropriate methods which could include installation of electronic 30km/h signage (not preferred) or installation of a permanent 30km/h speed limit.

Crosby Road Safety Improvements

36. The recent engagement process completed about planned safety improvements for Crosby Road generated considerable interest from the community and emergency services. The feedback received identified a range of issues and ideas for staff to consider.
37. Staff recommend taking some time to reflect and review the current design options considering the feedback received from this engagement. This time will enable staff to find workable solutions that meet the project objectives but appeases, as best as possible, the concerns raised.
38. A follow up letter has been delivered to the community summarising the feedback received and next step of further investigation, which the community will be consulted on.
39. As a result, staff recommend a delay in presenting a preferred option to the August 2021 Infrastructure Operations Committee to a future Infrastructure Operations Committee.
40. Staff will continue report to a future Infrastructure Operations Committee meeting on progress.

Biking and micro-mobility Connectivity update

41. Full details of biking and micro-mobility connectivity activities can be found in **Attachment 2** of this report. Elected Members have been previously updated on many of these activities via the weekly Executive Updates:
- i. Biking & Micro-Mobility Business Case
 - ii. Cycle Wands
 - iii. Anzac Parade/ Victoria Bridge / Grey Street
 - iv. Central City Bike Parking
 - v. Victoria Street / Claudelands Road Traffic Signals - Cycle Improvements
 - vi. Claudelands Road/Grey Street/Heaphy Terrace/Brooklyn Road/O'Neil Street Intersection
 - vii. Cyclist Foot Rails
 - viii. Bike Parking
 - ix. Local Cycle Path – St James/Huntington
 - x. Bryce Street Western Rail Trail to Claudelands Connection
 - xi. Westside Biking Connections
 - xii. Cycle Data

Electric Vehicle Charging

42. Staff are determining viable partnership opportunities regarding Electric Vehicle (EV) charging stations throughout the city including at Hamilton City Council venues and using our public places.
43. Staff will also work alongside Waikato Regional Council and look at future alignment of their Regional Charging Plan.

44. Once details are confirmed, staff will report back to the Infrastructure Operations Committee.

Hamilton Transportation Corridor Maintenance and Renewal Contract

- 45. Staff have commenced work in preparation for the renewal of Contract No 12080 Hamilton Transportation Corridor Maintenance and Renewal.
- 46. This contract which commenced in 2013 has been delivered via the Infrastructure Alliance, a 'Collaborative Working Agreement (CWA) between Hamilton City Council (HCC) and Downer New Zealand. This agreement is now in its final two years of the 10 year contract term ending on the 30th June 2023.
- 47. The Infrastructure Alliance provides planning, programming, onsite delivery, updating of the asset information for the operation, maintenance, and rehabilitation/renewal activities for the Hamilton City transportation corridor.
- 48. Work is now underway to review and update the existing contract model to a similar 'collaborative-style' contract that will clearly define the scope of works and levels of service, whilst allowing for innovation, enabling efficient contract delivery through clear governance and reporting, and providing for transparent pricing to deliver optimal outcomes within the approved 2021-31 Long Term Plan.
- 49. The renewed draft contract document set, now being called the Collaborative Corridor Agreement (CCA), is currently being developed and drafted.
- 50. From August 2021, staff will begin market engagement to inform the existing supply market of this new contract opportunity and receive market feedback to inform the draft contract documentation.
- 51. Commencement of the sourcing activity to select a supplier for the contract will begin in 2022.
- 52. Updates will continue to be provided via Executive updates and reported to the Infrastructure Operations Committee as staff progress through this contract procurement process

Project Watershed 2020/21 1-Year Plan and Quarter Four Report to Waikato Regional Council

- 53. The Project Watershed Service Level Agreement (SLA) is a formal agreement between Waikato Regional Council (WRC) and Hamilton City Council (HCC), relating to the management of the Waikato River and its catchments that fall within the boundaries of the 'Central Zone'.
- 54. Under this agreement HCC provide services on behalf of Waikato Regional Council with a focus on river management, soil conservation and flood protection.
- 55. The Services council provide on behalf of WRC under the Project Watershed SLA are pursuant to an agreed 10 Year Plan and confirmed annually through the provision of an agreed 1 Year Plan. A copy of the agreed 1-year plan for the 2020/21 financial year can be found in **Attachment 3** of this report.
- 56. A requirement of the SLA is that HCC provides a quarterly report to WRC on progress achieved in providing services and delivering on the agreed 1 year. The report for quarter four (April to June 2021) was submitted to WRC on 23 July 2021 and can be found in **Attachment 4** of this report.
- 57. Overall, the agreed programme of work was delivered on time, to scope and budget.
- 58. Discussions continue with Waikato Regional Council (WRC) staff regarding the appropriate approach to enable Hamilton City Council representation on the WRC Integrated Catchment Committee. An update on this will be provided via Executive Updates and via GM updates to future Infrastructure Operations Committees.

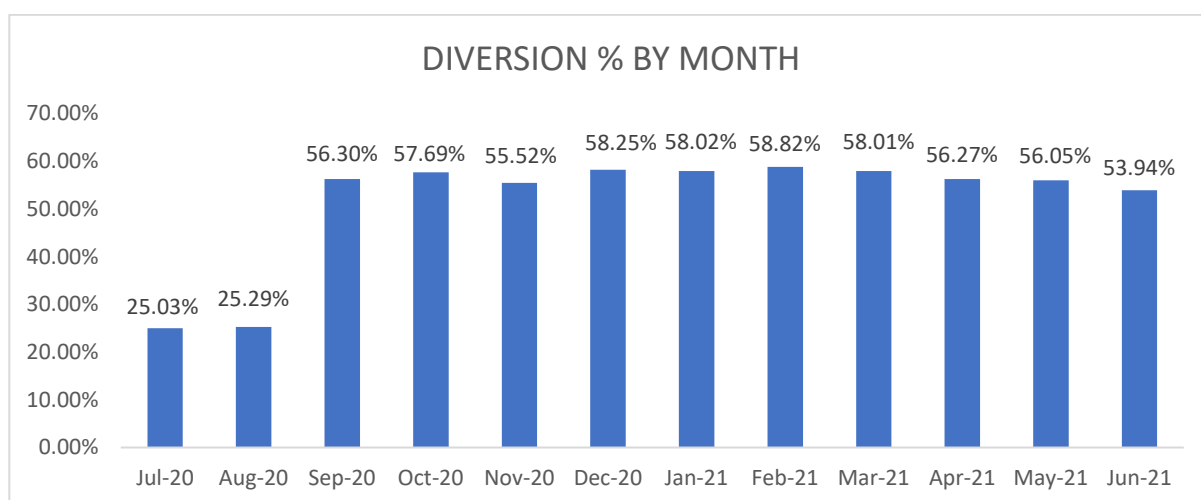
Rubbish and Recycling Service Update

Kerbside Service

59. The kerbside service is continuing to operate as expected up to end of June 2021.
60. The number of missed collections for the 3 months - April to June 2021 has been the lowest quarter since the new service started with an average of 346 missed collections per month. During this quarter our contractor emptied 1,353,161 bins, with 1039 missed collections reported which is a 99.92% completion rate.
61. The contractor is still reporting approximately 14.5% of all missed collections are due to the residents not putting their bins out by the 7am start time.

Diversion

62. Diversion rates remain strong with June 2021 recording 54% diversion. The financial year 2020/2021 has diversion at 51.26%, compared to 21.28% the previous year. Presentation rates on the food bin remain strong with 55% of households presenting each week.



Contamination in yellow recycling bin

63. Staff continue to monitor contamination of the yellow mixed recycle bin. At the time of writing this report staff had started enforcement under the Waste Management and Minimisation Bylaw 2019 with 176 dwellings receiving a written second warning, 51 dwellings receiving a third and final notice, and of these 24 have had their yellow bins removed for the three-month suspension period.
64. Residents that have had their yellow bins removed are able to take their recycling free of charge to the Lincoln Street Resource Recovery Centre. After three months, residents are able to apply for their bins to be reinstated.

Waste audit

65. The waste audit of the composition of kerbside rubbish was undertaken at the end of March 2021.
66. The waste audit involved a team of four collecting, sorting, and weighing approximately 420 kg of kerbside rubbish every day for three days. Each day of the audit, a sample that included the contents of 50 Council 120-litre rubbish wheelie bins was collected from the kerbside of residential properties.

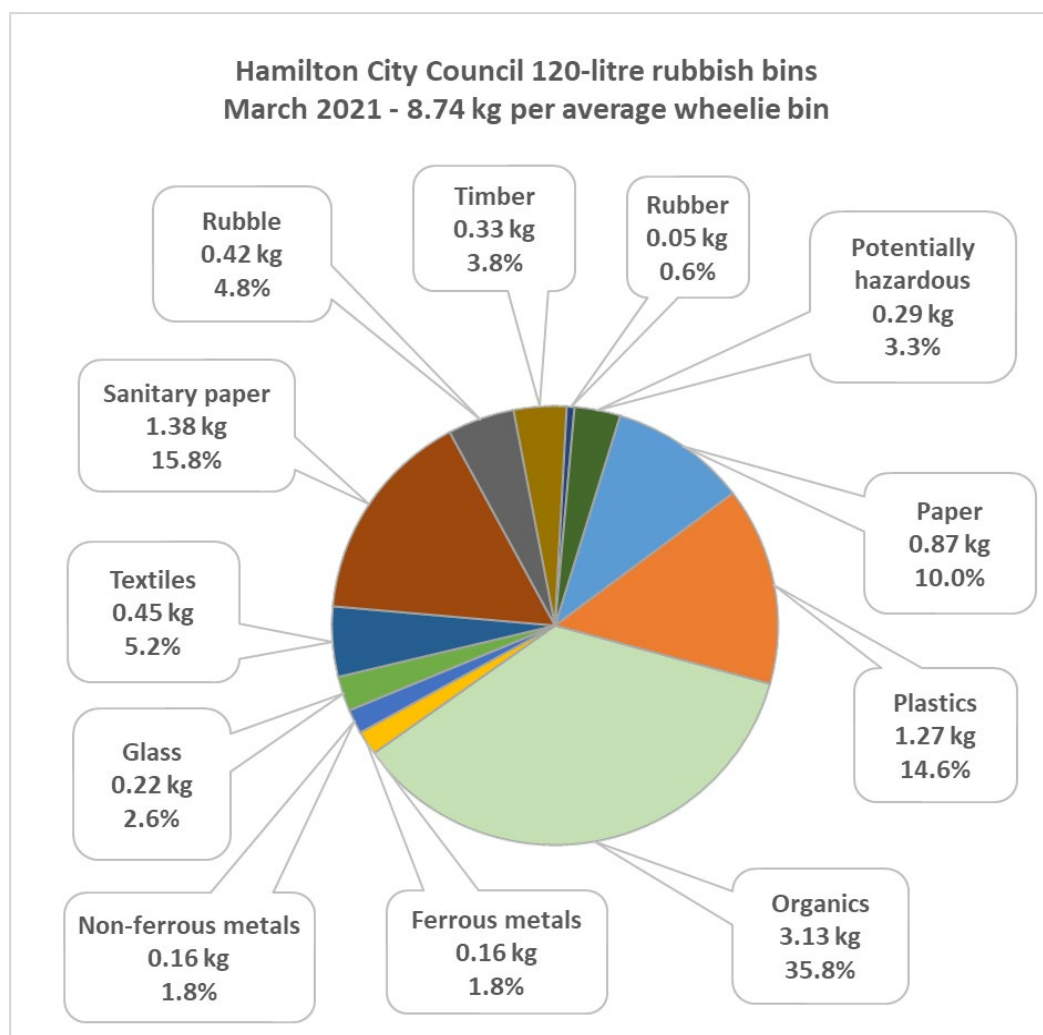
67. Preliminary results from the audit show the following average amount of waste volume:

- i. March 2021 - 8.74 kg per household per **fortnightly** collection.
- ii. 2017 - 8.54 kg per household per **weekly** collection.

A 49% reduction in the average amount of rubbish being disposed of per household.

68. The second audit is scheduled for September 2021.

69. The below graph provides a summary of the preliminary results of the first audit.



Lincoln Street Resource Recovery Centre – upgrades and safety improvements

70. As part of the upgrades and safety improvements of the Lincoln Street Resource Recovery Centre, the perimeter fence has now been completed.

71. EnviroWaste are currently exploring options for improvements to the entrance way to the Lincoln Street site to reduce traffic build up and provide streamlined flow of traffic to the recycling drop off area and the reuse store.

Hamilton Organic Centre (HOC)

72. Council's contractor EnviroWaste took over operation of the Frankton-based Hamilton Organic Centre facility on 1 July 2021 as part of the kerbside collection contract. The centre was closed from midday (12pm) 30 June 2021 to 10am on 1 July 2021 to allow for the transition.

73. Green waste collected at the facility is taken to Hampton Downs and mixed with Hamilton's kerbside food scraps to be turned into compost (Tronpost). EnviroWaste will have Tronpost available for sale to the public at the HOC from early August 2021.

Tronpost

74. The first truckload of Tronpost, (compost made from Hamilton's kerbside food scraps), was delivered to Caro Park in Fairfield. The delivery was the outcome of an ongoing relationship between Council and Progress to Health, a 25-year-running non-government organisation, supporting people with their mental health conditions.
75. The Tronpost is being used in the transformation of the old bowling green into a community garden. The community garden will provide an activity area for the community to enjoy.
76. A media release on the delivery of the Tronpost has already generated interest from other community groups and the public.

Household Hazardous Waste Event update

77. Hamilton City Council partnered with Waikato Regional Council to provide a Waste Drop-off event for Hamilton residents on Saturday 22 May 2021.
78. The event had a great response from Hamiltonians with 171 registering for the event. Over 750 items were dropped off on the day, totalling 3396 kilograms.

Construction and Demolition Waste

79. Hamilton City Council (HCC) organised two events to engage and inspire the wider Hamilton Construction and Demolition (C&D) industry around waste reduction. Both events were held on Wednesday 30 June 2021. The first event was held at Placemakers, Te Rapa for builders, the second event later in the day at Panama House for the development sector.
80. Both events were well attended, with 30 attending the morning session and afternoon session at capacity (50).
81. The intent of the event was to provide attendees with a better understanding of waste and the tools, connections, and ideas they need to reduce waste. This is an action under the Waste Management and Minimisation Plan.
82. The events also provide HCC with insight and understanding of the needs of the industry to continue the journey of C&D waste reduction.
83. In addition, the events included the introduction of a specific webpage being developed on the website Fightthelandfill.co.nz, the page will feature a series of tools and resources to help people in the industry plan and manage for waste minimisation when designing, building, and developing. This includes a handy calculator that can help guide developers when thinking about how much space is required for rubbish and recycling storage when designing a residential dwelling.
84. Both sessions were videoed to enable access for those that couldn't attend, the videos will be made available on a private channel via Youtube.

Communication/Education

85. Elected Members, staff and representatives from EnviroWaste gathered to celebrate the opening of Hamilton's new waste minimisation education room on the 31 May 2021. The purpose-built room located at Hamilton's Materials Recovery Facility on Sunshine Avenue, will be used to help educate school and community groups about the city's new kerbside service while promoting positive behaviour change around waste minimisation.

86. Staff presented to a group Kainga Ora Tenancy Managers on 5 July 2021, the purpose of the presentation was to ensure the tenancy managers are informed on the requirements of the new kerbside service, illegal dumping and what actions will be taken by HCC in regard to non-compliance, in turn the Tenancy Managers can help with the education of their tenants.

Waste Levy Audit

87. As part of the Ministry for the Environment's (MfE) programme of audits across Territorial Authorities and Disposal Facility Operators, Hamilton City Council was audited by Deloitte in April 2021 in order to assess whether obligations and duties under the Waste Minimisation Act 2008 (WMA) and associated regulations are being met.
88. The audit identified full compliance with HCC's obligations under the Waste Minimisation Act, with no areas for improvement or corrective actions identified.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

90. 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').
91. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.
92. The recommendations set out in this report are consistent with that purpose.
93. There are no known social, economic, environmental or cultural considerations associated with this matter due to this report being for information only.

Risks - *Tuuraru*

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

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

95. 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*

Attachment 1 - HCC Submission on the draft Land Transport Rule: Setting of Speed Limits 2021

Attachment 2 - Memo - Biking Information - July 2021

Attachment 3 - Project Watershed 1 year Plan 2020-21 Final 2020-09-02

Attachment 4 - Project Watershed - Quarter 4 Report 2020 21 - River and Catchment Services 2021-07-19

Submission by

Hamilton City Council

LAND TRANSPORT RULE - SETTING OF SPEED LIMITS 2021

25 June 2021

1.0 EXECUTIVE SUMMARY

- 1.1 Support the overall intent and direction of the Government's reform of the Land Transport Rule - Setting of Speed Limits 2021.
- 1.2 Notes that the key outcomes that Hamilton City Council want to see achieved with this new approach are to:
 - Ensure the ability to continue to make speed limit changes in a timely and responsive manner.
 - Minimise costs associated with repetitive consultation.
 - Ensure a consistent approach is taken to speed limit changes nationally and regionally.
 - Enable ownership by the territorial authority Road Controlling Authorities while contributing to a regional approach.
 - Achieve a reduction in deaths and life-changing serious injuries on our roading network.

2.0 INTRODUCTION

- 2.1 Hamilton City Council would like to thank Waka Kotahi NZ Transport Agency (Waka Kotahi) for the opportunity to make a submission to the Land Transport Rule - Setting of Speed Limits 2021.
- 2.2 The Waikato Region has been at the forefront of speed management work over the past 6 years and was chosen as one of three regions to trial the New Zealand Speed Management Guide 2016.
- 2.3 Hamilton City Council has been very supportive of speed management reform and has been actively progressing this work under the direction of the Waikato Regional Safe Network Programme Working Group.
- 2.4 Hamilton City Council supports the general direction of the new approach to speed management and the desired outcome to achieve consistency of speed management setting between Road Controlling Authorities (RCAs) within a region as well as between regions.
- 2.5 We support simplification of the process, the development of Regional Speed Management Plans and the removal of the bylaw requirement. However, Hamilton City Council would like to see simplification of the processes (especially consultation) and similar processes to the development of Regional Land Transport Plans where all RCAs, including Waka Kotahi, have their information included in one regional document for consultation.
- 2.6 The Regional Speed Management Plan needs to be a simple and concise document that just sets out what is going to happen, when, and by whom - so that it is something that the general public will engage with and refer to. The current list of components for inclusion in the Plan

includes too much detail of the technical workings, which should be dealt with in the development stages of the document.

- 2.7 Hamilton City Council also strongly request the continued development of a centralised online tool that enables the process of requesting changes to Waka Kotahi's estimate of what is the safe and appropriate speed limit for the road to be completed simply and easily by the RCAs in the development of their programmes. This information could then be utilised by the RTCs when pulling together the Regional Speed Management Plan - in a similar way to the use of the Transport Investment Online (TIO) tool for the development of the Regional Land Transport Plans.
- 2.8 Feedback on the specific questions posed in the consultation documents is included in **Appendix 1** of this submission.

3.0 FURTHER INFORMATION AND OPPORTUNITY TO DISCUSS OUR SUBMISSION

- 3.1 Should Waka Kotahi NZ Transport Agency require clarification of Hamilton City Council's submission, or additional information, please contact **Robyn Denton** (Network operations Team Leader, City Transportation) on 07 838 6910 or 021 971 127, email robyn.denton@hcc.govt.nz in the first instance.
- 3.2 Hamilton City Council would welcome the opportunity to meet with representatives from Waka Kotahi NZ Transport Agency to discuss the content of our submission in more detail.

Yours faithfully



Richard Briggs
CHIEF EXECUTIVE

APPENDIX 1: RESPONSES TO SPECIFIC QUESTIONS IN THE CONSULTATION DOCUMENTS

Speed Management Plans and Speed Management Committee

1. Do you think the proposed Speed Management planning process should replace the existing bylaw process? If not, why not?

Yes. Hamilton City Council supports the proposed change in the speed management planning process in the expectation that this change will:

- Ensure the ability to continue to make speed limit changes in a timely and responsive manner.
- Minimise costs associated with repetitive consultation.
- Ensure a consistent approach is taken to speed limit changes nationally and regionally.
- Enable ownership by the territorial authority RCAs while contributing to a regional approach.
- Achieve a reduction in deaths and life-changing serious injuries on our roading network.

It is understood that some RCAs do have difficulties with the current bylaw process due to costs associated with the consultation and ability to make timely and responsive changes.

Hamilton City Council adopted changes to the Hamilton Speed Limit bylaw in 2015 in conjunction with the development of a Speed Management Plan for the city and have found this an effective way for addressing the concerns that had previously been experienced. It is hoped that the proposed changes in the Speed Limits Rule will enable this to happen at a regional level in the future, which should provide further efficiencies in the processes, but also ensure progress towards a more consistent approach nationally.

2. How do you think the timing of the Speed Management Plans should fit with the National Land Transport Programme process and Regional Land Transport Plans? For example, do you think the Speed Management Plans should be prepared at the same time as the Regional Land Transport Plans?

We believe that the development of Speed Management Plans will need to be completed (or at least well advanced) prior to the commencement of the development of the Regional Land Transport Plans. This will be necessary so that the outcomes of the consultation completed for the Speed Management Plans will be able to feed into the development of the engineering and education components of the RCA programme and funding applications to the RLTP development.

While the TIO application provides a centralised national tool for managing the financial component of the RLTP and NLTP, there is still significant work for regional council staff to develop the strategic, policy and objectives part of the document in accordance with the Waka Kotahi business case requirements.

There is a need for a national online tool (similar to TIO) that makes it quick and easy to submit, review and approve speed limits that are different to Waka Kotahi's estimate of what is the safe and appropriate speed limit for the road. This tool should also be able to be utilised by the RCA to develop their programme of works and to submit this to the RTC for collation in the Regional SMP.

3. Do you support the proposed joint consultation process for State highway and Regional Speed Management Plans? If not, why not?

Hamilton City Council strongly support a joint consultation process and believe that it will be critical in order for the community and stakeholders to be able to understand the logic of proposed speed limit changes and the inter-relationship between the state highway network and local road network. The regional speed management plans need to be able to illustrate all proposed changes to the network (both local roads and state highways) in one document.

We are concerned that the draft Speed Limits Rule 2021 provides an ongoing provision for the State Highway Speed Management Plans to be consulted upon separately (Clause 3.4). This provision should only be in place as an interim provision until the first Regional Speed Management Plan has been established. From that point onwards, there should not be a need for State Highways to have a different process, except for Step 6 - Certification.

We believe that the Speed Management Committee would benefit from being able to see how the proposed state highway changes relate to the changes proposed on the local roads, so the Regional Speed management Plans could be used for the certification of the state highway programme by the Speed Management Committee and would not require a separate document - creating a 'one stop shop' for all speed management in a region.

4. Do you think the content requirements are appropriate, both for full and interim Regional Speed Management Plans? If not, why not?

Schedule 3, Clause 12 sets out the proposed Form and Content of Interim Plans. Hamilton City Council notes the following in regard to this clause and its subsections:

- Clause (1). Hamilton City Council is concerned that we will have to produce a new Speed Management Plan to replace that which we already have in place and complete further consultation again. We seek the ability to have our existing Speed Management Plans recognised and certified, noting that it has already been in place for a period of time and was completed via consultation with the community and key stakeholders. Furthermore, we have been successfully implementing speed limit changes on the basis of this approach since the adoption of the Hamilton Speed Management Plan in June 2019.
- Clause (2). This section could be simplified by just noting that the interim plan may also include the other content of the plan as set out in Section 3.7 of the Rule.
- Clause (4). Early notification on the likelihood of the form of an interim plan (if any) being specified by Waka Kotahi will be important to understand sooner rather than later, so that RCAs are able to start work now (as needed) to create these plans and have them in place for when the Speed Limits Rule 2021 goes live, and the existing bylaw provisions are no longer available. Hamilton City Council has an ongoing programme of speed limit changes which we do not wish to have delayed or legally frustrated, given that the exact timing of the Rule coming into force cannot be determined with any large degree of certainty.

(Full) Plans

The content of the plans is currently covered in two sections of the Rule - Section 3.5 'Process for Preparing Regional Speed Management Plans', and Section 3.7 'Form and Content of (full) Plans'.

Hamilton City Council notes the following specific points in regard to these sections:

- Clause 3.5 (1) (a). It is not appropriate to expect that the territorial authority RCAs will be able to provide information on safety cameras as these are going to be managed by Waka Kotahi, and while the process for determining safety camera sites may include consultation with the RCAs, they are not responsible for the safety programme or its implementation.

- Clause 3.5 (1) (b). Timeframes for which the change is proposed should only be as specific as the financial year for which funding is proposed for that activity.
- Clause 3.5 (1) (d). Speed limits that do not align with Waka Kotahi's assessment of a Safe and Appropriate Speed (SAAS). This list should only be for those locations which agreement with Waka Kotahi has not been achieved in the technical process via the online tool. It is recognised that the RCA will have additional knowledge of a site that is beyond that which Waka Kotahi has in Mega Maps to estimate the safe and appropriate speed e.g., upcoming upgrade, new development adjacent to the road or new intersection controls. In the first instance, a discussion between Waka Kotahi and the RCA should seek to agree on a SAAS in the early stages, and if that can be agreed, then then this should just update Mega Maps and not require any further discussion. It should only be those locations where agreement at a technical level cannot be agreed that get specifically listed in a Regional Speed Management Plan.
- Hamilton City Council notes that Section 3.7 ('Form and Content of Plans') also requires additional information from the RCAs for inclusion above and beyond that listed in Section 3.5 and requests that these sections are better aligned. Examples include:
 - Clause 3.7 (1) (c) (i). Requests information to be (to the extent practicable) that which would need to be submitted to the Registrar to set the speed limit. This would require very specific information on extents and dates which will not necessarily be known at the time of creating the plan. This requirement is greater than that set out in Clause 3.5 (1) (a).
 - Clause 3.7 (1) (d). Rural school designations are not requested in Section 3.5. Hamilton City Council note that this matter should be sorted at a technical level by the RCA in consultation with Waka Kotahi. Refer comments on designation of rural schools later in this submission.
 - Clauses 3.7 (1) (e) and (f) are not included in Section 3.5. However, our preference is for these requirements to be removed. These clauses are just creating extra work and clutter in the Regional SMP, which are unnecessary. Evaluation and monitoring safety performance of a road network can never be attributed solely to one activity, and we recommend that this should be evaluated at a regional level - and is probably already reflected in the monitoring and reporting within the Regional Land Transport Plan. Providing a list of work not completed does not add any value to the consultation document, which the SMP is meant to be.
 - Hamilton City Council also note that for Clause 3.7 (2) (g), this list should simply be those locations where prior agreement with Waka Kotahi has not been reached via the technical process undertaken by the RCA in Step 1 of the plan development process.

5. Do you support the proposed approach for the transitional period prior to 2023? If not, why not?

Hamilton City Council is very supportive of the inclusion of a transitional period and believe that this will be very important to allow RCAs (including Waka Kotahi) to continue to progress speed limit changes in parallel with the development of the regional SMPs.

Hamilton City Council does, however, note that the draft Rule does not currently have an end date for this transition period (Schedule 3 1 (b) (ii)).

Hamilton City Council recommend that the transition period should extend to the end of the current RLTP period - which is to the end of June 2024 - not 2023 as suggested in the question. This would then enable the RLTP process to be complete alongside the Regional SMP process.

6. Do you think the respective roles of RCAs and RTCs proposed under the new rule are appropriate? If not, why not?

Yes.

7. Do you support the proposed approach for consultation, including the separate requirement for Māori? If not, why not?

Section 3.8 (7) should only refer to Treaty obligations if this is not adequately covered by Section 82 of the Local Government Act 2002, noting that Clause 2 in Section 82 specifically refers to consultation with Maori.

Section 3.9 'Maori Contribution to Creation of Plans' seems to be in the wrong location and should at least be included prior to Section 3.9 'Consultation Requirements'.

8. Do you think the Speed Management Plan certification requirements are appropriate? If not, why not?

Yes.

9. Do you think the scope of the Speed Management Committee's role is appropriate? If not, why not?

No. The role of the proposed Independent Speed Management Committee could be expanded to deal with more than just approval of the State Highway SMP and could provide an avenue for providing technical advice on Regional SMPs, including resolving points of difference/inconsistencies between RCAs, RTCs and Waka Kotahi.

10. Do you think the Speed Management Committee member requirements are appropriate? If not, why not?

Yes - but we note that the specific requirement regarding diversity included in the Crown Entities Act has been omitted. Diversity will be important for this committee to ensure that the committee is able to be representative of the all the parties listed in Schedule 2, Clause 1 (3) (b).

11. Do you think the settings for when to use the alternative process for making speed management changes are appropriate? If not, why not? Are there any other situations where the alternative process could be helpful?

Section 2.5 of the Rule sets out that a speed limit can only be set if it is in accordance with the relevant [Regional Speed management Plan] or where there is a difference only in the timeframe or a minor difference in the exact point on the road where the speed limit changes from that included in the relevant plan.

The proposed content for a RSMP is only a three-year programme - so there is real potential for speed limit changes that will be for roads that were initially considered to be outside the 3-year window of the RSMP and would therefore require use of Section 2.6 - Director Approval.

Without guidance on the definition of 'minor difference', it is difficult to say whether this will result in having to utilise Section 2.6 'Director Approval to Set Speed Limits'.

12. Do you think the process for RCAs that are not territorial authorities to make speed management changes is appropriate? If not, why not?

Section 6 sets out the process clearly - but it does not reflect the fact that the RCA should be considering the speed limits in the surrounding road network and consulting with the neighbouring RCA (which will generally be a territorial authority) in developing any speed limit changes/programmes.

It is noted that many of these RCA roads blend into the general territorial authority without being noticeably different and the general public will not understand the boundary between the two RCAs.

There is a need to ensure that the speed limits being proposed by the non-territorial authorities are logical and consistent with any similar situations within the district/city.

Use and Lodgement of Speed Limits

1. Do you support the proposed approach for creating an emergency speed limit? If not, why not?

Yes - basically the same as the current requirements set out in Section 8 of the Speed Limits Rule 2017 with appropriate variations to recognise the use of the Register moving forward.

2. Do you see any issues with temporary speed limits sitting outside the Register for the time being? If so, what are these?

No. Hamilton City Council has previously expressed concerns with the proposal for temporary speed limits coming into the Register in the longer term. This process will include a lot of work for very short-term changes - there are hundreds of them in terms of temporary traffic management sites each year in Hamilton City alone.

More thinking is required on how temporary speed limits would come into the Register because of the large numbers involved. Current Corridor Access Approval processes would also need to be integrated into the register if there is an intention to try and capture all temporary speed limits in a timely manner.

There will need to be the ability of the on-site staff to be able to register the speed limit at the time of installing the temporary speed limit signage to cater for the use of generic plans and on-site changes that occur to deal with unplanned situations.

3. Do you think it is clear how the Register should be used? If not, why not?

Yes - for the purpose of the Rule. It is expected that there will be additional information provided in the guidance being developed by Waka Kotahi in response to the creation of the National Speed Limits Register, which will be useful for those who have not yet been involved with its development and proposed use.

4. Do you support RCAs being able to set 70 and 90 km/h speed limits without approval from Waka Kotahi? If not, why not?

No - we have an ongoing approach to progressively limit the use of these speed limits via the Speed Limits Rule 2017. A lot of progress has already been made nationally to remove the

70km/h speed limits and there are only limited numbers of 90km/h restrictions that are currently in place.

Noting the desire for consistency nationally - we are supportive of these speed limits only being used as interim speed limits with a plan being developed and approved by Waka Kotahi for any new installations.

Allowing ongoing and unrestricted installation of new 70 and 90km/h speed limits is not necessary on a longer-term basis and does not support the creation of a self-explaining environments and not having speed limits that constantly change, which are two key requests from key stakeholders and the public.

5. **Do you think RCAs should only have the ability to use 70 and 90 km/h speed limits as interim speed limits (as opposed to permanent speed limits)? If so, would three years be an appropriate term for these speed limits?**

As noted above, yes, we support interim speed limits as a tool that will enable progress to be made in reducing Deaths and Serious Injuries on the road network - but they should only be interim and part of an approved plan that includes completion of physical changes on the network to support the limit moving either up or down to the appropriate long-term speed limit as agreed by the Director and RCA.

The consultation document suggested a 3-year term for these limits. We believe that it should be on a case-by-case basis, noting that the proposed plan for improvements or changes to the network and associated funding will form part of the proposal presented to the Director when seeking approval to use these speed limits.

The proposed Rule does not include any requirements regarding these limits, and we believe that it should include the current requirements from Clause 4.5 of the Speed Limits Rule 2017.

6. **Do you support RCAs being able to set variable speed limits without approval from Waka Kotahi? If not, why not?**

Yes - we believe that there is sufficient guidance and experience in the use of variable speed limits in New Zealand to allow these to be set by the RCA. We support the specific cases set out in Clause 4.8(1)(b) of the draft Rule.

7. **Do you think the circumstances for setting variable speed limits without Waka Kotahi approval are appropriate? If not, why not?**

Yes - we support the specific circumstances set out in Clause 4.8(1)(b) of the draft Rule for RCAs to be able to set Variable Speed Limits without the Directors approval.

8. **Do you think there are any situations where Waka Kotahi approval should be sought? If so, what are these?**

We believe the following addition to paragraph (i) of the Clause 4.8(1)(b) as noted below would be beneficial:

- (i) Different numbers and types of road users or different traffic movements by time of day or year.

This would then allow the use of variable speed limits to be used as seasonal speed limit signage, as well as dealing with situations where there are different numbers and types of road users or different traffic movements that are not in the presence of a school e.g., a State Highway running to a town centre.

Given the rapid changes in technology, it is expected that there will continue to be new situations where variable speed limits may be considered as appropriate as a safety or traffic management tool. It is hard to foresee these, but for any new applications of these types of speed limits it is considered appropriate in the first instance that Director approval should be sought so that appropriate monitoring and evaluation of the situation can be completed.

Once evaluated, the circumstance could be added to the list in Clause 4.8(1)(b) of the draft Rule via an Omibus Rule amendment as needed.

9. Do you support the proposal to replace urban traffic areas with speed limits areas? If not, why not?

Yes - these should enable a large reduction in the number of roads being specifically listed for the same speed limit.

10. Do you think it is appropriate to use speed limits areas to set any speed limit (up to 100 km/h)? If not, why not?

Yes - it should make the administration easier in the longer term and move away from having to list a large number of streets that do not meet the current urban traffic area's requirements or the default 100km/h speed limit.

11. Other Comments:

Section 9.1 of the proposed Rule introduced a change for signage to be within 50m of the legal change point instead of current 20m. This proposed change is not supported for a number of reasons:

- There is an ability to update speed limits including start or end point of both during the transitional period under Schedule 3 'Transitional Provisions, Section 6 to ensure that all existing speed limits in the Register are accurate to within 20m.
- There should be an ability by the RCA to provide accurate information at the time of setting any new speed limits to within 20m of the proposed start and end point, and Section 2.5 allows for minor changes to start and end points if these differ to that within the relevant RSMP.
- Increasing the distance to 50m does not help with the future use of the data in the NSLR for in-vehicle technology, which will highlight the difference in location between the legal change point and the location of the sign.
- There is a stated desire in the Rule to have speed limits reflect where there is a 'point of obvious change in the roadside development' e.g., for school speed limits, and this should be able to be determined and signed accurately (within 20m).
- Consistency and self-explaining.
- Ability to install a sign otherwise than required is already provided for in Section 9.1(4) of the proposed Rule if the 20m distance is not sufficient.

- Ability to install other signage in advance of the change point is provided for in the TCD Rules - via the speed limit ahead sign combination.

Speed Limits Around Schools

1. Do you support the timeframes for introducing safer speed limits around schools (an initial 40% of changes to be completed by 30 June 2024 and the remaining by 31 December 2029)? If not, what do you think would be more suitable timeframes?

Hamilton City Council is in the fortunate position of having spent the last 20 years implementing 40km/h speed limits in front of all schools (either as part of a permanent 40km/h Safer Speed Area or via installation of electronic variable speed limits).

It is recognised that RCAs have limited funding and in order to achieve the desired reduction in Deaths and Serious Injuries there is a need to target to risk.

It is also recognised that speed limit changes around schools are an effective way to gain community acceptance of speed limit reductions and to support and encourage increased walking and cycling to these schools.

Hamilton City Council is intrigued by the date proposed in section 5.2 (5) of 'on 23 April 2021 and immediately prior to the commencement of this Rule'. We recommend removal of the specific date of 23 April 2021 from this clause as it is superseded by the remaining component in this sentence, and we are aware that many RCAs have already got programmes in place for implementing school speed limits between now and the proposed go live date of the new Rule.

2. Do you support the proposal that RCAs would designate rural areas? If not, why not?

No. Consistency in approach throughout the country is key to ensuring that motorists know what to expect and are more likely to understand and comply with the requirements. We would recommend that the Mega Maps tool makes an initial recommendation on whether or not the school is in a rural area or not in the first instance based on the information already contained in Mega Maps.

The RCAs should then consider and where necessary seek approval from Waka Kotahi for having the designation changed based on their local knowledge and observation of the operation of the school. If the rural school has students walking and cycling and crossing the road to access the school then, based on risk, it would be appropriate to have the lower 30km/h speed limit. However, there are many rural schools that are only accessed by school buses and cars then the rural speed limit of 60km/h would more than appropriate to address the risk of a crash in this situation.

We do not support having the proposed designated rural schools included in the Regional Speed Management Plan for public consultation. This should be a technical matter that is sorted prior to the RCA submitting its proposed programme to the RTC.

3. Do you think the presence of a school nearby meets the 'point of obvious change in the roadside development' requirement for a change in speed limit? If not, why not?

We think that the mere presence of the school would be insufficient in many cases as the school may be set back well from the road up a driveway or behind other buildings so many not be immediately obvious.

We believe that there is a need for appropriate supporting signage defining the school frontage in order to become an 'obvious change in the roadside development' and to highlight the presence of the school.

4. **When setting variable speed limits around schools, do you support RCAs having the ability to determine school travel time periods (whilst having regard to guidance from Waka Kotahi)? If not, why not?**

Yes - but there should be caution exercised by RCAs before making any changes beyond that provided in the guidance.

Consistency in approach throughout the country is key to ensuring that motorists know what to expect and are more likely to understand and comply with the requirements.

Other Proposals

1. **Do you agree RCAs should not be able to change a speed limit for a period of five years, if directed to change the original speed limit by Waka Kotahi? If not, what do you think would be a more appropriate timeframe?**

The timeframe should be determined on a case-by-case basis and should only subject to complying with the requirements of the Speed Limit Rule 2021 and associated guidelines - including inclusion in the relevant Speed Management Plan.

It is very possible that there may be changes to the adjacent land use and physical nature of the transport corridor that would occur within the 5-year period that would make a speed limit change appropriate prior to the expiry of the proposed period.

2. **Do you think the minimum length and signage requirements for speed limits should sit in guidance provided by Waka Kotahi? If not, why not?**

No - we support having these included in the Speed Limits Rule as they help with the delivery of consistent speed management regionally and nationally.

3. **Do you think the use of mean operating speed should sit in guidance provided by Waka Kotahi? If not, why not?**

Hamilton City Council is not concerned whether the information on mean operating speeds is included within the Speed Limits Rule, or in guidance, but continues to advocate for the need for requirement as best practice and without it, the achievement of self-explaining roads and the desired reduction in DSIs as set out in Road to Zero will not be possible.

Hamilton City Council did not support the proposal to remove the requirement to achieve a mean operating speed limit less than 10 percent above the speed limit that was included in the proposed approach engagement documents consulted upon in 2020.

Hamilton City Council noted that removing this requirement will 'make life easier' for RCAs, but ethically the existing system helps achieve a safe and appropriate operating speed and a self-explaining environment.

By removing this requirement there is real potential for an increase in deaths and serious injuries - as an example a driver may pull out of an intersection expecting the traffic to be

operating at a certain speed (close to the posted speed limit), but the actual operating speed may be very different.

The requirements in the 2017 Speed Limits Rule were already an easing of the requirements previously in place.

Hamilton City Council recognise that having the mean operating speed less than 10 percent above the speed limit becomes a lot more challenging to achieve when the speed limits are 50km/h and below, but the inclusion of the wording 'must aim' to achieve is an important part of the process. It ensures that signs are not just put up with a new limit without supporting infrastructure in locations where the existing operating speeds are a lot higher than the proposed speed limit.

If a compromise is really needed, perhaps consideration for a 5km/h tolerance could be given for a speed limit of 50km/h and below, and then apply the 10 percent to speed limits greater than 50km/h.

Biking & Micro-Mobility Connectivity Update – August 2021

Cycle Wands

New cycle wands and cycle lane widening was completed along Massey Hall Overbridge, with the intersection either side to be investigated further. Positive feedback has been received on these changes.



Cycle wands and additional green cycle lane markings are being investigated for several new sites across the city, including: -

- Mill Street corridor at the intersections with Lake Road, Norton Road, Seddon Road, Tristram Street, Willoughby Street and Ulster Street.
- Peachgrove/Te Aroha/Ruakura Intersection
- Grey Street, south of Steele Park
- Victoria Street/Te Rapa Road/Ulster Street/Forest Lake intersection
- Peachgrove Road/Ruakura Road/Te Aroha Street intersection
- Grey Street – various intersections between SH1 (Cobham Drive) and Cook Street

Anzac Parade/ Victoria Bridge / Grey Street

The low-cost measures aimed at improving the safety for people on bikes are now complete, with positive feedback received by cyclists using the route.



Bike Parking

New bike parking facilities have been installed at the following locations:

- Grey Street shops
- Grey Street/Te Aroha Street roundabout shops
- Lynden Court, Chartwell (including outside Chartwell Library)
- Whatawhata Road, Dinsdale Shops
- Five Cross Roads shopping area
- Cambridge Road, Hillcrest shops
- Hamilton City Council's Municipal Building
- Grey Street (between Cook Street and Clyde Street)
- Commerce Street, Frankton

In addition to the above locations, staff have identified bike parking requirements at several parks and sports grounds. Approximately 100 new bike racks will be installed throughout July and August 2021.

Staff are working with Bike Waikato, Parks and Open Spaces, H3 and local businesses to develop the 2021/22 programme of new bike parking sites.

Staff are currently reviewing locations and options for a covered bike parking facility in the Central City, including the potential for a 'green roof' option. Standard bike racks are currently being rolled out across the city, mainly at neighbourhood shopping areas, outside libraries, and sports facilities.



Victoria Street / Claudelands Road Traffic Signals - Cycle Improvements

A dedicated right turn cycle connection from Victoria Street (northbound) into Claudelands Road has been installed. Over 40 cyclists utilised the new facility on the first day. Concrete separators, like those installed on Claudelands Bridge were installed at the end of July 2021.



Claudeland Road/Grey Street/Heaphy Terrace/Brooklyn Road/O'Neil Street Intersection

Concept drawings and a safety audit have been completed for proposed cycle/pedestrian improvements at the Claudeland Road/Grey Street/Heaphy Terrace/Brooklyn Road/O'Neil Street intersection. The purpose of the project is to improve safety for pedestrians and cyclists and provide a connection to Claudeland Road/Claudeland Bridge. The project includes: -

- Separated cycle lanes.
- Raised tables with separated pedestrian and cyclist crossings.
- Removal of the slip lane outside the front of the Claudeland Event Centre.
- Upgraded rail crossing facilities to improve pedestrian safety, including the Claudeland Road (east) and Brooklyn Road level crossing.
- Kerb extensions to reduce crossing distance for pedestrians and cyclists.
- Narrower traffic lanes and raised tables to create a safe speed environment.

The project retains the same number of general traffic lanes, therefore the impact on traffic flow is anticipated to be less than minor.

Engagement with the community on the concept is yet to commence. The programme is budgeted to be delivered in the 2021/22 financial year.





Cyclist Foot Rails

Cyclist footrests will shortly to be installed at:

- Collingwood Street/Victoria Street intersection
- Grey Street/Anzac Parade intersection

More locations will follow.



The following messages are included on the footrests, along with the 'Bike Hamilton' logo.

- *'Thank you for cycling the city'*
- *'Hey cyclists, put your feet up'*

Local Cycle Path – St James/Huntington

Delivery of the new local cycle route running parallel to Gordonton Road through the Huntington and St James areas is now complete. This includes the new cycle/pedestrian bridge and boardwalk through Mangaiti Gully Reserve.

Bryce Street Western Rail Trail to Claudelands Connection

Consultants have been engaged to investigate options and provide a concept design for a safe, connected cycle route along Bryce Street from the Western Rail Trail to Claudelands Bridge. The investigation will also consider multi-modal transport such as bus trips and walking. The purpose of the study is to seek options to improve east/west cycling connectivity opportunities and maximise biking investment already made in the Western Rail Trail and at Claudelands Bridge.

Included in the study will be baseline monitoring and a multi-criteria analysis assessment of options.

Westside Biking Connections

A high-level review of potential biking links on the west side of the city was recently undertaken to identify opportunities for improving levels of service for biking and micro-mobility. A technical team of staff and consultants reviewed the current western biking network, identify high priority areas and missing links. Several links were shortlisted, and concept sketches developed to better understand long term outcomes for biking on these corridors, and implementation and staging.

Six packages have been identified:

1. Killarney Street connection: connecting Dinsdale to Hamilton Lake, focused on SH1 to Hamilton Lake.
2. Pembroke Street/Hospital connection: supports Waikato DHB mode shift objectives, Hamilton Girls High school, etc.
3. Glenview/Waikato River connection: State Highway improvements for connectivity and safety that will require discussions with Waka Kotahi.
4. Gallagher connection: improvements for connectivity and personal safety. Extends the Western Rail Trail catchment area.
5. Anzac Extension: connection to Palmerston Street, Pembroke Street and Victoria Street.
6. Western Rail Trail Local Links: improved linkages into the Western Rail Trail and wayfinding enhancements.

Hamilton City Council 2020/21 - 2030/31 - Project Watershed Works

Note : Budgets exclude inflation

Project Name	Project Code/Owner	Project Description	How project meets PW criteria	20/21 PW budget	
Stream cleaning Mangaonua Stream (Hillcrest) Kirikiriroa Stream (Chartwell) Waitawhiriwhiri Stream (Dinsdale / Maeroa) Mangakotukutu Stream (Glenview) Te Awa O Kata Paki Stream (Rototuna) Pukete Rotokauri Te Rapa Templeview	HCC (City Waters)	Annual programme of works to keep steams, drains and open channels free of obstructions	Ensure channels remain free of vegetation and obstructions so efficiency is maintained and the risk of flooding due to obstructions in minimised	133,700	
				31,600	
				31,600	
				31,600	
				24,300	
				14,600	

Attachment 4

Item 14



To: Integrated Catchment Management, Waikato Regional Council

From: Hamilton City Council

Subject: **Project Watershed Works Quarter 4 Report 2020/21** File: D-3824386

1. Purpose of the Report

- 1.1. The purpose of this report is to:
- Provide Waikato Regional Council and relevant Committee(s) with highlights of the 2020/21 works programme carried out under the Project Watershed service level agreement.
 - Report on the HCC's project watershed financial year to date operating performance.

2. Background

Project Watershed was introduced in 1999 by the Waikato Regional Council to ensure a holistic approach to river management.

Project Watershed is concerned with three main things:

1. River management – active involvement in river processes to ensure rivers and streams are stable and flow appropriately.
2. Soil conservation – management of land to maintain soil and water resources, and provide the widest range of sustainable benefits in the long term.
3. Flood protection – that work which protects land and assets from natural flood events.

This agreement is the result of WRC and HCC acknowledging that HCC already undertakes a programme of works within the Hamilton City Boundary which are largely aligned with Project Watershed outcomes, and by working in partnership, significant portions of each organisation's work programme outcomes can be achieved more efficiently and holistically.

A routine schedule of stream inspections has been developed in HCC work management system (IPS). A small dedicated team of City Delivery (HCC Maintenance group) carry out these inspections throughout the year. Blockages, weed infestation and erosion issues are reported and prioritised for actioning.

Projects that are identified to improve stream flow are discussed with WRC representatives to achieve a common goal.

Regular meetings take place between WRC and HCC to discuss ongoing and planned work and any opportunities for improvement.

3. 2020/21 Year Work Programme Update

Waters – Stream Maintenance

APRIL, MAY, JUNE 2021	No. of inspections	No. Blockages cleared	No. minor Blockages not cleared	No of Vegetation areas cleared	Erosion identified	Erosion Repaired, sites
Kirikiroa	16	6	NUMEROUS	8	NUMEROUS	
Mangakotukutuku	15	NUMEROUS	NUMEROUS		NUMEROUS	1
Mangaonua	28	1	42	1	NUMEROUS	1
Waitawhiriwhiri	19	3	12		NUMEROUS	4
Te Awa O Kata Paki		4				
Stream Maintenance						

In addition to the routine stream inspections and work completed as identified in the above table two projects identified below were completed.

Nevada Road Culvert outlet erosion remediation

Erosion protection was carried out on a tributary of the Mangaonua Stream. Works were undertaken to provide rock toe protection to the stream bank, install gradient control, rebuild the culvert headwall and remediate a perched culvert outlet which had been a significant barrier to fish passage.

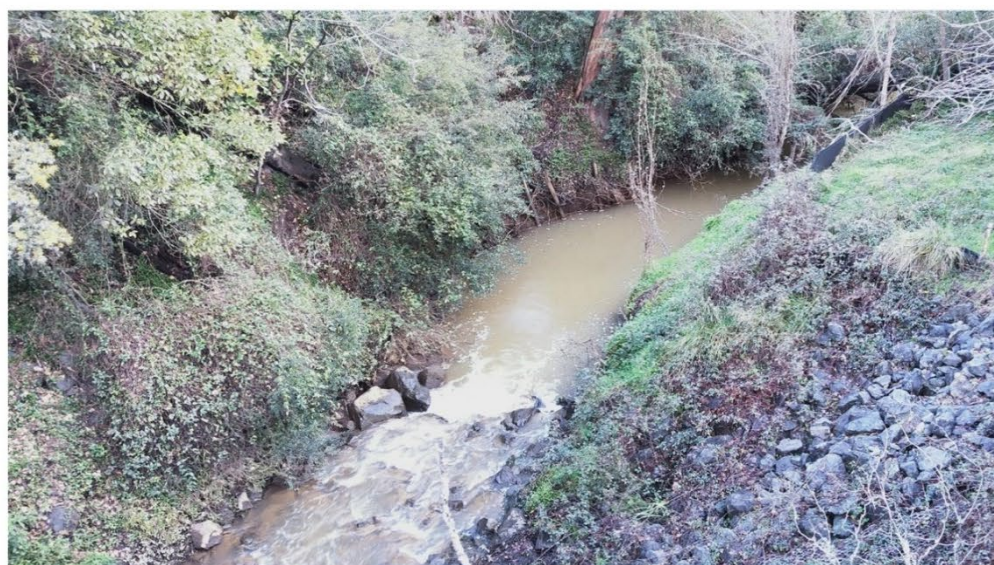






River Road downstream erosion remediation

Erosion protection was carried out on the Kirikiriroa Stream immediately downstream of River Road. Works included the removal of fallen and unstable large trees, provision of rock toe protection to the steep true left bank, installation of rock gradient control, and enhancement of fish passage.





4. Parks and Reserves

The winter months have been warmer than usual, which has resulted in aggressive weed growth in late August and early Winter. This has led to a focus on releasing plants and weed control.

- Plant releasing is a key task post planting to ensure the plants survival.
- HCC staff have been planning the Nature in The City budget.
- Prioritization has started to find the right places to work.
- Workshops will start shortly with stakeholders.

Reserve Funded Areas - Mangaiti Reserve Restoration

Maintenance visits have been conducted monthly since the beginning of October 2018.

During each maintenance visit pest plants were controlled to prevent them from smothering indigenous plants. Pest plant control comprised hand control, cut and paste stems, and foliar spraying selective or non-selective herbicides as appropriate.

The contract term has now ended with the area due becoming part of HCC maintenance rounds. With the increase in funding through Nature in the City strategy more staff will be hired to facilitate this work.

A final inspection has yet to be undertaken with the contractor to officially accept the completion of the contract or whether any work remains to be completed as part of the contract.

Mangaiti Gully Restoration Trust continues to work in the Gully adjacent to the contract area and will soon also be able to extend into other parts of Mangaiti Gully to continue restoration works.

In the arm of the Mangaiti Gully extending towards Gordonton Road a contract is underway creating access ways (path network linking the gully together), erosion control and restoration. This contract along with the Trust group and Nature in the City Funding will ensure the reserve funded contract area will be maintained and enhanced over the coming years.



Figure 1. Aerial plan showing identified project sites A – B - C

Mangaonua Restoration

The Mangaonua Care groups has been very active over the last few months. The group had readily used their share of the \$100,000.00 annual plan fund and had sourced other funding to continue work.

The groups focus has mainly been on weed control and removal and plant releasing at the Silverdale end. They have engaged with contractors to undertake work that is a bit too challenging for the volunteers.

A contract will start within the year to create a path from the Silverdale end up to the Ruakura end. This contract will also undertake erosion control works and full restoration of the gully. Noting that the two contracts (Mangaonua and Mangaiti) are funded from central government and not part of Nature in the City or Project Watershed. NHMT are due to spend the remaining reserve fund this financial year releasing and maintaining the area they have planted and restored over the last few years as part of the reserve funding.

Focus for the next quarter

The focus now shifts to Nature in the City and where the best alignment with Project Watershed is. The outcomes of both are fairly well aligned and we want to make sure we can maximise both.

We recently had a restructure in Parks with the responsibility of delivering the Project Watershed spend for Parks shifting to the Nursery Manager.

A meeting between relevant people to be set up to discuss the shift in Parks and what the best way to use and report on Project Watershed funding for parks is.

5. Financial Update

5.1 The overall financial progress year to date is on budget. For specific operational expenditure summary please refer to the table below.

Note: An additional \$50k was made available for PW over the agreed annual budget of \$568,700

Report Date: Jul-21
Project Manager: Mark Chevriot

Projects	YTD Actuals	Annual Budget	Variance	Variance
Project Watershed Stream Maintenance	283,259	133,700	\$ (149,559)	212%
Project Watershed Management	26,000	26,000	\$ -	100%
Stream Bank Stabilisation	0	140,000	\$ 140,000	0%
Community Tree Planting	17,780	33,000	\$ 15,220	54%
Maintenance of works and gully's	180,524	171,000	\$ (9,524)	106%
Erosion Control works (LOS)	104,000	115,000	\$ 11,000	90%
TOTAL	611,563	618,700	\$ 7,137	99%

Council Report

Committee: Infrastructure Operations Committee

Date: 17 August 2021

Author: Maire Porter

Authoriser: Eeva-Liisa Wright

Position: City Waters Manager

Position: General Manager
Infrastructure Operations

Report Name: Waters Stimulus Project Delivery Update

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

1. To inform the Infrastructure Operations Committee on delivery of the programme of central government funded waters activity works.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee:
 - a) receives the report;
 - b) notes the reallocation of \$1,325,000 of Central Government funding between 6 projects within the programme, noting that the overall programme budget remains \$17,460,000 as approved by the Council and the Department of Internal Affairs; and
 - c) notes that a funding request has been submitted to Crown Infrastructure Partners for a second funding instalment of \$5,940,000 from the total \$17,460,000 Central Government funding available to Hamilton City Council, to ensure the Hamilton stimulus programme remains cashflow positive over the next quarter.

Executive Summary - *Whakaraapopototanga matua*

3. In conjunction with the current reform programme for Three Waters (drinking water, wastewater and stormwater) being undertaken by the New Zealand Government, the Government is investing in water service delivery to both improve waters network systems and support economic recovery from the COVID-19 pandemic through job creation and supply chain investment.
4. Hamilton City Council have entered into a Funding Agreement with the Government to complete a programme of three waters projects to a total value of \$17,460,000 by 31 March 2022 which are fully funded by a Government Stimulus grant.
5. The delivery programme is comprised of 19 projects. Since confirmation of funding in late 2020 staff have established and set up the programme and projects, including confirmation of project scopes, milestone programmes and procurement strategies as well as establishment of internal project governance and reporting structures.

6. Progress of projects within the stimulus programme are generally progressing well with physical works now underway in most projects.
7. To ensure the Stimulus programme remains cashflow positive, a funding request of \$5,940,000 (GST exclusive) was submitted as part of the Stimulus programme Quarter 3 Report to Crown Infrastructure Partners in July 2021.
8. Staff consider the matters and decisions in this report have low significance and that the recommendations comply with Council's legal requirements.

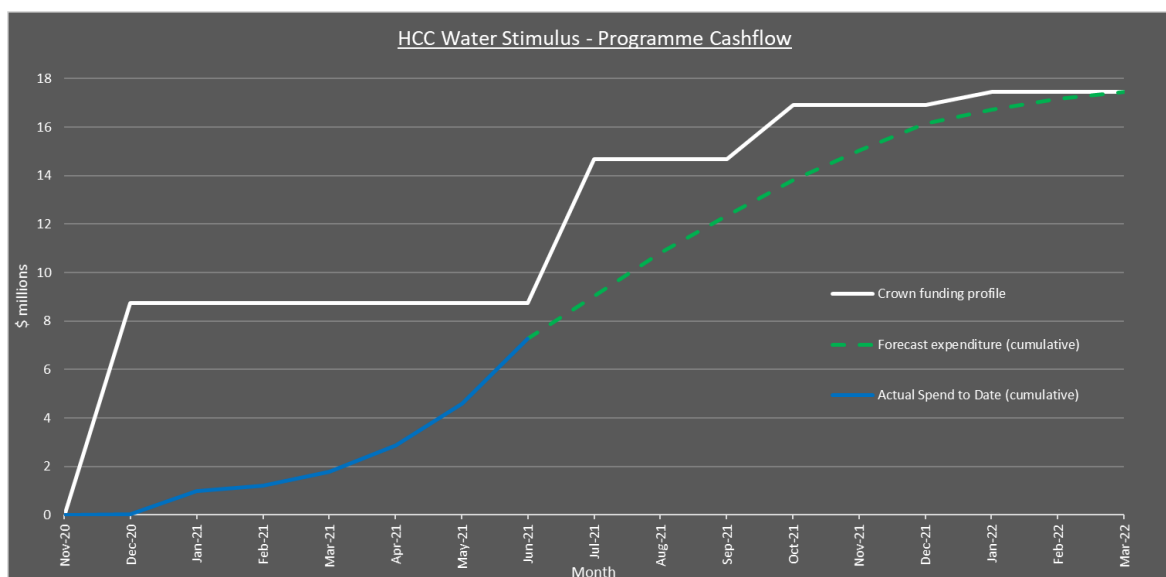
Background - *Koorero whaimaarama*

9. Hamilton City Council entered into a funding agreement in October 2020 with the Department of Internal Affairs (DIA), who in conjunction with Crown Infrastructure Partners (CIP) are administering the three waters reform stimulus delivery programmes on behalf of the New Zealand Government.
10. The funding agreement allocated Hamilton City Council a grant of \$17,460,000 to deliver projects that:
 - i. support economic recovery through job creation; and
 - ii. maintains, increases, and/or accelerates investment in core water infrastructure renewal and maintenance.
11. Under the funding agreement, Hamilton City Council received a funding instalment of \$8,730,000 in December 2020 with further funding instalments able to be requested to ensure the Hamilton City Council Stimulus programme remains cash positive.
12. Within the Delivery Plan, six packages of works and 19 projects were identified. The work packages focus on strategic priorities, renewals, asset information, asset conditions, resilience, demand management, environmental compliance and preparing for the Three Waters reform, and includes a combination of capital and operational projects.
13. Five initially unfunded contingency projects were included in the approved Delivery Plan which could be progressed if funding became available elsewhere in the programme.
14. DIA have appointed CIP to monitor progress against the approved Delivery Plan, to ensure spending has been undertaken with public sector financial management requirements.
15. Programme reporting to CIP is to be completed on a quarterly basis as per their reporting template. The first report was submitted in January 2021, the second in April 2021 and the most recent third report was submitted on 28 July 2021 (**Attachment 1**).
16. It is noted that this report is focussed on delivery of the stimulus investment programme, and updates on progress and matters relating to the wider three waters reform programme will be reported to full Council meetings in a separate report.

Discussion - *Matapaki*

Programme Update

17. Since confirmation of funding in late 2020 staff have established and set up the programme and projects, including confirmation of project scopes, milestone programmes and procurement strategies.
18. Internal project governance and reporting structures are in place and provide operational oversight over the stimulus programme delivery.
19. Delivery of the programme is generally progressing well as reflected in the programme cashflow profile below:



20. As resolved at the [17 September 2020 Council meeting](#) and approved in the Water Stimulus Delivery Plan, Council have adopted a programme approach to delivery of the stimulus projects to enable flexibility across the programme and manage trade-offs or “overs and unders” associated with the projects within the programme – noting that Members are to be consulted as part of the change approval process.
21. Staff recommend that this regular report to the Infrastructure Operations Committee will be the mechanism to communicate any proposed changes to the programme.
22. Recent programme assessment has allowed more accurate budget forecasting and cashflows to be developed for each of the projects which has resulted in forecast variations in funding allocations.
23. The status of each of the projects is outlined in the table below:

Project	Forecast Cost	Delivery Risk	Cost Risk	Status		
				On track	Increased monitoring required	Off track
<u>Strategic Planning</u>						
Futureproof Growth Partnership Three Waters Detailed Business Case	\$0 (HCC Share)			Works are yet to commence on this project due to the priority focus needing to be on delivering outcomes for the Hamilton-Waikato Metropolitan Spatial Plan Wastewater Business Case. Delivery of agreed project outcomes will not be possible prior to March 2022. It is recommended to remove this project from the Hamilton City stimulus programme and reallocate funding to other projects within the programme to ensure the \$17,460,000 of available stimulus funding can be utilised. Completion of this project will occur outside the stimulus programme as reported to the 3 August 2021 Strategic Growth Committee. This approach has been discussed with CIP/DIA and if recommendation is approved this change will be included in the next Project Substitution Request to CIP/DIA.		

Project	Forecast Cost	Delivery Risk	Cost Risk	Status			
					On track	Increased monitoring required	Off track
				<u>Funding Reallocation</u> – this project was previously budgeted at \$750,000, however due to project delays the recommendation is that the allocated budget is not used to deliver this project under the stimulus programme.			
Hamilton – Waikato Metropolitan Spatial Plan Wastewater Business Cases	\$1,050,000 (HCC Share)			Works are progressing with the Southern Business Case now substantively complete, and work on the Northern Business Case recently commenced. Delivery of the projects has been delayed resulting in a reduced scope and projected HCC contribution spend of \$1.05M able to be achieved by the end of March 2022. An update on this project was reported to the 3 August 2021 Strategic Growth Committee. This approach has been discussed with CIP/DIA and if recommendation is approved this change will be included in the next Project Substitution Request to CIP/DIA. <u>Funding Reallocation</u> – this project was previously budgeted at \$1,450,000, however due to project delivery delay allocated budget has decreased by \$400,000 to reflect proportion of work able to be delivered by March 2022.			
Te Wetini Dr Crossing Upsize	\$1,300,000			Construction works are underway, however have been halted for the winter season. Works expected to be complete by December 2021			
Rotokauri Swale Designations Conditions Implementation	\$700,000			Works are underway and on-track. Detailed scoping has been completed and Professional Service contracts to complete this project are in place.			
Rotokauri Wastewater Upsizing for Unconnected Communities	\$800,000			Works are underway and on-track. Investigation, design and consenting is continuing with physical works expected to start in October 2021.			
Eastern Bulk Water Main Resilience	\$1,930,400			Works are underway and on-track. Pipework has been procured and delivered on site with physical works approximately 20% complete. <u>Funding Reallocation</u> – this project was previously budgeted at \$945,000 and allocated budget has increased by \$985,400 to utilise forecasted reduced expenditure required to deliver other projects across the programme.			
<u>Renewals and Asset Information</u>							
Invest in Additional Asset Renewals	\$1,500,000			Works are underway and on-track. Physical works to complete the additional			

Project	Forecast Cost	Delivery Risk	Cost Risk	Status					
					On track		Increased monitoring required		Off track
				\$1,000,000 of water renewal works are progressing well and are scheduled to be complete by September 2021. Planning and consenting works and pricing by the contractor is continuing for the additional \$500,000 of wastewater renewal works					
Asset Data Information Management and Three Waters Data Collection Technology	\$2,135,000			Works are underway and on-track. Asset Systems Review and Technology review is complete. Work is continuing on the asset criticality framework, hydraulic model improvement actions and Asset Management Information System Improvements. <i>Funding Reallocation</i> – this project was previously budgeted at \$1,825,000 and has increased by \$310,000 following further scope definition and cost forecasting associated with the improvement of asset management information systems.					
<i>Asset condition assessment and resilience</i>									
Three Waters City Wide Asset Resilience Study	\$712,500			Works are underway and tracking slightly behind schedule. Professional Service contracts are in place and works are progressing with the development of a Resilience scorecard to assess resilience of the Three Waters activities achieved and scoping and planning for implementation of follow-on actions arising from scorecard assessment now underway.					
Undertake a Trial Set Up and Operation of the Low River Contingency Infrastructure	\$190,000			Project nearing completion. Deployment of the Low River floating platform and pumps was undertaken successfully in April and operational management plan updated. Awaiting delivery of final pump for installation and commissioning in August 2021.					
<i>Demand Management</i>									
Water Sustainability Strategy	\$200,000			Works are underway and on-track. Professional Service contracts to complete this project are in place and the review of relevant legislative and policy drivers and case studies have been completed.					
Scoping and Benchmarking of incentives Rainwater Storage Tanks	\$70,000			Works are underway and on-track. Benchmarking of other water suppliers’ approach to rainwater tanks and assessment of Hamilton’s					

Project	Forecast Cost	Delivery Risk	Cost Risk	Status					
					On track		Increased monitoring required		Off track
Incentivisation Study				rainfall data have now been completed and report in final review. Final phase of project will be undertaken in alignment to the Sustainability Strategy.					
Citywide Inflow and Infiltration Investigation	\$775,000			Works are underway and on-track. Repairs have begun in the Temple View area and assessment is currently underway in the Collins Road catchment to identify repairs required. Letters have been sent to residents in the Rimu/Rata area ahead of repairs being scheduled in that area. <u>Funding Reallocation</u> – this project was previously budgeted at \$950,000 and has decreased by \$175,000 following further cost assessment associated with the selected focus areas and contractor availability.					
Expansion of the Water Leak Detection Programme	\$475,000			Works progressing well and on track. Leak detection work and repairs have been completed in the Temple View area and work is now underway in the CBD residential and the Dinsdale areas.					
Education Hub Three Waters	\$294,500			Works underway and on track. Contractor engaged to lead this work and detailed planning and engagement with stakeholders is underway. Educational curriculum activities and resources expected to ready to start being trialled in schools during term 4 of the school year.					
<u>3 Water operational upgrades and environmental compliance</u>									
Water Infrastructure Security Measures	\$950,000			Works underway and on track. Installation of additional CCTV, Cardax security access systems and security lighting continuing at the Water and Wastewater Treatment Plants and reservoir sites. Installation of new electric security fencing at Rototuna Reservoir now operational.					
Upgrade of the Bore Supply at Taitua Arboretum	\$172,100			Project nearing completion. Construction works have been completed and now awaiting final clearance testing following commissioning and monitoring of new UV system identifying potential performance issue. <u>Funding Reallocation</u> – this project was previously budgeted at \$142,500 and has increased by \$29,600 following further scope definition and cost forecasting associated with additional length of pipe					

Project	Forecast Cost	Delivery Risk	Cost Risk	Status					
					On track		Increased monitoring required		Off track
				renewal required.					
Ecological Improvements for Erosion, water quality, Stormwater Control, Gully Network Improvements and Retrofitting of Older Stormwater Attenuation Devices	\$2,375,000			Works are underway and on-track. Investigation and design for improvement works within Managiti Gully have been completed. Social procurement contract with Ngaati Hauaa Mahi Trust for clearing weeds, plant supply and planting has been signed. Consents for clearing vegetation and working in the stream obtained. Gully planting has started in some areas.					
Urban Stormwater Quality Management Investigation	\$250,000			Works are underway and on-track. NIWA has been engaged to lead the stormwater monitoring and investigations in the Mangakōtukutuku stream.					
Installation of Dedicated Water Sampling Points around the City	\$95,000			Works are underway and on-track. Proposed water Sampling sites around the city have been identified and cabinet design finalised. Confirmation of sampling sites and planning of physical works for installation of cabinets is continuing.					
<u>Preparation for Waters Reform</u>									
Preparation and Participation in Three Waters Reform Programme	\$760,000			Works are underway and on-track. Further updates will be provided separate to this report on progress of the Three Waters reform.					
<u>Programme Management</u>									
Water Reform Programme Management	\$725,500			Works are underway and on-track. Programme management structure established, and resources engaged.					
Total	\$17,460,000								

Programme Funding Reallocation Summary

24. The Eastern Bulk Water Main Resilience project was approved to be introduced into the funded stimulus programme as well as other funding reallocations between projects, at the [8 June 2021 Infrastructure Operations Committee](#). These changes were included in a project change request to CIP which was included in the Quarter 3 report (**Attachment 1**).

25. The inclusion of the Eastern Bulk Water Main Resilience project in the funded programme provides flexibility to utilise any cost variations that have occurred in the programme up until now and additionally any further variations that might occur late in the programme. This will help to ensure that the entire \$17,460,000 funding allocation can be utilised.
26. As outlined in project update table and summarised in the table below, \$1,325,000 of current budgeted works which are not forecast to be delivered will be reallocated within the programme to fully utilise the \$17,460,000 funding available. Staff will reallocate to the \$1,325,000 of available funding to the Eastern Bulk Water Main Resilience, Asset Data Information Management and Three Waters Data Collection Technology and Upgrade of the Bore Supply at Taitua Arboretum projects.

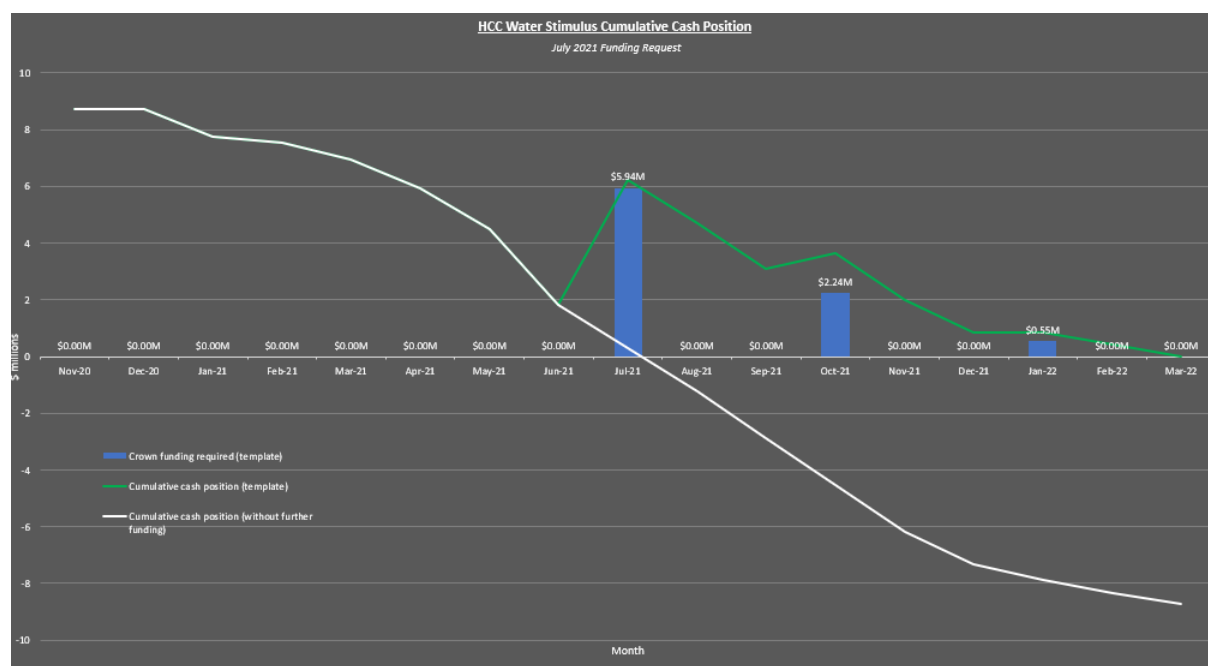
Stimulus Project	Current Project Budget*	Funding Allocation Variations \$		Revised Project Expenditure Forecast \$
		Decreases	Increases	
Futureproof Growth Partnership Three Waters Detailed Business Case	\$750,000	(\$750,000)		\$0
Hamilton – Waikato Metropolitan Spatial Plan Wastewater Business Cases	\$1,450,000	(\$400,000)		\$1,050,000
Citywide Inflow and Infiltration Investigation	\$950,000	(\$175,000)		\$775,000
Eastern Bulk Water Main Resilience	\$945,000		\$985,400	\$1,930,400
Asset Data Information Management and Three Waters Data Collection Technology	\$1,825,000		\$310,000	\$2,135,000
Upgrade of the Bore Supply at Taitua Arboretum	\$142,500		\$29,600	\$172,100
<i>* As reported at 8 June 2021 Infrastructure Operations Committee</i>		Total Variation	(\$1,325,000)	\$1,325,000

Delivery Plan Implementation Visit

27. John Mackie, from CIP undertook visits to all Waikato Councils on behalf of DIA in July 2020 to observe and validate progress made to date with the completion of the stimulus delivery plans.
28. During the visit, a general update on progress with completion of the Stimulus programme was discussed and a site visit to Mangaiti gully and Rototuna Water Reservoir was undertaken. The purpose of the site visits was to see the physical works completed as part of the Ecological Improvements for Erosion, Water Quality, Stormwater Control, Gully Network Improvements project and the Water Infrastructure Security Measures project.
29. Feedback from the visit was that the visit was helpful and informative ahead of CIP receiving and assessing the quarter 3 report.
30. Mr Mackie was complimentary of the Ecological Improvements for Erosion, Water Quality, Stormwater Control, Gully Network Improvements project indicating that it was a good example of a project meeting the Water Stimulus funding objectives particularly around job creation, but additionally in the level of collaboration demonstrated.

Financial Considerations - *Whaiwhakaaro Puutea*

31. The total budget to complete the programme is \$17,460,000, which is fully funded by Central Government in accordance with the existing Funding Agreement.
32. Under the funding agreement, Hamilton City Council received an initial funding instalment of \$8,730,000 in December 2020. Further funding instalments can be requested as key programme expenditure milestones are reached to ensure the programme remains cash positive.
33. Programme expenditure to date (to 30 June 2021) is \$7,260,000.
34. Analysis of stimulus programme cash position taking into account actual and forecasted expenditure can be seen below and indicates that additional funding will be required in the next quarter for the programme to remain cashflow positive.



35. The DIA reporting template calculates that a funding request of \$5,940,000 (GST exclusive) is now required for the programme to remain cashflow positive over the next quarter.
36. A funding request of \$5,940,000 (GST exclusive) was submitted as part of the programme Quarter 3 Report to CIP in July 2021. A copy of the funding request can be found in attachment 1.

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

37. Staff confirm that the matters and recommendations in this report comply with Council's legal and policy requirements.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

38. 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').
39. 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.
40. The recommendations set out in this report are consistent with that purpose.

Social

41. Throughout delivery of this programme, opportunities to leverage and implement social procurement initiatives will be explored including supporting supply chain diversity and potential targeted employment initiatives to support social enterprises and employment opportunities for priority social groups.

Economic

42. A key investment objective of this programme is to support economic recovery from the COVID-19 pandemic through job creation and supply chain investment.
43. Metrics in terms of employment outcomes from this investment are being monitored and reported to DIA quarterly.

Environmental

44. A number of projects within this programme have a specific focus on developing infrastructure and/or the natural environment to support, in a sustainable way, three waters operational activities.
45. As projects are further scoped, designed and procured opportunities for use of sustainable energy, alternative material options and waste minimisation will be further explored.

Cultural

46. As projects are further progressed, engagement will be undertaken with Te Haa o te Whenua o Kirikiriroa (THaWK) to ensure projects take into account and align with the culture and traditions of water, ancestral land, sites, waahi tapu, valued flora and fauna, and other taonga as well as optimise opportunities to support communities and Maaori to share their heritage, language and stories.

Risks - *Tuururu*

47. Council's approved Delivery Plan was developed based on the best information available at the time. Accordingly, the costs to complete each project were preliminary estimates and it was expected that there would be overs and unders in the cost of each project. To mitigate the financial risk of each individual project, or the risk of not maximising the entire \$17,460,000 funding allocation, Council proposed to manage the stimulus funding at a programme level, allowing flexibility in approach at a project level.
48. There is a potential reputational risk to Council with government should the Stimulus Projects not be completed by 31 March 2022. This risk is mitigated by the ability to allocate funding to another existing or contingency project detailed in the approved Delivery plan. In addition, internal project governance and reporting structures are in place and provide operational oversight over the stimulus programme delivery.
49. The current expenditure rate against the programme is currently low with total actual expenditure incurred less than 50% of the \$17,460,00 stimulus fund available. This level of expenditure reflects the effort and time that has been incurred getting the programme and project processes, procurement, and resourcing in place to deliver each of the projects. Cashflow forecasts have been developed and the rate of expenditure is expected to significantly increase in the next few months now that almost all projects have moved out of the initiation and planning phase and into the execution phase.
50. If the recommendation to direct additional unallocated funding across the programme to other existing projects and the Eastern Bulk Water Main resilience project is not endorsed, there is an increased risk that a proportion of the \$17,460,000 central government stimulus funding will not be utilised.

51. If the funding request included in the quarter 3 report documentation submitted to CIP is not approved, then the stimulus programme will not be able to remain cashflow positive over the coming months. Staff will keep in close communication with CIP to monitor this risk and provide any further information necessary to support HCC receiving the requested funding instalment.

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

Significance

52. 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.

Engagement

53. Given the low level of significance determined, the engagement level is low. No engagement is required.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Hamilton City Council - Water Reform Stimulus Programme - Quarter 3 Report to DIA - July 2021

Sensitivity: General

Three Waters Stimulus Funding - Cash Flow Profile Commentary																						
Pre-work / Long term commentary																						
Question #	Initial Update					Quarter 2 (April 2021) Update				Quarter 3 (July 2021) Update												
Top 5 Risks and Contractor Claims										Top 5 Risks and Contractor Claims				Top 5 Risks and Contractor Claims								
	Risk # (Highest to lowest)	Risk Name	Impact	Likelihood	Commentary on mitigants				Risk Name	Risk Level	Commentary			Risk Name	Risk Level	Commentary						
1		Mandatory	Completion of programme by 31 March 2022	High	Low	All projects on track to complete by 31 March 2022				Completion of programme by 31 March 2022	High	Completion of the programme remains a high risk, as the deadline is fixed. At this stage, following more detailed project planning and forecasting, all projects are on track for completion within the required timeframe. However, this risk will continue to be closely monitored and if necessary the 'unders-and-overs' approach will be considered to redirect budget to projects with more certainty of completion.			Completion of programme by 31 March 2022	High	Hamilton City Council is confident that the overall programme remains on track for completion however ongoing management and mitigation of risk is required due to the complexity of the projects within the programme and a fixed deadline of 31 March 2022. In general across the programme the majority of planning, programming and procurement processes have been completed and funds and resources committed to enable the completion of all projects by 31 March 2022. However, as discussed at the meeting with John Mackie on 02 July 2021, we have identified that the two subregional projects (Projects 1 & 2) are unlikely to be 100% completed within the programme timeframe. Hamilton has developed a proposed risk mitigation plan that is expected to look at reallocating funds from project 1 to an approved contingency project and proposing a revised scope and budget for project 2 with a portion of funding reallocated to an approved contingency project. At the time of preparing this quarterly report, the mitigation plans for these two projects are still being finalised and will require endorsement by our elected members prior to changes being proposed through a project substitution request process. Until the mitigation plan is finalised and approved, the forecasted actuals and cashflow for these two projects will remain unchanged from what was reported in the Q2 report. As the mitigation plan and project substitution request has not yet been finalised and submitted for assessment by CIPROA, we have indicated a high level of risk associated with the completion of the project by 31 March 2022. Our expectation is that once the mitigation plan is finalised and implemented then then the overall programme completion risk will reduce to medium. An approved contingency project has been activated this Quarter. The 'unders-and-overs' approach as outlined in the approved Delivery Plan will be used to redirect budget where necessary to approved projects with more certainty of completion.					
2	1	Budget variations	High	Low	Programme expenditure tracked and monitored. Utilising an 'overs-and-unders' approach between projects in the programme.				Budget variations	High	The programme budget remains a high risk, as the programme funding is fixed. Following more detailed project planning and forecasting, a number of project budget changes have been made within the overall programme in line with the approved 'unders-and-overs' approach and these changes have all been accommodated within the approved overall \$17.46M programme funding allocation. The project substitution request form has been completed to document where these budget changes have been made (despite no actual project substitutions being required).			Budget variations	High	Hamilton City Council is confident that the overall programme budget will be fully utilised in the delivery of the programme by 31 March 2022 however recognises the inherent risk due to the programme funding being fixed. In general across the programme the majority of detailed planning, programming and procurement processes have been completed and funds and resources committed to enable the completion of all projects by 31 March 2022. However, as discussed at the meeting with John Mackie on 02 July 2021, we have identified that the two subregional projects (Projects 1 & 2) are unlikely to be 100% completed within the programme timeframe. Hamilton has developed a proposed risk mitigation plan that is expected to look at substituting a project or revising the scope and redirecting a proportion of funds to another approved project with more certainty of completion. At the time of preparing this quarterly report, the mitigation plans for these two projects are still being finalised and will require endorsement by our elected members prior to changes being proposed through a project substitution request process. Until the mitigation plan is finalised and approved, the forecast for these two projects will remain unchanged from what was reported in the Q2 report. As the mitigation plan and project substitution request has not yet been finalised and submitted for assessment by CIPROA, we have indicated a high level of risk associated with budget variations, however our expectation is that once the mitigation plan is finalised and implemented then then the overall budget variation risk will reduce to medium. Following more detailed project planning and forecasting, further project budget changes have been included in the Q3 report in line with the approved 'unders-and-overs' approach. A project substitution request form has been completed to document the activation of the approved contingency project. All changes implemented have all been accommodated within the approved overall \$17.46M programme funding allocation.						
3	2	Availability of, and timely engagement with, suppliers, consultants and contractors	Medium	High	Engage with suppliers, consultants & contractors early, utilising agile procurement methods to fast-track procurement and secure resources				Availability of, and timely engagement with, suppliers, consultants and contractors	High	A large amount of procurement activity has been completed, particularly with respect to engagement of consultants and arranging extensions to existing contracts. No constraints on capacity have been encountered to date.			Availability of, and, timely engagement with, suppliers, consultants and contractors	Medium	The majority of the procurement activity has been completed, particularly with respect to engagement of consultants and arranging extensions to existing contracts. No constraints on capacity have been encountered to date.						
4	3	Achieving competitive pricing using agile procurement methods required to meet programme	Medium	High	Utilise existing contracts where possible where rates have been competitively tendered, and use price benchmarking to support rates / lump sums provided for projects.				Achieving competitive pricing using agile procurement methods required to meet programme	Medium	Procurement processes are on-going. In order to meet the programme deadlines, the Council report for the April Infrastructure Operations Committee meeting is seeking delegated authority to award new contracts or vary existing contracts, including direct appointments, for fully funded works within the programme.			Achieving competitive pricing using agile procurement methods required to meet programme	Low	Procurement processes are mostly completed. The April Infrastructure Operations Committee meeting approved delegated authority to award new contracts or vary existing contracts, including direct appointments, for fully funded works within the programme, which largely mitigates the time impacts associated with this risk.						
5	4	Stakeholder expectations not met	Medium	Medium	Plan stakeholder management activities at both project and programme level. Engage specialists incl. HCC comms team early, and again at appropriate intervals.				Stakeholder expectations not met	Medium	Programme level stakeholders have been reviewed at the Steering Group level. A programme-wide communications specialist has been engaged to assist, and consultation with iw has commenced to identify a suitable representative to provide input at the Steering Group level. Project managers are planning stakeholder management activities at a project level, with strategies and actions being captured in the project plans.			Stakeholder expectations not met	Medium	Programme level stakeholders have been reviewed at the Steering Group level. A programme-wide communications specialist has been engaged to assist, and consultation with iw has commenced to identify a suitable representative to provide input at the Steering Group level. Project managers are planning stakeholder management activities at a project level, with strategies and actions being captured in the project plans.						
6	5	Project scope creep	Medium	High	Project scopes still being defined via Project Plans, which need to be signed off by WRS Programme Management				Project scope creep	Low	Project plans have all been completed and are awaiting formal signoff, however the project scopes are largely defined and approved by the Steering Group so significant scope change is unlikely.			Project scope creep	Low	Project plans have all been completed and the project scopes are defined and approved by the established Steering Group providing oversight of the programme. As discussed at the meeting with John Mackie on 02 July 2021, we have identified that the two subregional projects (Projects 1 & 2) are unlikely to be 100% completed within the programme timeframe. Hamilton has developed a proposed risk mitigation plan that is expected to look at reallocating funds from project 1 to an approved contingency project and proposing a revised scope and budget for project 2 with a portion of funding reallocated to an approved contingency project. At the time of preparing this quarterly report, the mitigation plans for these two projects are still being finalised and will require endorsement by our elected members prior to being proposed through a project substitution request process. Until the mitigation plan is finalised and approved, the forecasted actuals and cashflow for these two projects will remain unchanged from what was reported in the Q2 report.						
Conditions agreed upon in delivery plan										Conditions agreed upon in delivery plan				Conditions agreed upon in delivery plan								
	Condition	Commentary								Condition	Commentary			Condition	Commentary							
7	No conditions agreed in Delivery Plan	N/A								No conditions agreed in Delivery Plan	N/A			No conditions agreed in Delivery Plan	N/A							
8	No conditions agreed in Delivery Plan	N/A								No conditions agreed in Delivery Plan	N/A			No conditions agreed in Delivery Plan	N/A							
9	No conditions agreed in Delivery Plan	N/A								No conditions agreed in Delivery Plan	N/A			No conditions agreed in Delivery Plan	N/A							
10	No conditions agreed in Delivery Plan	N/A								No conditions agreed in Delivery Plan	N/A			No conditions agreed in Delivery Plan	N/A							
11	No conditions agreed in Delivery Plan	N/A								No conditions agreed in Delivery Plan	N/A			No conditions agreed in Delivery Plan	N/A							
Pre-work commencement status										Pre-work commencement status				Pre-work commencement status								
	Roadblock	Status	Commentary							Roadblock	Status	Commentary			Roadblock	Status	Commentary					
12	RMA	N/A	N/A - RMA processes are not expected to be a roadblock to this programme.							RMA	N/A	No change from initial update			RMA	N/A	No change from initial update					

Document Classification: KPMG Confidential

Sensitivity: General

13	Building Consent	N/A	N/A - Building Consent processes are not expected to be a roadblock to this programme.	Building Consent	N/A	No change from initial update	Building Consent	N/A	No change from initial update
14	Other Consents (i.e. CARs, iwi, Heritage)	N/A	N/A - other consent processes are not expected to be a roadblock to this programme.	Other Consents (i.e. CARs, iwi, Heritage)	N/A	No change from initial update	Other Consents (i.e. CARs, iwi, Heritage)	N/A	No change from initial update
15	Design	N/A	Design is underway at project-level across the programme, in line with project-level schedules, with progress ranging from 'yet-to-commence' on some projects, to 'completed' on others. At this stage no roadblocks are present.	Design	N/A	Design is underway at project-level across the programme, in line with project-level schedules, with progress ranging from 'yet-to-commence' on some projects, to 'completed' on others. At this stage no roadblocks are present. Design is completed for project 12 Design is well underway for projects 4A, 5, 6, 9, 13, 16 & 19.	Design	N/A	Design is underway at project-level across the programme, in line with project-level schedules, with progress ranging from 'yet-to-commence' on some projects, to 'completed' on others. At this stage no roadblocks are present. Design is completed for projects 8, 9, 12, 16 & 20 Design is well underway for projects 4A, 5, 13 & 19.
16	Procurement	N/A	Procurement is underway at project-level across the programme, in line with project-level schedules, with progress ranging from 'yet-to-commence' on some projects, to 'completed' on others. At this stage no roadblocks are present.	Procurement	N/A	Procurement is underway at project-level across the programme, in line with project-level schedules, with progress ranging from 'yet-to-commence' on some projects, to 'completed' on others. At this stage no roadblocks are present. The majority of projects have completed procurement of up-front services, using existing panel agreements where possible (projects 20, 1, 2, 3, 4B, 6, 7, 10, 13, 15). Others have procured materials/contractors to undertake physical works (projects 5, 8, 9, 11, 12, 17, 18).	Procurement	N/A	Procurement is mostly complete at project-level across the programme, in line with project-level schedules. At this stage no roadblocks are present. The majority of projects have completed procurement of up-front services, using existing panel agreements where possible (projects 21, 1, 2, 3, 4A, 4B, 6, 7, 10, 13, 14, 15, 16, 19). Others have procured materials/contractors to undertake physical works (projects 5, 8, 9, 11, 12, 17, 18, 20).
17	Main Contract	N/A	Contracting is underway at project-level across the programme, in line with project-level schedules, with progress ranging from 'yet-to-commence' on some projects, to 'completed' on others. At this stage no roadblocks are present.	Main Contract	N/A	Contracting is underway at project-level across the programme, in line with project-level schedules, with progress ranging from 'yet-to-commence' on some projects, to 'completed' on others. At this stage no roadblocks are present. Contractors are on board for projects 5, 8, 9, 11, 12, 17, 18.	Main Contract	N/A	Contracting is underway at project-level across the programme, in line with project-level schedules, with progress ranging from 'yet-to-commence' on some projects, to 'completed' on others. At this stage no roadblocks are present. Contractors are on board for projects 5, 8, 9, 11, 12, 17, 18, 20.

Quarterly commentary

18	Commentary on Government Funded programme	<p>Programme costs</p>	<p>Programme costs commentary</p> <p>The Q2 report has progressed from the baseline information provided with the Q1 report. Project durations and cashflows have been updated to more accurately reflect planned progress for the remainder of the programme. The following budget changes have been made in line with the overs-andunders approach approved in the Delivery Plan:</p> <p>Project 0, was \$973,000, now \$725,500 Project 1, was \$712,500, now \$750,000 Project 2, was \$1,377,500, now \$1,450,000 Project 3, was \$475,000, now \$750,000 Project 6, was \$95,000, now \$200,000 Project 10, was \$95,000, now \$70,000 Project 12, was \$2,850,000, now \$2,245,000 Project 14, was \$237,500, now \$250,000 Project 15, was \$950,000, now \$700,000 Project 19, was \$295,000, now \$800,000</p>	<p>Programme costs commentary</p> <p>The Q3 report notes that \$6.9M has been spent to date, however \$1.24M of this is within Projects 1 & 2 which have not yet been updated from the Q2 report. Therefore a more accurate reflection of HCC's spend to date is \$5.66M, just under one-third of the overall funding allocation. Project durations and cashflows have been updated to more accurately reflect planned progress for the remainder of the programme. The following budget changes have been made in line with the overs-andunders approach approved in the Delivery Plan:</p> <p>Project 1 & 2 - not updated from the Q2 report Project 12 - was \$2,245,000, now \$1,300,000 Project 20, was a contingency project with a value up to \$4,750,000, activated with a value of \$945,000</p>
19	Commentary on LTP programme	<p>Programme costs</p>	<p>Programme costs commentary</p> <p>Refer to the LTP Information tab</p> <p>Separate and additional to delivery of the stimulus programme, delivery against the planned and budgeted Hamilton City Council 2020/21 capital works programme for 3-waters activities (as per 2018-28 LTP and 2020-21 Annual Plan) is progressing well. Delivery of the major improvements programme (excluding greenfield growth areas) is progressing well - \$22.8m has been spent to date (to March) of the total \$38.8m programme.</p> <p>Key components of this programme include:</p> <ul style="list-style-type: none">•Substantially completed major \$32m multi-year capacity upgrade of the City's only Wastewater Treatment Plant in Pukete in early 2021 – including new chemical storage facility, bioreactor and clarifier.•Underway with major \$32m multi-year capacity upgrade of the City's only Water Treatment Plant in Peacocke – with construction and delivery contracts now in place•Nearing completion of \$21m strategic wastewater reticulation upgrade on Western Interceptor•Contract recently awarded for delivery of \$14m strategic water reticulation network upgrade in the Newcastles/Dinsdale area. <p>Additionally, significant investment is continuing in new and upgraded infrastructure to service the City's greenfield growth areas:</p> <ul style="list-style-type: none">•Completion in late 2020 of a new water reservoir and associated pump station in the Ruakura growth area - \$17m multi-year project•Installation of 7.5km of new wastewater pressure pipelines to connect the Peacocke growth area to the city's existing wastewater network is underway - \$14.6m spend to date•Completion of a \$1.5m programme of watermain installation over 2019/20 and 2020/21 in the Rototuna growth area <p>Renewals and Minor Improvements</p> <p>In delivery of the renewals and minor improvement programme - \$13m has been spent to date (to March) of the total \$26m programme. Key components of this programme include:</p> <ul style="list-style-type: none">•\$4m of watermain reticulation renewals complete (of total \$4.3m programme)•\$2.4m of wastewater reticulation renewals complete (of total \$4.7m programme)•\$3.2m of wastewater treatment plant renewals and minor improvements (total \$5.3m programme)•\$1.4m of water treatment plant renewals and minor improvements (total \$3.6m programme)•Substantive completion of works to remediate Eastern Bulkmain (\$520k)	<p>Programme costs commentary</p> <p>Reporting on existing three water projects in the annual plan and the LTP is detailed in the LTP information tab.</p> <p>70.6% of annual budget has been spent on the 2020/21 LTP as at 30 June 2021 with the underspend predominantly related to deferrals (project work contractually committed but unable to be fully completed prior to July 2021) and savings incurred in the delivery of the projects.</p> <p>2021/2022 LTP projects have commenced and actuals will be reported in subsequent quarterly reports.</p>
20	Reform Funding Activities	<p>Reform funding</p>	<p>Reform funding commentary</p> <p>HCC elected members and senior reform staff are engaged in the reform process, demonstrated through attendance at the Rotorua congregation. HCC are also supportive of Waikato Rata and are part funding their activities for asset management via the Waikato LASS partnership along with other Waikato Councils.</p> <p>HCC are collaborating at a regional level working across both Waikato and Bay of Plenty regions. Stage 2 work is underway with the consortium.</p> <p>Comms and strategic finance support staff have also been recruited during the period.</p> <p>Planning for the subsequent phases is on-going.</p>	<p>Reform funding commentary</p> <p>Hamilton City Council (HCC) elected members and senior reform staff are engaged in the reform process and working collaboratively with DIA, LGNZ, Taituara and other councils in the Waikato and Bay of Plenty Region and around New Zealand.</p> <p>HCC's position to date is that it is supportive of the intent and direction of the Government's Three Waters Reform and that they support the programme's goals, but notes effective transition to any new structure must be in full and equitable partnership with local government.</p> <p>An internal staff reform project team has been established to support the Three Waters Reform process with expertise in communications, strategic finance, water management, Human resources, iwi engagement and collaboration, with a governance reference group established made up of the Mayor, Committee Chairs and Maungā Māori representatives.</p> <p>A standing report summarising progress with the Government's Three Waters Reform programme is presented at every ordinary Council meeting.</p> <p>Planning for the subsequent reform phases is on-going.</p> <p>HCC are also a funding partner along with other Waikato Councils in the engagement of Waikato Local Authority Shared Service (WLASS) to provide services relating to three waters activity management through the centre of excellence for activity management, known as the Regional Asset Technical Accord (RATA).</p>
21	RFI funding (\$60k)	<p>Reform funding</p>	<p>Reform funding commentary</p> <p>As outlined in the project substitution request form, the RFI funding has been reallocated to WRS 3 - Reform Engagement project from WRS 12 - Te Waihi Dr Crossing Upsize project. Expenditure against the RFI funding is reported against project WRS 3 - Reform Engagement.</p>	<p>Reform funding commentary</p> <p>The RFI funding was reallocated to WRS 3 - Reform Engagement project in the Q2 report. Expenditure against the RFI funding is reported against project WRS 3 - Reform Engagement.</p>
22	Commentary	<p>Scope and Progress commentary</p>	<p>Scope and Progress commentary commentary</p> <p>Quarter 2 has been spent progressing all projects in the programme.</p> <p>All initial resource requirements have been fulfilled, project plans have been developed and reviewed by the Steering Group, and projects are underway.</p> <p>Further Steering Group meetings have been held.</p> <p>A lot of effort has gone into accurately forecasting cashflows to align with what is expected to deliver each project, which has identified a number of projects where budget reallocations are required in order to deliver the projects. These changes have been made and reported in this Q2 report, and the attached project substitution request form documents these budget changes.</p>	<p>Scope and Progress commentary commentary</p> <p>Quarter 3 has been spent progressing all projects in the programme. Further Steering Group meetings have been held.</p> <p>A lot of effort has gone into accurately forecasting cashflows to align with what is expected to deliver each project, which has identified two projects where budget reallocations are required in order to deliver the projects. These changes have been endorsed by Hamilton City Council elected members and incorporated into this Q3 report, and the attached project substitution request form documents these budget changes.</p> <p>The subregional projects have had further discussion and refinement of expenditure under the programme, refer to the commentary above for details.</p>
23	Media Announcements	<p>Scope and Progress commentary</p>	<p>Scope and Progress commentary commentary</p> <p>No media announcements to report</p>	<p>Scope and Progress commentary commentary</p> <p>No media announcements to report</p>

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Attachment 1

Document Classification: KPMG Confidential

Sensitivity: General

Total project fundin		\$NZ'm		0 7:	-	-	-	-	-	-	0 7:	-	-	-	-	-	-	-	-	1 4
Cash position																				
Opening cash position	\$NZ'm	-	0.73	0.73	(0.14)	(0.17)	(0.21)	(0.26)	(0.31)	(0.36)	0.31	0.26	0.21	0.16	0.11	0.06	0.01	-	-	
Project spend	\$NZ'm	-	-	(0.86)	(0.03)	(0.04)	(0.05)	(0.05)	(0.05)	(0.05)	(0.05)	(0.05)	(0.05)	(0.05)	(0.05)	(0.05)	(0.01)	-	-	
Project funding	\$NZ'm	0.73	-	-	-	-	-	-	-	-	0.73	-	-	-	-	-	-	-	-	
Closing cash position	\$NZ'm	0 7:	0 7:	(0 1:	(0 1:	(0 2:	(0 2:	(0 3:	(0 3:	0 3:	0 2:	0 2:	0 1:	0 1:	0 0:	0 0:	-	-	-	
Worker hours complete		Hours	Hourly Rate: 200.00	-	-	2,824	223	187	715	305	166	250	250	250	250	250	62	-	-	
N/A		# or %	HCC reporting on behalf of Waikato and Waipa DC			60%	2%	3%	3%	3%	3%	3%	3%	3%	3%	3%	1%	0%	6 23	
N/A		# or %																	100	
3 Project Name		Preparation and participation in 3 waters reform programme																		
Project Type		R FRM - Preparation for Reform																		
Start date	Dec-20	N/A																		
End date	Mar-22	N/A																		
Total upfront payment	0.3800	Other/Reform: 0.7600																		
Total final payment		Check Ok																		
Total project spend	0.7600																			
Total project funding	0.7600																			
Check	-																			
Project Spend																				
Spend from Crown funding	\$NZ'm	-	0.0171	0.0208	0.0370	0.0132	0.1096	0.0270	0.0356	0.0625	0.0625	0.0625	0.0625	0.0625	0.0312	0.0312	0.0625	0.0625	0 760	
Spend from cofunding	\$NZ'm																		-	
Total project spend	\$NZ'm	-	0 017	0 020:	0 037:	0 013:	0 109:	0 027:	0 035:	0 062:	0 062:	0 062:	0 062:	0 062:	0 031:	0 031:	0 062:	0 062:	0 760	
Project Fundin																				
Upfront payment portion	\$NZ'm	0.3800																	0 380	
Crown funding required	\$NZ'm									0.1267			0.1267			0.1267			0 380	
Cofunding required	\$NZ'm																		-	
Final payment portion	\$NZ'm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total project fundin	\$NZ'm	0 3:	-	-	-	-	-	-	-	0 1:	-	-	0 1:	-	-	0 1:	-	-	0 7	
Cash position																				
Opening cash position	\$NZ'm	-	0.38	0.36	0.34	0.31	0.29	0.18	0.16	0.12	0.18	0.12	0.06	0.12	0.06	0.03	0.12	0.06		
Project spend	\$NZ'm	-	(0.02)	(0.02)	(0.04)	(0.01)	(0.11)	(0.03)	(0.04)	(0.06)	(0.06)	(0.06)	(0.06)	(0.06)	(0.03)	(0.03)	(0.06)	(0.06)		
Project funding	\$NZ'm	0.38	-	-	-	-	-	-	-	0.13	-	-	0.13	-	-	0.13	-	-		
Closing cash position	\$NZ'm	0 3:	0 3:	0 3:	0 3:	0 2:	0 1:	0 1:	0 1:	0 1:	0 1:	0 0:	0 1:	0 0:	0 0:	0 1:	0 0:	-	0 7	
Worker hours complete		Hours	Hourly Rate: 200.00	-	-	-	19	12	2	35	23	356	356	356	356	356	356	356	3 29	
N/A		# or %																	100	
N/A		# or %																	-	
4a Project Name		Invest in additional renewals																		
Project Type		WAST - Wastewater pipes upgraded / renewed or new																		
Start date	Apr-21	Cape																		
End date	Aug-21	Open																		
Total upfront payment	0.7500	N/A																		
Total final payment		Check Ok																		
Total project spend	1.5000																			
Total project funding	1.5000																			
Check	-																			
Project Spend																				
Spend from Crown funding	\$NZ'm				0.0001		0.4670	0.3033	0.0271	0.1215	0.1000	0.0905	0.1000	0.1500	0.0905	0.0500			1 500	
Spend from cofunding	\$NZ'm																		-	
Total project spend	\$NZ'm	-	-	-	0 000	-	0 467:	0 303:	0 027:	0 121:	0 100:	0 090:	0 100:	0 150:	0 090:	0 050:	-	-	1 500	
Project Fundin																				
Upfront payment portion	\$NZ'm	0.75																	0 750	
Crown funding required	\$NZ'm									0.75									0 750	
Cofunding required	\$NZ'm																		-	
Final payment portion	\$NZ'm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total project fundin	\$NZ'm	0 7:	-	-	-	-	-	-	-	0 7:	-	-	-	-	-	-	-	-	1 5	
Cash position																				
Opening cash position	\$NZ'm	-	0.75	0.75	0.75	0.75	0.75	0.28	(0.02)	(0.05)	0.58	0.48	0.39	0.29	0.14	0.05	0.00	0.00		
Project spend	\$NZ'm	-	-	-	(0.00)	-	(0.47)	(0.30)	(0.03)	(0.12)	(0.10)	(0.09)	(0.10)	(0.15)	(0.09)	(0.05)	-	-		
Project funding	\$NZ'm	0.75	-	-	-	-	-	-	-	0.75	-	-	-	-	-	-	-	-		
Closing cash position	\$NZ'm	0 7:	0 7:	0 7:	0 7:	0 7:	0 2:	(0 0:	(0 0:	0 5:	0 4:	0 3:	0 2:	0 1:	0 0:	0 0:	0 0:	0 0:	Warning	
Worker hours complete		Hours	Hourly Rate: 100.00	-	-	-	0.25	689	741	297	112.5	1,215	1,000	905	1,000	1,500	905	500	-	
Length (metres)		# or %									82	67	61	67	101	61	34		8 865	
N/A		# or %																	473 0	
N/A		# or %																	-	

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4a(ii)	Pro ect Nam	Invest in additional renewals																				
	Pro ect Typ	WAT R - Potable water mains / pipes upgraded / renewed or new																				
	Start date	Apr-21		Cape																		
	End date	Aug-21		O pe																		
	Total upfront payment	-		N/A																		
	Total final payment			Check	Ok																	
	Total project spend	-																				
	Total project funding	-																				
	Check	-																				
	Pro ect Spen	Refer to Pro ect 4																				
	Spend from Crown funding	\$NZ'm																	-			
	Spend from cofunding	\$NZ'm																	-			
Total pro ect spen	\$NZ'm			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Pro ect Fundin	\$NZ'm																	-				
Upfront payment portion	\$NZ'm																	-				
Crown funding required	\$NZ'm																	-				
Cofunding required	\$NZ'm																	-				
Final payment portion	\$NZ'm			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Total pro ect fundin	\$NZ'm			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Cash position																						
Opening cash position	\$NZ'm			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Project spend	\$NZ'm			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Project funding	\$NZ'm			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Closing cash position	\$NZ'm			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Worker hours	Hours																	-				
Length (metres)	# or %			-	-	-	-	531	426	160	110	111	111	111				-				
N/A	# or %																	-				
N/A	# or %																	-				
4b	Pro ect Nam	Asset data information management and three waters data collection technology (GPR)																				
	Pro ect Typ	OTH R - Asset data and GIS improvements/update/maintenance																				
	Start date	Nov-20		Cape	1.8250																	
	End date	Mar-22		O pe																		
	Total upfront payment	0.9125		N/A																		
	Total final payment			Check	Ok																	
	Total project spend	1.8250																				
	Total project funding	1.8250																				
	Check	-																				
	Pro ect Spen																					
	Spend from Crown funding	\$NZ'm				0.0015	0.0045	0.0147	0.1029	0.0687	0.0983	0.2523	0.2944	0.2289	0.1516	0.1273	0.1303	0.1072	0.0720	0.0838	0.0866	1 825
	Spend from cofunding	\$NZ'm																				-
Total pro ect spen	\$NZ'm			-	0 0015	0 0045	0 0147	0 1029	0 0687	0 0983	0 2523	0 2944	0 2289	0 1516	0 1273	0 1303	0 1072	0 0720	0 0838	0 0866	1 825	
Pro ect Fundin	\$NZ'm																					
Upfront payment portion	\$NZ'm			0.9125																	0 912	
Crown funding required	\$NZ'm																				0 912	
Cofunding required	\$NZ'm																				-	
Final payment portion	\$NZ'm			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total pro ect fundin	\$NZ'm			0 9	-	-	-	-	-	-	-	0 4	-	-	0 4	-	-	-	-	-	-	1 825
Cash position																						
Opening cash position	\$NZ'm			-	0.91	0.91	0.91	0.89	0.79	0.72	0.62	0.37	0.53	0.30	0.15	0.48	0.35	0.24	0.17	0.09		
Project spend	\$NZ'm			-	(0.00)	(0.00)	(0.01)	(0.10)	(0.07)	(0.10)	(0.25)	(0.29)	(0.23)	(0.15)	(0.13)	(0.13)	(0.11)	(0.07)	(0.08)	(0.09)		
Project funding	\$NZ'm			0.91	-	-	-	-	-	-	-	0.46	-	-	0.46	-	-	-	-	-		
Closing cash position	\$NZ'm			0 9	0 9	0 9	0 8	0 7	0 7	0 6	0 3	0 5	0 3	0 1	0 4	0 3	0 2	0 1	0 0	-	0	
Worker hours	Hours	Hourly Rate:	200.00																		9 16	
complete	# or %			-	-	-	314.5	687	352	493	907	1,472	1,144	758	637	651	536	360	419	433	100	
N/A	# or %			0%	0%	0%	1%	6%	4%	5%	14%	16%	13%	8%	7%	7%	6%	4%	5%	5%	-	
N/A	# or %																				-	
5	Pro ect Nam	Water infrastructure security measures e.g. CCTV Cyber Security assessments																				
	Pro ect Typ	WAT R - Water security / fencing																				
	Start date	Nov-20		Cape	0.4750																	
	End date	Mar-22		O pe	0.4750																	
	Total upfront payment	0.4750		N/A																		
	Total final payment			Check	Ok																	
	Total project spend	0.9500																				
	Total project funding	0.9500																				
	Check	-																				

Sensitivity: General

Pro ect Spen																				
Spend from Crown funding	\$NZ'm		0.0065		0.0058	0.0350	0.0942	0.1970	0.1104	0.1197	0.1197	0.2195	0.0399	0.0022					0	950
Spend from cofunding	\$NZ'm																		-	
Total pro ect spen	\$NZ'm		-	0 006	-	0 005	0 035	0 094	0 197	0 110	0 119	0 119	0 219	0 039	0 002	-	-	-	-	0 950
Pro ect Fundin																				
Upfront payment portion	\$NZ'm		0.48							0.48									0	4
Crown funding required	\$NZ'm																		0	4
Cofunding required	\$NZ'm																		-	
Final payment portion	\$NZ'm																		-	
Total pro ect fundin	\$NZ'm		0 4	-	-	-	-	-	-	0 4	-	-	-	-	-	-	-	-	-	0 9
Cash position																				
Opening cash position	\$NZ'm		-	0.48	0.47	0.47	0.46	0.43	0.34	0.14	0.03	0.39	0.27	0.05	0.01	0.01	0.01	0.01	0.01	
Project spend	\$NZ'm		-	(0.01)	-	(0.01)	(0.03)	(0.09)	(0.20)	(0.11)	(0.12)	(0.12)	(0.22)	(0.04)	(0.00)	-	-	-	-	
Project funding	\$NZ'm		0.48	-	-	-	-	-	-	-	0.48	-	-	-	-	-	-	-	-	
Closing cash position	\$NZ'm		0 4	0 4	0 4	0 4	0 4	0 3	0 1	0 0	0 3	0 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0
Worker hours	Hours	50% Labour				22.5	311.5	646	258	522	525	525	963	175	10					3 95
Length (metres)	# or %	Hourly Rate: 120.00				N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A					-
N/A	# or %	Security measures not only fencing																		-
N/A	# or %																			-
6 Pro ect Nam		Water Sustainability strategy																		
Pro ect Typ		O TH R - Strategy Study or Report																		
Start date	Feb-21	Cape																		
End date	Jan-22	O pe																		
Total upfront payment	0.1000	N/A																		
Total final payment		Check																		
Total project spend	0.2000																			
Total project funding	0.2000																			
Check	-																			
Pro ect Spen																				
Spend from Crown funding	\$NZ'm					0.0025	0.0006	0.0003	0.0072	0.0298	0.0188	0.0188	0.0188	0.0188	0.0188	0.0188	0.0188	0.0097	0	200
Spend from cofunding	\$NZ'm																		-	
Total pro ect spen	\$NZ'm		-	-	-	0 002	0 000	0 000	0 007	0 028	0 018	0 018	0 018	0 018	0 018	0 018	0 018	0 018	0 009	0 200
Pro ect Fundin																				
Upfront payment portion	\$NZ'm		0.10								0.10								0	1
Crown funding required	\$NZ'm																		0	1
Cofunding required	\$NZ'm																		-	
Final payment portion	\$NZ'm																		-	
Total pro ect fundin	\$NZ'm		0 1	-	-	-	-	-	-	-	0 1	-	-	-	-	-	-	-	-	0 2
Cash position																				
Opening cash position	\$NZ'm		-	0.10	0.10	0.10	0.10	0.10	0.10	0.09	0.06	0.14	0.12	0.10	0.09	0.07	0.05	0.03	0.01	
Project spend	\$NZ'm		-	-	-	(0.00)	(0.00)	(0.00)	(0.01)	(0.03)	(0.02)	(0.02)	(0.02)	(0.02)	(0.02)	(0.02)	(0.02)	(0.02)	(0.01)	
Project funding	\$NZ'm		0.10	-	-	-	-	-	-	-	0.10	-	-	-	-	-	-	-	-	
Closing cash position	\$NZ'm		0 1	0 1	0 1	0 1	0 1	0 1	0 0	0 0	0 1	0 1	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0
Worker hours	Hours	Hourly Rate: 200.00				16	4	32	82	34	94	94	94	94	94	94	94	94	49	970
complete	# or %					1%	0%	0%	4%	14%	9%	9%	9%	9%	9%	9%	9%	9%	5%	100
N/A	# or %																		-	
N/A	# or %																		-	
7 Pro ect Nam		3 Waters CityWide Asset Resilience Study																		
Pro ect Typ		O TH R - Strategy Study or Report																		
Start date	Feb-21	Cape																		
End date	Feb-22	O pe																		
Total upfront payment	0.3563	N/A																		
Total final payment		Check																		
Total project spend	0.7125																			
Total project funding	0.7125																			
Check	-																			
Pro ect Spen																				
Spend from Crown funding	\$NZ'm					0.0004	0.0434	0.0586	0.0085	0.0326	0.0631	0.0631	0.0631	0.0631	0.0631	0.0631	0.0631	0.0641	0	712
Spend from cofunding	\$NZ'm																		0	
Total pro ect spen	\$NZ'm		-	-	-	0 000	0 043	0 058	0 008	0 032	0 063	0 063	0 063	0 063	0 063	0 063	0 063	0 064	0 712	
Pro ect Fundin																				
Upfront payment portion	\$NZ'm		0.36																0	3
Crown funding required	\$NZ'm																		0	3
Cofunding required	\$NZ'm																		-	
Final payment portion	\$NZ'm																		-	
Total pro ect fundin	\$NZ'm		0 3	-	-	-	-	-	-	-	-	-	-	-	0 1	-	-	0 1	-	0 712

Cash position																				
Opening cash position	\$NZ'm	-	0.36	0.36	0.36	0.36	0.32	0.26	0.25	0.22	0.16	0.10	0.04	0.16	0.10	0.04	0.16	0.10		
Project spend	\$NZ'm	-	-	-	(0.00)	(0.04)	(0.06)	(0.01)	(0.03)	(0.06)	(0.06)	(0.06)	(0.06)	(0.06)	(0.06)	(0.06)	(0.06)	(0.06)		
Project funding	\$NZ'm	0.36	-	-	-	-	-	-	-	-	-	-	0.18	-	-	0.18	-	-		
Closing cash position	\$NZ'm	0.36	0.36	0.36	0.36	0.32	0.26	0.25	0.22	0.16	0.10	0.04	0.16	0.10	0.04	0.16	0.10		0.36	
Worker hours		Hours	Hourly Rate:	200.00																
complete	# or %				106.25	253	146.25	186.25	183	316	316	316	316	316	316	316	316	321	372	
N/A	# or %				0%	6%	8%	1%	5%	9%	9%	9%	9%	9%	9%	9%	9%	9%	100	
N/A	# or %																		-	
8 Project Name		Upgrade of the bore supply at Taitua Arboretum																		
Project Type		WAT R - Bore upgrades																		
Start date	Dec-20				0.1425															
End date	Apr-21																			
Total upfront payment	0.0713																			
Total final payment																				
Total project spend	0.1425																			
Total project funding	0.1425																			
Check	-																			
Project Spend																				
Spend from Crown funding	\$NZ'm			0.0002	0.0080	0.0507	0.0253	0.0039	0.0543										0.142	
Spend from cofunding	\$NZ'm																		-	
Total project spend	\$NZ'm			0.0002	0.0080	0.0507	0.0253	0.0039	0.0543										0.142	
Project Fundin																				
Upfront payment portion	\$NZ'm			0.0713															0.07	
Crown funding required	\$NZ'm									0.07									0.07	
Cofunding required	\$NZ'm																		-	
Final payment portion	\$NZ'm																		-	
Total project fundin	\$NZ'm			0.0713						0.07									0.14	
Cash position																				
Opening cash position	\$NZ'm	-	0.07	0.07	0.06	0.01	(0.02)	(0.02)	(0.07)	(0.07)	-	-	-	-	-	-	-	-	-	
Project spend	\$NZ'm	-	(0.00)	(0.01)	(0.05)	(0.03)	(0.00)	(0.05)	-	-	-	-	-	-	-	-	-	-	-	
Project funding	\$NZ'm	0.07	-	-	-	-	-	-	0.07	-	-	-	-	-	-	-	-	-	-	
Closing cash position	\$NZ'm	0.07	0.07	0.06	0.01	(0.02)	(0.02)	(0.07)	(0.07)	-	-	-	-	-	-	-	-	-	-	
Worker hours		Hours	Hourly Rate:	120.00																
Number of bore upgrades #	# or %				2	67	422	211	33	453									118	
Physical works complete	# or %				-	-	-	-	-	1.00									100	
N/A	# or %				0%	0%	6%	36%	18%	3%	38%								-	
9 Project Name		Undertake a trial set up and operation of the low river contingency infrastructure with																		
Project Type		WAT R - Pump station upgrades																		
Start date	Nov-20				0.1900															
End date	Oct-21																			
Total upfront payment	0.0950																			
Total final payment																				
Total project spend	0.1900																			
Total project funding	0.1900																			
Check	-																			
Project Spend																				
Spend from Crown funding	\$NZ'm						0.0001	0.0329	0.0654	0.0479	0.0436								0.190	
Spend from cofunding	\$NZ'm																		-	
Total project spend	\$NZ'm						0.0001	0.0329	0.0654	0.0479	0.0436								0.190	
Project Fundin																				
Upfront payment portion	\$NZ'm			0.0950															0.095	
Crown funding required	\$NZ'm										0.0950								0.095	
Cofunding required	\$NZ'm																		-	
Final payment portion	\$NZ'm																		-	
Total project fundin	\$NZ'm			0.0950							0.0950								0.190	
Cash position																				
Opening cash position	\$NZ'm	-	0.0950	0.0950	0.0950	0.0950	0.0949	0.0620	(0.0034)	(0.0514)	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	-	
Project spend	\$NZ'm	-	-	-	-	(0.0001)	(0.0329)	(0.0654)	(0.0479)	(0.0436)	-	-	-	-	-	-	-	-	-	
Project funding	\$NZ'm	0.0950	-	-	-	-	-	-	-	0.0950	-	-	-	-	-	-	-	-	-	
Closing cash position	\$NZ'm	0.0950	0.0950	0.0950	0.0950	0.0949	0.0620	(0.0034)	(0.0514)	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	-	
Worker hours		Hours	Hourly Rate:	Mostly equipment																
Number of PS upgrades #	# or %						15.50	87	143	-	80								326	
Physical works complete	# or %						0%	17%	34%	25%	23%								100	
N/A	# or %																		-	

Sensitivity: General

10	Pro ect Nam	Scoping benchmarking of incentives for Rainwater Storage Tanks for household instal																
	Pro ect Typ	OTH R - Strategy Study or Report																
	Start date	Feb-21																
	End date	Jul-21																
	Total upfront payment	0.0350																
	Total final payment																	
	Total project spend	0.0700																
	Total project funding	0.0700																
	Check	-																
	Pro ect Spen																	
	Spend from Crown funding	\$NZ'm				0.0003	0.0005	0.0056	0.0128	0.0255	0.0234	0.0019						0.070
	Spend from cofunding	\$NZ'm																-
	Total pro ect spen	\$NZ'm				0.0003	0.0005	0.0056	0.0128	0.0255	0.0234	0.0019						0.070
	Pro ect Fundin	\$NZ'm																
	Upfront payment portion	\$NZ'm		0.04														0.04
	Crown funding required	\$NZ'm									0.04							0.04
	Cofunding required	\$NZ'm																-
	Final payment portion	\$NZ'm																-
	Total pro ect fundin	\$NZ'm		0.04							0.04							0.070
	Cash position																	
	Opening cash position	\$NZ'm		-	0.04	0.04	0.04	0.03	0.03	0.03	0.02	(0.01)	0.00	-	-	-	-	-
	Project spend	\$NZ'm		-	-	-	(0.00)	(0.00)	(0.01)	(0.01)	(0.03)	(0.02)	(0.00)	-	-	-	-	-
	Project funding	\$NZ'm		0.04	-	-	-	-	-	-	-	0.04	-	-	-	-	-	-
	Closing cash position	\$NZ'm		0.04	0.04	0.04	0.04	0.03	0.03	0.03	(0.01)	0.00	-	-	-	-	-	Warning
	Worker hours complete	Hours	Hourly Rate:	200.00				17	35	75	94	55	117	9				402
	N/A	# or %						0%	1%	8%	18%	36%	33%	3%				100
	N/A	# or %																-
	N/A	# or %																-
11	Pro ect Nam	Citywide I I investigation (smoke testing) and programme of funding the repair of any p																
	Pro ect Typ	WAST R - Wastewater pipe inspections																
	Start date	Feb-21																
	End date	Dec-21																
	Total upfront payment	0.4750																
	Total final payment																	
	Total project spend	0.9500																
	Total project funding	0.9500																
	Check	-																
	Pro ect Spen																	
	Spend from Crown funding	\$NZ'm				0.0064	0.0082	0.0176	0.0341	0.1021	0.0933	0.1865	0.2437	0.1865	0.0657	0.0059		0.950
	Spend from cofunding	\$NZ'm																-
	Total pro ect spen	\$NZ'm				0.0064	0.0082	0.0176	0.0341	0.1021	0.0933	0.1865	0.2437	0.1865	0.0657	0.0059		0.950
	Pro ect Fundin	\$NZ'm																
	Upfront payment portion	\$NZ'm		0.4750														0.47
	Crown funding required	\$NZ'm									0.24			0.24				0.47
	Cofunding required	\$NZ'm																-
	Final payment portion	\$NZ'm																-
	Total pro ect fundin	\$NZ'm		0.47							0.24			0.24				0.94
	Cash position																	
	Opening cash position	\$NZ'm		-	0.48	0.48	0.48	0.47	0.46	0.44	0.41	0.31	0.45	0.26	0.02	0.07	0.01	0.00
	Project spend	\$NZ'm		-	-	-	(0.01)	(0.01)	(0.02)	(0.03)	(0.10)	(0.09)	(0.19)	(0.24)	(0.19)	(0.07)	(0.01)	-
	Project funding	\$NZ'm		0.48	-	-	-	-	-	-	-	0.24	-	0.24	-	-	-	-
	Closing cash position	\$NZ'm		0.48	0.48	0.48	0.47	0.46	0.44	0.41	0.31	0.45	0.26	0.02	0.07	0.01	0.00	0.00
	Worker hours	Hours	Hourly Rate:	120.00				57	57	109	303	678	777	1,554	2,031	1,554	547	49
	Length (metres)	# or %									9,700	15,000	11,400	11,400	11,400	11,400	11,400	11,400
	N/A	# or %																-
	N/A	# or %																-
12	Pro ect Nam	Te Wetini Dr S/W Crossing and Rotokauri Rise - bulkwater																
	Pro ect Typ	WAT R - Potable water mains / pipes upgraded / renewed or new																
	Start date	Feb-21																
	End date	Dec-21																
	Total upfront payment	0.6500																
	Total final payment																	
	Total project spend	1.3000																
	Total project funding	1.3000																
	Check	-																
	Pro ect Spen																	

Document Classification: KPMG Confidential

Attachment 1

Sensitivity: General

Cash position																																		
Opening cash position	\$NZ'm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-														
Project spend	\$NZ'm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-														
Project funding	\$NZ'm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-														
Closing cash position	\$NZ'm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-														
																				0														
Worker hours		Hours																		-														
Length (metres)	# or %																			216														
N/A	# or %																			0														
N/A	# or %																			-														
																				-														
13 Project Name		ecological improvements for erosion water quality SW control gully network imp																																
Project Type		STORM - Stormwater treatment																																
Start date		Feb-21	Cape		1.1875																													
End date		Mar-22	Open		1.1875																													
Total upfront payment		1.1875	N/A																															
Total final payment			Check		Ok																													
Total project spend		2.3750																																
Total project funding		2.3750																																
Check		-																																
Project Spend																																		
Spend from Crown funding	\$NZ'm					0.0054	0.0341	0.0099	0.1645	0.1789	0.3000	0.3000	0.3000	0.3000	0.2750	0.2500	0.1202	0.0980	0.0391	2 375														
Spend from cofunding	\$NZ'm																			-														
Total project spend	\$NZ'm					0.0054	0.0341	0.0099	0.1645	0.1789	0.3000	0.3000	0.3000	0.3000	0.2750	0.2500	0.1202	0.0980	0.0391	2 375														
Project Fundin		\$NZ'm																																
Upfront payment portion	\$NZ'm	1.1875																		1 187														
Crown funding required	\$NZ'm									1.1875										1 187														
Cofunding required	\$NZ'm																			-														
Final payment portion	\$NZ'm																			-														
Total project fundin	\$NZ'm	1 187								1 187										2 375														
Cash position																																		
Opening cash position	\$NZ'm	-	1.19	1.19	1.19	1.19	1.15	1.14	0.97	0.79	1.68	1.38	1.08	0.78	0.51	0.26	0.14	0.04																
Project spend	\$NZ'm	-	-	-	(0.01)	(0.03)	(0.01)	(0.16)	(0.18)	(0.30)	(0.30)	(0.30)	(0.30)	(0.28)	(0.25)	(0.12)	(0.10)	(0.04)																
Project funding	\$NZ'm	1.19	-	-	-	-	-	-	-	1.19	-	-	-	-	-	-	-	-																
Closing cash position	\$NZ'm	1 19	1 19	1 19	1 19	1 19	1 14	0 97	0 79	1 68	1 38	1 08	0 78	0 51	0 26	0 14	0 04			0														
Worker hours		Hours																																
Number of SW treatment projects complete	# or %																			11 66														
Physicals works complete	# or %																			-														
N/A	# or %																			100														
																				-														
14 Project Name		Investigations into Urban Stormwater Quality Management approaches																																
Project Type		OTHER - Strategy Study or Report																																
Start date		Feb-21	Cape																															
End date		Dec-21	Open		0.2500																													
Total upfront payment		0.1250	N/A																															
Total final payment			Check		Ok																													
Total project spend		0.2500																																
Total project funding		0.2500																																
Check		-																																
Project Spend																																		
Spend from Crown funding	\$NZ'm					0.00010			0.00093	0.00205	0.03500	0.03500	0.03500	0.03500	0.03500	0.03500	0.03692			0 250														
Spend from cofunding	\$NZ'm																			-														
Total project spend	\$NZ'm					0.00010			0.00093	0.00205	0.03500	0.03500	0.03500	0.03500	0.03500	0.03500	0.03692			0 250														
Project Fundin		\$NZ'm																																
Upfront payment portion	\$NZ'm	0.1250																		0 1														
Crown funding required	\$NZ'm																			0 1														
Cofunding required	\$NZ'm																			-														
Final payment portion	\$NZ'm																			-														
Total project fundin	\$NZ'm	0 1																		0 2														
Cash position																																		
Opening cash position	\$NZ'm	-	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.10	0.07	0.04	0.13	0.10	0.07	0.03	0.03																
Project spend	\$NZ'm	-	-	-	(0.00)	-	-	(0.00)	(0.00)	(0.04)	(0.04)	(0.04)	(0.04)	(0.04)	(0.04)	(0.04)	-	-																
Project funding	\$NZ'm	0.13	-	-	-	-	-	-	-	-	-	-	0.13	-	-	-	-	-																
Closing cash position	\$NZ'm	0 1	0 1	0 1	0 1	0 1	0 1	0 1	0 1	0 1	0 0	0 0	0 1	0 1	0 0	0 0	0 0	0 0		0														
Worker hours		Hours																																
complete	# or %																			1 05														
N/A	# or %																			100														
N/A	# or %																			-														
																				-														
15 Project Name		Rotokauri Swale Designation conditions implementation																																

Sensitivity: General

Project Type		OTH R - Strategy Study or Report																													
Start date	Feb-21	Cape																													
End date	Dec-21	Open	0.7000																												
Total upfront payment	0.3500	N/A																													
Total final payment		Check	Ok																												
Total project spend	0.7000																														
Total project funding	0.7000																														
Check	-																														
Project Spend																															
Spend from Crown funding	\$NZ'm				0.0139	0.2055	0.0148	0.0652	0.0396	0.0792	0.0792	0.0792	0.0792	0.0238	0.0204		0.700														
Spend from cofunding	\$NZ'm																-														
Total project spend	\$NZ'm				0.0139	0.2055	0.0148	0.0652	0.0396	0.0792	0.0792	0.0792	0.0792	0.0238	0.0204		0.700														
Project Fundin																															
Upfront payment portion	\$NZ'm		0.3500														0.35														
Crown funding required	\$NZ'm									0.3500							0.35														
Cofunding required	\$NZ'm																-														
Final payment portion	\$NZ'm																-														
Total project fundin	\$NZ'm		0.35							0.35							0.7														
Cash position																															
Opening cash position	\$NZ'm		-	0.35	0.35	0.35	0.34	0.13	0.12	0.05	0.01	0.28	0.20	0.12	0.04	0.02	-														
Project spend	\$NZ'm		-	-	-	(0.01)	(0.21)	(0.01)	(0.07)	(0.04)	(0.08)	(0.08)	(0.08)	(0.08)	(0.02)	(0.02)	-														
Project funding	\$NZ'm		0.35	-	-	-	-	-	-	-	0.35	-	-	-	-	-	-														
Closing cash position	\$NZ'm		0.35	0.35	0.35	0.34	0.13	0.12	0.05	0.01	0.28	0.20	0.12	0.04	0.02	-	0														
Worker hours																															
complete	Hours	Hourly Rate:	200.00				75	108	139.75	230.75	118	396	396	396	396	119	102														
N/A	# or %																2 476														
N/A	# or %																100														
N/A	# or %																-														
16 Project Name		Education Hub for Three Waters including videos/virtual reality educational tools and m																													
Project Type		OTH R - Strategy Study or Report																													
Start date	Feb-21	Cape	0.14725																												
End date	Dec-21	Open	0.14725																												
Total upfront payment	0.1473	N/A																													
Total final payment		Check	Ok																												
Total project spend	0.2945																														
Total project funding	0.2945																														
Check	-																														
Project Spend																															
Spend from Crown funding	\$NZ'm				0.0012	0.0004		0.0003	0.0083	0.0382	0.0382	0.0573	0.0573	0.0562	0.0373		0.294														
Spend from cofunding	\$NZ'm																-														
Total project spend	\$NZ'm				0.0012	0.0004		0.0003	0.0083	0.0382	0.0382	0.0573	0.0573	0.0562	0.0373		0.294														
Project Fundin																															
Upfront payment portion	\$NZ'm		0.14725														0.147														
Crown funding required	\$NZ'm											0.14725					0.147														
Cofunding required	\$NZ'm																-														
Final payment portion	\$NZ'm																-														
Total project fundin	\$NZ'm		0.147									0.147					0.294														
Cash position																															
Opening cash position	\$NZ'm		-	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.14	0.10	0.06	0.00	0.09	0.04	-														
Project spend	\$NZ'm		-	-	-	(0.00)	(0.00)	-	(0.00)	(0.01)	(0.04)	(0.04)	(0.06)	(0.06)	(0.06)	(0.04)	-														
Project funding	\$NZ'm		0.15	-	-	-	-	-	-	-	-	-	0.15	-	-	-	-														
Closing cash position	\$NZ'm		0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.14	0.10	0.06	0.00	0.09	0.04	-	0														
Worker hours																															
complete	Hours	Hourly Rate:	120.00				16	1	-	2	69	318	318	477	477	469	311														
N/A	# or %						0%	0%	0%	0%	3%	13%	13%	19%	19%	19%	13%														
N/A	# or %																2 457														
N/A	# or %																100														
17 Project Name		Expansion of the water leak detection programme and repair of any private leaks identi																													
Project Type		WAT R - Water pipe inspections																													
Start date	Feb-21	Cape																													
End date	Dec-21	Open	0.4750																												
Total upfront payment	0.2375	N/A																													
Total final payment		Check	Ok																												
Total project spend	0.4750																														
Total project funding	0.4750																														
Check	-																														
Project Spend																															
Spend from Crown funding	\$NZ'm				0.0081	0.0074	0.0404	0.0771	0.0963	0.0564	0.0618	0.0588	0.0380	0.0307			0.475														

Document Classification: KPMG Confidential

Document Classification: KPMG Confidential

Sensitivity: General

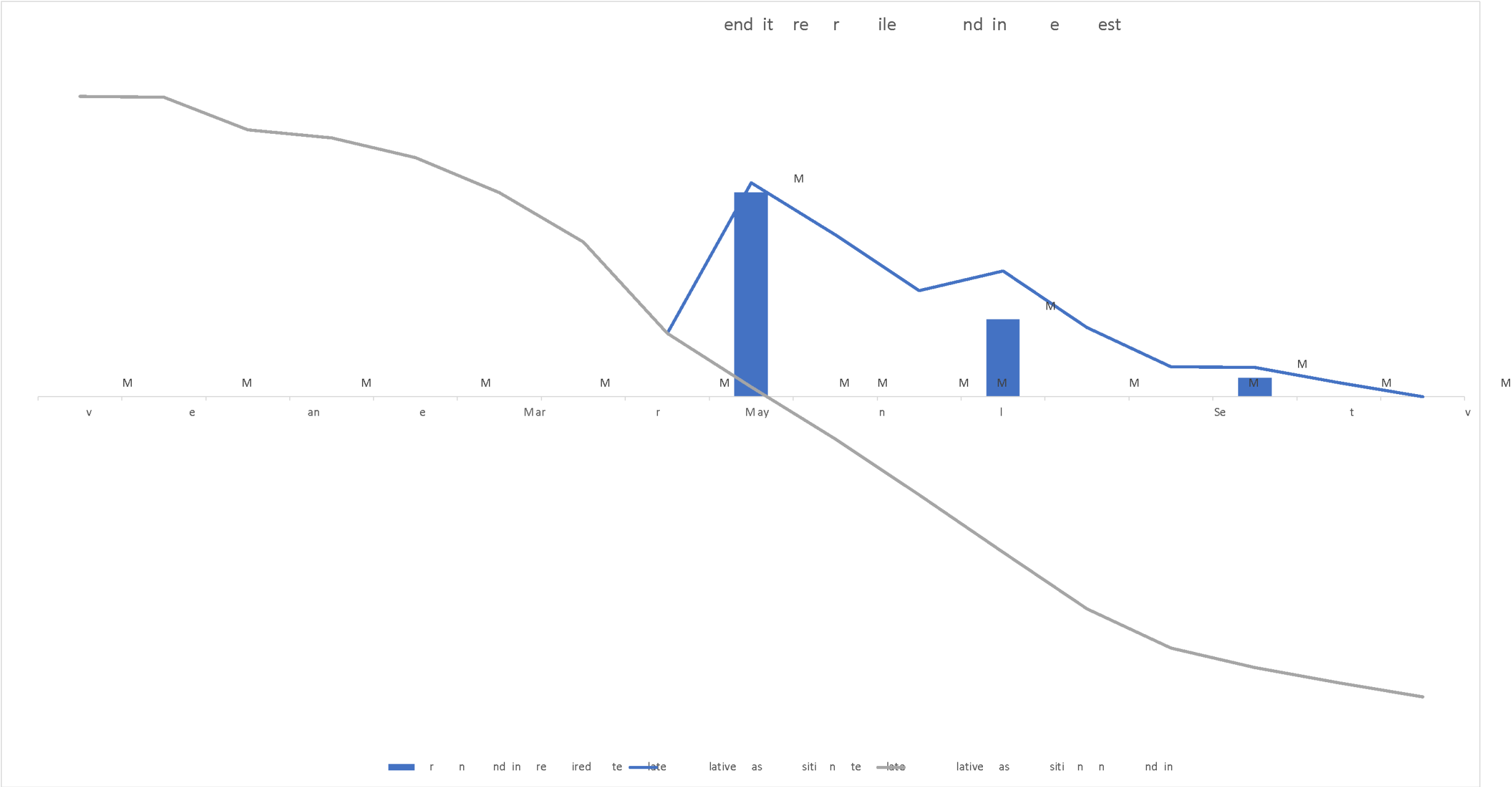
Opening cash position	\$NZ'm	-	0.40	0.40	0.40	0.40	0.40	0.40	0.39	0.34	0.32	0.31	0.29	0.53	0.21	0.05	-	-			
Project spend	\$NZ'm	-	-	-	(0.00)	(0.00)	(0.00)	(0.01)	(0.05)	(0.02)	(0.01)	(0.02)	(0.16)	(0.32)	(0.16)	(0.05)	-	-			
Project funding	\$NZ'm	0.40	-	-	-	-	-	-	-	-	-	-	0.40	-	-	-	-	-			
Closing cash position	\$NZ'm	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.39	0.34	0.32	0.31	0.29	0.53	0.21	0.05	-	-			
																			0.00		
Worker hours	Hours	Hourly Rate:	120.00				0.50	19.00	44.00	117.00	242.00	176	88	176	1,323	2,646	1,323	388			654
Length (metres)	# or %													150.00	200.00	100.00	50.00			500	
N/A	# or %																			-	
N/A	# or %																			-	
20 Project Name	astern Resilience Bulk Water Supply																				
Project Type	WAT R - Potable water mains / pipes upgraded / renewed or new																				
Start date	Jun-21	Cape	0.95																		
End date	Mar-22	Open																			
Total upfront payment	0.4725	N/A																			
Total final payment		Check	Ok																		
Total project spend	0.94500																				
Total project funding	0.94500																				
Check	-																				
Project Spend																					
Spend from Crown funding	\$NZ'm									0.9450										0.945	
Spend from cofunding	\$NZ'm																			-	
Total project spend	\$NZ'm			-	-	-	-	-	-	-	0.945	-	-	-	-	-	-	-	-	0.945	
Project Fundin	\$NZ'm																				
Upfront payment portion	\$NZ'm	0.47																	0.47		
Crown funding required	\$NZ'm										0.47									0.47	
Cofunding required	\$NZ'm																			-	
Final payment portion	\$NZ'm																			-	
Total project fundin	\$NZ'm	0.47	-	-	-	-	-	-	-	-	0.47	-	-	-	-	-	-	-	-	0.94	
Cash position																					
Opening cash position	\$NZ'm	-	0.47	0.47	0.47	0.47	0.47	0.47	0.47	(0.47)	-	-	-	-	-	-	-	-	-		
Project spend	\$NZ'm	-	-	-	-	-	-	-	-	(0.95)	-	-	-	-	-	-	-	-	-		
Project funding	\$NZ'm	0.47	-	-	-	-	-	-	-	-	0.47	-	-	-	-	-	-	-	-		
Closing cash position	\$NZ'm	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	(0.47)	-	-	-	-	-	-	-	-	-		
																			Warning		
Worker hours	Hours	Hourly Rate:	200.00									-	-	-	-	-	-	-	-	-	
Length (metres)	# or %																			0	
N/A	# or %																			-	
N/A	# or %																			-	

Sensitivity: General

Three Waters Stimulus Funding - LTP information collection																								
LTP Information				Actual LTP Spend																				
	FY 19/20	FY 20/21	FY 21/22																					
	Actual	Plan	Plan	Jul-20	Aug-20	Sep-20	O ct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	O ct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22
Water Supply																								
Potable water mains / pipes upgraded / renewed or new	6.13	7.12	4.32	0.30	0.85	0.66	0.70	1.44	0.12	0.67	0.27	1.17	0.31	0.77	1.60									
Water pipe inspections																								
Leak detection	0.09		0.10								0.01	0.01	0.04	0.08	0.10									
Water Treatment Plant upgrades	4.39	7.12	15.71	0.83	0.27	0.11	0.31	0.54	0.51	0.20	-0.24	0.46	0.64	0.48	1.40									
Pump station upgrades																								
Bore upgrades																								
New water source added																								
Raw water storage																								
Treated water storage (refurbished or new)	9.96	2.49	0.06	0.34	0.20	0.08	0.09	-0.05	0.15	0.08	0.03	0.06	-0.01	0.01	0.02									
Boundary backflow preventors																								
Water meters installed	0.34	2.10	0.70	0.02	0.00	0.01	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.09									
Water filling station																								
Water security / fencing											0.00	0.01	0.00	0.00	0.00									
Other	1.66	2.37	12.61	0.23	0.27	0.12	0.09	0.08	0.23	0.03	0.13	0.13	0.17	0.36	0.33									
Total Water Supply	22.57	21.18	33.51	1.72	1.59	0.98	1.20	2.02	1.02	0.98	0.20	1.83	1.16	1.70	3.54	-	-	-	-	-	-	-	-	-
Wastewater																								
Wastewater pipes upgraded / renewed or new	17.51	46.54	23.99	1.86	2.12	2.51	2.32	2.26	1.54	4.29	1.22	2.69	2.35	2.45	2.79									
Wastewater pipe inspections											0.01	0.01	0.02	0.03	0.10									
Sludge removal from ponds	1.51	1.72	1.74																					
Pump station upgrades	1.52	2.28	2.37	0.11	0.14	0.14	0.17	0.07	0.02	0.06	0.05	0.03	0.04	0.25	0.43									
Wastewater Treatment Plant upgrades	18.28	14.13	6.13	0.16	2.35	2.37	1.86	0.94	1.30	1.05	0.29	1.15	1.06	0.58	0.96									
Other	2.73	4.86	8.31	0.14	0.19	0.40	0.45	0.31	0.15	0.01	0.36	0.39	0.36	0.48	0.68									
Total Wastewater	41.54	69.53	42.53	2.26	4.79	5.41	4.80	3.58	3.00	5.42	1.92	4.27	3.82	3.80	4.96	-	-	-	-	-	-	-	-	-
Storm																								
Stormwater pipe inspections		0.17	0.67																					
Stormwater pipes upgraded / renewed or new	7.28	15.37	11.31	0.30	0.37	0.39	0.61	0.41	0.68	1.02	-0.19	0.47	0.33	0.67	1.39									
Stormwater treatment																								
Other	1.26	2.20	6.23	0.06	0.02	0.05	0.26	0.06	0.06	0.02	0.06	0.11	0.54	0.11	1.08									
Total Storm	8.54	17.74	18.22	0.36	0.39	0.44	0.87	0.47	0.73	1.04	0.12	0.58	0.86	0.77	2.48	-	-	-	-	-	-	-	-	-
O ther																								
Asset data and GIS improvements/update/maintenance	0.36	1.87	0.84	-0.05	0.10	0.04	0.05	0.04	0.08	0.02	0.03	0.18	0.31	0.26	0.55									
SCADA upgrades or new	0.02	0.13	0.13																					
Hydraulic modelling of network	0.05	1.29	0.20		0.01	0.00		0.01		0.01		0.00	0.00	0.00	0.02									
Strategy Study or Report	2.69	2.32	4.01	0.07	0.15	0.61	0.24	0.20	0.24	0.23	0.12	0.48	0.31	0.14	0.80									
Co-ordination initiatives undertaken																								
Preparation for Reform									0.02	0.07	0.04	0.01	0.11	0.03	0.04									
Programme management											0.06	0.04	-0.02	0.03	0.10									
Total O ther	3.11	5.61	5.18	0.01	0.26	0.66	0.28	0.25	0.34	0.33	0.24	0.72	0.72	0.45	1.50	-	-	-	-	-	-	-	-	-
Total	75.76	114.05	99.43	4.35	7.03	7.49	7.15	6.32	5.09	7.78	2.24	7.41	6.56	6.71	12.47	-	-	-	-	-	-	-	-	-

Sensitivity: General

Category	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	O ct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22
Cumulative cash position (template)	8.73	8.704687	7.757061	7.519719	6.947798	5.92991	4.494166	1.837774	6.216620333	4.705059333	3.079984333	3.652556667	2.007005667	0.865898667	0.847504	0.406654	-1E-06
Upfront Payment Portion	8.73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Spend from Crown funding	0	0.025313	0.947626	0.237342	0.571921	1.017888	1.435744	2.656392	1.558737	1.511561	1.625075	1.669136	1.645551	1.141107	0.569103	0.44085	0.406655
Crown funding required (template)	0	0	0	0	0	0	0	0	5.937583333	0	0	2.241708333	0	0	0.550708333	0	0
Actual spend to date (cumulative)	0	0.025313	0.972939	1.210281	1.782202	2.80009	4.235834	6.892226									
Forecast expenditure (cumulative)								6.892226	8.450963	9.962524	11.587599	13.256735	14.902286	16.043393	16.612496	17.053346	17.460001
Cumulative cash position (no funding)	8.73	8.704687	7.757061	7.519719	6.947798	5.92991	4.494166	1.837774	0.279037	-1.232524	-2.857599	-4.526735	-6.172286	-7.313393	-7.882496	-8.323346	-8.730001





Appendix A: Three Waters Stimulus Grant Project Substitution Request Form

Instructions for completion: In accordance with the agreement described in paragraph 1 below (the **Agreement**), the Territorial Authority has provided DIA with a Delivery Plan which DIA has approved. This form is to be completed by the Territorial Authority if the Territorial Authority seeks to substitute a project (including contingency projects) included in the approved Delivery Plan, with a project not included in the Delivery Plan. Any proposed substitutions will be assessed to ensure there is a valid and realistic argument for substitution and that the substitution will have no negative effect on the Territorial Authority's ability to deliver on the other Delivery Plan Milestones which make up the full Expenditure Programme. The assessment principles are outlined in Appendix A.

A Substitution Request signed by an authorised official of the Territorial Authority must be submitted with the next quarterly report to threewaters@dia.govt.nz, with a copy to 3waters@crowinfrastucture.govt.nz. The Substitution Request will be assessed by the Department of Internal Affairs and Crown Infrastructure Partners Limited, who may elect to provide feedback and require further detail, additions or alterations. A Territorial Authority may be asked to resubmit a revised version of the Substitution Request, incorporating all agreed changes, before the substitution is approved. If the request is approved by the DIA's Executive Director, DIA will provide the Territorial Authority with a fully signed version of this form.

Any change to the Delivery Plan is not deemed to take effect until this form is signed by both the Territorial Authority and DIA. Until the Territorial Authority has received confirmation from DIA that the substitution has been approved the Territorial Authority should not redirect stimulus grant funding to the proposed project.

If the substitution is approved the Territorial Authority is expected to report on the amended Milestones with all upcoming quarterly reporting.

Other than the changes described in this form, all other parts of the Delivery Plan and terms of the Agreement remain unchanged.

Territorial Authority information

1. Agreement
Title and
Date:

Three Waters Stimulus Grant Delivery Plan 25.09.2020

2. Programme
Title:

Hamilton City Council Three Waters Stimulus Delivery Plan

3. Territorial Authority:	Hamilton City Council
4. Date of request:	14 July 2021
5. Organisation Lead Contact:	
Name:	Maire Porter
Position:	City Waters Manager
Email:	maire.porter@hcc.govt.nz

Proposal for change

6. Please provide a brief description of the proposed project to be included in the Delivery Plan and the project it would replace:

Activation of an approved contingency project; confirming the reallocation of budget between projects in the programme as per the 'unders and overs' approach in HCC's Delivery Plan.

7. Detail how the proposed project aligns with the Three Waters Reform Objectives:

HCC's original Delivery Plan demonstrates how the projects align with these objectives.

8. Detail the reasons for the substitution request and why the project was not initially included in the Delivery Plan:

The following budget reallocations are proposed as part of the 'unders and overs' approach, with changes shown in red:

	Project Name	Budget - Q2 Report	Revised Budget - Q3 Report
	Strategic Planning		
1	WRS - 1 - Business Case Futureproof 3W DBC	\$ 750,000	\$ 750,000
2	WRS - 2 - Business Case Metrospatial WW DBC	\$ 1,450,000	\$ 1,450,000
12	WRS - 12 - Te Wetini Dr Crossing Upsize	\$ 2,245,000	\$ 1,300,000
15	WRS - 15 - Rotokauri Greenway Conditions	\$ 700,000	\$ 700,000
19	WRS - 19 - Rotokauri Rest Home Wastewater Upsize	\$ 800,000	\$ 800,000
	Renewals and Asset Information		
4a	WRS - 4a - Additional Asset Renewals	\$ 1,500,000	\$ 1,500,000
4b	WRS - 4b - Asset Data Information	\$ 1,825,000	\$ 1,825,000
	Asset condition assessment and resilience		
7	WRS - 7 - 3W Asset Resilience Study	\$ 712,500	\$ 712,500
9	WRS - 9 - Low River Upgrade	\$ 190,000	\$ 190,000
	Demand Management		
6	WRS - 6 - Water Sustainability Strategy	\$ 200,000	\$ 200,000
10	WRS - 10 - Rainwater Storage Tanks Incentivisation Study	\$ 70,000	\$ 70,000
11	WRS - 11 - Citywide I&I Investigation	\$ 950,000	\$ 950,000
16	WRS - 16 - 3W Education Mobile Hub	\$ 294,500	\$ 294,500
17	WRS - 17 - Water leak detection	\$ 475,000	\$ 475,000
	3 Water strategy, environmental compliance		
5	WRS - 5 - 3W Security Measures	\$ 950,000	\$ 950,000
8	WRS - 8 - Taitua Arboretum Bore Upgrade	\$ 142,500	\$ 142,500
13	WRS - 13 - SW Gully Improvements	\$ 2,375,000	\$ 2,375,000
14	WRS - 14 - Urban Stormwater Quality Management Investigation	\$ 250,000	\$ 250,000
18	WRS - 18 - Water Sampling Points	\$ 95,000	\$ 95,000
	Preparation for reform		
3	WRS - 3 - 3W Reform Engagement	\$ 760,000	\$ 760,000
0	WRS - 0 - Water Reform Programme Management	\$ 725,500	\$ 725,500
20(C2)	WRS - 20 - Eastern Resilience Bulk Water Main (activated contingency project C2)	Delivery Plan Value \$4,750,000	\$ 945,000
	Total	\$ 17,460,000	\$ 17,460,000
	Contingency Projects (not yet implented)		
C1	Rotokauri Swale Consents	\$ 855,000	\$ 855,000
C3	Emergency Wastewater Overflow Management	\$ 475,000	\$ 475,000
C4	Emergency Water Storage and Distribution	\$ 475,000	\$ 475,000
C5	River Road North Wastewater Pressure Main	\$ 285,000	\$ 285,000

9. What impact would the substitution have on the delivery of other projects included in the Delivery Plan? What risks have been identified and how will these be mitigated?

The activation of the contingency project is required to accommodate the underspend forecast in WRS12 which has been reduced as a result of updated cost forecasting.

10. What is the expected number of people employed, and net jobs created through the substituted project? How has this been estimated?

As per HCC's original Delivery Plan and the metrics included in the Q3 Report.

11. What are the consequences if the Project Substitution Request is not approved:

The Expenditure Programme will not be able to be completed. This change is required in line with the 'unders and overs' approach approved in the Delivery Plan.

12. Please indicate how the Expenditure Programme would change with the proposed substitution:

No change from the Delivery Plan.

Included in LTP	Y/N	Amounts NZ\$	Year
Included in Annual Plan 2020/21	Y/N	Amounts NZ\$	N/A
Not funded in any plan	Y/N	Amounts NZ\$	Year
Was funded but COVID-19 deferred	Y/N	Amounts NZ\$	Year
Is any Territorial Authority co-funding being contributed?	Y/N	Amounts NZ\$	Year

13. Please set out how the key milestones of the Expenditure Programme would change with the proposed substitution:

No change from the Delivery Plan.

	Expenditure Programme Milestone (including a description of how the milestone is identified)	Completion Date	Maximum Funding instalment amount (NZ\$)	Budgeted costs to complete the expenditure programme (NZ\$)
1.	Commencement Date occurring under the Funding Agreement	31 October 2020 (or such date agreed otherwise in writing with DIA under the Funding Agreement)	NZ\$[INSERT HERE] <i>[Note: this is to be 50% of the Total Maximum Amount Payable]</i>	Nil
2.	[Commencement of expenditure programme]	[date] <i>[To be no later than 31 March 2021]</i>	NZ\$[INSERT HERE]	NZ\$[INSERT HERE]
3.	[milestone]	[date]	NZ\$[INSERT HERE]	NZ\$[INSERT HERE]
4.	[milestone]	[date]	NZ\$[INSERT HERE]	NZ\$[INSERT HERE]
5.	[milestone]	[date]	NZ\$[INSERT HERE]	NZ\$[INSERT HERE]
6.	[milestone]	[date]	NZ\$[INSERT HERE]	NZ\$[INSERT HERE]

7.	[Completion of expenditure programme]	[date] <i>[To be no later than 31 March 2022]</i>	NZ\$[INSERT HERE]	NZ\$[INSERT HERE]
	TOTAL		<i>[Must be less or equal to Total Maximum Amount Payable]</i>	<i>[Must be equal to the total estimated cost of the expenditure programme]</i>

DIA USE ONLY

14. Additional requirements in respect of the Project Substitution (such as specific reporting requirements):

The parties acknowledge and agree that the Delivery Plan is amended in accordance with the above change.

SIGNATURES

SIGNED by the **SOVEREIGN IN RIGHT OF NEW ZEALAND** acting by and through the Chief Executive of the Department of Internal Affairs or his or her authorised delegate:

Name:


Position:

Date:

SIGNED for and on behalf of

Hamilton City Council

by the person(s) named below, being a person(s) duly authorised to enter into obligations on behalf of that territorial authority:



Name: Maire Porter

Position: City Waters Manager

Date: 14.07.2021



Name: Richard Briggs

Position: Chief Executive

Date: 28/07/2021

Appendix A: Assessment Principles for Project Substitution

Principles to consider	Assessment
Alignment with Three Waters Reform Objectives	Proposed project must align with the Three Waters Reform Objectives.
Capex/Opex project	'Like-for-like' substitution is preferred.
Does not unduly impact the Expenditure Programme budget	The budget of the overall Expenditure Programme is not jeopardised by the substitution or redirection. If a partial redirection the revised scope of the impacted existing project is achievable with the reduced budget proposed. Substitution does not create or add to potential risk of funding shortfall.
Maintains, or increases level of TA co-funding	Level of co-funding from TA is not reduced by substitution.
Does not negatively affect the ability to achieve the remaining milestones	Substituting the project should not have repercussions on the ability to achieve the remaining milestones or lead to a major re-evaluation of the milestones but rather work within the perimeters of the approved Milestone schedule.
Does not unduly impact the Delivery Plan timeline	Should have no impact on any other projects and the timeline agreed for these in the Delivery Plan. Substituted (and, if applicable, revised scope project) project should be achievable within timeline.
Delivery of substitution project achievable	The scope of the new project should be achievable within the resources of the TA.
Outcomes of substitute project comparable	Desirable for positive impact/outcomes (such as FTEs created) to be at least comparable with project substituted out or where resources have been redirected.
Approvals	Necessary council approvals have been obtained from the council and supplied to CIP and DIA.

SCHEDULE: PAYMENT REQUEST

To: DEPARTMENT OF INTERNAL AFFAIRS Dated: **27 July 2021**

PAYMENT REQUEST

1. We refer to the Funding Agreement dated September 2020 between Hamilton City Council as recipient (Recipient) and the Department of Internal Affairs (DIA) (the Agreement). Terms defined in the Agreement have the same meaning in this Payment Request.
2. This is a Payment Request for the purpose of clauses 1.2 and 1.3 of the Agreement.
3. Each of the Expenditure Programme Milestones that have been completed are:

	Expenditure Programme Milestone (including a description of how the milestone is identified)	Projected Completion Date	Actual Completion Date	Maximum Funding instalment amount (NZ\$) ¹	Budgeted costs to complete the expenditure programme (NZ\$)
1	Commencement Date occurring under the Funding Agreement	31 October 2020 (or such date agreed otherwise in writing with DIA under the Funding Agreement)	30 October 2020	\$8,730,000	\$8,730,000
2	Majority of contracts in place	31 March 2021	31 March 2021	\$4,365,000	\$4,365,000

4. This Payment Request is for \$5.94M (plus GST if any); the amount of funding calculated by the Q3 report template (keeping projects cashflow positive).
5. The Funding requested in this Payment Request has been or will be required to meet the Eligible Costs.

¹ You may choose to determine each maximum Funding instalment amount for a milestone on the basis of seeking funds either for application towards costs incurred for that milestone, or for application towards costs to be incurred for the following milestone.

6. We enclose with this Payment Request:

	Requested Supporting Information	Supplied Supporting Information
a.	A breakdown / total transaction listing of the total Eligible Costs that have been or will be incurred to deliver the completed Expenditure Programme Milestone(s)	Please refer to attached graphed expenditure projection. This shows the burndown of funds based on the actual costs to date and the projected costs for the Programme; note we will be in a negative cash position in August 2021 should this funding request not be approved. More detailed project by project information is located on the 'Inputs' tab of the Quarterly report. We have adjusted the amount of funding requested such that we just remain cashflow positive in September 2021.
b.	The conditions to the applicable Expenditure Programme Milestone(s) as set out in the Funding Agreement and the Delivery Plan;	Please refer to section 3 above setting out actual completion status against projected
c.	A quarterly report; and <i>*Note: (c) is not applicable for the first Payment Request, or where DIA has agreed under item 7 of the Key Terms that a Payment Request does not need to be provided alongside a quarterly report</i>	Please refer to attached quarterly report
d.	Any other reasonable information or evidence requested by DIA or the Monitor in relation to Eligible Costs that have been incurred or will be incurred.	

7. We confirm that:

- a. no Termination Event is subsisting; and
- b. each of the warranties set out in the Agreement are correct as at the date of this Payment Request.

By and on behalf of the Recipient by

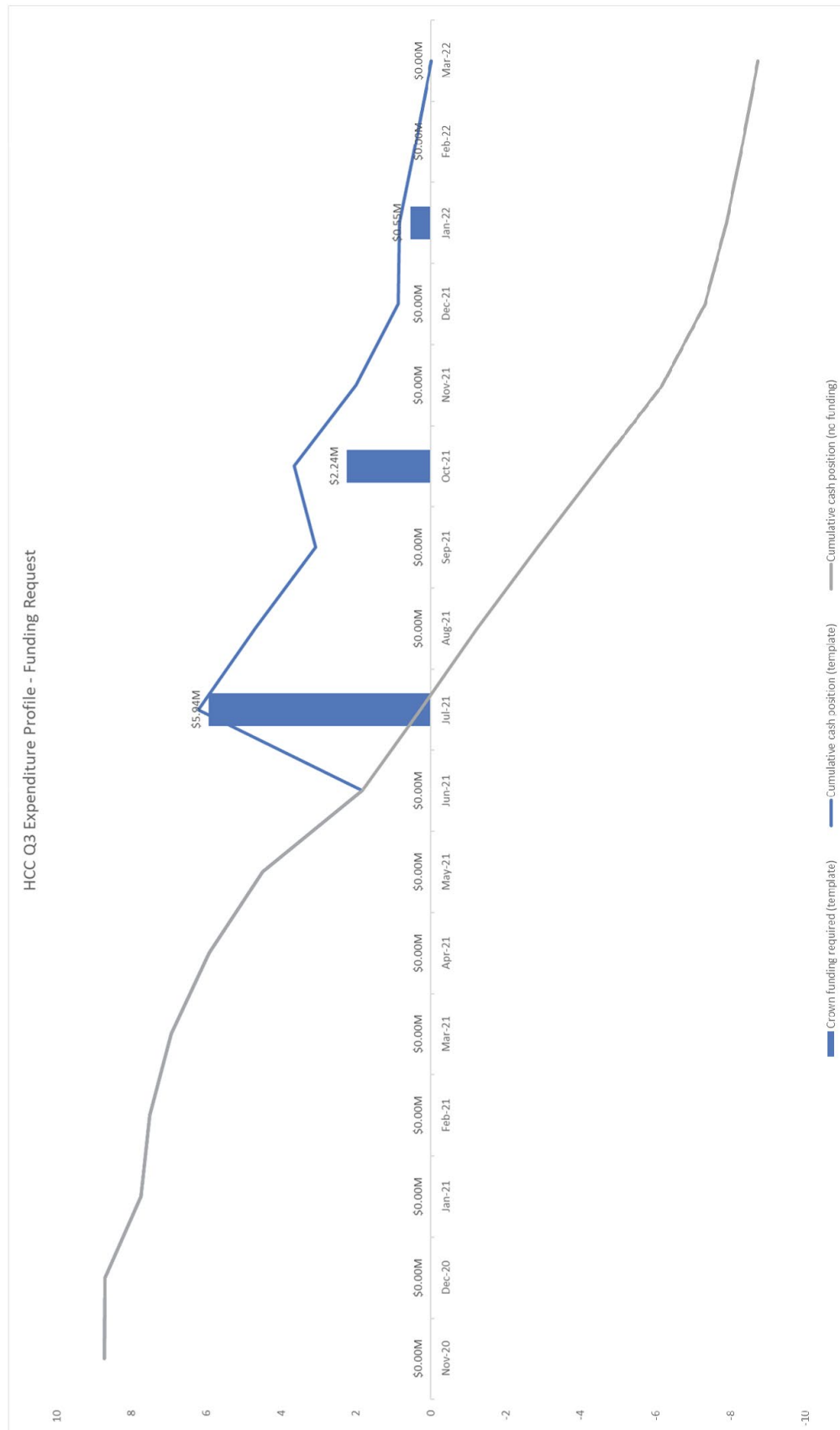
HAMILTON CITY COUNCIL



Chief Executive – Richard Briggs – Date: 28/7/2021



Authorised Officer – Maire Porter – Date: 27/7/2021



Council Report

Committee: Infrastructure Operations Committee
Date: 17 August 2021
Author: Eeva-Liisa Wright
Authoriser: Eeva-Liisa Wright
Position: General Manager
 Infrastructure Operations
Position: General Manager
 Infrastructure Operations
Report Name: External Committees Updates

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

1. To provide an update to the Infrastructure Operations Committee on External/Joint Committees relating to Infrastructure Operations that have Elected Member or Hamilton City Council staff appointments.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee receives the report.

Executive Summary – *Whakaraapopototanga matua*

3. This report provides updates to Committee Members on External/Joint Committees relating to Infrastructure Operations Committee which Elected Members or Hamilton City Council staff are appointed to.
4. The following updates are included in this report:
 - i. Waikato Regional Council – Regional Transport Committee
 - ii. Waikato Regional Council – Regional Connections Committee
 - iii. Waikato Regional Council – Start up Rail Governance Group
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*

Waikato Regional Council - Regional Transport Committee

6. The objective of the Regional Transport Committee (RTC) is:

'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. Councillor O'Leary is the Hamilton City Council (HCC) nominated representative with Councillor Macpherson being the nominated alternative representative.

8. The RTC met on 14 June 2021 and Councillor Macpherson represented HCC in Councillor O'Leary's absence. Councillors Gallagher and Thomson were also in attendance.
9. The key topics covered in the 14 June 2021 meeting were:
 - i. **Waka Kotahi New Zealand Transport Agency** provided an update by David Speirs - Waka Kotahi New Zealand Transport Agency Director Regional Relationships (Waikato and Bay of Plenty). A copy of the quarterly update provided to the meeting is included as Attachment 1.
 - ii. **Metro Spatial Planning Update** was provided on the development of the Transport Programme Business Case of the Metro Spatial Plan.
 - iii. **Regional Road Safety Report** was an update on regional road safety issues including speed management and regional road safety statistics.
 - iv. **Transport Planning and Projects Report** provided an update on current regional transport policy and planning matters.
 - v. **Regional Public Transport Projects update** included an update on Te Huia patronage
 - vi. **Regional transport issues forum** was an opportunity for members to raise and discuss regionally significant transport issues in an open forum.
 - vii. **RTC submission on the Land Transport Rule – Setting of Speed Limits 2021**
 - viii. **Endorsement of the Waikato Regional Land Transport Plan 2021-2051 (2021 RLTP)** provided an update on the Hearings Committee meetings to hear submissions and then deliberate on changes required to the draft 2021 RLTP. The final plan was endorsed the 2021 RLTP with HCC voting against the resolution on the basis of the point raised in the submission on the draft 2021 RLTP which can be viewed [here](#). The final plan will be presented to the Waikato Regional Council on 24 June 2021 for adoption prior to lodging with Waka Kotahi on or before 30 June 2021.
10. A copy of the Waikato Regional Council RTC full agenda, minutes and presentations can be found on the Waikato Regional Council website via the following [link](#).
11. The next RTC meeting scheduled for this calendar year is 2 August 2021 which will be after the completion of this report. A verbal update on the issues covered at this meeting will be provided at the Infrastructure Operations Committee meeting.
12. The key topics included in the 2 August 2021 meeting agenda were:
 - i. **Waka Kotahi New Zealand Transport Agency** - an update by David Speirs - Waka Kotahi New Zealand Transport Agency Director Regional Relationships (Waikato and Bay of Plenty).
 - ii. **KiwiRail Update** – an update on the NZ Rail Plan provided by Lyndon Hammond - Programme Manager, Government Relations, Policy and Funding.
 - iii. **Regional Road Safety Report** - an update on regional road safety issues including speed management and regional road safety statistics.
 - iv. **Transport Planning and Projects Report** provided an update on current regional transport policy and planning matters.
 - v. **Regional Land Transport Plan – Regional Transport Emissions Response** – to provide progress on implementation measure set in the Regional Land Transport Plan 2021-2051 relating to greenhouse gas emission reductions.
 - vi. **Regional transport issues forum** - an opportunity for members to raise and discuss regionally significant transport issues in an open forum.

Waikato Regional Council – Regional Connections Committee

13. The Hamilton City Council nominated representatives of the Waikato Regional Council Regional Connections Committee (RCC) are Councillor O’Leary (Deputy Chair), Councillor Macpherson, Councillor Wilson and Councillor Thompson.
14. The objective of the Regional Connections Committee is:
‘To enhance the wellbeing of our communities through the achievement of the goals set out in the Regional Public Transport Plan.’
15. The latest RCC meeting was held on Friday 6 August 2021.
16. A copy of the link to the agenda are provided below:
[RCC Agenda 6 August 2021](#)
17. At the time of writing this report, the meeting had not been held, so draft resolutions were not available. A verbal update will be provided at this meeting.
18. The key topics included in the 2 August 2021 meeting agenda were:
 - i. **Hamilton-Waikato Metro Spatial Plan – August Update** - update on MSP project
 - ii. **Te Huia Service Performance Summary** – an overview of Te Huia performance during first three months of operation from April – June 2021.
 - iii. **BUSIT Performance Update** – an update of the performance of the bus network and patronage for Quarter 1, 2021.
 - iv. **2021/22 Budget Overview and Bus Network Plan Change** - an update on the Hamilton bus service improvement programme. This report seeks committee endorsement of:
 - a. public consultation on the elements of the 2021/22 change programme not already consulted on.
 - b. The commencement of a 1-year trial of a demand responsive airport service.
 - v. **Public Transport Infrastructure Improvement Studies (Hamilton Focus)** – to provide an overview of the public transport infrastructure improvements studies underway for Hamilton City.
 - vi. **Cambridge/Hamilton Services and Infrastructure Update** – to recommend an approach to improving public services between Hamilton and Cambridge. This report recommends to the RCC that a joint study be commissioned that serves as a road amp for coordinated action to improve public transport service levels between Cambridge and Hamilton.
 - vii. **Public Transport Business Improvement Review Update** – provide an update on the Public Transport business improvement review to enhance public transport services for the region.
 - viii. **Waikato Regional Council Staff Travel Plan – Implementation and Effects Update** – provide an update on the effects and impacts on WRC staff travel as a result of work underway to implement the staff travel plan.

Waikato Regional Council – Start up Rail Governance Group

19. Te Huia commenced services on 6 April 2021 with the scheduled two morning peak services to Auckland and the 2 peak service return trips in the afternoon.
20. Further information on Te Huia can be found on the website www.tehuiatrain.co.nz
21. The Te Huia Performance summary can be found through the link to the Regional Connections Committee agenda of 6 August 2021 above.

22. The Governance Group has been considering the following level of service improvements over the start-up period.
 - i. Weekend access to the Strand;
 - ii. Weekday access to the Strand;
 - iii. Weekday interpeak service; and
 - iv. Weekday access to Puhinui Station (offering direct Public Transport Connection to Airport).
23. Weekday/Weekend access to the Strand has been achieved and the first Saturday service commenced on 24 July 2021. Due to access constraints this service will be available in about 40 out of 52 Saturdays per year every Saturday. The first service proved very popular.
24. Investigations are ongoing, considering timetabling and track access priority afforded to inter-regional rail services amongst metro services and freight
25. Work is being undertaken on the safety case to support the operation of an interpeak service, along with work on market research and passenger demand modelling to confirm demand and optimal timetable development.
26. Improvements to safety systems that would enable Te Huia to operate in smaller timetable slots are being investigated. This may provide more timetabling options.
27. Which could include access to Puhinui station. Ticketing options are also being considered.
28. An interim solution to the safety systems is being investigated until such time as the full safety system upgrade is complete (2024). This will possibly provide some limited dwell time access to Puhinui. Ticketing options are also being considered by Waikato Regional Council and Auckland Transport staff.
29. Cr Wilson and Chair Rimmington from Waikato Regional Council attended a meeting in Auckland with Mayor Goff and representatives of Auckland Transport on 3 August 2021.
30. At the time of writing this report the next Governance Working Group meeting of 16 August 2021 to discuss the above level of service improvements had not been held and Cr Wilson will give a verbal update of that meeting along with the outcome of the meeting with Auckland representatives.

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

31. Staff confirm that the recommendations in this report comply with Council's legal and policy requirements.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

32. 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').
33. 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. The recommendations set out in this report are consistent with that purpose.
34. There are no known social, economic, environmental or cultural considerations associated with this matter due to this report being for information only.

Risks – *Tuuraru*

35. There were no known risks identify during the formation of this report.

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

36. 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*

Attachment 1 - Waka Kotahi Quarterly Update for Waikato RTC June 2021

DRAFT June 2021

Waka Kotahi NZ Transport Agency
Report to Waikato Regional Transport Committee – June 2021

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2021-24 National Land Transport Fund – continuous programmes

Indicative allocations are an early indication of the funding councils and other Approved Organisations (AOs) will receive from the National Land Transport Fund (NLTF) for continuous programmes in the 2021-24 National Land Transport Programme (NLTP). Continuous programmes are core on-going activities relating to road maintenance, public transport services and road safety promotions.

Indicative investment levels are being released for state highway maintenance, local road maintenance, public transport and road safety promotions. Not all councils will receive funding in each of these categories.

The Waka Kotahi Board will confirm the final investment funding decisions for continuous programmes when it adopts the 2021-24 NLTP in late August and we will advise councils following its adoption. Investment levels for the remaining activity classes will also be finalised at this time.

The proposed indicative investment levels for programmed activities will allocate around \$6.2 billion (close to 46%) of NLTF funding for the 2021-24 NLTP.

All bids are assessed and moderated by a Waka Kotahi working group, who apply a nationally consistent approach to assessing programmes using evidence from Activity Management Plans and Regional Public Transport Plans, alongside other supplementary documentation and datasets. Consideration is given to how the programme of activities will maintain levels of service and deliver on the strategic priorities as set out in the GPS. This process is peer reviewed. Ministry of Transport officials and senior local government staff were observers of the process through attendance at the moderation workshops.

The indicative allocations are based on current revenue forecasts and assume no additional funding or financing. They will only be revised if our revenue or financing changes. The programme of activities will, however, continue to change throughout the three-year NLTP period. Some activities may be delayed or not proceed for a number of reasons, including programme changes. This means that committed funding may become available at a later stage in the NLTP cycle – allowing for the expansion of programmes on a case-by-case basis.

Public transport services allocations may be revisited during the three-year period because of the impact of variations in patronage and fare revenue assumptions.

Overall investment in the land transport system across Crown funding, local share and the National Land Transport Fund is forecast to increase to be about \$21.1 billion in the 2021-24 period, an increase of 15% compared to the 2018-21 period.

While revenue is up, we are also being asked to do more with our available funding. Our focus with available revenue in the 2021-24 NLTP is to prioritise maintenance and public transport services and fund commitments that will be carried over from the 2018-21 NLTP. This will account for the majority of the available revenue.

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Funding bids from many councils for their continuous programmes were significantly higher than what was allocated in the 2018-21 NLTP. Some of this increase relates to labour and material cost increases, and the remainder relates to councils looking to increase their programmes of work.

Since the release of the GPS 2021 we have continued to advise councils and other partners that our forecast revenue for the 2021-24 NLTP would mean we would have to make some difficult funding decisions for the next three years. Our investment advisors have also been sharing these messages in their conversations with councils about their bids.

The proposed NLTF allocations for continuous programmes represent a 15% increase compared to 2018-21 (this includes the state highway maintenance programme). For local road maintenance the average increase to AOs is 10% and ranges between 0% and 25%.

For most councils we have been unable to fund their maintenance programmes to meet their submitted bids. All councils are however getting an increase on their current 2018-21 NLTP allocation.

In the majority of cases we have been unable to fund maintenance programmes to maintain levels of service. Most councils will receive an increase in their allocation, these increases are being targeted at maintenance and operation activities, rather than renewals. The funding constraints apply equally to Waka Kotahi for state highway maintenance.

The release of funding allocations was originally scheduled for April but we delayed making these decisions as we worked with Treasury and the Ministry of Transport on alternative funding options. While work to identify alternative funding options remains ongoing, alternative funding was not identified as available for the continuous programmes.

The extended FAR for public transport was in response to the COVID-19 pandemic to support councils maintain public transport service levels due to fare revenue shortfalls and associated increased costs. Support to the councils was provided via a Crown contribution, which does not form part of the NLTF. At this stage, 100% FAR support for fare revenue shortfalls and associated increased costs will not be extended beyond 1 July 2021 and you should plan and budget on normal FARs from this date.

There are significant funding constraints for the 2021-24 NLTP which means we can only fund to the lower limit of the GPS activity classes. We will need to prioritise projects to deliver on the GPS strategic priorities and investment expectations over and above these commitments - there will need to be trade-offs.

Road to Zero programme

Speed Limit Reviews

Engagement on the SH24, SH29 and SH29A speed limit review is yet to get underway, with timing TBC. Some public engagement has already taken place as staff attended the Tauriko for Tomorrow drop-in sessions in May. SH29 and SH29A travels through Tauriko and it made sense to use this opportunity to engage with the public. Additional engagement is planned for June with key stakeholders.



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Safety improvements - SH1 Cambridge to Piarere

A number of design options have been investigated for Stage 2 of the median barrier installation 4.5km of barriers just south of the median barriers installed in December 2020 to Maungatautari Road. Once the preferred plan is accepted, there will be considerable community and stakeholder engagement undertaken however the construction dates are yet to be established.

Through the Speed and Infrastructure Programme (SIP) funding will be sought for design and implementation of safety improvements west of Fergusson Gully Road to the Cambridge section of the Waikato Expressway. This includes intersections with Karapiro Road, Hickey Road and Hydro Road. There has been considerable feedback from the community about the safety of all intersections in this area.

The proposal for ISZ's at this intersection has been included in the Safe Network Programme's projects for funding in the 2021-2024 National Land Transport Plan, our three-year investment package. Further planning and information are needed for these activities to be prioritised before funding can be finally confirmed.

There has also been an investigation from a heavy vehicle / efficiency point of view on this intersection, with drone footage being obtained in order to study the traffic movements.

A double fatality occurred on 28 June 2021, where a car crossed SH1 centre line into an oncoming truck. This was in the area north of the recently installed median barriers.

Safety improvements - SH26/Avenue Road Roundabout Morrinsville

Funding and design for a permanent compact roundabout has been approved however we understand Matamata Piako District Council has raised concerns about this option as it no longer aligns with their long-term development strategy in the community. DRR is planning a conversation with Council about joint funding for a standard (larger) roundabout to cater for the town's growth.

Boost Safety Improvement Programme

Work is nearing completion on six high-risk roads in central and eastern Waikato to install rumble strips, better roadside signs and long-life line markings. This work is part of a programme to make regional state highways safer through a range of low-cost, high-benefit safety improvements. As part of our commitment to worker and motorist safety, we have applied a full closure and detour traffic management plan to the majority of the sites. These detours (between 9pm and 6am each day) have been advertised using a variety of channels including social media, radio, direct mail to residents, visual signage. We have received positive feedback from national freight organisations about our proactive communication with the industry.

Waikato Expressway Ohinewai section

On 13 May 2021, an incident occurred in which a large vehicle travelling on SH1 entered a work site and struck a road worker, who died at the scene. A full investigation of the incident is underway, led by the NZ Police and WorkSafe. Traffic management was in place at the time of the accident. The road worker was engaged by Fulton Hogan, under the West Waikato North Network Outcomes Contract (NOC), to install safety barriers on this section of the highway. These barriers are part of the Safe Network Programme, delivering on the Road to Zero strategy.

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SH21 Tamahere Underpass

Construction on the SH21 Underpass Project in Tamahere is underway with plans to deliver a blessing and opening in July/August with Ministerial attendance. To date, the focus has been on clearing the site, relocating services and building the connecting footpath on the western side of SH21. Construction of the underpass itself is set to start in early July to avoid a clash with Fieldays activity.

SH3 corridor – Hamilton to Taranaki

Traffic has been switched to a section of the new road which bypasses the single-lane tunnel on two bridges over the Awakino River. The project is still some months away from full completion and traffic may be switched between the old and road and the new while work continues to tie the new road into the old. While work continues on the road the project team will begin on replacing the old route of SH3 with a walkway leading from a new rest area by the eastern bridge over the Awakino River. The landscaped walkway will include storyboards to tell the history of the area and the tunnel, preserving it as a landmark for future generations to enjoy. We are proposing a Ministerial event for the official opening in July.

Structures and Maintenance

Coromandel - SH26 Onetai Bridge, SH25 Pepe Bridge, Grahams Stream Footbridge

Investigations into the long-term options for bridges in the Coromandel continue with extensive stakeholder and iwi engagement. Investigative groundwork has been completed at Pepe Stream Bridge in Tairua which will help us better understand the bridge's foundations.

In addition to the one-way bridges needing repair, we are funding the construction of a footbridge to the side of Grahams Stream Bridge in Tairua. Construction for this asset is expected to get underway in July.

SH27 Mangawhero Stream Bridge

Work is underway on the State Highway 27 (SH27) Mangawhero Stream Bridge replacement. A new bridge will be built to the east of the existing one and SH27 will be realigned to make it safer. As part of the project, erosion control will be put in place to protect the Mangawhero Stream.

SH39 Mangaotama Bridge

The Mangaotama bridge between Ngahinapouri and Pirongia on SH39 needs to have the superstructure (bridge deck and beams) replaced, requiring a 14-day full closure. This closure has been scheduled for the October school holidays, 3 -14 October. We will begin talking to project neighbours and other key stakeholders about this during June; national freight connections have already been advised of the detour.

SH30 Kopaki Bridge

Work will begin soon to realign State Highway 30 and replace the Kopaki rail overbridge south of Te Kuiti, with Waka Kotahi NZ Transport Agency awarding the construction contract to Downer NZ Ltd. A new overbridge spanning the North Island Main Trunk line will be built alongside the existing timber one, with the bridge approaches on SH30 and the entrance to Kopaki Road both realigned to make them safer.

DRAFT June 2021

Innovating Streets programme

Hetana Street, Matamata - Following a successful demonstration day last year, Hetana Street has now been made one way for the whole next month using a number of interventions, including road art as well as three new crossings and footpath extensions.

The pilot project was designed to improve the safety and comfort of people walking in Matamata town centre and reduce the impact of vehicle traffic. This month-long pilot will enable further monitoring of traffic flow, speed and ease of use for drivers and pedestrians.

Rostrevor Street opening, Hamilton

On 15 May 2021, the Innovating Streets trial on Rostrevor Street was officially opened following the completion of the artwork by a local artist. The celebration went well with mana whenua opening the event and with the attendance of Bike Wise Waikato. The pilot project was designed to improve the connectivity of urban parks and improve the safety and liveability of Hamilton centre by trialling a new street layout on Rostrevor Street

NZ Upgrade Programme

As part of the NZ Upgrade Programme, in early 2020 funding was approved to deliver improved safety at the very busy and high-risk intersection at SH1/29 at Piarere. The Government recently confirmed the direction and funding commitment to deliver this intersection improvement at Piarere.

The cost estimate for this project has been adjusted to \$40m, while delivering the same scope. The detailed analysis of what is required to deliver this project has meant the figure was able to be lowered from the \$58m originally predicted.

We can also confirm that a decision has been made on the preferred site of the roundabout and this will be announced shortly, as will the Waka Kotahi's decision on the Detailed Business Case for SH1 between Cambridge and Piarere.

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 Operations Committee Public Excluded Minutes - 8 June 2021) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
C2. Current Market Conditions Recyclable Products)	
C3. Wairere Drive Speed Limit Reduction - Statement of Proposal		

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 avoid the unreasonably, likely prejudice to the commercial position of a person who supplied or is the subject of the information to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (b) (ii) Section 7 (2) (h)
Item C3.	to maintain legal professional privilege to enable Council to carry out negotiations	Section 7 (2) (g) Section 7 (2) (i)