

Notice of Meeting:

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

Date: Tuesday 30 June 2020
Time: 9.30am
Meeting Room: Council Chambers and via 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
<i>Heamana</i>	
Deputy Chairperson	Cr M Gallagher
<i>Heamana Tuarua</i>	
Members	Mayor P Southgate Deputy Mayor G Taylor Cr M Bunting Cr M Forsyth Cr R Hamilton Cr D Macpherson Cr K Naidoo-Rauf Cr R Pascoe Cr S Thomson Cr M van Oosten Cr E Wilson Maangai Maaori Norm Hill

Quorum: A majority of members (including vacancies)

Meeting Frequency: Six weekly

Becca Brooke
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Menetia Mana Whakaaere
22 June 2020
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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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i)	Information Only: Speed Management Programme for Hamilton Local Roads 2020/21	
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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 whaipaaanga*

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

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

Committee: Infrastructure Operations Committee **Date:** 30 June 2020

Author: Rebecca Watson **Authoriser:** Amy Viggers

Position: Governance Advisor **Position:** Governance Team Leader

Report Name: Confirmation of the Infrastructure Operations Open Minutes 26 May 2020

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

That the Committee confirm the Open Minutes of the Infrastructure Operations Committee meeting held on 26 May 2020 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Infrastructure Operations Committee Open Minutes - 26 May 2020 .

Infrastructure Operations Committee

OPEN MINUTES

Minutes of a meeting of the Infrastructure Operations Committee held in Audio Visual Meeting on Tuesday 26 May 2020 at 10.01am.

PRESENT

Chairperson
Deputy Chairperson
Members

Cr A O’Leary
Cr M Gallagher
Mayor P Southgate
Deputy Mayor G Taylor
Cr M Bunting
Cr Forsyth
Cr R Hamilton
Cr D Macpherson
Cr K Naidoo-Rauf
Cr R Pascoe
Cr S Thomson
Cr M van Oosten
Cr E Wilson
Maangai N Hill

In Attendance

Eeva-Liisa Wright – General Manager Infrastructure Operations
Chris Allen – General Manager Development
Blair Bowcott – Executive Director Special Projects
Robyn Denton – Network Operations and Use Leader
Rebecca Robinson – Communications and Engagement Advisor
James Clarke - Director Mayor’s Office
Jason Harrison – Unit Manager
Marie Porter – City Waters Manager
Kirsty Quickfall - Resource Recovery Advisor
Tania Hermann – Group Business Manager Infrastructure Operations

Governance Staff

Amy Viggers – Governance Team Leader
Rebecca Watson and Ian Loiterton – Governance Advisors

1. Apologies

Resolved: (Cr O’Leary/Cr Wilson)

That the apologies from Cr Forsyth and Cr Hamilton for early departure are accepted.

2. Confirmation of Agenda

Resolved: (Cr O’Leary/Cr Bunting)

That the agenda is confirmed, noting the following:

- a) that the late item C2 (Watercare Request for Assistance Report) be accepted and taken following item C1 (Supply of Specialised Process Equipment and Maintenance Services for the water, Wastewater and Landfill Activities). This item is late due to the timing of information received by staff.

3. Declarations of Interest

No members of the Committee declared a Conflict of Interest.

4. Public Forum

Asad Mohsin from the Waikato Muslim Association spoke to Item 8 (Access Hamilton - Transport Improvement Programme Update), regarding safety at the Mosque and the roundabout.

Joy Ho and Gerri Pomeroy spoke to Item 6 (Chairs Report - 26 May 2020) and responded to questions from Committee members including traffic safety audits and pedestrian crossings including at roundabouts.

Timothy Young from Smart Access spoke to Item 8 (Access Hamilton - Transport Improvement Programme Update) and responded to questions from Committee members including accessible toilets at transportation hubs and in the community more broadly, accessible public spaces and whether Smart Access will help identify accessibility priorities.

Anna Casey-Cox and Tania Ashman from Go Eco spoke to Item 8 (Access Hamilton - Transport Improvement Programme Update).

5. Confirmation of the Infrastructure Operations Open Minutes 16 April 2020

Resolved: (Cr Wilson/Cr O’Leary)

That the Committee confirm the Open Minutes of the Infrastructure Operations Committee meeting held on 16 April 2020 as a true and correct record.

6. Chair's Report - 26 May 2020

The Chair introduced the report, invited Cr Thomson to speak to the disability access section in the report and responded to questions from Committee Members including development of a master plan for disability access in Hamilton, budget for purchase of audit software, co-design consultation, potential for integration of Infrastructure Operations and Community Committee portfolios similar to the Aging Cities initiative, and extension of the CBD 2 hour free parking trial and its budget implications.

Resolved: (Cr O’Leary/Cr Thomson)

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) approves the Central Business District 2 Hour Free Parking Trial Update report be deferred and delegated to the Central City and River Plan Advisory Group to provide a recommendation to Infrastructure Operations Committee by 30 June 2020.

The meeting adjourned 11.20am – 11.35am.

7. Recommendation from the Community Committee to the Infrastructure Operations Committee

Resolved: (Cr Bunting/Cr Wilson)

That the Infrastructure Operations Committee approves the renting of **2447 River Road** property at market rates, and holds **2483 River Road**, until the future use of the entire former landfill site is determined; at which time this be reported back to the Infrastructure Operations Committee with a proposal for the future use of the two residential properties, including the option of selling all or one of the properties and taking into account the First Rights of Refusal considerations.

8. Access Hamilton - Transport Improvement Programme Update

The General Manager Development and the Network Operations and Use Leader spoke to the report and responded to questions from Committee Members including relationships with NZTA, Innovating Streets initiative funding opportunities and processes, potential Ward Street developments, Economic Stimulus Project Round One proposals, public consultation, tactical urbanism, measuring and communicating network improvements, school linkage demand, community engagement, and signage in school areas.

Staff action: *Staff undertook to provide a briefing to Elected Members regarding Eastern Pathways.*

Staff action: *Staff undertook to schedule Casey Avenue traffic signal works for late 2020/21, subject to providing greater clarity to Elected Members regarding potential negative traffic impacts on the broader network area.*

Resolved: (Cr Thomson/ Cr Macpherson)

That the Infrastructure Operations Committee:

- a) receives the report;
- b) approves the proposed programme of Innovating Streets projects for the Round 1 application (as attached in this report) for completion in 2020/21 financial year utilising reassignment of local share funding of \$149,000 from the Transport Improvement Programme;
- c) approves the proposed design programme of Stimulus Package projects (as attached in this report) for 2020/21 financial year utilising reassignment of local share funding of \$1,350,000 from the Transport Improvement Programme;
- d) approves the proposed Low-Cost Low Risk (Discretionary Transport) programme (as attached in this report) and as budgeted for 2020/21 financial year;
- e) notes that funding the permanent physical works in Ward Street between Anglesea Street and Tristram Street (estimated valued \$4.5M) will be considered as part of the development of the 2021-31 Long Term Plan; and
- f) notes that consideration will be given to bringing forward the current funding in

2025/26 – 2027/28 of \$4.875M for installation of traffic signals at the intersection of Boundary Road and Heaphy Terrace as part of the development of the 2021-31 Long Term Plan.

Resolved: (Cr Thomson/Cr Macpherson)

- g) approves the additional 3 projects for inclusion in the Stimulus Package projects for 2020/21 financial year utilising reassignment of local share funding of 170,000 from the Transport Improvement Programme;

Location	Scope of works for designs	Design stage	\$ (000)	Indicative total Project Cost
Norton Rd & London St roundabout (Founders)	Upgrade of the existing roundabout to provide safe and accessible infrastructure for people walking and biking.	concept	70	\$2M
Tristram St & Pembroke St Intersection	Installation of traffic signals to cater for increased number of people walking and biking. Poor safety record	concept	70	\$3M+
Ruakura Rd between Wairere Dr and Peachgrove Rd	Installation of dedicated cycle facilities to link to Ruakura Road upgrade (Wairere Rd to Knighton Rd) and provide safe CBD to University link	concept	30	\$2M
Total			170	

Deputy Mayor Taylor, Crs Forsyth and Pascoe dissenting.

The meeting adjourned 1.45pm - 2.31pm

9. General Managers Report

The report was taken in parts.

The General Manager Infrastructure Operations provided an update on the hui regarding recycling and staff responded to questions from Committee Members including plastic export permits, plastic recycling options, waste reduction and reuse strategies, and community communication regarding recycling services including rollout dates.

The General Manager Infrastructure Operations provided an update on the Innovation section of the report and responded to questions from Committee Members concerning cost and rollout dates for the soft launch of the Antenno App, staff capacity and timelines to respond to Antenno App reports, impact on Call Centre staffing levels, prioritisation of reported issues with planned/scheduled works, and potential to expand the App's purpose to other content areas.

The General Manager Development spoke to the report sections concerning the Rotokauri Transport Hub. Staff responded to questions from Committee Members concerning the proposed fully accessible toilet and utility building, business case for the proposed kiosk, commencement of the train service and user numbers, Waikato Regional Council rating, contract sums, and facilities at the proposed transport hub.

The General Manager Development provided spoke to the section concerning Te Awa Cycleway

remediation and Borman Road West, and responded to questions from Committee Members including pedestrian access in the Borman Road/Kay Road area.

Staff action: Staff undertook to:

- raise Rotokauri Transport Hub rating issues with Waikato Regional Council
- consult with the Community Accessible group regarding the toilet design
- Investigate suitability of the toilet complex and/or connected buildings for nursing mothers
- Investigate potential temporary pedestrian access in the Borman Road/Kay Road area, through low cost/low risk discretionary funding

Staff action: Staff undertook to confirm Antenno App response timelines.

Resolved: (Cr Wilson/Cr Thomson)

That the Infrastructure Operations Committee:

- a) receives the report; and
- b) agrees to an addition to the scope of the Rotokauri Transport Hub project consisting of an additional fully accessible toilet and utility building at an expected cost of \$450,000, noting that this can be funded within the maximum local share contribution for the Transport Hub delegated to the Chief Executive at the Strategic Growth Committee meeting on 27 August 2019.

10. Resolution to Exclude the Public

Resolved: (Cr O’Leary/Cr Wilson)

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. Supply of Specialised Process Equipment and Maintenance Services for the Water, Wastewater and Landfill Activities) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
C2. Watercare request for assistance 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 enable Council to carry out negotiations | Section 7 (2) (i) |
| Item C2. | to enable Council to carry out commercial activities without disadvantage | Section 7 (2) (h) |

Cr Forsyth left the meeting at 4.21pm and was not present for the Public Excluded session.

The meeting went into a public excluded session at 4.21pm

The meeting was declared closed at 5.34pm.

Council Report

Item 6

Committee: Infrastructure Operations Committee

Date: 30 June 2020

Author: Robyn Denton

Authoriser: Eeva-Liisa Wright

Position: Network Operations and Use Leader, City Transportation Unit

Position: General Manager Infrastructure Operations

Report Name: Waka Kotahi NZ Transport Agency Update

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

1. To inform the Infrastructure Operations Committee about Waka Kotahi NZ Transport Agency activities in the Greater Hamilton area via a verbal update from the Director of Regional Relationships (Upper North Island)– Steve Mutton.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee:
 - a) receives the report.
 - b) Thanks Waka Kotahi NZ Transport Agency for their update.

Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

Council Report

Committee:	Infrastructure Operations Committee	Date:	30 June 2020
Author:	Robyn Denton	Authoriser:	Eeva-Liisa Wright
Position:	Network Operations and Use Leader, City Transportation Unit	Position:	General Manager Infrastructure Operations
Report Name:	Speed Management and proposed speed limit changes on the State Highway within Hamilton		

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

1. To inform the Infrastructure Operations Committee of the development of the Hamilton City Speed Management Plan.
2. To inform the Infrastructure Operations Committee on speed limit changes on the state highway network within Hamilton City being proposed by Waka Kotahi NZ Transport Agency.
3. To seek approval from the Infrastructure Operations Committee to delegate two Elected Members to work with staff to review and approve the Hamilton City submission on proposed speed limit changes on the state highway network.

Staff Recommendation - *Tuutohu-aa-kaimahi*

4. That the Infrastructure Operations Committee:
 - a) receives the report; and
 - b) notes that a report from Waka Kotahi NZ Transport Agency concerning proposed speed limit changes on the state highway network within Hamilton City was received during this meeting; and
 - c) delegates *Committee Member 1* and *Committee Member 2* to work with staff to develop a formal submission to Waka Kotahi NZ Transport Agency on the proposed speed limit changes to the state highway network within Hamilton City.

Executive Summary - *Whakaraapopototanga matua*

5. Hamilton City Council has a Speed Management Plan (SMP) which was developed in consultation with community and key stakeholders.
6. The SMP sets out the long-term vision for speed management (including speed limits) within the city and includes both local roads and the state highway network.

7. Waka Kotahi NZ Transport Agency (Waka Kotahi) are proposing speed limit changes on the state highway network within Hamilton City and are providing an early briefing to Elected Members prior to going out to formal consultation in July 2020.
8. Waka Kotahi staff will be in attendance at the committee meeting to outline the proposed changes and to answer any questions.
9. Staff recommend that two Elected Members are delegated to assist staff with the development of the formal submission from Hamilton City Council on the proposed changes.
10. Staff consider the matters in this report have low significance and that the recommendations comply with the Council's legal requirements.

Background - *Kooreo whaimaarama*

11. The Hamilton City [Speed Management Plan](#) was developed over a two year period before being approved at the [18 June 2019 Strategic Growth Committee](#). The timeline for the development of the plan is set out in Figure 1 below:

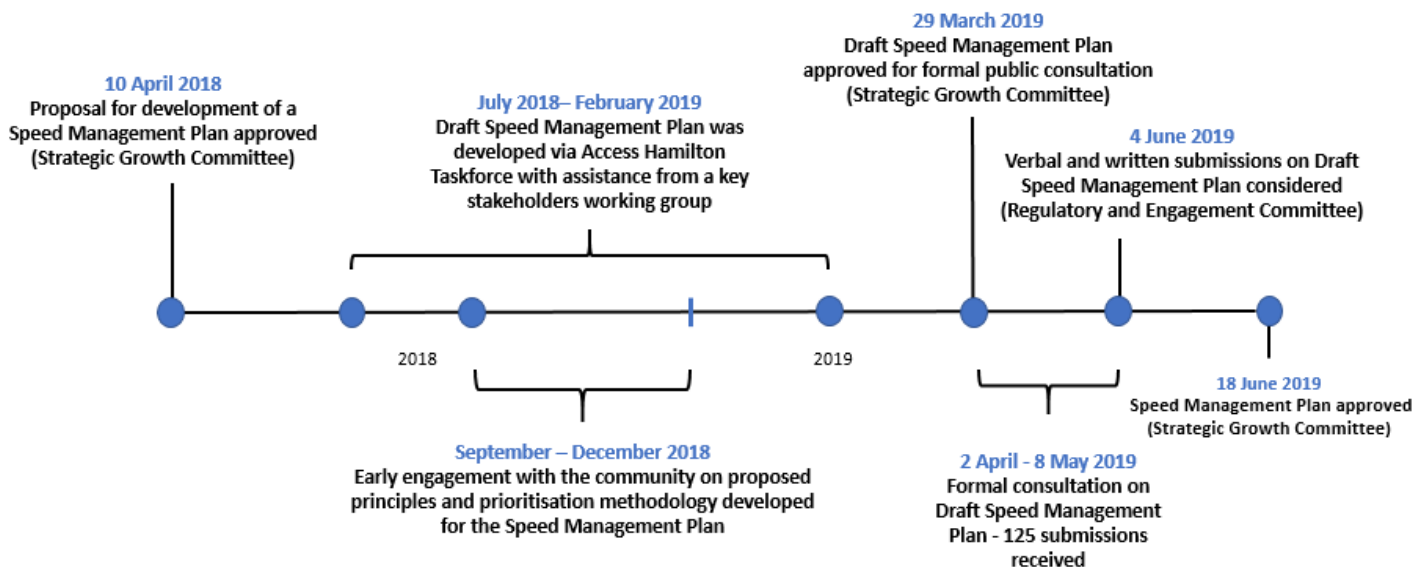


Figure 1: Speed Management Plan development timeline

12. The SMP was developed following the adoption of the Hamilton City Speed Limits Bylaw 2018 at the [6 September 2018 Council](#) meeting. The key change to the previous (2013) bylaw was the inclusion of the ability to change speed limits via Council resolution rather than having to work through the full Local Government Act 2002 Special Consultative Procedures process.
13. This change meant that information that had previously been kept in schedules within the bylaw was moved and is instead kept in registers referenced by the bylaw. Delegation was given to the Regulatory and Hearings Committee (now Hearings and Engagement Committee) to deal with speed limits in the same way it dealt with the Traffic Bylaw register changes.
14. This change provided Council with the ability to respond more efficiently and quickly to speed limit change requests to improve safety on the roads. In making this change it was noted that consultation would still be undertaken in accordance with the requirements of the Land Transport Rule: Setting of Speed Limits 2017, and community engagement would be undertaken via the development of the SMP.

15. The SMP was developed under the guidance of the Access Hamilton Taskforce with assistance from a key stakeholder working group and via engagement and consultation with the community. Further information on the process for the development of the SMP can be found in the reports to the Strategic Growth Committee on [29 March 2019](#) and [18 June 2019](#).
16. The purpose of the SMP was to take information set out in the NZTA Speed Management Guide and create an implementation plan related to safer speed in Hamilton City. The SMP is applicable to all roads within the City – including state highway network and a ‘speed management vision’ of what the speed limits throughout the city would become in the long term is shown in part 6 ‘Speed Management Map’ of the SMP.
17. While the SMP doesn’t have a specific timeline for implementation, there was an overview of the various activities undertaken by Council to deliver the programme. There have been ongoing speed limit changes progressed since June 2019 via the Low Cost Low Risk programme along with the incorporation of new 40km/h local residential streets as they are vested to Council.
18. This report presents the proposed changes to speed limits on the state highway network being proposed by Waka Kotahi for the 2020/21 financial year.

Proposed Speed Limit changes to the State Highway network.

19. In late 2019 Waka Kotahi commenced early engagement with Hamilton City Council staff and other stakeholders on a proposed review of speed limits on the state highway network within the city.
20. Staff were supportive of many of the changes proposed and in April 2020 wrote to Waka Kotahi (Attachment 1) noting six state highway sections that were identified for speed limit changes within the SMP (section 6 – Speed Management Map).
21. The key reason for the request was try and accelerate the speed limit changes on two sections of the state highway network where capital projects were underway ie: Wairere Drive and SH1 Cobham Drive interchange and SH3 Ohaupo Road Roundabout.
22. The new roundabout on Ohaupo Road just south of Dixon Road is due to open later in 2020 and it was considered desirable to have the new lower limit (reduction from 70km/h to 60km/h proposed) at the time of the new roundabout being completed and opened.
23. Waka Kotahi reviewed the request and resolved to expedite the speed review process by going directly to formal consultation without completing the engagement phase of the speed review process. This was achieved by relying on the stakeholder and community engagement and consultation results received during the development of the SMP and the involvement of Waka Kotahi in that process.
24. A review of all the state highway network within the city has been completed and Waka Kotahi are now preparing to commence formal consultation on the proposed changes. They have developed a draft consultation document which sets out the proposed changes and this was circulated to the Elected Members prior to the drop-in session held on 26 June 2020.
25. Waka Kotahi staff will attend the 30 June 2020 Infrastructure Operations meeting to provide an overview of the proposed changes and answer any questions prior to finalising the document and proceeding to formal consultation.
26. Formal consultation on the proposed changes is planned for July 2020 and submissions will be sought from the community and key stakeholders including Hamilton City at that time.
27. It is proposed two Elected Members be delegated to work with staff to review and approve the Hamilton City submission which will be heavily based upon the Elected Member feedback on the content of attached draft consultation document.

Financial Considerations - *Whaiwhakaaro Puutea*

28. There are no costs to Hamilton City for the changes to the speed limits on the State Highway network as these will all be met by Waka Kotahi.

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

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

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 projects and activities outlined in this report will help provide for a safe and connected city allowing communities to access employment, education, health and other essential services as well as access to recreational and social opportunities.
34. The programme of work provides Waka Kotahi with an opportunity to adapt streets to better support active and safe transport needs by contributing to the creation of safer streets.

Economic

35. The physical works that will be required to support the proposed speed limit changes will support economic stimulus for local contractors and provide opportunities businesses and their employees that have seen an impact from COVID-19.

Environmental

36. Completion of these speed management changes support alternative modes of transportation and the ability for the community to traverse across and around the city in a safe way without the need for a vehicle.

Cultural

37. Engagement with Mana Whenua 'Thawk' and Waikato Tainui will continue to be undertaken as part of the consultation on the proposed speed limit changes in Hamilton City.

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 recommendations in this report has/have a low level of significance

Engagement

40. Community and stakeholder views and preferences are already known to the Council through the engagement and consultation undertaken in the development of the SMP.
41. Given the low level of significance determined, the engagement level is low.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Letter to Waka Kotahi NZ Transport Agency requesting speed limit reviews within Hamilton City .

12 March 2020

Steve Mutton
Acting Director Regional Relationships
Waka Kotahi NZ Transport Agency
Private Bag 106602
Auckland City
AUCKLAND 1143

Dear Steve

Request for Speed Limit Reviews on State Highways within Hamilton City

Hamilton City Council has been active in speed management planning for many years. In June 2017 Council adopted Vision Zero ie. zero road deaths and serious injuries, for our road safety target by 2028. In September 2018 we updated the Hamilton City Speed Limits Bylaw 2018 to enable the Council to set speeds limits by resolution on any road within its jurisdiction. This change was made to enable timely and efficient speed limit changes to be made in the future.

The Speed Management Plan for Hamilton City was adopted at the Council meeting on 27 June 2019. The plan sets out the principles and prioritisation methodology that will be used to deliver speed management related activities including education, engineering and speed limit changes throughout Hamilton City. A copy of the Hamilton City Speed Management Plan is attached (Attachment 1).

We developed the Speed Management Plan for Hamilton by working closely with our community, Waka Kotahi NZ Transport Agency (National and Regional staff), Automobile Association, Road Transport Association (regional representative), Cycle Action Network and the Waikato Regional Council as part of the rollout of the new Speed Management Guide. This included early engagement with all parties seeking feedback on issues in regard to road safety and speed, and then working through a Special Consultative Process in accordance with the provision of the Local Government Act 2002.

The adopted Speed Management Plan included a map which set out the Speed Limit vision for the city with safe and appropriate speed limits. The map was developed using the principles developed in the Speed Management Plan and the Mega Maps tool developed by the Agency. The following changes to speed limits on the State Highway network were included in this map:

- SH1 Avalon Drive Bypass (Crawford Street to Rifle Range Road) – reduction from 80km/h to 60km/h
- SH1 Greenwood Street (Killarney Road to Kahikatea Drive) - reduction from 80km/h to 60km/h
- SH1 Lorne Street (Ohaupo Road to Normandy Avenue) – reduction from 60km/h to 50km/h
- SH1 Cobham Drive (Normandy Avenue to Howell Avenue) – reduction from 80km/h to 60km/h
- SH3 Ohaupo Road (Resthills Drive to south of Dixon Road) – reduction from 70km/h to 60km/h
- SH3 Ohaupo Road (south of Dixon Road to Raynes Road) – reduction from 100km/h to 80km/h

Hamilton City has been proactive in progressing speed management changes for a number of years and is continuing to roll out a regular programme of changes in speed limit across the city. We already have 40km/h speed limit past all schools, have lowered all of our rural roads to 80km/h or lower and are making steady progress with implementation of 40km/h speed limits in our local residential streets.

File D-3251181

We have two capital projects that are being delivered in conjunction with the Agency which include the need for speed limit changes on the State Highway network:

1. SH3 Ohaupo Road Roundabout (just south of Dixon Road)
A large roundabout is currently being constructed and is currently on track for an August 2020 opening. The design of this roundabout has been based on a 60km/h speed limit in place.
2. SH1 Cobham Drive / Wairere Drive interchange
The designation for this project includes a speed limit change from the current 80km/h to 60km/h for the section of state highway. This project currently has a 50km/h temporary speed limit in place through the roadworks and it is expected that the realigned section of the State Highway will be opened in 2021. In the meantime, there is strong community support for a lower speed limit to assist pedestrian safety for the large number of pedestrians crossing this road to access the Hamilton Gardens.

We would welcome the chance for discussions with you to determine how we can assist you in achieving the changes for at least these two sites in a timely manner to fit into the construction timelines.

We believe that there is good support from the community and key stakeholders to see progress in the speed limit changes on the State Highway network within the city progressed with urgency to assist a consistent approach to speed management across the city, and achievement of reduced deaths and serious injuries.

Yours faithfully



Eeva-Liisa Wright
General Manager Infrastructure Operations

Council Building
Garden Place, Hamilton
Phone 07 958 5874 / 021 836 410
Fax 07 838 6599
Email eeva-liisa.wright@hcc.govt.nz
Website www.hamilton.govt.nz

Copy to: Nicole Rosie, CEO, Waka Kotahi NZ Transport Agency
Richard Briggs, CE, Hamilton City Council

Attachment One – Hamilton City Speed Management Plan D-2987026

SPEED MANAGEMENT PLAN

Version 2, June 2019

HAMILTON CITY COUNCIL

HE AHA TE MEA NUI O TE AO
WHAT IS THE MOST IMPORTANT THING IN THE WORLD?
HE TANGATA, HE TANGATA, HE TANGATA
IT IS THE PEOPLE, IT IS THE PEOPLE, IT IS THE PEOPLE



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1. PURPOSE OF THIS DOCUMENT

The purpose of this document is to take the information provided in the NZ Transport Agency Speed Management Guide and create an implementation plan related to safer speeds in Hamilton City.

Hamilton has a Vision Zero goal for road safety. We don't believe any loss of life on our city's roads is acceptable. With more and more people using our roads, we need to make sure they're as safe as they can be.

Road safety risk can be reduced by investing in infrastructure improvements to make a road safer at current speeds, or by managing speeds down through a combination of road design, risk targeted enforcement and education on safe behaviour, all reinforced by speed limits appropriate for the roads.

The plan sets out what work needs to be done, by who, where and finally an indication of funding to implement this work, with a focus on the next two financial years leading into the 2021-31 10-Year Plan.

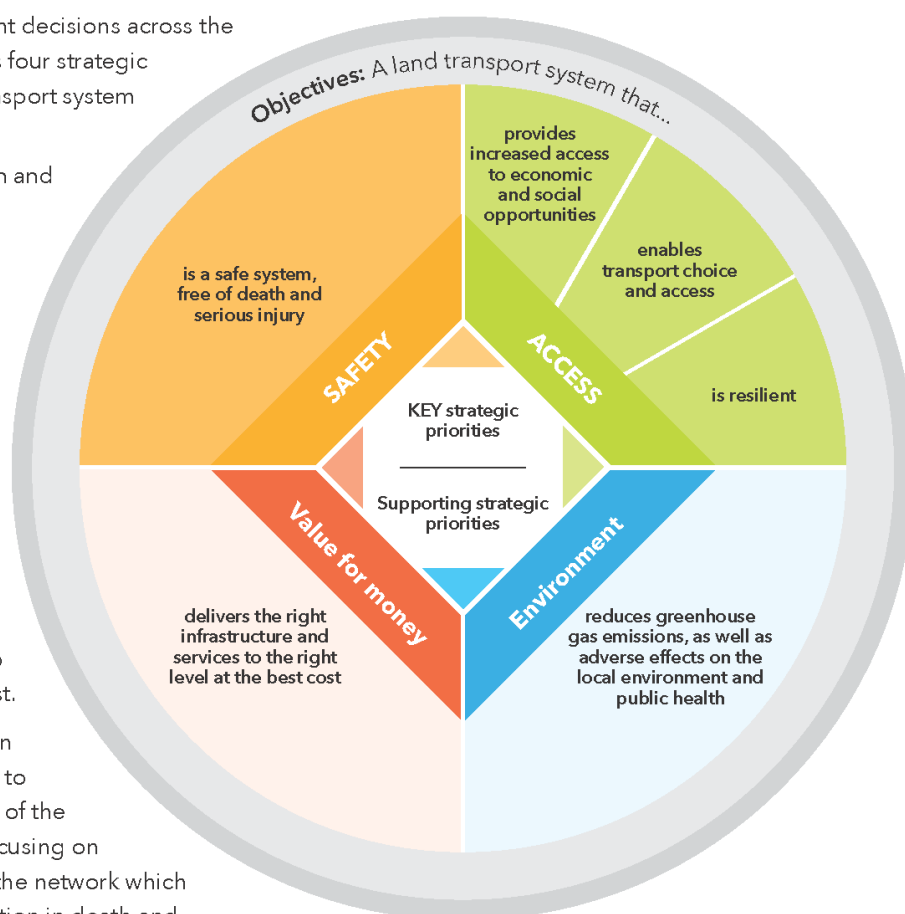
2. WHAT IS SPEED MANAGEMENT AND WHY DO WE NEED IT?

2.1. GOVERNMENT POLICY STATEMENT ON LAND TRANSPORT

The GPS is central to investment decisions across the land transport system, and sets four strategic priorities to achieve a land transport system that:

- Is a safe system, free of death and serious injury;
- Provides increased access to economic and social opportunities, enables transport choice and access, and is resilient;
- Reduces greenhouse gas emissions, as well as adverse effects on the local environment and public health;
- Delivers the right infrastructure and services to the right level at the best cost.

The GPS supports investment in state highways and local roads to accelerate the implementation of the Speed Management Guide, focusing on treating the top 10 percent of the network which will result in the greatest reduction in death and serious injury as quickly as possible.



2.2. SAFER JOURNEYS

Safer Journeys is the Government's strategy to guide improvements in road safety from 2010 to 2020. The strategy's vision is a safe road system increasingly free of death and serious injury and introduces the Safe System approach to New Zealand.

To achieve this it takes a Safe System approach, looking across the entire road system to improve safety by creating safer roads and roadsides, safer speeds, safer vehicles and safer road use. Within these categories, it sets a number of areas of concern where action is needed.

The Safe System recognises that people make mistakes and are vulnerable in a crash. It reduces the price paid for a mistake so crashes don't result in loss of life or limb. Mistakes are inevitable - deaths and serious injuries from road crashes are not.

The Safe System approach aims for a more forgiving road system that takes human fallibility and vulnerability into account. Under a Safe System we design the whole transport system to protect people from death and serious injury.

We need to strengthen all parts of the system - roads and roadsides, speeds, vehicles, and road use - so that if one part fails, other parts will still protect the people involved.



2.3. ACCESS HAMILTON STRATEGY

The Access Hamilton strategy identifies 3 key outcomes and investment objectives for Hamilton's transport system.

- Safety - Hamilton's transport system is safer.
- Choice - Hamilton will be a more accessible city with increased mode share by PT, walking and cycling.
- Growth - residential and business growth is supported by investment in Hamilton's transport system.

Speed management has a key role to play in all of these.

2.4. ONE NETWORK ROAD CLASSIFICATION (ONRC)

The [One Network Road Classification](#) (ONRC) is a classification system, which divides New Zealand's roads into six categories based on how busy they are, whether they connect to important destinations, or are just providing access to local residential properties:

- National
- Arterial
- Regional
- Primary collector
- Secondary collector
- Access

The classification is used to guide how roads are maintained, managed and operated. It links into wider planning and investment programmes, and other systems and processes. The Speed Management Guide takes advantage of this consistent way of describing and managing road function across the country.

2.5. SPEED MANAGEMENT

Speed management is about achieving safe and appropriate speeds that reflect road function, design, safety and use.

We need people and goods to move efficiently around our transport network; however, aligned to the Safe System approach, we also need to see a reduction in deaths and serious injuries.

Speed management is more than just speed limits and requires input from policy makers, engineers, educators and the police to educate, encourage and influence road users to adopt safe and appropriate speeds.

2.6. THE SPEED MANAGEMENT GUIDE

The [Speed Management Guide](#) provides a national single assessment framework for determining safe and appropriate speeds on New Zealand's entire road network. It provides guidance on how to progressively align travelling speeds with road function, design, safety and use, utilising the ONRC to take traffic volumes, freight volumes and place functions into account.

Previous speed limit frameworks were developed when there was no overarching road classification system. While speed limit reviews involved a consistent process that took land use and road use into account, they did not give sufficient weight to road classification, design, geometric characteristics, network efficiency or the Safe System approach. The result is that on some routes, travel speeds are not appropriate to road use and function.

The Speed Management Guide includes a set of best practice principles to inform decisions to ensure outcomes support the broader goal of national consistency. This is especially important where some roads don't easily fit into various classifications and different lengths along a road may be classified with different functions.

The Guide draws on the four key principles from the Dutch Sustainable Safety Programme:

1. **Functionality** - Differentiate speeds and speed limits according to a hierarchical classification, with clear differences between levels, to support self-explaining road systems.
2. **Predictability and consistency** - Support road user expectations through consistency and continuity of design, speed limit setting, enforcement, communication, adherence to standards and collaboration between partners.
3. **Homogeneity** - Keep like with like (mode separation) and encourage speeds within a narrow band to increase both safety and efficiency.
4. **Credibility** - Identify and manage safe and appropriate speeds for an entire route (and manage out of context risks by exception) to support the overall credibility of the limits and of enforcement.

The Guide sets out safe and appropriate speed ranges which consider road function, design, safety and use. It is intended that this Guide should begin to underpin all speed management activity, such as engineering and investment decisions, land use planning, fleet management, communication and enforcement, and become embedded into planning, engineering and network management moving forward.

The proposed safe and appropriate speeds for different types of road fall within the ranges shown in the figure below. The proposed speed ranges are not in themselves speed limits.

Classification	Straight open road/ urban motorways	Curved open road	Winding open road	Urban (not motorway)
Class 1 High volume national	100-110km/h Depends on design and safety risk (e.g. divided 4-5 star, grade separated intersections, safety barriers) and factoring in enforcement thresholds	80-100km/h	60-80km/h	
Class 2 National, Regional, Arterial	80-100km/h Depends on safety risk and whether volumes justify investment to bring the road up to 3 star equivalent, also enforcement thresholds			50km/h
Class 3 Primary and secondary collector				60-80km/h where safety risk allows, e.g. fewer intersections, mode separation for active users
Class 4 Access and low-volume access All winding/tortuous	60-80km/h Depending on roadside development, pedestrian and cyclist volumes, whether sealed or not			30-50km/h 30km/h if high volumes of cyclists/pedestrians Recognise access and place 10km/h for Shared Spaces

2.7. IS SPEED AN ISSUE FOR HAMILTON?

Hamilton City Council has adopted Vision Zero as the philosophy for road safety in the city, an aspiration to achieve zero road deaths and serious injuries within Hamilton city.

The total number of fatalities in the city for 2018 was nine.

Crashes that are attended by the New Zealand Police (NZ Police) have a Traffic Crash Report (TCR) completed and the information from that report is then entered into the national Crash Analysis System (CAS) which is managed by the New Zealand Transport Agency (NZ Transport Agency).

The analysis of the data for Fatal and Serious Crashes which occurred in Hamilton City 2014-18 for Hamilton (including the state highways) indicates the following:

- There have been 24 fatal and 212 serious crashes
- These crashes resulted in 26 deaths, 234 serious and 47 minor injuries
- A total of 307 injured road users

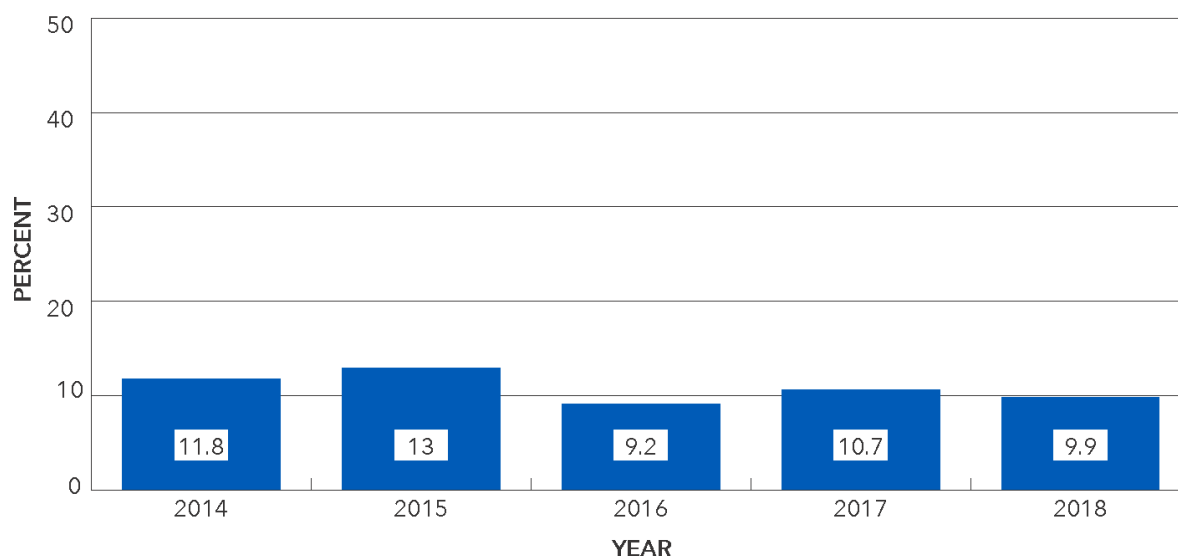
The top four contributing factors to fatal and serious injury crashes were:

- Poor Observation (40%)
- Alcohol (27%)
- Failed to Give Way/Stop (26%)
- Too Fast (22%)

The relationship between speed and road trauma is well-established internationally and that's why managing speed is one pillar of the Safe System approach.

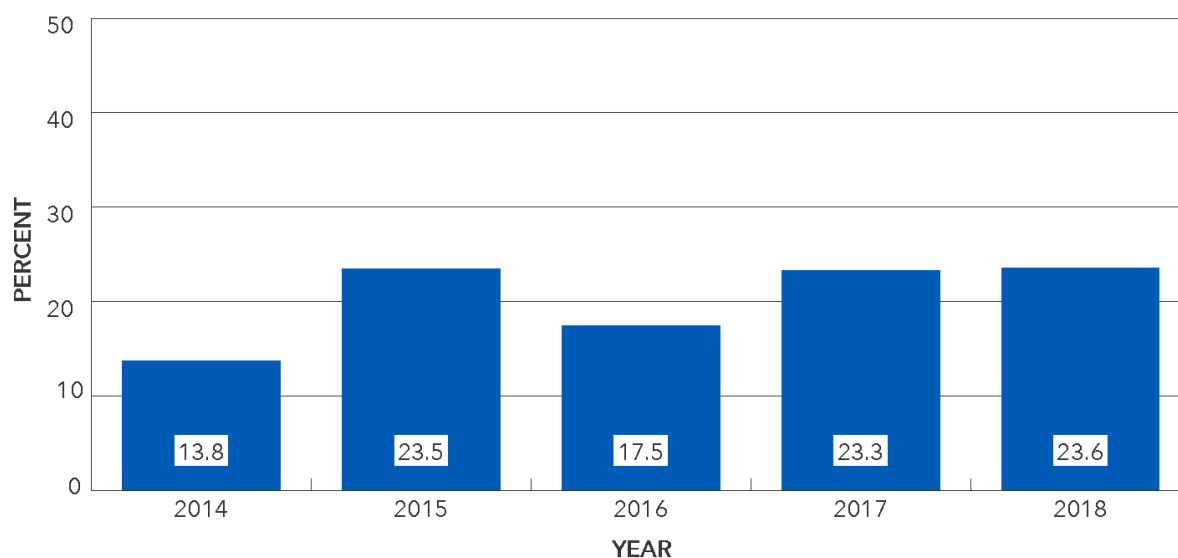
For Hamilton the percentage of all crashes involving inappropriate speed 2014-18 has varied from 9% up to 13%.

PERCENTAGE OF ALL CRASHES INVOLVING INAPPROPRIATE SPEED



However the percentage of death and serious injury crashes involving inappropriate speed is much higher, varying from almost 14% up to almost 24%.

PERCENTAGE OF DEATH AND SERIOUS INJURY CRASHES INVOLVING INAPPROPRIATE SPEED



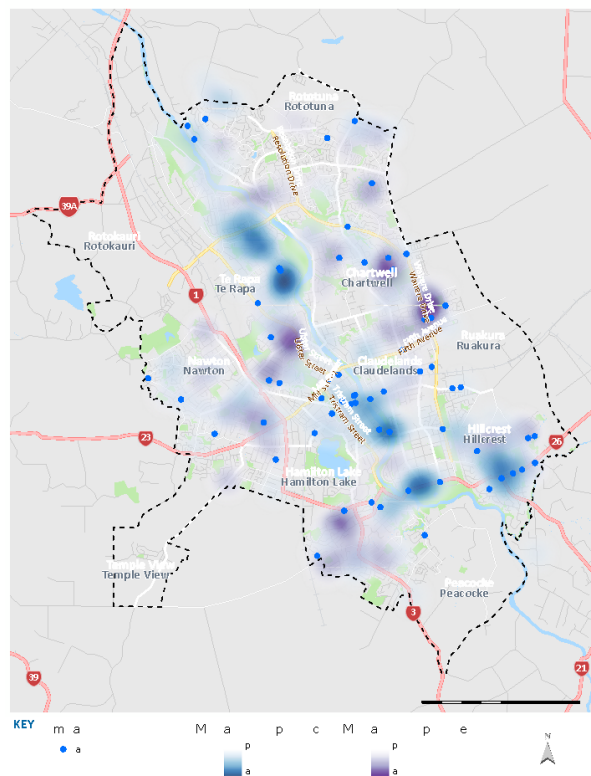
This means that under our Vision Zero road safety philosophy we can make a big difference in the number of death and serious injuries on our roads by implementing a good speed management programme. If we can increase the number of drivers driving at a safe and appropriate speed we can reduce the number of people in our community whose lives are devastated by road trauma.

We also know that:

- Most of our crashes involving inappropriate speed happen in areas with a 50km/h speed limit (60% 2014-2018)
- 58% of our crashes involving inappropriate speed (2014-2018) occur during the day
- Just over half of crashes involving inappropriate speed occur at intersections (52% 2014-2018)

Our community has also told us that speed is an issue around the city. To the right is a heat map illustrating where they have told us speed is a safety issue, either through our engagement process or customer service complaints and feedback.

Hamilton speed management - what you told us

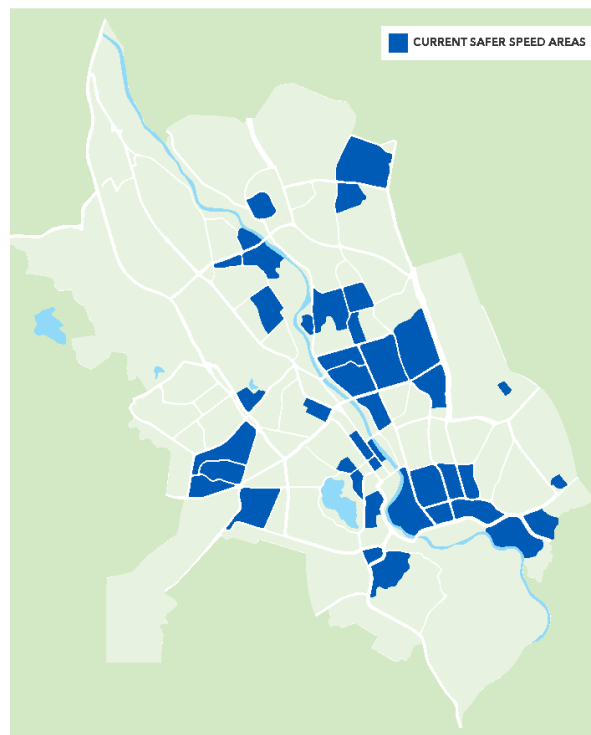


2.8. WHAT HAS HAMILTON CITY DONE ABOUT SPEED IN THE PAST?

Hamilton City has in the past been very active in the area of Speed Management and had developed a Speed Management Policy which set out the high level approach to Speed Management that was used for a number of years to guide Council's decision making.

The initial programme of works focused on the introduction of 40km/h speed limits outside schools via electronic variable signage. Once all these sites were completed, a solution was needed for the school sites that didn't meet the warrant requirements for the electronic signage. A "Safer Speed Areas" programme on local residential streets was developed and ultimately lead to the introduction of over 380 streets with a permanent 40km/h speed limit, throughout the city. Engineering and education around speed limits also played a key part in rolling out the programme. Our data shows that there has been a reduction in severe injury crashes in the 40km/h Safer Speed Areas since they were implemented.

Current Safer Speed Areas



3. DEVELOPMENT OF THE SPEED MANAGEMENT PLAN

3.1. STAKEHOLDER ENGAGEMENT

To assist in the development of a Hamilton Speed Management Plan a series of workshops with industry stakeholders and politicians were held. Represented on this group were councillors from Hamilton City and Waikato Regional councils, and staff from Hamilton City, Waikato Regional, Waikato District and Waipa District councils, NZ Transport Agency, AA, Police, Road Transport Association and Waikato District Health Board.

Drawing on the principles set forward in the national Speed Management Guide, this working group defined eight principles and four prioritisation tools for the application of speed management across Hamilton.

3.2. COMMUNITY ENGAGEMENT

A key element of speed management is community input. Council recognised it was crucial to take the work by the stakeholder group to the community to understand their views. The proposed principles and priorities were related to real life situations and people in the community were asked to share their views. The opportunity was also given to share on maps where they think there are issues with speed on Hamilton's transport network.

During October and November 2018 engagement took place through the Council's "Your Ideas" online engagement portal, static displays in libraries at Hillcrest, Glenview and Chartwell, at the "Treats in the Park" event at the Western Community Centre, and via social media.

Across Facebook and the online survey, we had approximately 200 comments about the draft principles and prioritisation approach. We also received over 500 pin drops on the on and offline maps, of which 67% had comments about why speed was considered an issue.

While there were a small number of people who spoke against any reduction in speed and would like all roads to be faster, the overwhelming majority were supportive in principle. The key themes identified regarding speed management were:

- Changing the speed limit alone isn't sufficient
- The infrastructure must reflect the required speed of the road, and this must be maintained
- Behaviour change and education is essential, and speed is not the only problem - distracted driving and school gate behaviour is a significant road safety issue.
- There is greater enforcement required, including of current speed limits
- Targeting vulnerable users, particularly children, should be given priority.

Overall the response to speed management is positive. Engagement with the community in advance of any proposed speed management change needs to be maintained. A wraparound approach including supporting infrastructure and education, with a strong focus on protecting children and vulnerable users to encourage more people to walk and bike is needed to support any change.

4. SPEED MANAGEMENT PRINCIPLES

The following principles will guide the application of speed management within Hamilton:

- The speed environment around schools at school times the start and end of the school day will be 30km/h
- Where there are high numbers of people walking, biking and crossing the road the speed environment will be 30km/h
- Residential local roads will be constructed for a 40km/h environment
- New roads will be constructed appropriate to the function and to create a safe and appropriate environment
- Existing roads may be upgraded appropriate to the function and to create a safe and appropriate environment
- A logical, area-based approach will be used for the implementation of speed management
- Investment will be targeted to achieve the best access and safety outcomes
- We will work with partnering RCAs to provide a consistent approach in line with the Speed Management Guide

5. SPEED MANAGEMENT PRIORITIES

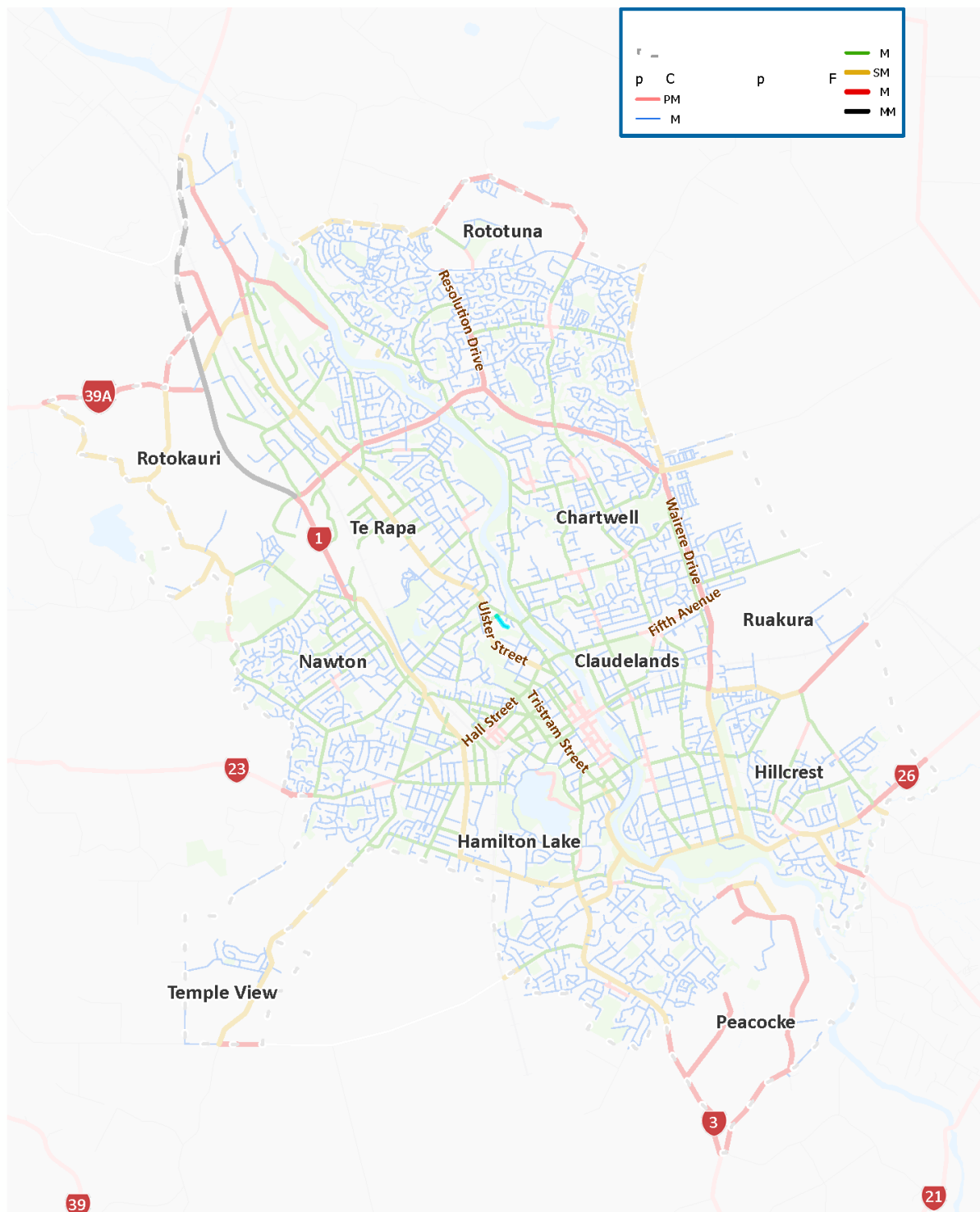
We need to be able to prioritise our work. The following priorities will guide us in our approach to implementing speed management:

- High benefit routes which deliver maximum benefit in reducing deaths and serious injuries
- Places where there is strong community demand for change
- Supporting changes in neighbouring areas to achieve consistent and logical implementation
- Places where lots of people walk or bike, or where they will soon walk and bike

6. SPEED MANAGEMENT MAP

Using these principles, as well as tools provided by the NZ Transport Agency, we have mapped a speed management vision for Hamilton.

Hamilton safe and appropriate speeds - proposed



7. SPEED MANAGEMENT ACTIVITIES 2019

Our delivery of this vision for speed management will be governed by the priorities identified above and will be consulted on with and communicated to stakeholders and the community.

7.1. WHAT ROLE DOES HAMILTON CITY COUNCIL PLAY IN SPEED MANAGEMENT?

Council has the following roles under the Safe System approach:



7.2. THE SPEED MANAGEMENT TOOLBOX

Speed management is about more than just speed limits. Achieving safe and appropriate speeds for roads also requires engineering and infrastructure, education and communication, and enforcement.

If the Council's speed management process shows a change to a speed limit is required or desirable there is a legal process to change the registers to the Hamilton City Speed Limit Bylaw 2018. To do this consultation must take place with stakeholders and the community, before asking Council to resolve to approve a change to the register of speed limits in the bylaw. It is likely this will be undertaken in conjunction with consultation on physical infrastructure changes.

Speed limits aren't the only tool in the speed management toolbox to ensure drivers are driving at safe and appropriate speeds. Roads must also be built appropriately for their use and function. For example, on residential streets raised safety platforms, or pedestrian refuges or lanes for people on bikes may be installed. These are all visual signals to drivers to expect to see more people walking and biking, and to drive at a safer lower speed. On roads expected to move more vehicles at faster speeds, such as Wairere Dr, off-road walking and biking paths would be expected to be built, and include other safety features such as separating oncoming traffic through median barriers or plantings.





We work with local communities, schools and businesses to ensure proposed infrastructure delivers safety benefits, improves access for all and fits with what the community has told us about their streets. Local communities will always be kept informed on any proposed infrastructure changes.

Council works closely with our road safety partners at the Transport Agency and the Police on campaigns to inform and educate all road users on speed and road safety, and support the Police in their enforcement activities.

Our road safety promotions are targeted to risk and include activities like:

- Road risk information campaigns, including Safer Roads for All/Safer Streets for All
- Seasonal campaigns targeted to road safety issues, such as winter driving or watch for motorcycles
- Annual campaigns focused on intersections, e.g. Roundabout Respect and Stop On Red/Yellow
- Promotional activities around speed and speed limit changes
- School-based campaigns such as Mix It Up at School Pick-up

8. FOR MORE INFORMATION

Safer Streets for All

hamilton.govt.nz/saferroadshamilton

Current safety improvement projects

hamilton.govt.nz/our-services/transport/safetyaccessimprovementprogramme

Myths and FAQs about speed

hamilton.govt.nz/our-services/transport/safetyaccessimprovementprogramme/road-risk/Pages/FAQs-on-Road-Risk.aspx

NZ Transport Agency Speed Management Guide including toolbox

nzta.govt.nz/safety/speed-management-resources/

Hamilton Speed Limit Bylaw 2018

hamilton.govt.nz/bylaws

Council Report

Committee: Infrastructure Operations Committee

Date: 30 June 2020

Author: Trent Fowles

Authoriser: Eeva-Liisa Wright

Position: Compliance Manager

Position: General Manager
Infrastructure Operations

Report Name: Waste Management and Minimisation Bylaw 2019 - Service Controls

Report Status	<i>Open</i>
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Purpose – Take

1. To inform the Infrastructure Operations Committee of two specified controls proposed under the Waste Management and Minimisation Bylaw 2019.
2. To seek a recommendation from the Infrastructure Operations Committee to the Council for the approval of two specified controls as per clause 4.1 and 15.15 of the Waste Management and Minimisation Bylaw 2019.

Staff Recommendation - *Tuutohu-aa-kaimahi (Recommendation to Council)*

3. That the Infrastructure Operations Committee:
 - a) recommends to Council to approve the specification of the following controls for the matters in relation to the collection, transportation, or disposal of waste from any property in accordance with clause 4.1 and clause 5.15 of the Waste Management and Minimisation Bylaw 2019:
 - i. Clause 5.15.d - The maximum number of hours prior to or following the collection period that a container may be placed in a public place:
Specified Bylaw Control:
 Other than as specified in conditions set by Council in any written approval or licence to collect waste from a public place as per the Waste Management and Minimisation Bylaw 2019, no container may;
 - Be placed in a public place for collection more than 14 hours prior to the commencement of the collection period.
 - Be left in a public place for more than 14 hours after the collection period ends.
 - ii. Clause 5.15.e - The maximum weight of waste put in individual containers:
Specified Bylaw Control:
 For Council provided services that the maximum weight allowed in approved containers is;

- 120 litre rubbish bin – 40 Kg of refuse
- 240 litre recycling bin – 40 Kg of dry recyclable material
- Glass crate – 20 Kg of glass bottles or jars
- Food scraps bin – 15 Kg of organic material

For non-standard approved containers;

- The General Manager Infrastructure Operations is delegated to approve the maximum weight that may be set for non-standard approved containers.
- b) notes that the specified bylaw controls will be made available to the public as a document on the Hamilton City Council website alongside the Waste Management and Minimisation Bylaw 2019; and
- c) notes that communication of the specified bylaw controls will be completed using a public notice as required by clause 4.1a of the Waste Management and Minimisation Bylaw 2019.

Executive Summary - *Whakaraapopototanga matua*

4. Council has a Waste Management and Minimisation Bylaw 2019 which was developed in consultation with the community and key stakeholders and adopted by Council in November 2019.
5. The Waste Management and Minimisation Bylaw 2019 has provision within clause 4.1 to specify controls for the matters in relation to the collection, transportation or disposal of waste from any property detailed in clause 5.15 to support the purpose of the Bylaw.
6. Two proposed specified controls have been identified by staff since the Bylaw was adopted in November 2019. These specified controls relate to the maximum time waste containers for the new service are able to be left on the kerbside and the weight of material in each container able to be collected.
7. Staff recommend that the two proposed specified controls are approved by Council as they are required to support the implementation of the new kerbside rubbish and recycling service scheduled to start 31 August 2020.
8. The financial implications of the recommendations within this report are minor and only include the cost of a public notice to communicate any change in controls and can be accommodated within existing operational budgets.
9. Staff consider the matters in this report have a low significance and that the recommendations comply with the Council's legal requirements.

Background - *Kooreo whaimaarama*

10. The Council has a [Waste Management and Minimisation Bylaw 2019](#) (the Bylaw) which was developed in consultation with the community and key stakeholders and adopted on 28 November 2019 by Council.
11. The Bylaw supports the Hamilton [Waste Management and Minimisation Plan 2018-2024](#), and the new service levels for the management, collection and disposal of rubbish and recycling being implemented in Hamilton from 31 August 2020.
12. The purpose of the Bylaw is to set controls and regulate waste in the city.

Discussion - *Matapaki*

13. Within the Bylaw there is provision to specify controls to support the implementation of the Bylaw by Council resolution, rather than having to work through the full Local Government Act 2002 Special Consultative Procedures process.
14. Clause 5.15 of the Bylaw sets the general control matters in relation to the collection, transportation and disposal of waste from any property that Council may specify controls for.
15. Clause 4.1 of the Bylaw states that any control specified by the Council under section 151(2) of the Local Government Act 2002 to support the implementation of this Bylaw must be made by resolution and public notice.
 - 4.1. Any control specified by the Council under s 151(2) of the Local Government Act 2002 to support the implementation of this Bylaw:
 - a. must be made by a resolution and public notice; and
 - b. may:
 - i. prohibit, restrict, or control any matter or thing generally, for any specific category or case, or in a particular case;
 - ii. apply to all waste or to any specified category of waste; and
 - iii. apply to the City or to a specified part of the City; and
 - iv. apply at all times or at any specified time or period of time
16. This provision provides Council with the ability to respond more efficiently and quickly to the need for specified controls to support the purpose of the Bylaw to regulation of waste.
17. Staff have identified two general matters from clause 5.15 of the Bylaw (5.15.d and 5.15.e) that they propose to specify controls for as they are necessary to enable the implementation of the new kerbside rubbish and recycling service scheduled to start 31 August 2020.
18. The intent of the proposed specified controls detailed in the table below is to provide further definition and to ensure that the Bylaw can be enforced if needed.

General Bylaw Control	Proposed Specified Bylaw Control	Commentary
Clause 5.15.d The maximum number of hours prior to or following the collection period that a container may be placed in a public place	Other than as specified in conditions set by Council in any written approval or licence to collect waste from a public place as per the Waste Management and Minimisation Bylaw 2019; no container may: <ol style="list-style-type: none"> a) be placed in a public place for collection more than 14 hours prior to the commencement of the collection period; or b) be left in a public place for more than 14 hours after the collection period ends. e.g. If the collection period is 7am-5pm on a Wednesday – containers may not be put out earlier than 5pm Tuesday and must be collected in by 7am Thursday.	This specified control will ensure containers are not placed out too early or left out on the kerbside for long periods of time. Timely removal of the containers will ensure that on non-collection days the kerbsides remain clear, providing a “clean street appeal”.
Clause 5.15.e The maximum weight of waste put in individual containers	<u>For Council provided waste services:</u> The maximum weight of waste allowed in approved containers is: <ul style="list-style-type: none"> • 120L Rubbish bin – 40kg of refuse • 240L Recycling bin – 40kg of dry recyclable material 	This specified control is required to meet Health and Safety obligations for our contractor’s kerbside collection staff

	<ul style="list-style-type: none"> • Glass crate – 20kg of glass bottles or jars • Food scraps bin – 15kg of organic matter <p><u>Non-standard approved containers:</u> The General Manager, Infrastructure is delegated to approve the maximum weight that may be set for non-standard approved containers</p>	
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19. The establishment of specific controls does not change the initial educational approach that Council will take to any non-compliant activity under the Bylaw. The Bylaw controls are a tool that council staff may choose to use when education and engagement with members of the community has not been effective.
20. Given there is no provision within the Bylaw for the addition of a schedule/register, the most appropriate site for the specified controls under clause 4.1 and 5.15 to be made available to the public is as a document on the Hamilton City Council website alongside the Bylaw.
21. It is expected further specified controls may be required in the next 1-2 years following the roll out of the new rubbish and recycling service, the completion and implementation of a regional waste licencing framework and following more regulatory change and guidance from central government on waste minimisation.
22. If the recommendation for the specified controls is approved, this change will be communicated to residents by public notice as required by clause 4.1.a. In addition, this information will also be included in booklets that will be provided to property owners in regards to the correct use of the rubbish and recycling bins and containers associated with the new service.
23. If the recommendation to expand the Bylaw controls is not approved, then staff will be unable to enforce the maximum time that a waste collection container may be in a public place prior to or following the collection period or the maximum weight of waste that can be safely collected by our contractor.

Financial Considerations - *Whaiwhakaaro Puutea*

24. The kerbside collection of rubbish and recycling is a regular operating activity funded through the Long-Term Plan.
25. The financial implications of the recommendations within this report are minor and only include the cost of a public notice to communicate any change in controls and can be accommodated within existing operational budgets.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

27. 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').
28. 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.

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

Social

30. The Bylaw controls are a tool that staff may choose to use when education and engagement with members of the community has not been effective. In general staff will initially take an educational and engagement approach to any non-compliant activity under the Bylaw.
31. The ability to enforce the maximum number of hours that a container may be placed in a public place prior to or following the collection period, can assist in ensuring containers are not placed out too early or left out on the kerbside for long periods of time, resulting in community dissatisfaction.
32. The proposed expanded controls relating to the maximum weight of waste put in individual containers will ensure that there is consistency in the level of service provided to the community and that waste can be safely and effectively collected by waste contractors.

Economic

33. The ability to enforce maximum weight of waste put in individual containers will allow Council to meet its obligations under its contract with Envirowaste and provide a cost-effective service to all eligible properties within the city.

Environmental

34. The ability to enforce controls under the Bylaw is in alignment with the Hamilton City Council Sustainability Principle:
- Sustainability Principle 10: *Council works with its communities to minimise the production of waste and maximise opportunities to recycle.*

Cultural

35. Te Runanga o Kirikiriroa and Te Haa o te Whenua o Kirikiriroa were invited to contribute to the review of the Bylaw and associated controls during 2019, however no feedback was received.
36. As the new proposed controls are to support the rollout of the service but do not comprehensively change the intent of the Bylaw or the service being provided, no further consultation with iwi or community has been undertaken.

Risks - *Tuuraru*

37. If there is no enforceable control in place for the times that containers could be placed in a public place, it could lead to increased customer dissatisfaction from bins being left out on street for extended periods.
38. If there is no enforceable control limiting the weight of containers that can be collected, it could result in ongoing issues with some containers being unable to be collected by our contractor due to them exceeding the weight specified in the collection contract. Council could then be held responsible for providing a disposal service for overweight bins unable to be collected by contractor.

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 recommendation(s) in this report has/have a low level of significance.

Engagement

40. Community views and preferences are already known to the Council through extensive consultation with stakeholders – including waste operators, community groups, other Councils, Waikato Regional Council and related units within Council during development of the Bylaw. These views have been carried over to the development of specific controls.
41. Given the low level of significance determined, the engagement level is low. No engagement is required.

Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

Council Report

Committee: Infrastructure Operations Committee
Date: 30 June 2020
Author: Katherine Johns
Authoriser: Eeva-Liisa Wright
Position: Strategic Transport and Engagement Leader
Position: General Manager Infrastructure Operations
Report Name: Innovating Streets for People - Round 2 Application

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

1. To seek approval from the Infrastructure Operations Committee concerning the proposed project for Round 2 of the Innovating Streets for People application.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure Operations Committee:
 - a) receives the report; and
 - b) approves the proposed project for the Innovating Streets for People for the Round 2 application for completion in the 2020/21 financial year utilising reassignment of local share funding of \$30,000 from the Transport Improvement Programme.

Executive Summary - *Whakaraapopototanga matua*

3. An update on the Access Hamilton Transport Improvement Programme was considered at the [26 May 2020 Infrastructure Operations Committee](#) meeting.
4. Elected Members participated in a drop-in session to discuss possible projects for Round 2 of the Innovating Streets for People application (Innovating Streets). A connection for Ward Street, Worley Place, Garden Place and the River was broadly discussed.
5. Staff have further investigated these options and have identified one that is most likely to receive funding through Innovating Streets. The broader connection will be considered as part of the review of the Central City Transformation Plan.
6. This report outlines those projects and proposed reassigned funding from the 2020/21 Transport Improvement Programme to cover the local share for this project. Staff will circulate the completed application to Elected Members prior to this meeting.
7. Staff consider the matters in this report have low significance and that the recommendations comply with the Council's legal requirements.

Background - Kooreo whaimaarama

8. An update on the Access Hamilton Transport Improvement Programme was considered at the 26 May 2020 Infrastructure Operations Committee meeting which included information on the opportunity for investment into Innovating Streets.
9. The Innovating Streets programme provides Councils with an opportunity to adapt their streets to better support active and safe transport needs by contributing to the creation of more people-friendly spaces in our towns and cities.
10. If the application is successful, the pilot fund will provide Councils with a 90% funding assistance rate (FAR) as well as capability building support including participation in a community of practice.
11. The use of 'tactical urbanism' is made – temporary, low cost initiatives specifically targeted at retrofitting streets to reduce vehicle speeds and create more space for people to advance a future permanent change. This approach enables 'testing' of proposed ideas and engagement with the community before a final finished product is built.
12. The timeline for the Innovating Streets funding applications are set out below:

Activities Timeline	Round 1	Round 2
Applications Open	3 April 2020	8 June 2020
Applications Due	8 May 2020	3 July 2020
Assessed and Approved	8 June 2020	31 July 2020
Agreements signed and funding in place	3 July 2020	28 August 2020
Design, plan, deliver	June 2021	June 2021

13. Applications for the following projects were made for Round 1 funding:

Location	Scope of Works	Local Share \$
Ward Street (Tristram Street to Anglesea Street)	Street activation, trial biking and pedestrian improvements, ecological improvements, creating a slower speed environment, community engagement and monitoring	78,000
Victoria St - VOTR (Collingwood Street to Garden Place)	Street Party / Launch event - how community can engage with the Central City Activities, what it is all about, where they can see events and when.	10,000
Grey Street shopping centre (Clyde Street to Cook Street.	Eastern Pathways Launch event (1 day) – providing information how community can engage, what it is all about, where they can see activities/trials and when	8,000
Rostrevor St (Tristram Street to Seddon Road)	Improving pedestrian connectivity - trial biking and pedestrian improvements, creating a slower speed environment, community engagement and	53,000

	monitoring	
Total (local share)		149,000

14. Confirmation of the projects approved for funding by Waka Kotahi NZ Transport Agency (Waka Kotahi) for Round 1 will be advised once released.
15. The 26 May 2020 Infrastructure Operations Committee approved the local share of funding for these projects and the Stimulus projects via reassignment of funding from the Access Hamilton Transport Improvement Programme based on projected figures for the three-year period through to June 2021 as set out below:

Project	Funding Opportunities
	Gross (includes 51% subsidy)
Intersection Safety and Capacity upgrades	\$2.3M
Gordonton Road Corridor	\$7.5M
Mass Transport	\$5.4M
Eastern Pathways (School Link/University Link)	\$6.8M

The following funding was approved:

Project	Local share	Total cost
Innovating Streets	149,000	1,490,000
Stimulus Projects	1,350,000	1,350,000

17. It was noted in the 26 May 2020 Infrastructure Operations Committee report that the Round 2 applications would be presented for approval at a subsequent meeting of the committee.

Innovating Streets Round Two application

18. Following the Elected Member workshop on 17 April 2020 several projects were identified for staff to investigate and submit funding for. It is proposed that the local share be funded via reassignment of budget from within the 2020/21 Transport Improvement Programme.
19. Elected Members participated in a drop-in session on 15 June 2020 to discuss possible projects for Round 2 of the Innovating Streets fund. A connection for Ward Street, Worley Place, Garden Place and the River was broadly discussed. Staff have further investigated these options and have identified one that is most likely to receive funding through the Innovating Streets. The broader connection will be considered as part of the review of the CCTP.
20. The proposed project for round 2 is the temporary closure of Worley Place to vehicles during the month of February 2021, to align with the Women's Cricket World Cup event.
21. The closure will enable us to test activities that will encourage pedestrians and people on bikes to use the space as a connection between the West Town Belt and the river, in addition activating the space to encourage people to stay and enjoy time in the heart of the central city.
22. It is recommended that \$30,000 be reassigned from the local share of the Transport Improvement Programme for the Round 2 Application to the Innovating Streets project, utilising reassignment of funding from the 2020/21 Transport Improvement Programme.

Noting that any funding previously approved by Council for projects in Round 1 for any projects declined by Waka Kotahi will be reallocated to this round.

Innovating Streets – Round 2 Project	Local share	Total cost
Worley Place – Temporary closure to vehicles	30,000	300,000

Financial Considerations - *Whaiwhakaaro Puutea*

23. The local share costs to complete the proposed project is funded through the 2018-28 10 Year Plan.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

25. 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').
26. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.
27. The recommendations set out in this report are consistent with that purpose
28. Further opportunities for promotion of the 4 wellbeings will undertaken as part of the development process for each of the projects as they are further developed and implemented.

Social

29. The project and activities outlined in this report will help provide for a connected city allowing communities to access employment, education, health and other essential services as well as access to recreational and social opportunities.
30. The programme of work provides Council with an opportunity to adapt streets to better support active and safe transport needs by contributing to the creation of more people-friendly spaces in our towns and cities.

Economic

31. The proposed Innovating Streets project that has been submitted for funding consideration will support economic stimulus and provide opportunities for the city that have seen an impact from COVID-19.

Environmental

32. Completion of this project supports alternative modes of transportation and the ability for the community to traverse across and around the city in a safe way without the need for a vehicle.

Cultural

33. The project plans that will be developed for this programme of work will consider how to properly engage with tangata whenua.

Risks - *Tuuraru*

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

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

Significance

35. 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

36. Engagement and consultation will be undertaken with the community and key stakeholders as the projects are developed and implemented.
37. Given the low level of significance determined, the engagement level is low. No engagement is required.

Attachments - *Ngaa taapirihanga*

There are no attachments for this report. .

Council Report

Item 10

Committee: Infrastructure Operations Committee

Date: 30 June 2020

Author: Rebecca Watson

Authoriser: Amy Viggers

Position: Governance Advisor

Position: Governance Team Leader

Report Name: Information Only Reports to be received

Report Status	<i>Open</i>
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1. The following reports are for information only and will be circulated under separate cover:
 - General Manager's Report
 - Speed Management Programme for Hamilton Local Roads 2020/21
2. There are no decisions to be made by Committee Members concerning these reports and an opportunity to ask questions will be available at the end of the formal meeting time.

Staff Recommendation

3. That the Infrastructure Operations Committee receives these reports for information only:
 - General Manager's Report
 - Speed Management Programme for Hamilton Local Roads 2020/21.

Attachments - *Ngaa taapirihanga*

See the Information Only Reports to be Received at the end of the open agenda.

Council Report

Committee: Infrastructure Operations Committee
Date: 30 June 2020
Author: Rebecca Watson
Authoriser: Amy Viggers
Position: Governance Advisor
Position: Governance Team Leader
Report Name: Recommendation from the the Central City and River Plan Advisory Group to the Infrastructure Operations Committee

Report Status	<i>Open</i>
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Purpose – Take

1. To seek the Infrastructure Operations Committee's approval of the recommendation from the Central City and River Plan Advisory Group meeting on 15 June 2020, in respect of the Central Business District (CBD) 2 Hour Free on-street parking trial.
2. The Report from Central City and River Plan Advisory Group meeting on 15 June 2020 is attached (**Attachment 1**).

Recommendation from the Central City and River Plan Advisory Group to the Infrastructure Operations Committee:

1. That the Infrastructure Operations Committee:
 - a) receives the report presented to the Central City and River Plan Advisory Group (attachment 1);
 - b) approves the Central City and River Plan Advisory Group's recommendations to:
 - i. extend the Central Business District 2 Hour Free on-street parking trial to 30 June 2021 to align with the completion and approval of the Central City Transformation Plan (CCTP) refresh;
 - ii. request staff investigate a reduced 2 hour free parking area and removal of some 2-hour free parking from 1 July 2020, to enable increased commuter revenue of \$400,000
 - iii. request staff provide an update report by April 2021 on the Central Business District 2 Hour Free on-street parking trial to the Infrastructure Operations Committee; and
 - iv. request Central City parking, including areas for shoppers and commuters, be included for consideration as part of the 2021-31 Long Term Plan process, and is to be aligned with:
 - Hamilton Parking Principles
 - CBD Parking Precinct Plan
 - Central City Transformation Plan (CCTP) Refresh

- Parking technology improvements.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Central Business District (CBD) 2 Hour Free Parking Trial Update Report to Central City and River Plan Advisory Group .

Council Report

Committee: Central City and River Plan Advisory Group **Date:** 15 June 2020

Author: Jason Harrison **Authoriser:** Eeva-Liisa Wright

Position: City Transportation Unit Manager **Position:** General Manager Infrastructure Operations

Report Name: Central Business District (CBD) 2 Hour Free Parking Trial Update

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

1. To update the Central City and River Plan Advisory Group on the status of the Central Business District (CBD) 2 Hour Free on-street parking trial.
2. To seek a recommendation from the Central City and River Plan Advisory Group to the Infrastructure Operations Committee on the either the continuation of, or completion of, the Central Business District (CBD) 2 Hour Free on-street parking trial.
3. To seek feedback and consideration for options around future CBD fringe commuter parking and technology replacements.

Staff Recommendation - *Tuutohu-aa-kaimahi*

4. That the Central City and River Plan Advisory Group:
 - a) receives the report; and
 - b) recommends to the Infrastructure Operations Committee that the Central Business District 2 Hour Free on-street parking trial :

Either –

Option 1 –

 - (i) Extend the Central Business District 2 Hour Free on-street parking trial to 30 June 2021 to align with the completion and approval of the Central City Transformation Plan (CTTP) refresh; and
 - (ii) Requests staff investigate a reduced 2 hour free parking area (precinct 2 and 3) and future CBD commuter parking options in precincts 1 and 4 as a minimum; and
 - (iii) Requests that staff provide an update report by April 2021 on the Central Business District 2 Hour Free on-street parking trial; and
 - (iv) Requests that Central City parking including parking areas for shoppers and commuters be considered as part of the 2021-31 LTP and are to be aligned to approved:

- a) Hamilton Parking principles
- b) CBD Parking Precinct Plan
- c) Parking technology improvements

Or;

Option 2 –

- (i) Central Business District 2 Hour Free on-street parking trial is complete and parking within the CBD reverts back to Free Before 9 and after 3 and paid parking from 1 December 2020; and
- (ii) Requests that Central City parking including parking areas for shoppers and commuters be considered as part of the 2021-31 LTP and are to be aligned to approved:
 - a) Central City Transformation Plan (CCTP) refresh
 - b) Hamilton Parking principles
 - c) CBD Parking Precinct Plan
 - d) Parking technology improvements

Executive Summary - *Whakaraapopototanga matua*

4. The current Central Business District (CBD) 2 Hour Free on-street parking trial has been in place since October 2017 and has included within the 2018-28 10 year plan budgets for the 10 year period.
5. The intention was that this parking offering would be an interim measure while strategic Parking Principles were developed that would then allow the establishment of Parking Precinct Plans (including the Central City) to give effect to our Access Hamilton (Transport) strategy.
6. Currently the Parking Principles have not been finalised and form part of a package of strategic work which involves the development of the Mass Transit Plan, Metro Spatial Plan, and CBD Plan, which are all currently in progress.
7. At the 26 May 2020 Infrastructure Operations Committee, the Chair's Report indicated that it was important that the Central City and River Plan Advisory Group consider the future of Central City parking and recommended that the Central Business District 2 Hour Free Parking Trial Update report be further deferred and delegated to the Central City and River Plan Advisory Group meeting to consider and provide a recommendation to Infrastructure Operations Committee by 30 June 2020.
8. Until such time that the Parking Principles, and the associated Central City Parking Precinct Plan are adopted, staff have identified two parking options for the Central City and river Plan Advisory group to consider:
 - Option 1: to extend the current CBD 2 Hour Free on-street parking trial until 30 June 2021.
 - Option 2: to end the CBD 2 Hour Free on-street parking trial and revert to the pre-trial conditions of 2 hour paid parking with free parking before 9am and free parking after 3pm.
9. To minimise the number of times the on-street parking offer will change, and to deliver consistency for businesses to recover post COVID-19, staff recommend Option 1 be recommended by the Central City and River Plan Advisory Group.
10. Staff consider the matters in this report low significance and that the recommendations comply with the Council's legal requirements.

Background - *Kooreo whaimaarama*

11. At its 13 December 2016 meeting Council established the Parking Control Taskforce (Taskforce), which superceded and merged into the Access Hamilton Taskforce. The Taskforce confirmed the strategic direction for parking in the Central City as follows:
 - On street parking should be provided as a service to support an active, strong commercial central city
 - On street parking strategies should target short term visitors and shoppers while longer term visitors should be directed to off street car parking
 - The target 85% parking utilisation factor should be retained
 - The maximum parking period of two hours should be retained
 - That parking management practices be directed more and more to education and compliance rather than enforcement
 - Travel demand management strategies that encourage biking, public transport and ride sharing for both visitors and workers should be deployed alongside the parking strategy

12. In June 2017 during the 2017-18 Annual Plan, Council approved the installation of new parking inground sensor technology in conjunction with a 2 Hour Free on-street parking trial (from 1 October 2017 to 30 June 2018) in the Central Business District (CBD) commencing in October 2017

Agenda:

<https://www.hamilton.govt.nz/AgendasAndMinutes/20170601 - Council Agenda - 1 June 2017.PDF> (refer Item 9)

Minutes:

<https://www.hamilton.govt.nz/AgendasAndMinutes/Council Minutes 1 June 2017.pdf> (refer Item 9)

13. The 2 hour free parking offer allows for 2 hours free parking per day within the central city with the ability to extend this time period on the basis of paying \$6 for every hour beyond the initial 2 hour free period.



14. The CBD 2 our free offer applies between the hours of 8.00am to 8.00pm Monday to Saturday with parking on Sunday and Public Holidays remaining free with time restrictions within 4 identified precincts in the CBD (Attachment 1)
15. The parking trial monitoring framework was then agreed by the Parking Taskforce in 2017 (Attachment 2).
16. At the 29 May 2018 Growth and Infrastructure Committee the extension of the trial was approved to 30 June 2019 and subsequently factored into the 2018-28 10 year plan budgets for the 10 year period.

Agenda:

<https://www.hamilton.govt.nz/AgendasAndMinutes/Growth and Infrastructure Committee - Open Agenda - 29 May 2018.pdf> (refer Item 9)

Minutes:

<https://www.hamilton.govt.nz/AgendasAndMinutes/Growth and Infrastructure Committee - Open Confirmed Minutes - 29 May 2018.pdf> (refer Item 9)

17. In progressing the trial in May 2018, Council noted the following:
 - a) The strategic direction for parking in the central city was to achieve an optimum of 85% occupancy for on-street parking.
 - b) Free parking should be adopted as a short -term trial only as a strategy to revitalise the central city
 - c) Trial was to be reviewed periodically to ensure the 85% on street parking utilisation was being achieved.

18. At the 29 March 2019 Growth and Infrastructure Committee staff provided an update of the CBD 2 Hour Free on-street parking trial.

Agenda:

<https://www.hamilton.govt.nz/AgendasAndMinutes/Growth and Infrastructure Open Agenda - 29 March 2019.pdf> (refer Item 11)

Minutes:

<https://www.hamilton.govt.nz/AgendasAndMinutes/Growth and Infrastructure Open Confirmed Minutes - 29 March 2019.pdf> (refer Item 8)

19. The Growth and Infrastructure (G&I) Committee resolved a recommendation to Council:
 - a) receives the report; and
 - b) notes the Access Hamilton Taskforce recommendation to continue the Central Business District 2 Hour Free on-street parking trial until 30 June 2020; and
 - c) recommends to the Council the extension of the Central Business District 2 Hour Free on street parking trial until 30 June 2020; and
 - d) requests that staff report back to the Council on the progress of the trial to inform the 2020/21 Annual Plan by April 2020; and
 - e) notes that the objectives and guiding principles of the Parking Management Plan, to be presented back to the Growth and Infrastructure Committee 7 May 2019, will provide the framework for the next phase of developing specific parking precinct action plans.
20. At the 27 August 2019 Growth and Infrastructure Committee staff gave an update on the status of the Parking Principles and advised that while workshops with the Access Hamilton Taskforce were proposed in June and August that they acknowledged that we would not be able to present to Council any recommendation(s) for their consideration prior to the October 2019 Local Government elections.

Agenda:

<https://www.hamilton.govt.nz/AgendasAndMinutes/Growth and Infrastructure Open Agenda - 27 August 2019.pdf> (refer Item 15, points 75. To 81.)

21. On the 24 February 2020 a verbal update was provided to the Central City and River Plan Advisory group regarding the CBD 2 hour free parking trial. Alignment of the parking activity to deliver the Central City strategy refresh, and other overarching plans and strategies was discussed. Unfortunately there was not a quorum when the item was presented therefore a recommendation was not provided.

22. At the 11 March 2020 Elected Member briefing an update on the CBD 2 hour free parking trial was provided using data on occupancy, utilisation, revenue, service requests and resourcing was provided and feedback and guidance was sort for the following –
- Alignment of the parking activity to deliver the upcoming Central city strategy, Biking Plan review, Public Transport, Mass Transit and all other overarching strategies.
 - Integration of updated technology and communication methods included in the transportation improvement programme ensuring provision for a changing environment of a growing city
 - Alignment of parking options to support the delivery of mode shift and continues to ensure the vibrancy of our CBD and city.
23. At the 11 March 2020 briefing Parking Principles were also discussed and Elected Members advised that the intention was for staff to reengage with Council to finalise the Parking Principles.
24. At the 16 April 2020 Infrastructure Operations Committee, due to the impacts of COVID-19, the Central Business District 2 Hour free parking trial update report was deferred to the 26 May 2020 with further deferrals being acceptable should they be required.

Agenda:

[https://www.hamilton.govt.nz/AgendasAndMinutes/Infrastructure Operations Open Agenda - 16 April 2020.PDF](https://www.hamilton.govt.nz/AgendasAndMinutes/Infrastructure%20Operations%20Open%20Agenda%20-%2016%20April%202020.PDF) (refer Item 6)

Minutes:

[https://www.hamilton.govt.nz/AgendasAndMinutes/Infrastructure Operations Open Unconfirmed Minutes - 16 April 2020.pdf](https://www.hamilton.govt.nz/AgendasAndMinutes/Infrastructure%20Operations%20Open%20Unconfirmed%20Minutes%20-%2016%20April%202020.pdf) (refer Item 6)

25. At the 26 May 2020 Infrastructure Operations Committee, the Chair's Report indicated that it was important that the Central City and River Plan Advisory Group consider the future of Central City parking and recommended that the Central Business District 2 Hour Free Parking Trial Update report be further deferred and delegated to the Central City and River Plan Advisory Group meeting to consider and provide a recommendation to Infrastructure Operations Committee by 30 June 2020.

Agenda:

[https://www.hamilton.govt.nz/AgendasAndMinutes/Infrastructure Operations Committee Open Agenda - 26 May 2020.PDF](https://www.hamilton.govt.nz/AgendasAndMinutes/Infrastructure%20Operations%20Committee%20Open%20Agenda%20-%2026%20May%202020.PDF) (refer Item 6)

Minutes:

[https://www.hamilton.govt.nz/AgendasAndMinutes/Draft Infrastructure Operations Open Minutes - 26 May 2020.pdf](https://www.hamilton.govt.nz/AgendasAndMinutes/Draft%20Infrastructure%20Operations%20Open%20Minutes%20-%2026%20May%202020.pdf) (refer Item 6)

Discussion - *Matapaki*

Parking Principles and Precinct Plans

26. Currently the Parking Principles form part of a package of strategic work which involves the development of the Mass Transit Plan, Metro Spatial Plan, and Central City Transformation Plan refresh, which are all currently in progress.
27. Until the strategic Parking Principles are adopted by Council, staff are not in a position to develop the Parking Precinct Plans required to give effect to our Access Hamilton strategy without the risk of an adhoc approach to parking being taken.

28. The current CBD 2 hour free parking offering was intended to be an interim measure until the Parking Principles and the subsequent Central City Parking Precinct Plan could be developed and implemented.
29. Until such time that the Parking Principles are adopted by Council staff believe that the current parking offering should continue as it maintains a level of consistency that the public and businesses are familiar with. The current offering has been allowed for in the current 10 Year Plan.
30. That said, staff are advising that the Central City and River Plan Advisory Group should seek clarity on when the Parking Principles are expected to be received and adopted by the appropriate Committee.
31. It would be recommended that the Hamilton Parking Principles be developed with input from the Central City and River Plan advisory group and be approved by the appropriate Committee.
32. Following the approval of the Hamilton Parking Principles the CBD Parking Precinct Plan is developed with input from the Central City and River Plan advisory group and be approved by the Infrastructure Operations Committee.

Parking Activity Monthly Report

33. The current CBD 2 hour free on-street parking offering is monitored monthly through a series of performance indicators that were pre-agreed with the Access Hamilton (Parking) Taskforce. These indicators are captured in a monthly report.
34. Attachment 3 is the February 2020 Parking Activity report for the central city. This monthly report captures data up until February 2020 as operations at that time were not affected by the current Alert Level restrictions resulting from the Covid-19 pandemic.
35. Further data may be tabled and presented at this Central City and River Plan advisory Group meeting.

Parking Trial Monitoring Framework

37. Key Theme 1 – Occupancy

Table 1 Summary of Occupancy Data by Precinct (February 2020)

	Average Occupancy 10am-4pm (%)	Average Stay Time (mins)	Stay Time Period			
			0 to 30 mins (%)	30 to 60 mins (%)	60 to 120 mins (%)	> 120 mins (%)
Precinct 1 (Northern)	55.12	53.73	59.62	20.53	16.39	3.45
Precinct 2 (Barton)	71.37	48.33	61.05	20.92	16.74	1.29
Precinct 3 (Civic)	80.88	56.90	47.83	25.33	23.13	3.71
Precinct 4 (Southern)	67.79	102.52	42.55	18.30	22.13	17.02

38. Key Theme 2, 4 and 5

Table 2 Summary of key themes (2019)

	Key Theme 2 Increase number of people living in Central City		Key Theme 4 Number of employees in Central City		Key Theme 5 GDP – Central City	
	No.	% ¹	No.	% ¹	No.	% ¹
2014	2,950		20,166		1,701	
2015	3,100	5.10%	21,549	6.90%	1,827	7.40%
2016	3,310	6.80%	21,855	1.40%	1,870	2.40%
2017	3,490	5.40%	22,252	1.80%	1,906	1.90%
2018	3,800	8.90%	23,038	3.50%	1,970	3.40%
2019	3,970	4.50%	21,855	-5.10%	2,546	29.20%

Note 1: Percentage based on comparison with previous year.

39. Key Theme 3- Increase in Retail Spend in Central City; CBD Spend highlights can be found in Attachment 4.
40. Hamilton Electronic spending by District Plan zone data is reported in the Parking monthly activity report (Attachment 3, section 8.0) and provides a breakdown of the annual Central City Zone spend into quarters from 2009 (sourced from District Plan Monitoring team). These graphs show the full 2019 calendar year.

Options

Central City 2 Hour Free On-Street Parking

41. Staff have assessed that there are 2 reasonable and viable options for the Central City and River Plan Advisory Group to consider.
42. These two options are:
- Option 1: to extend the current CBD 2 Hour Free on-street parking trial until 30 June 2021, with the current offer being in place from 8am to 8pm Monday to Saturday with additional hours permissible with a tariff of \$6hr.
 - Option 2: to end the CBD 2 Hour Free on-street parking trial and revert to the pre-trial conditions of free parking before 9am and free parking after 3pm Monday to Saturday.
43. Staff recommend option 1 to allow for approvals of key strategies and plans to be approved that have an immediate impact on the central city. This will ensure alignment of any operational parking changes to achieve the Council approved strategic outcomes and that they are collectively made at one time where they directly impact on the parking customers' experience in the central city.

44. The Advisory Group could also consider a further trial of some localised CBD paid commuter parking on-street in the fringe areas (current precincts 1&4) where significant vacancies and parking space occupancy has been consistently identified as being well below 85% and/or overstay have been identified. A verbal update will be given at the Advisory Group meeting regarding locations for trialling commuter parking and to present a demonstration model of a proposed parking meter replacement.
45. Actively encouraging the use of the 'Pay my Park' App within the Central City should also be completed during the trial. Using this app will remove the need for validation of vehicles in CBD parking spaces by Parking wardens and also provide the customer the real time ability to manage their parking in the Central City.
46. Investigating new technology options for both parking meters and enforcement with input from the Central City and River Plan Advisory Group is recommended to be completed. New technology once approved could be implemented by 30 June 2021 and/or be considered as part of the 2021-31 LTP.
47. Should Option 2 be preferred, and the trial be completed, parking operations will return to the pre-trial conditions of free before 9 and after 3 with time required to communicate to the community, from 1 December 2020. Alignment of Central City parking including parking areas for shoppers and commuters should also be considered as part of the 2021-31 LTP to ensure they are aligned with the following approved strategic documents and plans:
 - Central City Transformation Plan (CCTP) refresh
 - Hamilton Parking principles
 - CBD Parking Precinct Plan
 - Parking technology improvements
48. Option 2 will incur unbudgeted costs as a result of this change. These costs are yet to be fully understood, it is anticipated these could be similar to the Central City Parking Options Financial Summary as reported to the Growth and infrastructure committee on the 29 March 2019.

Financial Considerations - *Whaiwhakaaro Puutea*

49. The Central Business District 2 hour free on street Parking offer is already embedded in the 2018-28 10-year plan, no further costs will be incurred by an extension.
50. Attachment 3 provides the financial detail of the current 2 hour free parking trial.
51. Should the trial not be extended operational costs will be incurred as a result of this change and parking revenue will be received. These costs are yet to be fully understood and will be reported to the Infrastructure Operations Committee on the 30 June 2020.
52. It is anticipated these could be similar to the Central City Parking Options Financial Summary as reported to the Growth and infrastructure committee on the 29 March 2019.

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

53. Staff confirm that Option 1 complies with the Council's legal and policy requirements.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

54. 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').
55. 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.
56. The recommendations set out in this report are consistent with that purpose.

Social

57. The recommendation in this report is to either extend or complete the existing Central Business District 2 hour free Parking Trial. Continuation of the trial for central city shoppers will mean that the community does not need to go through a change process after a period of significant change post COVID-19.

Economic

58. The recommendation in this report is to either extend or complete the existing Central Business District 2 hour free Parking Trial, continuation of the trial will deliver consistency for businesses to support the recovery post COVID-19.

Environmental

59. The recommendation in this report is to either extend or complete the existing Central Business District 2 hour free Parking Trial. Demand management strategies that encourage biking, public transport and ride sharing for both visitors and workers are being deployed alongside this trial.

Cultural

60. The recommendation in this report is to either extend or complete the existing Central Business District 2 hour free Parking Trial, there no known impacts at this stage.

Risks - *Tuuraru*

61. The recommendation in this report is to extend or complete the existing Parking Trial. Extending the trial will not change the impacts on exposure to risk.
62. The risk of the trial changing without approved strategies and plans may create confusion within the central city and also lead to outcomes being adhoc in nature.

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

Significance

63. 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

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

Attachments - *Ngaa taapirihanga*

Attachment 1 - Parking Precincts - CBD 2 Hour Free On Street Parking Trial

Attachment 2 - Monitoring Framework - CBD 2 Hour Free On Street Parking Trial

Attachment 3 - Parking Activity Monthly Report February 2020

Attachment 4 - CBD Payments Insights

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 Infrastructure Operations Public Excluded Minutes 26 May 2020) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
C2. 3 Waters Operations and Maintenance Contract Extensions - Contracts 15023 and 12046)	

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 negotiations	Section 7 (2) (i)

Notice of Meeting:

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

Date: Tuesday 30 June 2020
Time: 9.30am
Meeting Room: Council Chambers and via Audio Visual Link
Venue: Municipal Building, Garden Place, Hamilton

Richard Briggs
Chief Executive

OPEN REPORTS FOR INFORMATION ONLY

Infrastructure Operations Committee *Komiti Hanganga*

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Council Report

Committee: Infrastructure Operations Committee

Date: 30 June 2020

Author: Robyn Denton

Authoriser: Eeva-Liisa Wright

Position: Operations Team Leader, City Transportation

Position: General Manager Infrastructure Operations

Report Name: Information Only: Speed Management Programme for Hamilton Local Roads 2020/21

Report Status

Open

Purpose – Take

1. To inform the Infrastructure Operations Committee on Speed Management in Hamilton City and the proposed programme of works for 2020/21.

Speed Limit Changes to Local Roads

2. The Low Cost Low Risk programme that was approved at the [26 May 2020 Infrastructure Operations Committee meeting](#) included a number of speed management projects for local roads.
3. The projects for 2020/21 and details of the proposals are set out in the table below:

Location	Comments
Safer Speed Areas - implementation of 40 km/h speed limits via signage, road marking, other associated physical works.	
• Huntington Drive Area	Proposed to support the safer cycling route running parallel to Gordonton Road and new bridge linking Huntington and St James in Managiti Park. Demonstration area for new recreational biking signage.
• St James Drive Area	
• Fairview Street Area	Responding to increased concerns from residents due to increased through traffic from adjacent residential development to the north.
• Mahoe Street Area	Responding to increased concerns from residents, and to wrap around the proposed demonstration safer school zone.
• Crawshaw Drive Area	Responding to increased concerns from residents, and to wrap around the proposed demonstration safer school zone.
Safer School Zones – implementation of 30 km/h speed limits via signage, road marking, other associated physical works	
• Melville Intermediate	Safe school zone demonstration sites working with Waka Kotahi, the schools and community. Ability to link into Innovating Streets programme if successful
• Crawshaw Primary	

Shopping Precincts – implementation of 30km/h speed limits via threshold signage and pavement markings	
<ul style="list-style-type: none"> • Heaphy Terrace Shops (Alfred to Marshall Street) 	Raised pedestrian platform to reinforce pedestrian priority and lower 30km/h speed environment
<ul style="list-style-type: none"> • Clarkin/Heaphy Shops (Heaphy to Bankwood Road) 	The physical works that were completed around 2015 have created the appropriate environment for the lower speed limit.
<ul style="list-style-type: none"> • Grey Street/Te Aroha Street shops 	The physical works completed in 2019/20 financial year have created the appropriate environment for the lower speed limit.

4. A plan illustrating the current Safer Speed Areas with permanent 40km/h speed limits in the city, along with the areas that are being proposed for completion in 2020/21 is included as Attachment 1 to this report.
5. It is proposed to progressively implement these projects over the 2020/21 financial year – following, consultation with community and key stakeholders on the proposed physical works and speed limit changes, the completion of designs of physical works and coordination with any other works in the area.

Financial Considerations - *Whaiwhakaaro Puutea*

6. The total costs to complete the proposed projects are funded through the Low Cost Low Risk programme and is included in the 2018-28 10 Year Plan.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

8. 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').
9. 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.
10. The recommendations set out in this report are consistent with that purpose.

Social

11. The projects and activities outlined in this report will help provide for a safe and connected city allowing communities to access employment, education, health and other essential services as well as access to recreational and social opportunities.
12. The programme of work provides Council with an opportunity to adapt streets to better support active and safe transport needs by contributing to the creation of safer local residential streets within the city.

Economic

13. The physical works that will be required to support the proposed speed limit changes will support economic stimulus for local contractors and provide opportunities businesses and their employees that have seen an impact from COVID-19.

Environmental

14. Completion of these speed management changes support alternative modes of transportation and the ability for the community to traverse across and around the city in a safe way without the need for a vehicle.

Cultural

15. Engagement with Mana Whenua 'Thawk' and Waikato Tainui will continue as part of the consultation on the proposed speed limit changes on Hamilton City local roads and the associated physical works proposed to support these changes.

Risks - *Tuuraru*

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

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

Significance

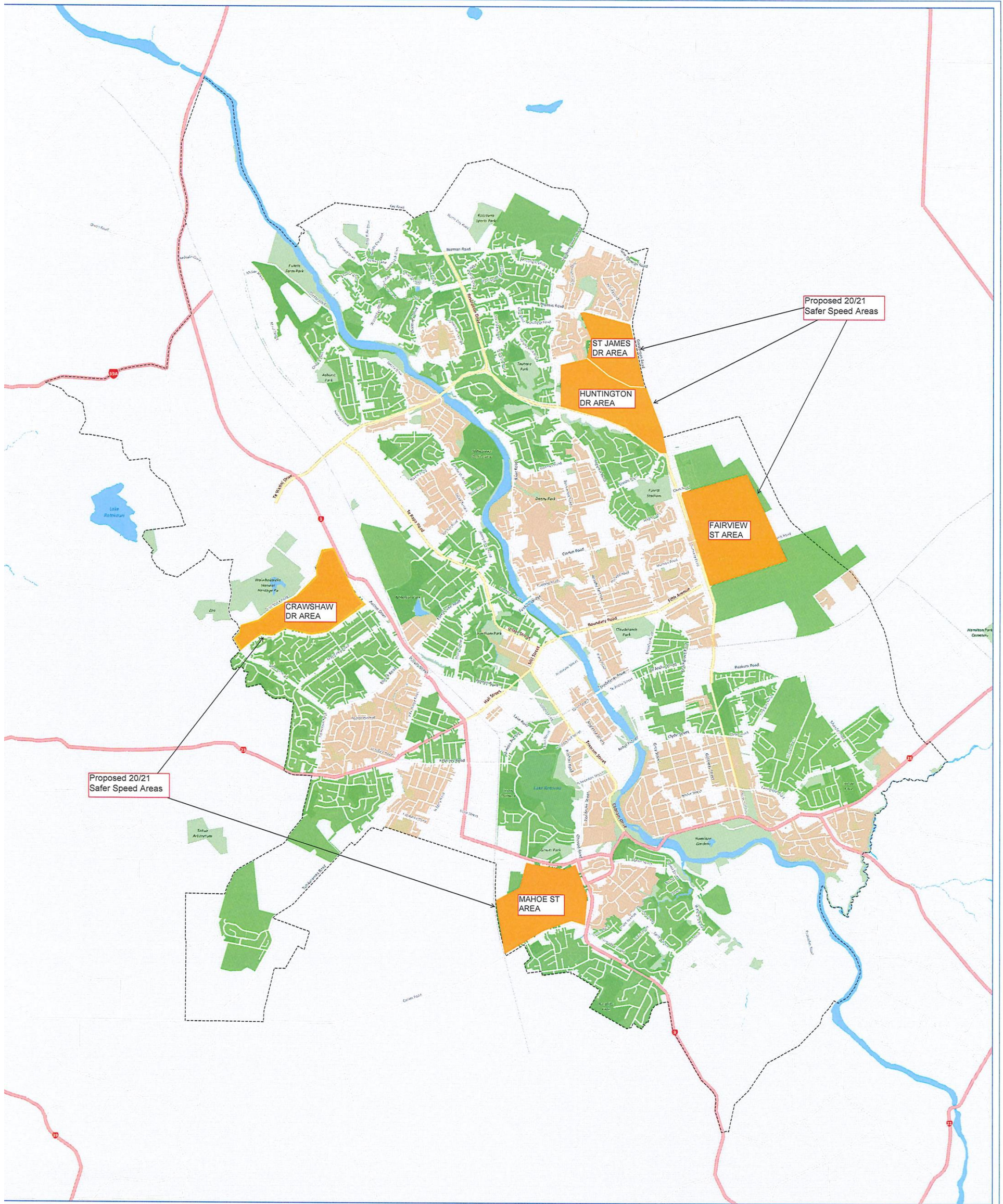
17. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the recommendations in this report has/have a low level of significance

Engagement

18. Community and stakeholder views and preferences are already known to the Council through the engagement and consultation undertaken in the development of the SMP. Additional engagement and consultation will be undertaken during the development of the physical works proposed to support the lower speed limits.
19. Given the low level of significance determined, the engagement level is low.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Hamilton City Safer Speed Areas Map - June 2020.



KEY

- Safer Speed Area (Future)
- Safer Speed Areas (Current)
- Safer Speed Areas (Proposed)

2 1 0 2 km



Trim No.
D-
version
1
Date: 5/03/2020



GIS & CAD Services

DISCLAIMER: While Hamilton City Council has exercised all reasonable skill and care in controlling the contents of this information, Hamilton City Council will not be liable for any costs, loss, injury, damage or expense whatsoever whether direct, indirect, special or consequential, suffered or incurred arising from the use of the digital data, whether arising in contract, negligence or otherwise.

HAMILTON

Speed Management Prioritisation Survey

Council Report

Item 12

Committee: Infrastructure Operations Committee

Date: 30 June 2020

Author: Eeva-Liisa Wright

Authoriser: Eeva-Liisa Wright

Position: General Manager
Infrastructure Operations

Position: General Manager
Infrastructure Operations

Report Name: General Managers Report

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

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.

Discussion - Matapaki

2. This report provides updates to 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.

Vision Zero Update (General Manager Infrastructure Operations)

3. Hamilton City Council has adopted Vision Zero as the philosophy for road safety in the city, an aspiration to achieve zero road deaths and serious injury within Hamilton city.
4. There was one road death within Hamilton City in June 2020 – the first since July 2019. The total number of fatalities in the city for the 2019 calendar year was two.
5. The following table provides information on the types of users that were seriously injured in the city this financial year on a quarterly basis (1 July 2019 to 15 June 2020 inclusive). The data is based on NZ Police reports which are prepared when they attend the crash and it is noted that some crash data can be a little slow in getting entered into the system, so the figures below are subject to change, but are a general reflection of safety performance for the period.

Road User Type	Number Seriously Injured 2019/20 as at 15.6.20				Number of Fatalities April to 15 June	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	1	2	2	0	-	5	13%	1%
Driver	7	6	5	2	-	20	60%	86%
Passenger	0	1	3	0	-	4		
Pedestrian	3	2	3	1	1	10	27.5%	12%
Wheeled pedestrian (wheelchairs, mobility scooters)			1	0	-	1		
Total	11	11	14	3	1	40	100%	100%

Waikato Regional Council - Regional Transport Committee (General Manager Infrastructure Operations)

6. The Regional Transport Committee (RTC) is next scheduled to meet on the 27th July 2020. Councillor O'Leary is the Hamilton City Council nominated representative and Councillor Macpherson the alternate Hamilton City Council representative.
7. The objective of the Regional Transport Committee 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.'
8. At the time of writing this report two workshop meetings have been scheduled to be completed virtually via 'Teams' or 'Zoom' on 22 June and 29 June 2020.
9. The 22 June 2020 meeting is a planned workshop for RTC members on the Regional Road Safety Strategy document and seeking support for the proposed consultation process for this document.
10. The 29 June 2020 meeting is a planned workshop for RTC members on the review of the 2018 Regional Land Transport Plan (RLTP).
11. A verbal update will be provided at this meeting on key points covered in workshop meetings.
12. A copy of the Waikato Regional Council RTC full agenda, minutes and presentations can be found via the following link:

<https://www.waikatoregion.govt.nz/community/whats-happening/council-meetings/agendas-and-minutes-for-council-and-standing-committees/transport/>

Waikato Regional Council – Regional Connections Committee (General Manager Infrastructure Operations)

13. The last Waikato Regional Council's (WRC) Regional Connections Committee Meeting was held on Friday 15 May 2020.
14. A link to the agenda and unconfirmed minutes is provided below:
 - Agenda: <https://www.waikatoregion.govt.nz/assets/Agenda-Package-Regional-Connections-Committee-15-May-2020.pdf>
 - Minutes: <https://www.waikatoregion.govt.nz/assets/Minutes-Regional-Connections-Committee-Meeting-15-May-2020.pdf>
15. Key resolutions from this meeting were:
 - That the youth concession trial be suspended during phase one of the Fare Reinstatement Plan and that the youth concession trial be reintroduced as part of phase two with an amendment being made to the Regional Public Transport Plan to include youth concessions
 - That the report Covid-19 and Ticketing Implementation (Regional Connections Committee 11 May 2020) be received
 - That the revised approach to implementing the new Bee Card ticketing be endorsed in accordance with Attachment 1: Waikato - Fare Collection Reinstatement Plan (dated 11 May 2020) including the simplified interim fare levels and timing of Phases one and two with the inclusion of the resolution made as to youth concessions.
16. In addition to the resolutions passed, Committee members also discussed the development of a draft joint works programme by staff for the next Regional Connections Committee meeting.
17. A Regional Connections Committee workshop is scheduled for Friday 26 June 2020. Staff will workshop a draft joint works programme with Committee members and will also provide an update on the Transport Centre Rejuvenation business case.
18. The next WRC Regional Connections Committee Meeting is scheduled for Friday 14 August 2020.

Request from Lime Technology Ltd Review of Fees and Charges (General Manager Infrastructure Operations and General Manager Growth)

19. Staff have received a written request from Lime Technology Ltd (Lime) on 6 June 2020 to review the Personal Hire (Transport) Device fees and charges structure as approved at the Infrastructure Operations Committee 26 February 2020.
20. Staff will meet with Lime to understand their request and options, noting that the fees and charges structure is applicable for the Personal Hire (Transport) Device permit and is not specifically a fee and charge for Lime.
21. Due to impacts from Covid-19, staff have already re-assessed Lime's fees throughout the period that Lime were unable to operate during alert levels 4 and 3 and continue to work with Lime to support their operation in Hamilton.
22. Staff will report back to the appropriate Committee once the discussions have been held advising on the outcome.

Passenger Rail Project Update (General Manager Development)

23. Construction works for the Rotokauri Transport Hub are advanced but has experienced programme delays due to COVID-19 shutdowns. With the lowering of COVID-19 alert levels work is again progressing well.
24. At the 15 May 2020 Project Governance Working Group meeting a report was presented by staff on the time impacts to delivery of the Rotokauri Transport Hub due to these COVID-19 delays.
25. The PGWG agreed to begin operation of the Transport Hub with a pedestrian bridge between Tasman Road and the rail platform. The section of pedestrian bridge between the platform and The Base will opened at a later date. This option would allow for a November start date for the service.
26. At the 26 May 2020 Infrastructure Operations Committee the Committee resolved to agree to an addition to the scope of the Rotokauri Transport Hub project of an additional fully accessible toilet and utility building.
27. Covid-19 delays have resulted in delivery of lift components coming back into alignment with the construction programme. Staff are reviewing the programme to determine if lifts will be available for a November start date, and potential options for mobility access to the rail service if they are not available.
28. As part of futureproofing the bus platform a concept design of possible future expansion has been developed. A copy of the concept design is included in **Attachment 1**, noting that not all stages will be delivered as part of the current project.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

29. 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').
30. 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.
31. There are no known social, economic, environmental or cultural considerations associated with this matter due to this report being for information only.

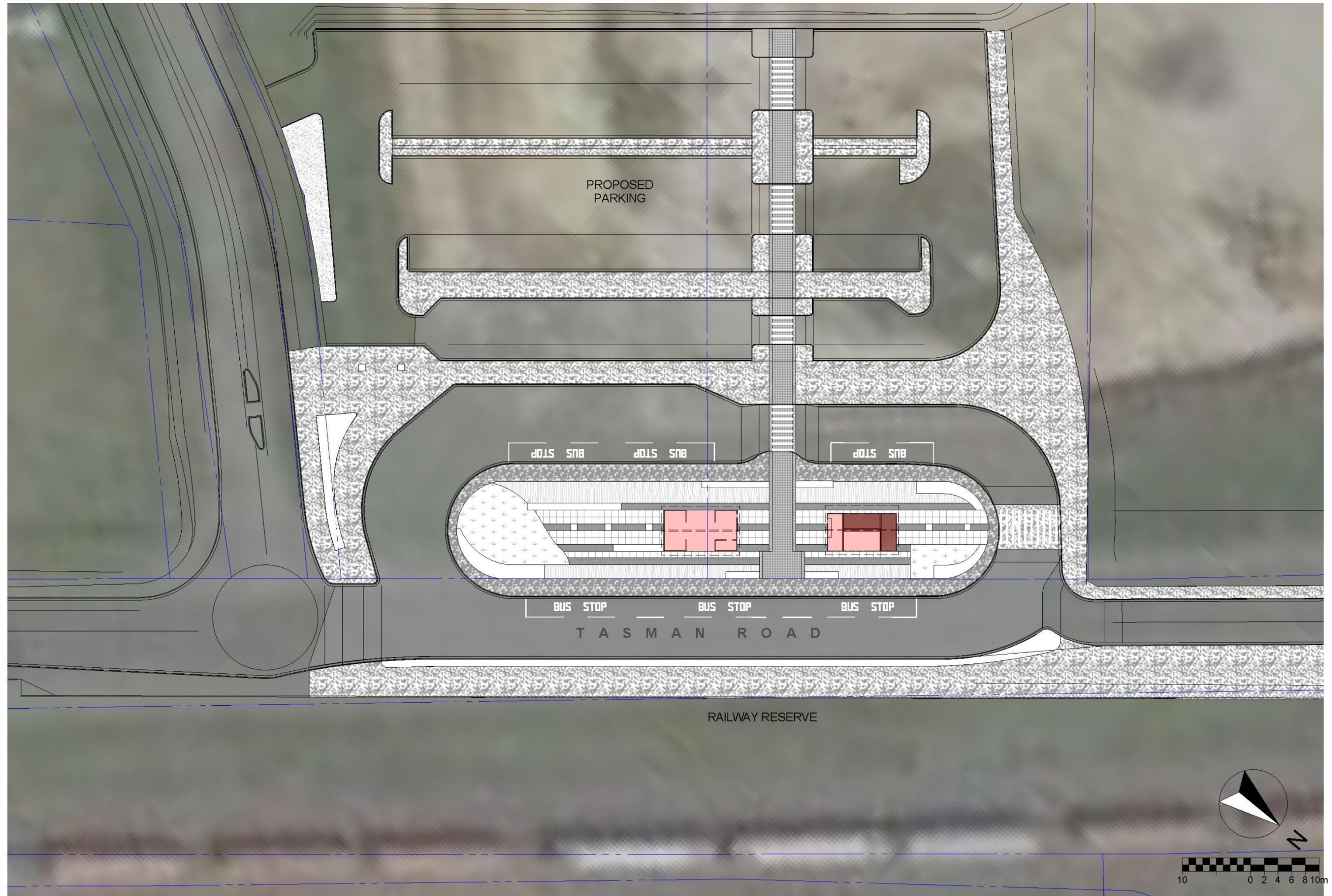
Significance & Engagement Policy - *Kaupapa here whakahira/anganui*

32. This report is for information purposes only.

Attachments - *Ngaa taapirihanga*

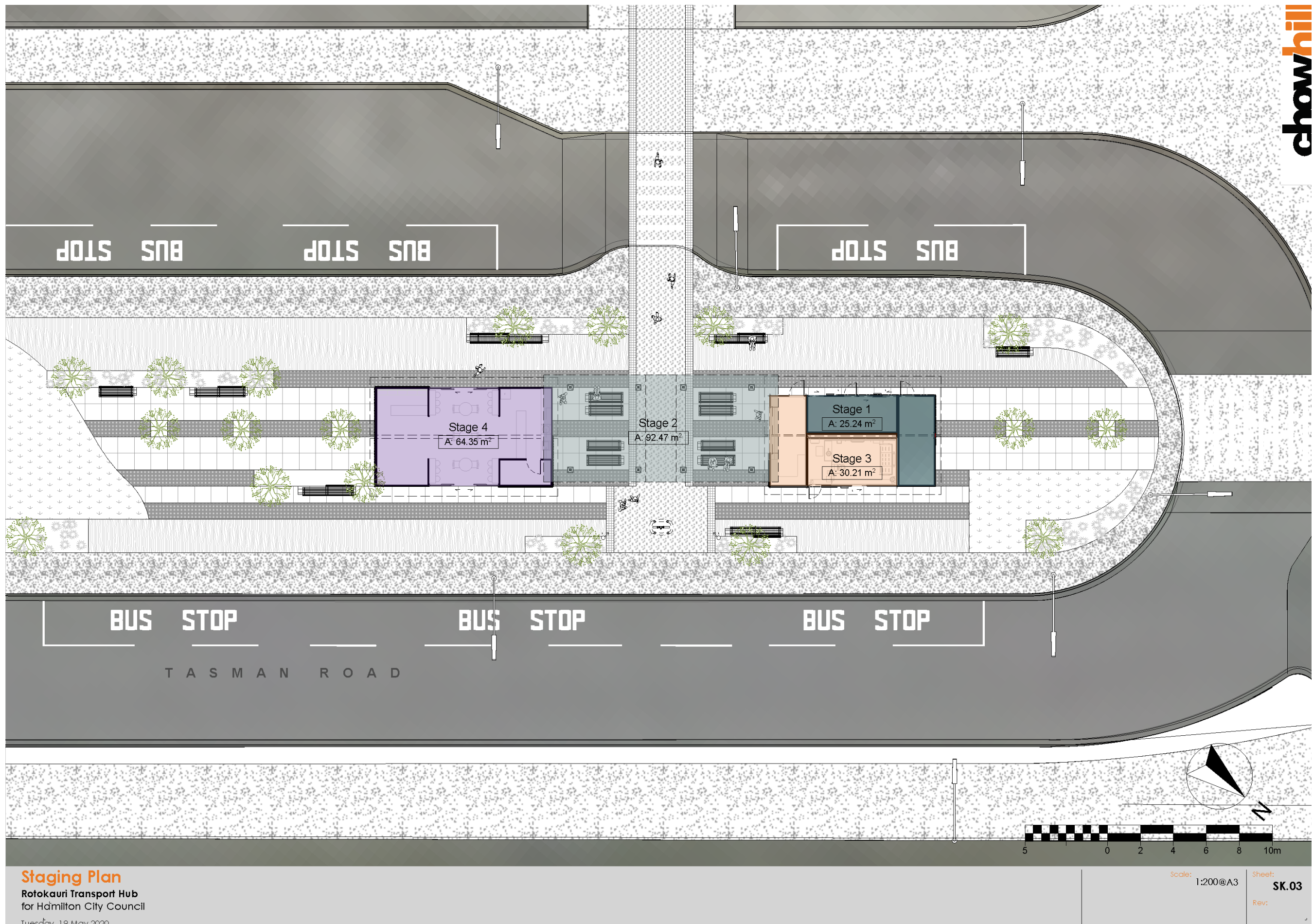
Attachment 1 - Rotokauri Transport Hub Toilets - Concept Design.





Site Plan
Rotokauri Transport Hub
for Hamilton City Council
Tuesday, 19 May 2020

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Sheet: SK.02
Rev:



Staging Plan
 Rotokauri Transport Hub
 for Hamilton City Council
 Tuesday, 19 May 2020

Scale: 1:200@A3
 Sheet: SK.03
 Rev:

chowhill



View from South



Night View from South



Night View from North West



View from North West



View from North East - Close up



View from North East



View from South East



View from South East - Close up



Birds Eye View

Rotokauri Transport Hub
for Hamilton City Council

Tuesday, 19 May 2020

Scale:

@A3

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SK.06

Rev:



View from North West

Renders

Rotorua Transport Hub
for Hamilton City Council

Tuesday, 19 May 2020

Scale:

@A3

Sheet:

SK.07

Rev:



View from South East - Close up

Renders

Rotokauri Transport Hub
for Hamilton City Council

Tuesday, 19 May 2020

Scale:

@A3

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SK.08

Rev:



View from South East

Renders

Rotokauri Transport Hub
for Hamilton City Council

Tuesday, 19 May 2020

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SK.09

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