



Notice of Meeting:

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

Date: Tuesday 11 March 2025
Time: 9:30 am
Meeting Room: Council Chamber and
Venue: Municipal Building, Garden Place, Hamilton

Lance Vervoort
Chief Executive

Infrastructure and Transport Committee *Te Komiti Tuaapapa me ngaa Waka* OPEN AGENDA

Membership

Chairperson Deputy Mayor Angela O'Leary
Heamana

Deputy Chairperson Cr Tim Macindoe
Heamana Tuarua

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

Quorum: A majority of members (including vacancies)

Meeting Frequency: Two Monthly

Amy Viggers
Mana Whakahaere
Governance Lead

28 February 2025
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Purpose

The Infrastructure and Transport Committee is responsible for:

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

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

Terms of Reference:

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

The Committee is delegated the following powers to act:

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

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

The Committee is delegated the following recommendatory powers:

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

Recommendatory Oversight of Strategies:

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

Recommendatory Oversight of Policies and Bylaws:

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

ITEM	TABLE OF CONTENTS	PAGE
1	Apologies – <i>Tono aroha</i>	5
2	Confirmation of Agenda – <i>Whakatau raarangi take</i>	5
3	Declarations of Interest – <i>Tauaakii whaipanga</i>	5
4	Public Forum – <i>Aatea koorero</i>	5
5	Confirmation of the Infrastructure and Transport Open Minutes of 28 November 2024	6
6	Chair's Report	14
7	NZ Transport Agency - Update on Activities	17
8	Unsubsidised Minor Transport Improvements Programme Approval	18
9	Speed Limit changes required by Speed Limits Rule 2024	31
10	Thomas Road / Hukanui Road Intersection improvement options	71
11	Update on Parking Activity	82
12	Infrastructure and Assets General Managers Report	106
13	Resolution to Exclude the Public	124

1 Apologies – *Tono aroha*

2 Confirmation of Agenda – *Whakatau raarangi take*

The Committee to confirm the agenda.

3 Declaration of Interest – *Tauaakii whaipanga*

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

4 Public Forum – *Aatea koorero*

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

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

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

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

Item 5

Council Report

Committee: Infrastructure and Transport Committee

Date: 11 March 2025

Author: James Winston II

Authoriser: Michelle Hawthorne

Position: Governance Advisor

Position: Governance and Assurance Manager

Report Name: Confirmation of the Infrastructure and Transport Open Minutes of 28 November 2024

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

That the Infrastructure and Transport confirm the Open Minutes of the Infrastructure and Transport Committee Meeting held on 28 November 2024 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Attachment 1: Confirmation of the Infrastructure and Transport Committee - Open Minutes 28 November 2024



Infrastructure and Transport Committee
Te Komiti Tuaapapa me ngaa Waka
OPEN MINUTES

Minutes of a meeting of the Infrastructure and Transport Committee held in Council Chamber and Audio-Visual Link , Municipal Building, Garden Place, Hamilton on Thursday 28 November 2024 at 9:38 am.

PRESENT

- Chairperson Deputy Mayor Angela O’Leary
Heamana
- Deputy Chairperson Cr Tim Macindoe
Heamana Tuarua
- Members Mayor Paula Southgate
Cr Ewan Wilson
Cr Mark Donovan (via Audio visual link)
Cr Louise Hutt
Cr Kesh Naidoo-Rauf
Cr Andrew Bydder
Cr Geoff Taylor
Cr Sarah Thomson (via audio visual link)
Cr Emma Pike (via audio visual link)
Cr Maria Huata
Cr Anna Casey-Cox
Cr Maxine van Oosten

The meeting was open by karakia lead by the Chair.

- 1. Apologies – Tono aroha
Resolved: (Deputy Mayor O’Leary/Cr van Oosten)
That the Infrastructure and Transport Committee accepts the apologies for absence from Cr Tauariki, for lateness from Mayor Southgate, for partial attendance from Cr Donovan and Cr Taylor, Cr Huata, and for early departure from Cr van Oosten (Council Business) and Cr Macindoe.
- 2. Confirmation of Agenda – Whakatau raarangi take
Resolved: (Deputy Mayor O’Leary /Cr Hutt)
That the Infrastructure and Transport Committee confirms the agenda.
- 3. Declarations of Interest – Tauaakii whaipaaanga
Cr Naidoo-Rauf declared an interest with the Public Forum speaker. She noted she would take part in the discussion.

Attachment 1

Infrastructure and Transport Committee 28 NOVEMBER 2024 - OPEN

4. **Public Forum – Aatea koorero**

Damian Mills spoke to Item 8 (*Unsubsidised Minor Transport Improvements - Approval of Green Programme*) requesting a signalised pedestrian crossing on Peachgrove road in proximity to Southwell School and noted his concerns for the students safety crossing the busy throughfare.

Simon Campbell spoke to Item 8 (*Unsubsidised Minor Transport Improvements - Approval of Green Programme*) requesting safety improvements to the Peachgrove Rd/East St intersection and noted he had regularly witnessed near misses of cyclists, pedestrians and motorists at the intersection.

Peter Bos spoke to Item 8 (*Unsubsidised Minor Transport Improvements - Approval of Green Programme*) in support of the proposed improvement to Morrinsville Road, specifically the use of door zones markings on roads and limited use of concrete separators.

Joe Baker spoke to Item 8 (*Unsubsidised Minor Transport Improvements - Approval of Green Programme*) requesting funding be allocated to be used to on improvements to pedestrian cycling and public transport facilities around Hamilton Boys' High School

Mayor Southgate joined the meeting (9.47am) during the above item.

5. **Confirmation of the Infrastructure and Transport Open Minutes of 26 September 2024**

Resolved: (Deputy Mayor O'Leary/Cr Macindoe)
That the Infrastructure and Transport confirm the Open Minutes of the Infrastructure and Transport Committee Meeting held on 26 September 2024 as a true and correct record.

6. **Chair's Report 28 November 2024**

The Chair provided summary of her report noting the Council welcomed the Delegation from Logan, one of the Council's Sister Cities for a set of meetings. Also her concerns with the Speed Limit Reduction decision from New Zealand Transport Agency.

Resolved: (Deputy Mayor O'Leary/Cr Macindoe)
That the Infrastructure and Transport Committee receives the report.

Cr Bydder Dissenting

7. **Transport Projects Macroscopic Approvals**

The Network & Systems Operations Manager provided an update on New Zealand Transport Agency approved funding projects. Staff responded to questions from Members concerning impacts from red light camera, reallocating of funding, staying within budget, and the make-up of the Communications Strategy.

Resolved: (Cr Taylor/Deputy Mayor O'Leary)
That the Infrastructure and Transport Committee:

- a) receives the report;
- b) notes the following Low Cost Low Risk projects have been approved by the NZ Transport Agency for co-investment in the Local Road Improvements programme for the 2024 -27 period:
 - i. Advanced Transport Management;
 - ii. Avalon Drive / Forest Lake Road intersection improvements; and
 - iii. Wairere Drive / River Road intersection improvements

Item 5

Infrastructure and Transport Committee 28 NOVEMBER 2024 - OPEN

Item 5

- c) approves that the Advanced Transport Management project has been assessed as ‘Green’ under the Transport Delivery Making Framework and staff will progress the delivery of this work over the 2024-27 period;
- d) notes that staff will continue to work with NZTA to investigate opportunities for reallocating the approved funding for intersection improvements at Wairere Dr and River Rd and **Forest Lake Rd and Avalon Dr** to alternative safety improvements and will report back at an appropriate Infrastructure and Transport Committee on progress of these discussions.

Amendment : (Cr Casey-Cox/Cr Thomson)

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) notes the following Low Cost Low Risk projects have been approved by the NZ Transport Agency for co-investment in the Local Road Improvements programme for the 2024 -27 period:
 - i. Advanced Transport Management;
 - ii. Avalon Drive / Forest Lake Road intersection improvements; and
 - iii. Wairere Drive / River Road intersection improvements
- c) approves that the Advanced Transport Management project has been assessed as ‘Green’ under the Transport Project Decision Making Framework and staff will progress the delivery of this work over the 2024-27 period;
- d) approves of the macro-scope design for the upgrade of the intersection of Avalon Drive and Forest Lake Road intersection by implementing
 - . **Option 2 (Alternative)** – upgrade the existing signalised intersection by realigning kerblines and upgrading adjacent pedestrian and cyclist facilities
- e) notes that staff will continue to work with the NZ Transport Agency to investigate opportunities for reallocating the approved funding for intersection improvements at Wairere Drive and River Road to alternative safety improvements and will report back at an appropriate Infrastructure and Transport Committee on progress of these discussions

Attachment 1

The Amendment was put.

Those for the Amendment:	Mayor Southgate Councillors Casey-Cox, Hutt, , Thomson, van Oosten and Huata
Those against the Amendment:	Deputy Mayor O’Leary, Councillors Bydder, Pike, Naidoo-Rauf, Taylor, Wilson, Donovan and Macindoe

The Amendment was declared LOST.

The Motion was then put and declared CARRIED.

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

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) notes the following Low Cost Low Risk projects have been approved by the NZ Transport Agency for co-investment in the Local Road Improvements programme for the 2024 -27 period:

Infrastructure and Transport Committee 28 NOVEMBER 2024 - OPEN

- i. Advanced Transport Management;
- ii. Avalon Drive / Forest Lake Road intersection improvements; and
- iii. Wairere Drive / River Road intersection improvements;
- c) approves that the Advanced Transport Management project has been assessed as 'Green' under the Transport Delivery Making Framework and staff will progress the delivery of this work over the 2024-27 period;
- d) notes that staff will continue to work with NZTA to investigate opportunities for reallocating the approved funding for intersection improvements at Wairere Dr and River Rd and **Forest Lake Rd and Avalon Dr** to alternative safety improvements and will report back at an appropriate Infrastructure and Transport Committee on progress of these discussions;

Cr Huata Dissenting.

Resolved: (Deputy Mayor O'Leary/Cr Hutt)

That the Infrastructure and Transport Committee:

- a) approves of the macro-scope design for the upgrade of the walking and cycling facilities on Morrinsville Road (SH26) between Silverdale Road and Cambridge Road by implementing Option 2 (Alternative) – Separated cycleways, Raised Safety Platforms on side roads, signalised at grade crossing near Cambridge Road, kerb build outs to existing signalised crossing near Mullane Road; and
- b) notes that progress of the final design and consultation of the projects to be delivered in the Minor Transport Improvements programme will be communicated to Members via Executive Updates and approvals for the Traffic Bylaw and parking restrictions changes being presented to the Traffic, Speed Limit and Road Closures Hearings Panel as required.

The meeting was adjourned during discussion of the above item from 11.04 am to 11.22 am.

Cr Donovan retired from the meeting (11.22 am) during the discussion of the above item. He was not present when the matter of Morrinsville Road (SH26) was voted on.

8. Unsubsidised Minor Transport Improvements - Approval of Green Programme

The Network & Systems Operations Manager took report as read. Staff responded to questions from Members concerning alignment with Central City strategy, funding, timelines, and the total cost project.

Resolved: (Cr Bydder /Cr Pike)

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) approves the Unsubsidised Minor Transport Improvements programme of Green Projects estimated \$12.68 million over the 2024-34 Long-Term Plan period as set out in **Attachment 1** to this report;
- c) approves moving of the Worley Place Shared Zone project to be added to the Unsubsidised Minor Transport Improvements programmes (Yellow Project List); and
- d) notes that the remainder of the Unsubsidised Minor Transport Improvements Programme will be recommended via an Elected Member workshop, with a list of projects being presented to the March 2025 Infrastructure and Transport Committee for approval and agreement on next steps for delivery in accordance with the Transport Decision Making Framework.

The meeting was adjourned 12.17pm to 12.20pm during discussion of the above item.

Infrastructure and Transport Committee 28 NOVEMBER 2024 - OPEN

The meeting was adjourned 12.45pm to 1.35pm during discussion of the above item .

Cr Huata left the meeting at 1.35pm during adjournment.

9. Infrastructure and Assets General Managers Report

The Infrastructure and Assets General Managers took report as read. Staff responded to questions from Members concerning the urgency of work programmes and options for reducing cost.

Resolved: (Deputy Mayor O’Leary/Cr Naidoo- Rauf)

That the Infrastructure and Transport Committee:

- a) receives the report; and
- b) notes that a report on options for improvements to the intersection of Thomas Road and Horsham Downs Road will be presented to the March 2025 Infrastructure and Transport Committee.

Cr Wilson left the meeting (2.12pm) during the discussion of the above item. He was not present when the matter was voted on.

10. Illegal Dumping Mitigations

The Operations Manager outlined the staff report noting a further study was being conducted and would be report back to Members. Staff responded to questions from Members concerning potential outcomes from the of study and data of commercial vs public illegal dumping offenders.

Staff Action: *Staff undertook to speak with Waste Management regarding a reduction in fee charging ranges.*

Resolved: (Cr Thomson/Cr Casey-Cox)

That the Infrastructure and Transport Committee

- a) receives the report;
- b) requests staff report back to the committee by the end of the triennium with:
 - i. the outcome of the study on barriers to the kerbside collection;
 - ii. an update on engagement regarding abandoned shopping trolleys; and
 - iii. resourcing requirements to carry out a cost-benefit analysis to identify a recommended pathway forward for further reducing litter/illegal dumping, including reducing barriers to correct disposal.

Cr Wilson re-joined the meeting (2.15pm) during the above item. He was present when the matter was voted on.

Item 5

Attachment 1

Attachment 1

Item 5

Infrastructure and Transport Committee 28 NOVEMBER 2024 - OPEN

11. Resolution to Exclude the Public

Resolved: (Deputy Mayor O’Leary /Cr van Oosten)
Section 48, Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

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

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution follows: General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
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- | | | |
|---|--|------------------|
| C1. Confirmation of the Infrastructure and Transport Committee Public Excluded Minutes 26 September 2024 |) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987 | Section 48(1)(a) |
| C2. Illegal Dumping Mitigations | | |
| C3. Wastewater Treatment Plant Master Planning, Consenting and Designation Professional Services Contract Award | | |
| C4. Water Allocation Request Central City | | |
| C5. Bulk Wastewater Storage Designation | | |
| C6. Transport Land Purchases | | |
| C7. Building Renewals and Construction Works | | |
| C8. Recommendations from Strategic Growth and District Plan Committee Meeting | | |

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 | Section 7 (2) (j) |
|----------|--|-------------------|

Infrastructure and Transport Committee 28 NOVEMBER 2024 - OPEN

Item C2.	advantage	
	to avoid the unreasonably, likely prejudice	Section 7 (2) (b) (ii)
	to the commercial position of a person who	Section 7 (2) (c) (i)
	supplied or is the subject of the	Section 7 (2) (h)
	information	Section 7 (2) (i)
	to protect information which is subject to	
	an obligation of confidence and disclosure	
	would likely prejudice continual supply of	
	similar information where it is in the public	
	interest for that information to continue to	
	be available	
	to enable Council to carry out commercial	
	activities without disadvantage	
	to enable Council to carry out negotiations	
Item C3.	to enable Council to carry out negotiations	Section 7 (2) (i)
Item C4.	to avoid the unreasonably, likely prejudice	Section 7 (2) (b) (ii)
	to the commercial position of a person who	Section 7 (2) (i)
	supplied or is the subject of the	
	information	
	to enable Council to carry out negotiations	
Item C5.	to enable Council to carry out commercial	Section 7 (2) (h)
	activities without disadvantage	Section 7 (2) (i)
	to enable Council to carry out negotiations	Section 7 (2) (j)
	to prevent the disclosure or use of official	
	information for improper gain or improper	
	advantage	
Item C6.	to protect the privacy of natural persons	Section 7 (2) (a)
	to enable Council to carry out negotiations	Section 7 (2) (i)
Item C7.	to enable Council to carry out commercial	Section 7 (2) (h)
	activities without disadvantage	Section 7 (2) (i)
	to enable Council to carry out negotiations	
Item C8.	to enable Council to carry out commercial	Section 7 (2) (h)
	activities without disadvantage	Section 7 (2) (i)
	to enable Council to carry out negotiations	

Item 5

Attachment 1

Cr van Oosten retired from the meeting at the conclusion of the above item.

The meeting moved into the public excluded session at 2.38pm.

The meeting was declared closed at 3.15pm.

Item 6

Council Report

Committee: Infrastructure and Transport Committee
Date: 11 March 2025
Author: James Winston II
Authoriser: Michelle Hawthorne
Position: Governance Advisor
Position: Governance and Assurance Manager
Report Name: Chair's Report

Report Status	Open
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Recommendation - *Tuutohu*

That the Infrastructure and Transport Committee receives the report.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Chair's Report



Chairperson's report

Item 6

Tēnā koutou katoa

Welcome to the second committee meeting of the year. I want to raise two items for the committee's attention.

1. Unsubsidised Minor Transport Improvements.

Today, the committee is being asked to approve Part #2 of the Minor Transport Improvements programme for the next three years. I remind committee members that all of this work has been done and will continue to be done under the watchful eye of the *Transport Project Decision Making Framework*, a framework that we unanimously supported after community concerns were raised in 2023.

Financial Context

We are all well familiarised with the change in direction of the current coalition government and the impact of those decisions on our financial projections within the transport space. The withdrawal of \$44.76 million from our assumed projected minor transport improvements (including Eastern Pathways and Biking and Micro-mobility) projected revenue resulted in a problem we needed to solve. However, it also gave us an opportunity to fully participate and make our own local decisions on our own local roads.

Workshops and Decision Making

With this opportunity, I asked staff to put together a series of workshops for elected members to fully understand the constraints and the opportunities.

On 26 November 2024, Councillors Hutt, Huata, Pike, Taylor, van Oosten, Casey-Cox, Thomson, and Macindoe attended a session where we literally rolled our sleeves up and made decisions on which transport projects would go ahead – and which would not. It was a fun and very productive session, and I thank those members for attending.

This session formed a list of projects to have costs further worked up by staff to come back for a second session in 2025.

On 12 February 2025, we had a second session to look at the more detailed projects and the updated costs. The funding envelope is constrained compared to what projects

Attachment 1

Attachment 1

need attention across the city, and this is what we must face. Priority projects should rise to the top. I thank Councillors Thomson, Hutt, Wilson, van Oosten, Pike, Macindoe, Casey-Cox, Taylor, and Mayor Southgate for their attendance and contributions at this session.

Project Savings

Staff also identified budget savings of \$500,000 from the Heaphy Terrace project and \$450,000 from changes required to speed limits. These were projects previously approved by this committee in the 'Green List' on 28 November 2024.

This \$950,000 will be confirmed once the Heaphy Terrace project is completed and co-investment from NZTA on the speed limits budget is confirmed.

Once values for these projects are finalised, the amounts will be reported through to the appropriate committee.

The proposed list of projects being presented at this meeting is the balance (\$28.782 million) of the total budget of local share funding agreed at the 31 October 2024 Council meeting.

Item 6

2. Resident Concerns and Project Inspections

I would like to address the concerns that residents have raised with me, and I'm sure many of you, regarding transport projects nearing completion or recently completed.

Residents have expressed that the outcomes sometimes do not meet their expectations or what was initially consulted on. Additionally, there have been instances of quick failures, such as potholes opening up or painted lines for cycleways being too narrow.

To address these issues, I request that staff report to a future Information Session on the processes we have in place to inspect transport projects both during their execution and upon completion.

This will help ensure that the projects meet the expected standards and address any issues promptly.

Ngā mihi

Angela O'Leary
Deputy Mayor – Hamilton
Chair Infrastructure & Transport, Chair LGNZ Zone Two, Hamilton Creative
Ambassador

Council Report

Item 7

Committee: Infrastructure and Transport Committee **Date:** 11 March 2025

Author: Robyn Denton **Authoriser:** Andrew Parsons

Position: Network and Systems Operations Manager **Position:** General Manager Infrastructure and Assets

Report Name: NZ Transport Agency - Update on Activities

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

1. To provide the Infrastructure and Transport Committee with an update from NZ Transport Agency on the various activities and has planned for Hamilton and the wider Waikato Region. Andrew Corkill, the Director of Regional Relationships for Waikato/Bay of Plenty at NZ Transport Agency, will present at the meeting.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure and Transport Committee:
 - a) receives the report; and
 - b) formally thank the Andrew Corkill, the Director of Regional Relationships for Waikato/Bay of Plenty at NZ Transport Agency for his presentation to the committee.

Attachments - *Ngaa taapirihanga*

Attachment 1 - NZTA Waka Kotahi – Updates of interest to HCC' (*Under Separate Cover*).

Item 8

Council Report

Committee: Infrastructure and Transport Committee
Date: 11 March 2025
Author: Robyn Denton
Authoriser: Andrew Parsons
Position: Network and Systems Operations Manager
Position: General Manager Infrastructure and Assets
Report Name: Unsubsidised Minor Transport Improvements Programme Approval

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

1. To seek approval from the Infrastructure and Transport Committee for part 2 of the Minor Transport Improvements programme for the 2024-27 period in accordance with the Transport Project Decision Making Framework.
2. To inform the Infrastructure and Transport Committee of the next steps for approval of Minor Transport Improvements "Yellow" projects for the 2024-27 period in accordance with the Transport Project Decision Making Framework.

Staff Recommendation - *Tuutohu-aa-kaimahi*

3. That the Infrastructure and Transport Committee:
 - a) receives the report;
 - b) approves part 2 of the Minor Transport Improvements programme of Projects estimated \$28.3million over the 2024-34 Long-Term Plan period as set out in **Attachment 1** to the staff report; and
 - c) notes that:
 - i. the projects within part 2 of Minor Transport Improvements Programme which have been identified as Green (Just do it) will now be progressed;
 - ii. the projects listed in part 2 of the Minor Transport Improvements Programme that have been marked as Green with an asterisk (*) and classified as "Just Do It" projects will progress. Engagement with businesses in the Central Business District will be necessary to support the project's development. This will include gathering high-level input regarding the timing and upgrades to street furniture;
 - iii. updates on progress of this engagement and project deliverables will be provided via Executive Updates;
 - iv. projects categorized as "Yellow" within Part 2 of the Minor Transport Improvements Programme will proceed through the Transport Decision-Making process. Year 2 "Yellow" projects will be presented at a workshop for Elected Members prior to seeking Macroscopic approval at the Infrastructure and Transport Committee meeting scheduled for May 13, 2025;

- v. financial year 3 "Yellow" projects will be advanced in early 2026;
- vi. staff will continue to work with the NZ Transport Agency to maximise opportunities for gaining co-investment from the National Land Transport Plan for the projects approved in the Unsubsidised Minor Transport Improvements programme, and once the final value is confirmed, these will be reported to an appropriate Committee; and
- vii. due to the delays in finalising the Minor Transport Improvements Programme, staff will be recommending that funding be deferred from Year 1 into Years 2 and 4 of the 2024-34 Long Term Plan via the Finance and Monitoring Committee.

Executive Summary - *Whakaraapopototanga matua*

4. The *NZ Transport Agency Funding approvals for 2024-27* report to the [26 September 2024](#) Infrastructure and Transport Committee meeting outlined the projects that did and did not receive funding confirmation NZ Transport Agency (Agency) in early September 2024.
5. It was agreed that further work would be undertaken to understand the financial implications and opportunities that could be considered for continuing to progress the unsubsidised programme of works using just the Council local share of funding for those that did not receive co-investment from the Agency.
6. A report to the [31 October 2024](#) Council meeting determined that the local share funding would be aggregated into a Minor Transport Improvement Programme. The final list of projects to be delivered via this funding would be approved by the Infrastructure and Transport Committee. The value of this aggregated programme is \$45,166,212 and includes funding for three projects for which the Agency funding has approved resulting in a budget of \$41,041,114 being available to reallocate to approved transport projects.
7. A list of Green project was approved at the [28 November 2024](#) Infrastructure and Transport Committee and had an estimated value of \$12.68 million. These will be delivered over the 2024-27 period.
8. There have been two Information Sessions ([26 November 2024](#) and [12 February 2025](#)) undertaken to work through the remaining list of potential projects – which is a combination of Yellow Projects identified previously by staff and projects identified by Elected Members.
9. Two projects previously approved in the Green List at the 28 November 2024 Infrastructure and Transport Committee (Heaphy Terrace Pedestrian Crossing and Speed Limit changes) are expected to receive co-investment from the Agency resulting in approximately \$1.0million. Once the final value of the projects is confirmed, these will be reported to an appropriate Committee.
10. Staff have identified further opportunities for seeking co-investment from NZ Transport Agency and continue to work through the application process.
11. Staff consider the decisions in this report have a low level of significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

11. The [26 September 2024](#) Infrastructure and Transport Committee meeting received a report on the *NZ Transport Agency Funding Approvals for 2024-27* which set out a list of the following programmes which did not receive matching co-investment funding.

Item 8

13. The meeting resolved to:

approves the following modelling scenarios to be reported to the 31 October 2024 Council meeting to inform reprioritisation of programmes to ensure compliance with Councils current financial strategy in 2024/25 and for the proposed 2025/26 Annual Plan and/or the proposed Long Term Plan Amendment;

- i. no reduction in the transport capital projects and programmes notwithstanding the subsidy decisions
- ii. reduction of the transport capital projects and programmes equivalent to the assumed subsidy not approved (effectively local share only)
- iii. removal of the transport capital projects and programmes where no subsidy is approved.
- iv. an increase in the Renewals and Compliance programme from 2025/26 onwards to manage the organisational impacts of the reduced subsidy for footpath renewals;

14. Staff received further direction at the 16 October 2024 Information Session to:

68. Staff received direction at the 16 October 2024 briefing to:

- a. reduce the minor transport improvement projects for the three-year period 2024-27 covering the NZTA approvals to the local share funding together with any subsidy that was approved;
- b. aggregate all of the previous transport improvement projects into one allocation for minor transport improvements, allowing Council to make subsequent decisions on how it wanted to allocate this funding across all of the previous programmes; and
- c. assume, for the purposes of the LTP Amendment, a baseline position for Years 4-10 (2027/28 - 2033/34) of local share only for the same transport improvement programmes and assuming no NLTP subsidy.

15. The [31 October 2024](#) Council meeting considered a 2024-34 Long-Term Plan Amendment Update which included information on the impact of decreased Agency co-investment into a number of transport capital programmes and resolved the following:

- i) approves a reduced aggregated transport minor improvement programme of \$45,166,212 over three years from 2024/25 to 2026/27 consisting of the allocated net local share funding only plus approved National Land Transport Policy (NLTP) subsidy of \$1,797,800 and \$306,000 as set out in Table 3 of this report;
- j) notes that the Infrastructure and Transport Committee will prioritise projects for 2024-27 within the aggregated transport minor improvement programme;

16. **Table 1: Financials approved at the 31 October Council meeting for unsubsidised Minor Transport Improvements**

Year	2024/25	2025/26	2026/27	3 year total
Total Budget	\$15,685,694	\$18,108,216	\$11,372,302	\$45,166,212
LCLR NZTA Revenue	\$918,000	\$1,083,800	\$102,000	\$2,103,800
Local Share NZTA Approved Projects	\$882,000	\$1,041,298	\$98,000	\$2,021,298
Available Local Share	\$13,885,694	\$15,983,118	\$11,172,302	\$41,041,114

17. It is noted that there is a need to ensure that local share funding to match the National Land Transport Plan (NLTP) co-investment is retained for the projects that have received approval from the Agency for the 2024-27 period, so the funding available for reallocation is \$41,041,114.
18. Based on the Transport Project Decision Making Framework formalised at the [2 May 2024](#) meeting of the Infrastructure and Transport Committee, a process for the delivery of projects was presented at the Information session [19 June 2024](#).
19. The agreed process set out in Figure 1 will be utilised to progress projects through the decision-making process.

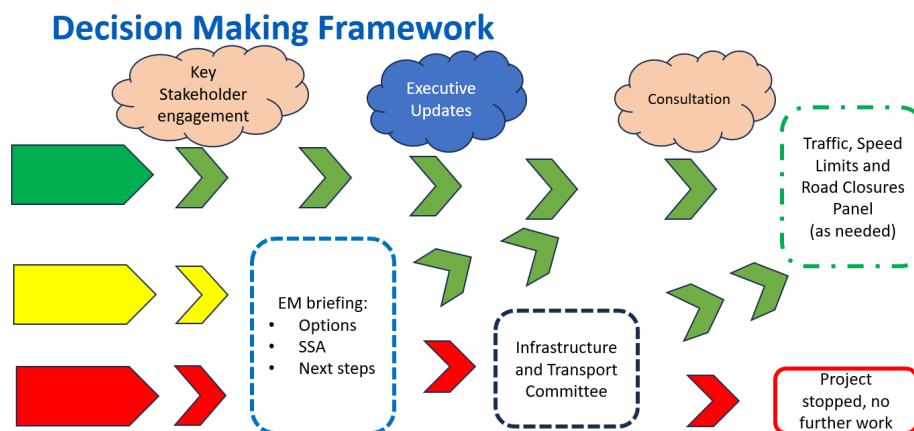


Figure 1: Process for progressing transport projects through the Decision Making Framework.

20. During the preparation of the 2024-27 Long-Term Plan a draft list of transport projects was developed for the following programmes:
 - i. Low Cost Low Risk Safety;
 - ii. Low Cost Low Risk Walking;
 - iii. Low Cost Low Risk Public Transport Improvements;
 - iv. Low Cost Low Risk Public Transport Improvements – High Frequency Routes;
 - v. Low Cost Low Risk Local Road improvements;
 - vi. Biking and Micromobility;
 - vii. Eastern Pathways – Schools Link; and
 - viii. Metro Spatial Planning.
21. These lists were used as the basis for development of two lists of projects for consideration at the Information Session on [6 November 2024](#) where staff sought direction on how to proceed with the allocation of funding for the unsubsidised 2024-2027 Minor Transport Improvement funding.
22. A list of projects assessed as “Green” via the Transport Decision Making for delivery over the 2024-27 period includes the following activities:
 - i. **General Minor Operational Improvements** - Programme of ongoing simple improvements to the network
 - ii. **Pedestrian Improvements** - Simple improvements for walking including new **footpaths**, footpath widening, accessibility and mobility improvements throughout the city;
 - iii. **Pedestrian Improvements** - improvements for areas of higher pedestrian activity, such as outside of schools, retirement villages, kindergartens, places of worship;

Item 8

- iv. **Public Transport Improvements** - Simple improvements including accessible kerbs, concrete pads for waiting passengers, bus shelters and seats, relocation of existing infrastructure such as signage and shelters;
 - v. **Biking and Micromobility Improvements** - simple improvements for cycling and scooting including linkages across parks and through quiet local road networks;
 - vi. **Minor Intersection Improvements** – minor changes or improvements to intersections to improve safety and traffic movement; and
 - vii. **Multi-modal master plans** – will enable ongoing Bus Rapid Transport (BRT) Network Planning and supporting the early phases of Public Transport (PT) Pathways recommendations developed by the Waikato Regional Council. Integration of Freight Study recommendations with BRT and continued focus integrating Infrastructure Acceleration Programme outcomes on Anglesea Street
23. It is noted that there was a funding allocation included for the following two provisional projects that will be spent only if needed:
- i. Heaphy Terrace Pedestrian facility \$650,000 – only required if the solution for CERF project is not approved by NZ Transport Agency; and
 - ii. Changes to signage and road marking required by the Speed Limit Rule 2024 \$660,000.
24. It was agreed at the 6 November 2024 information Session that the programme of projects that had been identified as being 'Green' (Just do it) via the Transport Project Decision Making Framework would be presented for approval to proceed.
25. The 'Green' list was considered and approved at the [28 November 2024](#) Infrastructure and Transport Committee:
- That the Infrastructure and Transport Committee:

 - a) receives the report;
 - b) approves the Unsubsidised Minor Transport Improvements programme of Green Projects estimated \$12.68 million over the 2024-34 Long-Term Plan period as set out in **Attachment 1** to this report;
 - c) approves moving of the Worley Place Shared Zone project to be added to the Unsubsidised Minor Transport Improvements programmes (Yellow Project List); and
 - d) notes that the remainder of the Unsubsidised Minor Transport Improvements Programme will be recommended via an Elected Member workshop, with a list of projects being presented to the March 2025 Infrastructure and Transport Committee for approval and agreement on next steps for delivery in accordance with the Transport Decision Making Framework.
26. A second list of potential projects that were assessed as "Yellow" via the Transport Decision Making Framework was also considered at the 6 November 2024 Information Session.
27. The list included options for use of the remaining local share for the Low Cost Low Risk programme along with the Biking and Micromobility programme and Eastern Pathways Schools Links project.
28. It was agreed that this list along with any additional projects identified by Members would be considered in a subsequent workshop for prioritisation and costing.
29. This report sets out the work that has been completed on the second list of Yellow projects along with Elected Member requests to develop a Part 2 2024-27 Unsubsidised Minor Transport Improvements Programme.
30. It also seeks approval of a list of projects and programmes and sets out proposed next steps for the delivery of the projects in accordance with the Transport Decision Making Framework.

Discussion - *Matapaki*

31. An Information Session was held on [26 November 2024](#) to consider the list of potential projects for inclusion into Part 2 of the Minor Transport Improvements Programme.
32. The workshop considered a long list of projects and Elected Members provided feedback on which projects and options they were keen to see progressed for consideration at a further Information Session in February 2025 in preparation for approval for a list of projects at the 11 March 2025 Infrastructure and Transport Committee.
33. Staff presented a refined list of projects and options at an session on [12 February 2025](#). The list of projects and options was considered and refined to fit within the funding availability of \$28.3million.
34. Part 2 of the Minor Transport Improvements Programme for the 2024-27 period has projects grouped into the following programme headings:
 - i. **CBD Improvements** – including footpath upgrades, new pedestrian facilities and replacement/upgrade of the Worley Place shared zone paving (two options available).
 - ii. **Community Links** – cycle routes that primarily utilise quiet streets and parks to create parallel safe routes for cycling. Connecting communities to schools, shops and employment.
 - iii. **Eastern Pathways** – a series of projects along Peachgrove Road and Hukanui Road which contribute to the Eastern Pathways Schools Link programme.
 - iv. **Intersection Improvements** – various intersection improvements to increase safety for all users and to assist with public transport
 - v. **Pedestrian Safety Improvements** – new pedestrian facilities (generally signalised mid-block crossings) to provide safe crossing locations
 - vi. **Resilience** – funding for stormwater improvements at various locations where flooding problems occur and for local share of Claudelands Bridge Seismic Improvements for which Agency subsidy has been sought.
 - vii. **West Town Belt** – investigation / design funding only – for changes to the roading network in the vicinity of Boyes Park and Seddon Park to improve safety and accessibility in alignment with the West Town Belt master plan and upcoming developments in this wider area.
35. A full list of projects can be found in **Attachment 1** to this report. This list includes information on the proposed work to be completed for each project along with an assessment against the Transport Decision Making Framework for delivery.
36. A map showing the locations and extent of the full proposed programme of Minor Transport Improvements for 2024-27 is included as **Attachment 2** to the report.
37. The projects assessed as 'Green' in the Part 2 programme align with the Transport Decision Making Framework and the direction that has been set by Elected Members and it is intended that these projects will now proceed through design and construction.
38. Updates on the final detailed designs, consultation and implementation of the projects will be provided via Executive Updates.
39. Reports to the Traffic, Speed Limit and Road Closures Hearings Panel will be provided as needed for any changes to the Traffic Bylaw registers or parking restrictions associated with the implementation of the projects.

Item 8

40. Table 2 below sets out the proposed next steps and timing for finalising and approving the Part 2 Yellow projects to be delivered via the Minor Transport Improvements Programme in accordance with the Transport Decision Making Framework.

Table 2: Next Steps for Part 2 Yellow Projects approval process

Date	Meeting	Purpose
March/April 2024	Information Session	To consider Project Reports for the 'Yellow' projects to be designed and/or constructed in 2025/26
11 May 2025	Infrastructure and Transport Committee	To approve the Macroscopic designs for the 'Yellow' projects to be designed and/or constructed in 2025/26
June 2025 - February 2026	Information Session	To consider Project Reports for the Yellow projects that are proposed for designed and/or constructed in 2026/27 (Year 3)
Early 2026	Relevant committee TBC	To provide macroscopic approval for any Yellow projects that are proposed for design and/or construction 2026/27 (Year 3)

41. Pending approval of an agreed programme of works at this meeting, the value of any carryovers/deferrals of funding from the 2024/25 and 2025/26 financial year will be able to be determined and will be implemented via updates and resolutions through the Finance and Monitoring Committee.

Financial Considerations - *Whaiwhakaaro Puutea*

42. The funding for the completion of Part 2 of the Minor Transport Improvements Programme as listed in **Attachment 1** to this report is funded through the 2024-27 Long-Term Plan \$41.0 million local share approved at the 31 October 2024 Council meeting.
43. Funding allocation approvals to date related to the approved \$41.0 million are set out in **Table 3** below.

Table 3 – Allocation of unsubsidised minor transport improvements funding

Activity	Value \$	Approval date
Approval of Local Share funding to be made available for unsubsidised minor transport improvements	41,041,114	31 October 2024 Council
Green programme approved for 2024-27 period	-12,680,000	28 November 2024 Infrastructure and Transport Committee
Total available for allocation to Part 2 programme	\$28,361,114	11 March 2025 Infrastructure and Transport Committee

44. The value of works proposed in **Attachment 1** (\$28,782,000) is slightly higher than the budget available. Costs for the projects have been based on similar works completed, are estimated at P95 and contain contingency funding on the basis that the full extent of the work is not well defined at this stage. Budgets for each project will be confirmed once the concept and detailed designs are completed.
45. Staff note that the remainder of the approved budget 2024-27 Minor Transport Improvement Programme is a total of \$28,361,114, noting the above, projects will be managed within this approved budget.
46. Staff are also continuing to work with the NZ Transport Agency to maximise opportunities for gaining co-investment from the National Land Transport Plan for the projects approved in the Unsubsidised Minor Transport Improvements programme.

47. Once the final costs are confirmed, these will be reported to an appropriate meeting.
48. There have been a number of decisions that were required following the announcements by the NZ Transport Agency on significantly reduced funding allocation into the capital programme across the Council on 3 September 2024.
49. There have been a series of reports and recommendations considered at various Council meetings including:
 - i. 26 September 2024 Infrastructure and Transport Committee – implications of NZ Transport Agency funding allocation for 2024-27 period;
 - ii. 31 October 2024 Council meeting – approval for local share funding for transport capital programme to be aggregated in a minor transport improvement programme; and
 - iii. 28 November 2024 Infrastructure and Transport Committee – approval of Green projects for Minor Transport Improvement programme.
50. Funding allocated in Year 1 of the 2024/34 Long-Term Plan will therefore need to be deferred into Year 2 and 3 to reflect the spending profile of the Minor Transport Improvements programme following approval of Part 2 as set out in **Attachment 1** to this report.

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

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

Climate Change Impact Statement

52. Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation. Staff have determined no adaptation or emissions assessment is required at this stage.
53. The Transport team have worked with the Sustainable Communities team and determined that it is not possible to complete a technical assessment for emissions reduction for these projects.
54. There will be some benefits for the environment (including emissions reductions in many cases) from the provision of a safe connection for people in the adjacent communities to have access to schools, churches, shops, libraries without the need to use a vehicle.
55. For the delivery of the projects we are also looking at opportunities such as:
 - i. Understanding the embodied carbon in the materials we are using and seeing if there are lower impact options;
 - ii. Looking for contractors who have good environmental practices including recycling of materials etc; and
 - iii. Coordinating the improvement works with other planned maintenance and renewal works to minimise impact on travelling public and temporary traffic management activities.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

56. 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').
57. 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.
58. The recommendations set out in this report are consistent with that purpose.

Item 8

Social

- 59. The projects 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.
- 60. The projects provide Council with an opportunity to adapt streets to better support active and safe transport needs by contributing to the creation of more safe people-friendly spaces in our towns and cities.

Economic

- 61. The proposed projects improve the ability for businesses to move goods and services safely and effectively within the city. The programme also has improvements for pedestrians and people on bikes to be able to access shopping locations safely.

Environmental

- 62. The projects provide options for use of 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

- 63. No cultural implications have been identified for the proposed programme of works which are all minor changes to existing transport infrastructure.

Risks - *Tuuraru*

- 64. There are no known risks associated with the decisions required for this matter.
- 65. If funding for delivery of components of the Eastern Pathways Schools Link project is not approved as part of the Part 2 programme of works in the March 2025 Infrastructure and Transport Committee then the costs incurred to date for the business case and pre-implementation design work will have to be reclassified from Capital to OPEX.

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

- 66. 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.
- 67. Given the low level of significance determined, the engagement level is low. No engagement is required.
- 68. Targeted consultation will be undertaken as needed for projects and reports to the Traffic, Speed Limit and Road Closures Hearings Panel will be provided as needed for any changes to the Traffic Bylaw registers or parking restrictions associated with the implementation of the projects.

Attachments - *Ngaa taapirihanga*

Attachment 1 - List of projects for Part 2 of Unsubsidised Minor Improvements Programme

Attachment 2 - Map of locations of Part 2 Unsubsidised Minor Transport Improvement Programme .

	E	F	G	H	I	J	L	M	N
1	Part #2 Minor Transport Improvements Programme proposal for approval at 11 March 2025 Infrastructure and Transport Committee								
2	Loc_name	proposed treatment	Year 1 \$,000	Year 2 \$,000	Year 3 \$,000	3year Total	Package	Decision Making Assessment	total for Package
3	Tristram pedestrian and cycle crossing at Clarence St	signalised ped crossing across Tristram St, tighten the kerblines at Clarence and improve at ped crossing facilities	0	1150		1150	CBD	Yellow	6400
4	Tristram St off road cycle path adjacent to Seddon Park	Improved facilities within the West Town Belt. Widen path to 2.5m, replace planting under trees and improve personal security	0	0	650	650	CBD	Green*	
5	Caro Street	one way, angle parking, link to pavement renewals project, narrow access at each end. minor kerblines changes work only to create approx 10 additional carparks	0	100	350	450	CBD	Green*	
6	Tree Pit and Planting	remove a carpark and install treepit, catchpits, and plant area with tree, shrubs and rocks. \$30k per carpark/tree which can be applied to both Alexandra Street and Collingwood St projects			120	120	CBD	Green*	
7	Alexandra Street	replace footpaths with something tidier, opportunities for some trees. Coordinate with Renewals programme and pay extra over for additional pavers	0	250	1500	1750	CBD	Green*	
8	Collingwood (Victoria to Anglesea)	replace footpaths with something tidier, opportunities for some trees. Coordinate with Renewals programme and pay extra over for additional pavers	0	200	1050	1250	CBD	Green*	
9	Worley Place Paving OPTION #1	replacement of paved area with concrete infill of shared zone only	0	850	0	850	CBD	Yellow	
10	Worley Place Paving OPTION #2	replacement of paved area. Wider scope of work allow for concrete strips with recycled cobble infill, new trees and gardens and replace street furniture including planted pots	0	1400	0	not funded		Yellow	
11	Lighting in Garden Place/Civic Square & Knox St	Upgrade lighting in Garden Place, Worley Place shared zone and Civic Plaza. Lighting for play elements proposed in Garden Place alongwith decorative lighting (shadow boxes)		80		80	CBD	Green*	4900
12	Waikato Regional Theatre links to Hood St	Concrete and paving to be extended from Sapper Moore Jones to south of Museum Carpark entrance to match new footpath style in front of Waikato Regional Theatre		100		100	CBD	Green*	
13	Legalising and signage for new shared paths and cycleways	formalising existing shared paths built by others (eg developments) via markings and gazetting, wayfinding signage, minor amendments to signalised facilities. Estimated 9kms of work	100	200	150	450	Community Links - Priority #1	Green	
14	Nawton Quiet Route - Stage 2	improved cycle facilities including crossing facilities at key locations as second stage to existing Green Project		500	2000	2500	Community Links - Priority #2	Green	
15	Western Rail Trail - Southern Extension	Western rail trail extended to Dixon Road via new or widened shared paths on Kahikatea Drive, Gallagher Drive and through green spaces plus on road sections on quiet streets. Two new or improved crossings.	150	1800	0	1950	Community Links - Priority #3	Green	
16	Te Rapa Parallel route Wairere to Mahana	Alternative to Te Rapa Road via new shared paths on Sandwich Road and through the green space east of Te Rapa Road with on road sections on quiet streets. Several new or improved crossings.	50	1550	1600	not funded	Community Links - Priority #4	yellow	
17	Te Rapa to Maeroa (via Minogue Park)	Garnett Avenue to Maeroa intermediate via new shared paths through green spaces and in berms with on road sections on quiet streets. Two new or improved crossings.	300	2400	0	not funded	Community Links - Priority #5	Green	
18	Connection Bikes on Pipes to Bader	Peacocke to Bader via new shared paths through green spaces and in berms with on road sections on quiet streets. Two new or improved crossings.	0	0	2000	not funded	Community Links - Priority #6	yellow	
19	Hospital to Western Rail Trail via Gower Park	Western rail trail to hospital via new shared paths through green spaces and in berms. Three new or improved crossings.	0	0	1800	not funded	Community Links - Priority #7	Green	
20	CBD Bikes on pipes north	River path widened and resurfaced from Normandy Ave to Rowing club with new connections to Victoria Street and Normandy Avenue.	0	0	4500	not funded	Community Links - Priority #8	yellow	
21	Frankton Station/Western Rail Trail Connection	New connection at the rail station for more direct access to the city centre	0	0	590	not funded	Community Links - Priority #9	Green	
22	Hospital Gully	River path to hospital via new crossing on Cobham drive and new shared path near archery range.	0	0	0	not funded	Community Links Not recommended	Red	

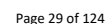
Item 8

Attachment 1

Attachment 1

Item 8

	E	F	G	H	I	J	L	M	N
	Loc_name	proposed treatment	Year 1 \$,000	Year 2 \$,000	Year 3 \$,000	3year Total	Package	Decision Making Assessment	total for Package
2									
23	Comries/Hukanui	Installation of traffic signals for the intersection	0	2000	0	2000	Eastern Pathways - Priority #1	yellow	7250
24	Peachgrove Road (between Frances St and Wilson St)	upgrade and installation of new facilities outside Boys High and Peachgrove Intermediate	100	1500	1400	3000	Eastern Pathways - Priority #2	yellow	
25	Peachgrove Rd - Southwell school	Signalised pedestrian crossing for Southwell across Peachgrove Rd	100	500	0	600	Eastern Pathways - Priority #3	yellow	
26	Peachgrove Rd/Insoll Av	upgrade to existing very small pedestrian refuge island - need to investigate more	0	0	150	150	Eastern Pathways - Priority #4	Green	
27	Peachgrove Rd/East St - Intersection	Safety improvements at intersection - potential options to be determined	0	1500	0	1500	Eastern Pathways - Priority #5	yellow	
28	Hukanui/Crosby	Safety improvements at intersection - potential options to be determined	0	150	2000	not funded	Eastern Pathways - Priority #6	yellow	
29	Ulster/Abbotsford	solid central median island in Ulster to prevent right turns, no ped signals	0	1500	0	1500	Intersection - Priority #1	Yellow	4250
30	Ulster Street /Maeroa Road (PT improvements)	traffic signals at intersection	0	1300		1300	Intersection - priority #2	Yellow	
31	Te Rapa Rd /Garnett Ave (PT improvements)	improvements to existing signals including new ped facilities.	0	1400	0	1400	Intersection - priority #3	Yellow	
32	Thomas/Hukanui (investigation only)	Investigation for improvements to signalise intersection to replace roundabout. Feed into the 2027 LTP			50	50	Intersection - Priority #4	Green	
33	Grey St (just north of Wellington Street)	signalised pedestrian crossing outside KFC to link across to Steele Park	50	700	0	750	Pedestrian Safety Priority #1	Yellow	4400
34	Cambridge Road Shops (near Prescott Place)	upgrade pedestrian crossing to signals outside bump track, tightened kerblines at Prescott Place	50	700	0	750	Pedestrian Safety Priority #2	Green	
35	River Road (for Waikato Diocesan School)	install signalised pedestrian crossing facility	650	0	0	650	Pedestrian Safety Priority #3	Green	
36	Brooklyn Road	install pedestrian crossing facility eg traffic signals	50	650	0	700	Pedestrian Safety Priority #4	Green	
37	Cambridge Road shops (near Masters Ave)	upgrade zebra pedestrian crossing to signals at Hillcrest Shops near Masters Ave	50	700	0	750	Pedestrian Safety priority #5	Green	
38	Ruakiwi/Lake Domain/Lake Rd	install a signalised crossing at existing pedestrian facility. Link to new shared path down to the lake	0	50	750	800	Pedestrian Safety Priority #6	Yellow	
39	Collins Road (for Melville High school)	install signalised pedestrian crossing facility eg traffic signals	20	630	0	not funded	Pedestrian Safety Priority #7	Yellow	
40	Grandview Rd at Nawton Shops	install signalised pedestrian crossing in Grandview Rd at the Nawton Shops	50	700	0	not funded	Pedestrian Safety priority #8	Yellow	
41	Ruakiwi Rd (near Collingwood Street)	install signalised pedestrian crossing near Collingwood St	50	700	0	not funded	Pedestrian Safety priority #9	Yellow	
42	Maeroa Rd (for Maeroa Intermediate school)	upgrade to existing ped xing	50	450	0	not funded	Pedestrian Safety Priority #10	Green	
43	Norton/Tristram	Investigation and design only to close Norton Road and create green space	0	75		75	West Town Belt	Green	150
44	Rostrevor/Tristram	investigation and design only traffic signals for intersection	0	75		75	West Town Belt	Green	
45	Claudlands bridge seismic strengthening	Local share only. Assumes subsidy for this work via NZTA Resilience Programme which is expected to be confirmed end of March 2025		882		882	Resilience	Green	1432
46	Stormwater Improvements	various sites where flooding occurs and additional infrastructure is needed	150	200	200	550	Resilience	Green	
47	Total		1970	26942	20860	28,782	P95 Estimate of proposed funded programme. Programme will be managed to the approved budget		
48		Full possible programme value	49,772						
49	Funding available following 28 November 2024 I&T approval of Green List					28,361			
50	Key: Transport Decision Making Framework	Green	Just do it.						
51		Green*	Will now be progressed noting that engagement with businesses will be required to support the development of the project, including providing high level input around timing and upgrades to street furniture etc. Updates on progress will be provided via Executive Updates;						
52		Yellow	Project plans to be developed and discussed at EM briefing prior to seeking Macroscopic approval at Infrastructure and Transport Committee						



Attachment 2

Item 8



Council Report

Item 9

Committee: Infrastructure and Transport Committee

Author: Robyn Denton

Position: Network and Systems Operations Manager

Report Name: Speed Limit changes required by Speed Limits Rule 2024

Date: 11 March 2025

Authoriser: Andrew Parsons

Position: General Manager Infrastructure and Assets

Report Status	Open
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Purpose - Take

1. To inform the Infrastructure and Transport Committee of the proposed changes to the speed limits throughout the city resulting from the introduction of the Land Transport Rule: Setting of Speed Limits 2024, including the State Highway network.
2. To seek approval from the Infrastructure and Transport Committee to commence consultation to retain the current speed limits for two sites by the Land Transport Rule: Setting of Speed Limits 2024.

Staff Recommendation - Tuutohu-aa-kaimahi

3. That the Infrastructure and Transport Committee:
 - a) receives the report;
 - b) approves **Option A** as outlined in the staff report and the Draft Consultation Document (**Attachment 3** of the staff report), subject to any minor amendments and feedback from this meeting, nothing that the proposal recommends maintaining the existing speed limit on Ruakura Road (between Wairere Drive and the future East Transport Corridor intersection) and on Cobham Drive (between Tristram Street and Normandy Avenue);
 - c) approves consultation to be completed between 17 March and 30 April 2025 in accordance with the requirements of the Speed Limits Rule 2024 utilising the ‘alternative method proposal’ including the cost benefit disclosure statement; and
 - d) notes that:
 - i. the results of the consultation and verbal submissions will be presented to the 21 May 2025 Traffic, Speed Limits and Road Closures Hearings Panel meeting for deliberation and approval before seeking final approval from the Director of NZ Transport Agency;
 - ii. the following changes to speed limits listed below for schools within Hamilton City will be implemented in accordance with the Transition Requirements of the Land Transport Rule: Setting of Speed Limits 2024 and will come into effect on 28 April 2025;

Item 9

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
30	Variable 30/40	Courtney Avenue	Full length
30	Variable 30/40	Aberdeen Drive	Maple Ave to #37 Aberdeen Drive
30	Variable 30/40	Thomson Avenue	Aberdeen Drive to #35 Thomson Avenue
30	Variable 30/40	Michael Avenue	Aberdeen Drive to #29 Michael Avenue
30	Variable 30/40	Bellmont Avenue	#49 Belmont Avenue to Comries Road
30	40	Bellmont Avenue	#49 Belmont Avenue to Tongariro Street
30	Variable 30/40	Lamont Street	#3 Lamont Street to Belmont Avenue
30	Variable 30/40	Freemont Street	#4 Freemont Street to Belmont Avenue
30	40	Egmont Street	#4 Egmont Street to Belmont Avenue
30	Variable 30/50	Deanwell Avenue	Collins Road to Rosalind Street
30	50	Rhonda Avenue	Collins Road to Margaret Place
30	Variable 30/50	Endeavour Avenue	#65 Endeavour Avenue to #104 Endeavour Avenue
30	Variable 30/50	Frances Street	Full length
30	Variable 30/50	Bond Street	James Street to Hamilton Boys High
30	Variable 30/50	Argyle Street	#20 Argyle Street to Hamilton Boys High
30	Variable 30/50	Armagh Street	Full length
30	Variable 30/50	Hill Street	Full length
30	Variable 30/50	Carrington Avenue	#32 Carrington Avenue to #70 Carrington Avenue
30	Variable 30/50	Vesty Avenue	#25 Vesty Avenue to Carrington Avenue
30	Variable 30/50	Gazeley Avenue	Full length
30	Variable 30/40	McCracken Avenue	Full length
30	Variable 30/50	Insoll Avenue	Tramway Road to #75 Insoll Avenue
30	Variable 30/40	Rhode Street	Full length
30	Variable 30/40	Enderley Avenue	John Street to #11A Enderley Avenue
30	40	Enderley Avenue	#11A Enderley Avenue to Peachgrove Road
30	Variable 30/50	Cunningham Road	#17 Cunningham Road to Vardon Road
30	Variable 30/50	Alanbrooke Place	Full length

- iii. no consultation is planned for the school speed limit changes in accordance with the Speed Limits Rule 2024, but staff will provide notification of the changes to the residents and work with the specific schools to ensure that the school community are aware of these changes;
- iv. co-investment from the NZ Transport Agency has been sought for implementing the school speed limit changes. If approved by NZ Transport Agency, the co-investment will release approximately \$450,000 from the Unsubsidised Minor Transport Improvements Programme 'Green Programme' approved at the 28 November 2024 Infrastructure and Transport Committee. Once the final value is confirmed, this will be reported to a future Infrastructure and Transport Committee;
- v. the speed limits on the State Highway network throughout the city will also be lifted back up to their previous higher values in response to the Speed Limits Rule 2024 Transition Provisions and these changes will come into effect before 1 July 2025; and

- vi. the speed limits on SH26 Morrinsville Road will be reviewed mid to late 2025 by the NZ Transport Agency with the intent of changing the speed limits on the section of SH26 within the city to the recommendations within the Fit for Purpose Business Case and resulting project being undertaken by Hamilton City.

Executive Summary - *Whakaraapopototanga matua*

4. The [Access Hamilton Strategy](#) (approved at the 9 August 2022 Council meeting) reconfirmed Hamilton City Council's commitment to road safety and has 'A Safe transport System' as one of its eight objectives.
5. The 2024 Hamilton City Speed Management Plan (approved at the [12 October 2023](#) Council meeting) sets out the desired speed limits for all local (not state highway) roads in the city. The Speed Management Plan also sets out the principles and prioritisation methodology for implementing speed limit changes within the city.
6. The [5 December 2023](#) Traffic, Speed Limit and Road Closure Hearings Panel (Traffic Panel) meeting considered and approved a the proposal for a reduction of speed limits to 30km/h for schools in accordance with the 2022 and 2024 Speed Management Plans and requirements of the Land Transport Rule: Setting of Speed Limits 2022 (Speed Limits Rule 2022). These came into effect on 29 April 2024 to coincide with the start of Term 2 of the school calendar.
7. The Coalition Government proposed changes to the Speed Limits Rule 2022 in early 2024 and a new Land Transport Rule: Setting of Speed Limits 2024 (Speed Limits Rule 2024) came into effect on 1 October 2024.
8. The Speed Limits Rule 2024 included a section on Transitional Provisions requiring a review of speed limits set since 31 December 2019 on 'Specified Roads'. In late December 2024, the Land Transport Rule: Setting of Speed Limits Amendment 2024 was signed and came into force on 15 January 2025. The amendment brought two additional classes of road into the transitional provisions in Schedule 2 of the Principal Rule.
9. A review of speed limit changes within Hamilton City has identified speed limits on roads which are impacted by the Transitional Provisions (including the amendment) which fit into the following categories:
 - i. schools with permanent 30km/h speed limits; and
 - ii. urban connectors.
10. The Safer School Speed Limits introduced in April 2024 will require changes at twelve schools. The key change for these sites will be changed from a permanent 30km/h speed limit to a variable 30km/h speed limit that will only apply at the beginning and end of the school day. The majority of these sites will have static signage put in place, but electronic signage is proposed for some key sites where it is felt that this will minimise signage clutter and motorist confusion.
11. The Speed Limits Rule 2024 sets out the consultation requirements for making any changes to speed limits. In the case of the Transitional Provisions, there is no requirement for consultation, but staff will be engaging with the school and their community along with impacted residents to ensure that they are aware of the changes which are proposed for introduction at the start of Term 2 – 29 April 2025.

Item 9

12. Two Urban Connector sites have been identified (part of Ruakura Road and part of Cobham Drive) as requiring changes and staff are recommending that public consultation be undertaken to retain the current speed limit for Ruakura Road. The consultation on the speed limit is proposed for 17 March to 30 April 2025 with results and public hearings to be considered at the 21 May 2025 Traffic, Speed Limits and Road Closure Hearings Panel meeting.
13. The NZ Transport Agency have also had to work through the Transitional Provisions of the Speed Limits Rule 2024, and as a result, the Minister of Transport [announced](#) on 29 January 2025 numerous speed limit reversals occurring across the country on the state highway network.
14. The state highway network within Hamilton City is included in the list of sites – reversing the speed limit changes that had previously come into effect on [10 December 2021](#).
15. The State Highway speed limit reversals do include SH26 Morrinsville Road and staff have been working with NZ Transport Agency staff to ensure that the Fit for Purpose Improvement project is still able to proceed as planned – including the speed limit changes proposed.
16. Staff consider that the decisions in this report have low significance under the Significance and Engagement Policy requirements, and that the recommendations also comply with Council's legal requirements.

Background - *Koorero whaimaarama*

17. The [Growth and Infrastructure Committee](#) meeting on 20 June 2017 approved Vision Zero for our road safety target by 2028 as part of the refresh of the Access Hamilton Strategy. Vision Zero, as the philosophy for road safety in the city, is an aspiration to achieve zero road deaths and serious injuries within Hamilton City.
18. The refreshed Access Hamilton Strategy (approved at the 9 August 2022 [Infrastructure Operations Committee](#) meeting) reconfirmed Hamilton City Council's commitment to road safety and reducing harm on the transport network as shown in the following outcome:

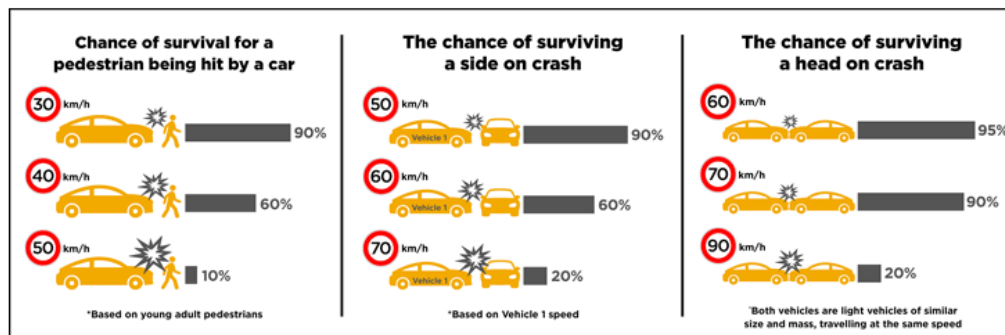


The 'Safe Transport System' objectives states that no one should be injured or killed while moving around Hamilton Kirikiriroa.

Further, people should always feel safe using our transport system whether walking to a carpark waiting for a bus or biking through a park

19. The relationship between speed and road trauma is well-established internationally and that is why managing speed is one pillar of the Safe System approach to road safety.
20. Under our Vision Zero road safety philosophy we can make a big difference in the number of deaths 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.

21. The following table illustrates how the chance of surviving various types of crashes is heavily influenced by the speed of the vehicles involved.



Item 9

22. The 2022 Speed Management Plan for Hamilton City was reviewed and refreshed in 2023 and following a consultation using the Special Consultative Procedures, the 2024 Speed Management Plan was approved for adoption at the [12 October 2023](#) Council meeting.
23. The 2024 Speed Management Plan was certified by NZ Transport Agency as meeting the requirements set out in the Land Transport Rule: Setting of Speed Limits 2022 on 26 April 2024.
24. The 2024 Speed Management Plan reconfirmed the principles or priorities developed for the previous versions of the plan and these will be used to deliver speed management related activities including education, engineering and speed limit changes throughout Hamilton City.
25. The following **principles** guided the application of speed management within Hamilton:
- the speed environment around schools at school times at 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; and
 - we will work with partnering Road Controlling Authorities to provide a consistent approach in line with the Speed Management Guide.
26. The following **priorities** guided the 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; and
 - places where lots of people walk or bike, or where they will soon walk and bike.

Item 9

27. The Land Transport Rule: Setting of Speed Limits 2022 set out the following expectations for speed limits around schools:

5.2 Maximum permitted speed limits outside schools

- (1) When setting a speed limit for a road outside a school, a road controlling authority must have regard to any guidance provided by the Agency about speed limits outside schools.
- (2) A road controlling authority must set the speed limit for a road outside a category 1 school as—
 - (a) a permanent speed limit of 30 km/h; or
 - (b) a variable speed limit where 30 km/h is the speed limit in force during school travel periods.

5.4 Implementation of new speed limits around schools

A road controlling authority must—

- (a) use reasonable efforts that, for at least 40% of the schools directly accessed from roads under its control, speed limits for roads outside schools that comply with Section 5 are set by 30 June 2024; and
- (b) use reasonable efforts that all roads under its control have speed limits that comply with Section 5 set by 31 December 2027.

28. It was decided that there was value in changing all the school speed limits together for the schools throughout the whole City rather than as a staged rolled out. This enabled the consultation on the proposal and then the subsequent education and information on the implementation to be clearer and easier.
29. Formal engagement and consultation on the School Speed limit changes under the 2024 Speed Management Plan was undertaken from 12 September to 13 October 2023.
30. The results of the consultation and verbal submissions were considered at the [5 December 2023](#) Traffic, Speed Limit and Road Closures Hearings Panel and the proposed safer school speed limits approved for implementation on the first day of the second school term - 28 April 2024.
31. In developing the rollout of 30km/h speed limits for schools', staff have reviewed the locations of the existing variable speed limits. These are generally used on the roads where the surrounding speed limits are 50km/h and the school entrance is not within an existing or proposed Safer Speed Area that has a permanent 40km/h speed limit in place.
32. The variable speed limits operate:
 - i. 35 minutes before school starts until the start of school. ;
 - ii. 20 minutes at the end of school, starting no earlier than 5 minutes before the end of the day.; and
 - iii. 10 minutes at any other time when a child crosses the road or enters/exits vehicles at the roadside., e.g school trips.

33. There were four schools that did not have the lower school speed limits implemented as they have frontages which are State Highways and therefore the speed limits are controlled by NZ Transport Agency. These are:
 - i. Frankton Primary School – SH23 Massey Street;
 - ii. Berkley Normal Middle School – SH26 Morrinsville Road;
 - iii. Hillcrest Normal School – SH1C Cambridge Road; and
 - iv. Ohaupo Primary School – SH3 Ohaupo Road
34. Following the election of the Coalition Government in 2023, the Government Policy Statement on Land Transport (GPS) was released, and it indicated an intention to review the Speed Limits Rule 2022.
35. Consultation on the draft Land Transport Rule: Setting of Speed Limits 2024 (Speed Limits Rule 2024) was undertaken between 13 June and 11 July 2024. The rule was notified in the Gazette on 30 September 2024 and came into force on 30 October 2024.
36. The Speed Limits Rule 2024 sets out criteria, requirements and procedures to be followed by Road Controlling Authorities when reviewing and setting speed limits for roads within their respective jurisdictions. It also revokes and replaces the Land Transport Rule: Setting of Speed Limits 2022.
37. The stated objective of the rule is to contribute to an effective, efficient, and safe land transport system by:
 - i. providing for an approach to speed management that considers speed limits alongside safety infrastructure and safety camera enforcement;
 - ii. empowering or requiring road controlling authorities to set speed limits for roads under their control, generally after considering safety, economic impacts and the views of road users and the community; and
 - iii. setting out requirements road controlling authorities must comply with when setting speed limit.
38. The rule sets out the ways Road Controlling Authorities can propose, consult, and set speed limits, including how these proposals are developed, shared and certified.
39. The rule also sets out the Transitional Provisions for reversing previous speed limits, preparing speed management plans, the roles and responsibilities for the process, and the required content of speed management plans.
40. Key dates set out in the rule are:
 - i. by 1 May 2025 RCAs must provide a list of all roads in scope of the reversal provisions to NZTA; and
 - ii. by 1 July 2025 all roads in scope of the reversal provisions must be reversed, with reversed speed limits in the National Speed Limits Register (NSLR) and in force, with new signs and road markings in place; and
 - iii. by 1 July 2026 roads outside school gates must have variable speed limits implemented (with some exceptions).
41. This report provides an update on the work that has been completed to determine what changes will be required within the Hamilton City network to meet the reversal provisions and seeks approval for consultation to be undertaken to retain the existing speed limits in place on two urban connector roads.

Item 9

42. The report also provides an update on the changes to speed limits that will occur on the State Highway network within Hamilton City.

Discussion - Matapaki

43. The Speed Limits Rule 2024 had a series of Transitional Provisions included in Schedule 2 and these required a review of any speed limit changes made since 31 December 2019 for 'Specified Roads'.
44. In late December 2024, the Land Transport Rule: Setting of Speed Limits **Amendment** 2024 was signed via Order-in-Council on the recommendation of the Minister of Transport. It came into force on 15 January 2025. The objective was to amend Land Transport Rule: Setting of Speed Limits 2024 to bring two additional classes of road into the transitional provisions in Schedule 2 of the Principal Rule.
45. The following excerpt from the **amended** Speed Limits Rule 2024 provides the definition of 'Specified Roads':

specified road means—

- (a) a road—
 - (i) that is a local street (residential or neighbourhood street); and
 - (ii) for which the Agency (as RCA) or the territorial authority set a permanent speed limit of 30 km/h on or after 1 January 2020; and
 - (iii) the reason or one of the reasons for setting that speed limit was because there is a school in the area; or
- (b) a road—
 - (i) that is an urban connector, a transit corridor, an interregional connector, or a rural connector (as those classes of road are described in Schedule 3) and for which, in the case of a rural connector only,

the Agency (as RCA) is the road controlling authority; and

- (ii) for which the Agency (as RCA) or a territorial authority set a permanent speed limit on or after 1 January 2020; and
- (iii) for which the previous speed limit is higher than the amended speed limit:

reversal date means 1 July 2025.

*Clause 11.1(1)(b)(i) **specified road**: substituted, on 15 January 2025, by clause 2.1 of the Land Transport Rule: Setting of Speed Limits Amendment 2024.*

46. It has been determined that Hamilton City has speed limits on roads which are impacted by the Transitional Provisions (including the amendment) which fit into the following categories:
- i. schools with permanent 30km/h speed limits; and
 - ii. urban connectors.

Schools

47. The Speed Limits Rule 2024 sets out the following requirements relating to schools:
- i. speed limits of 30km/h must be provided outside the ‘school gate’. The school gate is defined as being 300m for urban schools;
 - ii. changes made to meet the Transitional Provisions must be in place by 1 July 2025; and
 - iii. all schools to have the lower speed limits in place across the country by 1 July 2026.
48. The school speed limits are generally expected to be variable speed limits but those which are immediately adjacent to a permanent 30km/h speed limit can be permanent speed limits also.
49. Assessments have been made of all the school speed limits introduced in 2024 and the following schools have been identified as requiring changes to speed limits changes to one or more adjacent streets to comply with the Speed Limits Rule 2024 Transitional Provisions:
- | | |
|--------------------------------|-----------------------------|
| i. Aberdeen School | ii. Hillcrest High School |
| iii. Bankwood Primary School | iv. Hillcrest Normal School |
| v. Deanwell School | vi. Insoll Ave School |
| vii. Endeavour School | viii. Rhode Street School |
| ix. Hamilton Boys High School | x. Southwell School |
| xi. Hamilton Girls High School | xii. Vardon School |
50. For most of the schools it is intended that the change from permanent 30km/h speed restrictions to variable 30km/h speed restrictions will be via installation of new static signage (refer figure 1 below). For some of the busier locations or locations where it will make the requirement for the variable limit clearer, electronic variable signs are proposed (refer figure 2 below).



Figure 1: Static ‘Variable’ School Speed Limit Sign



Figure 2: Electronic Variable School Speed Limit Sign

Item 9

51. There are also two sites where it is felt that to return to a permanent 40km/h speed limit overlaid with a variable 30km/h school speed limit it will result in a lot of confusing signage at the entrance to the street. The table below sets out the sites proposed to be lifted to the underlying speed limit up to 50km/h.

Table 1: Sites where the underlying speed limits will be increased

School	Street	New speed limit
Endeavour School	Endeavour Avenue	Variable 30/50
Hamilton Girls High School	Hill Street	Variable 30/50

52. **Attachment 1** to this report lists all of the proposed changes that have been notified to NZ Transport Agency in accordance with the Transitional Provisions. These will be processed through the National Speed Limit Register to come into effect on the first day of Term Two - 29 April 2025. **Attachment 2** to this report has illustrations of each of the sites where changes will occur.
53. The Speed Limits Rule 2024 and NZ Transport Agency guidance is very clear that there is no consultation requirements associated with these changes. Staff however will provide notification of the changes to the affected residents and work with the specific schools to ensure that the school community are aware of these upcoming changes.

Urban Connectors

54. Urban Connectors are defined, along with the allowable speed limits, in the Speed Limits Rule 2024 as follows:

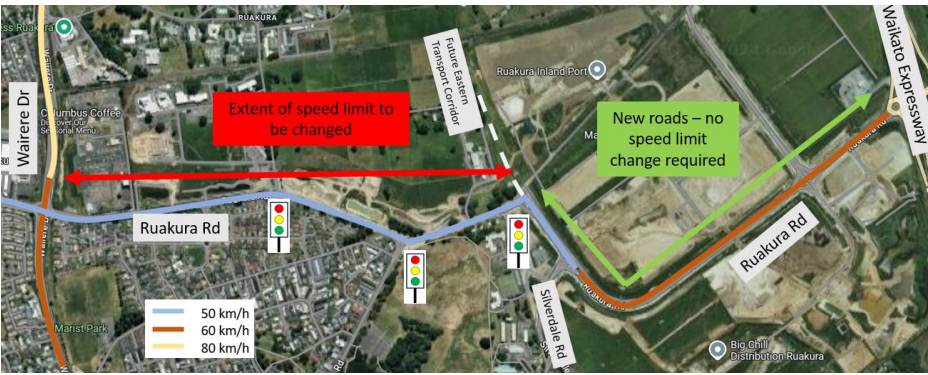
3	Urban connectors	Streets that provide for the movement of people and goods between different parts of urban areas, with low levels of interaction between the adjacent land use and the street	50 – 80 km/h
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Excerpt from Schedule 3 ‘Permanent speed limits for different classes of road’ of the Land Transport Rule: Setting of Speed Limits 2024

55. In accordance with the Transitional Provisions, assessments have been made of all speed limits changed in the city since 31 December 2019 and the following Urban Connectors have been identified as requiring changes to speed limits:
- i. Ruakura Road - raise speed limit from current 50km/h to 60km/h for the section between Wairere Drive and the new traffic signals for the future Eastern Transport Corridor (1.54km)
 - ii. Cobham Drive - raise speed limit from current 60km/h to 80km/h for the section between Tristram Street to Normandy Avenue (1.17km)

56. The extent of change required by the Transitional Provisions in Ruakura Road is shown in table 2 below along with information on why the speed limit was changed.

Table 2: Information on Ruakura Road speed limit change

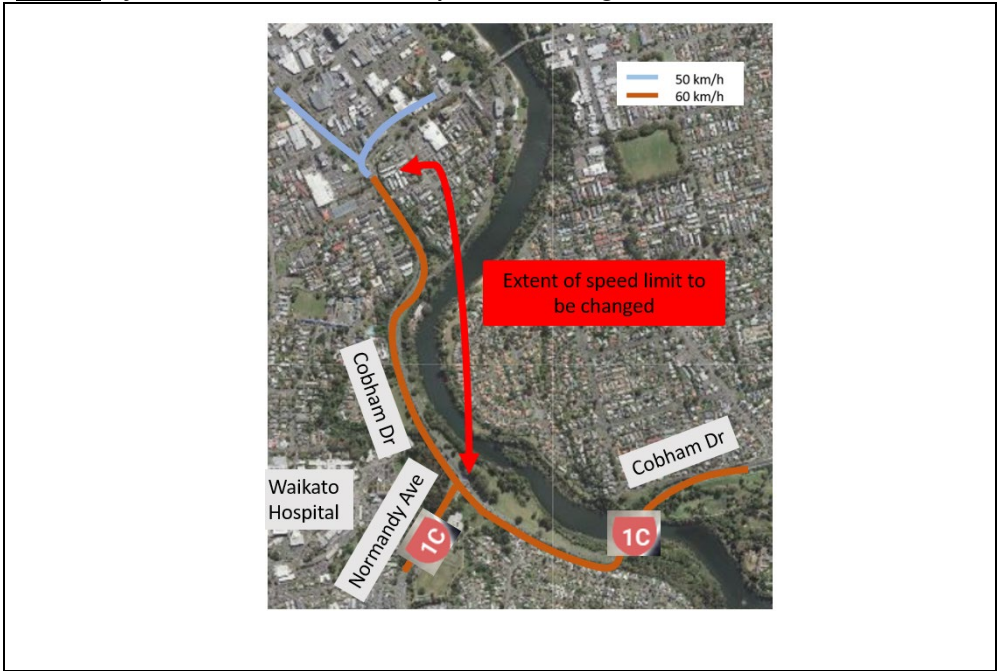
	
Road	Reasons why the speed limit was lowered from 60km/h to 50km/h and should be retained at this lower level
Ruakura Road (speed limit changed 23/1/2023)	- Major upgrade of this section of road was completed in 2021/22 and included installation of three new sets of traffic signals along with raised intersections to create an urban environment. - The new layout and facilities have been designed for a 50km/h speed limit. - The current mean travel speed is 50km/h (based on information held in the NZ Transport Agency MegaMaps tool), with an average of 10,712 vehicles using this section of road on a daily basis. - There will be costs incurred for signage changes if the lower speed limit is not retained – estimated at \$35,000. - There will be a short section (230m) of 50km/h speed limit on the new section of Ruakura Road (immediately north of Silverdale Road) which would also have to change if the lower limit is not retained. - The speed limit proposed for the Eastern Transport Connector is 60km/h reflecting its role in the road hierarchy as the key corridor for freight. - There has been a reduction in crashes on this section of road since the new speed limit was introduced as shown in the two maps (before and after) below:

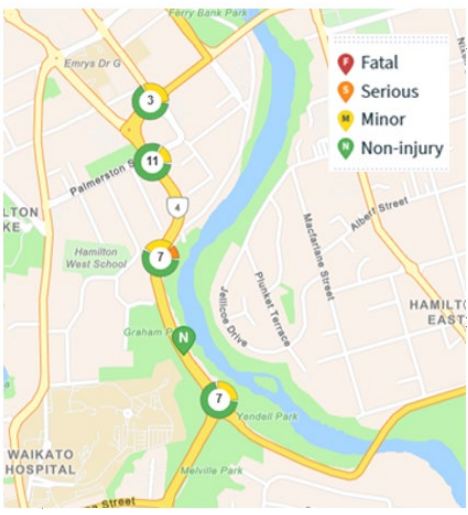
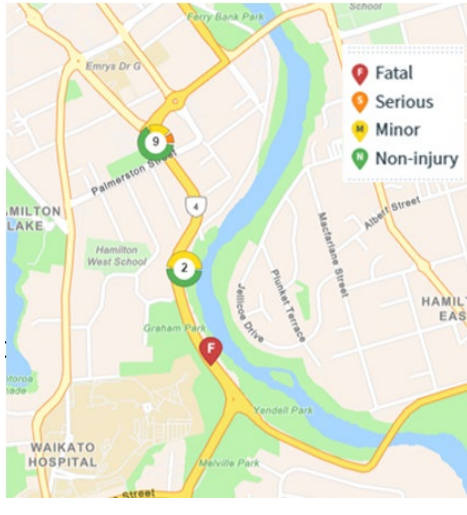
Item 9



57. The extent of change required by the Transitional Provisions in Cobham Drive is shown in table 3 below along with information on why the speed limit was changed.

Table 3: information on Cobham Drive speed limit change



Road	Reasons why the speed limit was lowered from 80km/h to 60km/h and should be retained at this lower level
Cobham Drive (speed limit changed 20/6/23)	• The adjacent roads (SH1C) to the south (Cobham Drive and Normandy Avenue) had their speed limits lowered by the NZ Transport Agency on 10 December 2021 from 80km/hr to 60km/h. • The current mean travel speed is 62km/h (based on information held in the NZ Transport Agency MegaMaps tool) with an average of 23,000 vehicles using this section of road on a daily basis. • There will be costs incurred for signage changes if the lower speed limit is not retained – estimated at \$20,000. • There has been a reduction in crashes on this section of road since the new speed limit was introduced as shown in the two maps (before and after) below:
	
Crashes for the 2 years prior to the speed limit change	Crashes <u>since</u> the speed limit change

58. In both cases, the Speed Limits Rule 2024 Transitional Provisions require that these changes are implemented by 1 July 2025.

Options

School Speed Limit Changes

59. No options are available for Council to consider for the School Speed Limits regarding which sites need to be changed because the Speed Limits Rule 2024 sets out the legislative requirement for these changes including timelines for implementation.
60. There is an option available regarding the type of signage to be used for the new variable speed limit and staff have made an assessment to have most sites utilise the static sign option as allowed under the Speed Limits Rule 2024.

Item 9

- 61. While all sites could have electronic signage installed, there is not only an additional capital costs at the time of implementation, but also ongoing costs associated with the maintenance and renewal of the electronic signs to be considered (approximately \$350 per sign per year, with battery replacement needed every 5 years). It is also not known if the NZ Transport Agency would approve cost sharing for all sites unless there is a good reason to justify the electronic signs.
- 62. Staff have proposed to install electronic signs in the sites that have higher traffic volumes or where the electronic signage will help with the visibility and compliance by motorists.

Urban Connectors

- 63. While Council has no option regarding the legislative requirement for the speed limits to be reversed for Ruakura Road and Cobham Drive to comply with the Speed Limits Rule 2024, there are two options available for the next step following that change:
 - i. **Option A** – consult on retaining the lower speed limits and work through the ‘Alternative Method Proposal’ process as set out in the Speed Limits Rule 2024.
 - ii. **Option B** – change the speed limit back up to the higher valued in accordance with the requirements of the Transitional Provisions set out in the Speed Limits Rule 2024.
- 64. The following options table sets out an assessment of the advantages and disadvantages of each option:

Table 4: Options assessment

Options	Advantages	Disadvantages
Option A – Retain the lower speed limits already in place		
The lower speed limit would remain	- Continues to provide safety benefits to all users - No costs incurred for signage changes. - Reflect the speed limits that have previously been consulted upon and agreed to by the community and council	None known
Option B – Lift the speed limits back to their previous (higher) level		
Higher speed limits would be in place.	None known	- Risk of the number and severity of crashes increases. - There will be costs associated with changing signage – estimated \$55,000.

- 65. Staff recommend **Option A** because this option is the safest option, reflects the speed limits which have previously been consulted upon and agreed with by the community and are appropriate for the design and alignment of these roads.
- 66. A draft Consultation Document (**Attachment 3** to this report) has been prepared and is proposed to form the basis of the public consultation. The consultation document includes the Options Assessment (Table 4) along with a Cost Benefit Disclosure Statement and statement on Safe and Efficient Access as required by the Speed Limits Rule 2024.

Speed Limit changes on the State Highway network

- 67. On Wednesday 29 January 2025 the Minister of Transport and NZ Transport Agency announced the state highway roads which would have speed limits reversed in accordance with the Transitional Provisions of the Speed Limits Rule 2024.
- 68. The speed limits on the State Highway network within Hamilton City were lowered on 10 December 2021 following consultation in 2020. Hamilton City Council submitted on the proposed speed limit changes and were generally supportive of the changes, noting some concern about the section of SH1c in the Avalon bypass and potential increased ‘rat running’ on the local road network.
- 69. Figure 3 below shows the extent of the speed limit changes which will occur on the State Highway network within Hamilton City boundaries.

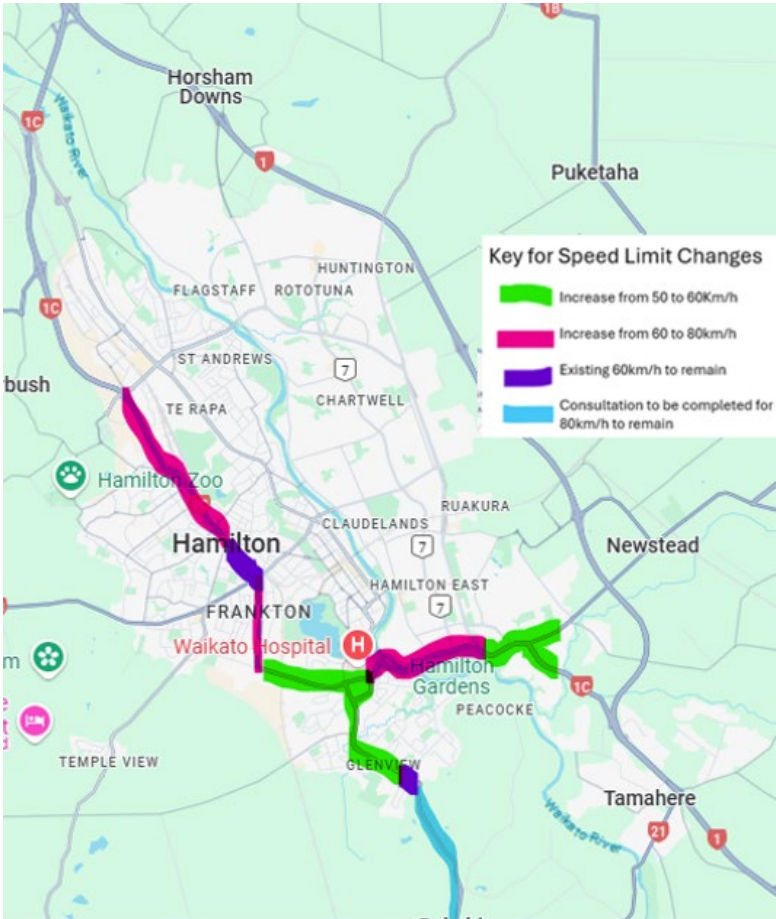


Figure 3: Speed Limit changes on State Highway network within Hamilton City

- 70. Staff have been working with the NZ Transport Agency who have advised that the speed limit changes will occur in April/May 2025.
- 71. These changes have an impact on the SH26 Morrinsville Road Fit for Purpose project where speed limit changes were proposed to accommodate the intersection improvements at Silverdale/Matangi roads and the shared path section out to the Waikato Expressway.

Item 9

72. NZ Transport Agency staff have indicated that they have several speed limit changes associated with projects throughout the country and will be working on these following the completion of the consultation and changes associated with the Transitional Provisions.
73. It is currently expected that NZ Transport Agency would be able to work through the speed limit consultation in conjunction with the community engagement planned by Hamilton City for the project, with the aim being to have the new speed limits sorted by late 2025/early 2026 to accommodate the proposed roundabout at the Silverdale Road / Matangi Road intersection.
74. Staff will continue to work with the NZ Transport Agency staff and will provide updates on progress to Elected Members via Executive Updates and General Manager Reports to the Infrastructure and Transport Committee.
75. Staff have noted that one of the changes to speed limits on the State Highway will be for the section of Cobham Drive outside the Hamilton Gardens and the Grey Street intersection.
76. There has been a noticeable decrease in the number of crashes on this section of road since the speed limit was lowered, but there have still been ongoing concerns expressed by the community about safety.
77. Table 5 below sets out crash data before and after the December 2021 speed limit change at some key locations on Cobham Drive as examples of the benefits of the lower limits.

Location	80km/h Speed limit 09/12/2016 – 09/12/2021	60km/h Speed limit 10/12/2021 – 29/01/2025
Cobham Bridge Corner	4 Minor Injury Crashes 14 Non-Injury Crashes - TOTAL 18 There were 13 Bend loss of control / head on crashes	1 Minor Injury Crash 2 Non injury Crashes - TOTAL 3 All crashes were Bend loss of control/ head on crashes
Cobham Drive / Grey Street intersection	3 Serious Crashes 6 Minor Injury Crashes 16 Non-Injury Crashes - TOTAL 25 Of the 25 crashes 12 of them were crossing/ turning crash types, 11 rear end/ obstruction crash types.	4 Minor Injury Crashes 5 Non-Injury Crashes - TOTAL 9 Out of the 9 crashes 5 of them were crossing/ turning crash types, 3 rear end/ obstruction crash types.
Cobham Drive / Galloway Street roundabout	3 Minor Injury Crashes 25 Non-Injury Crashes - TOTAL 28	8 non-Injury Crashes

78. Staff will continue to work with the NZ Transport Agency to monitor the impact of the speed limit increases and the potential need for either revisiting the speed limits or undertaking infrastructure improvements to ensure that these roads are safe for our community.

Financial Considerations - *Whaiwhakaaro Puutea*

79. Funding for the completion of speed limit changes associated with the rule change was approved as part of the 'Green List' of Unsubsidised Minor Transport Improvements at the [28 November 2024](#) Infrastructure and Transport Committee.

80. A provisional amount of \$660,000 had been allocated based on the possibility that all school speed limits may have to be changed to variable static signs and that there would also be more Urban Connector sites to reverse.
81. In December 2024 the NZ Transport Agency announced that funding was to be made available via the Lost Cost Low Risk improvements fund to assist in the works required to implement the Transitional Provisions changes required by the Speed Limits Rule 2024.
82. A revised estimate for the School Speed Limit changes as set out in this report to include the provision of electronic signs, is calculated as \$304,000. On the assumption that Hamilton City Council are successful with the application to the NZ Transport Agency, this will mean that only \$148,960 (49%) local share funding from the Green Programme would be required to complete these works.
83. Pending the decision of this meeting and the outcome of public consultation for Ruakura Road and Cobham Drive there is an estimated cost of \$55,000 for changes to the speed limit signage for the two Urban Connector Routes.
84. It is recommended that once there is confirmation of the co-investment from the NZ Transport Agency and the final implementation costs required to complete speed limit changes, that this be reported to a future Infrastructure and Transport Committee.
85. Funding for the consultation activities associated with Ruakura Road and Cobham Drive are able to be covered by the existing Transport Operational budgets and are estimated as \$10,000 total for both sites.
86. Staff costs for the preparation of this report and oversight of the speed limits changes in National Speed Limits Register are covered from within existing Transport Operational budgets.

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

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

Climate Change Impact Statement

88. Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation.
89. Staff have also considered the key considerations under the Climate Change Policy and have determined that an adaptation assessment and emissions assessment is not required for the matters in this report.
90. The proposed lower speed limits support people walking and biking safely in their local community and thereby reduce the short trips taken in vehicles currently.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

91. 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').
92. 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.
93. The recommendations set out in this report are consistent with that purpose.

Item 9

Social

94. The proposed speed limit changes will retain safety for all road users but especially for students moving to and from school who are walking and biking in the community.

Economic

95. No specific economic considerations were identified in the development of this report in relation to the proposed changes to speed limits.

Environmental

96. The proposed speed limit changes continue to support use of active travel (walking and biking) within the community and therefore reduce the negative impact on the environment via decreased vehicle emissions.

Cultural

97. No specific cultural considerations were identified in the development of this report in relation to the proposed changes to speed limits.

Risks - *Tuuraru*

98. There are no risks associated with the recommendations included in this report.
99. There are risks associated with negative feedback from the community due to the requirements to make changes to speed limits that have only been in place for a year, but as these changes are in response to legislative requirements and information will be provided to affected schools and residents.
100. There are risks if the recommendations of this report are not approved as they are recommended to improve safety at the proposed locations.

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

101. 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.
102. The speed limit changes required under the Transitional Provisions of the Speed Limits Rule 2024 do not require any consultation to be completed. Targeted information will be provided to those residents directly impacted by the speed limit changes alongside work with the schools and their community to inform them of the upcoming changes.
103. There is a statutory requirement to consult on the proposals for Ruakura Road and Cobham Drive as per legislation outlined below:
- i. Speed Limits Rule 2024: Section 3.8 Consultation Requirements
 - ii. Local Government Act 2002: Section 82
104. If approved for consultation, the consultation will be undertaken from 17 March to 30 April 2025 with the results of the consultation process reported to the Traffic, Speed Limits and Road Closures Hearings Panel 21 May 2025 for a final decision.
105. Community and key stakeholder views and preferences are also known to the Council through the Special Consultative Process that was undertaken in the development of the 2024 Speed Management Plan.

Attachments - *Ngaa taapirihanga*

Attachment 1 - List of school sites where speed limit changes are required

Attachment 2 - Illustration of school sites where speed limits changes are required

Attachment 3 - Draft consultation document for speed limits on Ruakura Road and Cobham Drive

Safer School Speed Limits – Schedule of Changes March 2025

Current speed limit (km/h)	Proposed speed limit (km/h)	Street Name	Extent of Speed Limit
Aberdeen School			
30	Variable 30/40	Courtney Avenue	Full length
30	Variable 30/40 (electronic sign)	Aberdeen Drive	Maple Ave to #37 Aberdeen Drive
30	Variable 30/40 (electronic sign)	Thomson Avenue	Aberdeen Drive to #35 Thomson Avenue
30	Variable 30/40	Michael Avenue	Aberdeen Drive to #29 Michael Avenue
Bankwood Primary School			
30	Variable 30/40	Bellmont Avenue	#49 Bellmont Avenue to Comries Road
30	40	Bellmont Avenue	#49 Bellmont Avenue to Tongario Street
30	Variable 30/40	Lamont Street	#3 Lamont Street to Bellmont Avenue
30	Variable 30/40	Freemont Street	#4 Freemont Street to Bellmont Avenue
30	40	Egmont Street	#4 Egmont Street to Bellmont Avenue
Deanwell School			
30	Variable 30/50 (electronic sign)	Deanwell Avenue	Collins Road to Rosalind Street
30	50	Rhonda Avenue	Collins Road to Margaret Place
Endeavour School			
30	Variable 30/50 (electronic sign)	Endeavour Avenue	#65 Endeavour Avenue to #104 Endeavour Avenue
Hamilton Boys High School			
30	Variable 30/50	Frances Street	Full length
30	Variable 30/50	Bond Street	James Street to Hamilton Boys High
30	Variable 30/50	Argyle Street	#20 Argyle Street to Hamilton Boys High
30	Variable 30/50	Armagh Street	Full length
Hamilton Girls High School			
30	Variable 30/50	Hill Street	Full length
Hillcrest High School			
30	Variable 30/50	Carrington Avenue	#32 Carrington Avenue to #70 Carrington Avenue
30	Variable 30/50	Vesty Avenue	#25 Vesty Avenue to Carrington Avenue
30	Variable 30/50	Gazeley Avenue	Full length
Hillcrest Normal School			
30	Variable 30/40	McCracken Avenue	Full length
Insoll Ave School			
30	Variable 30/50 (Electronic)	Insoll Avenue	Tramway Road to #75 Insoll Avenue
Rhode Street School			
30	Variable 30/40	Rhode Street	Full length
Southwell School			
30	Variable 30/40	Enderley Avenue	John Street to #11A Enderley Avenue
30	40	Enderley Avenue	#11A Enderley Avenue to Peachgrove Road
Vardon School			
30	Variable 30/50 (electronic sign)	Cunningham Road	#17 Cunningham Road to Vardon Road
30	Variable 30/50	Alanbrooke Place	Full length
Key:			
			Sites where underlying speed limit being raised from 40km/h to 50km/h

Speed Limit changes for Hamilton Schools as a result of the Speed Limits Rule 2024

Aberdeen School



Speed Limit changes for Hamilton Schools as a result of the Speed Limits Rule 2024

Bankwood Primary School



Item 9

Attachment 2

Speed Limit changes for Hamilton Schools as a result of the Speed Limits Rule 2024

Deanwell School



Speed Limit changes for Hamilton Schools as a result of the Speed Limits Rule 2024

Endeavour School



Item 9

Attachment 2

Attachment 2

Item 9

Speed Limit changes for Hamilton Schools as a result of the Speed Limits Rule 2024

Hamilton Boys High School



Speed Limit changes for Hamilton Schools as a result of the Speed Limits Rule 2024

Hamilton Girls High School



Item 9

Attachment 2

Speed Limit changes for Hamilton Schools as a result of the Speed Limits Rule 2024

Hillcrest Highschool



Speed Limit changes for Hamilton Schools as a result of the Speed Limits Rule 2024

Hillcrest Normal School



Item 9

Attachment 2

Speed Limit changes for Hamilton Schools as a result of the Speed Limits Rule 2024

Insoll Ave School



Speed Limit changes for Hamilton Schools as a result of the Speed Limits Rule 2024

Rhode Street School



Item 9

Attachment 2

Attachment 2

Item 9

Speed Limit changes for Hamilton Schools as a result of the Speed Limits Rule 2024

Southwell School



Speed Limit changes for Hamilton Schools as a result of the Speed Limits Rule 2024

Vardon School



Item 9

Attachment 2

Attachment 3

Item 9

Ruakura Road

(Wairere Drive to future Eastern Transport Corridor)

& Cobham Drive

(Normandy Avenue to Tristram Street)

Speed Limit Reduction

Consultation Document

17 March - 30 April 2025



Hamilton
City Council
Te kaunihera o Kirikiriroa

We’re seeking feedback on a proposal to retain the speed limits on the following sections of roads:

- Ruakura Road between Wairere Drive and the future Eastern Transport Corridor; and
- Cobham Drive between the intersection of Normandy Avenue and Tristram Street.

Why are we doing this?

We want our transport network enables everyone to connect to people and places in safe, accessible, and smart ways. A safe transport system is one of the key objectives of our Access Hamilton Transport Strategy.



A safe transport system

Safety and harm reduction is the top priority. Our outcome is that no one should be injured or killed while moving around Hamilton. Further, people should always feel safe using transport system - whether walking to a carpark, waiting for a bus or biking through a park.

The Land Transport Rule: Setting of Speed Limits 2024 (speed limits rule) Transitional Provisions require all Road Controlling Authorities to review speed limits changed since 31 December 2019 and to reverse any that resulted in a decreased speed limit on certain types of roads.

The following road are impacted by the Transitional Provisions:

- **Ruakura Road** between Wairere Drive and the future Eastern Transport Corridor; and
- **Cobham Drive** between the intersection of Normandy Avenue and Tristram Street.

In order to comply with the speed limits rule, the speed limits on these sections of road must be returned to the previous speed limit by 30 June 2025.

Hamilton City Council had consulted on the speed limit changes previously and believe that it would be unsafe to leave the previous speed limits in place. The only way we can keep the lower speed limit is to complete a consultation process and then apply to the NZ Transport Agency Director for approval.

Proposed changes

Ruakura Road between Wairere Drive and the traffic signals

The speed limit on this section of Ruakura Road is currently 50km/h and this was lowered from 60km/h in conjunction with the major upgrade prior. The new speed limit came into effect in January 2023.

We are proposing to that the lower speed limit of 50km/h should be retained for this section of Ruakura Road.

Attachment 3



The new section of road (from the future Eastern Transport Corridor to Waikato Expressway) that was also constructed in conjunction with the upgrade of Ruakura Road is exemption from the Transitional Provisions and does not need to be changed.

Cobham Drive between Tristram Street and Normandy Avenue

The speed limit on this section of Cobham Drive is currently 60km/h. It was lowered from 80km/h in June 2023. We are proposing to that the 60km/h should be retained for this section of Cobham Drive.

Item 9



Reasons for the proposal

Ruakura Road between Wairere Drive and the future Eastern Transport Corridor

This section of Ruakura Road had a major upgrade completed in 2021/22 and included the installation of three sets of traffic signals at the intersections in this length. The traffic signals and associated raised intersections have been designed for this lower speed limit.

Our traffic monitoring shows all traffic on this section of Ruakura Road travels around 50km/h, so there will be no impact on travel times by retaining this lower speed limit.

Data indicates that there has been a reduction in the number and severity of crashes that have occurred along

this section of road since the upgrade was completed and the speed limit was lowered.

There would be no costs incurred with retaining the lower speed limit, but signage changes would be required if the speed limit was to be raised back up to 60km/h.

Cobham Drive between Tristram Street and Normandy Avenue

This section of Cobham Drive is a key link into the central city from the south and it has an average of 23,000 vehicles using it every day.

Our traffic monitoring shows all traffic on this section of Cobham Drive travels around 62km/h, so there will be no impact on travel times by retaining this lower speed limit.

Data indicates that there has been a reduction in the number of crashes that have occurred along this section of road since the speed limit was lowered.

There would be no costs incurred with retaining the lower speed limit, but signage changes would be required if the speed limit was to be raised back up to 80km/h.

Attachment 3

Item 9

Cost benefit disclosure statement

In accordance with the requirements of the Land Transport Rule: Setting of Speed Limits 2024, the following table sets out the cost benefit disclosure statement for the proposed speed limit change prepared using the NZ Transport Agency Optional Cost Impact Analysis Tool.

Road and extent of changes	Ruakura Road between Wairere Drive and the future Eastern Transport Corridor	Cobham Drive between Tristram Street and Normandy Avenue
Existing speed limit	50km/h	60km/h
Speed Limit required by the Transitional Provisions	60km/h	80km/h
Proposed speed limit	50km/h	60km/h
Street category (Speed Limits Rule 2024)	Urban Connector	
Distance	1.54km	1.17km
Crashes prior to the speed limit being lowered	22/01/18 to 22/01/23 1 Fatal crashes 5 Minor injury crashes 16 Non injury crashes	19/06/2018 – 19/6/2023 4 Serious crashes 7 Minor injury crashes 42 Non injury crashes
Crashes since the speed limit was lowered	23/01/23 to 21/1/25 2 Minor injury crashes 3 Non injury crashes	20/6/23 – 21/1/25 1 Fatal crash 2 Minor injury crashes 1 Non injury crash
Estimated change in number and severity of crashes - average over five years if the speed limit is raised	Fatal crashes = +1.0 Serious injury crashes = 0 Minor injury crashes = +5.0 Non-injury crashes = +12.0	Fatal crashes = + 0.5 Serious injury crashes = +1.0 Minor injury crashes = +4.5 Non-injury crashes = +17
Current mean operating speed	50km/h	62 km/h
Estimated impact per vehicle (seconds/vehicle) if speed limit is raised	0.05 seconds per vehicle	0.05 seconds per vehicle
Estimated collective impact based on average annual daily traffic volumes (AADT)	6,088 hours per year over 3.910 million vehicle movements (10,712 AADT)	12,551 hours per year over 8.395 million vehicle movements (23,000 AADT)
Costs to implement the change including consultation and installation	\$10,000 for consultation and reporting \$0 for signage and roadmarking if existing speed limit remains \$35,000 for Ruakura and \$20,000 for Cobham Drive signage and roadmarking if the speed limit changes	

Safe and efficient access

The Government Policy Statement on Land Transport 2024 sets out the Government’s expectations and references the recently released objectives for road safety. The Wairere Drive speed limit change proposal addresses all five principles in the New Zealand’s road safety objectives 2024 document. The proposed speed limits:

- are supported by estimated reductions in the number and severity of crashes
- will have insignificant economic and social outcomes as the current measured average speeds are practically the same as the speed limit proposed
- will deliver an estimated reduction in the number and severity of crashes in an efficient and cost effective way that achieves value for money, with minimal regulatory burden for New Zealanders
- reflects the changing land use in the area and reinforces the current safe behaviour of the majority of road users on this section of road demonstrated by the current measured average speeds being practically the same as the proposed speed limit
- will be fully consulted to ensure community views are considered, and support public understanding of the process.

Next steps

We’d like your input before we make any final decisions. Please share your feedback between 17 March and 30 April 2025. All feedback will be analysed and presented at a Traffic, Speed Limit and Road Closure Hearings Panel on 21 May 2025. Submitters who would like to speak to their written submission will be able to do so at this meeting.

A decision will be made on the proposed speed limit reduction after all views are considered.

We want to hear your thoughts!

Attachment 3

Feedback form

Ruakura Road and Cobham Drive Speed Limit Consultation – 17 March to 30 April 2025.

Feedback forms can be:

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

Privacy statement:

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

Your feedback: (please print clearly)

Ruakura Road – Wairere Drive through to the future Eastern Transport Corridor

Item 9

Which option do you prefer?

- ☐ Option 1: retain the existing lower 50km/h speed limit
- ☐ Option 2: lift the speed limit back up to 60km/h

Reasons

What do you use Ruakura Road for? (Select all that apply)

- ☐ It’s a local road close to my house
- ☐ Take children to/from school
- ☐ Travelling to/from work or university
- ☐ Visiting retailers/businesses in the area
- ☐ Other (please specify): _____

Cobham Drive – Tristram Street to Normandy Avenue

- ☐ Option 1: retain the existing lower 60km/h speed limit
- ☐ Option 2: lift the speed limit back up to 80km/h

Reasons

What do you use Cobham Drive for? (Select all that apply)

- ☐ It's a local road close to my house
- ☐ Take children to/from school
- ☐ Travelling to/from work
- ☐ Visiting retailers/businesses in the central city

Other (please specify): _____

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

Would you like to make a verbal submission?

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

- ☐ Yes
- ☐ No

Verbal submissions will take place in May 2025 and we will contact you to arrange a time. Please give us your contact details in the next section.

About you:

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

Name: (required)

Email: (required)

Phone:

Are you giving feedback on behalf of an organisation?

- ☐ No, these are my own personal views.
- ☐ Yes, I am the official spokesperson for the organisation, my organisation's name is:

Attachment 3

If responding on behalf of an organisation, please do not complete the rest of this form.

Where do you live?

I live in Hamilton, my suburb is: _____

I live outside Hamilton:

☐ Waipa District ☐ Waikato District ☐ Elsewhere in New Zealand ☐ Overseas

What is your age group? (at your last birthday)

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

Which ethnic group do you identify as? (Select all that apply)

☐ NZ European ☐ Maaori ☐ Indian ☐ Chinese ☐ Samoan
☐ British ☐ Filipino ☐ Tongan ☐ South African
☐ Cook Islands Maaori ☐ Other (please specify if you wish) _____

Which of the following best describes your household situation?

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

Thank you for taking time to share your thoughts.

Please get your feedback to us by 30 April 2025.

Item 9

Council Report

Item 10

Committee: Infrastructure and Transport Committee

Author: Robyn Denton

Position: Network and Systems Operations Manager

Report Name: Thomas Road / Hukanui Road Intersection improvement options

Date: 11 March 2025

Authoriser: Andrew Parsons

Position: General Manager Infrastructure and Assets

Report Status	Open
---------------	------

Purpose - Take

1. To inform the Infrastructure and Transport Committee on completed investigations regarding the performance of the Thomas Road and Hukanui Road intersection.
2. **Staff Recommendation - *Tuutohu-aa-kaimahi***That the Infrastructure and Transport Committee:

a) receives this report;

b) approves funding of \$50,000 be allocated in 2026/27 (year 3) of the unsubsidised Minor Transport Improvements Programme for investigation into the timing and costs associated with a proposed upgrade the intersection of Thomas Road/Hukanui Road via the installation of traffic signals, with this investigation being completed in time to inform the development of the 2027-37 Long Term Plan; and

c) notes that:

i. since the opening of the Borman Road link between Horsham Downs Road and Kimbrae Drive in early December 2024, that the travel patterns in the vicinity of the Rototuna Town Centre have changed and is still in a settling phase. Ongoing monitoring of the performance of the Thomas Road/Hukanui Road intersection will be undertaken and reported back to future Infrastructure and Transport Committee meetings;

ii. work will continue to understand the ongoing impacts on the transport network of growth outside the city and opportunities for gaining financial assistance for changes to the transport network required because of this growth.

Executive Summary - *Whakaraapopototanga matua*

3. A request for a report on high level options and estimated costs to ease traffic congestion at the Thomas Road / Hukanui Road intersection was made by Elected Members as part of the 2024-34 Long Term Plan development process.

Item 10

4. An update was provided at the 28 November 2024 Infrastructure and Transport Committee meeting on work undertaken for this request. It was noted that with the pending opening of the new section of Borman Road between Horsham Downs Road and Kimbrae Drive the traffic flows in Rototuna were expected to change and therefore impact on the performance of the Thomas Road / Hukanui Road intersection.
5. The roundabout at Thomas Road / Hukanui Road intersection was built in 1998 as part of the ongoing development in this area. There was a dedicated left turn slip added in 2014 (approximately) in conjunction with an adjacent development. In 2022 improvements were completed to assist pedestrians and cyclists to use the intersection safely along with aiming to reduce the number of crashes that were occurring at the site (typically 3 per year).
6. Since the improvements completed in 2022 there has been no crashes recorded at the site but there has been increased traffic congestion and delays. These delays are potentially because of the number of people now walking, scooting and cycling through the intersection at times that coincide with the peak traffic flows through the intersection.
7. While there have been changes to the traffic flows in the wider network since the opening of the new section of Borman Road, at the time of writing this report it was hard to evaluate the full impact of this as there have only been a couple weeks with schools back in operation.
8. Ongoing monitoring will be undertaken over the next six months to understand the changes that have resulted.
9. Growth in traffic volumes and people walking and cycling is expected to continue in this area in conjunction with further development occurring in adjacent greenfield land both inside and outside the city boundary.
10. Removal of the roundabout and installation of traffic signals is recommended as the next improvement for the Thomas Road/Hukanui Road intersection to best accommodate the increasing movement of people through site in vehicles and walking, scooting and cycling.
11. The high-level estimate to complete the installation of traffic signals \$5m. Funding of \$50,000 in 2026/27 for completion of a more in-depth investigation is proposed for inclusion in the unsubsidised Minor Transport Improvements Programme.
12. Staff consider the matter in this report have low significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

13. As part of the development of the Long-Term Plan for 2024-34 the following resolution was made at the [4 June 2024](#) Council meeting:

Thomas Road and Horsham Downs Road

Resolved: (Cr Naidoo-Rauf/Cr Donovan)

That the Council requests staff report to the Infrastructure and Transport Committee in the next 6 months to provide high level options and estimated costs to ease traffic congestion at the Thomas Road and Horsham Downs Road roundabout.

14. This intersection had safety improvements completed in 2022, and concerns have been expressed about the ability of the intersection to handle the traffic volumes and the resulting congestion.
15. Since November 2022 work has been underway for the [Borman Road / Horsham Downs Road](#) improvement project. This project had various temporary traffic management controls in place since that time (including road closures) which have had an impact on traffic flows in the general Rototuna northeast area.

16. The improvements were completed in December 2024 and the final section of the minor arterial Borman Road was opened between Horsham Downs Road and Kimbrae Drive. Figure 1 below shows the roading network in this area.

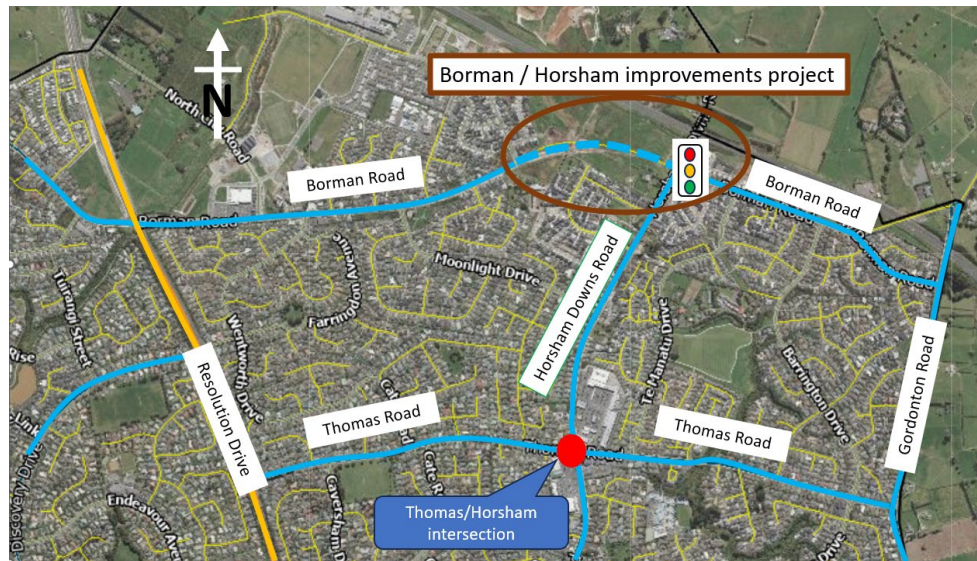


Figure 1: Rototua roading network

17. Staff believed that the opening of the final section of Borman Road would alter the travel patterns for vehicles in this area – noting that it has a strong connection through to Resolution Drive (major arterial) and then SH1 Waikato Expressway to the north and Wairere Drive (major arterial) to the south.
18. It was therefore proposed at the [28 November 2024](#) Infrastructure and Transport Committee (GM's report) that the report into options for changes to the intersection of Thomas Road and Horsham Downs Road be presented at the March 2025 Infrastructure and Transport Committee.
19. This report provides background on the work completed at the intersection in 2022 and the performance of the intersection since. An overview of the changes in traffic flows in the area since the opening of Borman Road will provide the most up to date traffic flows and congestion for the intersection. An overview of growth that has occurred in the area and that which is expected in future years will also be provided along with recommendations on next steps for this site.

Discussion - Matapaki

20. The roundabout at the intersection Thomas Road / Hukanui Road was originally installed in 1998, changing the intersection from a T intersection and connecting up to section of Thomas Road that had already been constructed from Resolution Drive.
21. The intersection was changed in 2014 (approximately) via the creation of a dedicated left turn lane from Thomas Road into Hukanui Road in conjunction with the commercial development on the south-eastern corner.
22. Following requests for changes to be made at the Thomas Road / Hukanui Road intersection to enable children to safely and easily walk, scoot and ride to and from school improvements at the intersection were completed July 2022. These works were completed as part of the 2021/22 Minor Transport Improvement Programme.

Item 10

23. There are three schools in the vicinity of this site which have children moving through this intersection:
- i. Rototuna Primary School – Strathmore Drive;
 - ii. Hamilton Christian School – Borman Road; and
 - iii. Rototuna Junior and Senior High School (Kimbrae Drive).
24. The upgrade works included:
- i. removal of the dedicated left turn lane for west bound traffic on Thomas Road turning into Hukanui Road;
 - ii. installation of raised safety platforms and zebra pedestrian crossings across each of the four approach roads;
 - iii. widening of the existing footpaths to create shared walking and cycling paths;
 - iv. removal of the slip lane into McDonalds & Palmers on the southwestern corner ; and
 - v. streetlighting upgrades.



Figure 2: Layout of Thomas Road and Hukanui Road intersection prior to the 2022 safety improvements



Figure 3: Layout of Thomas Road and Hukanui Road intersection following the 2022 safety improvements

25. Work in the surrounding areas has influenced the travel routes for the residents and the traffic flows through in the wider area since the intersection was upgraded. Road works sites impacting the traffic flows are included in **Table 1**.

Table 1: Roadworks in the Rototuna Area since November 2022

Location	Works	Tim period
Borman Road between Horsham Downs Rd and Barrington Drive	Urban upgrade	November 2022 – December 2024 Included full road closures for extended periods
Horsham Downs Road	Urban upgrade	
Borman Road and Horsham Downs Road intersection	Installation of traffic signals	
Gordonton Road / Wairere Drive intersection	Upgrade of central barriers and raised safety platforms	May- June 2023
Gordonton Road / Darjon Drive	installation of a roundabout	February – April 2023
Wairere Drive / Resolution Drive	Installation of raised safety platforms	March – April 2023
Gordonton Road / Puketaha Road	installation of a roundabout	May – September 2023

26. **Figure 4** below illustrates the impact that the Borman Road project had on traffic flows in the Rototuna area and is a comparison between traffic volumes in April/May 2022 and April/May 2023. The green lines show decreases in volumes and the red show increases in volumes.

Item 10

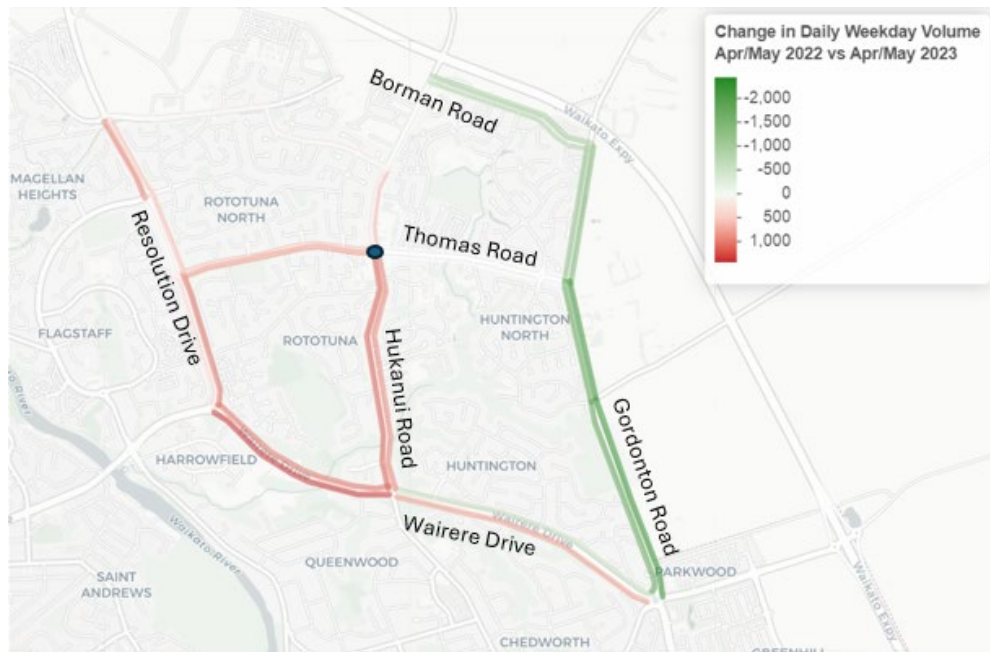


Figure 4: Change in traffic flows in the Rototuna Area between April/May 2022 and April May 2023

27. Since the opening of the Borman Road extension there has been a change in the traffic flows in this area particularly for trips from the north-eastern part of Rototuna which previously used Moonlight Drive or Thomas Rd to access the west side of the city.
28. Analysis indicates that in November 2024 (ie before Borman Road extension opening) that for trips starting from Borman/Horsham intersection:
 - i. 25% crossed Pukete Bridge, travelling southbound on Horsham Downs Rd, west on Thomas Rd, and onto Resolution Drive; and
 - ii. 13% of the trips used Moonlight Drive and ended on Borman Rd near the town centre and schools.
29. There has been a significant shift in trips starting at Borman/Horsham now using the Borman Rd extension for the journeys ending on Borman Rd or travelling west towards Te Rapa.
30. Traffic volumes on Moonlight Drive have dropped significantly and this road is primarily local trips instead of acting as a connector route. For example: in January 2024, 60% of movements at Borman/Moonlight were using Moonlight Drive. This has reduced to 48%, with the majority staying of traffic now staying on Borman Rd.
31. The performance of the intersection of Thomas Road and Hukanui Road has been considered for the following activities:
 - i. Safety – reported crashes;
 - ii. Active modes – numbers of people walking and cycling through the intersection;
 - iii. Congestion and delays; and
 - iv. Future growth.

Safety

32. Looking back over the ten-year period prior to the improvements work being completed in 2022 there were typically between 1-3 crashes per year (all low severity).
33. There have been no crashes since the improvements were completed.

Active Modes

34. A camera survey of active modes (pedestrians and cyclists) was carried out between 7.00am to 9.00pm Wednesday 5th February 2025 to Sunday 9th February 2025.
35. The **table 2** sets out the number of pedestrians and cyclists moving through the intersection which are considered to be high.

Table 2

Total Pedestrians		Cyclists
Wednesday	604	268
Saturday	413	216

36. **Figure 5** below is a heatmap that illustrates the active mode users at this intersection with pedestrians in red and cyclists in blue.

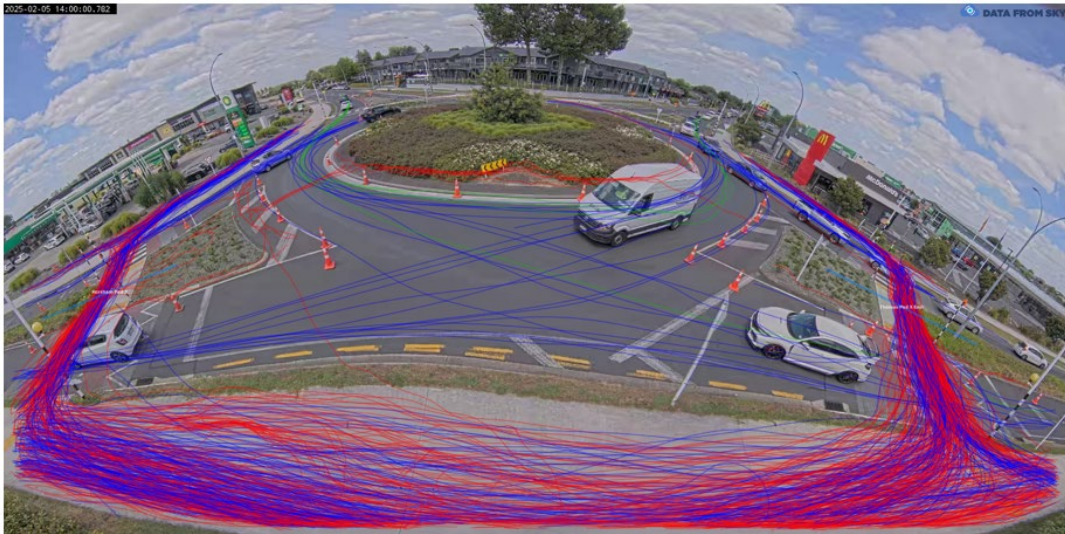


Figure 5: Active Users heatmap for intersection of Thomas Road /Hukanui Road intersection

Congestion and Delays

37. The average delay through the intersection has increased since the improvements were made in 2022. The following table sets out the delay for vehicles and this is measured as the difference between the actual and free flow travel time.

Table 3: Average delays through the Thomas Road/Hukanui Road intersection

Peak	Before (Apr/May 2022)	After (Oct/Nov 2024)	Change
AM (8:00am-9:00am)	12s	22s	+10s
School (2:45pm-3:45pm)	30s	45s	+15s
PM (4:30pm-5:30pm)	30s	43s	+13s

38. The following graph illustrates the vehicle delays through the site over an average day and it shows that the increases in the delays have been primarily at the peak times where there are larger numbers of people walking, scooting and cycling through the intersection also. Outside the peak times, the delays have remained very similar to that prior to the improvements

Item 10

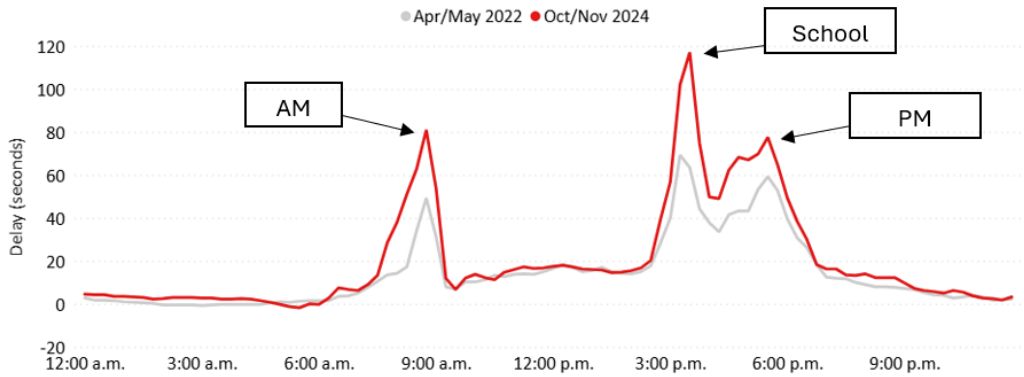


Figure 6 : Travel delays for vehicles driving through Thomas Road / Hukanui Road intersection

- 39. Roundabouts operate most efficiently and effectively when there are balanced traffic flows coming in from all of the approaches to the intersection.
- 40. For the Thomas Road/Hukanui Road intersection the traffic flows vary throughout the day and there is often a dominant flow of traffic heading north on Hukanui Road from Wairere Drive as shown in **Figure 7** below for the School PM Peak.

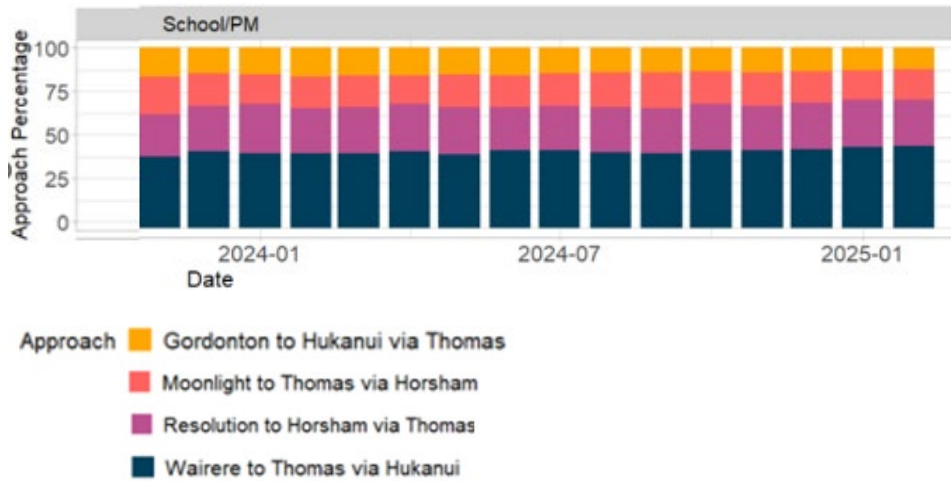


Figure 7: Traffic flows entering Thomas Road/ Hukanui Road intersection in the afternoon school peak.

Future Growth

- 41. There are still areas within the Hamilton City Council boundary which are to be developed which are likely to have traffic utilising the Rototuna Town Centre services and therefore using the Thomas Road / Hukanui Road intersection.
- 42. Growth is also expected outside the city boundary including areas such as R2 (east of Gordonton Road) which was considered in the 'Fast Track and Emerging Areas' PX report to the Strategic Growth and District Plan Committee on 7 November 2024.
- 43. Consideration of the impacts of development of the R2 area has identified this intersection along with many others in the surrounding area will need to be upgraded to accommodate the increasing traffic flows that will result from the proposed development.

44. Future transport needs for this corridor have identified Horsham Downs Road and Hukanui Road as a key High Frequency Route in the PT Pathways study recently completed by Waikato Regional Council.

Options

45. Given the above information and the ongoing growth in the area, staff believe that the only effective option for improving the performance of this intersection is the removal of the roundabout and installation of traffic signals.
46. There is insufficient space to add in additional lanes on all of the approaches to the roundabout without doing land-take from adjacent properties. The central island is already at a minimal size for a roundabout dealing with the traffic volumes using this intersection noting that these are expected to continue to grow as a result of ongoing development in the area.
47. Traffic signals enable the safe management of all movements through the intersection – vehicles and people walking, scooting or cycling and can effectively deal with unbalanced traffic flows that change throughout the day.
48. An indicative layout has been developed for the site and is shown below in Figure 8. There appears to be sufficient road corridor space to accommodate the traffic signals without the need for any major land purchase, but this would have to be confirmed via a detailed design process.

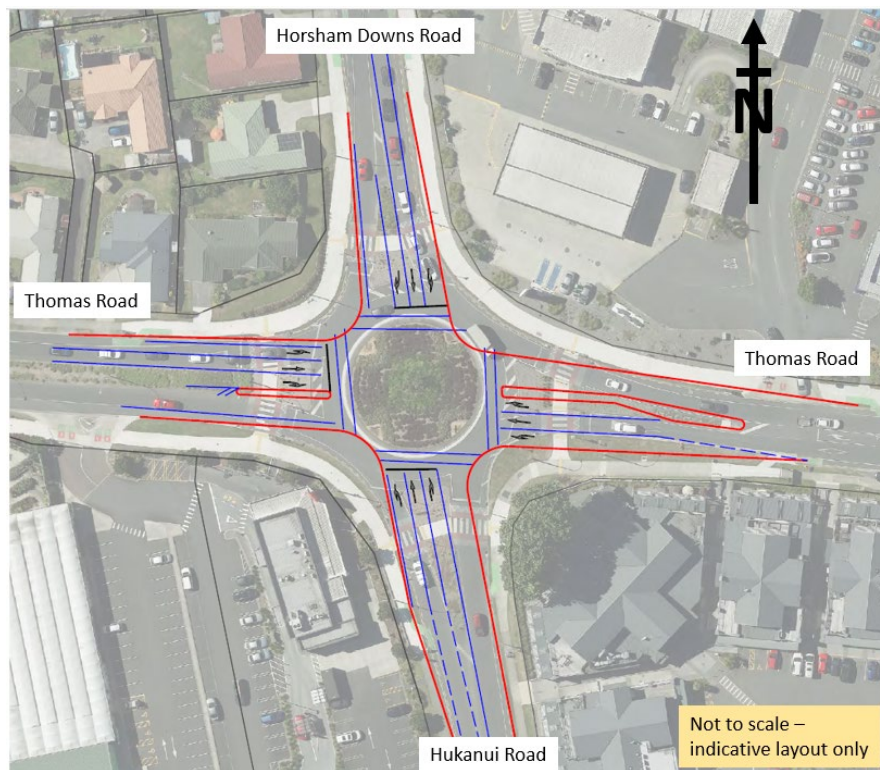


Figure 8: Indicative layout of traffic signals at Thomas Road/ Hukanui Road intersection

49. The high-level estimate to complete the installation of traffic signals \$5.0million.

Item 10

50. Staff recommend that funding for detailed investigation to be undertaken in the 2026/27 financial year to determine the appropriate timing and costs for the installation of traffic signals. This information would then be able to be used in the development of the 2027-37 Long Term Plan.
51. The completion of the detailed investigation in 2026/27 would be able to consider:
 - i. the likelihood, timing and impact of any FastTrack proposals in the area proceeding,
 - ii. the opportunities for funding assistance from other parties to be undertaken (including Developers and NZ Transport Agency),
 - iii. the timing and needs of public transport route development in conjunction with the Waikato Regional Council, and
 - iv. the impacts of the opening of the final section of Borman Road on traffic pattern in the wider network and at this intersection.

Financial Considerations - *Whaiwhakaaro Puutea*

52. The estimated costs to complete an investigation for this intersection is \$50,000.
53. Funding for this work could be accommodated within the 2024-27 Unsubsidised Minor Transport Improvements Programme and is in the proposed programme for consideration at this committee meeting.
54. The high-level estimate to complete the installation of traffic signals \$5m.

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

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

Climate Change Impact Statement

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

57. 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').
58. 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.

Social

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

60. The intersection of Thomas Road/Hukanui Road provides a key linkage for the community to access education services and local shops. The operation of the intersection in its current form is performing in a safe manner but increasing congestion at peak traffic times is creating increasing delays. It is expected that an upgrade for this intersection will be required in the future to address these concerns.

Economic

61. Economic wellbeing is defined as the capacity of the economy to generate employment and wealth necessary for present and future financial security.
62. The intersection of Thomas Road/Hukanui Road provides a key linkage for the community to access education and employment opportunities. The operation of the intersection in its current form is performing in a safe manner but increasing congestion at peak traffic times is creating increasing delays. It is expected that an upgrade for this intersection will be required in the future to address these concerns.

Environmental

63. Environmental wellbeing is defined as the capacity of the natural environment to support, in a sustainable way, the activities that constitute community life.
64. The intersection of Thomas Road/Hukanui Road provides a key linkage for the community to access education and employment opportunities and the recent upgrade enables people to use safely use alternatives to cars including walking, cycling and scooting. The operation of the intersection in its current form is experiencing increasing congestion at peak traffic times and a future upgrade to traffic signals will provide an ability to manage these delays and increasing greenhouse gases.

Cultural

65. Cultural wellbeing is defined as the capacity of communities to retain, interpret and express their shared beliefs, values, customs, behaviours, and identities.
66. There have been no cultural interests identified at this stage, engagement and consultation would be undertaken as part of the investigation and design process for any changes to the intersection.

Risks - *Tuuraru*

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

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

68. 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.
69. Given the low level of significance determined for the recommendations in this report, the engagement level is low. No engagement is required at this stage, but it would form part of the investigation and design process if funding were approved for future improvements at this site.

Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

Council Report

Committee: Infrastructure and Transport Committee
Date: 11 March 2025
Author: Martin Parkes
Authoriser: Andrew Parsons
Position: Urban Transport Manager
Position: General Manager
 Infrastructure and Assets
Report Name: Update on Parking Activity

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

1. To inform the Infrastructure and Transport Committee on specific aspects relating to the parking activity as previously requested by the Committee.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure and Transport Committee:
 - a) receives the report;
 - b) notes future considerations for the parking activity:
 - i. further refinement and improvements in technology offerings;
 - ii. expansion of Licence Plate Recognition (LPR) activity and corresponding data support;
 - iii. continued development and application of the Hamilton Central City Parking Management Plan to include Hamilton East and Frankton;
 - iv. considering the introduction of Demand Responsive Pricing (DRP) for off-street carparks including Garden Place carpark at different rates for certain time periods;
 - v. continued expansion of All Day Paid Parking (ADPP) areas, including Seddon Road and Old Mill Street; and
 - vi. improved data collection and overall parking management capability for central city parking with the end of free parking in July 2026.

Executive Summary - *Whakaraapopototanga matua*

3. This report responds to a request from the Infrastructure and Transport Committee to provide an update on the following specific matters and various changes that came into effect in 2024 relating to the parking activity:
 - i. technology;
 - ii. on-street parking;
 - iii. commuter/long term parking;
 - iv. Garden Place carpark; and

- v. new infringement fees
- 4. It is intended that this report would be taken as read, with direction provided to staff as to any matter that Member would like further information on by way of a future report to the Committee or a future information session.
- 5. These changes are the most significant to happen in the city for several years, therefore it will take time for them to settle and become 'normal' for customers. Systems and processes are being refined as matters arise. Data collection is providing valuable insight into how changes impact parking habits. Resources are being reallocated to balance existing and new priorities.
- 6. Demand Responsive Pricing (DRP) as a system is designed to be regularly adjusted to respond to parking behaviour until the best balance of occupancy and turnover is achieved – there is a degree of trial and error involved to refine the system in its early stages. It is evident initial DRP changes are moving occupancy rates towards desired levels (around 85% at peak times) where these are currently too high. However, it is clear a more nuanced approach is required in some areas.
- 7. Financial information for the year to December 2024 indicates overall parking revenue is tracking slightly lower than budgeted for in the 2024-34 Long-Term Plan with a \$314,000 under recovery Year to Date (YTD) December 2024.
- 8. The shift to an educational approach after the changes, where first offenses received warnings instead of penalties, has played a role in this. Staff believe that the addition of the third License Plan Recognition (LPR) vehicle will enhance enforcement capabilities and help address the shortfall.
- 9. Areas highlighted as future considerations are noted as the following:
 - i. refinement of technologies and data systems;
 - ii. expansion of LPR enforcement activity;
 - iii. a more nuanced and expanded DRP system; and
 - iv. building on Parking Management Plans for the central city and neighbouring areas.
- 10. Overall staff consider the matters in this report have low significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

- 11. The Council direction around priority for parking management is to make sure the system is operating as efficiently and effectively as possible for users and key stakeholders. The transport network is managed as a system, and parking management is an important component for ensuring the overall transport system is well designed, functions effectively and ensures available and equitable access to parking for those who need it.
- 12. The parking activity aligns with the outcomes of the [Access Hamilton 2022](#) strategy, the [Hamilton Parking Policy](#) adopted in March 2024 and supports the delivery of on [Our Climate Future: Te Pae Tawhiti o Kirikirōa](#).
- 13. Parking management supports the following important benefits for the community:
 - i. **Safety and convenience**, for example, by ensuring no obstruction of access or visibility for users, on roadways, loading zones or at private entrances. Good environmental design of carparks such as being well lit and low growing gardens is also important for safety;
 - ii. **Enhancing the liveability and vitality of a city** by ensuring access to places where people want to shop, eat, play and do business – benefiting both the community and businesses; and

Item 11

- iii. **Reducing congestion and carbon emissions** through encouraging alternative modes of travel and reducing individual private car use.
- 14. The provision of parking management systems creates a revenue source through parking fees, other charges and infringements. However, policy is clear that pricing is to be set to meet transport objectives, and revenue is a consequence of the activity rather than a driver.
- 15. While Council operates a substantial carparking network, we do not have a monopoly in this area. In the central city there are more than 12,700 parking spaces, of which only 22% or around 2,849 carparks are managed by Council. How these are broken down is shown below¹:

Table 1: Provision of public carparking in central Hamilton

Provider	Off-street	On-street	Total
Public parking - Council	992	1,857	2,849
Public parking - Private	1,900	0	1,900
Other parking (e.g. shops, supermarkets, residential, offices etc)	7,990	0	7,990
Total	10,882	1,857	12,739

- 16. Throughout 2024, several parking system changes were implemented across the central city and All Day Paid Parking (ADPP) areas. Prior to this, central city on-street short-term carparks were serviced by traditional coin meters, the first two hours were free and unmetered but longer-term commuter ADPP had moved to an online app payment system called [PayMyPark](#).
- 17. While the central city and paid on-street parking is a key focus area for the Parking team, they also cover restricted on-street parking spaces right across the city. These are found in key suburb hubs like the Hamilton East and Frankton commercial zones and other areas of significant activity (e.g. University, Lake Domain, Waikato Hospital, Chartwell).

Introduction of new parking kiosks

- 18. February 2024 saw the start of the removal of the traditional solely coin operated parking meters and the roll out of sixty new payWave capable parking kiosks across the central city. To give the community time to adjust to the new system, an education-first approach was adopted, and warnings were issued rather than a fine for first infringements. Parking Officers delivered high levels of on-street education along with call-centre support.

2024-34 Long Term Plan

- 19. The adoption of the 2024-34 Long-Term Plan introduced a number of changes to the parking activity. These included:
 - i. reducing two hours free parking in the central city to one hour as of 1 October 2024;
 - ii. fee increases across all off-street parking, notably for Garden Place;
 - iii. introduction of DRP and parameters for application across the central city and ADPP areas; and
 - iv. provision for additional LPR capable enforcement activity.

Signage and new parking zones

- 20. To support the roll-out of DPR, parking signage was reviewed and reduced or updated across the central city.

¹ Numbers are estimates based on aerial photographs and staff investigations.

Introduction of Demand Responsive Pricing (DRP) for parking

- 21. Commercial developments are coming to the central city soon such as the Waikato Regional Theatre, new hotels, and critical infrastructure designed to enable 4,000 new homes in the central city and surrounds by 2035. Changes made now to parking management systems will be important for supporting growth and demand for parking infrastructure in the future.
- 22. DRP for parking means people can find a park if they need one but parking spaces are not being under or over utilised (more than 85% occupancy). This supports carpark availability for those coming to the central city, and in doing so supports businesses.
- 23. The introduction of DRP (two pricing zones - green and yellow) went live on 1 October 2024. With the first hour of parking free, DRP applies only to the second and subsequent hours.
- 24. As provided for in the Fees and Charges Schedule, staff intend to review parking data quarterly to determine if any price changes are required.

Changes to Government set infringement fees

- 25. 1 October 2024 saw the Government change parking infringement fees. Infringements almost doubled across many infringement categories, in some cases such as for unauthorised parking in a mobility space, the increase was as high as fivefold.

Expansion of ADPP areas

- 26. In 2024, around 265 free on-street carparks transitioned to ADPP spaces in Hill Street, Tainui Street, Ruakiwi Road, Ward Street, Victoria Street, and Seddon Road as approved by the Traffic, Speed Limits and Road Closures Hearings Panel. This brought the total number of available ADPP spaces to approximately 585. Further additions to ADPP spaces are to be considered and approved for Seddon Road (Norton Road to Mill Street).

Licence Plate Recognition Vehicles (LPR)

- 27. The third LPR vehicle became operational in November 2024. This addition means that the three vehicles can concentrate across the central city as well as elsewhere in the city.

Discussion - *Matapaki*

Technology

- 28. Council uses several different technologies to support the management of parking across the city. These technologies support the customer interface, payment processes, enforcement activity and data collection.
- 29. While there are different suppliers for these technologies, they connect to and interact with each other to provide an integrated overall parking management system. A summary of the technology and providers is below:

Table 2: Providers of technologies supporting Hamilton City Council parking management=

Provider	Technology	Description
Arthur D Riley (ADR)	TicketOr2	Central data management system that receives parking registration information and informs enforcement tools if a parked vehicle has paid or is overstaying or not. Also captures other traffic offences as recorded by officers. Links with EziCom for kiosk registrations.
	PayMyPark	Online parking management tool (app) used to register and pay for central city or ADPP carparks. Feeds into TicketOr2 and EziCom.
	Handheld devices	Handheld devices used by wardens doing patrols. Register vehicle information that feeds into and is informed by TicketOr2 and EziCom to verify the status of a parked vehicle.

Item 11

Orikan	Kiosks	Pay and display kiosks in the central city and off-street carparks. Feed into EziCom the 'backend' management system that captures registrations, payments and any technical issues at the kiosks as well as PayMyPark registrations. Data in EziCom connects with TicketOr2 to inform enforcement activity.
Datacom	Licence Plate Recognition (LPR) Technology	LPR cameras mounted on enforcement vehicles 'reads' a licence plate as it passes and sends this to TicketOr2 which returns an alert ('hit') if the vehicle has not paid or is overstaying. Also used for surveying (collecting occupancy data) and other parking infringements picked up by the LPR cars e.g. parking on berms.
Advanced Solutions Ltd (ASL)	LPR and payment machines in Garden Place only	Infrastructure and software managing the Garden Place carpark. This system operates in isolation to the TicketOr2/EziCom combined system and is not including in that reporting. Information is received directly from ASL to feed into financial reporting.

30. Others, such as Baycorp and the Hamilton Courts, are involved in the parking system where adjudication activity is required. These systems are independent of that described above.

PayMyPark

31. PayMyPark is an online parking registration and payment tool that is widely used across New Zealand and has been operating in Hamilton since 2002. PayMyPark is used for ADPP and on and off-street parking in the central city as an alternative to using the parking kiosks.
32. **Figures 1 and 2** below show interactions with the PayMyPark per month over 2024 - the number of purchases, active PayMyPark accounts and total revenue resulting from PayMyPark transactions.



Figure 1: Total PayMyPark purchases and active accounts (January to December 2024)

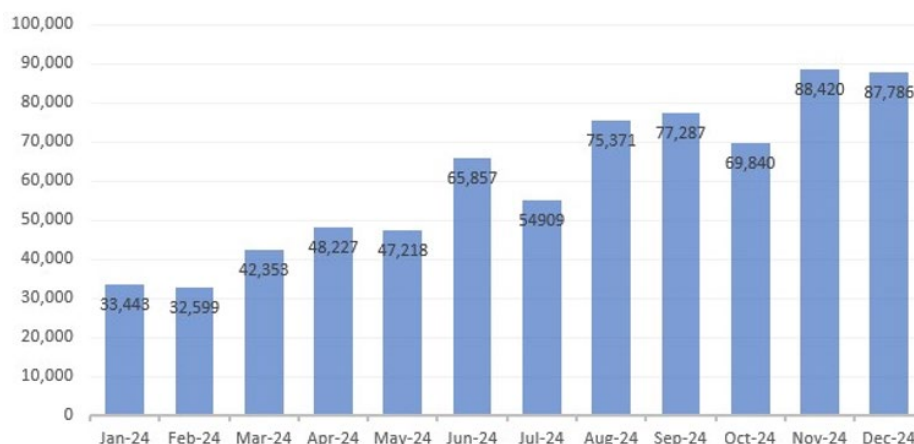


Figure 2: Total revenue via PayMyPark (January to December 2024)

33. The above graphs show a steady increase of uptake and use of PayMyPark as the number of ADPP spaces have increased and users become more aware of the technology.

Orikan Parking Kiosks

34. Orikan New Zealand Limited (Orikan) supply, install and provide ongoing management and maintenance of parking kiosks, and associated management system (EziCom).
35. The kiosks were installed and 'live' mid-February 2024 to achieve the following benefits:
- improved safety for staff and reduced maintenance and replacement costs by moving away from cash in machines - damage from thefts and risk of handling cash in public;
 - a modernised, convenient user experience offering a choice of payment methods (PayWave, app or some limited coin payment capability);
 - building on the overall integrated parking management system of TicketOr2 by connecting metered parking into the matrix – linked to LPR, PayMyPark and data collection systems;
 - effective data capture on parking registrations, transactions, occupancy and turnover.
 - flexibility for new pricing models such as DRP; and
 - a facility that could offer a degree of communication support for users.
36. Data we can extract from the kiosks themselves includes:
- number of registrations (including solely for the one hour free);
 - number and intended length of stay of paid parking events; and
 - total revenue for on-street parking by kiosk payment.
37. Kiosks are located across the CBD with over 80% of parking bays being within a 30m walk. Kiosk registrations have increased from 1,700 per day in May 2024 to 2,500 per day in November 2024.
38. There are limitations on being able to accurately track the length of stay for vehicles parked only within the 1-hour free period. This is due to only being able to track departure times when a payment transaction is made. If a customer registers for one hour free, the system cannot ascertain whether they used the full hour or only part of the hour.

Item 11

Licence Plate Recognition (LPR) vehicles for enforcement and data collection

39. This technology has enabled the following improvements:
- safety for staff by reducing exposure to public and the potential for abuse
 - greater capacity to deliver efficiently on increasing enforcement requirements.
 - expanding the enforcement area regularly covered and frequency of monitoring - freeing up staff from central city enforcement to cover areas across the wider city.
 - data collection to support insight and decisions - especially with introduction of DRP.
40. There are now three LPR vehicles operating across Hamilton – two in the central city and one city-wide. The first two vehicles began operating in late 2022, the third in November 2024. A brief video of the LPR car in action can be seen [here](#).
41. LPR vehicles are used in three key areas:
- Data collection in the central city and ADPP
 - Enforcement in the central city and for ADPP areas
 - Enforcement activity elsewhere in the city.
42. The scale of infringements issued using LPR vehicles is indicated below.

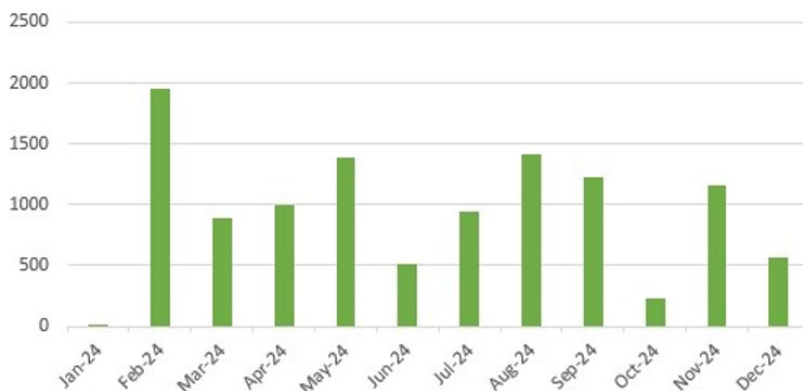


Figure 3: Total number of infringements issued via LPR capable enforcement vehicles

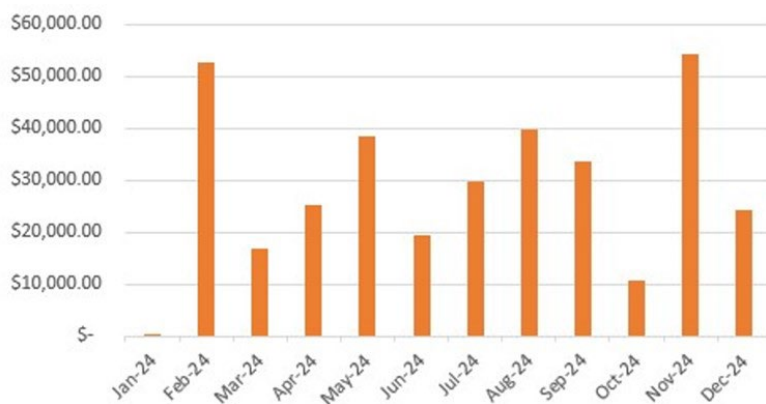


Figure 4: Total value of infringements issued via LPR capable enforcement vehicles

43. **Figures 3 and 4** above show a significant drop in infringements issued post 1 October 2024 changes. This reflects the education period of the new parking changes from 2-hours free parking and registering at a kiosk allowed for where warnings were issued for first time offences rather than infringements.
44. The following map demonstrates the extent of LPR activity (reads) across the city for the period July-December 2024. It also shows the proportion of total LPR reads that registered as possible infringements, noting that not all detected offences result in an infringement, these must be verified before an infringement is issued.

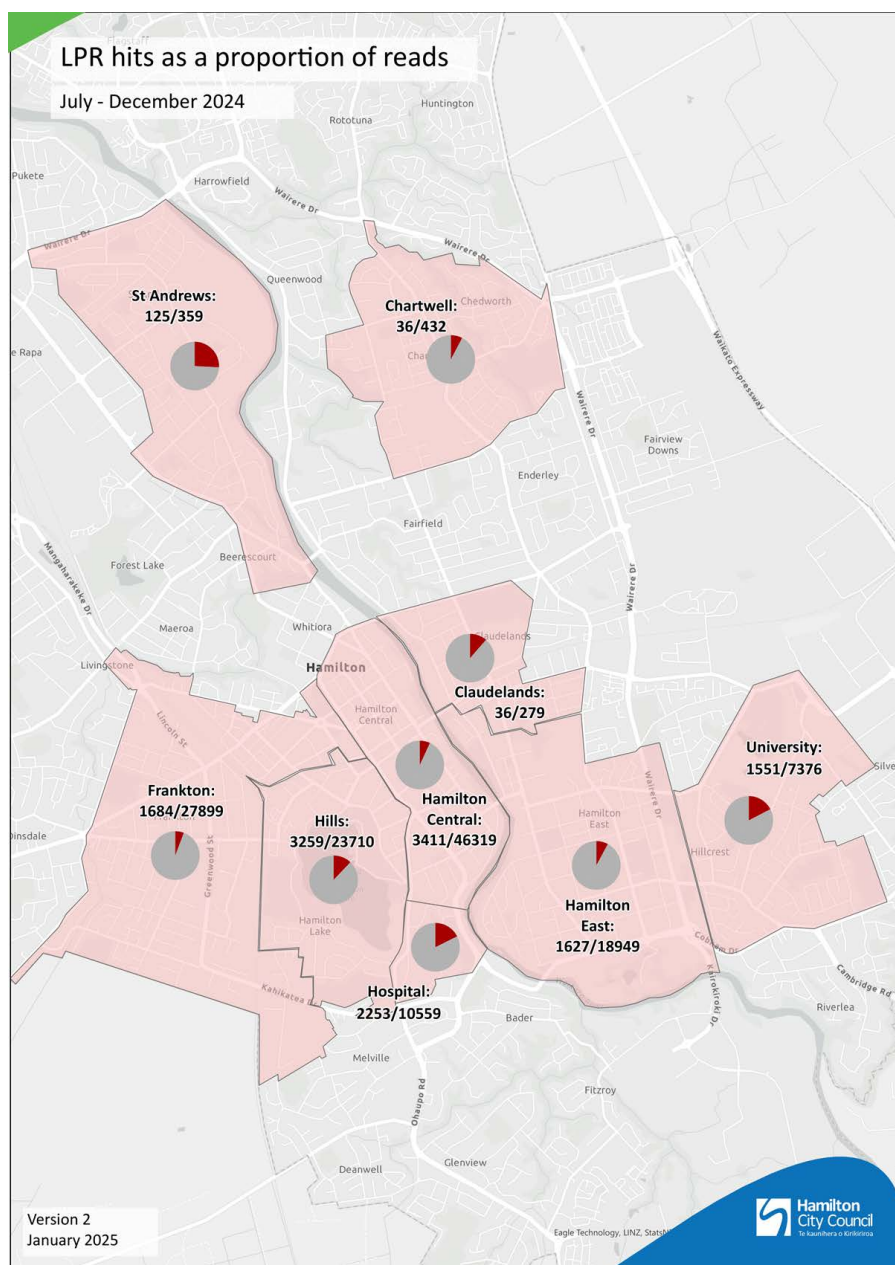


Figure 5: Proportion of possible infringements from LPR patrol reads (July-December 2024)

Item 11

Data Collection

45. Beyond infringement activity, the primary data able to be collected by matching LPR 'reads' to kiosk and PayMyPark registrations is that of occupancy and turnover, which helps inform future DRP decisions.
46. To collect comparable data, the LPR vehicles do dedicated 'survey' runs for the central city and ADPP zones. As of November 2024, these are carried out on alternate days each week to have a 10-day range of data for each zone every month. The occupancy and turnover information from this are covered under the on-street parking section in this report.
47. Events can affect data calculations and need to be removed from the occupancy calculation. These include events such as road closures and detours, crashes, sporting events at Seddon Park and FMG Stadium, other major events in the central city and Parking team capacity.
48. Trials of the LPR vehicles in 2023 showed a high detection rate of 98% and good accuracy in reading plates. Detection rates in excess of 90% are considered good.

Future LPR activity

49. The 2024-34 Long-Term Plan provides for a fourth LPR car in 2025/26. This will increase the proportion of enforcement and compliance monitoring done via vehicle patrols, staff safety and the frequency and range of surveys.

Customer experience of technology

50. Communication and engagement support has been an important part of the roll out of the new technologies and pricing regimes - for both the new kiosk installation in February 2024, and with the reduction of free parking to one-hour, new infringement fees and new payment zones in October 2024.
51. Each new phase of changes has seen a staged educational approach and a range of communications tactics to support the community to adapt to the changes.
52. Key stakeholders were engaged during the rollout of changes and adaptations made in response to feedback, e.g. more conflute signs and decals as suggestions by the Hamilton Central Businesses Association (HCBA).
53. Parking Officers play a critical role in on-street education, giving out 'step-by-step' brochures on using the new kiosks, talking customers through the range of payment technologies available and other changes being implemented. During the roll-out of each stage of the kiosk introduction, warnings were issued over infringement notices to support education.
54. Key points in relation to user experience of new parking technologies are:
 - i. There is a range of technological capability and savviness in any community and there are always those that find change difficult and need support. Some may not have the capability (smart phone or PayWave) and others may take time to adjust to change.
 - ii. The installation of the new kiosks in February 2024 was a significant step change for parking users and anecdotally staff indicate there was a high degree of community contact following the replacement of the coin operated meters.
 - iii. Based on CRMS entries, changes in October 2024 were generally well understood.
 - iv. PayMyPark is familiar to those who use ADPP, having been in operation in Hamilton for three years now.
 - v. Staff continue to take on customer feedback for ongoing user experience updates.
 - vi. Education and supporting customers to use the technology is a priority and an ongoing part of the Parking Team's everyday work.

On-street parking

- 55. Council manages approximately 1857 on-street parking spaces in the central city. These spaces are managed in several ways e.g. payment, time restrictions, a combination of these, and some spaces are free of any management. This section focuses on short term central city on-street paid parking.
- 56. Current on-street DRP pricing has been set at the below rates for the green and yellow CBD zones. **Figure 6** provides further details of these zones and location to kiosks in the CBD.

On-street parking Mon - Sat, 8am - 8pm	First hour	Second hour	Third hour onwards
Green zone	Free	\$3	\$6 per hour
Yellow zone	Free	\$1	\$6 per hour

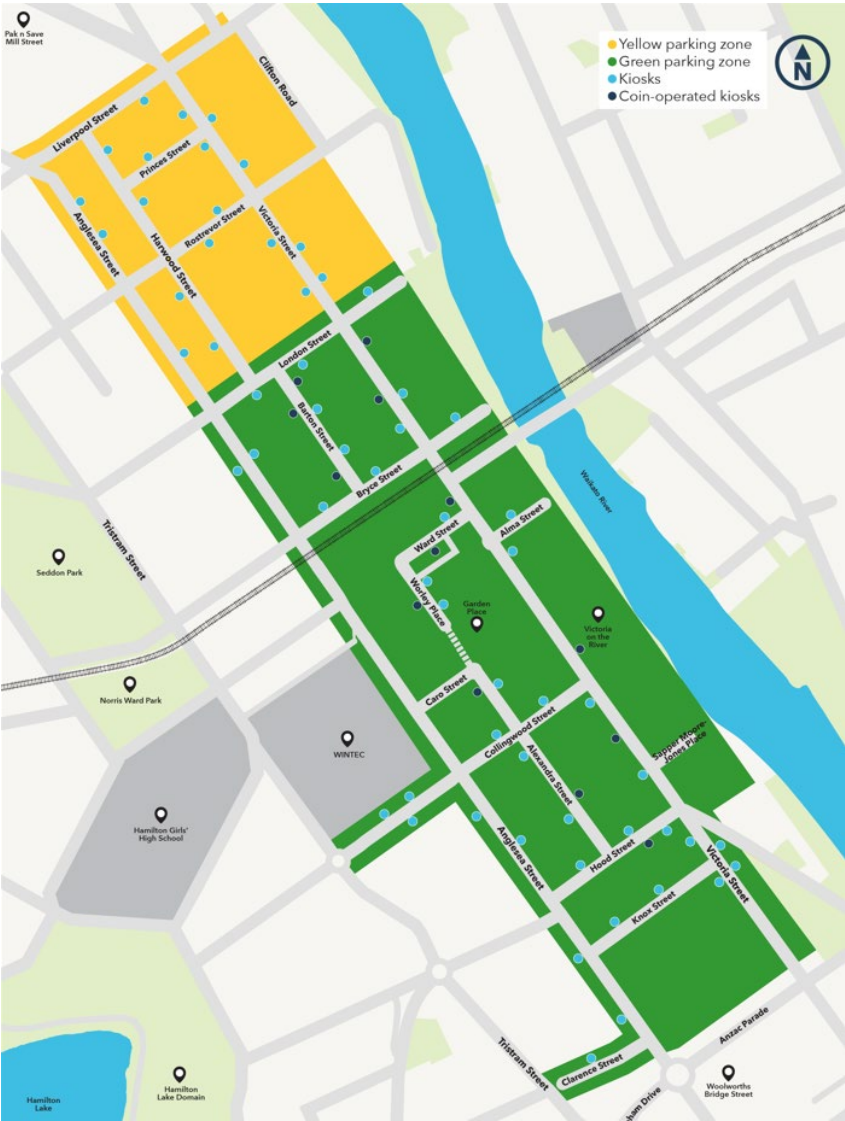


Figure 6: P\$ central city pricing zones (as of 1 October 2024)

Item 11

57. Changes instigated for central city on-street parking focus on supporting the new DRP system. DRP aims to achieve the best practice '85% occupancy' at peak times to ensure shoppers and visitors to the central city can find a park where and when they need to. This in turn, should better support businesses by ensuring a relatively stress-free parking experience for their customers.
58. The new system is designed to encourage shorter stays and higher turnover. Those wanting to park for longer are encouraged to move towards areas on the periphery of the central city (ADPP areas), use off-street parking areas, or consider alternative travel modes.
59. Key points are summarised below:
 - i. While overall average occupancy in the central city was within an acceptable range at 82% in May 2024, several key streets were consistently exceeding this or at maximum occupancy.
 - ii. Following the introduction of DRP, November 2024 figures are showing both the overall average central city occupancy rate and that of the most highly occupied streets has decreased in line with DRP objectives. Occupancy in some streets has dropped below the target range and future DRP adjustments will look to remedy this.
 - iii. Average daily turnover (vehicle stays per bay between 9am-5pm) has remained steady across the central city zones, with variances both up and down for individual streets.
 - iv. Staff recently approached the HCBA about the parking changes and sentiment remains mixed among its members. There is an impression of greater availability of spaces and acknowledgment of the consistency of the changes with those elsewhere in NZ, and minor areas for improvement in terms of signage were noted.
60. The changes to parking were introduced in October 2024, and it is too early to fully understand any impact of changes to the parking system and how these fit in the wider picture of variables influencing activity in the central city.
61. Turnover data can be difficult to capture. There is a limitation in how LPR vehicle surveys are completed, and the measure is restricted by the frequency of runs vehicles are able to make.
62. **Figure 7** shows that the heart of the central city exhibits higher turnover, suggesting more brief visits in this area, while the outskirts (or quieter streets) have a lower turnover. The current turnover level for the green zone, indicates that a high number of stays are less than one hour, with the majority sitting below two hours. The yellow zone regularly sees stays over two hours and fewer stays under one hour.

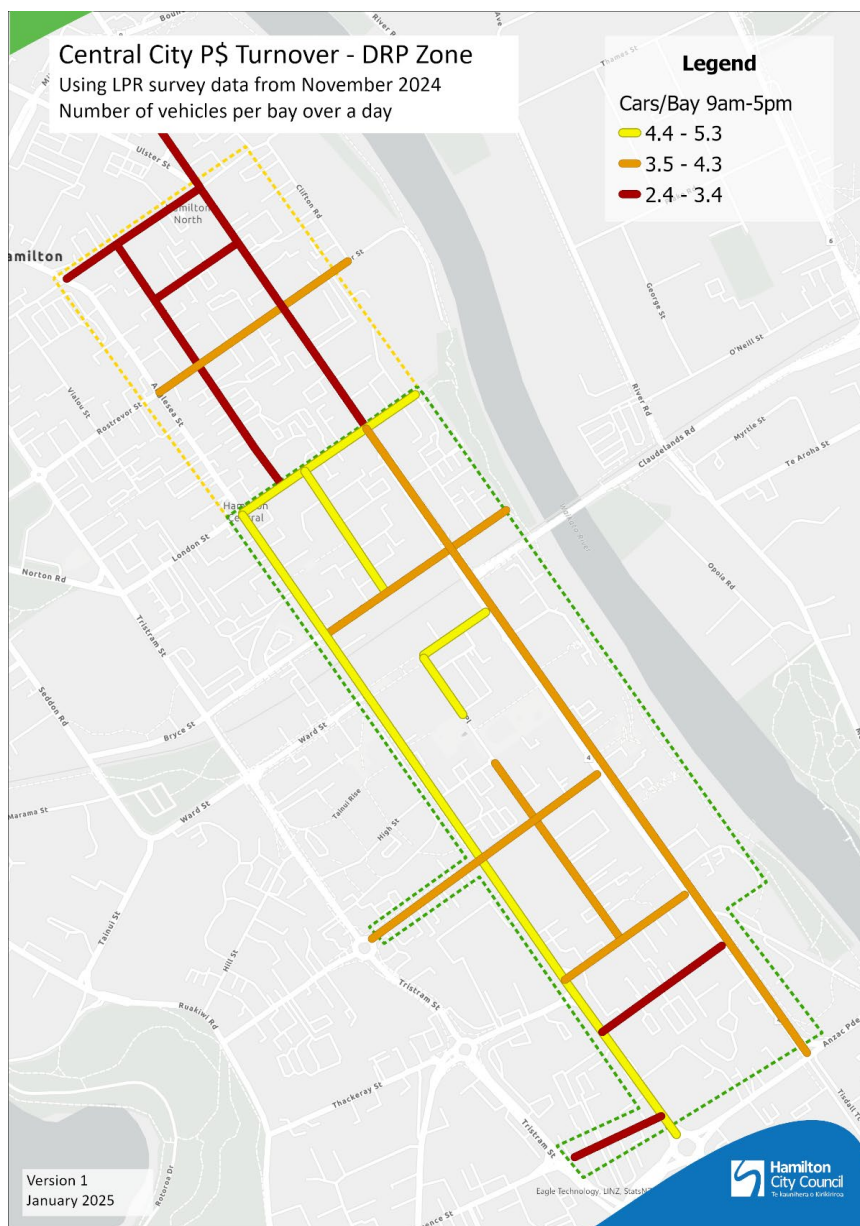


Figure 7: Central city average P\$ turnover (November 2024)

63. A longer bedding in and data collection period is required to adequately assess causation and effect, and staff are working to build a comprehensive view of this, utilising a range of different datasets to do so.
64. The 2024-34 Long-Term Plan decision to remove the 1-hour free parking from 1 July 2026 will enable more detailed data collection and greater flexibility to better manage central city on-street parking occupancy and turnover, which is felt will maximise DRP benefits to shoppers and businesses.

All Day Paid Parking (ADPP)

65. The ADPP has been expanding since being introduced and is a primary offering for commuters alongside reserved leased spaces. ADPP now applies to approximately 585 spaces across 18 streets in the central city fringe areas. People can park in these spaces all day for a set fee.

Item 11

Item 11

66. ADPP spaces tend to be used primarily by people commuting to the central city and are often fully occupied by 8:00am, or earlier, and do not become available again until around 3pm.



Figure 8: Location of All Day Paid Parking (ADPP) zones

67. It is difficult to determine the full impact of transitioning previously free fringe parking to ADPP, however anecdotally the Parking team have noticed some commuters are moving to the next closest free spaces available. This situation is being monitored.
68. It is anticipated this DRP will enable better management of these spaces to achieve the desired occupancy rates.

Off-street Car parking

69. Council currently has five main off-street carparks, with a mix of casual and reserved (leased monthly) public parking:
- i. Opoia Paa;
 - ii. Meteor Theatre;
 - iii. Museum (time limited);
 - iv. Kent Street (time limited); and
 - v. Garden Place (primarily a ‘shoppers carpark’).
70. A new off-street parking site with capacity for 80-85 carparks will soon be established at Passing Red/Old Mill Street west of Seddon Road as approved in the 2024-34 Long-Term Plan. Commuters already park in this area and formalising it as paid off-street parking will improve:
- i. **Safety** by establishing the driveway on Old Mill Street as the entranceway. Currently vehicles are accessing the area at the intersection of Seddon Road and Mill Street;
 - ii. **Cohesiveness** of off-street parking management systems by formalising current use; and
 - iii. **Utilisation** of existing Council assets and capture an unrealised revenue opportunity.
71. Each existing off-street carpark has a portion of the spaces within it allocated for casual public use and a portion of spaces allocated as reserved leases. The figure below shows total revenue generated from off-street carparks over 2024.



Figure 9: Total off-street carpark revenue (2024)

Off-street parking – Garden Place

72. Council has a longstanding agreement (Deed) with Kiwi Property Limited on sharing the use of the Garden Place carpark. Under the Deed, Council may use the basement level carpark as it sees fit but must operate the upper level in a manner that supports use as a “shoppers carpark”.
73. Prior to 1 July 2024, the upper level of Garden Place carpark was primarily being used by commuters. This meant the carpark was almost at maximum capacity prior to shops opening, and availability of parking for shoppers was very limited. However, following 2024-34 Long-Term Plan fees and charges updates which lifted the 6 hours+ parking fee from \$12 to \$20, parking behaviour on the upper level is in line with the expectation of the Deed.

Item 11

74. November 2024 parking duration time data showed 9% of parking events staying past 6 hours, and 60% staying less than one hour. The current state of the carpark indicates that the change in fees is having the desired effect - the carpark is primarily servicing shoppers staying less than three hours, and less than one in ten stays are by parkers staying longer than 6 hours+.
75. In November 2024, 4,889 of parking events (25%) stayed for the free period of 20 minutes which may indicate frequent use of the carpark also for drop-offs and pick-ups by individuals or by businesses such as Uber.
76. The figure below shows the maximum occupancy achieved for each day. Overall, occupancy has decreased from 78% to 68.6%. While weekday occupancy has dropped, weekend maximum occupancy has not changed significantly. Maximum occupancy is now similar throughout the week, while before there was a drop off on Saturday and particularly Sunday – again indicating a high use of the carpark by commuters previously. Turnover has not changed significantly.

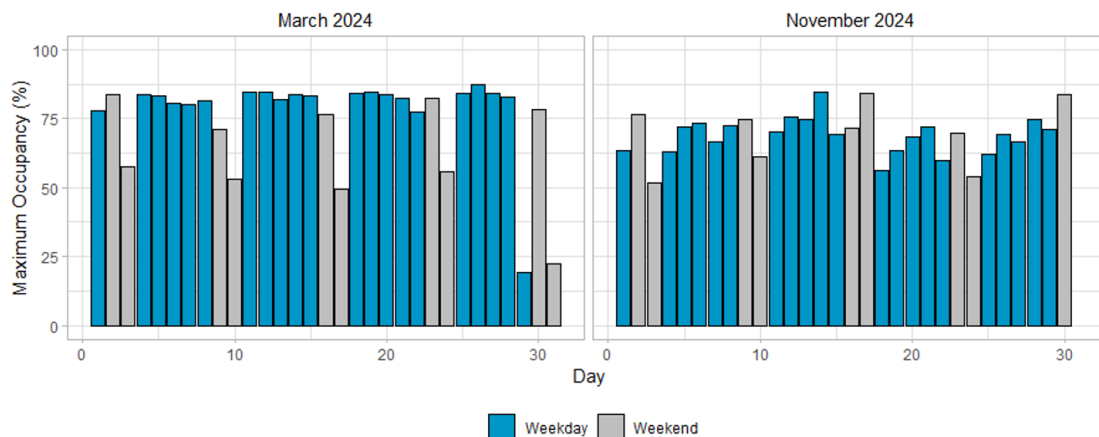


Figure 10: Garden Place carpark maximum occupancy snapshots (March 2024 and November 2024)

77. Averaging between \$2.00-\$3.25 an hour, Garden Place rates compare favourably for customers to those in other major cities, which sit around \$4.00-\$5 an hour. They are also competitive with privately owned public off-street carparks in the central city.
78. **Figure 11** shows Garden Place carpark revenue over 2024. Although there was a slight drop in revenue following the introduction of the new fee structure on 1 July 2024, this has now begun to pick up.

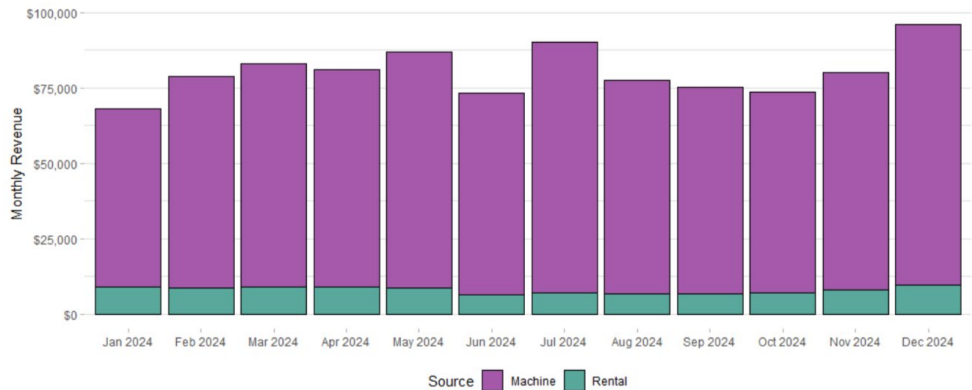


Figure 11: Total Garden Place Carpark revenue by source (2024)

79. Further improvements to carpark occupancy and turnover in Garden Place carpark, would be achieved by the introduction of DRP for all off-street carparks - enabling on and off-street shopper parking in the central city to be managed as a cohesive system.

Enforcement activity overview

80. Parking enforcement for all of Hamilton is carried out by a team of 12 frontline staff, with support from 4 office-based staff. The team is involved in:
- i. patrolling the central city on foot, carrying out enforcement activities and education with the community on parking systems and requirements.
 - A. Enforcement activities cover a wide range of activities such as compliance with parking restrictions and payment, monitoring clearways, appropriate use of mobility parking and of drop off and loading zones.
 - ii. carrying out data surveys in paid zones with LPR cars.;
 - iii. monitoring other restricted parking in suburbs and at activity hubs;
 - iv. responding to requests for service across the city;
 - v. managing queries, processing infringements, carrying out adjudication with Courts and debt collectors and compiling data and reporting; and
 - vi. assisting Council units with ancillary services e.g. events support, school visits.
81. Staff are rostered on Monday to Saturday and any after-hours complaints relating to parking may be forwarded to the Police to manage. Parking enforcement is highly regulated by legislation and bylaws in terms of what restrictions can be in place and how these are able to be enforced. The team carries out regular and rostered patrolling but reprioritises staff if issues or events arise that require enforcement support.
82. Staff also respond to Requests for Service (RFS) from the community as they arise, such as abandoned vehicles, those parked on berms, obstructing footpaths/cycleways, driveways or road visibility. This is in addition to their regular patrolling activity.
83. The following figures give an indication of the overall level of RFS dealt with by the team and some of the more common categories of RFS.

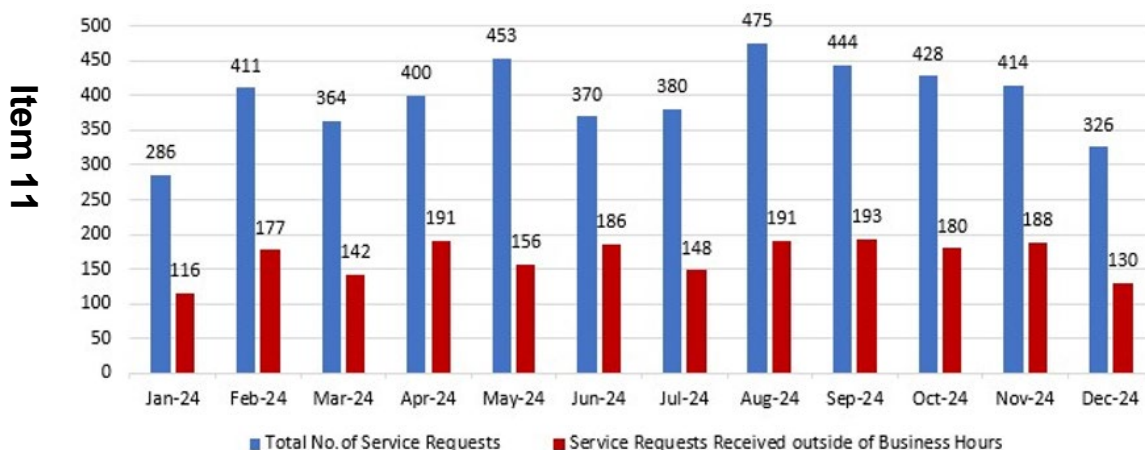


Figure 12: Monthly total of service requests and proportion of these logged outside business hours (January 2024 to December 2024)

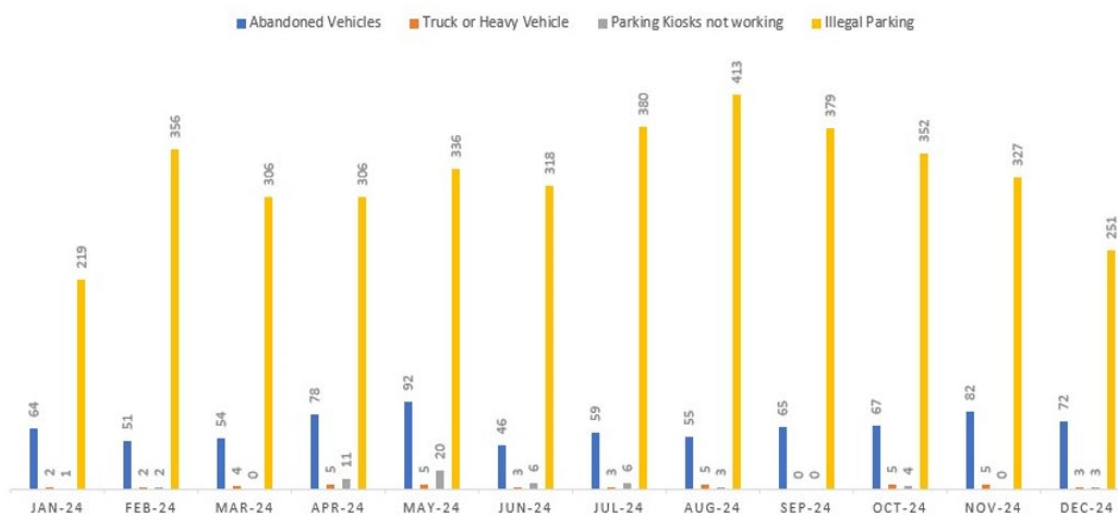


Figure 13: Parking related customer service requests by category (January to December 2024)

Problematic parking behaviour – parking on berms, footpaths and cycleways

84. As noted, parking is highly regulated and there are many types of offences under legislation and local bylaw. A wide range of examples of the types of parking behaviour are prohibited can be found at [Where not to park | NZ Transport Agency Waka Kotahi](#).
85. Infringements issued across Hamilton vary from around 1,500-2,500 each month (with exceptions for seasonal/holiday periods).
86. The figure below demonstrates levels over the previous year.

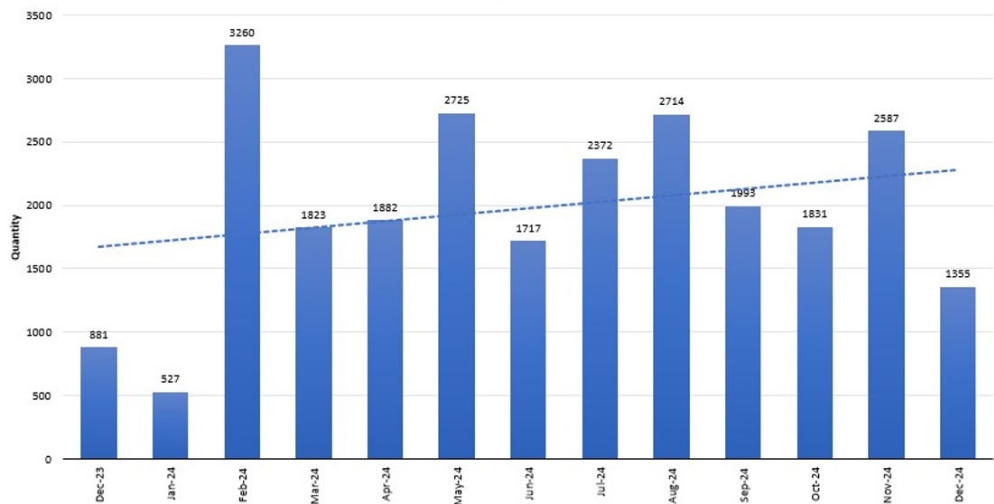


Figure 14: Total parking infringements issued (December 2023 to December2024)

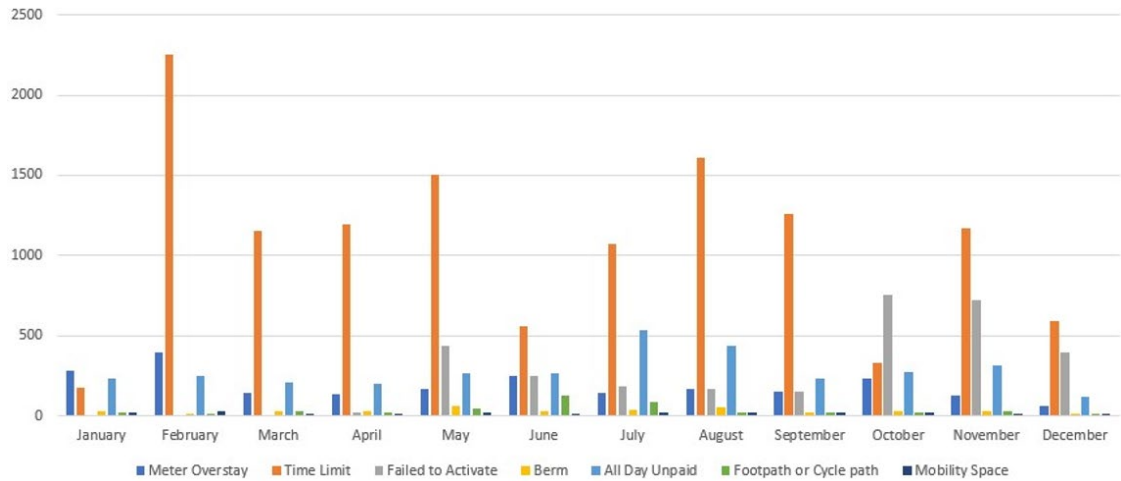


Figure 15: Comparison of total number of infringements issued for key offences (2024)

87. Parking illegally on berms, footpaths and in cycleways can obstruct visibility for those on or moving in or out of the road, prevent freedom of movement for residents and pedestrians or cause damage to berms or property. It can particularly be an issue around sporting grounds and schools and high density areas. **Figure 16** below shows the number of infringements issued for these offences in 2024.

Item 11

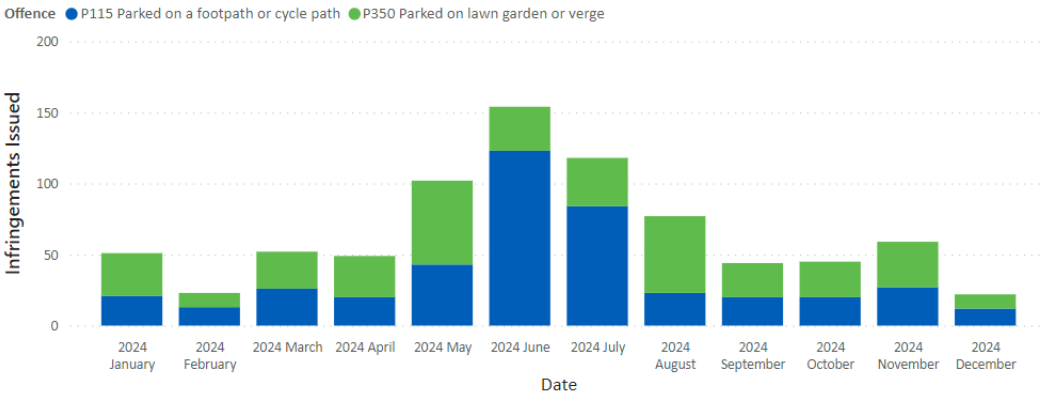


Figure 16: Total infringements issued for P115 and P350 offences (January to December 2024)

- 88. Transport Education and Communication and Engagement teams run community engagement campaigns encouraging safe parking and discouraging parking on berms in problem areas and at seasonal pressure times.
- 89. At times there is not enough awareness an organised event is taking place. This is an area of opportunity for Council to work with event organisers (park users in particular) to support them with parking education as part of their event planning.
- 90. The map that follows shows infringements issued over 2024 for parking on berms, footpaths and in cycleways. It should be noted that in most cases, policy is to issue a warning for berm parking in the first instance, and that the infringement values vary depending on the type of infringement and whether the offence occurred prior to or after October 2024 fee increases.

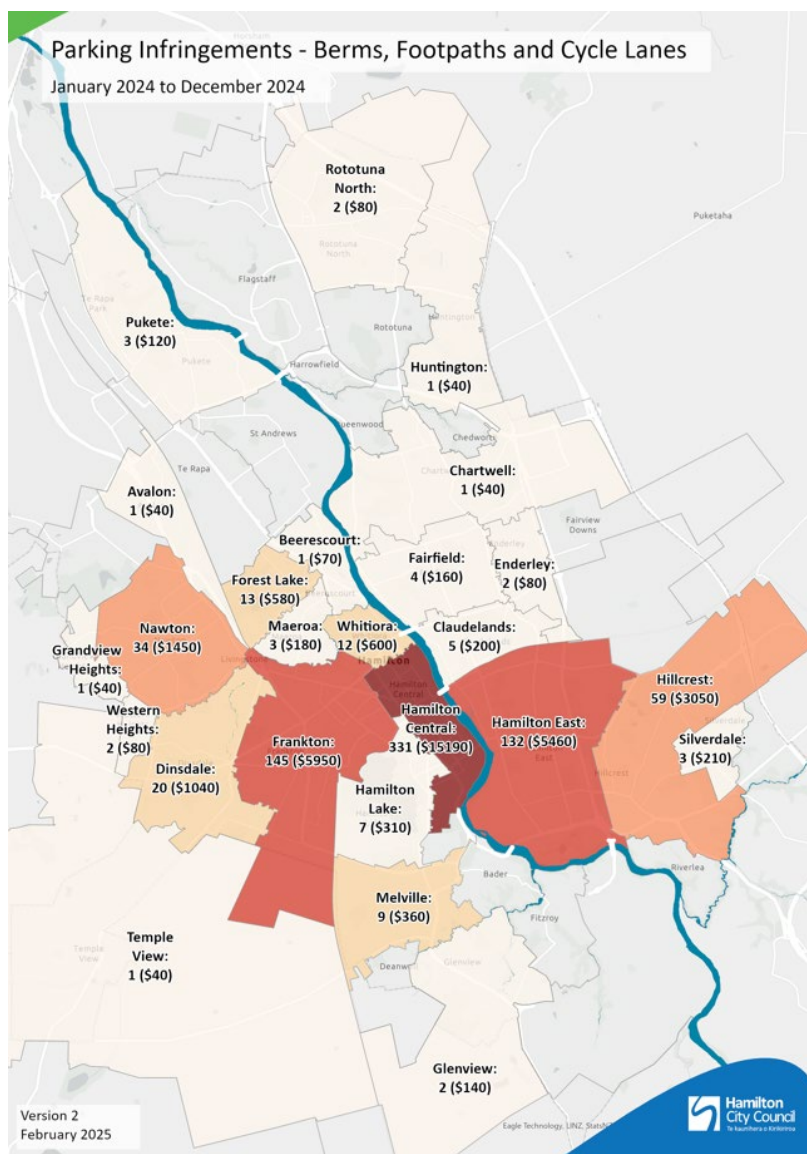


Figure 17: Infringements for parking on footpath, cycleway or berm (2024)

Changes to infringement fees

91. As of 1 October 2024, the Government mandated nationwide increases in parking penalties. The official media release is [here](#). The full list of infringements is extensive and included on the Council website: [Infringement fee increases | Hamilton City Council](#).
92. Many infringements have increased from \$40 to \$70 for example inappropriate positioning of a parked vehicle (including on a verge, footpath, cycleway, loading zone), failing to correctly activate a payment machine or complete payment, or parking contrary to signage. Some infringement areas increased from around or from \$60 to \$100 or more. The range of fees for overstaying in a paid park is now from \$20 for more than 30 minutes overstay up to \$97 for overstaying more than 6 hours.

Item 11

93. It is too early to say with certainty whether the increase of infringement fee levels has impacted the overall incidence or value of infringements. However, should an increase in incidence or value occur, this could not be assumed to translate directly into revenue. This is because higher fees are likely to increase the number of infringements which are not immediately paid, but rather they enter an adjudication and debt recovery process.

Future Considerations

94. There are a range of considerations for further refinement of the existing parking system and technologies as well as expansion of those aspects which are proving valuable - such as LPR use and investment in data collection. There are also ways in which the current system and parking management planning may be developed in the future to further support the strategic objectives of the transport network. Key opportunities are described in this section.

Refinement of technologies

95. The move to DRP alongside new technologies has pushed some of the boundaries of normal product functions and suppliers, and staff have worked together to develop adaptations to make the overall system do what is needed. Future changes staff are looking into include:
- i. being able to carry over residual payments if a user changes between zones;
 - ii. further evolution of DRP system to achieve 85% occupancy throughout the day not just peak times by initiating different rates for different times;
 - A. This can apply to both on and off-street parking to support parking management as a system.
 - iii. system refinements; and
 - iv. enhanced interface connectivity between data sources and reporting systems.

Parking Management Planning

96. The Hamilton Central City Parking Management Plan (HCCPMP) was drafted in early 2024 to ensure strategic application of the Hamilton Parking Policy within the central city boundary. However, commuter parking associated with the central city extends well beyond central city boundaries and the implications of this need to be understood to effectively manage parking associated with the central city.
97. As such, analysis and planning for the HCCPMP will be extended into the adjacent Hamilton East and Frankton areas to ensure the Hamilton Parking Policy is being applied across this broader area for the benefit of shoppers, commuters, residents, and businesses alike. The scope of the HCCPMP will be expanded to include Hamilton East and Frankton as shown below.

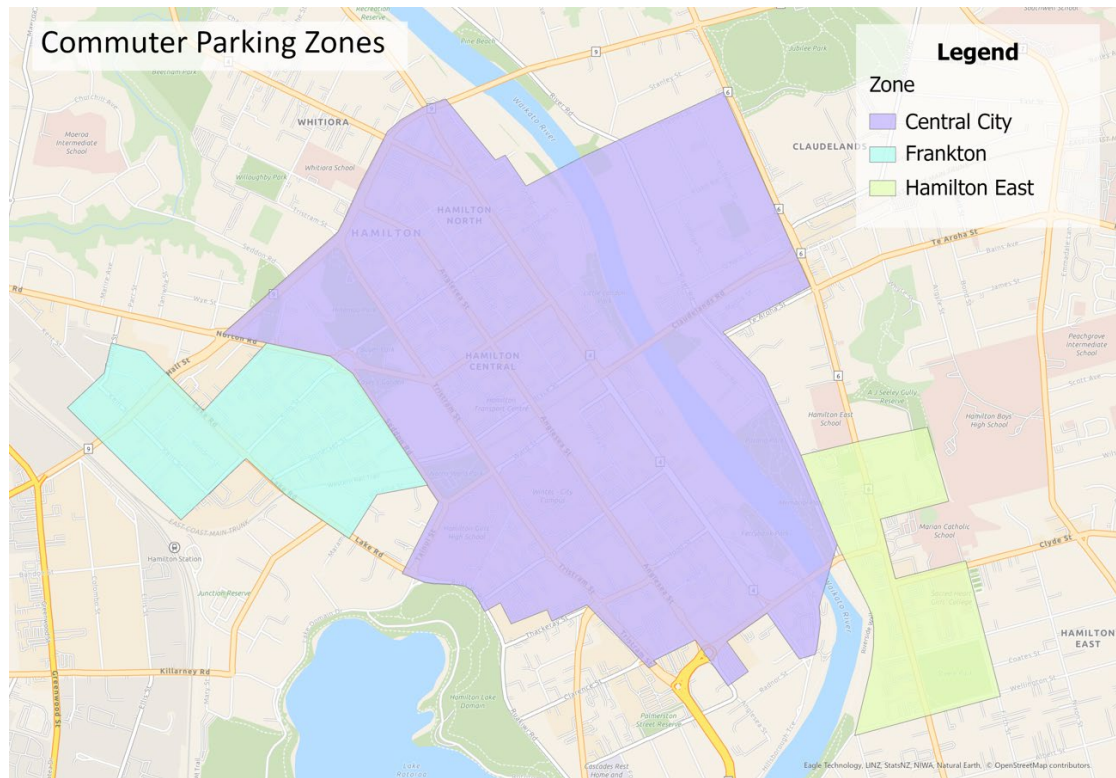


Figure 18: Proposed area for Hamilton Central City Parking Management Plan

98. Stakeholder engagement is an essential component of the development of area Parking Management Plans. An example of this is the workshop held with central city stakeholders, developers, property owners and business representatives in late 2023 as part of the HCCPMP development. A similar approach is proposed for the process of incorporating Hamilton East and Frankton into that plan. There will be opportunities for Elected Members to be involved in the process as it progresses.

Park and Ride

99. Staff are currently developing a position paper to capture the current position of Park and Ride in Hamilton, its relationship with other key interchange nodes (planned and existing) and what future steps may be considered by Council to identify and protect potential and new sites.
100. The need for this work, particularly in relation to the Hamilton Airport, has been progressed by the acceleration of the Hamilton Southern Links NZ Transport Agency (NZTA) Investment Case and the need for a Council position on Park and Ride projections for Hamilton.

Proposed next steps for central city parking management

101. The Hamilton Parking Policy provides for pricing of parking when time restrictions alone become less effective at managing parking availability to desired levels. DRP is generally recognised as the best way to ensure effective parking occupancy and turnover, and staff plan to continue to evolve the application of DRP across on-street parking and into Council's off-street parking areas.

Item 11

102. It is proposed that DRP be considered for the following locations to ensure ideal occupancy and turnover complement on-street parking management:
 - i. Garden Place;
 - ii. Opoia Paa;
 - iii. Meteor Theatre;
 - iv. Museum;
 - v. Old Founders Theatre site; and
 - vi. Kent Street
103. On-street ADPP areas will continue to expand to meet parking requirements for commuters whilst considering the expectations of residents living close to the central city. As previously noted, the next ADPP expansion will incorporate the Old Mill Street carpark and require consideration of on-street parking management needs in the immediate vicinity (Seddon Road and Old Mill Street in particular).
104. On-street short-term parking occupancy rates will better be able to be managed to the ideal 85% using DRP once the 1-hour free parking finishes on 1 July 2026. This change will enable staff to collect complete data on how users are parking in that first hour and enhance turnover visibility.

Options

105. No options are available for Council to consider because this report responds for a request for information only.

Financial Considerations - *Whaiwhakaaro Puutea*

106. As at 31 December 2024, parking fees and charges revenue, including on and off-street parking fees as well as infringements and fines, was \$120k unfavourable, mostly due to the introduction of new kiosks across the city and the accompanying educational approach.
107. Time taken to roll out ADPP changes and the adoption of an education period (issuing warnings for first offences) during the transition to new parking meters and DRP have contributed to lower-than-expected revenue. Staff anticipate the introduction of the third LPR vehicle and corresponding increase in parking enforcement capacity will address the current shortfall.
108. However, the revenue received compares favourably to the same period in 2023/24 likely due to:
 - i. increased fees and charges;
 - ii. the reduction of two hours free parking down to one;
 - iii. the roll-out of more ADPP spaces in the city; and
 - iv. government increases in infringement fees.

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

109. There are no significant legal or policy considerations for the topics covered in this report. Current parking activity complies with the Council's legal and policy requirements.

Climate Change Impact Statement

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

- 111. 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').
- 112. 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.

Social

- 113. Managing parking is an important factor in supporting social wellbeing and the liveability of a city, and for those using cars, accessible parking is essential.
- 114. Poor parking management results in inefficiencies in the transport network and impacts traffic congestion as vehicles drive slowly through streets looking for a vacant space.
- 115. Ultimately, this may mean that people park illegally. This is not only an inconvenience but creates safety issues for all road users - particularly those more vulnerable users of our transport network such as pedestrians, cyclists, and those with mobility issues.

Economic

- 116. Through efficient parking management, parking becomes more easily accessible and well-organised for visitors, attracting more customers and driving greater economic growth.
- 117. When visitors can find parking quickly and conveniently, they are more likely to visit local businesses. This increase in foot traffic can directly translate into higher sales and revenue.
- 118. Efficient parking reduces the time customers spend searching for a spot, allowing them to spend more time shopping, dining, or enjoying the venue they are visiting.

Environmental

- 119. Well-managed public parking can positively contribute to the development of urban environments into safer, more vibrant, sustainable, and equitable places.
- 120. Efficient parking management can reduce vehicle emissions by minimising the time drivers spend searching for parking spots. This contributes to better air quality and a healthier environment.

Cultural

- 121. Council is committed to honouring the principles of Te Tiriti o Waitangi/The Treaty of Waitangi through its relationship with Kiingitanga, Waikato-Tainui, mana whenua and maataawaka within Kirikiriroa/Hamilton.
- 122. No specific cultural considerations were identified in the development of this report.

Risks - *Tuuraru*

- 123. There are no decisions required for this matter and no relevant risks to be raised at this time.

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

- 124. 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.
- 125. Given the low level of significance determined, the engagement level is low. No engagement is required.

Item 11

Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

Council Report

Item 12

Committee: Infrastructure and Transport Committee
Date: 11 March 2025
Author: Andrew Parsons
Authoriser: Andrew Parsons
Position: General Manager Infrastructure and Assets
Position: General Manager Infrastructure and Assets
Report Name: Infrastructure and Assets General Managers Report

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

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

Staff Recommendation - *Tuutohu-aa-kaimahi*

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

Executive Summary - *Whakaraapopototanga matua*

3. This report provides updates to Infrastructure and Transport Committee Members on matters contained within the plans, strategies and activities for which this Committee and the relevant General Manager has responsibility over.
4. The following updates are included in this report:
 - i. Regional Transport Committee (RTC) Update;
 - ii. Future Proof Transport Subcommittee Update;
 - iii. Policy/Bylaw Updates which includes Initial Review of Bylaws for the Waste Minimisation Act 2008 and the Litter Act 1979.
 - iv. Pukete Wastewater Treatment Plant Outfall Pipe Repair Close Out;
 - v. Update on the Southern Wastewater Treatment Plant;
 - vi. Ruakura Eastern Transport Corridor Update; and
 - vii. 6 Monthly Operational Activity Reports (July-Dec 2024).
5. Staff consider the recommendations in this report to have a low level of significance and that the recommendations comply with Council's legal requirements.

Discussion – Matapaki

Item 12

Regional Transport Committee (RTC) Update

6. The objective of the Regional Transport Committee (RTC) is *'To undertake the functions as prescribed in the Land Transport Management Act 2003 (LTMA), and to provide a regional forum for the consideration of regionally significant transport matters.'*
7. Deputy Mayor O'Leary is the Hamilton City Council (HCC) nominated representative with Councillor van Oosten being the nominated alternative representative.
8. Since the last report, the Committee has met on 6 December 2024 and 10 March 2025 and the link to the agenda and minutes is available [here](#). The next scheduled meeting is 9 June 2025.

Future Proof Public Transport Sub Committee Update

9. The Waikato Regional Council Future Proof Public Transport Subcommittee replaces the Regional Connections Committee from the previous triennium. The Future Proof Public Transport Subcommittee is a subcommittee of the Future Proof Implementation Committee.
10. The HCC nominated representatives of the Future Proof - Public Transport Subcommittee are Deputy Mayor O'Leary and Councillor van Oosten with Councillor Thomson being the nominated alternative representative.
11. The last meeting of the Subcommittee was 21 February 2025 and the link to the agenda and minutes can be found [here](#).

Policy/Bylaw Updates

Initial Review of Bylaws for the Waste Minimisation Act 2008 and the Litter Act 1979

12. The Minister for the Environment has indicated intention to review the Waste Minimisation Act 2008 and the Litter Act 1979. The initial review stage will focus on bylaws. The Ministry for the Environment is providing advice on proposals for the legislation. This includes advice on the current provisions on local government bylaws.
13. In addition, the Department of Internal Affairs (DIA) is part way through a 12-month review of the local government bylaws system. DIA expects to advise the Minister of Local Government in mid-2025 and subsequent proposals to Cabinet may result in amendments to the Bylaws Act 1910.
14. Changes to the Bylaws Act 1910 may lead to consequential changes to other legislation that uses the bylaw regulation-making tools, such as the Waste Minimisation Act 2008.
15. Staff from the Infrastructure and Assets Group are currently preparing the **Draft 1** staff feedback to the Ministry for the Environment on the Initial Review of Bylaws for the Waste Minimisation Act 2008 and the Litter Act 1979.
16. The high-level feedback responds to a set of questions posed by the Ministry for the Environment. This will then be circulated to Elected Members and Maangai Maaori for comment. Comments received will then be analysed for inclusion in the final staff feedback, which needs to be lodged with the Ministry for the Environment by 13 March 2025.

Pukete Wastewater Treatment Plant Outfall Pipe Repair Close Out

17. On 15 February 2024, a critical pipe was unexpectedly damaged during upgrade works at the Pukete Wastewater Treatment Plant (WWTP). The pipe that was damaged is a critical asset that transports treated wastewater from the WWTP to the Waikato River known as the "Outfall Pipe". The damage occurred during ground excavation at a depth of 6 metres. There was extensive damage to the top section of the pipe which is 2.2 metres in diameter, and fortunately the pipe remained partially functional at a reduced capacity. Due to the nature of the damage and the critical nature of the pipe an urgent repair was required. The physical works on the repair were completed in early May 2024.
18. In addition to the physical repair works, other actions, in response to the damage event were undertaken. These included, seeking legal advice, insurance assessments, engineering reviews and re-design, assistance with contingency planning for continued operation of the WWTP, diver inspections of pipelines and diffusers located in the river and investigations to support the insurance process and identify learnings for future works.
19. Iwi, mana whenua and Waikato Regional Council were notified at the time of the event and were kept up to date with information about contingency measures, along with updates as the repair progressed and was completed.
20. An independent investigation concluded that the direct cause of the incident was physical impact to the outfall pipe during construction work. Additionally, several areas for improvement were identified. These included opportunities to enhance the completeness of engineering plans, strengthen processes for confirming asset locations before construction, and improve communication between teams regarding asset criticality. While hazard identification and risk assessments were conducted at the beginning of the project, repeating these at each stage of a project would provide greater oversight and adaptability.
21. The investigation also highlighted some good project management practices in use and commended staff for their incident response, which prevented environmental impacts or damage to other treatment plant assets.
22. The cost incurred by Council for the repair and contingency is covered by insurance.

Update on the Southern Wastewater Treatment Plant

23. During the Public Excluded section of the Infrastructure and Transport Committee meeting on 28 November 2024, the Committee resolved to delegate authority to the CE to negotiate and award the contract for Southern Wastewater Treatment Plant Master Planning, Concept Design and Consenting to the preferred consultant identified through the procurement process to an approved contract sum.
24. Contract negotiations with the preferred tenderer are continuing and are expected to be completed early March 2025. Contract award will follow shortly afterwards.
25. Council will be working closely with the Consultant to develop and implement the overall project plan including the stakeholder and engagement plan. Communication with the wider public is an early priority for the Project Team.
26. In December 2024, Waipaa District Council hosted HCC staff and Kaitiaki Roopuu members at the Cambridge Wastewater Treatment Plant. Those in attendance were able to engage with the Project Director, Project Manager, and cultural advisors regarding various aspects of the project including the Cambridge Treatment Plant upgrade. This included seeing the new discharge outlet to the Waikato River in operation and listening to the cultural narrative that has been woven throughout the design/construction and operation of the new Plant. A similar approach to incorporating cultural knowledge and expression is proposed to be taken with the Southern Wastewater Treatment Plant.

Item 12

27. An assessment of a long list of wastewater discharge options has been completed. Six short-listed options will be progressed to the next stage of identifying a preferred option (location and method). Water quality baseline monitoring and ecological investigations on the preferred site are continuing over the coming months.
28. In January 2025, Council met with a small group with Ngaamurikaitaua whakapapa, who requested engagement on the project. Those present spoke of their inability to engage with Council through Te Haa o Te Whenua o Kirikiriroa. Staff advised the group to discuss this with Te Haa o Te Whenua o Kirikiriroa directly. Staff also noted that they would discuss their concerns with the Kaitiaki Roopu.

Ruakura Eastern Transport Corridor

29. The Infrastructure and Transport Committee approved the macro-scope of the Ruakura Eastern Transport Corridor (ETC) at its 26 September 2024 meeting for the purposes of advancing discussions on a potential delivery and funding plan. Central to this delivery plan is understanding the potential funding opportunities from the National Land Transport Programme through the New Zealand Transport Agency. Any NZTA funding is determined through a Business Case (BC) process.
30. The Committee were also advised that the BC was in progress and needed to be informed by the macro-scope. The BC has now been refined and updated based on Council's macro-scope decisions and has been subject to an independent review of the cost estimates and economics as required through the NZTA process.
31. The reviewed BC has now been provided to NZTA who are considering it in the context of a decision to provide co-funding for the pre-implementation (design and consenting) phase of the project.
32. The BC will also then be used to support co-funding for implementation (construction). It is the expectation that a funding plan will be developed and agreed in parallel with the pre-implementation work as costs and risks are refined. Any delivery and funding plan would then be an integral part of any co-funding application to NZTA.
33. In accordance with the resolutions of the 26 September 2024 meeting, staff will report back to the 24 July 2025 Infrastructure and Transport Committee meeting once the outcome of the pre-implementation funding request is known together with the initial views of potential funding partners including NZTA and Tainui Group Holdings.

6 Monthly Operational Activity Reports (July-Dec 2024)

34. 6 Monthly Operational Infrastructure Activity reports for July-December 2024 are provided as attachments for:
 - i. Sustainable Resource Recovery (**Attachment 1**)
 - ii. Transport (**Attachment 2**)
 - iii. 3 Waters (**Attachment 3**)
35. These reports are high level snapshot summaries of the operational infrastructure activities over the past 6 months.

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

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

Climate Change Impact Statement

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

Risks - *Tuuraru*

107. There are no known risks associated with the decisions sought by this report.

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

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

Attachments - *Ngaa taapirihanga*

- Attachment 1 - HCC Infrastructure Infographics Update - Sustainable Resource Recovery
- Attachment 2 - HCC Infrastructure Infographics Update - Transport
- Attachment 3 - HCC Infrastructure Infographics Update - 3 Waters

July - December
2024

Highlights from Resource Recovery

Looking after our city

Staff Induction Module developed and implemented an induction module to educate new and existing staff on the correct use of Council facility bins, kerbside collection and living further up the Waste Hierarchy.

Tronpost event
9.75 cubic metres

of Tronpost was given away.



Second-hand Christmas

Led by Hospice and supported by Council.

8 late-night shopping

experiences at second-hand stores.

An estimated
300 shoppers
across the stores.



40 attendees
at workshops including reusable gift wrapping.

Education and engagement

704



people engaged with by our Education Advisor.

An additional 300 individual engagements with the public at the Your Neighbourhood event in August.

Builders' Breakfast

Hosted by Council and Enviro NZ.

15 representatives from the construction sector attended the walk through / networking breakfast at the Resource Recovery Centre.

Discussing demolition bunkers and encouraging greater diversion of construction and demolition material was the event focus.



Construction and Demolition Networking Day

Hosted by Council, organized by the Waikato Construction Safety and Wellbeing Forum.

46 sector representatives attended and Council staff presented as keynote speakers.



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

Illegal dumping

73,500+kg of illegal dumping removed
(July - December 2024)

That's the weight of 24.5 elephants



That's almost 13,910 kg more than the same period the previous year. (July - December 2023)



83



infringement notices have been issued

(July - December 2024)

The ongoing media campaign by the Waikato Times "Enough of this rubbish" has brought illegal dumping and litter in Hamilton into the headlines. Staff supported a clean-up event organised by the Times at Melville Park by providing equipment removing rubbish. Staff also provided interviews and fulfilled requests for information to support new articles during their campaign.

Areas where illegal dumping is reoccurring are proactively monitored and cleared away as quickly as possible.



Waste diversion

2,900,000 kg of material is saved
from landfill through the Lincoln Street Transfer Station
(July - December 2024)

That's around the same weight as 966 elephants



That's 445,000 kg less than the same period the previous year. (July - December 2024). This was due to wood not being able to be diverted in September and October 2024.

3,370,000 kg

of recyclable waste came through the Hamilton Organic Centre

(July - December 2024)



When waste arrives at either our Lincoln Street Resource Recovery Centre (RRC) or Hamilton Organic Centre, it's then sorted to be recycled, go to landfill, or be recovered for another use.

42.97% of material is saved
from landfill
(July - December 2024)

Up from 40.92% in (July - December 2023)

Diverting construction and demolition materials (e.g wood, GIB board, concrete, steel and clean dirt) has had the biggest positive impact.

Other materials saved:

Glass Plastics 1, 2 and 5 Batteries E-waste Tyres
Aluminium Greenwaste Hazardous oil Gas Chemicals



Staff are working alongside construction companies, and Council's internal project teams, to develop waste plans and support construction sites to rethink how they manage their waste on site.

Highlight from Sustainable Resource Recovery - March 2025



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

Attachment 1

Item 12

Thrifty Threads

Thrifty Threads enjoyed another successful year at the Meteor Theatre.

\$24,000

raised for Hospice

A 100ft shipping container
of clothing was reused and
sent to new homes.

Approximately
2300
people through
the doors over
the week.

18,000 kg

of clothing diverted from Landfill

Thats equal to
Six elephants



Council enjoyed collaborating and educating with our community and partners:

Hospice | Rototuna Junior High | Hamilton North School
Fraser High School Teen Mum Unit | Serving up T | Again Again Consignment Store
Recreators | Go Eco | Volunteers
Wendy Thompson (artist) | Stu and Camille from The Breeze

National collaboration

5 national groups that the Sustainable Resource
Recovery Team currently has representation on.



Territorial Authority Illegal Dumping Working Group
WasteMINZ Territorial Authority Officer Steering Group
WasteMINZ Product Stewardship Steering Committee
WasteMINZ Disposal to Land Sector Group Steering Group
WasteMINZ Recycling and Resource Recovery Steering Group

Highlight from Sustainable Resource Recovery - March 2025



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

July - December
2024

Highlights from Transport

Looking after our network

Connect Hamilton is Council's partnership with Downer NZ. They take care of the maintenance and renewals of the city's roads, footpaths, traffic lights, streetlights, signs, guardrails, bridges, road marking, bus shelters, sweeping and vegetation.



2693

Customer requests
(July - December 2024)

1264

Corridor access requests



185

Traffic Management Audits



Top three most common service requests since (July - December 2024):

328

requests to **repair or replace street signs**



238

requests for **landscaping vegetation**



228

urgent requests to **remove hazardous substance from roads**



We maintained or renewed:

108,214m²
of new road surface

6590m
of footpaths

1750m
of kerb and channels



3,331m²
of road rebuilt
254 signs replaced,
244 repaired
66 streetlights
replaced,
194 repaired

9 traffic signals
replaced,
35 repaired
17 street furniture
replaced, 17
repaired
517 potholes
repaired

350 trip hazards
mitigated
7700 catchpit's
cleaned
39 guard rails
replaced

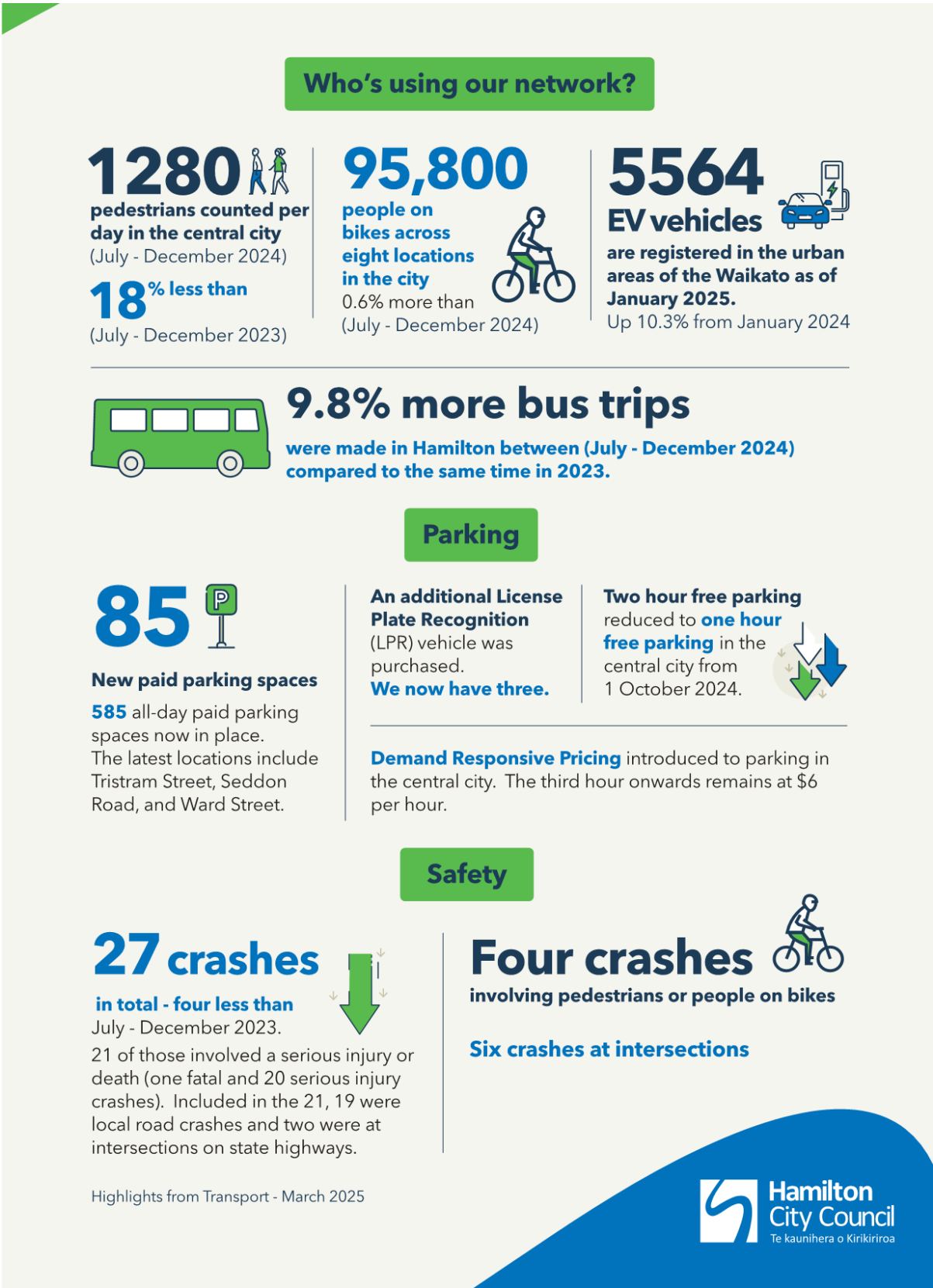
2,767km roads
swept
226 tones of litter
collected



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

Attachment 2

Item 12



Improvement projects

Climate Emergency Response Fund (CERF) Transport Choices Programme

Projects completed:



- end of trip facilities (bike and scooter parking)
- bus shelter replacements
- Rifle Range Road
- Rotokauri Road/Baverstock Road.

Projects under construction:

- Bike and scooter parking in schools



Projects to be completed by June 2025:

- Heaphy Terrace crossing



Kids on bikes



Four schools, 511 students
58 students learning to ride a bike for the first time



40 blindzone education interactions

at Te Ara Pekapeka opening and Rototuna High School

School Warden - end of year celebration



600 children attended the annual road patrol fun day over two days.



This event is in partnership with the School Community Officers who support the school road patrollers who give up their time to keep their school communities safe.

Highlights from Transport - March 2025



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

Road safety education

112 

students
completed scooter skills training.



69 riders

through the motorcycle training (31 novice and 38 experienced)

45 people through the  young driver programme

40 students 
attended the SADD workshop
(Students Against Dangerous Driving)

**Council e-bike loan scheme completed
94 loans out of 100 were used.**

22 Council staff
trained to use
a fleet e-bike and 23
e-scooters

2300 students
participated in helmet
safety competitions

Six primary schools
participated in a new
promotion Walk or
Wheels week
(WoW) 

Highlights from Transport - March 2025

July - December
2024

Highlights from Waters

Looking after our networks

As Hamilton grows, access to three waters networks is becoming constrained, increasing the complexity and cost of maintenance.

3452 

maintenance tasks across three waters network (proactive and reactive) (July - December 2024)



Routine inspections and network repairs are the most significant maintenance tasks.

Improvements and events

Wastewater

- Completion of two of the five aeration basin upgrades at the Pukete Wastewater Treatment Plant.
- Major maintenance on Pukete Wastewater Treatment Plant Digesters initiated.
- Response to elevated levels of arsenic in Hamilton's drinking water due to water quality changes in the Waikato River. This issue impacted multiple water suppliers however as the health limits for arsenic are for life-long exposure, Taumata Arowai confirmed that the water remained safe to drink throughout the event.
- Completion of physical works and start of commissioning processes for the new 40 million litre membrane filtration plant at Waiora Water Treatment Plant.



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

Compliance

Staff are regularly assessing and reporting on the new, and evolving, Government legislation including the new mandatory environmental performance measures being phased in by the national Water Services Authority Taumata Arowai.



Every year, Waikato Regional Council reviews the conditions on all our three water-related consents. Consent conditions cover the water, wastewater and stormwater activity broadly, and some requirements include sampling and analysis, contingency and management plans, operational limits, effective design, operation, maintenance and asset management of network pipes, pumps and treatment processes as well as risk management, and sustainability.



Water - Based on an internal assessment, with independent audit, a high level of compliance was achieved for drinking water.

- Minor non-compliance occurred in October for a low chlorine result at the Claudelands Grandstand tap supply zone.
- Impact of Waikato arsenic event in November was notified to Taumata Arowai and we are still to determine the compliance impact of exceeding long term exposure MAV.



Wastewater - Last year (July 2023 – June 2024), the overall wastewater compliance status for the Pukete Wastewater Treatment Plant was assessed as fully compliant by WRC.

Stormwater - Staff await the final WRC audit of compliance with the Stormwater Comprehensive Consent for the 2023/2024 period.



Highlights from Waters - March 2025

Sampling and analysis

Collecting and analysing water, wastewater and stormwater samples (by our Co-Lab Water Services team) is critical to prove our compliance and inform our processes and decision making.

2502

samples collected
(July - December 2024)



22,755

tests completed
(July - December 2024)



New connections

Growth drives a need to upgrade and expand the existing network to accommodate new connections. In some cases, increasing intensification means increasing the complexity of connections being completed.



503

Properties connecting to our network or existing connections to our network upgraded

(July - December 2024)

Wastewater

Trade waste - Proactive management of trade waste is a key compliance activity to minimise the impacts on the wastewater network, Pukete Treatment Plant, and Waikato River. Trade waste management includes assessing new and renewed consent applications, monitoring and auditing, and resolving any non-compliance.

Average daily wastewater discharge

59ML per day



That's almost 24 Olympic sized swimming pools daily.

73

non-compliance issues identified and resolved

(July - December 2024)

555

premises audits completed

(July - December 2024)



1382

active Hamilton business trade waste consents



Highlights from Waters - March 2025



Hamilton City Council
Te kaunihera o Kirikiriroa

Stormwater

As part of Council's compliance requirements of the Stormwater Comprehensive Discharge Consent from Waikato Regional Council, Council is required to complete stormwater audits on sediment control, on-lot stormwater devices and high risk facilities.



Demonstrating compliance involves monitoring and reporting on sampling and analysis to verify that the stormwater network is meeting compliance requirements.

108

Residential on-lot stormwater device audits completed



15

High risk facility audits completed



67

Sediment Control Audits completed



Water supply



Average water use was 61ML per day
(July - December 2024)
That's the volume of 24 Olympic-sized pools daily.



Maximum daily water use 77ML per day
(July - December 2024)
That's around 31 Olympic-sized swimming pools per day.

During the summer, staff closely monitor the city's water usage, Lake Taupō water levels and weather forecasts.

Water demand between July and December was approximately

3% higher

than the same period in 2023 and

5% higher

than the same period 5 years ago in 2019.



Highlights from Waters - March 2025



Hamilton City Council
Te kaunihera o Kirikiriroa

Customer and engagement



Around 6000

water meter invoices

sent to commercial and industrial customers within the city and to customers supplied outside the city.



Around 200

trade waste invoices

sent to commercial and industrial customers that have a consent to discharge trade waste to the wastewater network to recover the cost of treatment of that wastewater.



Around 100

water take point invoices

sent to customers who are permitted to take water from one of four fixed hydrant abstraction points from around the city to recover the cost of the water that they abstract and use.



18 tours - at our Water and Wastewater Treatment Plants

Participants included the general public, University of Waikato students, plumbing trainees and external laboratory staff.

314 people



engaged with the Smart Water

Summer Events Roadshow Diocesan School for Girls Sustainability Day (6 classes/180 students), promotion visits and flyers distributed to 30 Hamilton schools.

11 class visits

at Fairfield Primary School, Diocesan School for Girls, Rhode Street Primary School, Rototuna High School and Bankwood Primary School.

Drought tolerant plant theme leading into summer with radio, digital and email advertising, digital advertising sent to schools.

Eight new pull-up signs created and on display at libraries and Council receptions.



The Smart Water campaign focused on:

encouraging water conservation, the value and journey of water, and water saving tips.



Continued partnership with Waipā District Council to pool resources and respond to community needs.

Highlights from Waters - March 2025



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

Resolution to Exclude the Public**Section 48, Local Government Official Information and Meetings Act 1987**

The following motion is submitted for consideration:

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

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

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Infrastructure and Transport Committee Public Excluded Minutes 28 November 2024	) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
C2. Collins Road Bulk Wastewater Storage Construction - Reprioritisation of Wastewater Network Capacity Programmes	)	
C3. Pukete Wastewater Treatment Plant Inlet Facility Contract Award		

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

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

Infrastructure and Transport Committee

Hamilton City Council
11 March 2025

Presented by: Andrew Corkill
Director Regional Relationships
Waikato / Bay of Plenty



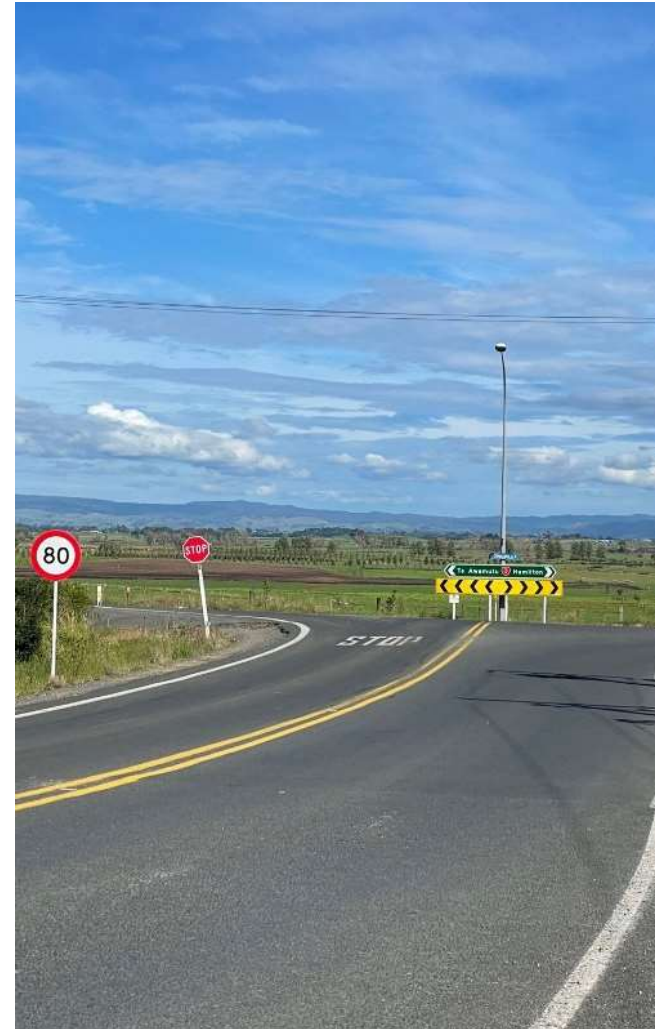
NZ Transport Agency



Safety

Updates on:

- Grey Street and Cobham Drive intersection (SH1C).
- Norton Road Roundabout (SH1C).
- Dinsdale Roundabout (SH23).
- State Highway 3 and Raynes Road intersection.



Safety cameras

- We’re making good progress on transferring cameras from NZ Police.
- All cameras are expected to transfer to us by July 2025.
- All North Island and a good percentage of South Island spot-speed sites now have safety camera area signs. All fixed cameras will be signed when we start operating them, while mobile cameras will remain unsigned.

Safety camera site	% of vehicles traveling to the speed limit before cameras	Current % of vehicles traveling to the speed limit
State Highway1, Kawakawa, Northland	34% (April/May 2023)	93% (Sept 2024)
Waitākere Road, Waitākere, Auckland	62% (Sept 2022)	98% (Sept 2024)

- The 2024-27 NLTP included funding for a limited number of new safety cameras.
- We’ll work with our partners on prioritising locations.



Setting of Speed Limits 2024

The Amendment Rule is now in force.

As part of the Rule, some permanent speed limits that were lowered in recent years on certain types of roads are required to automatically reverse by July 2025.

Key deadlines

- 1 May 2025 – list of specified roads submitted (now including 'transit corridors' & 'state highway rural connectors') / National Speed Limit Register updated.
- 1 July 2025 – reversals implemented.
- 1 July 2026 – Variable Speed Limits outside school gates implemented (with some exceptions).
- NLTP funding: cost-scope adjustment to Low Cost Low Risk programme.



Maintenance

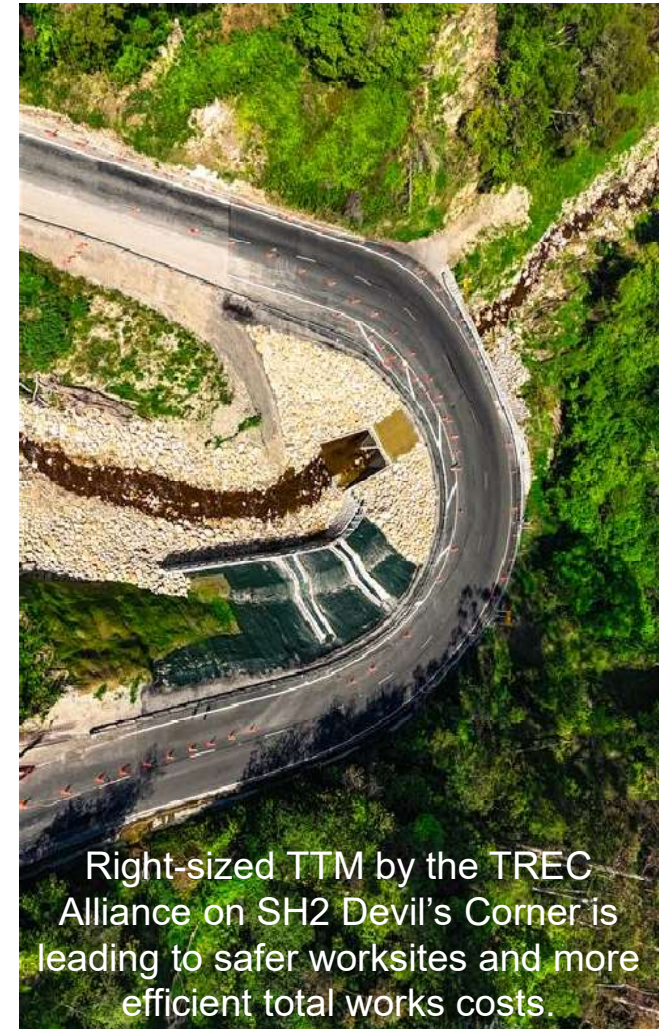
- Level of service changes.
- What to expect over the 2025 maintenance season.



NZTA transition to risk-based TTM – highlights from 2024

- As the RCA for the state highway network, NZTA made strong progress to transition from Code of Practice Temporary Traffic Management (CoPTTM) to the New Zealand Guide to Temporary Traffic Management (NZGTTM) during 2024 – some key highlights include:
 - led pilots to test the new approach in 4 regions
 - made key changes to procurement processes and our contracts with contractors
 - started phasing out CoPTTM qualifications to pave the way for a new national training and competency framework
 - introduces new TTM performance reporting measures with the Road Efficiency Group (REG).
- There is more to do in 2025. NZTA is committed to sharing knowledge, case studies, resources and regular updates with RCAs and local councils.

NZ Transport Agency







**SOUTHWELL
SCHOOL**

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Postal: PO Box 14015, Five Cross Roads
Hamilton 3252, New Zealand
Physical: 200 Peachgrove Road,
Hamilton, New Zealand

18th February, 2025

Hamilton City Council
260 Anglesea Street, Council Building
Hamilton 3240

Dear Members of the Hamilton City Council,

Re: Request for a Signal Pedestrian Crossing on Peachgrove Road Outside Southwell School

I am writing on behalf of Southwell School and the wider community of Peachgrove Road and Five Cross Roads, to formally request the installation of a pedestrian signal crossing on Peachgrove Road, directly outside Southwell School. This section of Peachgrove Road has become increasingly unsafe for our students, families, and other pedestrians who rely on safe passage across the road, particularly during school drop-off and pick-up times.

Safety Concerns

Currently, crossing Peachgrove Road is a daunting task for students and families, as the road is a major thoroughfare with high traffic volumes. This area is crossed several times a day by a multitude of students and parents. They are crossing to catch a bus, walk home, or meet their parents for transport. Many vehicles travel at significant speeds along this road, creating a situation where crossing becomes both difficult and dangerous. While some students and parents attempt to cross at unsignaled points, they face a high risk of being hit due to limited visibility and the unpredictable flow of traffic. At School rush hour there is rarely an opportunity to fully cross over the road, and this leads to students/parents taking risks by crossing halfway, which is very dangerous, especially when cars are also stopping in the middle of the road to turn into the School. It is frightening to watch.

In recent months, we have witnessed several "near misses" where students have narrowly avoided being struck by cars. These incidents highlight the urgent need for

safety measures in the form of a dedicated signal crossing, which would allow students and families to cross with security and peace of mind.

Community Impact

The absence of a safe crossing impacts not only Southwell School but also the surrounding community. Peachgrove Road serves as a link for many residents, including schoolchildren and the elderly, all of whom would benefit from an accessible crossing. A signal crossing would also help to encourage walking and biking to school, supporting Hamilton's sustainability goals by reducing vehicle congestion and pollution in the area.

Proposed Solution

We are proposing a pedestrian-activated signal crossing be installed outside Southwell School along Peachgrove Road. This type of crossing would allow pedestrians to safely stop traffic when necessary, without causing unnecessary delays. Installing a signal crossing would demonstrate Hamilton City Council's commitment to the safety and wellbeing of our community and set a precedent for prioritizing pedestrian safety near schools and residential areas. This will have a very positive impact for the community and Southwell.

In summary, the installation of a signal crossing on Peachgrove Road outside Southwell School is crucial for protecting our students, improving community safety, and encouraging active travel. We ask that this request be given priority consideration to prevent future accidents and ensure a safe environment for all. We are concerned that these issues have been shared several times over many years and the minor improvements that have been made have not really achieved the best outcome for all.

Thank you for your attention to this matter. We welcome the opportunity to discuss this further and provide any additional information needed.

Sincerely,



Damian Mills
Acting Headmaster

Kia Ora,

Im sending a copy of my submission in case I don't get the opportunity to talk on Tuesday 11th March. Also photos of significance are attached to an email from my Doenglish@gmail.com account. I will arrive before 9am, in the hope that I can speak.

These are my observations and feedback from a number of residents living on Peacockes and Waterford Road.

1. Pedestrians are struggling to cross both Waterford and Peacockes road. In particular getting to the bus stop at 8 Waterford Road. Motorists speed down the hill towards the junction with Peacockes road (accessing Peacockes to the left towards Norrie road or heading straight to the new bridge)
2. This route needs immediate traffic calming devices and preferably lower speeds. Motorist never give way to pedestrians or children on bikes when they are attempting to cross the Peacockes / Waterford intersection. I have a photo of a 12-year-old on a bike stuck in the middle of the cross (from 79 Peacockes to 2 Waterford) 4 cars turned into that intersection. The child was left exposed to motorists, coming down the hill from Norrie Road, passing behind him. Basically, sandwiched between 2 rows of cars. See photo attached.
3. The absence of a proper connected footpaths on both sides of the road forces vulnerable users, such as people using mobility scooters, to cross the road several times in order to reach their destination. There is no direct route for them on either side. The new shared pedestrian-cycle path stops shortly after the caravan park. From There onwards its intermittent grass, with a very narrow footpath. The footpaths and grass berms frequently have cars parked on them over the weekends and in the evenings. See photo attached
4. On rubbish day mobility scooter users and mothers with prams are forced onto the road because the footpaths are lined with bins and cars a frequently parked on the grassed areas that area alongside the houses.(between house and footpath). See photo of boy on bike .
5. The significant increase in traffic makes it hazardous crossing the road to Li'le Pumpkins Early Daycare centre. Local m others have complained that they struggle to cross the road. There is only a grass berm alongside the day care and only a very narrow footpath on the opposite side, filled with obstacles such as rubbish bins. See photo attached – car obstructing the grass berm.
6. There are 2 differing speed limits on this road. Very confusing, and makes no sense. A very short section at 40km, which inexplicably doesn't apply to the section by the Daycare, and another of 50km. Residents say that their homes shake with the number of cars speeding past. The new flats / apartments even have cracks in the walls.

I know there are plans to do more road works, however this is in some unknown future and residents needs safety and accessibility in this immediate time/ now. Preferably some sort of temporary safe road crossing and as well as consistent a lower speed. This is a residential area that used to have a few hundred motorists a day. However, the new bridge has increased the numbers to over 14000, according to the stats I found last year. The number of heavy-duty trucks add to the hazards. See photo attached

Busy making Hay come rain or shine







