

Notice of Meeting:

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

Date: Thursday 28 November 2024
Time: 9:30 am
Meeting Room: Council Chamber and Audio-Visual Link
Venue: Municipal Building, Garden Place, Hamilton

Lance Vervoort
Chief Executive

Infrastructure and Transport Committee

Te Komiti Tuaapapa me ngaa Waka

OPEN AGENDA

Membership

Chairperson Deputy Mayor Angela O'Leary
Heamana

Deputy Chairperson Cr Tim Macindoe
Heamana Tuarua

Members	Mayor Paula Southgate	Cr Geoff Taylor
	Cr Moko Tauariki	Cr Sarah Thomson
	Cr Ewan Wilson	Cr Emma Pike
	Cr Mark Donovan	Cr 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

20 November 2024

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Purpose

The Infrastructure and Transport Committee is responsible for:

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

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

Terms of Reference:

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

The Committee is delegated the following powers to act:

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

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

The Committee is delegated the following recommendatory powers:

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

Recommendatory Oversight of Strategies:

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

Recommendatory Oversight of Policies and Bylaws:

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

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 whaipaanga</i>	5
4	Public Forum – <i>Aatea koorero</i>	5
5	Confirmation of the Infrastructure and Transport Open Minutes of 26 September 2024	6
6	Chair's Report 28 November 2024	36
7	Transport Projects Macroscopic Approvals	43
8	Unsubsidised Minor Transport Improvements - Approval of Green Programme	102
9	Infrastructure and Assets General Managers Report	113
10	Illegal Dumping Mitigations	129
11	Resolution to Exclude the Public	139

1 Apologies – *Tono aroha*

2 Confirmation of Agenda – *Whakatau raarangi take*

The Committee to confirm the agenda.

3 Declaration of Interest – *Tauaakii whaipaaanga*

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

4 Public Forum – *Aatea koorero*

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

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

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

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

Council Report

Item 5

Committee: Infrastructure and Transport Committee

Date: 28 November 2024

Author: James Winston II

Authoriser: Michelle Hawthorne

Position: Governance Advisor

Position: Governance and Assurance Manager

Report Name: Confirmation of the Infrastructure and Transport Open Minutes of 26 September 2024

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

That the Infrastructure and Transport confirm the Open Minutes of the Infrastructure and Transport Committee Meeting held on 26 September 2024 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Confirmation of Infrastructure and Transport Unconfirmed Open Minutes 26 September 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 26 September 2024 at 9:30am.

PRESENT

Chairperson <i>Heamana</i>	Deputy Mayor Angela O’Leary
Deputy Chairperson <i>Heamana Tuarua</i>	Cr Tim Macindoe
Members	Mayor Paula Southgate Cr Ewan Wilson Cr Mark Donovan (partially via Audio Visal Link) Cr Louise Hutt Cr Kesh Naidoo-Rauf (via Audio Visal Link) Cr Andrew Bydder Cr Geoff Taylor Cr Sarah Thomson Cr Emma Pike Cr Maria Huata Cr Anna Casey-Cox Cr Maxine van Oosten Maangai Norm Hill

Maangai Hill opened the meeting with a Karakia.

1. Apologies – Tono aroha

Resolved: (Deputy Mayor O’Leary/Cr Hutt)
That the Infrastructure and Transport Committee accepts the apologies for early departure from Cr Naidoo-Rauf.

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 whaipanga

Cr Donovan declared an interest in relation to Item C2 (Ruakura Eastern Transport Corridor – Macroscopic Approval). He noted he would not take part in the discussion or vote on the item.

4. Public Forum – Aatea koorero

Djuanne Rusden spoke to Item 6 (*Chair’s Report*) in particular the impact that the parking change on Liverpool Street had on her business.

Mohammad A Basith on behalf of Waikato Muslim Association spoke to Item 7 (*Transport Projects Macroscopic Approval*) in support of a raised pedestrian crossing on outside the Jamia Mosque.

Charles Fletcher on behalf of Tamahere Community Committee spoke to Item 7 (*Transport Projects Macroscopic Approval*) in support of the staff recommendation which was Option 1 uncontrolled crossings on raised safety platforms with kerb buildouts and median refuges for all crossing points.

Melissa Smith on behalf of Bike Waikato spoke to Item 7 (*Transport Projects Macroscopic Approval*) in support of the recommended options outlined in the staff report.

Anjum Rahman spoke to Item 7 (*Transport Projects Macroscopic Approval*) in support of pedestrian improvements and outlined the history of the Mosque.

Phil Bertrand and Catherine Lang on behalf of Mātangi Community Committee spoke to Item 7 (*Transport Projects Macroscopic Approval*) in support of improvements at the intersection of Morrinsville Road/Silverdale Road/Matangi Road.

John McDonald spoke to Item 7 (*Transport Projects Macroscopic Approval*) in particular against the raised platforms, suggested that a better outcome would be signalised crossings at Heaphy Terrace and asked that further investigation be undertaken to consider other design options at the intersection of Morrinsville Road/Silverdale Road/Matangi Road.

Peter H Bos spoke to Item 7 (*Transport Projects Macroscopic Approval*) in support of the recommendation options outlined in the staff report.

Maria Sammons on behalf of Iqra Educare spoke to Item 7 (*Transport Projects Macroscopic Approval*) in support of the pedestrian improvements crossing on Heaphy Terrace that would enable safe crossing for many children to the Magical Bridge Playground which was across the road.

Jo Wriggley on behalf of Go Eco spoke to Item 6 (Chair's Report) in particular the success Thrifty Threads event and Item 7 (*Transport Projects Macroscopic Approval*) safety improvements.

Written Public Forum submissions were circulated to members ahead of the meeting and are included as Appendix 1 of the minutes of this meeting.

5.	Confirmation of the Infrastructure and Transport Open Minutes of 8 August 2024
	<p>Resolved: (Deputy Mayor O'Leary/Cr Macindoe)</p> <p>That the Infrastructure and Transport confirm the Open Minutes of the Infrastructure and Transport Committee Meeting held on 2 May 2024 as a true and correct record.</p>

6. Chair's Report

The Chair spoke her report in particular the success of the Thrifty Threads event, the process to reconsider Liverpool street parking, and the opening of Te Area Pekapeka.

Resolved: (Deputy Mayor O'Leary/Mayor Southgate)

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) requests staff provide information on feedback and consultation received and options for paid parking on Liverpool Street to the Traffic Panel and Hearings Committee; and
- c) requests staff to engage with key retailers and prepare information regarding potential opportunities to address the issue of abandoned trolleys as part of the planned 28 November 2024 report relating to the Notice of Motion - Litter and Illegal dumping.

7. Transport Projects Macroscopic Approval

The Network & Systems Operations Manager introduced the report, and noted feedback received from the community ahead of the meeting and during the public forum section of the meeting. Staff responded to questions from Members concerning funding, implications design changes, consultation process, proposed designs, different types of crossings, and Climate Emergency Response Fund (CERF) programme.

Staff Action: Staff undertook to facilitate a session with Members and NZTA (Waka Kotahi) concerning the wider implications of the National Land Transport Programme.

Staff Action: Staff undertook to confirm the implications to roundabout outside the Hamilton Jamia Mosque from proposed pedestrian crossing design.

Resolved: (Mayor Southgate/Cr Wilson)

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) refers the decision concerning the upgrade of the pedestrian crossing facilities in Heaphy Terrace outside the Hamilton Jamia Mosque to an Extraordinary meeting as soon as practicable so that NZTA (Waka Kotahi) can be in attendance and respond to questions from Members; and
- c) notes that the Committee is in support of a solution for this location of pedestrian crossing facilities in Heaphy Terrace outside the Hamilton Jamia Mosque.

Resolved: (Cr Taylor/Cr Wilson)

That the Infrastructure and Transport Committee:

- a) approves the inclusion of pedestrian and cycling facilities at the proposed roundabout at the intersection of Morrinsville Road/Silverdale Road/Matangi Road consisting of **Option 2** (assessed alternative option) - Uncontrolled crossings on side roads approaching roundabout with raised safety platforms with kerb buildouts and median refuges on Silverdale Road and the left turn slip lane, dual signalised crossing with no raised safety platform but kerb buildouts and median refuges on Morrinsville Road (SH26); and
- b) notes that the desire of the Committee that the crossing at Silverdale Road be located further back from the intersection.

The meeting was adjourned 10.50am to 11.11am during the discussion of the above item.

The meeting was adjourned 12.12pm to 12.17pm during the discussion of the above item.

8. NZ Transport Agency Funding approvals for 2024-27

Executive Director Commercial & Advisory took the report as read. Staff responded to questions from Members concerning the upcoming information session on implications of the National Land Transport Programme 2024-27.

Resolved: (Deputy Mayor O’Leary/Mayor Southgate)

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) notes that the 2024-34 Long Term Plan included an assumption that NZ Transport Agency subsidy had a high level of uncertainty and that there may be a need to reprioritise programmes to ensure compliance with Council financial strategy;
- c) notes that work is continuing with the footpath renewals as scheduled for 2024/25 as part of the delegation allowing Renewals and Compliance to be managed at an all of Council activity level and across three years;
- d) notes that if the transport capital projects and programmes are not reduced from their gross current approved funding amounts in Councils 2024-34 Long Term Plan then Councils financial strategy is highly likely to be breached, given the significant amount of assumed NZ Transport Agency subsidy not being approved in the National Land Transport Programme 2024-27 for those programmes;
- e) 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;
- f) requests the Chief Executive to report to the 28 November 2024 Infrastructure and Transport Committee meeting with:
 - i. the macroscope in accordance with the Transport Project Decision Making Framework for the projects that have been approved to be subsidised out of the National Land Transport Plan 2024-27 Local Roads Improvement Programme for approval;
 - ii. the potential opportunity to receive NZ Transport Agency funding from the contestable national Low-Cost Low-Risk programme for projects that deliver on economic growth and productivity, increased resilience and value for money as the criteria are better understood;
- g) requests the Chief Executive to ensure that all transport capital projects and programmes that have not received expected subsidy through the National Land Transport Plan 2024-27 funding decisions be paused until options are considered at the 31 October 2024 Council meeting, noting that the Chief Executive will use discretion to complete any urgent safety or other work which relates to the local road improvement capital programme; and

- h) notes that staff will be continuing with all of the transport committed carry over projects identified in paragraph 52 of the staff report and which are supported by carryover subsidy funding, including progressing applications for support funding for the projects advised as probable for funding.

The meeting was adjourned 12.54pm to 1.46pm

Cr Naidoo-Rauf retired from the meeting during the above adjournment.

Mayor Southgate left the meeting during the above adjournment.

9. Regional Infrastructure Technical Specification (RITS) – Approval for Consultation

The Asset Management Principal took the report as read. Staff responded to questions concerning climate considerations.

Resolved: (Deputy Mayor O’Leary/Maangai Hill)

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) approves Co-Lab to undertake targeted consultation on the proposed Regional Infrastructure Technical Specifications (RITS) version 2, with consultation starting in October 2024 for a period of 1 month; and
- c) notes that staff will report back to the Infrastructure and Transport Committee with a summary of feedback received by Co-Lab during consultation and any proposed changes made as a result of submissions; and seek approval of the committee to adopt the final revised Regional Infrastructure Technical Specification document on behalf of Council.

10. Illegal Dumping & Litter Improvement Options

The Operate & Maintain Unit Director took the report as read. Staff responded to questions from Members concerning funding, use of camera footage and education campaigns.

Resolved: (Cr Thomson/Cr Wilson)

That the Infrastructure and Transport Committee:

- a) receives the report; and
- b) requests staff prepare the following proposals concerning Illegal Dumping & Litter for consideration in the 2025 Annual Plan, noting this a request for information and any budgeting decisions will be made as part of the Annual Plan process;
 - i. increased proactive measures of monitoring, enforcing and community engagement relating to illegal dumping with a budget of \$317,000 opex;
 - ii. smart bins trial which aims to achieve operational efficiencies servicing bins across the network and free up resource to improve litter management at bus-stops;
 - iii. to address litter and illegal dumping in the river corridor and support community-led litter and illegal dumping initiatives, giving consideration to partnership and external funding opportunities, and that the initiatives will be developed in consultation Cr Thomson, Cr Casey-Cox, Cr Donovan, Cr Pike and Maangai Hill.

Mayor Southgate re-joined meeting (1.49pm) during the discussion of the above item. She was present when the matter was voted on.

11. Infrastructure and Assets General Managers Report

The report was taken as read.

Resolved: (Cr O'Leary/Cr Wilson)

That the Infrastructure and Transport Committee receives the report.

12. Resolution to Exclude the Public

Resolved: (Cr Wilson /Cr Van Oosten)

Section 48, Local Government Official Information and Meetings Act 1987

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

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

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Infrastructure and Transport Public Excluded Minutes of 8 August 2024) Good reason to withhold) information exists under) Section 7 Local Government) Official Information and) Meetings Act 1987	Section 48(1)(a)
C2. Ruakura Eastern Transport Corridor – Macroscopic Approval		

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)
	to enable Council to carry out negotiations.	Section 7 (2) (i)

The meeting moved into the public excluded session at 2.14pm.

The meeting was declared closed at 2.24pm.

Appendix 1

15/8/24

To whom it may concern.

I read with a mixture of interest and horror, the **article in the Waikato times Saturday August 10th**, reporting on a recent Hamilton City Council meeting debating the upgrade to the Silverdale Rd/Morrinsville Rd/Matangi Rd intersection footpathing and raised crossing points.

My horror, being directed to the following newspaper reported comments.

Some councillors tried to exclude the crossings, with one saying there's no safety benefit to pedestrians who "simply aren't there".

It was councillor Andrew Bydder - who felt the number of pedestrians in the area was "zero" - who suggested an amendment to exclude raised crossings.

Councillor Geoff Taylor was concerned a graphic showed two raised crossing sites. "It worries me that they're in there," he said.

But Bydder felt clearer direction was needed on the crossings so that staff didn't waste time and money "on stuff we are very unlikely to support". Raised crossings wouldn't provide "any beneficial safety to people that simply aren't there".

Councillor Ewan Wilson said the community felt raised platforms weren't needed and "we don't need to add the complexities" to the roundabout.

Due to work commitments, I travel the area frequently and depending on the time of day I can see many pedestrians. If I pass by just before or just after the school hours, the area is heavily pedestrianised by school students.

Adjacent is Berkley normal middle school with a roll of about 770 students, along with Hillcrest High school with a roll of about 1706 students, also Silverdale normal school with a roll of about 331 students. **Yes, you are reading this correctly, 2807 students within a stone's throw of this intersection.**

It is noteworthy that in the last week, a student has been struck by a vehicle at the light-controlled crossing just up the hill from the proposed roundabout and at the time of me penning this letter, remains in a serious condition at Waikato Hospital.

I have spoken with a friend of mine who worked at Berkley normal middle school for 23 years, and in that time, there were students being injured on the crossing or on their bikes on Morrinsville Rd, with injuries ranging from superficial to serious. Please keep in mind that this is a light-controlled crossing, and we are still having plenty of accidents.... My belief is that not only should we be catering to the needs of pedestrians at this new roundabout, but doing so in a way that keeps pedestrians as safe as possible, especially in light of the fact that a huge number of them are young students, from 11 years old and upwards.

I also note in the photo provided in the paper, that new footpathing extends in the Morrinsville direction, where there are more residential homes and more currently being built. One can presume that their children will also need to transit the area for scholastic needs.

I applaud the following councillors' comments in the newspaper article;

Committee chairperson Angela O'Leary felt councillors needed to trust the process staff had outlined.

Southgate said she was tired of some of the talk over speed bumps. "Not all speed bumps are created equal and everybody would assume they are from the simplicity of the rhetoric sometimes

we hear.” “Ones that [the fire service, for example](#), don’t have an issue with, the later designs and approaches.”

Councillor Louise Hutt noted there were three schools in the area: “Kids crossing the road safely to get to school...is a very normal thing to care about and to want for our city.”

Councillor Maxine van Oosten said ruling crossings out now would be “premature”.

I can understand that if a councillor does not live in the area, they may well pass by the intersection when foot traffic may be minimal. But before you even add the number of general residents, there is already an extremely large pool of school pedestrians in the area.

I appreciate all councillors who try to work effectively within a budget, and get more bang for our buck, but in this instance, I believe that the footpathing in this area should be designed to keep our pedestrians and children as safe as possible.

Kind Regards Glenn Otton.

I am writing in support of this proposal in its entirety.

An update to the intersection to make it safer for everyone, including pedestrians and cyclists is a fabulous idea.

As someone who walked that path twice a day for near two years I cannot stress how vital these improvements would be. I have friends that run and walk this path at least twice a week and I regularly see people walking dogs and kids moving too and from Hillcrest High and Silverdale Normal School.

Also, I believe a roundabout will help slow traffic which every weekend includes people who decide to race down Morrinsville Rd at incredibly irresponsible speeds.

Please vote in favour of this proposal in its entirety. Be on the correct side of a good decision.

Rowan

To whom it may concern

I would like to submit my thoughts on pedestrian and cycling facilities for the proposed roundabout at the SH26/Silverdale Road/Matangi Road in the hope that these will be considered in HCC deliberations on the 26th September 2024.

As traffic flows from Matangi Road into Hamilton City seem reasonably evenly split between those heading to the Hillcrest roundabout and those heading for Silverdale Road/SH26. I think the slip lane as currently proposed is fit for purpose and will help to keep traffic from backing up along Matangi Road during peak times. Traffic volumes are not high on this leg and pedestrians and cyclist only have one lane to cross. They can wait for a break in the traffic and if a raised crossing is installed in this location it should suffice in terms of both safety and access.

However for the SH26 crossing as this is two lanes and quite busy, I think this crossing should be both raised and have light controls similar to the crossing further up Morrinsville Road that caters

to Barclay students. If this is not affordable in the current plan could HCC at least install the service ducts so that it is future proofed if these lights are deemed necessary at some stage.

In terms of shape, the main thing is that, as HCC Staff have mentioned, it needs to be wide enough to slow traffic on SH26 down to 25 -30km/hr on the approaches. In terms of whether the crossing are set back from the give way thresholds, I will leave that decision to your traffic engineers. The key issue here is that if they are close to the threshold, traffic exiting the roundabout will be held up on the roundabout (even if they are set back this could still be the case). However this is easily dealt with by roadmarking making sure that the roundabout pathways are kept clear if the crossings are in use (There are several instances of roundabouts operating in this manner around the city)

I would think the Silverdale Road crossing could just be raised with a refuge in the centre of the lanes.

As part of the opening process some advertising and education in the local area around how to use these facilities safely would be helpful. WDC are looking to tie in footpath upgrade works on Matangi Road with this project and would advise HCC to look at the Silverdale Road footpath up the hill at this time as well.

Regards Mike Keir
Tamahere Woodlands Ward Councillor
Waikato District Council

Submission in Support of Morrinsville/Silverdale Roads Intersection Upgrade and Footpath Installation along Morrinsville Road

To Whom It May Concern,

I am writing to express my strong support for the proposed upgrade of the Morrinsville/Silverdale Roads intersection and the installation of a footpath along the length of Morrinsville Road. These improvements are crucial for enhancing safety, accessibility, and overall quality of life for residents, pedestrians, and motorists in the area.

1. Safety Concerns

The current state of the Morrinsville/Silverdale Roads intersection presents significant safety hazards. The intersection is a busy junction with heavy traffic flows, the merging traffic across the 80km speed limit, with unclear site lines and signalling from drivers has resulted in numerous near- miss incidents and accidents. An upgrade to this intersection is essential to mitigate these risks.

Improved traffic management, a roundabout, reduced speed limit and removing the current passing lane would greatly reduce the likelihood of collisions and enhance the overall safety of all road users.

2. Pedestrian Accessibility

Morrinsville Road lacks a continuous footpath, forcing pedestrians to walk on the road shoulder or grass verge. This is not only inconvenient but also dangerous, for all people but especially children, the elderly, and those with disabilities. The installation of a footpath along the entire

length of Morrinsville Road would provide a safe and accessible route for pedestrians. There are a number of young families living in the area – this includes East Ridge Grove residents who would benefit greatly from pedestrian and cycle access to attend the local primary, intermediate and high schools. We currently have to drive our children to due to the lack of infrastructure and safety issues with the current road layout and speed limits. We note that previous discussions at council had concerns about the level of use but the current layout and speed makes the whole area unsafe and unsuitable for walking and cycling which is why there is minimal use. If there are concerns we encourage the councillors to survey the residents to get a more realistic picture on the potential use and community benefits of the proposed changes.

3. Community Benefits

The proposed improvements would have a positive impact on the community. Safer intersections and pedestrian pathways would encourage more local engagement, with residents feeling more comfortable walking or cycling to nearby amenities. This could also benefit local businesses by increasing foot traffic.

4. Environmental Impact

Encouraging walking and cycling through the provision of a footpath can contribute to a reduction in vehicle emissions, as more residents may choose these environmentally friendly modes of transport over driving. This aligns with broader goals of sustainability and environmental responsibility, which are increasingly important to the community.

5. Future-Proofing the Area

As the Newstead/Matangi area continues to grow, the demand for safe and efficient transport infrastructure will only increase. Upgrading the intersection and providing a dedicated footpath are proactive measures that will future proof the area, accommodating both current and future needs. It is essential that infrastructure development keeps pace with residential and commercial growth to prevent future congestion and safety issues.

Conclusion

In conclusion, the upgrade of the Morrinsville/Silverdale Roads intersection and the installation of a footpath along Morrinsville Road are necessary that will significantly improve safety, accessibility, and quality of life for all residents. I strongly urge the council to prioritize and expedite these much-needed improvements.

Thank you for considering my submission. Yours

sincerely,

Gemma Hickman

Hi Matt,

I would like to add my voice to those in favour of the proposed changes to Morrinsville rd and the intersections with Silverdale and Matangi road.

I would note recently publicity around two councillors suggesting there are insufficient pedestrians to justify protected road crossings. I started utilising Matangi rd for exercise during the Covid lockdowns and continue to do so frequently. I live in Silverdale rd and that means I have to cross Morrinsville and Matangi road. I also use this route to access the south side of Morrinsville road (into Berkley ave) and to walk to Ethos and New World). I regularly see school children making the same crossing as well as runners, dog walkers and other pedestrians (presumably Matangi road residents or people exercising like myself). Given that children have been hit further up Morrinsville road, I suspect it will only be a matter of time for another incident in the proposed area if changes do not go ahead. Personally I admit I don't care about the form of the crossings (whether or not they are 'raised') but having crossings of some form will be a game changer.

I would add that my walking/running club (HMC Runners & Walkers) have utilised Matangi road in our training. We have also walked down Morrinsville road, so the shared path will be a huge benefit (and I'm please to hear Waipa Council support extending this to LIC). We are based at Ruakura and are looking forward to the prospect of a shared path around the entire Ruakura rd/Morrinsville rd/Silverdale rd 'block' as well as improved access to Matangi rd.

I believe changing the nature of the intersections will also be of benefit for road users. We have heard a number of 'fender benders' from our residence at the top of the hill up from the intersection.

Thankyou for the opportunity for input.

Cheers,
Phillip Treweek

Subject: submission he HCC Infrastructure and Transport Committee on the SH26 (Morrinsville Road) - Fit for Purpose Works Project

1. I am a Tamahere resident and frequently cycle from home to the University via SH26/Silverdale Road.
2. I'd like to make a written statement for the 26 September 2024 meeting of HCC's Infrastructure and Transport Committee.
3. I've read the background to the SH26 Morrinsville Rod project and the minutes of the HCC's Infrastructure and Transport Committee meeting held on 8 August 2024
4. I strongly support that the design of the road and roundabouts on the Cambridge Road to Expressway overbridge (currently called SH26) include a shared path for walking and cycling.
5. Separated paths ensure users feel safe; they also encourage cycling and walking (if you don't build them we can't use them; relying on current use statistics will count only the people brave enough to use the current system rather than those who would like to use it if it was safer.) The current Silverdale Road/Matangi Road/SH26 section is a nightmare for cyclists.

6. Separated paths also encourage connectivity between and within regions.

Nga mihi

Janis Swan *PhD, FNZIFST, DistFEngNZ (rtd), MNZM*

Sir,

I live in East Ridge Grove and we are desperately needing a pedestrian/ cycle path on the north side of Morrinsville road, SH26.

My reasons are personal but we are a growing community and I believe most in the area would agree.

Firstly one of my sons has been diagnosed with ADHD and Autism, he purchased an electric tricycle but is afraid to take it out of our street onto the highway, he wanted independence but has to settle on catching rides with others. He loves the garden cycle paths when following his siblings but is too scared to get there by himself with having to negotiate Morrinsville road.

Secondly my wife is operating a Home Based ChildCare Business with four children in her care. They love to get down to the park on the corner, but to do so they have to cross the highway twice. They use the southside grass area to ascend and descend from & to the park as the northside of the highway doesn't have a uninterrupted path and even the path that is there is very narrow and not suitable.

Thirdly I occasionally use the brilliant bus service, Meteor. I use the northside path to get to the Silverdale road stops and on several occasions have to resort to walking on the road as the path is too narrow or blocked, and this is an 80k/h road. This is not suitable for School children and is actually dangerous.

There is a growing number of subdivisions on Morrinsville road and a path is a critical requirement.

As far as raised pedestrian crossings at the proposed roundabout are concerned, I don't think we need raised crossings but simple crossing stations on each median strip would be appreciated. We don't really want bumps on our highway.

Regards,

Mike and Leeann Johnson

Subject: Heapey Terrace Pedestrian improvements

Dear HCC

I wanted to write a short note to strongly support the proposal to upgrade pedestrian crossing facilities on Heapey Terrace. Having read the report I support the staff recommendation for Option 1 as it is the cheapest for the local ratepayer, the quickest to implement, and the safest for local residents.

I am writing in two capacities. First as a local Claudelands resident who frequently uses the park and struggles to cross Heapey Terrace. The current safety concerns are considerable. At present the park is marooned from the local community, and any users have to try and dash across the road. I want to highlight that this becomes much more dangerous when there is an event on, as the visibility and safety becomes very low when the road is used for on street parking for the

event centre. I especially worry that children, those with mobility issues, or the elderly trying to access the park are taking undue and entirely preventable risks to get there.

Second, I am also a Professor of Environmental Planning at the University of Waikato and think it is vital that we improve the ability of the local community to access the biggest public park in the area, especially since the investments in playground facilities and cycle and walking paths.

We have invested so much in creating a fantastic local amenity, which is heavily used by many different groups throughout the day, and it makes complete sense we should make it safe for residents to access the resource we have created.

Ngā mihi
Iain

Professor Iain White
Assistant Vice-Chancellor Impact
Horizon Europe National Contact Point: Climate, Energy and Mobility
<https://profiles.waikato.ac.nz/iain.white>
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Hamilton 3240 | New Zealand



Subject: Heaphy Terrace pedestrian crossing

Infrastructure and Transport Committee

Kia ora koutou

I wish to strongly support Option 1 for the paired zebra crossing with kerb buildout and RSP in Heaphy Terrace, near the mosque. This road is getting busier and busier, and at times, it is very hard to cross safely. The raised platform will reduce vehicle speeds so anyone hit will survive; the kerb buildout will reduce the amount of traffic lanes to cross for pedestrians, and will help children, disabled users, and dog walkers to cross the road safely.

This area has a lot of pedestrians and cyclists. Not only are there all the people using the mosque and childcare centre, but many people cross the road to walk dogs in the park, take children to the playground, or visit the church near here. I can see very few problems in implementing this project, especially since most of the funding will be provided by NZTA Waka Kotahi.

I urge the Committee to approve the recommendation in the Council Report, and listen to local residents who are the main users of the park, mosque and church.

Ngā mihi Wendy Lee

Subject: Heaphy Terrace crossing

Kia ora,

I see the Heaphy Terrace proposed crossing is up for debate at the upcoming Council meeting on Thursday.

While this crossing is already funded, it seems that there is now debate over whether it should have a raised crossing and kerb build outs.

Please include the following from Parents of Vision Impaired NZ for inclusion at the upcoming Council meeting:

Parents of Vision Impaired notes the following points from our attached position statement:

PVI recommends that local councils:

1. **Design, construct, maintain footpaths, crossings, paved areas and streets in ways, which facilitate their safe and practical use [for blind and low vision persons].**
2. **Address specific road safety issues raised by people with disabilities. These include problems with specific pedestrian crossings and intersections and uneven footpath surfaces.**

With regards to the Heaphy Rd proposed crossing, we note that the provision of signalised crossings and kerb cuts are the best practice to enable access for disabled persons, and in particular, safe crossing access for blind and low vision children and adults.

Currently, the crossing near the roundabout is a disaster and incredibly unsafe. Even fully sighted children struggle to cross this road safely. It is necessary to better configure this area to allow the school children to cross safely - and even more imperative to reconfigure in order to ensure that disabled children can safely cross this road.

It is disappointing to hear that Hamilton City Council is reconsidering best practice. Disabled children have a right to be able to travel independently, just like non-disabled children. This means providing adequate infrastructure in the form of signalised crossings and kerb cuts to enable this.

Lastly, apologies that I cannot be there in person. My disabled child has recently had a tonic- clonic seizure (previously known as a 'grand mal'). This creates additional challenges for her and us, and means we are even more thankful for signalised crossings. In the meantime, I am less able to attend Council meetings and present our case in person. I trust this written submission will suffice for now.

Ngaa mihi Rebekah Graham

Dr Rebekah Graham

PhD, PGDipPracPsyc(Comm), MAppPsy(Comm)

National Executive Officer and Registered Community Psychologist

Parents of Vision Impaired (NZ) Inc | www.pvi.org.nz

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0226215740 | E: rgraham@pvi.org.nz

Providing a community to support parents of children with vision impairments.

Recent publications:

Working Together to Support Self-Determination for Tāngata Kāpō (Blind and Low Vision)

Māori: An Exemplar. By Bridgette Masters-Awatere, Rebekah Graham, and Chrissie Cowan. *Int.*

J. Environ. Res. Public Health, 21(3); <https://doi.org/10.3390/ijerph21030343>

Parent Perspectives on Engaging with Educators and Specialist Staff by Rebekah Graham

and Rebekah Corlett. *Journal of the South Pacific Educators in Vision Impairment*, 16(1).

[JSPEVI Journal - SPEVI](#)

What do we know about the intersection of being blind and being Māori in Aotearoa New

Zealand? Taking an applied community psychology approach to a systematic review of the published literature. *Journal of Community and Applied Psychology*. Link:

<https://onlinelibrary.wiley.com/doi/full/10.1002/casp.2700>



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Providing a community to support parents of children with vision impairments

Position statement on accessing public buildings

A fully inclusive society recognises and values disabled people as equal participants¹. Reasonable and practicable access to buildings for people with disabilities is acknowledged in the United Nations Convention on the Rights of Persons with Disabilities (ratified by New Zealand in 2008) and as a right under the New Zealand Human Rights Act (1993). More on the UNCRPD is included at the end of this statement.

People who experience disability have equal rights to access the physical environment and public spaces including education, employment, recreation, and participation as citizens. PVI recognises that access is a critical issue for people experiencing disabilities. Lack of access to buildings and other facilities is an obstacle in obtaining employment, education, housing, entertainment, health care and other services.

The NZ Government's main tools for providing for accessibility of the built environment are the Building Act 2004, the Building Code and its Acceptable Solutions and the New Zealand Standard NZS 4121, summarised as the Building Regulations. The basic objective of the Building Act, as stated in section 118, is that people with disabilities must be able to 'carry out normal activities and processes' in the building.

An accessible building is one which people with disabilities can use in the same way as anyone else. An accessible building must be considered in the context of an accessible journey encompassing the route to the building (approachability), the route through the building (accessibility) and the facilities within the building (usability).

The advantages of an accessible building apply to the population as a whole and not just those with disabilities. For example mothers with pushchairs and older people may have the same access requirements as people with a temporary or permanent disability.

Broadly speaking, PVI supports the following comments made by those consulted with by MBIE² for their 2014 report regarding how to strengthen the current regulations and processes to promote accessibility:

- Developing a more aspirational model of access
- Improving information and increasing awareness about how to make buildings accessible
- Improving understanding of the benefits of accessible buildings

¹ Human Rights Commission. Better design and buildings for everyone: Disabled people's rights and the built environment

² See <https://www.mbie.govt.nz/dmsdocument/7303-malatest-report-access-to-buildings-for-people-with-disabilities>

- Promoting a universal design approach to facilitate understanding that access is not just for people with disabilities
- Changes to the regulations to update them, remove gaps and inconsistencies between the Building Code and NZS 4121
- Improved guidance about expectations when buildings are being altered.

Position statement on physical access to public spaces

People with disabilities should not be prohibited from participation in their chosen recreational, social or employment activities because of architectural or attitudinal barriers. The barriers to the participation of disabled people in society occur far too often in the built environment. The step, heavy door and entry phone at the entrance to a building; the lack of colour contrasting on busy thoroughfares; and the high positioning of lift buttons and door handles all act as barriers to people with disabilities. With a little thought for access needs, the environment could easily be designed to be accessible.

PVI believes that people with disabilities ought to have equitable access to public services, facilities and environments.

PVI recommends that local councils:

1. Design, construct, maintain footpaths, crossings, paved areas and streets in ways, which facilitate their safe and practical use.
2. Address specific road safety issues raised by people with disabilities. These include problems with specific pedestrian crossings and intersections and uneven footpath surfaces.
3. Design, provide and monitor the use of mobility parking which is physically accessible, affordable, safe to use and appropriately located.
4. Ensure parking provisions for people with physical disabilities are retained or enhanced when 'green' anti-car measures are implemented in central cities, by giving these parking provisions proper legislative standing.
5. Enforce regulations relating to footpaths and streets to allow people with disabilities to move about unobstructed (this includes, for example, cars parked across entrance ways and sandwich boards on footpaths).
6. Ensure all Council services, facilities, amenities and places of recreation (for example parks and beaches, galleries, libraries and cultural venues) maximise the opportunities for people with disabilities to attend and participate.
7. Employ general design principles appropriate for people with disabilities in any re-development or new building undertaken.
8. Enforce statutory requirements for buildings and amenities to ensure their compliance with Building Act, Building Code and NZS4121: 1985 Code of Practice. New Zealand Standard 4121: Design for Access and Mobility - Buildings and Associated Facilities.
9. Consult people with disabilities in the early planning and design stages of new developments and redevelopment.

10. Develop and implement (with appropriate consultation) a standard of excellence for building access.
11. Provide pedestrian traffic signals which maximise the ability of people with visual and hearing impairments to move about safely.
12. Provide appropriate designated changing facilities at Council swimming pools and facilities.
13. Identify and resolve bus and other public transport barriers.
14. Facilitate an appropriate range of levels of access to parks and outdoor facilities.

PVI also supports the position of **Blind Low Vision NZ** with regards to public spaces. Their position statement is included in full below.

Supporting documents for our position statements are the New Zealand Disability Strategy, the United Nations Millennium Development Goals, the UN Habitat Forum on Disability Inclusion and Accessible Urban Development, and the UNCRPD. Relevant aspects of each of these are outlined in turn after Blind Low Vision NZ's position statement.

Blind Low Vision NZ position statement on public spaces

<https://blindlowvision.org.nz/about-us/position-statements/>

Issue

Public spaces and buildings are not fully accessible for people who are blind or have low vision.

Statement

The RNZFB Board believes that:

- The needs of all users of public buildings and spaces must be taken into account in developing infrastructure in New Zealand.
- It is time to develop and legislate for a mandatory standard of access to public spaces and buildings.

Background

For many blind people, the built environment acts as a barrier to their participation in the community. The inability to fully access the facilities that everyone else in the community takes for granted – footpaths, cafes, public buildings, swimming pools, libraries, sporting facilities and movie theatres – limits independence and impacts on quality of life.

Most often access to the built environment is thought of only in terms of wheelchair access within buildings and carparks. Blind or low vision users are often not considered.

Blind people and those with low vision must be able to use footpaths safely and effectively. When cyclists and pedestrians share pathways, there is an increased potential for pedestrians to be injured. Cyclists move more quickly than pedestrians move and blind people and those with low vision often cannot hear them.

There are existing standards that apply to the built environment, such as the New Zealand Standard 4121:2001 Design for access and mobility: Building and associated facilities [by authority of compliance document for clause D1 Access Routes of the New Zealand Building Code].

What Blind Low Vision NZ Will Do:

- Encourage blind people to express their needs and explain when something is not accessible.
- Work with infrastructure specialists, local authorities, building developers, owners and local and central government to advise how to improve access to public buildings and the built environment, and contribute to accessibility audits.
- Seek an undertaking from the Property Council of New Zealand to reduce constraints for blind and low vision users of public spaces and buildings.
- Support efforts to enshrine universal design in the Building Act and the Building Code and establish mandatory access standards for public building and spaces.
- Increase public awareness of how making the environment accessible for people who are blind or have low vision benefits everyone.

What Blind Low Vision NZ Wants Government to Do:

- Investigate what comparable countries are doing to create the conditions where building developers, designers and owners design for all users when designing, upgrading, modifying and retrofitting public buildings and spaces.
- Ensure that public sector procurement practices for public spaces and buildings specify accessibility standards.
- Support efforts to enshrine Universal Design in the Building Act and the Building Code and establish mandatory access standards for public building and spaces.
- Amend legislation and regulations to set a clear expectation of what access standards must be.
- Require access audits to be included in the design process and to be reviewed (as are fire safety standards) and adhered to.
- Remove shared use paths until minimum safety standards are met.
- Give priority and sufficient resources to the implementation of the Malatest Report on the revision of the Building Code and NZ Standard 4121.
- Enact a comprehensive accessibility law that will provide enforceable standards for all aspects of the built environment.

The New Zealand Disability Strategy

The New Zealand Disability Strategy guides the work of government agencies on disability issues from 2016 to 2026.

The vision of the New Zealand Disability Strategy is:

New Zealand is a non-disabling society - a place where disabled people have an equal opportunity to achieve their goals and

aspirations, and all of New Zealand works together to make this happen.

Outcome 5: Accessibility³. We access all places, services and information with ease and dignity. What this means:

- Disabled people are consulted on and actively involved in the development and implementation of legislation and policies concerning housing (home ownership, social housing and private rentals), transport (public and private), public buildings and spaces and information, communication and technology.
- Universal design is understood, recognised and widely used.
- All professionals involved in accessibility have a good understanding of the principles of universal design and the needs of disabled people and take these into account in their work.
- We enjoy and are fully included in artistic, cultural, sporting and recreation events whether as spectators or as performers.
- Decision-making on issues regarding housing, transport, public buildings and spaces and information, communication and technology is informed by robust data and evidence.

United Nations Millennium Development Goals

PVI agrees with the following recommendations on the Millennium Development Goals (MDGs) as outlined in the Position paper by Persons with Disabilities⁴. Realizing through an enabling environment the full potential of persons with disabilities (MDG's 6, 7, 8, 9 and 11).

Recommendation 2.5: Promote universal design and remove barriers to public accommodation, transport, information, and communication to facilitate the participation of persons with disabilities in education, employment and social life; in line with CRPD Articles 9, 11, 19, 21 (e), 24, 27, 28 and 30, e.g. access to ICTs, in order to enable communication, promotion of sign languages and forms other than traditional written and verbal communication.

Recommendation 2.6: All such investment and infra-structure development should be guided by the principle of ecologically sustainability and universal design.

UN Habitat Forum on Disability Inclusion and Accessible Urban Development

The UN Habitat Forum on Disability Inclusion and Accessible Urban Development was held in Nairobi, 28-30 October 2015, in advance of the Third UN Conference on

³ See <https://www.odi.govt.nz/nz-disability-strategy/outcome-5-accessibility/>

⁴ See <https://sustainabledevelopment.un.org/>

Housing and Sustainable Development (Habitat III), Oct 2016. The 5 key recommendations developed from this Forum are:

1. Promoting accessibility as a collect good and a key component in urban policy, design, planning and development.

- Accessibility shall be actively promoted as a collective good that benefits all.
- Accessibility facilitates full and effective participation of all and should therefore be incorporated and actively promoted as an integral component of good policy to achieve inclusive and sustainable urban development. A city that is well designed is designed for all.
- Accessibility is a precondition for their enjoyment of human rights and is a means for economic, social, cultural and political empowerment, participation and inclusion.
- An accessible and disability-inclusive urban development agenda can be realized everywhere. This requires strong commitments in concrete terms, which include inclusive and disability-responsive urban policy frameworks, appropriate regulatory structures and standards, "design for all" approaches in planning and design, and predictable resource allocations. It also requires active and meaningful participation of persons with disabilities and their organizations, as rights-holders and as agents and beneficiaries of development during all stages of the urbanization process.

2. Accessible Housing and built infrastructures as key elements for sustainable and inclusive cities

- Integrated approaches to housing, and positioning housing at the centre of inclusive urban development, need to take account not only of environmental sustainability, diversity (including disability) and financial aspects, but also human rights.
- Universal design, as a concept and principle, should be reflected in designs and plans for new built environments and in renovations to existing buildings and facilities to ensure they are accessible for all.
- Building standards, laws and effective enforcement mechanisms are essential to ensure accessibility, availability, affordability and quality of housing and public services for all, including persons with disabilities.

3. Accessible transportation, public spaces and public services

- Integrated transportation facilities and services not only provide accessibility for all but are also reliable and affordable. They drive sustainable and inclusive growth and change.
- Inclusive transportation requires continuity of accessibility throughout travel chains, meaning all elements of a journey from the starting point to the final destination include accessible entranceways.
- Integrated urban policy and plans must identify and address gaps in accessibility in public spaces and from one built environment to another.

- Social equity requires that the costs of accessible transportation and basic public services shall not be borne fully by users who require services since these are essential to ensure opportunities for full and effective participation in social, economic, cultural and political life for persons with disabilities.

4. Accessible Information and communication technologies (ICTs) for building inclusive, resilient and smart cities and communities

- Governments should develop accessible ICTs, including mobile applications, government websites, public kiosks and automated teller machines, and should include the use of accessible ICT services in their urban development plans.
- The rapid pace of development and innovation in ICT products and services means that assistive and adaptive devices and technologies are not always compatible and the cost of many such technologies limits access for persons with disabilities, particularly in low-income and middle-income countries. Governments should promote and facilitate research, development and mainstreaming of accessible ICT products and services by including accessibility requirements in public procurement exercises for ICT products and services used by public organizations or their customers or staff.
- Many national telecommunication authorities have universal service goals which recognize affordability and access to networks as a right; consideration shall be accorded urgently to accessibility as a third universal service goal.

5. Full and active participation of persons with disabilities and broad-based multi-stakeholders partnership for advancing inclusive and accessible urban development

- The Sustainable Development Goals message to “leave no one behind” seeks to ensure that the targets are met for all peoples and segments of society, including persons with disabilities in cities.
- Achievement of a truly inclusive New Urban Agenda, where no one is left behind, requires a holistic and people-centred approach that informs, engages, and involves persons with disabilities and their organizations in all aspects of urban development, in particular in their access to adequate housing.
- The New Urban Agenda should further the advancement of accessibility for all with respect to the right to adequate housing, the built environment, public spaces, transportation, facilities and services and ICTs.
- A New Urban Agenda cannot be achieved unless it responds to the needs and rights of everyone, including the estimated one billion people with disabilities

The United Nations Convention on the Rights of Persons with Disabilities (UNCRPD)⁵

The aim of the UNCRPD is to promote, protect and ensure the full and equal enjoyment of all human rights and fundamental freedoms by all persons with disabilities, including an obligation to promote respect for their inherent dignity. The UNCRPD contains a preamble and 50 articles.

Article 19 obligates signatories to 'recognise the equal right of all persons with disabilities to live in the community with choices equal to other.' Article 19 has a particular focus on people's ability to choose their place of residence; to access the community supports they need to prevent isolation or segregation; and to access

mainstream community-based services and facilities that are in turn, responsive to their needs⁶.

PVI supports the UNCRPD, and particularly notes the following general obligations for persons with disabilities:

"to undertake or promote research and development of universally designed goods, services, equipment and facilities, as defined in Article 2 of the Convention, which should require the minimum possible adaption and the least cost to meet the specific needs of a person with disabilities, to promote their availability and use, and to promote universal design in the development of standards and guidelines⁷."

"to enable persons with disabilities to live independently and participate fully in all aspects of life, States Parties shall take appropriate measures to ensure to persons with disabilities access, on an equal basis with others, to the physical environment, to transportation, to information and communications, including information and communications technologies and systems, and other facilities and services open or provided to the public, both in urban and in rural areas⁸."

The **United Nations High-level Meeting on Disability and Development** (2013) in its action-oriented Outcome Document stressed the importance of ensuring accessibility for and inclusion of persons with disabilities in all aspects of development and giving due consideration to all persons with disabilities in the **2030 Agenda for Sustainable Development**.

The Outcome Document further called for actions to ensure accessibility, following the universal design approach, by removing barriers to the physical environment, transportation, employment, education, health, services, information and assistive devices, such as ICTs, including in remote or rural areas, to achieve the fullest potential throughout the whole life cycle of persons with disabilities⁹.

⁵ See Accessibility and Inclusion of Persons with Disabilities in Urban Development,

[https://www.sheltercluster.org/sites/default/files/docs/desaissuepaperonaccessibilityandinclusionofpers
on
s with disabilities in urbandevelopment.pdf](https://www.sheltercluster.org/sites/default/files/docs/desaissuepaperonaccessibilityandinclusionofpers on
s with disabilities in urbandevelopment.pdf)

⁶ New Zealand based research on Article 19: <https://ccsdisabilityaction.org.nz/assets/Uploads/article-19-research.pdf>

⁷ Article 4, general obligations, the Convention on the Rights of persons with Disabilities

⁸ Article 9, Convention on the Rights of Persons with Disabilities

⁹ General Assembly resolution A/RES/68/3, the United Nations

Available evidence illustrates that urban infrastructures, facilities and services, if designed and built following accessibility or inclusive “universal design” principles from the initial stages of planning and design, bear almost no or only 1 per cent additional cost¹⁰.

Cities that depend on a tourism economy are also likely to pay high opportunity costs for inaccessible infrastructure and services if they exclude tourists with disabilities, (as well as older persons and parents with young children, who may experience accessibility limitations), who may otherwise visit these destinations. It is estimated that, in economic terms, this would equate to an opportunity loss of approximately 15-20 per cent of the global tourism market share¹¹.

¹⁰ The World Bank. (2008). Design for All: Implications for Bank Operations. From http://siteresources.worldbank.org/DISABILITY/Resources/Universal_Design.pdf

¹¹ Sakkas (2004).

Subject: Support for Transport Projects Macroscopic Approval

To the Hamilton City Council Infrastructure and Transport Committee,

In reference to Item 7 in the Infrastructure and Transport Committee Agenda dated Thursday 26 September 2024 I make the following statement.

I am writing in support of the Heaphy Terrace Pedestrian Improvements outside the Hamilton Jamia Mosque proposal. I travel this route frequently and often see pedestrians struggling to cross with traffic accelerating off the roundabout. I cycle this route, and the cycle lane on Heaphy Terrace heading north disappears into the roundabout approach causing conflicts with motor vehicles.

As a user of this route, I enthusiastically support proposed Option 1.

Kind regards, Justin de Otter

Heathy Terrace and Morrinsville Road enhancements for safer and inclusive transportation provision for the future

Dear Councillors

As a Hamilton East ratepayer, motorist, active walker and cyclist , I strongly support the plans to make safe provision and improvements for all pedestrians, cyclists and motorists who will be using Heaphy terrace and Morrinsville road in the future.

It is of utmost importance that our local roading enhancements provide future focused social, environmental and economic benefits for all our community. Please give your macro-scope approval for multi-modal improvements at Heaphy Terrace and Morrinsville Road/Silverdale Road.

As a good example the multi modal benefits of cycle lanes in Hamilton is as follows :

I live in Thistlewood Avenue, Sherwood Park, Hamilton East. Last year I had some temporary work over a fortnight in a London at, office building. To travel that distance in peak traffic by bike took me around 9 minutes each way using Aroha St, Claudelands Bridge and Victoria st cycle paths . Other co-workers who travelled similar distances by car took up over 30 mins because of congestion and parking issues.

I was so impressed how such simple inclusive planning imitatives made life so easy for me.

I trust you will all continue to make similar decisions for cyclists and pedestrians on Morrinsville road and Heaphy terrace.

Regards

Graeme Ludemann

To whom it may concern:

I'm writing to advocate for underpasses at the new proposed intersection Matangi/Morrinsville/Silverdale Junction.

It is a safer option to have underpasses at this proposed intersection as it will be safer for both cars and bikes rather than having raised platforms and pedestrian crossings.

If we look at the underpasses of the new Peacocke Road junction, that has recently been opened, it is a good example of safety for the proposed intersection at Matangi/Morrinsville/Silverdale connecting junction.

Thank you for taking my submission into account.

Lynette Ringer
Keen cyclist

Kia Ora,

I have read through the proposal regarding building a separated, shared cycleway / footpath all the way from the LIC roundabout to Hillcrest. My family own/live in the designated area just down from the LIC @ 253 Morrinsville Rd and regularly ride, run on the road. I would like to share a story of an accident that happened in early

2023. My daughter (7 at the time) and I were riding to school (Hillcrest Normal). As we came towards the downhill section of the road, coming up to Silverdale Rd, my daughter went into a speed wobble and crashed onto Morrinsville Rd. We were fortunate that at the time, there were no vehicles travelling from the east so I was able to scoop her up and get her onto the berm as a father, it has left a scarring image in my brain and is something no one should have to go through. To this day, I am grateful that she was wearing a helmet as her head hit the ground and left stone indentations in the helmet - look at the photos attached. She spent months getting better and even longer gaining the confidence to ride her bike again. She still won't ride down that section of the road, choosing to go on the grass down towards the rest area with the Hamilton sign.

I encourage you all to go to the site and look at how the camber drops suddenly into the gutter. The cause of the accident was the bike wheel has hit the camber at an angle that has caused her balance to go and the accident to occur.

I would also like to mention that my wife and I regularly ride to work at the high school and university using a standard E scooter and have had near misses with other road users because the roads are not suitable for such a vehicle. Our attempts to reduce the number of cars on the road are clearly being thwarted by the greater risk of personal injury in trying to do so.

Had there been a nicely, developed surface on the road, and heaven knows when that will occur, my daughter's accident would not have occurred and I wonder when the time will come that either my wife or myself are also in an accident. In the meantime, if NZ Transport are willing to fund this project, then I would love to hear any objections from HCC councillors over this. I cannot emphasise enough that any such objections would likely be selfish/arrogant/argumentative/egotistical and not in the best interests of the community they are supposed to serve. The building of a footpath would reduce the likelihood of other pedestrians/cyclists being put in such a dangerous situation where the outcomes could be so much worse than what we experienced.

Please take the time to look at the photo and I would like to know which HCC councillor/s are objecting to the proposal so they can explain to our community their reasons for doing so. We kept that helmet as a constant reminder, and I have used it at my high school in class, to educate our kids of the importance of wearing helmets. Let's consider who is responsible for these accidents occurring, if there's a possibility of reducing this from happening, then there is an obligation to proceed I look forward to hearing back Kind regards

Gordon Sim



Subject: Support of improvements for Option 1 for Heaphy Terrace outside Jamia Mosque

I am writing as a resident of Claudelands but also as a supporter of other modes, of safely getting around Hamilton city, than just a motor vehicle.

I think the proposal outlined in option 1 makes most sense. This is a busy part of town, with much to offer in getting to and from the Claudlands park safely, for all.

I also see the need for improvements for crossing Boundary Road, at the Mosque end more safely, as the set up here is just quite scary when crossing Boundary Road, on foot, with a pram, with a disability, etc.

Thank you for all the fabulous improvements you have made of late, in helping us all get around this city safer.

Frankie Rush

Subject: Heaphy Terrace Pedestrian Improvements outside the Hamilton Jamia Mosque Infrastructure and Transport Committee.

As a Claudlands resident and rate payer I write in support of Option 1 for the Heaphy Terrace pedestrian improvements outside the Jamia Mosque.

At present the traffic flows around this location are dangerous for all modes of transport including cars and SUV's. Unfortunately larger vehicles dominate traffic and block clear visibility making it more dangerous for micro modes of transport and small cars. traffic calming measures and pedestrian priority are long over due.

The vehicle lobbyists will present this option as a hindrance to the smooth flow of traffic. However a large percentage of personal commuting must mode shift to alternative transport modes if the council is to achieve net zero carbon emission targets. opening up safe commuting corridors around the city is a low cost way to achieve this.

I support staff recommendation - Option 1. Kind

Regards

Bruce Tollan

Subject: Heaphy Tce crossing

Hi there,

I am writing in support of a raised pedestrian crossing, refuge island and kerb extension on Heaphy Tce near the Mosque.

As a resident who lives not too far from the round a bout on Heaphy Tce, this junction point is enroute from my walk home. Nearly every single day it is a gamble trying to figure out IF someone will indicate before I cross the road either to or from Claudelands park. I have seen so many near misses from inattentive drivers.

It is area that is often used by cyclists (Fairfield has an active community of cyclists), pedestrians, attendees from the mosque and those who use the nearby park for recreation and dog walking.

It is also an area which has overflow from events at Claudelands Event Centre. We often see people park and walk on either side on this particular road. When events are on, the area is chaotic including trying to cross the road.

There is also an elderly population within this area who often are using mobility scooters attempting to cross these streets.
I see this on my walks.

Since this road is so highly used by cars, and given how fast some drivers approach the round about area I hope Council will consider the raised zebra crossing and the other recommendations, in the hopes it may slow some drivers down when a pedestrian is trying to cross this street.

Many thanks Lauren Kerr
- Bell Fairfield resident

Council Report

Item 6

Committee: Infrastructure and Transport Committee

Date: 28 November 2024

Author: James Winston II

Authoriser: Michelle Hawthorne

Position: Governance Advisor

Position: Governance and Assurance Manager

Report Name: Chair's Report 28 November 2024

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

That the Infrastructure and Transport Committee receives the report.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Chair's Report 28 November 2024

Attachment 2 - Memo to Minister Tama Potaka and MP Ryan Hamilton.



Chairperson's report

Tēnā koutou katoa.

Welcome to the last committee meeting of 2024. It's been a busy year!

There are two items I want to bring to the attention of the committee:

1. City of Logan, Queensland - delegation

The mayor's office recently welcomed Deputy Mayor Scott Bannan who holds the portfolio of Chair of Infrastructure Committee, and Economic Development and City Planning Manager David Radich to Hamilton.

Councillor's Naidoo-Rauf and Huata met with me to host the delegation of behalf of the Mayor's Office twice during their visit.

There are many similarities with our two cities that include the following:

In comparing Hamilton, NZ, and Logan, QLD, we observe some key contrasts and similarities. Logan, with nearly 350,000 residents, is about twice the population size of Hamilton's 180,000, bringing a more diverse demographic profile.

On transport, both cities are primarily car-dependent but are striving to enhance public transport and sustainable options. Hamilton's initiatives focus on reducing traffic congestion and encouraging public transport use, with plans to expand bus routes and add cycle lanes. Logan faces similar challenges, addressing urban sprawl and strained road networks through major road upgrades and advocacy for increased bus connectivity with nearby Brisbane.

Infrastructure investment in both cities aims to support growth sustainably.

Hamilton's budget prioritises urban expansion, flood protection, and transport upgrades. Logan is also dealing with rapid growth, and they invest heavily in road upgrades, flood resilience, and green spaces.

The Logan delegation also met with Mayor Southgate and Councillor Ewan Wilson; I will leave it to their Chair's reports to update you on those discussions.



2. NZTA Waka Kotahi – Wairere Drive Speed Reduction Decision

As Chair of this committee, I recently reached out to our local MP, Ryan Hamilton, to discuss Council's concerns regarding the government's changes to the Speed Management Rules and the potential risk this poses to the new Pak n Save development in the northwest of the city.

Following our conversation, I sent a detailed memo to both Ryan Hamilton and Minister Tama Potaka outlining the challenges we are facing. I also met with Andrew Corkill, Director of Regional Relationships for Waikato and Bay of Plenty, to further discuss this issue.

The crux of the problem is that while Council consulted with the public and initially decided to lower the speed along a section of Wairere Drive to meet a condition of the resource consent for the new supermarket, the introduction of the new **Speed Limit Rule 2024** means we must now undertake a second round of consultation.

This presents two significant risks:

1. **Public Opposition:**

In the initial consultation, Council received 781 submissions, with 80% opposing the speed limit

reduction. Although Council ultimately chose to proceed with the speed reduction through a subsequent motion, the new consultation may again result in strong public opposition.

2. NZTA Authority:

Even after Council completes the consultation, holds hearings, and makes a final decision, NZTA (Waka Kotahi) has the authority to override that decision. This adds a layer of uncertainty to the process.

Adding to the urgency is the timeline—Pak n Save plans to begin construction in early 2025. This leaves Council with very little time to consult, consider submissions, hold hearings, and make its final decision.

It is imperative that this consultation process is robust and clearly communicates the broader implications.

The public must understand that this decision is not just about lowering a speed limit but also about supporting the economic benefits of a new supermarket for the northwest of the city.

(Memo attached)



I want to thank the committee members for your dedication and interest in the work of the committee and for the many hours we spend deliberating and discussing ideas and diverse issues.

Thank you to the team who deliver our decisions and as always to our committee governance team.

I wish you all a safe and relaxing summer holiday.

Angela

Ngā mihi nui

Angela O'Leary
Chairperson, Infrastructure & Operations Committee



Memo to: Minister Tama Potaka and MP Ryan Hamilton

From: Angela O'Leary, Deputy Mayor and Chair of Infrastructure and Transport,
Hamilton City Council

Date: 6/11/2024

Subject: Urgent Issue: Potential Impact of New Speed Limit Rule on Hamilton Supermarket Development

Overview

The recent government decision to reverse speed limit reductions has inadvertently placed a key supermarket development for Hamilton's north-west at significant risk.

Despite our council's thorough consultation process and compliance with legal requirements, the new rule has necessitated an additional round of consultation.

We believe this unintended impact could delay or jeopardize a project central to local economic growth and community accessibility.

Background

Hamilton City Council has invested substantial time and resources in approving a speed limit change along Wairere Drive to enable the necessary infrastructure for a new Pak n Save supermarket - with construction planned to commence early 2025

This development—consented with conditions, including a mandatory speed reduction to 60 km/h—aims to serve the growing needs of Hamilton's north-west community.

The consultation for this speed change, conducted twice through a Special Consultative Process (SCP), included reports, hearings, and council approval (attachments links below). However, the recent rule reversal mandates re-consultation, effectively disregarding council's prior efforts and placing undue pressure on both the council and the developer to comply once again with time-consuming and costly processes, that depending on the outcome of re-consultation, could put the development of the new supermarket at risk.

Whilst informal conversations between HCC and NZTA officers has occurred, alerting NZTA to the issue, no progress has been made to address the issue. HCC staff received formal notification of the Speed Limits Rule Change on 31 October. HCC staff immediately emailed the Speed Limits Rule Change team at NZTA to seek guidance on how to manage the Pak n Save site. At time of writing, no assistance has been offered.

Economic and Community Impact

This supermarket development which will be the largest Pak n Save in Hamilton not only fulfils a critical need for grocery access in the north-west but also promises considerable economic benefits that include approximately **150 new employment opportunities**.

The project will generate both short-term and long-term economic benefits, with an initial economic impact coming from construction spending and jobs. Consent has been granted for the 6358sqm supermarket that will include a drive-through fuel facility. Once operational, there will be an ongoing positive impact from direct employment within the store, improving the social and economic wellbeing of our community.

We estimate that this proposed development **would cover a trade area that is currently home to approximately 80,000 people** and could draw customers from Ngaruawahia, Rototuna, Rotokauri, Te Rapa (including Te Awa Lakes), as well as areas north of Forest Lake. **Growth is expected in many of these areas in the coming decades, including 16,000 new residents in Rotokauri and 4,000 in Te Rapa North.**

Important indirect economic benefits from this project include local and regional flow-on activity generated throughout the supply chain for goods and additional demand for services. This can be found across a range of industries including transport, banking and finance, electricity providers, building maintenance, advertising, horticulture and fruit growing, meat product manufacturing, and employment administrative services.

Transforming a vacant and unproductive site into a hub of commercial activity can also serve as an anchor for additional commercial revitalisation.

This all aligns with the Government's focus on economic recovery and resilience, and delaying or disrupting this development runs counter to our collective goals to rebuild our economy and encourage investment.

Request for Support

We respectfully ask the Government consider options for flexibility within the new speed rule framework for this development or **request an exception**.

This would allow Hamilton City Council to continue supporting local economic growth without unnecessary procedural setbacks.

Conclusion

Hamilton City Council remains committed to safe, effective, and locally relevant transport solutions. We believe a minor adjustment to the rule, or an exception provided

to us could balance national traffic objectives with local needs, allowing us to meet Hamilton's specific growth demands and community needs.

Thank you for your attention to this matter.

Angela O'Leary

Deputy Mayor

Chair, Infrastructure and Transport

Attachments

4 November 2021

Hearings and Engagement Committee – Hearings for verbal submissions, including copy of the Statement of Proposal and Evaluation of submissions

7 December 2021 p.g 13

Infrastructure Operations Committee – Deliberation and approval recommendation to Council includes public excluded resolution of the 17 August 2021 Infrastructure Operations Committee

16 December 2021 – p.g. 9

Resolution of the Council to approve the new speed limit to come into effect.



Wingate Architects' drawings of the proposed new Pak'nSave on Te Rapa Rd, as part of Foodstuffs' resource consent application.

WINGATE ARCHITECTS / WAIKATO-TIMES

Council Report

Item 7

Committee: Infrastructure and Transport Committee
Date: 28 November 2024
Author: Robyn Denton
Authoriser: Andrew Parsons
Position: Network and Systems Operations Manager
Position: General Manager Infrastructure and Assets
Report Name: Transport Projects Macroscopic Approvals

Report Status	Open
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Purpose - Take

1. To seek approval from the Infrastructure and Transport Committee for the following projects in accordance with the Transport Projects Decision Making Framework:
 - i. Local road improvements programme - Low Cost Low Risk subsidised programme; and
 - ii. Fit for Purpose improvements for Morrinsville Road (SH26) – walking and cycling facilities between Silverdale Road and Cambridge Road
2. To propose that staff continue to work with NZ Transport Agency (the Agency) to investigate alternative opportunities for the reallocation of Low Cost Low Risk funding that has been approved for Wairere Drive and River Road intersection safety improvements.

Staff Recommendation - *Tuutohu-aa-kaimahi*

3. 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:

EITHER

 - (i) **Option 1 (Safest)**– upgrade the existing signalised intersection by the raising the intersection realigning kerblines and upgrading adjacent pedestrian and cyclist facilities;

OR

- (ii) **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;
 - f) 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
 - g) 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.

Executive Summary - *Whakaraapopototanga matua*

4. A Transport Project Decision Making Framework was been agreed at the [2 May 2024](#) meeting of the Infrastructure and Transport Committee, for formalising the assessment and approval of macro-scope designs for capital improvement projects.
5. The *NZ Transport Agency Funding approvals for 2024-27* report to the [26 September 2024](#) Infrastructure and Transport Committee meeting outlined the funding confirmation received from NZ Transport Agency (the Agency) in early September 2024.
6. It was agreed at that [26 September 2024](#) Infrastructure and Transport Committee meeting that staff would continue to work on the projects that did receive co-investment from the Agency and present the macro-scope designs for approval at this Committee meeting.
7. Funding approved for the Low Cost Low Risk programme confirmed by the Agency specifically identified the following projects:

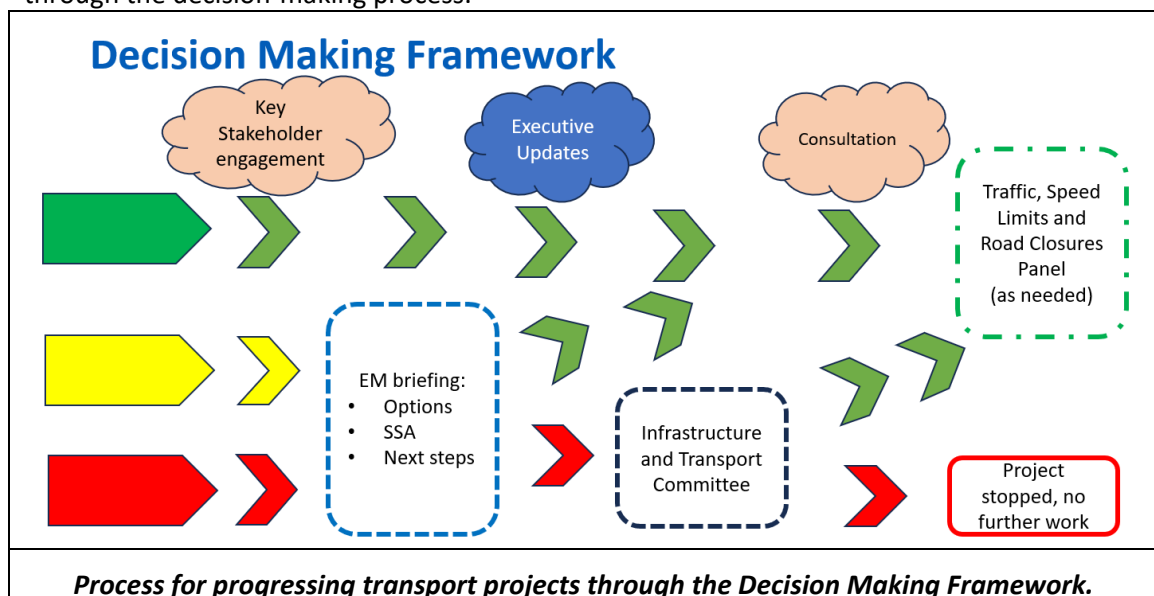
Local Roads Programme	2024/25 \$	2025/26 \$	2026/27 \$	2024-27 Total \$ Gross
LCLR Safety Improvements				
Avalon Drive and Forest Lake Road intersection	\$1,600,000			\$1,600,000
Wairere Drive and River Road intersection		\$1,925,000		\$1,925,000
LCLR Local Road improvements				
Advanced Transport Management	\$200,000	\$200,000	\$200,000	\$600,00
Total (Gross)	\$1,800,000	\$2,125,000	\$200,000	\$4,125,000

8. Assessments for each of two of the Low Cost Low Risk projects have been completed in accordance with the Transport Project Decision Making Framework and confirmation of these assessments and approval to proceed with work is sought for the following two projects:
 - i. **Avalon Drive / Forest Lake Road intersection** – large number of crashes and identified as the Highest Risk Intersection in the city. Two options are provided for improvement with the key point of difference between the two options is whether or not the intersection is raised like Anglesea Street and Bryce Street intersection; and

- ii. **Advanced Transport Management** – provision of funding for ongoing technology improvements on the network to improve efficiency and data collection and management.
9. It is proposed that work be undertaken by staff to progress alternative options for the Wairere Drive and River Road intersection improvement project with the Agency with staff reporting back on this work to a future Infrastructure and Transport Committee meetings.
10. Work has continued on the Fit for Purpose Improvements project for Morrinsville Road (SH26) and the development of a macroscopic design for the final stage of has been developed for improvements for walking and cycling on the section between Silverdale Road and Cambridge Road.
11. Elected member briefings for these projects have been held as follows:
 - i. [16 October 2024](#) for the Low Cost Low Risk projects; and
 - ii. [20 November 2024](#) for the Morrinsville Road walking and cycling improvements
12. This report provides information on the three projects that approval to proceed is being sought.
13. Updates on the final detailed designs, consultation and implementation of the projects will be provided via Executive Updates.
14. 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.
15. Staff consider the matters in this report have low significance and that the recommendations comply with Council's legal requirements.

Background - *Koorero whaimaarama*

16. 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 Elected Members briefing on [19 June 2024](#).
17. The agreed process set out in the following diagram will be utilised to progress projects through the decision-making process.



18. This report sets out the work that has been completed for the projects in accordance with the Decision Making Framework and seeks macroscopic approval of preferred options so that the projects can progress through to design and construction:
- Low Cost Low Risk Subsidised Programme; and
 - Morrinsville Road (SH26) walking and cycling facilities between Silverdale Road and Cambridge Road

Low-Cost Low Risk Subsidised Programme

19. The development of the Hamilton City Council's Long-Term Plan 2024-34 included a Low Cost Low Risk (LCLR) programme that assumed co-investment from the NZ Transport Agency (the Agency) at 51% with the local share funded from the following transport programmes:
- LCLR Safety;
 - LCLR Walking;
 - LCLR Public Transport Improvements;
 - LCLR Public Transport Improvements – High Frequency Routes; and
 - LCLR Local Road improvements
20. A draft list of projects for these transport programmes for 2024-27 period was developed by staff based on community and Member requests and network safety performance issues.
21. A copy of the proposed programme was provided to Members via the Elected Members workshop 18 April 2024, and Executive Update on 23 April 2024. This proposed programme of projects was also provided to the Agency to support the applications for funding that was made to the National Land Transport Programme 2024-27(NLTP 2024-27).
22. As outlined in the 'NZ Transport Agency Funding approvals for 2024-27' report the [26 September 2024](#) Infrastructure and Transport Committees meeting, the funding received from NZTA was confirmed in early September 2024 and is less than the value which was assumed through the Hamilton City 2024-34 LTP development process.
23. The following table set out the funding approvals that have been confirmed by the Agency for the 2024-27 period for the proposed LCLR programmes:

Local Road Improvements Programme	2024/25 \$	2025/26 \$	2026/27 \$	2024-27 Total \$ Gross
LCLR Safety Improvements				
Avalon Drive / Forest Lake Road intersection	\$1,600,000			\$1,600,000
Wairere Drive / River Road intersection		\$1,925,000		\$1,925,000
LCLR Local Road improvements				
Advanced Transport Management	\$200,000	\$200,000	\$200,000	\$600,00
Total (Gross)	\$1,800,000	\$2,125,000	\$200,000	\$4,125,000

24. The 26 September 2024 Infrastructure and Transport Committee resolved:

- f) requests the Chief Executive to report to the 28 November 2024 Infrastructure and Transport Committee meeting with:
- i. the macroscope in accordance with the Transport Project Decision Making Framework for the projects that have been approved to be subsidised out of the National Land Transport Plan 2024-27 Local Roads Improvement Programme for approval;

Fit for Purpose improvements for Morrinsville Road (SH26) – walking and cycling facilities between Silverdale Road and Cambridge Road

25. A section of SH26 (Morrinsville Road) between SH1C (Cambridge Road) and Ruakura Road is to have the state highway status revoked following the realignment of SH26 as part of the creation of the Waikato Expressway and interchange at Ruakura.
26. The NZ Transport Agency (NZTA) have worked through a Fit for Purpose Business Case as part of the revocation process and a Funding Agreement has now been signed to enable Hamilton City to deliver the changes to the network that have been determined as being necessary via that process.
27. Funding of \$8.0 million in 2024/25 and \$3.2 million in 2025/26 (100% revenue) for completion of the works has been included in the 2024 -34 Long-Term Plan.
28. The [8 August 2024](#) Infrastructure and Transport Committee considered an update on the SH26 Fit for Purpose Work Programme and resolved the following:

That the Infrastructure and Transport Committee:

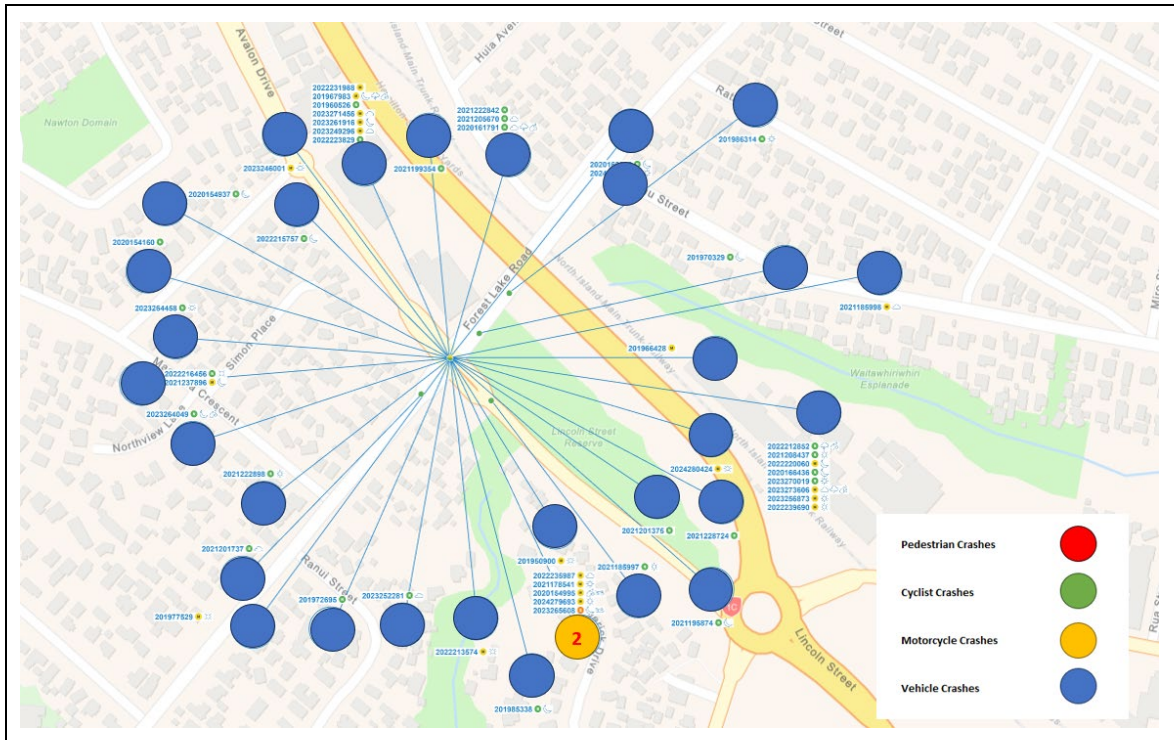
- a) receives the report;
- b) notes that the SH26 (Morrinsville Road) Fit for Purpose Improvements funding agreement with New Zealand Transport Agency (NZTA) has been signed and funding of \$8.0 Million in 2024/25 and \$3.2 Million in 2025/26 (100% revenue) for completion of the works has been included in the 2024 -34 Long Term Plan;
- c) approves the following activities within the SH26 (Morrinsville Rd) Fit for Purpose improvements programme as being assessed as 'green' under the Transport Project Decision Making Framework and are therefore able to proceed to design, consultation and delivery:
- i. Property purchase for the shared path section between Silverdale Road and the Waikato Expressway overbridge;
- ii. Construction of a shared path between Silverdale Road and the Waikato Expressway overbridge; and
- iii. Upgrade of existing streetlighting to LED
- d) approves the roundabout at Silverdale, Matangi and Morrinsville Roads intersection for the SH26 (Morrinsville Road). Fit for Purpose improvements proceed to design, consultation, and construction, noting the final location and form of pedestrian and cycle facilities will be presented to a future Elected Member's briefing prior to a final decision being sought at the 26 September 2024 Infrastructure and Transport Committee meeting for approval of these facilities;
- e) notes that the proposed activity for the cycle facilities between Cambridge and Silverdale Roads for the SH26 (Morrinsville Road) Fit for Purpose improvements will be presented to a future Elected Member's briefing prior to a final decision being sought at the 28 November 2024 Infrastructure and Transport Committee meeting for approval; and
- f) delegates approval to the Chief Executive to award all contracts necessary to deliver the revocation works up to the agreed funding amount of \$11,200,000 (plus GST) provided by the NZ Transport Agency, noting the requirements in recommendations c) and d) for form and scope approval.

Discussion - *Matapaki*

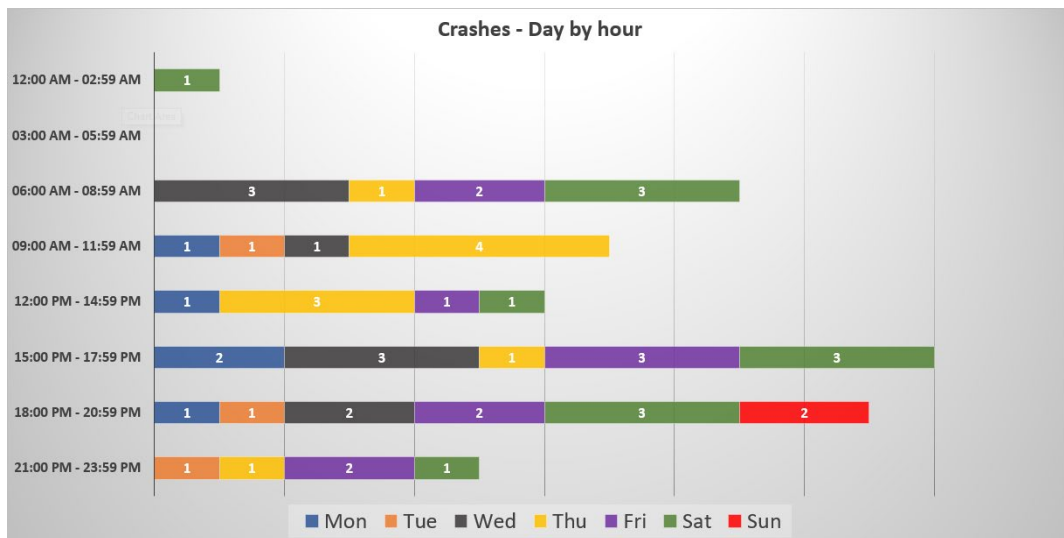
29. The following information is a discussion on the options available for Members to consider for each of the sites and seeks macroscope approval to enable work to continue for the detailed design and then construction of the projects.

Avalon Drive / Forest Lake Road intersection Improvements

30. Avalon Drive/ Forest Lake Road intersection is on a popular through route for vehicular traffic, while also located in a mixed-use residential area with industrial and open spaces along Avalon Drive.
31. Avalon Drive runs parallel to SH1C (the Thermal Explorer Highway) and is the detour route used when SH1C is closed for construction works or crashes.
32. For the past two years (2023 & 2024) the intersection has been **ranked 1st** in the Hamilton City High Risk Intersection list. The list has been developed using the methodology from the High Risk Intersection Guide that was developed by the Agency – and can be found [here](#).
33. This approach considers not only the crash numbers and severity, but also the type of intersection (traffic signals, roundabout, stop and giveaway), speed limit and the types of crashes that are happening. For example, rear-end crashes or turning/head on crashes have different levels of risk of death or severe injury happening.
34. In addition to this work, staff also look at the crash trends to determine sites where there has been a recent change in the number of crashes – both increasing and decreasing.
35. A copy of the 2024 High Risk Intersection Map for Hamilton is included as **Attachment 1** to this report.
36. An Elected Member briefing on [16 October 2024](#) considered a Project Report on options for improvements to the Avalon Drive / Forest Lake Road intersection. The project aims to reduce death and serious harm crashes from occurring, while also creating improved cyclist and pedestrian connectivity and safety.
37. Since 2019 there have been fifty-one recorded crashes in the vicinity with fifty occurring within the proposed project area, including:
- i. two Motorcyclist crashes;
 - ii. Twenty-Three injury crashes (Two Serious injury, with one involving Motorcyclist);
 - iii. and twenty-eight non-injury crashes;
 - iv. 62.75% of crashes were crossing/ turning crashes;
 - v. 21.5% overtaking crashes; and
 - vi. 13% rear end/ obstruction crashes.
38. The following graphic shows the location and road users involved in the crashes:



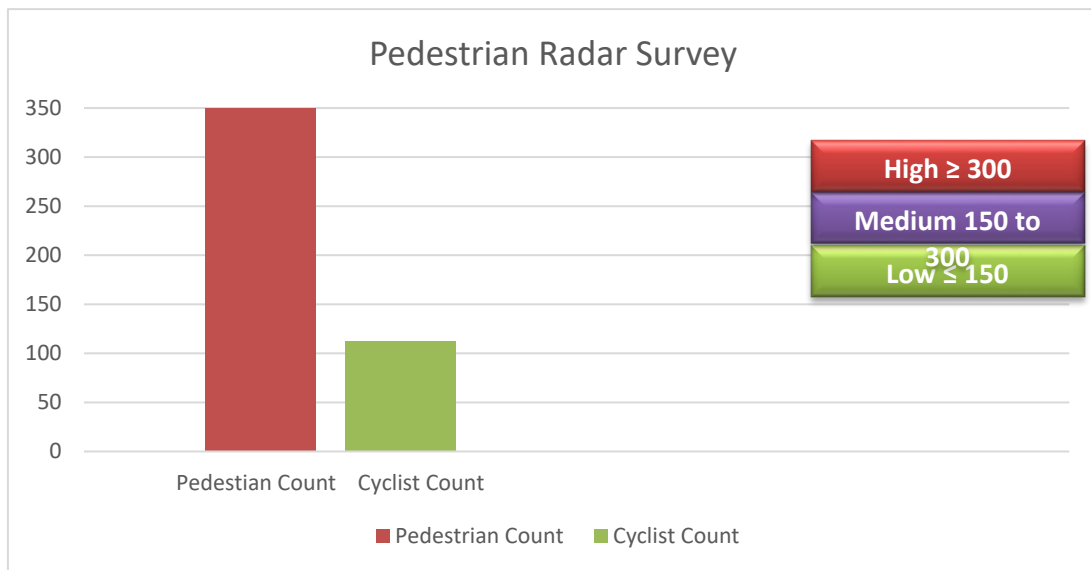
39. The following graphic illustrates when the crashes are occurring by time of day and day of week:



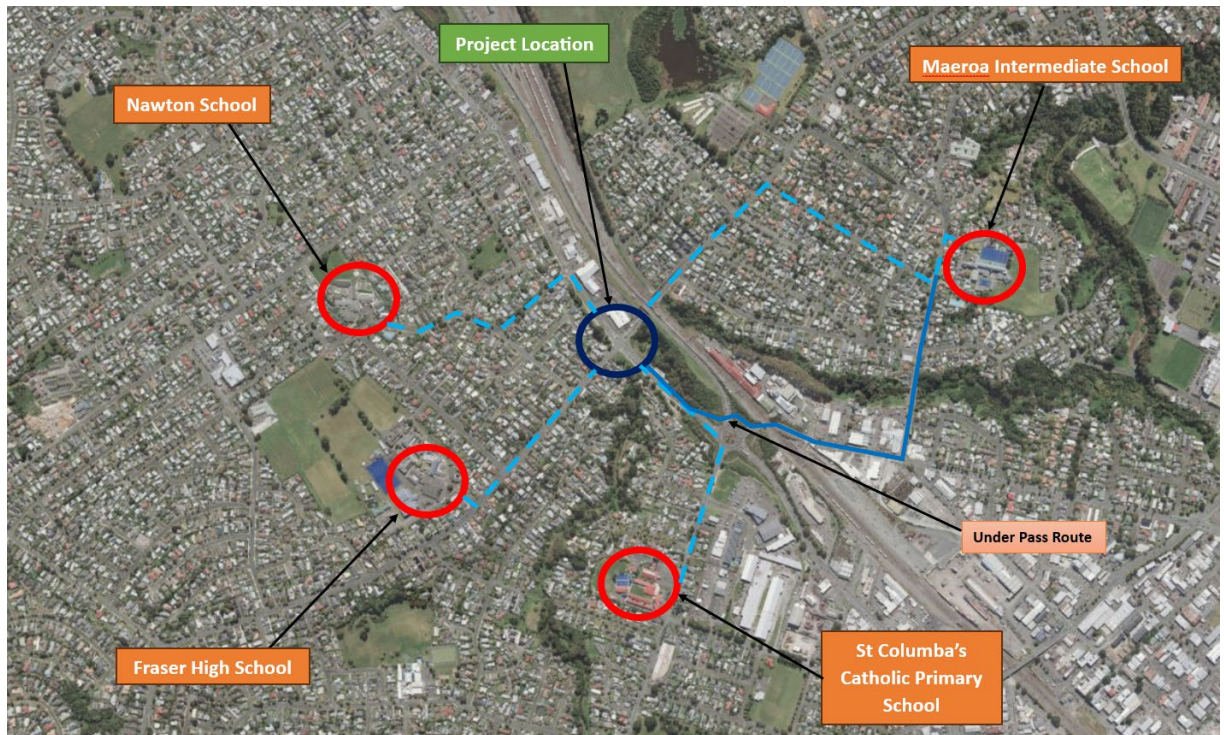
40. Key crash times (in order) are evening peak traffic (3-6pm), early evening (6-8pm) and then morning peak (6-9am).
41. The intersection is well used by people walking and cycling as shown in the table and graph below:

Date and Time	Pedestrians	Cyclist	Total
Monday 09 September 2024 (7am to 7pm)	359	112	471
Tuesday 10 September 2024 (7am to 7pm)	343	100	443
Wednesday 11 September 2024 (7am to 7pm)	357	113	470
Thursday 12 September 2024 (7am to 7pm)	335	102	437
Friday 13 September 2024 (7am to 7pm)	302	89	391
Saturday 14 September 2024 (7am to 7pm)	66	33	99

Sunday 15 September 2024 (7am to 7pm)	74	56	130
Total	1836	605	2441



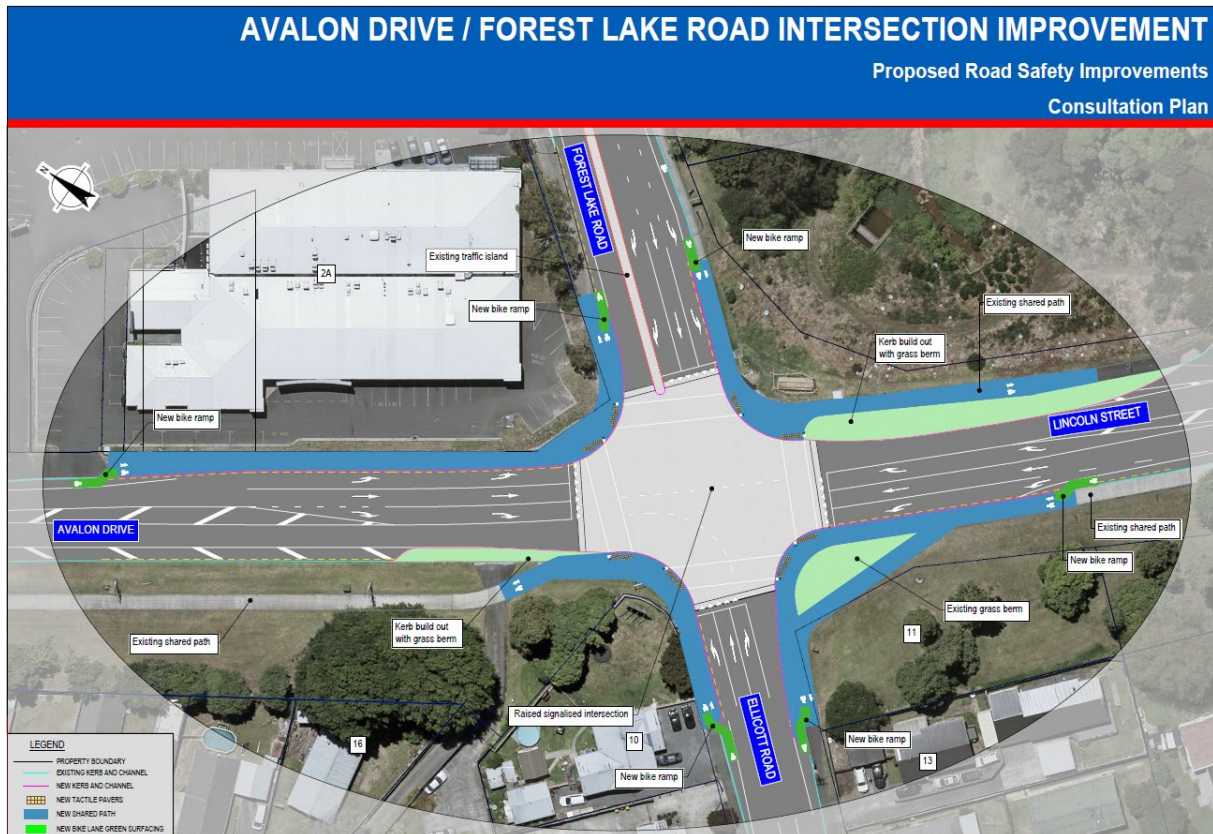
42. The following points were also made from the pedestrian/ cyclist observations:
- The data shows high number of pedestrian activities at this intersection at the peak traffic flow times;
 - There are school students using the intersection to access schools in this vicinity including Maeroa Intermediate, Fraser High School and Nawton school;
 - Children and elderly people are using this intersection to access the medical centre on the northwestern corner (Avalon Medical); and
 - People are walking and cycling through this intersection to access the gym (Anytime Fitness) which is located adjacent to the medical centre.
43. Staff have completed early engagement with Fraser High School and Maeroa Intermediate School to gather insights about the existing intersection. These schools were selected as they are within walking distance of the intersection, they have previously engaged with Council staff about road safety, and students from these schools have a noticeable presence at the intersection based on data collection and site observations.
44. Fraser High School advised that during drop-off and pick-up times long queues form at the intersection – “especially along Ellicott Road” – which leads to dangerous actions from drivers, such as “U-turns and driving on the wrong side of the road”. It was suggested that improvements were needed to “manage the speed of traffic through the intersection”, improve traffic flow and provide more space for people walking and biking when waiting to cross the street.
45. Maeroa Intermediate School described the intersection as “very dangerous” due to “the sheer volume of traffic”, “drivers going through orange and red lights” and “the shortness of the pedestrian crossing cycle”. The school advised that potentially up to half of their students use this intersection regularly and advised that anyone who observed what happens during school drop-off and pick-up times would understand why they are concerned.
46. The following picture shows the proximity of the schools to this intersection and the key routes that children will use to travel between home and the school.



47. The funding approved for this project is for \$1.6million (Gross) in 2024/25. Given the delays in working through the funding approval processes, it is proposed that the funding be rephased across the 2024/25 and 2025/26 financial years once the option has been approved and construction timing can be determined. Co-ordination of the works with pavement and traffic signal renewals will enable traffic management efficiencies and to minimise the impact of all users of this intersection.
48. Several options for improvements to this intersection have been considered and they both have proposed change in lane configuration and traffic signals phasing in common. These changes will increase the efficiency of traffic flow and reduce the risk of crashes for all users of the intersection including vehicles. Moving the kerblines to take cyclists away from traffic lanes and potential conflict and pinch points allows for localised widening of footpaths to allow for the high number of school children that often walk in groups.
49. The key point of difference between the two options is whether or not the intersection is raised like Anglesea Street / Bryce Street intersection.
50. The two options for consideration are:

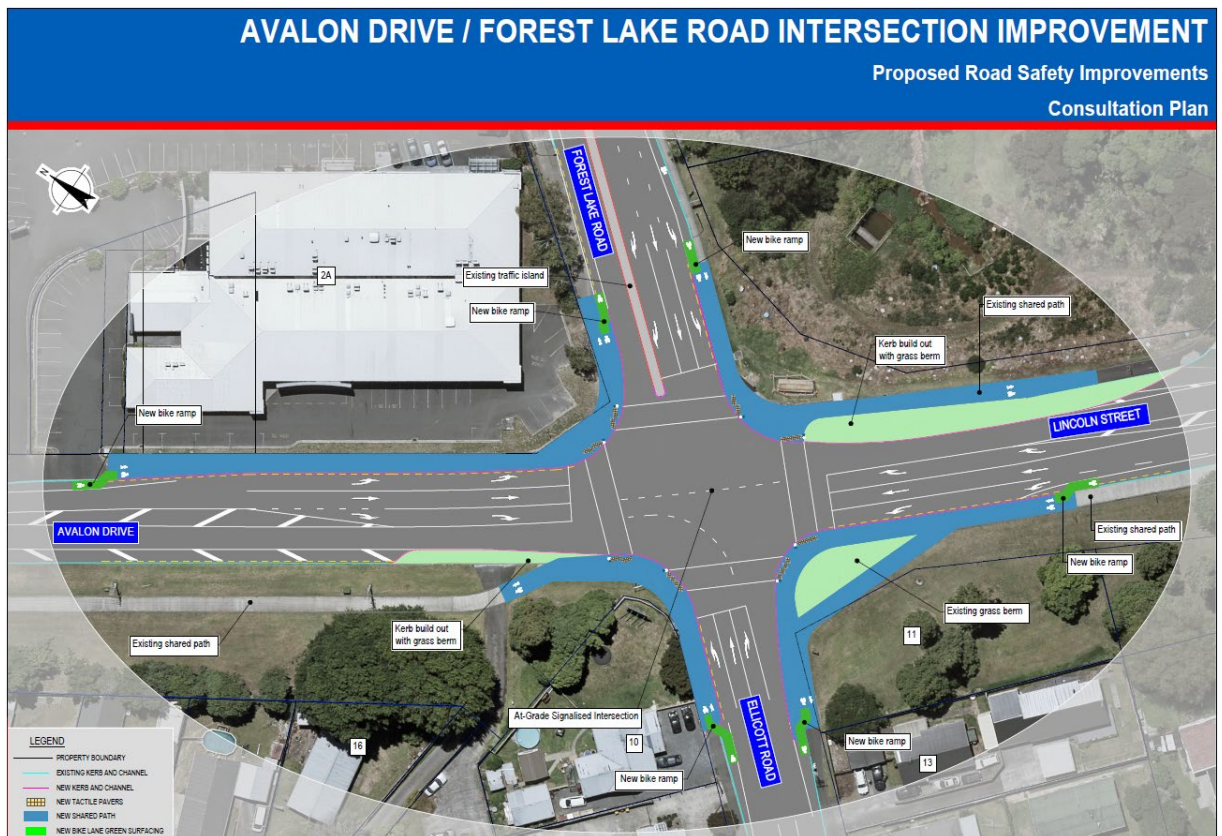
Option1 (Safest): Raised Signalised intersection with kerb realignment

This option fully addresses the project objectives, provides the safest option including improved signal phasing, reduced pedestrian crossing distances and improving intersection efficiency and kerb buildouts support speed management. This option has a Safe systems assessment score of 56 and an estimated crash reduction of 44% resulting in social cost reduction of \$4.4million over a 5-year period. The estimated cost (P95 including 30% contingency) for this option is \$2.4 million . While the final project cost is expected to be within the \$2.0million cap for Low Cost Low Risk projects, it is higher than the approved budget. The plan below sets out the proposed scope of works for this option:



Option 2 (Alternative): At-Grade Signalised intersection with kerb realignment

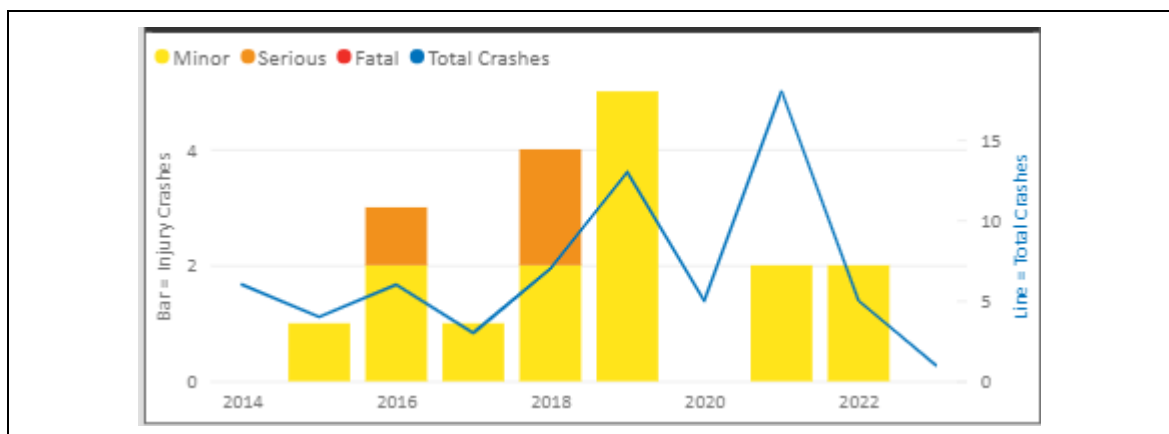
Should the raised intersection not be favoured - this option has most of the benefits of option 1 above however this option does not fully meet speed reductions to <30km/hr, it mostly addresses the project objectives, provides improved signal phasing, kerb buildouts support speed management, reduces pedestrian crossing distances and improving intersection efficiency. It has a safe systems assessment score of 68 and an estimated crash reduction of 42% resulting in social cost reduction of \$4.1 million over a 5-year period. The estimated cost (P95 including 30% contingency) is \$1.9 million and staff believe that the project will be able to be delivered within the approved \$1.6 million budget once the detailed design is completed.



51. Further information on the full list of options considered along with the safe system and crash reduction assessments can be found in the Project Report (**Attachment 2**).

Wairere Drive / River Road intersection improvements

52. Staff presented to an Elected Member briefing on [16 October 2024](#) on initial investigations completed for this intersection.
53. The site has ongoing crash problems and is currently **ranked 22nd** in the Hamilton City High Risk Intersection assessment based on the crash period 2019-2023 inclusive.



54. The funding allocation proposed for this project is for \$1.95 million (Gross) in 2025/26.
55. Staff believe that there are limited options for safety improvements at this site that don't include raised safety platforms and note that the funding from the Agency is not able to be used for these under the current rules set out in [Government Policy Statement on Land Transport 2024](#).

56. Based on the Transport Project Decision Making Framework this site has been assessed as RED and no further work will be undertaken for the development of treatment options for this site.
57. Staff will continue to work with the Agency to see if there is an option for purchase of red light/speed safety camera technology for this and other sites throughout the city.
58. Updates on discussions with the Agency on the potential use of this funding will be provided to a future meeting of the Infrastructure and Transport Committee.

Advanced Transport Management

59. An Elected Member briefing on [16 October 2024](#) considered the activities proposed to be completed with the approved funding for Advance Transport Management for the 2024-27 period.
60. The funding approved for Advance Transport Management activities is \$200,000 (gross) per year for the 2024-27 period.
61. This project allows for the completion of the following activities:
 - i. working with FENZ to provide improved travel times around the network – include tracking of trucks and ‘green waves’ on key priority routes;
 - ii. installation of hit sensors to assist in early detection of vehicle strikes on traffic signals;
 - iii. resilience improvements including purchase of generators to ensure operation of key sites during power cuts and back up communications channels to the sites;
 - iv. development of a mode share model to capture information on all road users;
 - v. ensuring ongoing privacy and security requirements are being met;
 - vi. increasing network coverage of traffic cameras for better incident management;
 - vii. increased network coverage of pedestrian and cycle counters; and
 - viii. purchase of traffic counters to enable in-house counting to be completed and reduce on-going costs for traffic surveys.
62. Assessment of this project under the Transport Decision Making Framework is that it is a GREEN project and staff should ‘just do it’.

Fit for Purpose Improvements on Morrinsville Road (SH26)

63. A section of SH26 (Morrinsville Road) between SH1C (Cambridge Road) and Ruakura Road is to have the state highway status revoked following the realignment of SH26 as part of the creation of the Waikato Expressway and interchange at Ruakura.
64. The NZ Transport Agency (NZTA) have worked through a Fit for Purpose Business Case as part of the revocation process and a Funding Agreement has now been signed to enable Hamilton City to deliver the changes to the network that have been determined as being necessary via that process.
65. Funding of \$8.0 million in 2024/25 and \$3.2 million in 2025/26 (100% revenue) for completion of the works has been included in the 2024 -34 Long-Term Plan.
66. The [8 August 2024](#) Infrastructure and Transport Committee considered an update on the SH26 Fit for Purpose Work Programme and resolved the following:

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) notes that the SH26 (Morrinsville Road) Fit for Purpose Improvements funding agreement with New Zealand Transport Agency (NZTA) has been signed and funding of \$8.0 Million in 2024/25 and \$3.2 Million in 2025/26 (100% revenue) for completion of the works has been included in the 2024 -34 Long Term Plan;
- c) approves the following activities within the SH26 (Morrinsville Rd) Fit for Purpose improvements programme as being assessed as 'green' under the Transport Project Decision Making Framework and are therefore able to proceed to design, consultation and delivery:
 - i. Property purchase for the shared path section between Silverdale Road and the Waikato Expressway overbridge;
 - ii. Construction of a shared path between Silverdale Road and the Waikato Expressway overbridge; and
 - iii. Upgrade of existing streetlighting to LED
- d) approves the roundabout at Silverdale, Matangi and Morrinsville Roads intersection for the SH26 (Morrinsville Road). Fit for Purpose improvements proceed to design, consultation, and construction, noting the final location and form of pedestrian and cycle facilities will be presented to a future Elected Member's briefing prior to a final decision being sought at the 26 September 2024 Infrastructure and Transport Committee meeting for approval of these facilities;
- e) notes that the proposed activity for the cycle facilities between Cambridge and Silverdale Roads for the SH26 (Morrinsville Road) Fit for Purpose improvements will be presented to a future Elected Member's briefing prior to a final decision being sought at the 28 November 2024 Infrastructure and Transport Committee meeting for approval; and
- f) delegates approval to the Chief Executive to award all contracts necessary to deliver the revocation works up to the agreed funding amount of \$11,200,000 (plus GST) provided by the NZ Transport Agency, noting the requirements in recommendations c) and d) for form and scope approval.

- 67. An Elected Member briefing on [20 November 2024](#) considered a Project Report on options for improvements to pedestrian and cycle facilities on Morrinsville Road between Silverdale Road and Cambridge Road.
- 68. This urban section extends along Morrinsville Road from Cambridge Road to the eastern edge of Jansen Park. There are several schools and parks, the University of Waikato, and the Hillcrest shops nearby as shown in the plan below:



69. Since 2014 there has been 41 crashes on Morrinsville road between the roundabout and Matangi Rd resulting in a social cost of \$9.5 million . These crashes include:
 - i. 4 serious crashes;
 - ii. 14 injury crashes;
 - iii. 23 non-injury crashes;
 - iv. 4 crashes involving cyclists (four non-injury); and
 - v. 3 crashes involving pedestrians (one serious, two minor injuries)
70. There are a high number of pedestrians and cyclists on Morrinsville Road and there currently poor facilities for walking and cycling at the eastern end of the site – particularly in the section in front of Jansen Park through to Silverdale Road. This impedes safe access between Hillcrest, Silverdale, Matangi or Newstead and residents (including school students) who may wish to travel by active modes are forced to either accept a high level of road safety risk or drive.
71. Intersections with side roads are wide with sweeping kerbs that allow drivers to turn at high speed. This makes it difficult or impossible for pedestrians to accurately select a safe gap in traffic and means that impact speeds in any crashes would be likely to result in death or serious injuries.
72. Existing on road cycle lanes are narrower than the minimum widths recommended in national guidance and do not offer protection from the higher traffic volumes and speed observed on this route. This makes cycling an unattractive mode choice for most road users and many cyclists choose to ride on the footpath as a result.
73. There is a signalised pedestrian crossing in across Morrinsville Road which caters for the key pedestrian movements of school children in the area. This section of road has a speed limit of 50km/h with a variable 40km/h speed limit that operates in the morning before start of school and in the afternoon when school finishes.

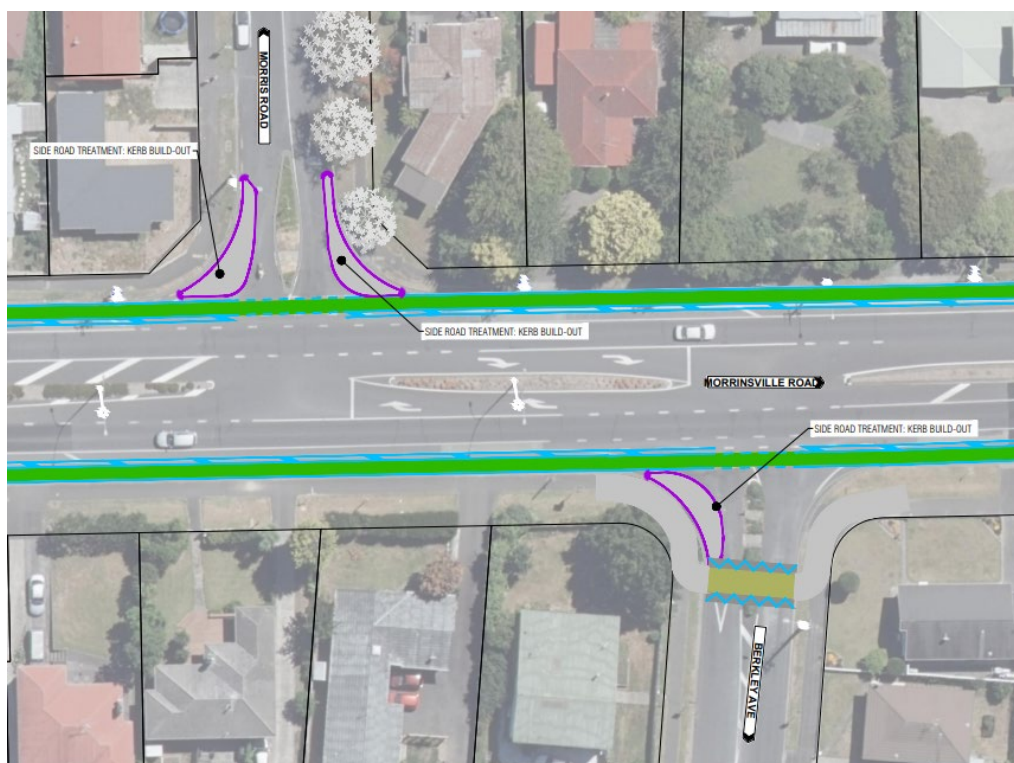


74. Staff are in regular contact with Hamilton schools in the area – including Berkley Normal Middle School, Silverdale Normal School, Hillcrest Normal School, and Hillcrest High School. Schools outside Hamilton have also been included in early engagement on this project.
75. The school community for Berkley Normal Middle School primary to access their grounds via Morrinsville Road. In initial meetings, the school identified the nearest crossings – Mullane Street (kerb crossing), Berkley Avenue (kerb crossing) and Morrinsville Road (signalised crossing) as needing safety improvements. The informal crossing on Morrinsville Road closest to Cambridge Road was also identified as unsafe with near misses and poor decision making.
76. Mullane Street is used by students who are biking or scootering to enter and exit Berkley Normal Middle School. The intersection with Morrinsville Road is busy – congestion is caused by drivers turning right out of Mullane Street during school pick up, and there are drivers turning left into Mullane Street too fast when coming off Morrinsville Road. The signalised crossing on Morrinsville Road has had multiple near misses with two serious injury incidents – the most recent in August 2024 where a student sustained leg injuries and ended up in hospital. Berkley Normal Middle School informed staff that these incidents are stressful for students, families and staff – with a noticeable increase in families dropping kids off immediately after the most recent incident in August 2024.
77. Berkley Normal Middle School have presented staff with an independent report from a transport engineer suggesting a raised safety platform for Mullane Street and the existing signalised crossing on Morrinsville Road. Raised safety platforms have also been suggested for Berkley Avenue and Morris Road. The school are part of a Kaahui Ako (Community of Learning) representing approximately 3,800 students. The community of schools have expressed a strong interest in ensuring that students have safe and connected infrastructure along Morrinsville Road to get to and from their respective schools using their preferred modes of transport.

78. Employees of Livestock Improvement Corporation (LIC) have been in contact with the project team to offer their support for improved walking and cycling options along Morrinsville Road. Staff have been informed that LIC has a “very active cycling and walking community” amongst their workforce (who are surveyed annually) and that the “creation of a safe route along Morrinsville Road would support people to take up option of biking or walking to work”. We’ve heard from employees who currently ride along Morrinsville Road or would be a “daily user of the proposed cycleway”, through to others who are interested in using active travel but “currently do not because it seems suicidal to either walk or bike that stretch of road in its current state”. LIC employees have said that if Hamilton City Council wants to promote a healthier and more sustainable city, then “we need to make cycling and walking safe and desirable”.
79. Feedback received from the wider community (from a resident on Morrinsville Road and a former teacher at Hillcrest High School through to representatives from Tamahere and Matangi) mentions noticeable volumes of people walking and biking along Morrinsville Road, particularly with students in and around school drop off and pick up times. In addition to the schools in the area, the community feedback identifies a range of destinations in the area – such as the University of Waikato, churches, libraries, gullies, retirement villages, healthcare and supermarkets – that create a demand for walking and biking. The feedback received refer commonly refers to the area as being dangerous with high traffic volumes (including heavy vehicles) operating at high speeds.
80. We have made contact with the local Kaahui Ako Community of Learning and attended a meeting to share with them the work we are planning. We will continue to keep in contact with them as the SH26 projects progress.
81. The following plan illustrates the various schools in the immediate neighbour for the intersection and the sections where there are no safe facilities for walking or cycling (red lines):



82. This site is on a key route used by FENZ for emergency response vehicles. The route is also used by Over Dimension and High Productivity Motor Vehicles and therefore there will be a strong focus on the design for vehicle tracking over any raised components to ensure that any negative impacts are minimised. Generally the larger vehicles are able to negotiate over RSP's with a 1:15 approach and 1:20 departure ramp gradient with easily e.g. the raised safety platforms at Te Kowhai Road/Church Road roundabout.
83. The Fit for Purpose Business Case completed and costed for the Agency had included a proposed design for the Urban Section which would have resulted in the loss of all of the on-street parking for the introduction of the on-road cycle lanes as illustrated in the plan below:



84. In reviewing the proposed concept included in the business case staff have identified a number of issues including:
- i. safety issues with the proposed treatments at intersections
 - ii. budget risks recognising that these were set a few years ago and there has been no inflation adjustment, and
 - iii. risks regarding expected community concerns regarding the proposed loss of car parking with this design.
85. Therefore, staff have considered alternative designs to mitigate these issues and maximise the benefits this funding can provide for those walking and cycling.
86. The proposed funding for this section of work provided in the Fit For Purpose Funding Agreement is \$1,554,000.
87. While a number of alternative options have been considered the following two options are considered suitable for progressing:
88. **Option 1 (Safest)** - Separated cycle lanes with Raised Safety Platforms on side roads, signalised raised crossing near Cambridge Road, upgrade existing signalised crossing near Mullane St with raised safety platform.

89. This option proposes the following:

- i. introduction of separated cycleways which will sit alongside the on-street parking but require the removal of some carparks;
- ii. raised platform treatments for the side roads (Mullane Street, Morris Road and Berkely Avenue) to provide safe crossing facilities for pedestrians and cyclists;
- iii. installation of a raised safety platform with kerb buildouts for the existing signalised crossing across Morrinsville Road just east of Mullane Road; and
- iv. upgrading the existing informal crossing near Cambridge Road to a signalised crossing with raised safety platform and kerb buildouts

90. This is summarised on the plan below:



91. The estimated construction cost of this work is \$2.45 million . This option achieves a safe systems score of 196 and combined with an estimated crash reduction of 51% will result in a social cost saving \$4,891,614.

92. **Option 2 (Alternative)** – Separated cycleways, RSP on side roads, signalised at grade crossing near Cambridge Road, kerb build outs to existing Signalised Crossing near Mullane Road

93. This option proposes the following:

- i. introduction of separated cycleways which will sit alongside the on-street parking but require the removal of a small number of carparks;
- ii. raised platform treatments for the side roads (Mullane Street, Morris Road and Berkely Avenue) to provide safe crossing facilities for pedestrians and cyclists;
- iii. installation of kerb buildouts for the existing signalised crossing across Morrinsville Road just east of Mullane Road; and
- iv. upgrading the existing informal crossing near Cambridge Road to a signalised crossing with kerb buildouts

94. This is summarised on the plan below:



95. This proposal has an estimated construction cost of \$1.3million. With a Safe Systems Score of 216 and an estimated crash reduction 37% resulting in social cost saving \$3,548,818.
96. Based on the funding availability and acknowledging the clear direction provided by Council that this project will need to be completed wholly within the available funding agreement with the Agency, staff are recommending **Option 2**. It is noted that while this is not the safest option, the proposed works will still provide a significant improvement for the safety of users – especially those walking and cycling in this section of Morrinsville Road.
97. Further information on the full list of options considered along with the safe system and crash reduction assessments can be found in the Project Report (**Attachment 3**).

Financial Considerations - *Whaiwhakaaro Puutea*

98. Funding for the proposed work is available from the following budgets:

Project	HCC Local Share	NZTA Share \$	Total Budget \$
Avalon Drive / Forest Lake Road intersection improvements	\$784,000 49%	\$816,000 51%	\$1,600,000
Advanced Traffic Management activities for three years	\$294,000 (49%)	\$306,000 (51%)	\$600,000 (3 year)
Morrinsville Rd walking and cycling improvements between Silverdale Road and Cambridge Road	\$0.0	\$1,554,000 100%	\$1,554,000
(indicative budget via Funding Agreement)			

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

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

Climate Change Impact Statement

100. 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.
101. 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.
102. We can however identify that there will be the following 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.
103. For the delivery of the projects we are also looking at opportunities such as:
- Understanding the embodied carbon in the materials we are using and seeing if there are lower impact options;
 - Looking for contractors who have good environmental practices including recycling of materials etc; and
 - 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*

104. 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').
105. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.
106. The recommendations set out in this report are consistent with that purpose as outlined below.
107. Further opportunities for promotion of the 4 wellbeings will be undertaken as part of the development process for each of the projects as they are further developed and implemented.

Social

108. 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.
109. 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

110. 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

111. 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

112. The project plans that will be developed for this programme of work will include how we can effectively engage with tangata whenua.

Risks - *Tuuraru*

113. There are no risks identified for the recommendations made within this report.
114. If the recommendations are not approved there will be delays in the implementation of the 2024/25 programme of works and delays in receiving the NZ Transport Agency funding.

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

115. 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.
116. A specific engagement and communication plan will be developed as part of the delivery of the projects with this programme.
117. The level of engagement and consultation to be undertaken will include but not be limited to adjacent property owners and residents/businesses along with stakeholders including:
 - i. NZTA;
 - ii. Road Transport Association;

- iii. Automobile Association (AA);
- iv. CCS Disability Action;
- v. Disabled Persons Assembly;
- vi. Blind Foundation;
- vii. Bike Waikato;
- viii. Generation Zero;
- ix. Fire and Emergency NZ; and
- x. Local Iwi

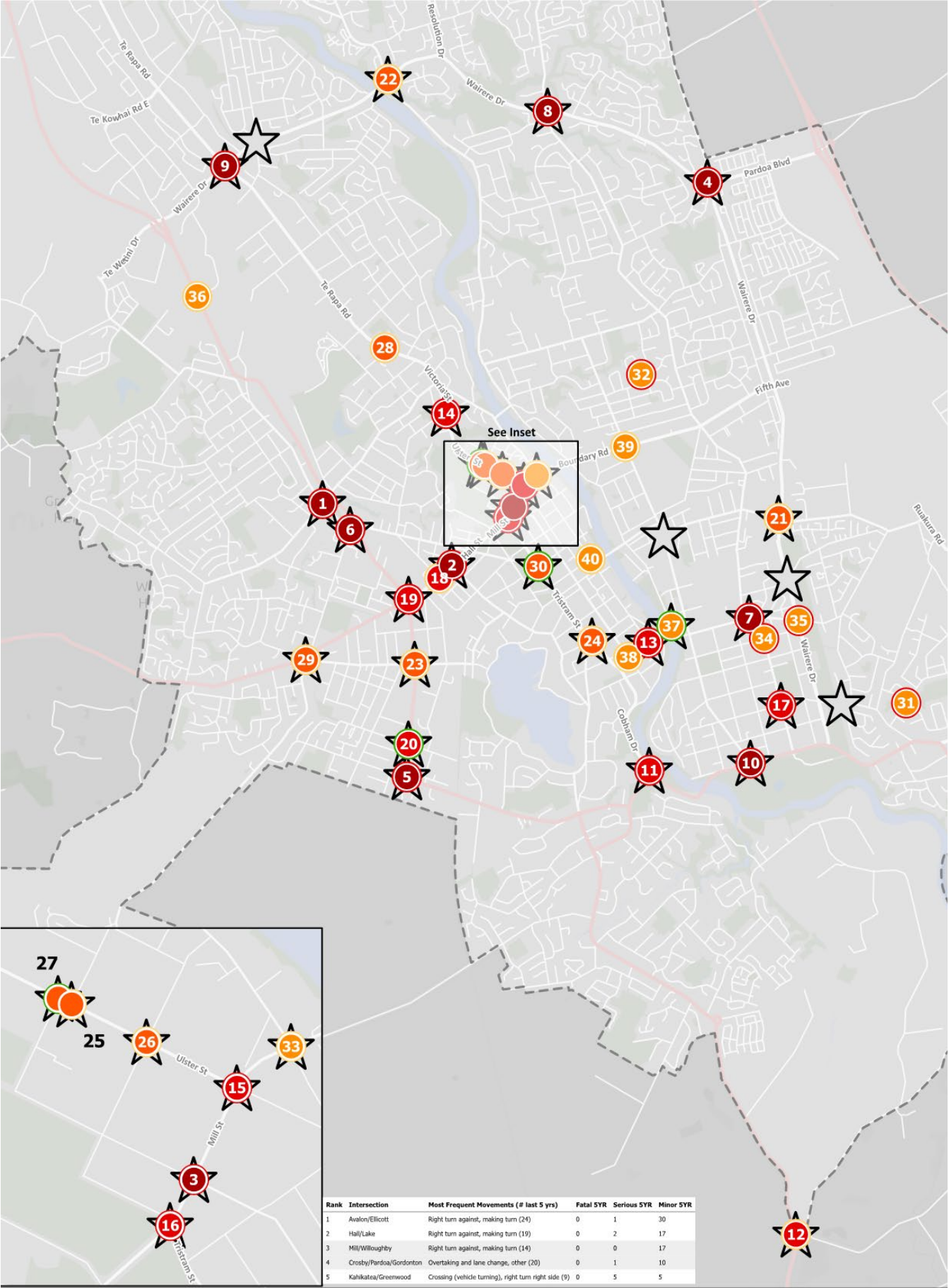
118. Given the low level of significance determined, the engagement level is low for the matters presented in this report and no engagement is required at this stage.

Attachments

Attachment 1 - 2024 High Risk Intersection Map for Hamilton.

Attachment 2 - Avalon Drive / Forest Lake Road Intersection Improvements.

Attachment 3 - SH26 Urban section walking and cycling improvements project report.



Project Report

Avalon Drive and Forest Lake Road Intersection Safety Improvement Project

2024/2025



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

Avalon Drive and Forest Lake Road Intersection Safety Improvement Project

WHERE?



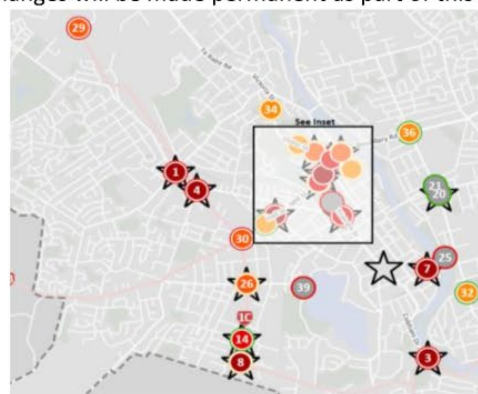
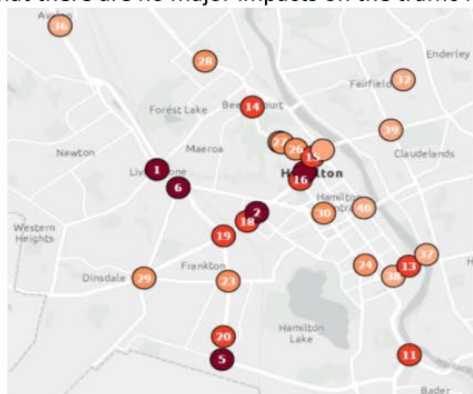
Site Location

WHATS THE PROBLEM?

The site is located on Avalon Drive/ Forest Lake Road intersection and is a popular through route for vehicular traffic, while also located in a mixed-use residential area with industrial and open spaces along Avalon Drive. It is located approximately 3km northwest of Hamilton Central, and adjacent to the Thermal Explorer Highway. There are recreational areas nearby including Waitawhiriwhiri Reserve and Nawton Domain. This is a detour route, which is often used when SH1 is closed due to crashes/ maintenance.

The project aims to reduce death and serious harm crashes, while also creating improved cyclist and pedestrian connectivity. Avalon Drive/ Forest Lake Road intersection is ranked 1st of highest number of crashes in Hamilton (Map shown below). Since 2019 the social cost of crashes has been \$9.90M.

Due to high number of crashes at this location traffic signal phasing changes were trialled and monitoring has found that there are no major impacts on the traffic flow. These changes will be made permanent as part of this project.



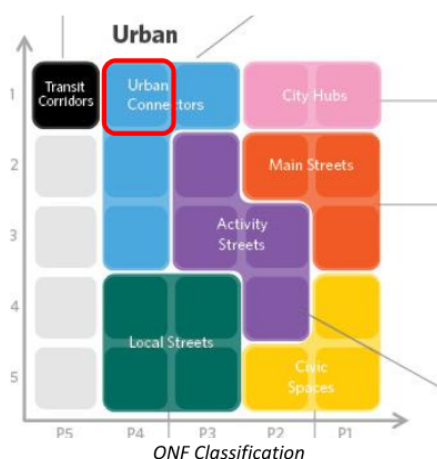
WHY IT IS IMPORTANT TO ADDRESS THE PROBLEM?

The location is a very busy intersection and has high numbers of school children and there are ongoing serious crash concerns. This location has a posted speed limit of 50km/hr. It has signalised crossing across all four intersection approaches and existing advance cycle boxes in all through and left turning lanes. It has a commercial centre (including medical centre & gym) at the northern corner, with access via Avalon Drive upstream of intersection. A high frequency bus service (Orbiter) operates along Avalon Drive and Ellicott Road, regional routes 9 and 23 serve Ellicott Road.

The One Network Framework (ONF) classification for all intersecting roads is Urban Connector with a movement ranking of M1 and place ranking of P4 which is summarised as a road which has a mix of higher volumes of vehicles and people. Avalon Drive is identified as a high-priority route in the HCC Biking and Micro-mobility plan. There are currently no micro-mobility projects programmed at this location.

Road Name	ONF	Estimated AADT (veh/day)	Bus Route and Frequency
Ellicott Road	Urban Connectors	16,700 (est.2023)	Orbiter (every 10min) and No.9 (hourly)
Lincoln Street		15,200 (est.2023)	No Bus Service
Forest Lake Road		7,200 (est.2023)	No.18 service (Hourly)
Avalon Drive		21,300 (est.2023)	Orbiter (every 10min)

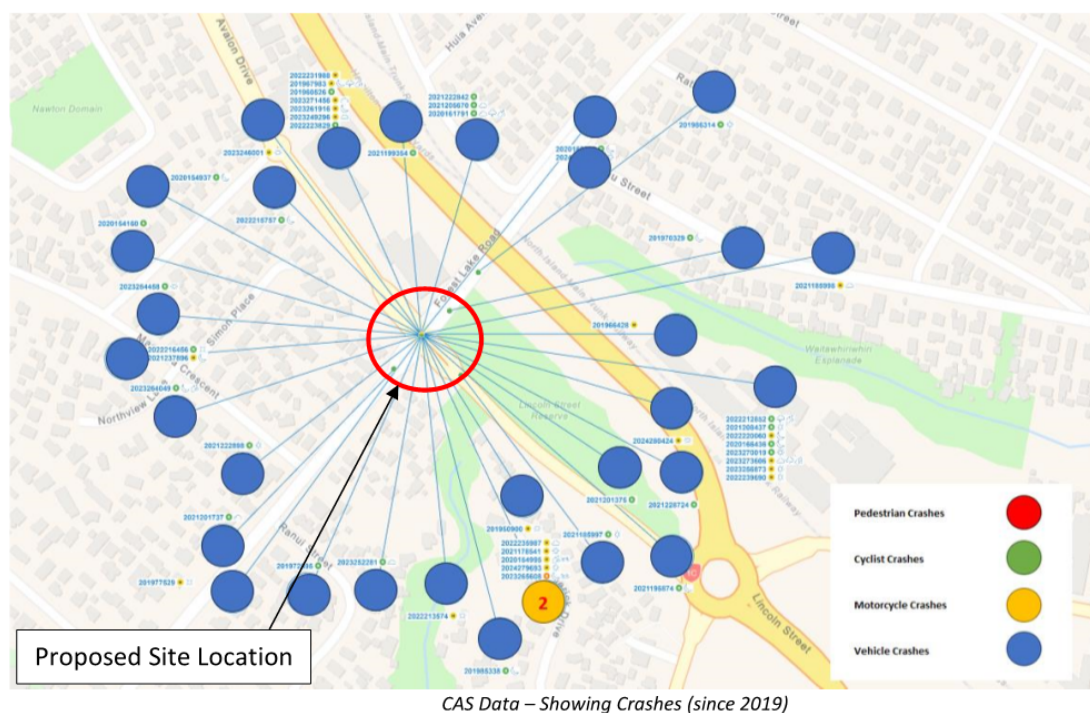
Traffic Data



CRASH HISTORY

Since 2019 there have been fifty-one recorded crashes in the vicinity with fifty occurring within the proposed project area, including two Motorcyclist crashes. Twenty-Three of these crashes were injury crashes (Two Serious injury, with one involving Motorcyclist) and twenty-eight non-injury crashes. Given the high volumes of traffic (15,000 AADT highest) and turning movements, the crash history clearly shows there is a very high risk of death/serious injury. (ranked highest safety risk intersection in the city)

The crash types include 62.75% of crashes were crossing/ turning crashes, 21.5% overtaking crashes and 13% rear end/ obstruction crashes. The severity outcome is likely to be high. Similar improvements have been undertaken at comparable locations (with respect to traffic and pedestrian movements) in the city such as at Anglesea / Bryce Street Intersection although traffic volumes at these locations are slightly lower.



This project has been allocated funding from NZTA based on the need for improvements to reduce the occurrence of Death and serious injury (DSI) crashes. The project objective to reduce crash severity by controlling vehicle approach speeds without affecting the efficiency of the intersection, improve connectivity and decrease delay by allowing a smoother flow of traffic.

Historic crash data indicates a trend of crossing / turning crashes at the intersection. The approach speeds are high with drivers trying to beat signal changes. There are opportunities to improve speed management at this intersection as there are currently no speed calming features present.

The intersection is in a mixed-use residential area that features some commercial activity, there are limited and disconnected cyclist facilities at the intersection. There are high numbers of school children accessing Fraser High and Maeroa Intermediate schools and pedestrians and cyclists are exposed to high heavy vehicle volumes which increases vulnerable road user (VRU) risks.

Avalon Drive is recognised as a high priority route in the HCC Biking and Micro-mobility plan. Opportunities to improve walking and cycling facilities and VRU safety should be considered.

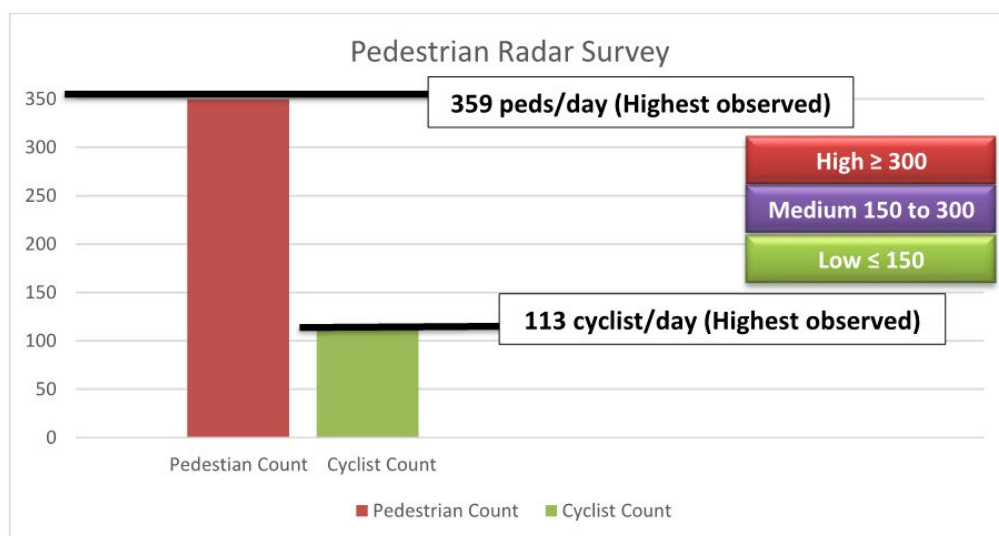
PEDESTRIAN DATA

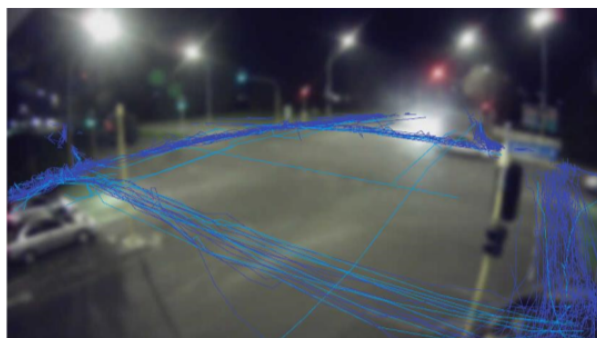
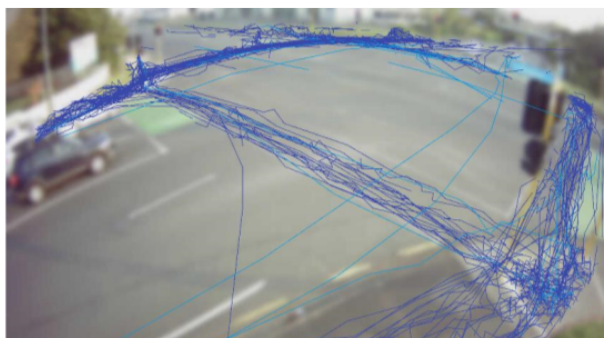
An onsite fixed camera was used to monitor and gather vehicle and pedestrian movement/ behaviour data. Pedestrian crossing of 359 (in 12-hour period, highest recorded number over one week) (**High Volume**). Cyclist crossing of 113 (in 12-hour period, highest recorded number over one week) (**low Volume**). Counts of the number of pedestrians and cyclist crossing the road are summarised below:



Existing signalised crossing location marked in Red

Date and Time	Pedestrians	Cyclist	Total
Monday 09 September 2024 (7am to 7pm)	359	112	471
Tuesday 10 September 2024 (7am to 7pm)	343	100	443
Wednesday 11 September 2024 (7am to 7pm)	357	113	470
Thursday 12 September 2024 (7am to 7pm)	335	102	437
Friday 13 September 2024 (7am to 7pm)	302	89	391
Saturday 14 September 2024 (7am to 7pm)	66	33	99
Sunday 15 September 2024 (7am to 7pm)	74	56	130
Total	1836	605	2441





Pedestrian/ cyclist crossing lines shown in blue – using camera



Vehicle movements at the intersection

The following observations are made from the pedestrian/ cyclist camera data:

- The data shows high number of pedestrian activities at this intersection at the peak traffic times.
- Observed students using the intersection to access schools (Maeroa Intermediate, Fraser High School and Nawton school) in this vicinity.
- Children and elderly people using this intersection to access medical centre (Avalon Medical).
- Pedestrian and cyclist access the gym (Anytime Fitness) at this location.

OBSERVATIONS

A site inspection was completed on 26th September 2024 between 2:00pm and 4:00pm, 07th October 2024 between 8:00am to 11am and 3:00pm to 5:00pm during which the following observations were made:

- Observed vehicles approaching the intersection at high speeds and completing dangerous turning movements.
- Observed intersection with substandard surface condition.
- Observed cars rushing through the intersection to get through amber light and doing a hard stop because driver behind didn't expect the driver in front to stop for an amber light.
- A high frequency of bus service moving through the intersection.
- Well-used existing shared paths or cycle lanes on all approaches during peak hours.
- Medical centre and gym at the northern corner, with access via Avalon Drive upstream of intersection.
- Vehicles approaching intersection from Forest Lake at high speeds travelling through without slowing down at intersection to Ellicott Road.

COMMUNITY AND PUBLIC FEEDBACK

Customer Request Management (CRM) System has shown the following customer requests were received in:

- January 2022: Concerns over cars and heavy vehicles speeding on Forest Lake Road and mentioned kids using this road to access the school. Requested for speed reduction at this location.
- October 2022: Request for speed humps to reduce the vehicle speeds on Ellicott Road.

EARLY ENGAGEMENT WITH STAKEHOLDERS

Staff have completed early engagement with Fraser High School and Maeroa Intermediate School to gather insights about the existing intersection. These schools were selected as they are within walking distance of the intersection, they have previously engaged with Council staff about road safety, and students from these schools have a noticeable presence at the intersection based on data collection and site observations.

Fraser High School advised that during drop-off and pick-up times long queues form at the intersection – “especially along Ellicott Road” – which leads to dangerous actions from drivers, such as “u-turns and driving on the wrong side of the road”. It was suggested that improvements were needed to “manage the speed of traffic through the intersection”, improve traffic flow and provide more space for people walking and biking when waiting to cross the street.

Maeroa Intermediate School described the intersection as “very dangerous” due to “the sheer volume of traffic”, “drivers going through orange and red lights” and “the shortness of the pedestrian crossing cycle”. The school advised that potentially up to half of their students use this intersection regularly and advised that anyone who observed what happens during school drop-off and pick-up times would understand why they are concerned.

Avalon Drive and Lincoln Street is a key route for Fire and Emergency NZ (FENZ). Staff will engage with FENZ at the appropriate time depending on the direction provided by Elected Members.



Aerial showing schools (Red circle) at the close proximity of the project location (Blue circle)

STAKEHOLDER IMPACT AND MITIGATION

Each site has different types of immediate neighbour stakeholders, from businesses, schools through to residential housing. Clear and accurate engagement will be undertaken with the key stakeholders, in this area especially businesses. This will create opportunity for face-to-face discussion regarding construction methodologies and timing. Traffic diversions and flexible working hours will be discussed and confirmed by the contractor. Information provided

will be project scope, purpose of the project, project sketch plan with estimated time of construction with feedback being sought on how we can minimise the impact on their operations.

Communication methods includes, postal communications, face-to-face discussions with impacted parties, project signage, variable message boards (VMS), posters in shops and clear indications that businesses are open will be provided and two weeks in advance dedicated for gathering public feedback. This gives all parties an opportunity to discuss processes and timeframes, and to try to mitigate any issues prior to the physical works commencing.

RECOMMENDATIONS

Six options for improving the level of safety and efficiency for road users at Avalon Drive/ Forest Lake Road intersection were considered suitable based on treatment analysis. Based on the outcome of this analysis, staff recommend the following improvement options for this site:

Safest Option: Raised Signalised intersection with kerb realignment - Treatment C

Estimated Cost: \$2.4M (P95 including 30% contingency)

This option fully addresses the project objectives, provides the safest option, provides improved signal phasing, reduces pedestrian crossing distances & improving intersection efficiency, kerb buildouts support speed management. Safe systems assessment score of 56 and an estimated crash reduction of 44% resulting in social cost reduction of \$4.4M over a 5-year period.

Alternative Option: At-Grade Signalised intersection with kerb realignment - Treatment E (Treatment C without RSP)

Estimated Cost: \$1.9M (P95 including 30% contingency)

Should the raised intersection not be favoured - this option has most of the benefits of option C, however this option does not fully meet speed reductions to <30km/hr, it mostly addresses the project objectives, provides improved signal phasing, kerb buildouts support speed management, reduces pedestrian crossing distances & improving intersection efficiency.

Safe systems assessment score of 68 and an estimated crash reduction of 42% resulting in social cost reduction of \$4.1M over a 5-year period.

TREATMENT CONSIDERATIONS

Six long-list options were developed with a spectrum of Vehicle Safety, Intersection connectivity improvement and pedestrian/ cyclist accessibility levels.

The following two tables detail treatment options and a scoring table for the options that have been considered.

Treatment	Type	Discussion	Cost ¹
A.	Approach Raised Safety Platforms on all legs	<ul style="list-style-type: none"> Installation of median traffic islands on Ellicott Rd and Avalon Dr Extension of southbound cycle lane on Ellicott Rd to align with the southbound Forest Lake Rd cycle lane. Raised Safety Platforms will need to be located close to the signals to be effective, however may impact turning HCVs, may result in other risk taking within the intersection. Safe Systems Assessment Score - 159 	\$800K
B.	Approach Raised Safety Platforms on all legs with cycle lanes and	<ul style="list-style-type: none"> Installation of median traffic islands on Ellicott Rd and Avalon Dr. Installation of cycle lanes on either side of Ellicott Rd and realignment of lane lines. 	\$900K

¹ These are concept level estimates (P95) include 30% contingencies.

	road marking realignment	<ul style="list-style-type: none"> Raised Safety Platforms will need to be located close to the signals to be effective, however may impact turning HCVs, may result in other risk taking within the intersection, Islands may lead to misalignment of through direction (lanes not aligning up/facing turning traffic). Safe Systems Assessment Score - 150 	
C.	Raised Signalised Intersection with kerb realignment	<ul style="list-style-type: none"> Raised intersection with Swedish style ramp (Shallow ramp grades) grades. Installation of cycle on and off ramps on either side of Forest Lake Road realignment of traffic lane lines. Installation of shared signalised crossings across all intersection legs. Installation of shared path on all legs of intersection. Proposed cycle ramp pairs onto existing shared paths on Lincoln St and Ellicott Rd and a single cyclist on-ramp on Avalon Drive. Proposed Kerb build out and realignment of lane lines on all legs. Meets all project objectives. Safe Systems Assessment Score - 56 	\$2.4M
D.	Raised Signalised intersection with Shared paths and cycle lanes (without kerb buildout)	<ul style="list-style-type: none"> Installation of median traffic islands on Ellicott Rd and Avalon Drive. Raised intersection with Swedish style ramp grades. Installation of paired signalised crossings across all intersection legs. Installation of cycle lanes on either side of Ellicott Rd and realignment of lane lines. Removal of cycle boxes on through and right turn approach lanes Proposed cycle ramp pairs onto existing shared paths on Lincoln St and Ellicott Rd and a single cyclist on-ramp on Forrest Lake Rd. Traffic Islands may lead to misalignment of through direction (lanes not aligning up/facing turning traffic), increased crossing distances resulting in extended signal phasing/effects on traffic flows. Safe Systems Assessment Score - 63 	\$2.3M
E.	At-Grade Signalised Intersection with kerb realignment (without RSP's)	<ul style="list-style-type: none"> Installation of cycle on and off ramps on either side of Forest Lake Road realignment of traffic lane lines. Installation of shared signalised crossings across all intersection legs. Kerb build outs to narrow traffic lanes to support speed management Installation of shared path on all legs of intersection. Proposed cycle ramp pairs onto existing shared paths on Lincoln St and Ellicott Rd and a single cyclist on-ramp on Avalon Drive. Proposed Kerb build out and realignment of lane lines on all legs. speed management on approaches through perceived road narrowing will be effective, but not as complete as the RSP option. Safe Systems Assessment Score - 68 	\$1.9M
F.	Roundabout intersection	<ul style="list-style-type: none"> Intersection control change from signalised to roundabout Installation of new median traffic islands on all approaches Addition of speed tables across all lanes on all legs Proposed kerb-build out and realignment of lane lines Proposed roundabout central island with multilane arrangement Removal of on-road cycle lanes at the roundabout approaches Very high Funding risk/ will require signal /zebra pedestrian crossings on all legs. 	\$3.5M+

		<ul style="list-style-type: none">• Likely to impact on traffic flows due to pedestrian bunching during school times.• Requires pedestrian controlled crossings on all legs.• Safe Systems Assessment Score - 65	
G.	30km/hr Speed limit + Thresholds	<p>A 30km/h posted speed limit would align with the safe and appropriate speed limit, as proposed in the Hamilton City Council Speed Management Plan (Version 2, July 2022).</p> <p>Benefits: Reduced energy transferred in the event of a collision, resulting in a reduced likelihood of death or serious injury. This is particularly beneficial for vulnerable road users including pedestrians and cyclists, as the likelihood of death or serious injury increases significantly at impact speeds above 30km/h.</p> <p>Unlikely to meet new speed limits rule.</p> <p>Safe Systems Assessment Score - 70</p>	30k

TREATMENT ANALYSIS MATRIX

Treatments	Cost Estimate Range	Safe Sytems Score	Crash Reductions Estimate	Traffic Delays / Travel Costs	Driver Discomfort	5-10 year Maintenance Costs	Active Mode Impact	Recommendations and Estimated Cost
Treatment A - Approach Raised Safety Platforms on all legs	\$500k-\$1M	>125	<30%	Medium	Medium/Higher	Medium	Small Adverse Impact	
Treatment B - Approach Raised Safety Platforms on all legs with cycle lanes and road marking realignment	\$500k-\$1M	>125	<30%	Medium	Medium/Higher	Medium	Small Adverse Impact	
Treatment C - Raised Signalised Intersection with kerb realignment	\$2.0M-2.5M	<60	40-50%	Medium	Medium	Medium	High Benefit	Preferred safest option- Cost Estimate \$2.4M
Treatment D - Raised Signalised intersection with Shared paths and cycle lanes (without kerb buildout)	\$2.0M-2.5M	60-69	30-40%	Medium/Higher	Medium	Medium/Higher	High Benefit	
Treatment E - At-Grade Signalised Intersection with kerb realignment (without RSP's)	\$1.5M-\$2.0M	60-69	40-50%	Light	Zero	Medium	Medium Benefit	Alternative option to Option C should RSPs not be supported - Cost Estimate \$1.9M
Treatment F - Roundabout intersection	\$3.5M+	60-69	30-40%	Medium/Higher	Light	Medium/Higher	Medium Benefit	Requires pedestrian controlled crossings on all legs - Cost Estimate > \$3.5M
Treatment G - 30km/hr Speed limit + Thresholds	<\$500k	70-99	>70%	Medium/Higher	Zero	Low/Zero/Cleaning	No impact	

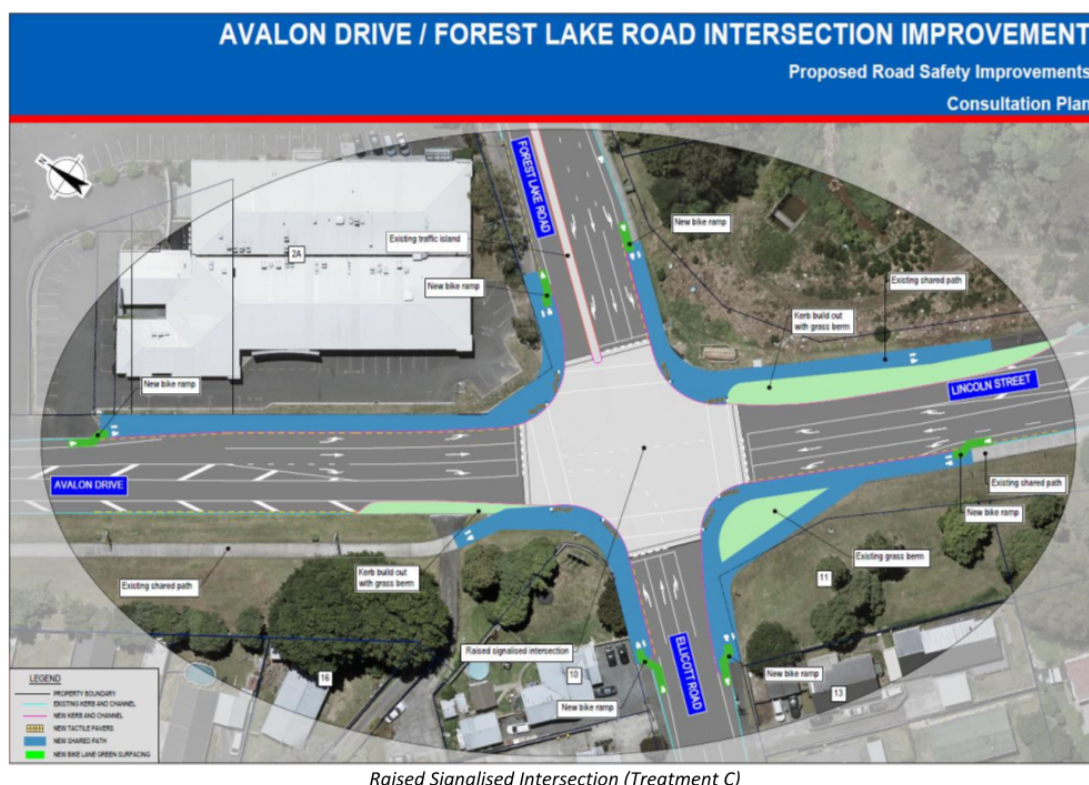
Table 1 - Treatment Comparison Table

OPTIONS FOR FURTHER CONSIDERATION

Based on the treatment analysis matrix, the following options were considered as the best potential solutions for further consideration at this site and are listed in order of effectiveness:

Preferred & Safest Option: Raised Signalised Intersection with kerb realignment (Treatment C).

Estimated Cost: \$2.4M (P95 including 30% contingency)



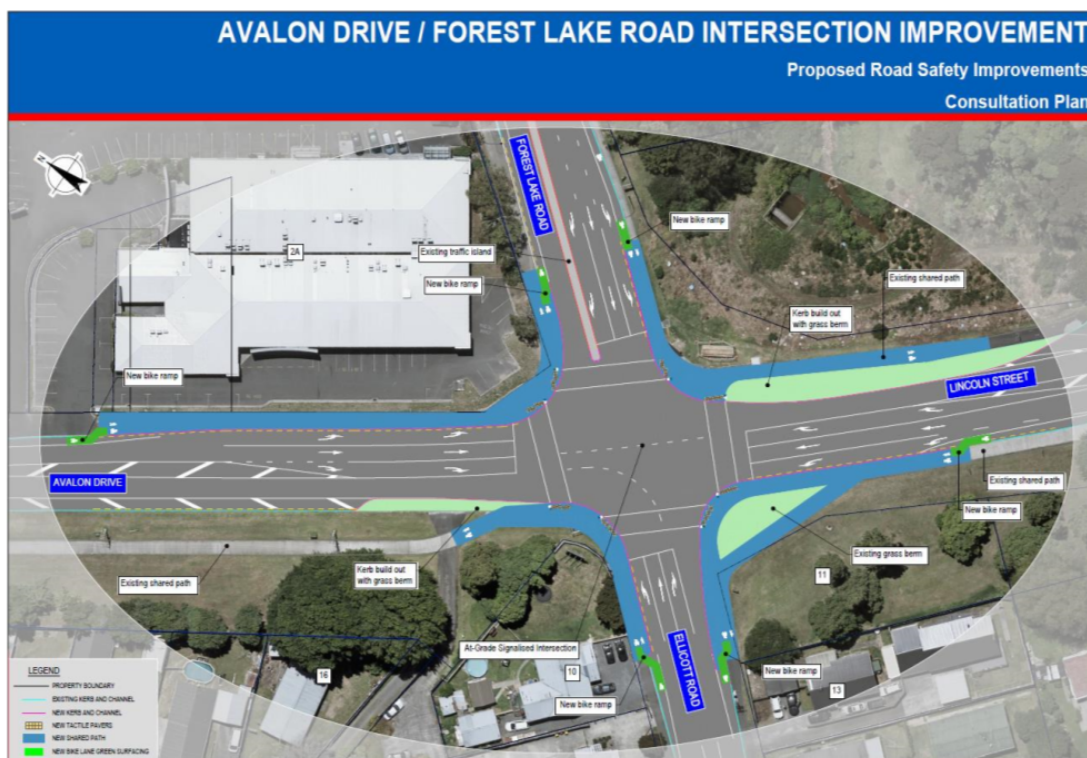
A raised intersection with improved phased signals, physical road narrowing. This has the highest safe systems score option addressed through speed by vertical deflection and reinforced by the visual narrowing from the kerb build outs but still meet district plan and route classification lane widths. The raised section will increase the conspicuity of the intersection thus improves drivers' awareness of presence of pedestrian and cyclist crossings. Change in lane configuration and face changes to the signals will increase the efficiency of traffic flow and allows smooth and safe travel for vehicles. Taking cyclists away from traffic lanes and potential conflict/pinch points and localised widening of footpaths to allow for the high number of school children that often walk in groups.

Co-ordination of the works with pavement & traffic signal renewals will enable traffic management efficiencies and to minimise the impact of all users of this intersection.

NZTA have indicated that the raised intersection component of this work would not qualify for co-investment and would have to be 100% locally funded.

Alternative Option: At-Grade Signalised Intersection with kerb realignment (Treatment E).

Estimated Cost: \$1.9M (P95 including 30% contingency)



At-Grade Signalised Intersection (Treatment E)

Improved phased signals, reduced crossing distances and physical road narrowing. This option addresses through speed by the physical narrowing from the kerb build outs but still meeting district plan and route classification lane widths. Whilst not as effective as the raised intersection option with regard surety over <30km/h impact speeds pedestrian vs vehicles, additional signage to raise awareness of the presence of crossing pedestrians will go some ways to reinforce driver awareness. Change in lane configuration and face changes to the signals will increase the efficiency of traffic flow and allows smooth and safe travel for vehicles. Taking cyclists away from traffic lanes and potential conflict/pinch points and localised widening of footpaths to allow for the high number of school children that often walk in groups.

Co-ordination of the works with pavement & traffic signal renewals will enable traffic management efficiencies and to minimise the impact of all users of this intersection.

NZTA have indicated that they would co-invest in all works proposed with this solution.

Options Report

Morrinsville Road (SH26) Urban Section

Fit for Purpose Improvements 2024/25



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

BACKGROUND

Hamilton City Council (HCC) has entered into a funding agreement with NZTA to deliver the Morrinsville Road Fit for Purpose project associated with the revocation process for the State Highway status of the section of SH26 between Cambridge Road and the Waikato Expressway overbridge.

For the section between Cambridge Road and Matangi Road (the Urban Section), the proposed works identified in the Single Stage Business Case completed by NZTA was:

- Change the existing school speed limit to a variable 30km/h
- Install separated cycleways on each side of the road
- Remove all car parking, and
- Introduce kerb buildouts and raised safety platforms at side road intersections

At the Infrastructure and Transport Committee meeting on 8 August 2024, Elected Members gave macro-scope approval to proceed with a roundabout at the intersection of Morrinsville Road with Matangi Road and Silverdale Road, with staff to report back to approve active mode crossing facilities (form and location) at a future date.

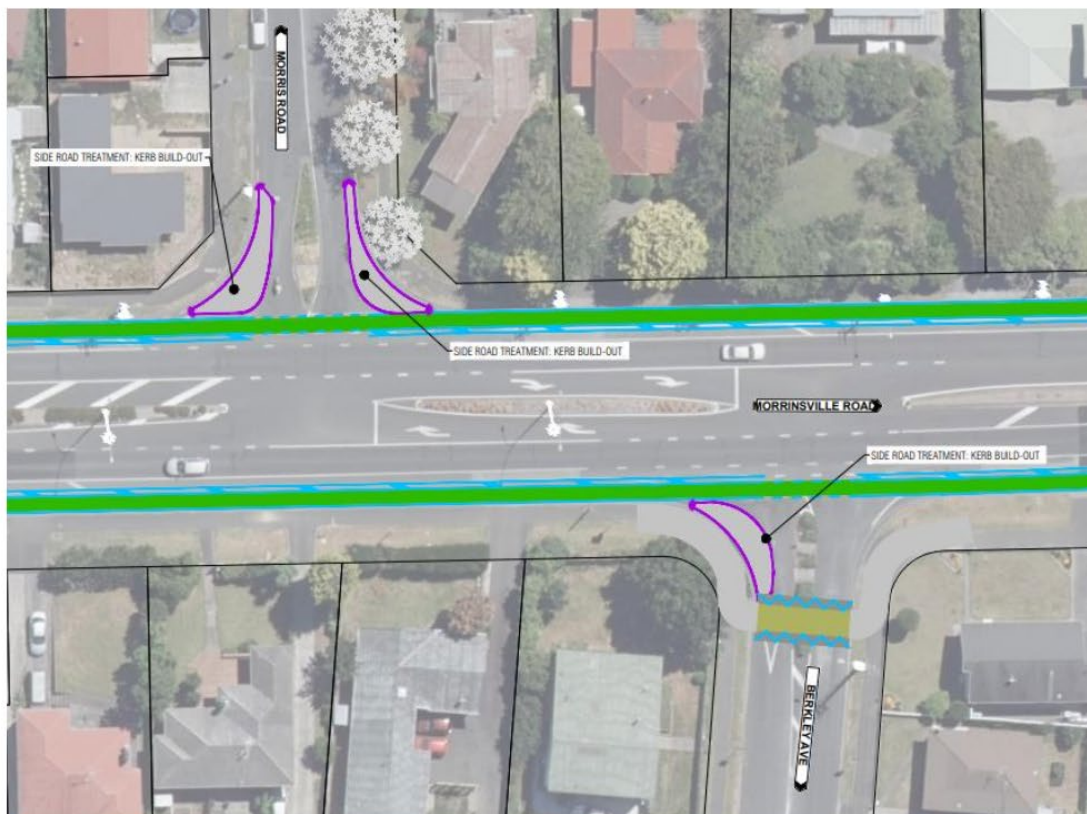
At the Infrastructure and Transport Committee meeting on 26 September 2024, Elected Members gave macro-scope approval to proceed with the following active mode facilities at the intersection of Morrinsville Road with Matangi Road and Silverdale Road:

- Across Silverdale Road: uncontrolled crossings, on raised safety platforms with 1:20 approaches and 1:40 departures
- Across Morrinsville Road (west): A signalised walking and cycling crossing, at-grade.
- Across any left turn slip lane: uncontrolled crossings, on raised safety platforms with 1:20 approaches and 1:40 departures.
- Across Matangi Road and Morrinsville Road (east): no formal facilities

This report describes the option assessment process for the proposed improvements within the Urban Section between Silverdale Road and Cambridge Road and it is noted that any proposed changes to the Urban Section would tie-in to the facilities proposed at the new roundabout and associated facilities approved previously.

BUSINESS CASE CONTEXT

The Fit for Purpose business case includes a proposed design for the Urban Section, with an indicative image shown below.



Preferred scope in the business case, incorporated into the funding agreement. Including complete parking removal, implementation of separated cycleways, kerb buildouts and raised safety platforms at intersections.

In reviewing the proposed concept included in the business case staff have identified a number of issues including:

- safety issues with the proposed treatments at intersections
- budget risks recognising that these were set a few years ago and there has been no inflation adjustment, and
- risks regarding expected community concerns regarding the proposed loss of car parking with this design.

Therefore, staff have considered alternative designs to mitigate these issues and maximise the benefits this funding can provide for those walking and cycling.

Staff have prepared this report to describe the process and outcomes of this consideration of options and seek approval of an option to proceed to design.

The business case includes changing the existing 40 km/h variable school speed limit to 30km/h variable and extending the existing 50km/h speed limit in the urban section through the intersection with Silverdale Road and Matangi Road to just east of the proposed new roundabout.

WHERE?

The Urban Section extends along Morrinsville Road from Cambridge Road to the eastern edge of Jansen Park. There are several schools, community facilities, parks, the University of Waikato, and the Hillcrest shops nearby.

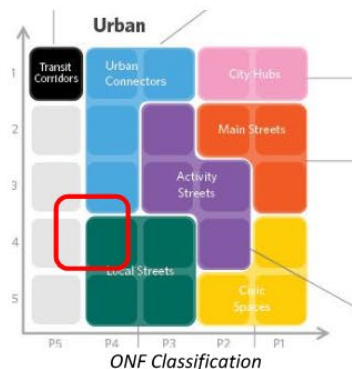


Site Location

WHY IS IT IMPORTANT TO ADDRESS THE PROBLEM?

Morrinsville Road is currently a State Highway (SH26) and connects Hamilton to Morrinsville. It has annual average daily traffic of 7,100 vpd (east of the Waikato Expressway) increasing to 13,300 vpd between Silverdale Road and the roundabout on Cambridge Road (SH1C).

It's classification under the One Network Framework is M3, P4 falling within the Urban Connector classification. These can be summarised as a mix of higher volumes of vehicles and people. The existing speed limit is 50km/hr with a variable 40km/h school limit, and the measured mean operating speed varies between 60 km/h (outside Jansen Park) and 42 km/h (approaching Cambridge Road)¹.



¹ Vehicle operating speed is sourced from the NZTA resource MegaMaps. NZTA's data is sourced from TomTom.

Based on the traffic volumes and speeds observed on this road, separated cycleways are required to accommodate users of all ages and abilities. On road cycle lanes are provided between car parking and the traffic lane. However, they do not meet the minimum width required by best practice standards and guidelines.

At intersections:

- The crossing distance is wide (up to 19m at Mullane Street). This makes it harder for pedestrians to judge whether it is safe to cross the road and increases the *likelihood* of crashes between pedestrians and drivers.
- The kerb radius is wide (approximately 12m) and, combined with the wide roadway on Morrinsville Road, enables drivers to turn at high speeds. This makes it harder for pedestrians to judge whether it is safe to cross the road and increases the *likelihood* of crashes between pedestrians and drivers. It also increases the *severity* of injuries if a collision does occur.

At midblock crossings:

- The roadway is wider than necessary for its function (over 20 m at some points). This makes it harder for pedestrians to judge whether it is safe to cross the road and increases the *likelihood* of crashes between pedestrians and drivers.
- The wide roadway on Morrinsville Road, encourages drivers to drive faster. This makes it harder for pedestrians to judge whether it is safe to cross the road and increases the *likelihood* of crashes between pedestrians and drivers. It also increases the *severity* of injuries if a collision does occur.

Since 2014 there has been 41 crashes recorded on Morrinsville road between the roundabout and Matangi Road² resulting in a social cost of \$9.6M. These crashes include:

- 4 serious crashes
- 14 minor injury crashes.
- 23 non-injury crashes.

Out of the 41 recorded crashes

- 4 crashes involving cyclists (four non-injury)
- 3 crashes involving pedestrians (one serious, two minor injuries)



² NZTA Crash Analysis System, extracted 1/11/2024

Existing active mode use

Staff have received a road user count completed by a local school on 22 March 2023, for the following periods: 0630 to 0930, 1100-1330, and 1430-1830, with a total of 500 pedestrians recorded.

This count is consistent with our operational data from the signalised crossing. Data from 4-10 November 2024 shows that-

- On every school day, the pedestrian lights ran over 50 times between 0800 and 0900 (pedestrian lights only run if they are called by someone waiting to cross).
- On school days the pedestrian lights ran approximately 150 times across the whole day.

Observations

Site inspections were carried out on 23 October 2024 where the following observations were made:

- Vehicle operating speeds are likely higher than 50 km/h, especially east of Berkley Avenue
- Driver channelisation is inconsistent, i.e. drivers are selecting different positions across the traffic lane, which increases the difficulty for road users selecting gaps to cross the road or turn.
- Some drivers choose to drive unlawfully in the cycle lane, despite the traffic lane being available for them.
- Turning speeds at side road are much higher than on other Urban Connectors as drivers can make sweeping turns due to the large radius corners at the intersections.

Existing road configurations

The roadway on Morrinsville Road is wider than expected for its traffic function being typically 18-22m from kerb to kerb. Currently, the entire width of the road is available to moving vehicles, which requires the full width of the road to be resealed frequently. The District Plan requirements indicate a narrower roadway (10m) with indented parking bays and off-road cycling facilities would be suitable and would reduce this maintenance burden.

COMMUNITY FEEDBACK

Staff are in regular contact with Hamilton schools in the area – including Berkley Normal Middle School, Silverdale Normal School, Hillcrest Normal School, and Hillcrest High School. Schools outside Hamilton have also been included in early engagement on this project.

The school community for Berkley Normal Middle School is only able to access their grounds via Morrinsville Road. In initial meetings, the school identified the nearest crossings – Mullane Street (kerb crossing), Berkley Avenue (kerb crossing) and Morrinsville Road (signalised crossing) as needing safety improvements. The informal crossing on Morrinsville Road closest to Cambridge Road was also identified as unsafe with near misses and poor decision making.

Mullane Street is used by students who are biking or scootering to enter and exit Berkley Normal Middle School. The intersection with Morrinsville Road is busy – congestion is caused by drivers turning right out of Mullane Street during school pick up, and there are drivers turning left into Mullane Street too fast when coming off Morrinsville Road.

The signalised crossing on Morrinsville Road has had multiple near misses with two serious injury incidents – the most recent in August 2024 where a student sustained leg injuries and ended up in hospital. Berkley Normal Middle School informed staff that these incidents are stressful for students, families and staff – with a noticeable increase in families dropping kids off immediately after the most recent incident in August 2024.

Berkley Normal Middle School have presented staff with an independent report from a transport engineer suggesting a raised safety platform for Mullane Street and the existing signalised crossing on Morrinsville Road. Raised safety platforms have also been suggested for Berkley Avenue and Morris Road. The school are part of a Kaahui Ako (Community of Learning) representing approximately 3,800 students. The community of schools have expressed a strong interest in ensuring that students have safe and connected infrastructure along Morrinsville Road to get to and from their respective schools using their preferred modes of transport.

Employees of Livestock Improvement Corporation (LIC) have been in contact with the project team to offer their support for improved walking and cycling options along Morrinsville Road. We've been informed that LIC has a "very active cycling and walking community" amongst their workforce (who are surveyed annually) and that the "creation of a safe route along Morrinsville Road would support people to take up option of biking or walking to work". We've heard from employees who currently ride along Morrinsville Road or would be a "daily user of the proposed cycleway", through to others who are interested in using active travel but "currently do not because it seems suicidal to either walk or bike that stretch of road in its current state". LIC employees have said that told us that if Hamilton City Council wants to promote a healthier and more sustainable city, then "we need to make cycling and walking safe and desirable".

Feedback received from the wider community (from a resident on Morrinsville Road and a former teacher at Hillcrest High School through to representatives from Tamahere and Matangi) mention noticeable volumes of people walking and biking along Morrinsville Road, particularly with students in and around school drop off and pick up times. In addition to the schools in the area, the community feedback identifies a range of destinations in the area – such as the University of Waikato, churches, libraries, gullies, retirement villages, healthcare and supermarkets – that create a demand for walking and biking. The feedback received refer commonly refers to the area as being dangerous with high traffic volumes (including heavy vehicles) operating at high speeds.

WHAT'S THE PROBLEM?

The Single Stage business case identified the following problem statements:

- "Road configuration leads to a high crash risk at intersections and bends in the road"
- "High traffic flows and operational speeds are reducing safe travel choices for communities".
- "Asset condition does not meet the standard for the road function which leads to higher costs for council of [...] (eg infrastructure provision is excessive for road user needs and historic "asset sweating" reduces asset life)."

The business case identified the following outcomes for investment:

- "Ensure that residual safety risks are mitigated to create a road that is safer for all road users resulting in a reduction in deaths and serious injuries (DSIs) to 15% by July 2026"
- "Addressing safety risk arising from traffic flows and speeds to improve travel choices thereby increasing the number of pedestrians and cyclists by 40% on SH26 by July 2026"

Staff have identified additional problems based on the data and observations noted in previous sections.

- There are a high number of pedestrians and cyclists on Morrinsville Road and there currently poor facilities for walking and cycling between Jansen Park and Cambridge Road. This impedes safe access between Hillcrest, Silverdale, Matangi or Newstead and residents (including school

students) who may wish to travel by active modes are forced to accept a high level of road safety risk or drive.

- Intersections with side roads are wide with sweeping kerbs that allow drivers to turn at high speed. This makes it difficult for pedestrians to accurately select a safe gap in traffic and means that impact speeds in any crashes would be likely to result in death or serious injuries.
- Existing on-road cycle lanes are narrower than the minimum widths recommended in national guidance and do not offer protection from the higher traffic volumes and speed observed on this route. This makes cycling an unattractive mode choice for most road users and many cyclists choose to ride on the footpath as a result.



Figure 1: Local schools

RECOMMENDATIONS

A description of the Options and Treatments are provided in the “Treatments Considered” and “Treatment Analysis Matrix” tables together with the Options Considered section at the end of this report.

Preferred (Safest) - Separated cycleway with raised dual priority crossings on side roads, new raised signalised raised crossing near Cambridge Road, RSP and kerb buildouts added to existing signalised crossing near Mullane Street

- Estimated construction cost \$2.55M
- Averaged Safe systems score 214
- Estimated combined crash reduction 50% over 10 years= social cost saving \$ 4,795,700
- This option has some loss of parking and requires parking manoeuvres in the traffic lane.



Alternative – Separated cycleway with raised dual priority crossings on side roads, new signalised crossing near Cambridge Road, kerb buildouts to existing signalised crossing near Mullane Street

- Estimated Construction Cost \$2.05M
- Averaged Safe Systems Score 228
- Estimated combined crash reduction 45% over 10 years = social cost saving \$ 4,316,130
- This option has some loss of parking and requires parking manoeuvre in the cycle lane.



OPTIONS CONSIDERED – LONG LIST

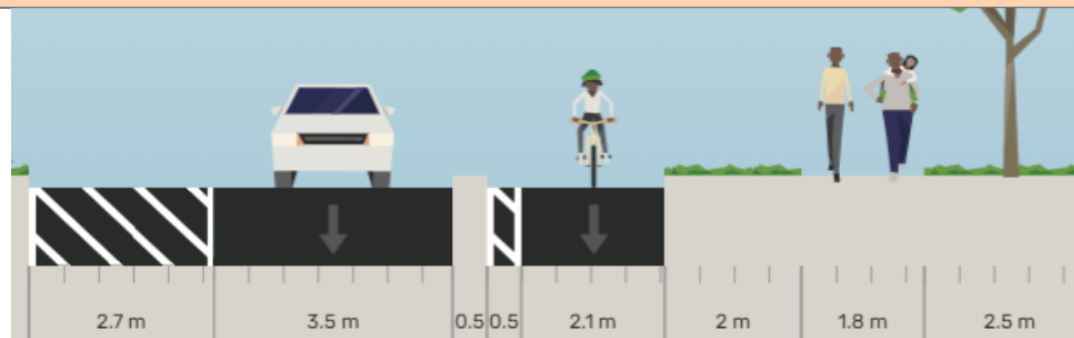
Staff have developed and assessed options for the urban section of Morrinsville Road for delivery as part of the Fit for Purpose Improvements. The treatments were considered for the following elements:

- Facilities for cycling and micromobility. The treatments considered apply throughout the physical extent and tie in to existing shared paths at SH1C and proposed shared paths at the intersection with Matangi Road
- Side road crossings at the intersections with Mullane Street, Morris Road, and Berkley Avenue
- Midblock signalised crossing near Mullane Street (at #34/#35)
- Midblock uncontrolled crossing near Cambridge Road (at #6/#7)

Treatments Considered

- Cycling facilities along the route and across intersections

Treatment A - Separated Cycleway with complete removal of car parking (funding agreement)



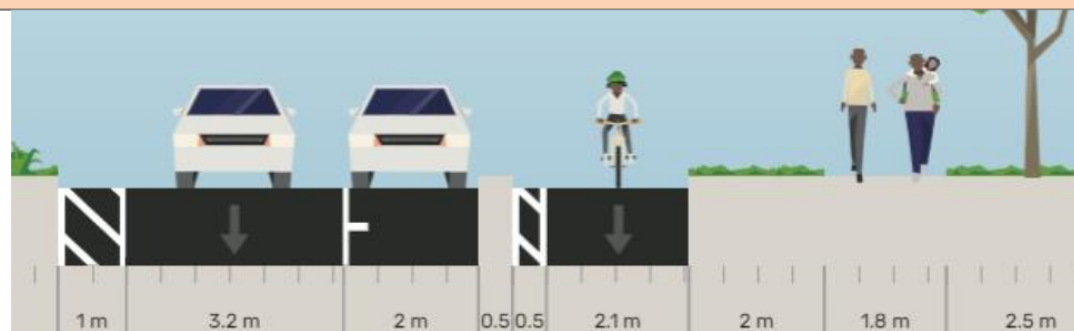
Design notes:

- This design includes a 0.4m wide prefabricated concrete separators in a 1.0m wide separation zone.
- The separation zone is continuous along the corridor; however, the concrete separators stop at driveways.
- This design includes removing all car parking on Morrinsville Road.

Discussion:

- This option is unlikely to be supported by the wider community.
- This option retains a very wide roadway, which contributes to excessive driver speed. Removing all car parking may further contribute to excessive driver speed.
- This option may require right turn lanes to be made shorter or narrower

Treatment B1 – Separated cycleway with most car parking retained (prefabricated separators)

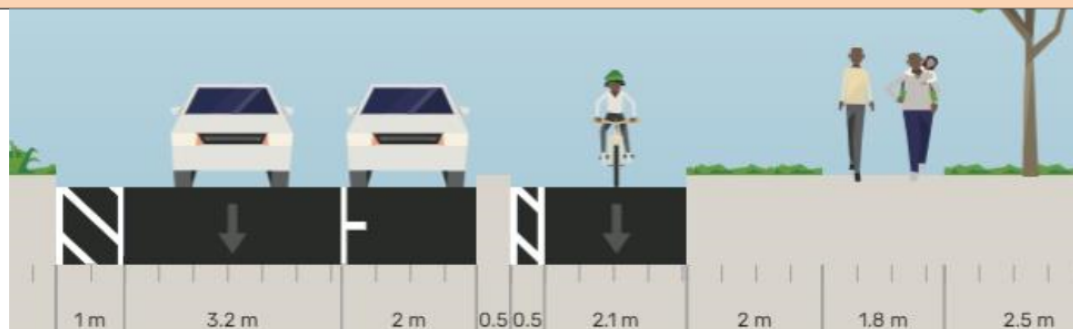


Design notes:

- This design includes a 0.4m wide prefabricated concrete separators in a 1.0m wide separation zone.
- The separation zone is continuous along the corridor; however, the concrete separators stop at driveways.
- This design includes removing some car parking, particularly around the signalised crossing and east of #66.
- This option cannot be safely constructed without some form of treatment at each side road.

Discussion:

- This option includes pre-cast separators which can add extra cost for re-seals
- This option includes pre-cast separators which causes some risk of kerb strike for drivers
- The pre-cast separators must stop at driveways to allow access for residents
- Installation of pre-cast separators is slower than other options, and introduces additional safety risk for contractors
- This option may require right turn lanes to be made shorter or narrower

Treatment B2 - Separated cycleway with most car parking retained (continuous cast in situ separators)**Design notes:**

- This design includes a 0.4m wide cast in-situ concrete separators (kerbs) in a 1.0m wide separation zone (refer to [Ngatai Road, Tauranga](#)).
- The separation zone is continuous along the corridor; however, the concrete separators stop at driveways.
- This design includes removing some car parking, particularly around the signalised crossing and east of #66.
- This option cannot be safely constructed without some form of treatment at each side road.

Discussion:

- This option can be built with a kerb profile that is much less likely to damage vehicles in the event of a kerb strike.
- This option allows the separator to continue across driveways with a lower profile that residents can drive over.
- This option is likely to be the fastest way to install cycleway separators.
- This option may require right turn lanes to be made shorter or narrower

Treatment C - Separated cycleway or shared path at footpath level with kerb widening, most car parking retained



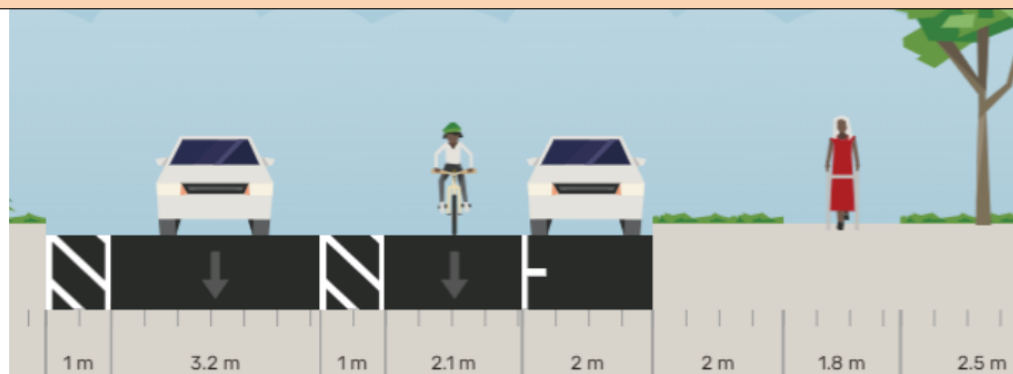
Design notes:

- This design includes a grass berm between the cyclepath and the roadway. The width varies from 1.0m to 4.0m.
- The separation zone is continuous along the corridor.
- This design includes removing some car parking, particularly around the signalised crossing and east of #66.
- This option cannot be safely constructed without some form of treatment at each side road.

Discussion:

- This option is likely to have the greatest cost of all midblock options
- This option provides the best separation between bikes and traffic
- This option may require right turn lanes to be made shorter or narrower

Treatment D - Painted cycle lanes



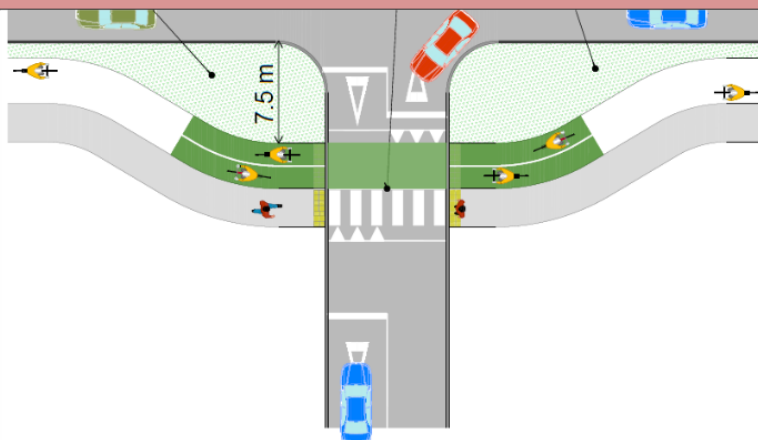
Design notes:

- This design includes a 1.0m wide separation zone
- The separation zone is continuous along the corridor;
- This design includes removing some car parking, particularly around the signalised crossing and east of #66.
- This does not require side road treatments, but could integrate with offset crossings if desirable

Discussion:

- This option is likely to have the lowest cost of all midblock options
- This option does not provide for riders of all ages and abilities.
- This option does not align to the approved Biking and Micro-mobility plan.
- This option does not deliver the benefits identified in the funding agreement and may compromise funding.
- This option may require right turn lanes to be made shorter or narrower

- **Side Road Crossings**

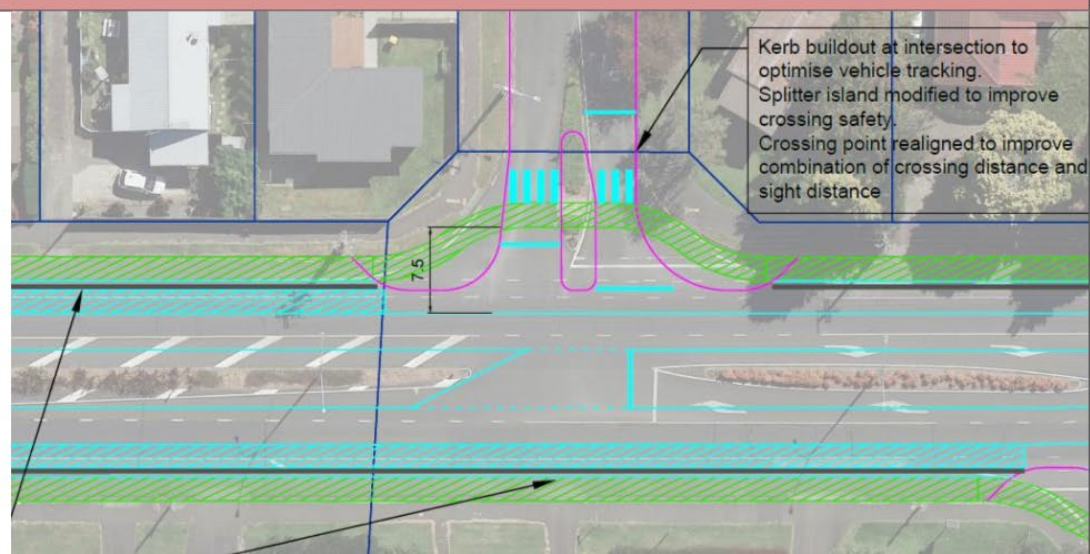
Treatment E - Dual priority crossing on raised safety platform with kerb buildout**Design notes:**

- The image above shows a bi-directional cycleway. However, all cycleways in this area are proposed to be unidirectional.
- This design includes a 7.5m offset between the crossing point and the crossing as agreed in the Code of Practice for Biking and Micromobility
- Platform to be designed for 40km/h approach (1:20) with smooth (1:40) departure.
- This design includes kerb buildouts at each intersection to reduce the crossing distance. Kerb buildouts will also allow a direct transition for cycling between the roadway and footpath level.
- This design can include or exclude median islands at each side road. This will be confirmed through the design process.

Discussion

- This option is likely to have the greatest cost of all side road options

Treatment F - Dual priority crossing at grade with kerb buildout and median refuge island



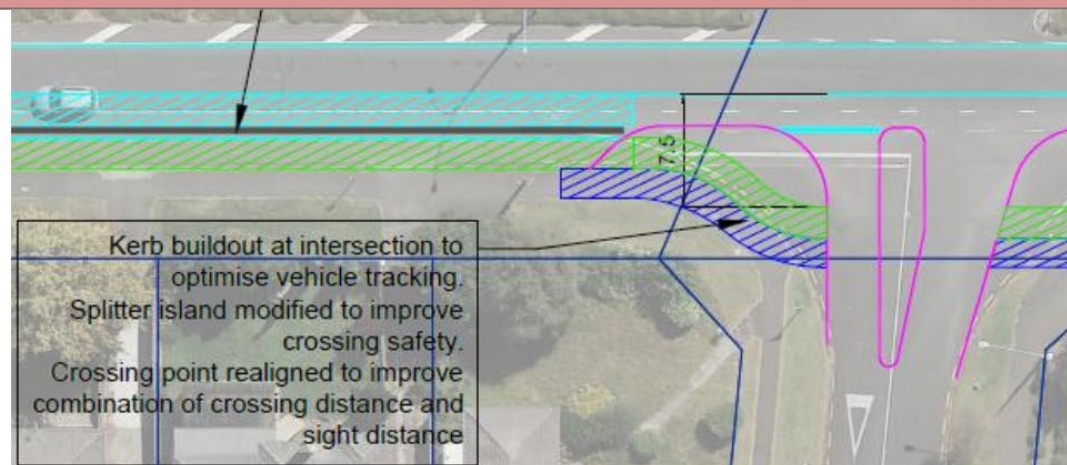
Design notes:

- All cycleways in this area are proposed to be unidirectional.
- This design includes a 7.5m offset between the crossing point and the crossing as agreed in the Code of Practice for Biking and Micromobility
- This design includes kerb buildouts at each intersection to reduce the crossing distance. Kerb buildouts will also allow a direct transition for cycling between the roadway and footpath level.
- This design includes expanded median islands at each side road.

Discussion:

- There is a risk that drivers will be pre-occupied with giving way to oncoming traffic and will fail to give way to pedestrians and/or cyclists, resulting in crashes. While speeds will generally be low, drivers turning right in may reach speed high enough to cause death or serious injury.

Treatment G - Uncontrolled crossing on raised safety platform with kerb buildout and median refuge island (funding agreement)



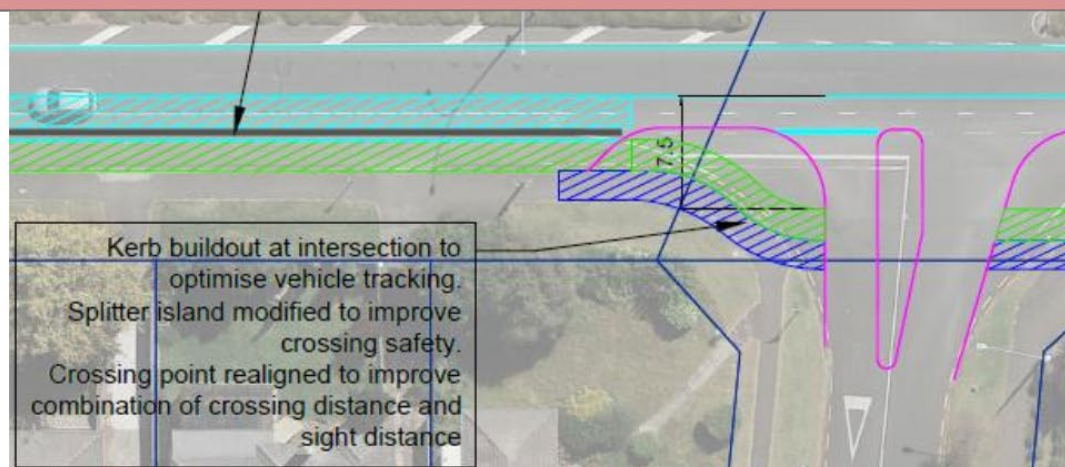
Design notes:

- All cycleways in this area are proposed to be unidirectional.
- This design includes a 7.5m offset between the crossing point and the crossing
- Platform to be designed for 40km/h approach (1:20) with smooth (1:40) departure.
- This design includes kerb buildouts at each intersection to reduce the crossing distance. Kerb buildouts will also allow a direct transition for cycling between the roadway and footpath level.
- This design includes expanded median islands at each side road.

Discussion:

- There is a risk that cyclists will chose to remain on road, where side road traffic is required to give way to them rather than using the crossing where they must give way to side road traffic.

Treatment H - Uncontrolled crossing at grade with kerb buildout and median refuge island



Design notes:

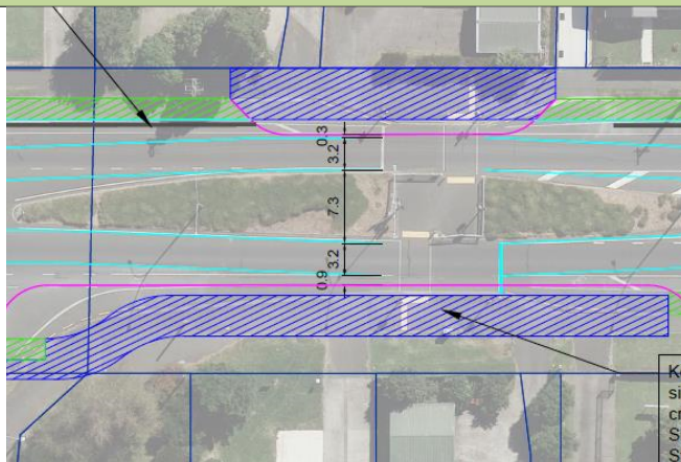
- All cycleways in this area are proposed to be unidirectional.
- This design includes a 7.5m offset between the crossing point and the crossing
- This design includes kerb buildouts at each intersection to reduce the crossing distance. Kerb buildouts will also allow a direct transition for cycling between the roadway and footpath level.
- This design includes expanded median islands at each side road.

Discussion:

- There is a risk that cyclists will chose to remain on road, where side road traffic is required to give way to them rather than using the crossing where they must give way to side road traffic.
- There is a risk that cyclists and/or pedestrians will fail to give way to turning drivers, resulting in crashes. While speeds will generally be low, drivers turning right in may reach speed high enough to cause death or serious injury.

- Existing Signalised Midblock Crossing near Mullane Street

Treatment I - Dual signalised crossings on raised safety platform with refuge island and kerb buildout

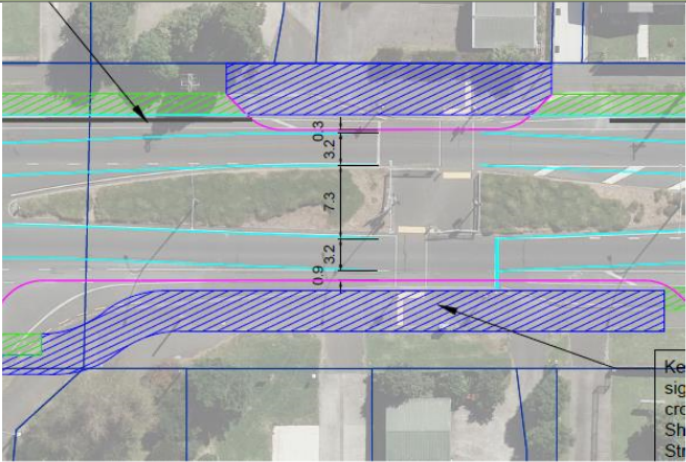


Design notes:

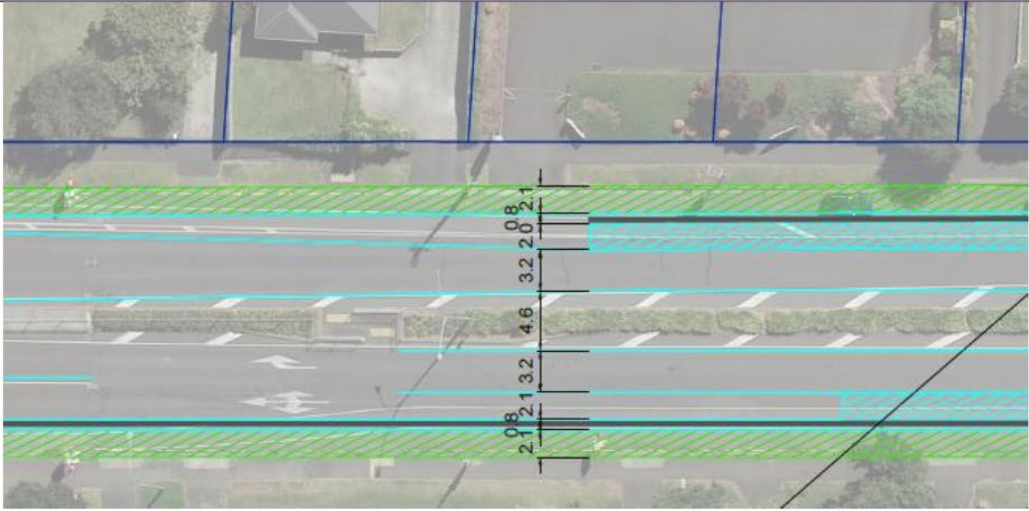
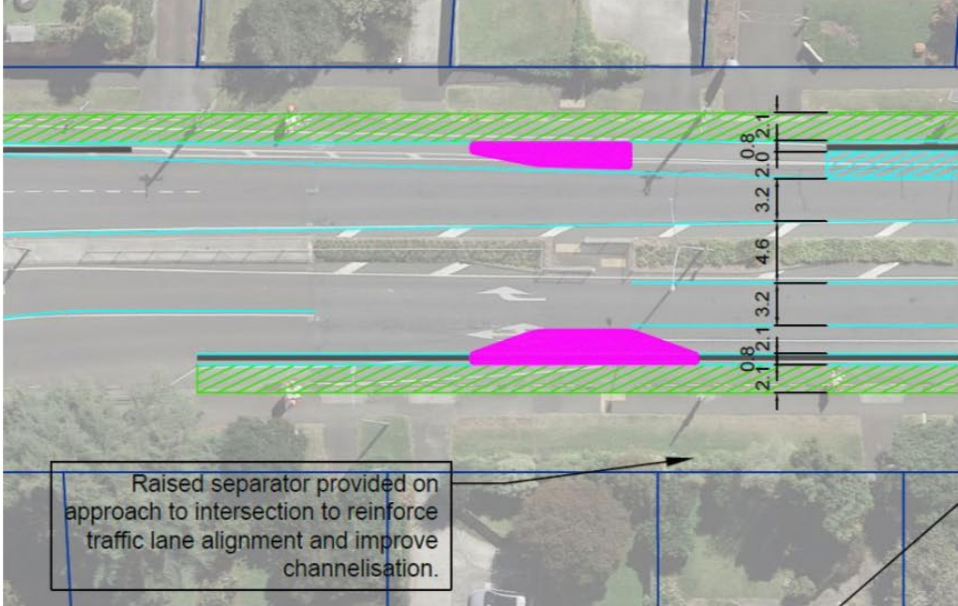
- All cycleways in this area are proposed to be unidirectional, except for a shared path to enable connect between Morris Road and Mullane Street (shown above)
- Platform to be designed for 40km/h approach (1:20) with smooth (1:40) departure.
- This design includes kerb buildouts to reduce the crossing distance. Kerb buildouts will also allow a direct transition for cycling between the roadway and footpath level.
- Signals would be upgraded to allow walking and/or cycling across. This is proposed to be a shared crosswalk
- This option would require an off road provision for cyclists on Morrinsville Road

Discussion:

- There is a risk of negative community and stakeholder (including FENZ) feedback to raised safety platforms on this route.

Treatment J - Dual signalised crossings with kerb buildout	
	
Design notes: <ul style="list-style-type: none">• All cycleways in this area are proposed to be unidirectional, except for a shared path to enable connect between Morris Road and Mullane Street (shown above)• This design includes kerb buildouts to reduce the crossing distance. Kerb buildouts will also allow a direct transition for cycling between the roadway and footpath level.• Signals would be upgraded to allow walking and/or cycling across. This is proposed to be a shared crosswalk• This option would require an off road provision for cyclists on Morrinsville Road	
Discussion: <ul style="list-style-type: none">• The local schools have expressed their desire to see this crossing significantly improved and there is a risk that these changes would not meet community expectations for this project.	

- Midblock Crossings near Cambridge Road

Treatment K - Uncontrolled crossing, at-grade with median refuge (existing)	
	
Design notes:	<ul style="list-style-type: none">• This is the existing layout
Discussion:	<ul style="list-style-type: none">• The local schools have expressed their desire to see this crossing improved and there is a risk that not making changes would not meet community expectations for this project.
Treatment L - Uncontrolled crossing, at-grade, with kerb buildouts and median refuge	
 <div data-bbox="284 1664 683 1798">Raised separator provided on approach to intersection to reinforce traffic lane alignment and improve channelisation.</div>	
Design notes:	<ul style="list-style-type: none">• This is the existing layout with bolt down kerb buildouts• Pedestrians crossing the road would still be required to give way to drivers on Morrinsville Road• This option would require an off road provision for cyclists on Morrinsville Road

<p>Discussion:</p> <ul style="list-style-type: none"> Improvements at this crossing are not included in the funding agreement with the NZTA. NZTA approval may be required for the extra scope. The local schools have expressed their desire to see this crossing significantly improved and there is a risk that these changes would not meet community expectations for this project.
<p>Treatment M - Two stage signalised crossing, at-grade, with kerb buildouts and median refuge</p>
<p>Design notes:</p> <ul style="list-style-type: none"> All cycleways in this area are proposed to be unidirectional This design includes kerb buildouts to reduce the crossing distance. Kerb buildouts will also allow a direct transition for cycling between the roadway and footpath level. Signals would allow walking and/or cycling across. This is proposed to be a shared crosswalk This option would require an off road provision for cyclists on Morrinsville Road
<p>Discussion:</p> <ul style="list-style-type: none"> There is a risk that the signalised crossing may impact the operation of the intersection of Morrinsville Road and Cambridge Road, resulting in delays for drivers. There is a risk that drivers travelling eastbound on Morrinsville Road are pre-occupied with the merging traffic lanes and fail to stop at red lights resulting in crashes
<p>Treatment N - Two stage signalised crossing, at-grade, with kerb buildouts and median refuge</p>
<p>Design notes:</p> <ul style="list-style-type: none"> All cycleways in this area are proposed to be unidirectional This design includes kerb buildouts to reduce the crossing distance. Kerb buildouts will also allow a direct transition for cycling between the roadway and footpath level. Signals would be upgraded to allow walking and/or cycling across. This is proposed to be a shared crosswalk This option would require an off road provision for cyclists on Morrinsville Road
<p>Discussion:</p> <ul style="list-style-type: none"> There is a risk that the signalised crossing may impact the operation of the intersection of Morrinsville Road and Cambridge Road, resulting in delays for drivers. There is a risk that drivers travelling eastbound on Morrinsville Road are pre-occupied with the merging traffic lanes and fail to stop at red lights resulting in crashes
<p>Treatment O - Zebra crossing on raised safety platform with kerb buildouts</p>
<p>Design notes:</p> <ul style="list-style-type: none"> Platform to be designed for 40km/h approach (1:20) with smooth (1:40) departure. All cycleways in this area are proposed to be unidirectional, except for a shared path to enable connect between Morris Road and Mullane Street (shown above) This design includes kerb buildouts to reduce the crossing distance. Kerb buildouts will also allow a direct transition for cycling between the roadway and footpath level. This design could be a zebra crossing or a dual priority crossing. This option would require an off road provision for cyclists on Morrinsville Road
<p>Discussion:</p> <ul style="list-style-type: none"> There is a risk of negative community and stakeholder (including FENZ) feedback to raised safety platforms on this route. There is a risk that the signalised crossing may impact the operation of the intersection of Morrinsville Road and Cambridge Road, resulting in delays for drivers. There is a risk that drivers travelling eastbound on Morrinsville Road are pre-occupied with the merging traffic lanes and fail to give way resulting in crashes

Treatment P - Zebra crossing on raised safety platform with median refuge kerb buildouts
<p>Design notes:</p> <ul style="list-style-type: none">• Platform to be designed for 40km/h approach (1:20) with smooth (1:40) departure.• All cycleways in this area are proposed to be unidirectional, except for a shared path to enable connect between Morris Road and Mullane Street (shown above)• This design includes kerb buildouts to reduce the crossing distance. Kerb buildouts will also allow a direct transition for cycling between the roadway and footpath level.• This design could be a zebra crossing or a dual priority crossing• This option would require an off road provision for cyclists on Morrinsville Road
<p>Discussion:</p> <ul style="list-style-type: none">• There is a risk of negative community and stakeholder (including FENZ) feedback to raised safety platforms on this route.• There is a risk that the crossing may impact the operation of the intersection of Morrinsville Road and Cambridge Road, resulting in delays for drivers.• There is a risk that drivers travelling eastbound on Morrinsville Road are pre-occupied with the merging traffic lanes and fail to give way resulting in crashes

TREATMENT ANALYSIS MATRIX

CYCLE FACILITIES & ASSOCIATED SIDE ROAD TREATMENTS

Safe System Assessment

Treatment	Cost Estimate	Social Cost of Crashes	Crash Reduction Estimate	Traffic Delays	Driver Discomfort	5-10 year Maintenance Costs	Active Mode Travel Time	Active Mode Comfort	Safe System Risk	Risk Reduction %	Risk Reduction
Existing	\$ -	\$ 9,591,400	No Change	No Change	No Change	No Change	No Change	No Change	252	No Change	0
Option 5 off road cycleway (C) with raised dual priority crossings on side roads	\$ 2,000,000	\$ 8,920,002	7%	Moderate	Moderate	Moderate	High Benefit	High Benefit	214	15%	38
Option 1 Separated cycleway (A/B) with raised dual priority crossings on side roads	\$ 1,650,000	\$ 8,536,346	11%	Moderate	Moderate	Significant	High Benefit	High Benefit	214	15%	38
Option 2 Separated cycleway (A/B) with at-grade priority crossings on side roads	\$ 1,100,000	\$ 8,728,174	9%	Moderate	Minor	Significant	High Benefit	High Benefit	262	-4%	-10
Option 3 painted cycle lanes (D) with raised dual priority crossings on side roads	\$ 1,250,000	\$ 8,920,002	9%	Moderate	Moderate	Moderate	High Benefit	High Benefit	218	13%	34
Option 4 painted cycle lanes (D) with at-grade priority crossings on side roads	\$ 900,000	\$ 8,728,174	9%	Moderate	Moderate	Moderate	High Benefit	High Benefit	234	7%	18
Option 6 off road cycleway (C) with at-grade priority crossings on side roads	\$ 1,600,000	\$ 9,111,830	5%	Moderate	Minor	Moderate	High Benefit	High Benefit	262	-4%	-10

Preferred

Cycle and Side Road crossings- Safety scoring assumptions:

- Separated cycleways physically direct cyclists to side road crossings.
- Off road cycleways physically direct users to side road crossings
- Painted cycle lanes assume no facilities to direct users to side road crossings.
- An increase of crash likelihood is anticipated for cyclists on at grade dual priority crossings on side roads given the proximity to the intersection meaning that drivers are pre-occupied with giving way to other drivers and may fail to give way to pedestrians and/or cyclists and turning vehicles, particularly right turn vehicles, will be accelerating.
- Benefits from solid median are not included as there are no mid-block crossings included in this calculation- refer to separate assessment.
- Crash benefit reductions can be accumulated from each matrix to give a total project crash reduction benefit (61% if using the highest crash benefit options from each)- as assessments have already included existing facilities.

EXISTING SIGNALISED CROSSING ON MORRINSVILLE ROAD NEAR MULLANE STREET – OPTIONS

Safe System Assessment											
Treatment	Cost Estimate	Social Cost of Crashes	Crash Reduction Estimate	Traffic Delays	Driver Discomfort	5-10 year Maintenance Costs	Active Mode Travel Time	Active Mode Comfort	Safe System Risk	Risk Reduction %	Risk Reduction
Existing	\$ -	\$ 9,591,400	No Change	No Change	No Change	No Change	No Change	No Change	252	No Change	0
Option 1 Dual signalised crossing on raised safety platform with refuge island and kerb buildout (I)	\$ 300,000	\$ 7,673,120	20%	Minor	Moderate	Moderate	Medium Benefit	High Benefit	224	11%	28
Option 2 Dual signalised crossing with refuge island and kerb buildout (J)	\$ 100,000	\$ 7,960,862	17%	Minor	No Change	Minor	Medium Benefit	High Benefit	239	5%	13

Preferred

Alternative

EXISTING INFORMAL CROSSING NEAR CAMBRIDGE ROAD OPTIONS

Safe System Assessment											
Treatment	Cost Estimate	Social Cost of Crashes	Crash Reduction Estimate	Traffic Delays	Driver Discomfort	5-10 year Maintenance Costs	Active Mode Travel Time	Active Mode Comfort	Safe System Risk	Risk Reduction %	Risk Reduction
Existing	\$ -	\$ 9,591,400	No Change	No Change	No Change	No Change	No Change	No Change	252	No Change	0
Option 1 Dual signalised crossing on raised safety platform with refuge island and kerb buildout (N)	\$ 600,000	\$ 7,769,034	19%	Moderate	Moderate	Moderate	High Benefit	High Benefit	204	19%	48
Option 2 At-grade zebra crossing with refuge island and kerb buildouts (O)	\$ 250,000	\$ 9,303,658	3%	Moderate	Minor	Moderate	High Benefit	High Benefit	252	0%	0
Option 3 Raised zebra crossing with refuge island and kerb buildouts (P)	\$ 400,000	\$ 9,111,830	5%	Moderate	Moderate	Moderate	High Benefit	High Benefit	230	9%	22
Option 4 Uncontrolled crossing with median refuge and kerb buildouts (L)	\$ 100,000	\$ 9,111,830	5%	No Change	No Change	Minor	No Change	Low Benefit	252	0%	0
Option 5 dual signalised crossing at-grade with refuge island and kerb buildout (M)	\$ 100,000	\$ 7,960,862	17%	Moderate	Minor	Moderate	Medium Benefit	High Benefit	232	8%	20

Preferred

Alternative

RECOMMENDATIONS

Preferred (Safest) - Separated cycleway with raised dual priority crossings on side roads (Option 1), new raised signalised raised crossing near Cambridge Road (Option 1), RSP and kerb buildouts added to existing signalised crossing near Mullane St (Option 1)

Separated cycleways with raised dual priority crossings on side roads, raised safety platform and kerb build outs added to the existing signalised crossing of Morrinsville Road near Mullane Street. Existing informal crossing of Morrinsville Road near Cambridge Road to be upgraded to a signalised crossing with raised safety platform and kerb buildouts.

- Estimated construction cost \$2.55M,
- Averaged Safe systems score 214,
- Estimated combined crash reduction 50% over 10 years= social cost saving \$ 4,795,700
- This option has some loss of parking and requires parking manoeuvre in traffic lane.

Alternative – Separated cycleway with raised dual priority crossings on side roads (Option 1), new signalised crossing near Cambridge Road (Option 5), kerb buildouts to existing signalised crossing near Mullane St (Option 2)

Separated cycleways with raised dual priority crossings on side roads, kerb build outs added to the existing signalised crossing of Morrinsville Road near Mullane Street. Existing informal crossing of Morrinsville Road near Cambridge Road to be upgraded to a signalised crossing with buildouts.

- Estimated Construction Cost \$2.05M
- Averaged Safe Systems Score 228
- Estimated combined crash reduction 45%. over 10 years = social cost saving \$ 4,316,130
- This option has some loss of parking and requires parking manoeuvre in the cycle lane.

Discussion

For both recommendations, the following treatments and assessments will also be considered.

- Traffic lanes to be adjusted to meet best practice guidance and to better encourage drivers to select an appropriate speed.
- Safety and operational impacts of changes to turning facilities to be assessed at preliminary design phase.

Council Report

Committee: Infrastructure and Transport Committee
Date: 28 November 2024
Author: Robyn Denton
Authoriser: Andrew Parsons
Position: Network and Systems Operations Manager
Position: General Manager Infrastructure and Assets
Report Name: Unsubsidised Minor Transport Improvements - Approval of Green Programme

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

- To seek approval from the Infrastructure and Transport Committee for the Minor Transport-Improvements programme of “Green” Operational projects for the 2024-27 period in accordance with the Transport Project Decision Making Framework.
- To recommend the next steps for developing a Minor Transport Improvements of “Yellow” projects for the 2024-27 period in accordance with the Transport Project Decision Making Framework.

Staff Recommendation - *Tuutohu-aa-kaimahi*

- That the Infrastructure and Transport Committee:
 - receives the report;
 - approves the Unsubsidised Minor Transport Improvements programme of Green Projects estimated \$12.68million over the 2024-34 Long-Term Plan period as set out in **Attachment 1** to this report;
 - approves the inclusion of \$850,000 for the replacement of the paving in the Worley Place Shared Zone using some of the remaining local share from the Unsubsidised Minor Transport Improvements Programme; and
 - 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.

Executive Summary - *Whakaraapopototanga matua*

- 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 (the 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.
7. An Elected Member briefing was held on [6 November 2024](#) and it was agreed that a programme of projects that have been identified as being 'Green' (Just do it) via the Transport Project Decision Making Framework would be presented for approval to proceed.
8. This initial list of Green projects has an estimated value of \$12.68million and will be delivered over the 2024-27 period. The list includes provisional funding for changes that may be required as a result of the recently released Speed Limits Rule 2024 and the Heaphy Terrace pedestrian improvements project if CERF funding is unable to be secured.
9. Inclusion of \$850,000 (within the local share of the Unsubsidised Minor Transport Improvements Programme) for replacing the existing paving/cobblestones in the Worley Place Shared Zone to address pedestrian safety has been requested to be considered by the Mayor's Office.
10. The next steps for the allocation for the remainder of the funding in the unsubsidised Minor Transport Improvements Programme will include an Elected Member workshop prior to seeking approval at the March 2025 Infrastructure and Transport Committee.
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*

12. 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:
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* direction at the 16 October 2024 Elected Member briefing 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 wants 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 - 2033/34) of local share only for the same transport improvement programmes and assuming no NLTP subsidy.

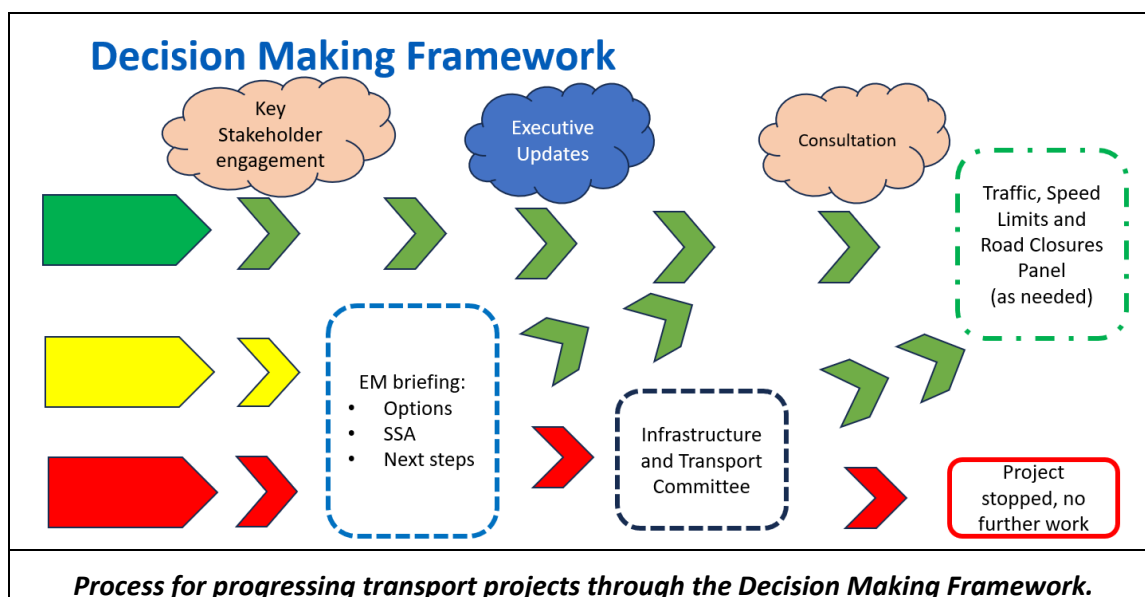
15. The [31 October 2024](#) Council meeting considered a 2024-34 Long-Term Plan Amendment Update which included information on the impact of decreased NZTA co-investment into a number of transport capital programmes and resolved the following:

- 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. The following table is a summary of the financials as referenced in the above resolution:

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 NLTP co-investment is retained for the projects that have received approval from NZTA for the 2024-27 period. Further information on these projects is provided in the *Transport Projects Macroscopic Approvals* report presented to this meeting of the Infrastructure and Transport Committee.
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 Elected Members briefing on [19 June 2024](#).
19. The agreed process set out in the following diagram will be utilised to progress projects through the decision-making process.



20. This report sets out the work that has been completed for the projects in accordance with the Decision Making Framework and seeks approval of a list of projects and programmes that have been as 'Green' Operational projects so they can progress through to design and construction.

Discussion - Matapaki

21. 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
22. These lists were used as the basis for development of two lists of projects for consideration at the Elected Member briefing on [6 November 2024](#) where staff sought direction on how to proceed with the allocation of funding for the unsubsidised Minor Transport Improvement funding.
23. 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 eg outside Schools, retirement villages, kindergartens, places of worship;

- iv. **Public Transport Improvements** - Simple improvements including accessible kerbs, concrete pads for waiting passengers, bus shelters and seats, relocation of existing infrastructure eg 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
24. The total value of these projects has been estimated \$12.68million over the 2024-34 Long-Term Plan period and further details on the specifics of the projects can be found in **Attachment 1** to this report.
25. It is noted that there has been 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.
26. Members at the briefing were generally in agreement with the proposal by staff to present the list of Green projects for approval at this Infrastructure and Transport Committee meeting so that work can commence on the design and delivery of these projects.
27. Subsequent to the recent Elected Member briefing and the briefing on the Central City, the Mayor’s office has asked staff to consider the replacement of paving/cobble stones in the Worley Place shared zone with a more hard-wearing treatment due to the fact that there are some issues with the loose pavers and unevenness causing trip hazards for pedestrians.
28. The existing paving/cobblestones have had ongoing issues with moving due to the traffic driving through this section as shown in the photo below:



29. It is proposed to uplift the existing pavers/cobblestones and replace this area with grey coloured and reinforced concrete with an estimated cost of \$850,000.
30. Updates on the final detailed designs, consultation and implementation of the projects will be provided via Executive Updates.
31. 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.
32. The projects on the 'Green List' align with the Transport Decision Making Framework and the direction that has been set by Elected Members.
33. A list of other potential projects that were assessed as "Yellow" via the Transport Decision Making Framework was also considered at the 6 November 2024 Elected member briefing.
34. This 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 (noting that there has been funding spent to-date on the completion of a business case and pre-implementation design that will have to be either capitalised in association with physical works or reclassified as OPEX expenditure).
35. It was agreed that this list along with any additional projects identified by Members will be considered in a workshop for prioritisation and costing.
36. The following is the expected next steps and timing for finalising and approving the remaining projects to be delivered via the Unsubsidised Minor Transport Improvements Programme:

Date	Meeting	Purpose
2024	Elected Member workshop	To consider and develop a prioritised list of projects for the remaining \$28.36million in the unsubsidised Minor Transport Improvement Programme
11 March 2025	Infrastructure and Transport Committee	To approve the list of projects for the remaining funding in the Minor Transport Improvements Programme including their rating under the Transport Decision Making Framework
March / April 2025	Elected Member briefing	To consider Project Reports for any Yellow or Red projects that are proposed for delivery in 2024/25 or 2025/26 financial years
13 May 2025	Infrastructure and Transport Committee	To provide macroscope approval for any Yellow or Red projects that are proposed for delivery in 2024/25 or 2025/26 financial years

37. Once an agreed programme of works has been developed and approved at the March 2025 Infrastructure and Transport Committee, the value of any carryovers/deferrals of funding from the 2024/25 financial year will be able to be determined.

Financial Considerations - *Whaiwhakaaro Puutea*

38. The funding for the completion of the Green programme of Minor Transport Improvements as listed in **Attachment 1** to this report is funded through the 2024-27 Long-Term Plan.
39. Due to the timing of the decisions made on funding, there is a likelihood that funding allocated in Year 1 of the 2024/34 Long-Term Plan may need to be deferred into Year 2 as noted above.

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

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

Climate Change Impact Statement

41. 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.
42. 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.
43. 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.
44. 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*

45. 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').
46. 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.
47. The recommendations set out in this report are consistent with that purpose.

Social

48. 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.
49. 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

50. 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

51. 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

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

Risks - *Tuuraru*

53. There are no known risks associated with the decisions required for this matter.
54. If funding for delivery of components of the Eastern Pathways Schools Link project is not approved as part of the Yellow 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*

55. 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.
56. Given the low level of significance determined, the engagement level is low. No engagement is required.
57. 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 - Unsubsidised Minor Transport Improvements - Green Programme.

2024/27 Minor Transport Improvement Programme - Green Projects for November 2024 Infrastructure and Transport Committee

Site #	Project Location	Problem Description	Proposed Treatment	Year 1 - 24/25 -	Year 2 - 25/26	Year 3 - 26/27	Status for Council Approval
General Minor Improvements - Programme of ongoing simple improvements to the network							
1	New Guardrail Installation	Protection from hazards eg trees, steep slopes & drop offs on the network	prioritised list based on network assessment completed 23/24. Aim is for hazard removal or clear zone improvements where possible but there are locations where guardrails are required eg Cobham Drive past trees and archery course.	\$ 250,000	\$ 250,000	\$ 250,000	
2	Associated improvements related to Kerb and Channel renewal works.	Make minor changes to kerb line through K&C works.	Build back better in line with Kerb and channel renewal works. Kerblines tidy up as part of renewals to provide space around trees, tighten up kerblines at intersections.	\$ 100,000	\$ 100,000	\$ 100,000	
3	Pedestrian fencing at underpasses	approximately 10 underpasses have no pedestrian fencing around the top of the headwall resulting in a fall risk for workers maintaining vegetation. Increasing problems with people climbing to these locations and dropping objects	install pedestrian fencing	\$ 15,000	\$ 15,000	\$ 15,000	
4	Traffic Island Infill Works	TTM and safety in maintaining traffic islands planting on busy roads.	Concrete infill high risk traffic islands, sites as follows: 124, 168A, 209, 228 Killarney, Norton/Mill, Victoria Boundary, Hillcrest/Silverdale, Hyde/Lindsay, Normandy/Lorne, Ohaupo/Collins, Arthur Porter/Ruffle, 308 Cobham, 90 Ohaupo Rd, Pukete/Te Rapa, Saxby's/Tomin, 777 Te Rapa,	\$ 100,000	\$ 100,000	\$ 100,000	
5	New road signs and markings	need for new signs and markings on the network to address request for service and safety issues identified by staff, community and emergency services	Assessment of sites as these come up and installation of compliant signs such as Give Way, Stop, curve advisory, chevron boards etc.	\$ 100,000	\$ 100,000	\$ 100,000	
6	Speed Limit Rule - changes (Provision Item)	New Speed Limit Rule 2024 requires changes to speed limits	implementation of changes to speed limit signage and roadmarking. Extent to be determined and changes only made if required.	\$ 660,000			
Pedestrian Improvements - Simple improvements for walking including new footpaths, footpath widening, accessibility and mobility improvements throughout the city							
7	Footpaths missing links. Sites to be confirmed	Footpath Missing links. Gaps on the footpath network resulting in reduced accessibility.	Install new footpath for improved accessibility to respond to requests for service from community. Target locations with higher pedestrian demand eg retirement villages, schools, kindy's, sports parks	\$ 200,000	\$ 200,000	\$ 200,000	
8	Accessibility improvement works city wide	Reduced accessibility resulting in barriers to essential trips for those with mobility issues	kerb cutdown slop/alignment, footpath trip hazard and slope improvements to provide accessibility for all. Work through suburbs prioritised by census data and requests	\$ 50,000	\$ 50,000	\$ 50,000	

2024/27 Minor Transport Improvement Programme - Green Projects for November 2024 Infrastructure and Transport Committee

9	City Wide Mobility parking improvements	mobility carparks not fit for purpose, wrong locations, or gaps in network	Accessibility Improvements Works. Existing and new.	\$ 50,000	\$ 50,000	\$ 50,000	
10	Footpath widening - City Wide.	Narrow footpath widths. E.g., by schools, shops, retirement village etc.	Footpath widening to desired 1.8m wide. Works to be carried in conjunction with Connect Hamilton footpath renewal works.	\$ 100,000	\$ 100,000	\$ 100,000	
Pedestrian improvements - simple improvements for walking around schools, shops, places of worship							
11	Heaphy Terrace (Provisional Item - required if solution for CERF project is not approved by NZTA)	lack of safe crossing facilities outside Mosque	improved pedestrian facilities on Heaphy Terrace	\$ 650,000			
12	Rutherford St/ Fleming Pl Intersection - Hukanui Primary School	Traffic U-turning at the intersection. High young user crossing demand during school peaks.	Refuge island on Fleming Place with kerb realignment and accessibility improvement works.	\$ 150,000			
13	Pohutukawa Dr At Pukete Rd Intersection - Pukete Primary School	Driver behaviour issues. Young user crossing demand during school peaks. .	Refuge island on Pohutukawa Drive with kerb realignment and accessibility improvement works.	\$ 50,000	\$ 150,000		
14	Strowan/Dalethorpe Intersection - St Joesphs School	Wide intersection with high active users. Busy school pick up area. Unsafe for students to cross the road.	Refuge island on Strowan Ave with kerb realignment and accessibility improvement works.	\$ 50,000	\$ 100,000		
15	Pine Avenue - St Pius School	No safe crossing location provided outside school. Busy during school pick up and drop off times. Speed issues.	to support 30k safer school speeds work. Investigate safe crossing location and type of facility.			\$ 100,000	
16	Bellmont Avenue (Between Lamont to Freemont) - Bankwood School Rear entrance	Vehicle speed issues. Unsafe for students to cross in this area. There is also a early childhood centre nearby	To support safer school speeds work. Investigate safe crossing location and type of facility.			\$ 100,000	
Public Transport Improvements - Simple improvements including accessible kerbs, concrete pads for waiting passengers, bus shelters and seats, relocation of existing infrastructure eg signage and shelters							
17	Bus Stop Infrastructure Works - City Wide - new	Lack of Public Transport facilities in some areas, increase in user demands.	New bus stop infrastructure works e.g. accessible kerbs, hardstand areas paths leading to stops etc.	\$ 250,000	\$ 250,000	\$ 250,000	
18	Bus Shelters - City Wide - new	Need for bus shelters at various sites across Hamilton City.	New bus shelters in high demand areas across the city	\$ 120,000	\$ 120,000	\$ 120,000	

2024/27 Minor Transport Improvement Programme - Green Projects for November 2024 Infrastructure and Transport Committee

19	Waikato Regional Council PT Network Review - upgrades and changes to existing	To align infrastructure with bus route changes by Waikato Regional Council	Bus stop upgrades, relocations, removals to support the Waikato Regional Council PT services efficiency reviews to streamline services, increase patronage & farebox recovery. Sites to be confirmed via the Future Proof PT subcommittee	\$ 220,000	\$ 1,000,000	\$ 400,000	
Biking and Micromobility Improvements - simple improvements for cycling and scooting including linkages across parks and through quiet local road networks							
20	Lake Domain to Western Rail Trail	Need to improve connections from WRT to Lake Domain communities, and recreational areas by way of upgrading existing facilities and safety (including personal safety)	New pedestrian/cycle crossing facilities on Lake Domain Drive, Upgrade existing shared path connecting to Lake Domain Drive from WRT (Innes Common) new shared path connecting to Lake Domain Drive from WRT (Gallagher Hockey Centre) Minor upgrades and CPTED improvements to the Gallagher Hockey Centre carpark	\$ 100,000	\$ 1,400,000		
21	End of Trip Facilities – Bike and Scooter Parking	lack of end of trip facilities including bike and scooter parks(including shared mobility services eg Lime) thereby removing obstructions on the footpath for pedestrians	To install new biking and micromobility infrastructure and access to local amenities and key destinations eg shops, parks, schools	\$ 100,000	\$ 100,000	\$ 100,000	
22	Nawton quiet route	Connects three schools, community centre, parks, access to Meteor and Orbiter bus routes. Area is currently underserved for cycling infrastructure.	Rotokauri Road to Dominon Park, Nawton Mall, Elliott Park, Elicott Road.Widening and lighting improvements on existing cut throughs New and/or improved 3m wide shared paths through parks Wayfinding on quiet streets Some midblock crossing improvements (refuge islands)		\$ 200,000	\$ 1,800,000	
Minor Intersection Improvements							
23	Pembroke Street/Hague Road intersection (Comet route)	To support service reliability and growth of bus services in the area.	Change priorities at the intersection and improve pedestrian connections.	\$ 350,000			
Multi-modal master plans							
24	Multi-modal master plans	ongoing need to have future looking planning completed with key partners to ensure all activities being delivered in the short term are contributing to long term	Forward looking investigations and planning related to the implementation of the Metro Spatial Plan Transport Programme working closely with Waikato Regional Council and NZTA	\$ 235,000	\$ 305,000	\$ 355,000	
Total Green - Just do it Projects and programmes of work				\$ 3,900,000	\$ 4,590,000	\$ 4,190,000	\$ 12,680,000

Council Report

Item 9

Committee: Infrastructure and Transport Committee
Date: 28 November 2024
Author: Andrew Parsons
Authoriser: Andrew Parsons
Position: General Manager Infrastructure and Assets
Position: General Manager Infrastructure and Assets
Report Name: Infrastructure and Assets General Managers Report

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

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

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure and Transport Committee:
 - 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.

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. Pukete and Southern Wastewater Treatment Plant Programme ;
 - iv. GPS – increased reporting and performance requirements;
 - v. Temporary Traffic Management changes;
 - vi. Horsham Downs/Thomas intersection improvements;
 - vii. Heaphy Terrace Pedestrian Crossing;
 - viii. Connect Hamilton - Award at T&I Leadership conference re quality;
 - ix. Speed limits Rule 2024 update; and

- x. Infrastructure Priorities Programme
- 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

Regional Transport Committee (RTC) Update

- 6. The objective of the Regional Transport Committee (RTC) is:
 - i. *'To undertake the functions as prescribed in the Land Transport Management Act 2003 (LTMA), and to provide a regional forum for the consideration of regionally significant transport matters.'*
- 7. Deputy Mayor O'Leary is the Hamilton City Council (HCC) nominated representative with Councillor van Oosten being the nominated alternative representative.
- 8. The Committee has not met since the last report. The link to previous agenda and minutes is available [here](#). The next scheduled meeting is 6 December 2024.

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 1 November 2024 and the link to the agenda and minutes can be found [here](#).

Pukete and Southern Wastewater Treatment Plant (WWTP) Programme

- 12. An update on the Pukete and Southern Wastewater Treatment Plants was reported to the 8 August 2024 Infrastructure and Transport Committee. Staff undertook to provide a briefing in September this year, however due to workload and the prioritisation of other work streams such as Local Water Done Well, staff will provide further updates and information on the Pukete and Southern WWTP Upgrade Programme in early 2025.

GPS 2024 – increased reporting and performance requirements

- 13. As part of the finalisation of the Government Policy Statement on Land Transport 2024 (GPS 2024) there was the introduction of additional reporting and performance requirements put in place for all Approved Organisations such as Hamilton City Council.
- 14. The expectations were reinforced with the funding approval letter received from the NZ Transport Agency (the Agency) in September 2024 – a copy of which is included as **Attachment 1** to this report.
- 15. The GPS 2024 required the development of a [Performance and Efficiency Plan](#). The Agency created an initial Plan based on the draft GPS document that integrates with the refocused Road Efficiency Group (REG) to ensure activities and functions align to drive better accountability, delivery, and value for money from our transport investments.
- 16. This plan highlights key initiatives the Agency will be delivering and working in partnership with local government to oversee the delivery of, to achieve the priority outcomes of the GPS 2024.

17. These relate to management of programmes, asset management practices, price and quality trade-offs for maintenance and operations expenditure, business case and cost estimation, managing overheads and back-office costs, and other GPS requirements and Ministerial expectations.
18. Many of the reporting and monitoring requirements are still in the development stage and are progressively being released. Most recently the reporting requirements for temporary traffic management (TTM) costs for activities receiving funding from the National Land Transport Programme were released in late September 2024 with the first return due by 11 October 2024.
19. Further to reporting requirements, there are also Ministerial expectations in regards to future delivery programmes including requirements for Road Controlling Authorities to:
 - i. review their activity management plans in order to improve long-term maintenance outcomes by increasing the percentage of rehabilitation of the local road network towards 2% per annum. RCAs will deliver in accordance with approved funding for 2024-27 and will identify what funding is required to lift to 2% in future years; and
 - ii. review their activity management plans in order to achieve long-term maintenance outcomes by increasing resurfacing the local road network towards 9% per annum. RCAs will deliver in accordance with approved funding for 2024-27 and will identify what funding is required to lift to 9% in future years.
20. Staff are working hard to ensure that we are complying with the new reporting and monitoring requirements and note that at this stage there has not been the need for additional staff or funding to undertake this work.
21. Consideration of the future programme delivery will be included in the development of the Long-Term Plan for the 2027-37 period.

Temporary Traffic Management (TTM) - future changes

22. The Code of Practice Temporary Traffic Management (CoPTTM) is the primary document used in Hamilton and widely throughout New Zealand, since 1 September 2000, to manage impacts created as a result of road works or other temporary activities that varied the normal operating condition of the road. The document went through four major versions which considered learnings of incidents on projects and best practice that was developed as a result of lessons learned.
23. The fundamental basis for CoPTTM was to utilise sound engineering judgement to manage risk to workers and the public when varying the normal operating condition of the road and to set a minimum standard of best practice across New Zealand. The fourth addition of CoPTTM came into effect in November 2012 with subsequent updates as required until the final release in November 2018 – effective February 2019.
24. CoPTTM was prescriptive in nature and defined roles responsibilities with regards to those planning to undertake works on or near a road as well as for those administering access and the oversight of works. These roles were clearly defined and included processes and methodologies for managing impacts associated with works.
25. With the introduction of the Health and Safety at Work Act 2015 (HSWA) it was widely recognised that CoPTTM was not fit for purpose as it did not align with the hierarchy of controls and fundamental premise of identifying risks and taking reasonably practicable steps when eliminating or minimising risks, where elimination is not achievable.

26. Subsequent to the release and implementation of HSWA, WorkSafe developed the [Keeping Healthy and Safe While Working on the Road or Roadside](#) document that was released in August 2022. The document aims to provide advice for Persons Conducting Business or Undertakings (PCBUs) on how to keep workers healthy and safe while working on the road or roadside.
27. With the new legislation and guidance from WorkSafe in place, NZ Transport Agency (the Agency) begun the development of the New Zealand Guide to Temporary Traffic Management ([NZGTTM](#)) to enable the fulfillment of obligations and duties under HSWA.
28. The NZGTTM was designed to outline how to use a risk-based approach to plan and mitigate the risks to road workers and road users to keep them safe. The guide intends to provide advice to organisations on how to put risk assessment and planning first before decisions on control types and equipment are made. The new more risk-based approach ensures that TTM setups are as safe as possible for the specific risks at each site.
29. The NZGTTM is designed to aid all organisations involved in TTM to meet their legislative obligations. The foundation to success will be consultation, collaboration, and coordination between all organisations involved.
30. The NZGTTM sets out principles and is only a guide. This is deliberate. The NZGTTM does not detail TTM solutions as there are too many variables that mean each site must be assessed individually. This applies for generic activities and unique activities, both planned and reactive.
31. With the change in roles and responsibilities within the concepts for NZGTTM there is more onus on the contractor to “get it right” from a planning perspective and a greater reliance on better communication and understanding of risks by all parties regarding proposed impacts and controls.
32. Council has two roles to play when considering the implementation of NZGTTM in the Hamilton:
 - i. The Road Controlling Authority (RCA); and
 - ii. The Persons Conducting Business or Undertakings (PCBUs) where the works are being undertaken by Council staff e.g. City Delivery and City Parks.
33. RCA representatives will have less involvement in checking that methodologies conform to a set of requirements and will require more probing questions to check that contractors have risk assessed and genuine reasons for departing from accepted norms or guidance rather than requiring changes to TTM plans or refusing to allow deployment as has been the case in the past.
34. There are still several unknowns on how the NZGTTM deployment will look moving forward. There will however need to be discussions regarding risk between all parties, those risks will need to be assessed by the contractor and their client, they will then need to seek regulatory approvals from the RCA and then once deployed there will need to be checks undertaken to ensure that those risks discussed are adequately eliminated or minimised.
35. There will likely be a need to redefine staff roles and responsibilities within the RCA framework and a need to increase on road presence by the RCA, due to less involvement by the RCA to influence methodology choice, to check that what has been agreed is appropriately safe and that those undertaking works outside of those approvals are educated and the corridor made safe for the public and workers.
36. The current Training and Competency model that is being developed is focusing on the contractor roles working on the road and the RCA roles are still to be developed and there will therefore be an overlap and transition period before these are fully understood and able to be realised. Indicative timeframe for Corridor Management related training is 2025 – 2026.

37. The organisation will need to decide what position they are wishing to take with regards to NZGTTM as whilst it provides a new way forward, there is no reason that CoPTTM could not remain as the primary reference document until the NZGTTM is fully worked through and issues raised are fully worked out.
38. Under both NZGTTM and CoPTTM there are the overriding requirements of HSWA which requires the same level of risk assessment and consideration prior to developing controls and management processes to provide a safe and fit for purpose way to work that protects workers and the public.
39. Staff will continue to work with the Agency and various working groups to understand the key steps that need to be undertaken to ensure that any risks are well managed before formal adoption of NZGTTM is considered within the city.

Horsham Downs/Thomas intersection improvements

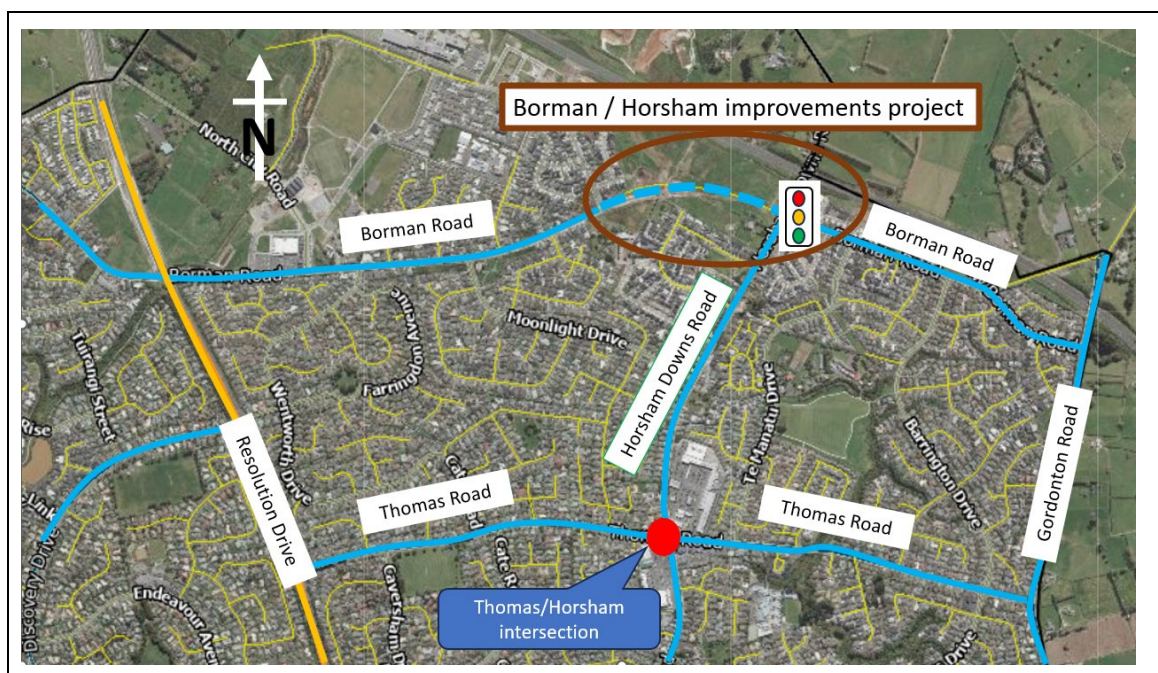
40. As part of the development of the Long-Term Plan for 2024-34 the following resolution was made at the [4 June 2024](#) Council meeting:

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.

41. 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.
42. Work has been underway since November 2022 for the [Borman Road / Horsham Downs Road](#) improvement project. This project has 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.
43. The completion of the improvements is expected December 2024 and includes the final minor arterial link via the extension of Borman Road between Horsham Downs Road and Kimbrae Drive. Refer plan below for roading network in this area.



44. Staff believe that the opening of the final section of Borman Road will 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.
45. It is therefore proposed 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. This will enable staff to reflect the most accurate and up to date traffic flows and congestion information as part of the options report.

Heaphy Terrace Pedestrian Crossing

46. Following direction at the Extraordinary Council meeting on 23 October 2024, staff have undertaken a site assessment to determine potential locations for an at-grade signalised pedestrian crossing on Heaphy Terrace between the Hamilton Jamia Mosque and Stanley Street.
47. If requested, Staff can provide a verbal update on progress of the project at this Infrastructure & Transport Committee meeting. The update will include initial feedback from directly affected residents, impacted on trees, and outcomes of discussions with NZTA Waka Kotahi's Transport Choices team concerning the required scope change request.
48. The intention is to continue to provide updates to elected members via Executive Updates, but report to Council on 11 February 2025 to seek sign formal sign off on the location and design of the crossing. This will provide sufficient time to meet the requirement to deliver the project by 30 June 2025 using funding from the CERF Transport Choices Programme, subject to NZTA Waka Kotahi approving the design and the scope change request.

Connect Hamilton - Award for Quality

49. Connect Hamilton is a collaborative contract between Hamilton City Council and Downers for the maintenance and renewals activities on the city's local transport network.
50. The Connect Hamilton team was recently recognised at the Downer Northern Transport & Infrastructure conference with an award for Quality.

51. This award was in recognition of the work over the first year of the Connect Hamilton contract in setting up and monitoring processes for quality documentation as well as the quality of delivery through construction. Whether this was monitoring internal delivery, supply partners or sub-contractors, all documentation to support a quality outcome was gathered. Dashboards to view and track quality information were implemented enabling transparency and real-time tracking.
52. Winning an award at the Northern T&I Leadership Conference for Quality was reflected by the team's joy of receiving the award at the weekly Connect Hamilton operations meeting. All areas of Connect Hamilton contributed to this outcome through the stewardship shown in managing the HCC assets and network.

Speed Limits Rule 2024 update

53. Consultation on the draft Land Transport Rule: Setting of Speed Limits 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.
54. This rule 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.
55. 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.
56. 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.
57. The rule also sets out the process sets for reversing previous speed limits, preparing speed management plans, the roles and responsibilities for the process, and the required content of speed management plans.
58. 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;
 - 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).
59. [Guidance documents](#) have been developed by the Agency and were issued on 30 October 2024. Staff are now working to determine what changes will be required within the Hamilton City network and will provide an update at the March 2025 Infrastructure and Transport Committee.

Infrastructure Priorities Programme

60. The New Zealand Infrastructure Commission (Te Waihanga) is developing a National Infrastructure Plan that will include a National Infrastructure Pipeline, an Infrastructure Priorities Programme, an Infrastructure Needs Analysis and Policy and Systems reform.
61. Council already feeds it's approved LTP projects and Programmes into the [National Infrastructure Pipeline](#).
62. The NZ Infrastructure Strategy recommended the development of an Infrastructure Priorities Programme to help provide certainty about future projects and to solve long-term challenges from addressing climate change, improving our cities, connecting all regions of NZ, strengthening resilience, and moving to a circular economy.
63. Te Waihanga has called for parties, including local government, to submit unfunded and/or uncommitted projects for their independent review and potential inclusion into a national Infrastructure Priorities Programme (IPP).
64. The IPP will be an independent and standardised process to identify proposals and projects that are nationally important, will meet NZ's strategic objectives, represent good value for money and can be delivered. Proposals and projects assessed as meeting the criteria under the IPP will be published and included within the National Infrastructure Plan. This process is not a funding approval process but inclusion within the Plan, sends a strong signal to decision-makers and the public that these are infrastructure priorities.
65. There will be at least 2 rounds for submitting projects with the first round closing on 20 December 2024 and the second round opening between February and April 2025.
66. Staff are currently assessing potential candidates for submission in the February/April 2025 round. Given the short time available for closing of the first round, staff propose to submit the Ruakura Eastern Transport Corridor and the Southern Wastewater Treatment Plant projects which appear to be a good match with the criteria and are projects which are included within the current LTP but with incomplete funding plans.
67. Consideration will also be given to local road upgrades (Peacocke) to support the Southern Links Road of National Significance being progressed by the NZ Transport Agency to ensure early focus on the entire Southern Links package.
68. Further Information can be found through this [Infrastructure Priorities Programme](#) link.

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

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

Climate Change Impact Statement

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

103. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental, and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').
104. The subject matter of this report has been evaluated in terms of 'the 4 wellbeings' during the process of developing this report.

105. The recommendations set out in this report are consistent with that purpose.
106. There are no known social, economic, environmental, or cultural considerations associated with this matter.

Risks - *Tuuraru*

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

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

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

Attachments - *Ngaa taapirihanga*

Attachment 1 - NZTA Funding approval letter .



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03 September 2024

Lance Vervoot
Chief Executive
Hamilton City Council
Email: CEO@hcc.govt.nz
Cc: paula.southgate@council.hcc.govt.nz; David.speirs@nzta.govt.nz

Dear Lance,

2024-27 National Land Transport Programme – Final decisions

The NZ Transport Agency Waka Kotahi (NZTA) Board has now adopted the 2024-27 National Land Transport Programme (NLTP). The NLTP is our commitment to the Government's priorities for the land transport system set out in the Government Policy Statement on land transport 2024 (GPS 2024). These are boosting economic growth and productivity, increasing resilience and maintenance, improving safety and focusing on value for money.

Thank you for the huge amount of time and effort you've put into developing your submissions and supporting documentation. It's only through working closely together that we've been able to develop this NLTP.

Waikato Investment for 2024-27

- A total of \$1.9 billion is forecast to be invested in Waikato in the 2024-27 National Land Transport Programme (NLTP) period.
- Investment in the Waikato during the 2024-27 NLTP is targeted at creating a more efficient, safe, and resilient roading network to support the region's critical role in the export of New Zealand's primary products.
- The \$1.9 billion forecast investment includes:
 - \$403m forecast maintenance operations investment
 - \$802m forecast for pothole prevention
 - \$562m forecast improvements investment
 - \$138m forecast public transport investment
 - \$4.3m forecast safety investment
 - \$9.6m forecast walking and cycling investment

Waikato investment highlights for 2024-27

- Work will progress on 2 Roads of National Significance - SH1 Cambridge to Piarere and Hamilton Southern Links
- Completion of the SH1 Cambridge to Piarere intersection improvements, a Road of Regional Significance project to connect to a future expressway between Cambridge and Piarere.
- Improve resilience and safety of almost 796 lane kilometres of state highway through targeted maintenance operations and fixing potholes.

- Replace the SH25 Pepe Stream, SH25 Ramarama Stream, and SH27 Ohinekaua Stream bridges
- Complete the Commercial Vehicle Safety Centres in Tāupo

More information

This factsheet includes key highlights of our investment in the Waikato. For more information on the 2024–27 NLTP, visit our website.

Attachment 1 sets out your continuous programme allocations and your low-cost, low risk programme allocation.

The complete list of activities included in the NLTP can be viewed [here](#).

Ministerial Expectations in GPS 2024

GPS 2024 includes a Statement of Ministerial Expectations for NZTA and the sector in general. This statement recognises the need for active cooperation of all players in the sector to deliver the results for the land transport system that New Zealanders want and deserve.

NZTA is expected to ensure that road controlling authorities and public transport authorities follow the Ministerial expectations where applicable. In particular, it is expected that the NZTA will ensure Ministerial expectations are incorporated into the requirements placed on other road controlling and public transport authorities as a condition of inclusion of their projects in the National Land Transport Programme (NLTP).

We've reflected in Attachment 2 how approved organisations can actively support the delivery of the Minister's expectations in GPS 2024. I would also urge you to ensure that you and your staff are familiar with the contents of the GPS including Section 5 where the expectations are set out.

Conditions of inclusion in the NLTP and funding

Alongside adoption of the NLTP, the NZTA Board also approved terms and conditions that apply to NLTP funding approvals during this NLTP period for activities of approved organisations or NZTA (for its own activities). These terms and conditions are set out in Attachment 3 and tie in the general requirements and conditions set out on NZTA's website and any other conditions attached by NZTA to funding of any specific activity. They also reflect and support the Ministerial expectations highlighted above.

These terms and conditions provide that NZTA may develop and provide to approved organisations (and NZTA (for its own activities)) other specific requirements to achieve Ministerial expectations (including measures to assess whether an approved organisation is making appropriate progress), and self-assessment and reporting requirements to demonstrate the steps that an approved organisation has taken to meet relevant expectations and any specific requirements. We are currently in the process of considering what specific requirements, self-assessment and reporting requirements are needed to achieve the Ministerial expectations. We will provide these to you once they have been developed. Generally, this is likely to include requiring:

- periodic self-evaluation and reporting of your performance against Ministerial expectations, including identifying improvements in practices to enhance performance;
- monitoring alignment with Ministerial expectations by NZTA as part of future investment audits.

We also anticipate that the reconstituted Road Efficiency Group (REG) will support opportunities for benchmarking, sharing of best practice, use of REG tools etc. to assist in meeting these expectations. The Director of Regional Relationships for your region, David Speirs, will be in contact with you to answer any questions you may have relating to the decisions made and to discuss any questions or concerns you may have. However, please feel free to contact him at your own convenience.

We look forward to continuing to work closely with you in coming months as we work to deliver on the Government's priorities.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Nicole Rosie', with a stylized flourish at the end.

Nicole Rosie
Chief Executive

Attachment 1
Approved investment for 2024-27 NLTP – Hamilton City Council

Continuous programme allocation

The NZTA Board has endorsed the final allocations for your continuous programmes as shown in the table below.

Activity Class	2024-27 indicative funding allocation	2024-27 allocation at NLTP adoption
Local Road Pothole Prevention	\$66,760,000	\$66,760,000
Local Road Operations	\$51,104,000	\$51,104,000
Bridge & Structure Renewals	\$920,000	\$920,000
Walking and Cycling	\$5,323,000	\$5,323,000
Safety	\$756,000	\$756,000

The figures above are in total cost which is both local and NLTF share.

Low cost, low risk allocation

In this NLTP, given the available funding and existing commitments, coupled with the specific priorities of the GPS, LCLR programmes were only affordable in the state highway improvements and local road improvements activity classes for high GPS aligned activities. Cashflows in other activity classes are for committed projects.

The NZTA Board has endorsed allocations for your low cost low risk programmes as shown in the table below.

Activity Class / Funding Source	2024-27 allocation
Local road improvements	\$4,125,000

The figures above are in total cost which is both local and NLTF share.

Where LCLR allocation also includes funding for the completion of committed activities, these activities should be prioritised and completed by December 2025.

For more project specific detail, please discuss with your investment advisor.

In addition to the LCLR allocations outlined above, NLTP 2024-27 establishes a new \$100m fund for low cost (<\$2m) improvements that are targeted at delivering on the GPS strategic priorities of economic growth and productivity, increased resilience, and value for money.

The new fund will be available to low cost low risk projects that deliver on these strategic priorities and are assessed by NZTA as having a high GPS alignment or high net present value. Please contact your NZTA maintenance investment advisor for further detail regarding access to this fund.

Attachment 2

Supporting delivery on the Minister of Transport's expectations outlined in GPS 2024

A focus on delivery

Approved organisations are expected to:

- demonstrate contribution of their proposed activities to the GPS strategic priorities and GPS expectations.
- actively seek to progress and deliver their funded activities in line with the GPS expectations.
- ensure their business cases are focussed on the primary transport objective(s) of their projects, are completed in a timely fashion to control costs and deliver on the strategic priorities of the GPS.
- maintain a tight control on the scope and cost of their projects and adopt a "no frills" approach. (GPS 2024 gives examples of "no frills" and NZTA is considering providing further guidance around this approach).

A focus on core business

Road controlling authorities are expected to:

- act primarily as delivery agencies (alongside NZTA), recognising that the Ministry of Transport is to lead the oversight and development of policy for New Zealand's transport system.

A focus on value for money

Approved organisations are expected to:

- choose the most advantageous combination of whole of life cost and infrastructure quality to meet a "no frills" specification that delivers the primary transport objective of the project in the most cost-effective manner. This requires identifying the project's primary objectives and will affect option selection. (NZTA is currently revising its guidance in this regard).
- monitor its operational expenditure to ensure that it is achieving value for money and that it can deliver within approved NLTF funding approvals. Reporting on operational expenditure continues to be via Transport Investment Online. Forecasting future expenditure continues to be via the Programme Monitor on a quarterly basis.
- focus on providing services that meet the needs and expectations of users.
- in the case it has approved funding for a road safety promotion programme, will identify the most cost effective and beneficial method for carrying out that programme. This may be supporting national advertising, rather than engaging in regional or local advertising and only engaging in advertising where necessary.

Road controlling authorities are expected to:

- obtain value for money by keeping costs under control and identifying savings that can be reinvested back into maintaining or improving the land transport network.
- actively seek to reduce expenditure on temporary traffic management through a risk-based approach while maintaining safety of workers and road users.
- report expenditure on temporary traffic management in a way that these costs can be reported by NZTA to the Minister each month. This requires requesting contractors to itemise TTM costs in their contract claims.
- consider the use of standardising design or delivery of building and maintaining roading infrastructure where appropriate to do so to obtain value for money.
- be open to new models of delivery that are likely to result in better and smarter services and/or lower costs.
- for proposed investments in walking and cycling, undergo robust consultation with community members and business owners that could be affected by the investment, prior to any investment decisions being made.

Consider other revenue sources and other funding and delivery models

Approved organisations are expected to:

- consider relevant funding and financing options in relation to each of their projects.
- consider relevant sources of third party funding in relation to their projects and actively pursue those deemed suitable and include in each project's funding mix.
- consider relevant delivery models that represents value for money and balance appropriate levels of risk and timely delivery.

Increased focus on performance and efficiency

Road controlling authorities are expected to:

- comply with requirements in the NZTA Performance and Efficiency Plan that are relevant to an RCA. These relate to management of programmes, asset management practices, price/quality trade-offs for maintenance and operations expenditure, business case and cost estimation, managing overheads and back-office costs, and other GPS requirements and Ministerial expectations.
- monitor and provide information to NZTA to enable monthly reporting to the Minister on delivery of the Performance and Efficiency Plan.
- review their activity management plans in order to improve long-term maintenance outcomes by increasing the percentage of rehabilitation of the local road network towards 2% per annum. RCAs will deliver in accordance with approved funding for 2024-27 and will identify what funding is required to lift to 2% in future years.
- review their activity management plans in order to achieve long-term maintenance outcomes by increasing resurfacing the local road network towards 9% per annum. RCAs will deliver in accordance with approved funding for 2024-27 and will identify what funding is required to lift to 9% in future years.
- demonstrate progress towards fixing potholes on local roads within 24 hours of inspection. This requires best endeavours where it is value for money to repair potholes within that timeframe. RCAs will report on a monthly basis the response times for repairing potholes on its local road network.

Specific expectations relating to public transport

Public transport authorities are expected to:

- actively work towards increasing farebox recovery by 30 June 2027. This includes operating within approved funding of public transport continuous programmes, reviewing services that are delivering very low farebox recovery and considering appropriate fares.
- support and actively work towards transition to, delivery of and operation of the National Ticketing Solution in partnership with NZTA. This includes aligning concessionary fare structures with national policy to make the National Ticketing Solution cost effective and value for money for customers.

Supporting NZTA to report on the expectations

Approved organisations are expected to:

- use best endeavours to support NZTA in reporting on progress towards meeting the Minister's expectations in relation to GPS 2024 by providing information relating to their respective local transport networks.

Attachment 3

Terms and Conditions of NLTF funding for activities during NLTP 2024-2027 period

- 1 The following terms and conditions apply to the approval by NZTA of funding from the National Land Transport Fund (**NLTF**) during the 2024-2027 NLTP period for approved activities carried out by an approved organisation or NZTA (for its own activities).
- 2 The approved organisation or NZTA (for its own activities):
 - 2.1 must comply with all the general requirements and conditions set out on NZTA's website (as amended from time to time)([2024-27 NLTP investment requirements | NZ Transport Agency Waka Kotahi \(nzta.govt.nz\)](https://www.nzta.govt.nz/2024-27-nltp-investment-requirements)) applying to organisations who receive NLTF funding for approved activities, and any other conditions that NZTA attaches to funding of any activity (including those conditions communicated to approved organisations when advising indicative funding allocations for continuous programmes);
 - 2.2 must take all reasonable and practicable steps available to it to support it:
 - (a) meeting the Minister of Transport's expectations for the land transport sector set out in Section 5 of the Government Policy Statement on land transport 2024/25–2033/34(including as those expectations are communicated in writing by NZTA for particular types of funding or activity); and
 - (b) satisfying any other requirements and conditions specified by NZTA in relation to an approved activity and a particular Ministerial expectation; and
 - 2.3 must comply with any self-assessment and reporting requirements linked to Ministerial expectations (referred to below).
- 3 NZTA may develop (and update) and provide to approved organisations and NZTA (for its own activities):
 - 3.1 other specific requirements to achieve Ministerial expectations (including measures to assess whether an approved organisation is making appropriate progress); and
 - 3.2 self-assessment and reporting requirements to demonstrate the steps that an approved organisation has taken to meet relevant expectations and any specific requirements.
- 4 If NZTA determines that:
 - 4.1 the steps taken (or the progress being made) by an approved organisation, or NZTA for its own activities, to meet relevant expectations or any specific requirement is not satisfactory; or
 - 4.2 an approved organisation, or NZTA for its own activities, has failed to comply with the self-assessment and reporting requirements,

NZTA may, at its discretion:

 - 4.3 require the approved organisation, or NZTA, to provide further information to NZTA and/or propose how it will address or remedy the matter;
 - 4.4 amend the funding approval for the relevant approved activities to lower the amount of funding approved; and/or
 - 4.5 withhold (or make subject to additional supplemental conditions) funding for that approved activity.

Council Report

Item 10

Committee: Infrastructure and Transport Committee

Date: 28 November 2024

Author: Trent Fowles

Authoriser: Andrew Parsons

Position: Resource Recovery Delivery Manager

Position: General Manager
Infrastructure and Assets

Report Name: Illegal Dumping Mitigations

Report Status

Open

Purpose - *Take*

1. To inform the Infrastructure and Transport Committee on illegal dumping mitigations following the resolution of the Infrastructure and Transport Committee meeting of 8 August 2024 as identified below:
 - i. Enables households the ability to purchase larger red bins;
 - ii. Options to reduce cost and transportation barriers for households to improve communities' ability to discard rubbish appropriately;
 - iii. Present methods of measuring the levels of litter and rubbish in public areas; and
 - iv. Any further actions that could be considered to reduce litter/illegal dumping in the city.
2. Inform the Infrastructure and Transport Committee on engagement with key retailers and potential opportunities to address the issue of abandoned trolleys.
3. This report should be read in conjunction with the Illegal Dumping Mitigation report in the public excluded section of this agenda.

Staff Recommendation - *Tuutohu-aa-kaimahi*

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

Executive Summary - *Whakaraapopototanga matua*

5. At the 8 August 2024 Infrastructure and Transport Committee meeting it was resolved:

That the Infrastructure and Transport Committee:

 - a. *request a staff report to be brought to the 26 September 2024 Infrastructure and Transport Committee meeting with high level funding options that:*
 - i. *improves levels of service for litter collection in targeted locations to include bus stops and streets;*
 - ii. *shortens response times cleaning up illegal dumping and increase proactive monitoring for illegal dumping;*

- iii. *improves support to community led clean-up events; and*
 - b. *request a staff report to the 28 November 2024 Infrastructure and Transport Committee meeting with information that:*
 - i. *enables households the ability to purchase larger red bins;*
 - ii. *has options in reducing cost and transport barriers to households to improve discarding rubbish appropriately;*
 - iii. *presents methods of measuring the levels of litter and rubbish in public areas; and*
 - iv. *any further actions that could be considered to reduce litter/illegal dumping in the city.*
- 6. Requests in part a) of this resolution were presented to the 26 September 2024 Infrastructure and Transport Committee meeting [\[link to report\]](#). Requests in part b) of this resolution are presented in this report.
- 7. In addition, it was resolved from the Chairs Report to the 8 August 2024 Infrastructure and Transport Committee that:
 - c) *requests staff to engage with key retailers and prepare information regarding potential opportunities to address the issue of abandoned trolleys as part of the planned 28 November 2024 report relating to the Notice of Motion - Litter and Illegal dumping.*
- 8. This report contains information and discussion points related to:
 - i. Providing larger 204litre red waste bins to households;
 - ii. The costs and barriers for domestic rubbish disposal;
 - iii. Measurement of litter and illegal dumping data;
 - iv. Other options for reduction of litter and illegal dumping; and
 - v. Engagement around abandoned shopping trolleys.
- 9. Any changes to the current levels of service around providing an option for a larger 204litre red waste bin for residents would require a variation to the Rubbish and Recycling Contract 16234 that would result in further cost for Council.
- 10. Any increase in levels of service for the kerbside rubbish and recycling are not currently budgeted in the 2024-2034 Long-Term Plan (LTP).
- 11. Information around costs relating to increased levels of service under Rubbish and Recycling Contract 16234 around the larger 240litre red waste bin are contained in a separate Public Excluded report due to commercial sensitivities around proposed pricing.
- 12. Staff consider that recommendation in this report has low significance and meet Council's legal requirements.
- 13. Any decision by Council to undertake a 240litre red waste bin or inorganic collection could trigger a Special Consultative Procedure level under the Significance and Engagement Policy. This Consultative Procedure has not been budgeted for in 2024-34 LTP.

Background - Koorero whaimaarama

- 14. The Hamilton City Council Waste Management and Minimisation Bylaw 2019 (the Bylaw) defines litter as: 'any refuse, rubbish, animal remains, glass, metal, garbage, debris, dirt, filth, rubble, ballast, stones, earth or waste matter or any other thing of a like nature deposited in a public place'. For clarity, litter includes illegal dumping.

15. Illegal dumping and litter collection is a regular activity funded through the 2024-2034 Long-Term Plan. Investigations and enforcement are managed by Hamilton City Council staff, while the collection and disposal of illegal street dumping is managed under the Rubbish and Recycling Contract 16234.
16. The Waste Management and Minimisation Plan (2024-2030) under focus area seven states that Council staff undertake enforcement actions under the Waste Management and Minimisation bylaw (2019) and other appropriate legislation as required. Council staff will effectively Manage illegal dumping and littering with education and enforcement.
17. This report gives background information on:
 - i. the red waste bin;
 - ii. Contract 16234 Rubbish and Recycling Collection;
 - iii. data collection of illegal dumping and litter; and
 - iv. shopping trolleys.
18. This report contains discussion points related to:
 - i. providing larger 240litre red waste bins to households;
 - ii. the costs and barriers for domestic rubbish disposal;
 - iii. measurement of litter and illegal dumping data;
 - iv. other options for reduction of litter and illegal dumping; and
 - v. engagement around abandoned shopping trolleys.

Red Waste bin

19. On the 16 August 2018 Council approved [\[link to report\]](#) the Rubbish and Recycling Change Business Case, this included:
 - i. 120litre wheelie bins for rubbish, 240litre wheelie bin for mixed recycling, 23litre bin for food scraps and a 40litre bin for glass;
 - ii. weekly collection of food scrap bins; and
 - iii. fortnightly collection of rubbish, mixed recycling and glass containers.
20. The decision to move to a fortnightly collection of one 120litre wheelie bin for rubbish was based on waste assessments and community consultations conducted in 2016-2017 [\[link to report\]](#). These showed us that residents wanted their household rubbish collected separately from the recyclables, and that if residents utilised all recycling options, for the majority of Hamiltonians, one 120litre wheelie bin for rubbish provided adequate capacity.
21. The new kerbside service commenced on 31 August 2020.
22. In the first three months of the implementation of the new service 44 customer requests were received in relation to the bin size (too small) or glass crate (only able to present one crate).
23. The number of requests Hamilton City Council (HCC) receives in relation to bin size has reduced since the start of the new kerbside service. Anecdotally, from staff responding to customer requests, there has been a reduction of customer requests in relation to the size of red bins. Staff estimate one request per month is currently received in relation to the red bin being too small.

Contract 16234 – Rubbish and Recycling Collection

24. Enviro NZ has a Contract for kerbside rubbish and recycling collection (Contract 16234) and a Deed of Lease for the Lincoln Street Resource Recovery Centre (RRC) with Hamilton City Council (HCC) that commenced on 31 August 2020. The scope of the contract also includes the operation of the RRC.
25. Under the Contract 16234, the gate fees at the RRC are proposed by Enviro NZ. These fees do not form part of Council's fees and charges revenue.
26. As per the Contract 16234, HCC cannot withhold consent to increase, amend, or alter the gate fees unreasonably if the contractor can show sufficient description and justification for the change.
27. Over recent years a number of the increases in disposal charges at the RRC have related to the passing on of additional Government charges from Waste Levy increases and increased Emissions Trading Scheme costs.
28. There is no provision under Contract (16234) to provide any other service to residential properties other than the standard kerbside rubbish and recycling service with the current suite of bins.

Data collection of illegal dumping and litter

29. Due to different business units managing the activity of illegal dumping and litter collection, there is no consistent view of volumes of litter collected. The below table outlines current data collection by all Council business units involved in the removal of litter and illegal dumping.

Type	Unit	YTD 2024/25 Jul-Aug	2023/24	2022/23
Illegal Dumping	Resource Recovery	Monthly Average (Tonnes)	Monthly Average (Tonnes)	Monthly Average (Tonnes)
		12.73	9.66	10.9
2Street Truck Sweeping	Transport	166	175	160
General Litter	Transport	41.5	40.6	44
Park Litter	Parks & Recreation	Data not collected	Data not collected	Data not collected
Watercourse Litter	3 Waters	Data not collected	Data not collected	Data not collected

Shopping Trolleys

30. Abandoned shopping trolleys have become a frequent sight across the city, very often damaged and/or filled with rubbish. Up to 20 abandoned shopping trolleys are reported to HCC Customer Services weekly.
31. The trolleys originate from supermarkets and large retailers such as The Warehouse and Kmart. These businesses have very little control over the trolleys being removed from their sites, with the exception of Woolworths Bridge Street or Anglesea Street Hamilton, who have a perimeter locking system on their trolleys.
32. Most of these businesses rely on notification of abandoned trolleys and employee staff or contractors to collect them. This can occur daily if in close vicinity otherwise on a weekly or fortnightly rotation.
33. When an abandoned shopping trolley is reported to HCC Customer Services the person logging the request is advised to contact the retailer the trolley comes from.

34. Customer Services will log an illegal dumping request if the trolley contains rubbish. Trolleys that contain rubbish form part of HCC's illegal dumping collection.
35. Council currently has no resource or process to collect and return abandoned trolleys, and any returns are on an ad hoc basis normally in the process of other duties.
36. HCC has a very limited ability to impose any requirements on businesses to ensure their trolleys remain on site. The challenge being the businesses are not the ones abandoning the trolleys therefore have limited liability.

Discussion – *Matapaki*

Larger 240litre red waste bins

37. The below table summarises the benefits and risk associated with the introduction of 240litre red refuse bins option for households:

Benefit	Risk
Provision of larger bin Allows ratepayers to purchase and pay the ongoing costs of larger bins for specific needs such as larger families or medical requirements.	Increase of CO2e Providing a larger refuse bin for households will result in larger amounts of waste going to landfill. This will increase HCC's CO2e. A 10% uptake of larger refuse bins would increase CO2e by 1721 tonnes per annum. A 20% uptake of larger refuse bins would increase CO2e by 3442 tonnes per annum.
Potential Reduction of Illegal Dumping Providing additional rubbish bin capacity may result in a reduction in illegal dumping. It should be noted however that Councils that provide an upsized bin or more frequent collection do still have issues with illegal dumping.	Unable to Meet Diversion Targets HCC has a target in its Annual Plan and Waste Management and Minimisation Strategy of diverting from landfill a minimum of 45% of all waste collected on the kerbside. Currently 47.3% of waste is diverted from landfill. A 10% uptake would see this drop to 44.9% and a 20% uptake would see this reduce to 42.8%. The NZ Waste Strategy 2023 states that by 2050 Aotearoa, NZ is a low-emissions, low waste society, built upon circular economy. As Local Government it is expected we get involved in implementing this strategy and develop an action and investment plan.
Street Amenity Less illegal dumping would mean improved street amenity.	Competition with Private Sector Providing an upsized option of refuse bins puts HCC in competition with private providers that currently provide this refuse service. Additional competition may make their services uneconomic.
	Internal Staffing The Resource Recovery team is not currently resourced to handle the volume of customer services request the introduction of the larger 240litre red lid waste bin would create. An additional FTE would be required by HCC to help process requests for upsized bin, maintaining property files and dealing with ongoing requests related to the larger bins. This FTE is not currently budgeted for in the 2024-2034 LTP.
	Passing Costs for Larger Bins to Residents See Public Excluded Report.
	Stolen Bins See Public Excluded Report.
	Budgets See Public Excluded Report

38. An option to provide a larger 240litre red waste bins to residents has been priced by EnviroNZ.

39. There are two parts to the proposed Enviro NZ cost structure for the larger 240litre red waste bin:
 - i. A one-off cost per household to supply and deliver 240litre red waste bins; and
 - ii. Ongoing costs associated with the collection and disposal of waste from the larger 240litre red waste bins.
40. Due to commercial sensitivity these costs are included in the Public Excluded section of this meeting.

Cost and transport barriers for domestic rubbish disposal

41. Staff are currently working with Para Kore Ltd on the development of a potential study understanding larger families' barriers to the current kerbside collection system. The study will be a cross section of families identified by stakeholders such as community centres.
42. The study will be conducted over a 4-to-6-month period with small incentives for families to stay engaged (based on the learnings of Auckland Council kerbside studies). This will give staff the data to identify whether the current bin system works for larger families and understand barriers for these families.
43. The study will be funded from the Ministry for the Environment, Waste Minimisation Levy revenue. The study will better understand barriers to the current kerbside service, including bin size, use of food waste, and contamination of recycling, the scope will also address barriers to disposing of excess waste.

Measurement of litter and illegal dumping data

44. Reports of the number of instances of Illegal dumping reported to the Resource Recovery team and the tonnage of illegal dumping collected and available within HCC internal information systems.
45. From the start of the 2024/25 current financial year the number of instances of illegal dumping recorded are reported quarterly to Council as part of LTP non-financial performance measures.
46. In addition to the above, instances of illegal dumping that are reported to the Resource Recovery team are recorded in a GIS layer within City View as a 'heat map'. An example below shows the 'heat map' central City between Anzac and Claudelands Bridges:



47. With minor improvements to the GIS layer to enable date range selections, staff would be able to provide this in future reports as part of the WMMP annual report.
48. The Transportation team is now measuring litter and illegal dumping volumes separately from rubbish collected from public bins. This data will be able to be presented as number of reported jobs and total volumes on a monthly basis. Reported illegal dumping could also look to be displayed in the same GIS layer as outline in paragraph 43. This would enable the locations to be displayed in the heat map above.
49. Further work needs to be done to better understand volumes of illegal dumping and litter that are collected within Parks and Opens spaces and options to include it in the above reporting.

Other options for reduction of litter and illegal dumping

50. Some other cities/towns offer an inorganic collection funded by individual Councils. Staff believe there are challenges and risks associated with such collections and have recently contacted Auckland Council to understand their process and learnings.
51. Auckland Council currently offer one inorganic collection annually. They roll it out Region by Region. There are some rules in place around placement of items such as within the boundaries of the property. This however is difficult to monitor and has resulted in the wrong items being collected. Currently the Council spend just under \$11.0 million annually to provide this service.
52. Estimated costs for the provision of an HCC inorganic collection are included in the Public Excluded report of this meeting due to commercial sensitivity.

Engagement around abandoned shopping trolleys.

53. Staff have contacted some of the larger businesses in Hamilton to understand what strategies they have in place to prevent shopping trolleys being removed from their sites and what actions they undertake to recover abandoned trolleys.
54. The businesses were also asked if they had any ideas to reduce the issue, how Hamilton City Council could support them and if they wanted to engage with Hamilton City Council on a solution.
55. The below table outlines the feedback received:

Business	Response	Strategies in place	Proposed strategies	Interest in working with HCC to find a solution.
Responses Received				
Pak n Save Clarence Street	Yes	Website to report abandoned trolleys. Van to collect trolleys	No plan	Yes
The Warehouse CBD	Yes	Managed via Customer service team, collections arranged	Investigating perimeter locks	Yes
Kmart CBD	Yes	Managed via Customer Services team, outsource contractor to recover trolleys	Investigating GPS tracking	Yes

Woolworths	Yes	Contractor collects trolleys as notified by the public	Trolley locking system in place for Woolworth Hamilton (central store only).	Yes
No Responses: Pak n Save Mill Street, New World Glenview, The Warehouse The Base, The Warehouse Hillcrest, Kmart Te Rapa.				

56. Staff will arrange to meet with interested businesses to discuss further opportunities to work together to mitigate the issue. No budget has been allocated to fund any initiatives.
57. As part of this work, staff have looked at how other Council's manage abandoned trolleys. Auckland Council's Waste Management and Minimisation Bylaw 2019, includes the below clauses to manage shopping trolleys with the Auckland Region:

17 A person must minimise potential for a shopping trolley to become waste

- (1) Subclauses (2) and (3) do not apply –
- (a) to a person who is a party to an accord about shopping trolleys –
- if the accord has been approved by council;
 - to the extent specified in the accord; and
- (b) to a person who has permission to remove a shopping trolley from the business premises for operational reasons (for example replacement or repair) from a person who is responsible for the operation of a business that provides shopping trolleys; or
- (c) to a business that provides less than 10 shopping trolleys.

- (2) A person who is responsible for the operation of a business must –
- clearly display the contact details of the business on every shopping trolley provided by that business for public use;
 - clearly display signage on the premises of that business that –
 - prohibits the removal of any shopping trolley from the premises;
 - provides the contact details of the business;
 - encourages the public to report the removal or location of any shopping trolley removed from the premises using the contact details of the business;
 - retrieve any shopping trolley provided by that business for public use that has been removed from the business's premises –
 - within two hours of being notified by any person of the location of the shopping trolley;
 - appropriately dispose of any thing found in that shopping trolley;
 - reimburse council for the costs incurred by council to retrieve and return or dispose of any shopping trolley of the business not on the premises of the business, within one month of the trolley's retrieval, if –
 - council has notified the person of the location of that shopping trolley;
 - that shopping trolley has not been retrieved within 24 hours of being notified of the shopping trolley's location; and
 - keep, maintain and provide council with an annual record by 31 March every year of the number of shopping trolleys removed from the premises, and retrieved by the business or returned by council or other persons to the business.
- (3) A person who uses a shopping trolley for whatever reason (for example a customer) must not remove that shopping trolley from the premises of the business for which it is provided.

Related information about shopping trolleys

- Accords may provide a way for businesses to determine how best to minimise the potential for shopping trolleys to become waste (for example dumped or abandoned in public places). Accords may include graduated retrieval response times, define the relationship between Retail New Zealand and council or use coin-operated or electronic-locking systems.
- Council approved an accord with Retail New Zealand titled the "Code of Practice for the Management of Shopping Trolleys" on 17 June 2014.
- Removing a shopping trolley from a business premises may in certain circumstances also be an offence under the [Litter Act 1979](#) (s15), theft or stealing under the [Crimes Act 1961](#) (s219) or a safety risk, nuisance, obstruction or interference to the use or enjoyment of a public place under the [Tāmaki Makaurau Te Ture ā-Rohe Marutau ā-Iwi me te Whakapōrearea 2013](#), Auckland Council [Public Safety and Nuisance Bylaw 2013](#).

58. Hamilton City Council's Waste Management and Minimisation Bylaw 2019 does not include any clauses for the management of abandoned shopping trolleys. The Bylaw is not due for review until 2029.

59. Any immediate Bylaw options to include mechanisms to manage the issue of abandoned shopping trolleys similar to Auckland Council's Bylaw would require an earlier review of HCC's Waste Management and Minimisation Bylaw.
60. The approximate cost to review the Bylaw is \$50,000. These costs are currently not budgeted.

Financial Considerations - *Whaiwhakaaro Puutea*

61. The below table shows the potential financial implications of options included in the above discussions should Council wish to pursue them:

Option	Cost – Ex GST	Budgeted or Unbudgeted
Review Waste Management and Minimisation Bylaw	\$50,000 one off cost	Unbudgeted

62. Due to commercial sensitivity the costs associated with the introduction of 240litre red refuse bins and estimates for inorganic collections are these costs are included in the Public Excluded section of this meeting.

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

63. Staff confirm that this matter complies with the Council's legal and policy requirements.

Climate Change Impact Statement

64. Any future options for level of service increases in relation to rubbish bin sizes and actions associated with reducing litter and illegal dumping will need to be assessed against the Climate Change Policy for both emissions and climate change adaptation.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

65. 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').
66. 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.
67. The matters set out in this report are consistent with that purpose.

Social

68. Any future options for level of service improvements for litter and illegal dumping will likely have a positive impact from a social wellbeing perspective.
69. Cleaner streets and recreational areas will promote individuals, families, whaanau, iwi, hapuu and communities achieve their goals relating to a sense of belonging and social inclusion such as health, the strength of community networks, safety and connectedness.
70. Any changes improvements to levels of service in full may also help reduce the social normalisation that it is accepted to have litter and illegal dumping around the city.

Economic

71. Any future options for level of service improvements for litter and illegal dumping can potentially have a positive impact on economic growth. With a reduction of litter and illegal dumping the city will appear more vibrant and potentially attract future economic growth.

Environmental

72. Any future options for level of service improvements for litter and illegal dumping can have a positive impact on Environmental wellbeing by removal of litter and illegal dumping from our natural environments, in particular, waterways.

Cultural

73. Any improvements to the levels of service associated with litter and illegal dumping align with the objectives of Tai Tumu, Tai Pari, Tai Ao and Te Rautaki Taamata Ao Turoa o Hauaa (Iwi Management Plans of Waikato Tainui and Ngaati Hauaa respectively).
74. The Waikato-Tainui Environmental Plan, Tai Tumu, Tai Pari, Tai Ao – page 234 recognises Solid and Hazardous Waste management in a way that is best practice and manages social, cultural, spiritual, economic, and environmental needs. An identified method for delivery is through the following hierarchy:
- i. reducing the amount of waste produced (including composting and mulching of green waste);
 - ii. reusing waste;
 - iii. recycling waste;
 - iv. recovering resources from waste;
 - v. treating residual waste; and
 - vi. appropriately disposing of residual wastes.

Risks - *Tuuraru*

75. Risks of the options are presented in the tables above in paragraph 34. Any changes to the levels of service in full and any increase of costs would need to be assessed against Council's financial strategy and the impact that these may have.

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

76. Any changes to the levels of service associated with litter and illegal dumping will need to be assessed against the Significance and Engagement Policy.
77. Any improvements changes to the levels of service associated with litter and illegal dumping and subsequent costs will determine the level, if any of community engagement required.

Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

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 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. Recommendations from Strategic Growth and District Plan Committee Meeting)	
C3. Illegal Dumping Mitigations		
C4. Wastewater Treatment Plant Master Planning, Consenting and Designation Professional Services Contract Award		
C5. Water Allocation Request Central City		
C6. Bulk Wastewater Storage Designation		
C7. Transport Land Purchases		
C8. Building Renewals and Construction Works		

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 avoid the unreasonably, likely prejudice to the commercial position of a person who supplied or is the subject of the information to protect information which is subject to an obligation of confidence and disclosure would likely prejudice continual supply of similar	Section 7 (2) (b) (ii) Section 7 (2) (c) (i) Section 7 (2) (h) Section 7 (2) (i)

	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	
Item C4.	to enable Council to carry out negotiations	Section 7 (2) (i)
Item C5.	to enable Council to carry out negotiations to avoid the unreasonably, likely prejudice to the commercial position of a person who supplied or is the subject of the information	Section 7 (2) (b) (ii)
	to enable Council to carry out negotiations	Section 7 (2) (i)
Item C6.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h)
	to enable Council to carry out negotiations	Section 7 (2) (i)
	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
Item C7.	to protect the privacy of natural persons	Section 7 (2) (a)
	to enable Council to carry out negotiations	Section 7 (2) (i)
Item C8.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h)
	to enable Council to carry out negotiations	Section 7 (2) (i)