

Notice of Meeting:

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

Date: Thursday 26 September 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 Tuapapa 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

18 September 2024

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Purpose

The Infrastructure and Transport Committee is responsible for:

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

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

Terms of Reference:

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

The Committee is delegated the following powers to act:

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

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

The Committee is delegated the following recommendatory powers:

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

Recommendatory Oversight of Strategies:

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

Recommendatory Oversight of Policies and Bylaws:

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

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1 Apologies – *Tono aroha*

2 Confirmation of Agenda – *Whakatau raarangi take*

The Committee to confirm the agenda.

3 Declaration of Interest – *Tauaakii 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: 26 September 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 8 August 2024

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

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

Attachments - *Ngaa taapirihanga*

Attachment 1 - Confirmation of the Infrastructure and Transport Open Unconfirmed Minutes 8 August 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 8 August 2024 at 9:30 am.

PRESENT

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

Moko Tauariki opened the meeting with a karakia.

- 1. Apologies – *Tono aroha***
Resolved: (Deputy Mayor O’Leary /Cr van Oosten)
That the apologies for absence from Maangai Hill, for partial attendance from Cr Moko Tauariki, and for lateness from Cr Kesh Naidoo-Rauf are accepted.
- 2. Confirmation of Agenda – *Whakatau raarangi take***
Resolved: (Deputy Mayor O’Leary /Cr Hutt)
That the agenda is confirmed.
- 3. Declarations of Interest – *Tauaakii whaipaaanga***
Cr van Oosten declared an interest in item C2 (*Transport Land Purchases and Sales*). She noted that she would not take part in the discussion or vote on the matter.
- 4. Public Forum – *Aatea koorero***
A written submission was circulated from Melissa Smith of Bike Waikato. It is attached as **Appendix 1** of these minutes.

5. **Confirmation of the Infrastructure and Transport Open Minutes of 2 May 2024**

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

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.

6. **SH26 (Morrinsville Road) - Fit for Purpose Works Programme Update**

The Network and Systems Operations Manager provided an update on the work programme with a focus on walking and cycling. Staff responded to questions from Members concerning over budget considerations, any potential overspend cost burdens and if any cost savings can be recouped from New Zealand Transport Agency. (NZTA)

Motion: (Deputy Mayor O’Leary/Cr Hutt)

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.

Amendment: (Cr Bydder/Cr Taylor)

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) notes that the SH26 (Morrinsville Road) Fit for Purpose Improvements funding agreement with NZ Transport Agency (NZTA) has been signed and funding of \$8.0 Million in 2024/25 and \$3.2 Million in 2025/26 (100% revenue) for completion of the works has been included in the 2024 - 34 Long Term Plan;
- c) approves the following activities within the SH26 (Morrinsville Rd) Fit for Purpose improvements programme as being assessed as 'green' under the Transport Project Decision Making Framework and are therefore able to proceed to design, consultation and delivery:
 - i. Property purchase for the shared path section between Silverdale Road and the Waikato Expressway overbridge;
 - ii. Construction of a shared path between Silverdale Road and the Waikato Expressway overbridge; and
 - iii. Upgrade of existing streetlighting to LED
- d) approves the roundabout at Silverdale, Matangi and Morrinsville Roads intersection for the SH26 (Morrinsville Road). Fit for Purpose improvements proceed to design, consultation, and construction, noting the final location and form of pedestrian and cycle facilities will be presented to a future Elected Member's briefing prior to a final decision being sought at the 26 September 2024 Infrastructure and Transport Committee meeting for approval of these facilities, noting that the project will be managed with the aim of a reduction in road cones, and will not include raised crossings
- e) notes that the proposed activity for the cycle facilities between Cambridge and Silverdale Roads for the SH26 (Morrinsville Road) Fit for Purpose improvements , noting that the design will seek to retain street carparking as much as possible, 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.

The Amendment was put.

Those for the Amendment:

Cr Wilson, Taylor, Donovan, Bydder, Pike, Macindoe

Those against the Amendment:

Mayor Southgate, Deputy Mayor O'Leary, Cr Hutt, Thomson, Casey-Cox, van Oosten, Tauariki.

The Amendment was declared LOST.

The Motion was then put and declared CARRIED.

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

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.

Cr Kesh Naidoo-Rauf joined the meeting (10.06 am) at the conclusion of the discussion of the above item. She was not present when the matter was voted on.

7. Infrastructure and Assets General Managers Report

The report was taken as read.

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

That the Infrastructure and Transport Committee receives the report.

8. Notice of Motion- Rubbish Level of Service and Illegal Dumping

Cr Sarah Thomson provided an summary of the Notice of Motion and responded to questions from Members concerning funding, timeline, and sources of data.

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

That the Infrastructure and Transport Committee:

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

9. Resolution to Exclude the Public

Section 48, Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

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

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

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

Contract Variations

- C4. Water Allocation
Request under Three
Waters Connections
Policy - Hotel in Central
City

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

- | | | |
|----------|--|--|
| Item C1. | to prevent the disclosure or use of official information for improper gain or improper advantage | Section 7 (2) (j) |
| Item C2. | to protect the privacy of natural persons | Section 7 (2) (a) |
| Item C3. | to enable Council to carry out negotiations | Section 7 (2) (i) |
| | to enable Council to carry out commercial activities without disadvantage | Section 7 (2) (h)
Section 7 (2) (i) |
| Item C4. | to enable Council to carry out negotiations | Section 7 (2) (h) |
| | to enable Council to carry out commercial activities without disadvantage | Section 7 (2) (i) |
| | to enable Council to carry out negotiations | |

The meeting moved in the Public Excluded session at 10.42 am.

The meeting was declared closed at 11.39 am.

Appendix 1:



Bike Waikato Public Forum Submission for Infrastructure and Transport Committee – 8 August

Kia ora Hamilton City Council Infrastructure and Transport Committee,

We are writing to talk to *Item 6 – SH26 (Morrinsville Road) - Fit for Purpose Works Programme Update* in the 8 August agenda for the Infrastructure and Transport Committee.

We are in support of the proposed construction of a shared path between Silverdale Road and the Waikato Expressway overbridge and the associated proposed walking and cycling facilities at the roundabout at Silverdale, Matangi and Morrinsville Roads intersection for the SH26 (Morrinsville Road) and cycle facilities between Cambridge and Silverdale Roads for the SH26 (Morrinsville Road), noting that the latter two projects will be discussed more thoroughly in a future Infrastructure and Transport Committee meeting.

Separated paths are the gold standard for cycling infrastructure and ensure that users feel safe and comfortable. Any and all new separated paths on our network foster connectivity and further contribute to our shared aspiration—Bike Waikato's and Hamilton City's—for a city where people want to cycle (or walk or take public transport) for their everyday needs.

We look forward to engaging with the council over the next few months for the roundabout and cycling facilities projects which are categorised as 'orange' and 'red', respectively.

Thank you for considering our submission.

Kind regards

Bike Waikato Committee

Council Report

Item 6

Committee: Infrastructure and Transport Committee

Date: 26 September 2024

Author: Amy Viggers

Authoriser: Michelle Hawthorne

Position: Governance Lead

Position: Governance and Assurance Manager

Report Name: Chair's Report

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

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.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Chair's report



Chairperson's report

26 September 2024

Thrifty Threads event a huge success

Hamiltonians send about 950,000 kg of clothing to landfill each year, contributing to the approximately 180 million kg of clothing all New Zealanders and residents discard annually. Council in partnership with Hospice Waikato and Go-Eco, hosted Thrifty Threads, which offers Eco-conscious shoppers the chance to save pre-loved clothes from landfill. With just a small entry fee, attendees filled their bags with second-hand clothing, promoting the reuse and repurposing of gently used garments. The event this year attracted over **2,000 participants, raising \$24,000**. The previous event raised \$20,000 for Hospice Waikato and **diverted 18,000 kg** (12,000 kg previous year) of clothing in the programme and out of the landfill. This initiative aligns with our Waste Management and Minimisation Plan, aiming to reduce landfill waste and move Hamilton towards a low-waste future.

On behalf of the committee, I want to express huge congratulations and thanks to the HCC team and the following partners who made the event a success:

- Go Eco
- Hospice Waikato
- Fraser Teen Parent Unit
- Rototuna High School
- Serving up T
- Again & Again
- Wendy Thompson
- Recreators
- Stu and Camille from The Breeze

Figures 1 Donated clothing pre-sorting



Figure 2 Thanks to Jahdiel Mason, owner of Again and Again for 'styling' me with some items for the even

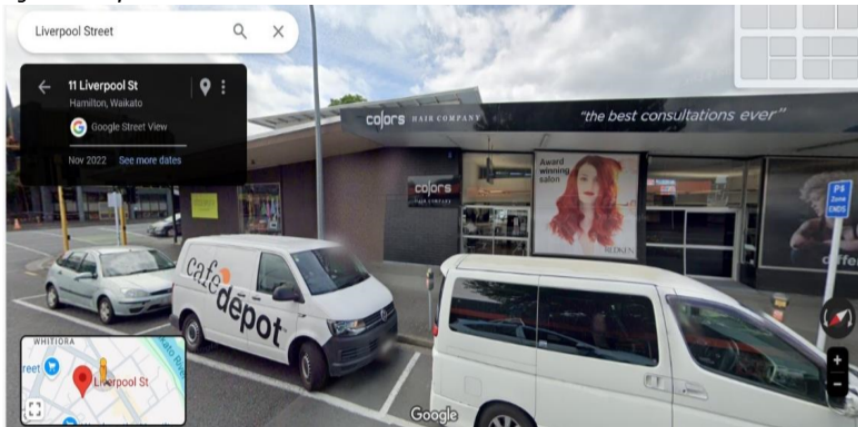


Liverpool Street parking issues

July 2022 I was approached by Ms. Djuanne Rusden, owner of the Colours Hair Company located 11 Liverpool Street, Hamilton. Ms Rusden raised the issue with me of the changes in parking on Liverpool Street. Those changes included a reduced the number of metered spots in favour of long-stay parking. There have been a range of views on this matter, both in support and against all day commuter parking, however, with the 1 October changes to demand responsive pricing it is important that we consider these views again and any changes to parking that could take place in this area. Personally have visited Ms Rusden at her establishment and strongly feel that Council can resolve this issue for businesses affected.

The appropriate process is to send this to the Traffic, Hearings and Engagement Committee. Our transport strategy Access Hamilton Ara Kootuitui Kirikiriroa has an outcome that ***“We want a vibrant city centre where our people can come together to play, work and shop”***. It also states that our parking policy has been created with people at the centre. With this mantra in mind, I urge my fellow Committee Members to consider the simple solution of changing 8 of the 16 long term car parks on Liverpool Street to paid parking spots. This will allow for more turnover within the retail and service businesses who operate there.)

Figure 3 Liverpool Street Hamilton



Hamilton’s newest bridge opens

Hamilton’s new bridge, Te Ara Pekapeka (Pathway of the Bat), was celebrated on 6 and 7 September, marking a major step in unlocking Peacocke area for new homes. Despite the passing of Kiingi Tuheitia, mana whenua proceeded with a dawn blessing and naming ceremony on Friday, recognising his support for the bridge and advocating for Kotahitanga (unity). The event highlighted Hamilton’s success in delivering world-class infrastructure through local talent and strong government partnerships.

Traffic counts showed that nearly **750 people an hour** used the footbridge at peak times, and active transport numbers surged, showing strong community engagement with the new infrastructure. The bridge quietly opened to vehicles on 13 September, with **3,000 to 4,000 vehicles** using it daily. As Peacocke grows, the bridge will continue to support increased use of all transport modes.

Figure 4 Official opening, Minister of Transport Simeon Brown, Hamilton Mayor Paula Southgate



Abandoned trolleys

Abandoned trolleys around the city have increased noticeably over the last couple of years and are not only an amenity issue but can also result in environmental pollution and flooding risks when dumped into the cities gullies and waterways. This is not just a Hamilton issue and other cities have also grappled with this. Cr Sarah Thomson has been reaching out to some of the supermarkets and other large retailers in the city to better understand the systems that stores have place to prevent trolleys being removed from shopping premises. In addition to recovery of trolleys that are taken, and where there may be opportunities to collaborate. She has also reached out to Auckland Council to understand how effective the current provisions in their Waste Minimisation Bylaw are.

Recommendation

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) that 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) that 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.

Ngā mihi nui
Angela O'Leary
Chairperson, Infrastructure & Operations Committee

Council Report

Item 7

Committee: Infrastructure and Transport Committee
Date: 26 September 2024

Author: Robyn Denton
Authoriser: Andrew Parsons

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

Report Name: Transport Projects Macroscopic Approval

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

1. To seek approval from the Infrastructure and Transport Committee of the macroscopic design approval from the Infrastructure and Transport Committee for the following sites:
 - a) Heaphy Terrace Pedestrian Improvements outside the Hamilton Jamia Mosque
 - b) Morrinsville Road/Silverdale Road intersection - pedestrian and cycle facilities form and location.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure and Transport Committee:
 - a) receives the report;
 - b) approves the upgrade of the pedestrian crossing facilities in Heaphy Terrace outside the Hamilton Jamia Mosque by implementing:

EITHER

 - (i) **Option 1** – a paired zebra crossing that gives priority to pedestrians and cyclists combined with a raised safety platform, refuge island and kerb extension. Noting that funding is available from the CERF Travel Choices programme with 90% of funding from the NZ Transport Agency and the work will be able to be completed this 2024/25 financial year. Noting that the NZ Transport Agency will only provide CERF funding for this option.

OR

 - (ii) **Option 2** – an alternative design (i.e. without an raised safety platform) noting that NZ Transport Agency will not approve the use of CERF funding and there is no Low Cost Low Risk funding currently for completing this work in the 2024-27 period.
 - c) approves the inclusion of pedestrian and cycling facilities at the proposed roundabout at the intersection of Morrinsville Road/Silverdale Road/Matangi Road consisting of:

EITHER

 - (i) **Option 1** – (assessed safest option) - uncontrolled crossings on raised safety platforms with kerb buildouts and median refuges for **all crossing points**.

OR

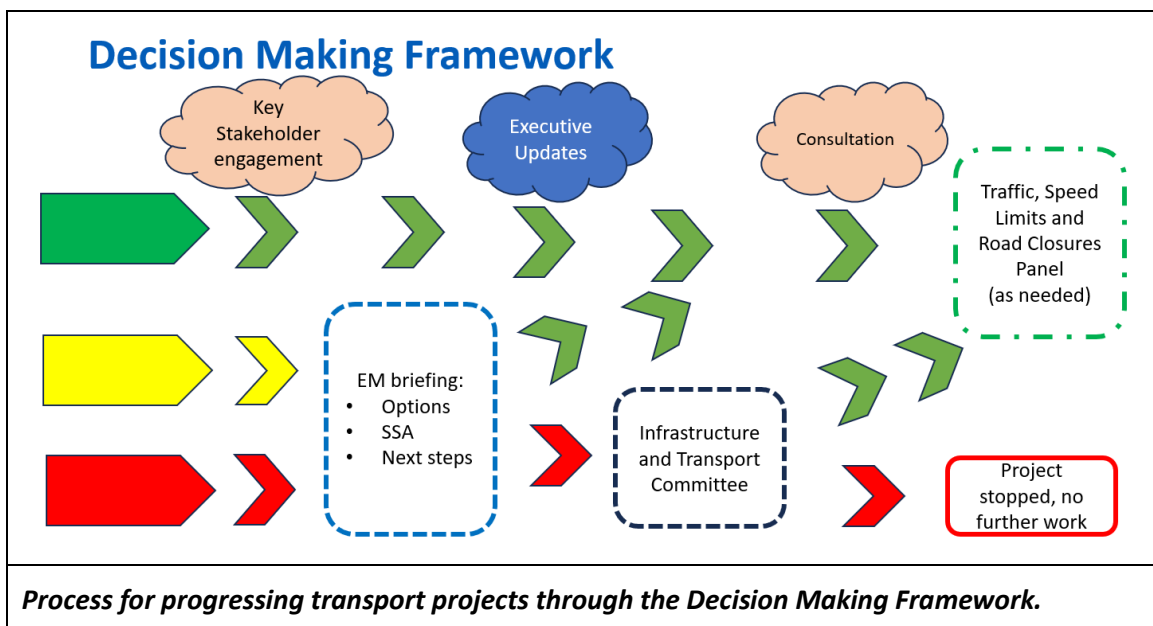
- (ii) **Option 2** (assessed alternative option) - Uncontrolled crossings on side roads approaching roundabout with raised safety platforms with kerb buildouts and median refuges on Silverdale Road and the left turn slip lane. Dual signalised crossing with no raised safety platform but kerb buildouts and median refuges on Morrinsville Road (SH26).

Executive Summary - Whakaraapopototanga matua

3. The [2 May 2024](#) Infrastructure and Transport Committee considered and approved a Transport Project Decision Making Framework.
4. In accordance with the decision making framework, Elected Member briefings have been provided for the following projects:
 - a) Heaphy Terrace Pedestrian Improvements outside the Hamilton Jamia Mosque
 - b) Morrinsville Road/Silverdale Road intersection improvements - pedestrian and cycle facilities
5. Macroscopic design approval is now being sought for these projects so that they can progress through to design and construction this financial year.
6. Funding for both of these projects is available from NZ TA via the CERF Travel Choices Programme for Heaphy Terrace (90% co-investment) and the SH26 Fit for Purpose funding for Morrinsville Road (100% investment) for the scope of work set out in the Business Case.
7. Staff consider the decisions have low significance and that the recommendations comply with the Council’s legal requirements.

Background - Koorero whaimaarama

8. 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](#).
9. The agreed process set out in the following diagram will be utilised to progress projects through the decision-making process.



10. This report sets out the work that has been completed for two projects in accordance with the Decision Making Framework and seeks macroscope approval of preferred options so that the projects can progress through to design and construction.

Discussion - *Matapaki*

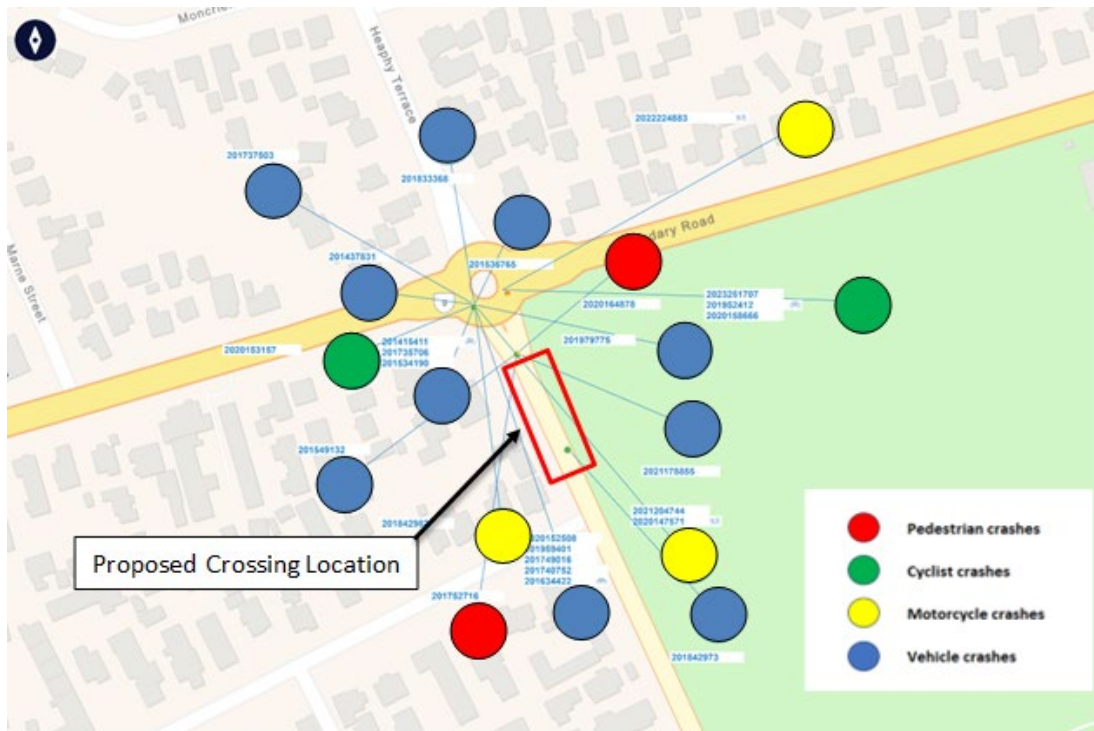
11. As outlined at the [4 September 2024](#) Elected Member briefing detailed project reports have been developed to assist with the decision making process for the two projects. Each report sets out the following information for the site/project:
- Where?
 - What's the problem?
 - Why is it important to address the problem?
 - Observations and data for the site eg pedestrian and cycle counts
 - Community and Public feedback
 - Early Engagement with Stakeholders
 - Stakeholder impact and mitigation
 - Recommendations overview
 - Treatments considered
 - Treatment analysis matrix
 - Recommended Options with additional information on the benefits and challenges.
12. The following information is a summary of the project reports and discussion on the options available for Elected Members to consider for each of the following sites:
- a) Heaphy Terrace Pedestrian Improvements outside the Hamilton Jamia Mosque
 - b) Morrinsville Road/Silverdale Road intersection improvements - pedestrian and cycle facilities

Heaphy Terrace Pedestrian Improvements outside the Jamia Mosque

13. A new pedestrian crossing on Heaphy Terrace in the vicinity of the Hamilton Jamia Mosque was included as part of the Minor Transport Improvements programme in the 2023-2024 programme. However, an opportunity to deliver the project via the CERF Transport Choices Programme, which attracts 90% funding assistance from NZ Transport Agency was provided in 2023.
14. The proposed pedestrian crossing improvements compliment the newly constructed CERF Transport Choices Heaphy Terrace separated cycle path project that runs along the edge of Claudelands Park between Boundary Road to Brooklyn Road which was installed earlier this year.
15. The objective of the project is to upgrade existing pedestrian refuge island located on Heaphy Terrace to improve safety and accessibility for active mode users.
16. Heaphy Terrace/Boundary Road roundabout is relatively small in diameter and without formal pedestrian crossing facilities either at the roundabout or close by. During busy times the traffic flows are such that crossing the roads in the vicinity of the roundabout by foot or on a bike is hazardous. This is also likely to result in a suppressed demand by these road user groups.
17. To the east of the intersection is a path leading to the settlement centre where a lot of the new migrants are walking to and from to access the mosque/childcare centre located on the opposite side of the road for their daily prayers and routines. Access between the west and east areas for pedestrians is severely hampered by the difficulty in crossing Heaphy Terrace at the intersection.

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18. Safe access for cyclists crossing at this location is similarly limited and demand has increased since the construction of the cycle path alongside Heaphy Terrace.
19. Heaphy Terrace South has 9,400 AADT daily traffic, is on the number 14 bus route (every 30mins) and >80 pedestrians crossing per day.
20. In the last 10 years there has been 26 recorded crashes consisting of 19 non-injury crashes and 7 minor crashes resulting in a social cost of \$4.3m. Given the high volumes of traffic/pedestrians mix, it is likely that ongoing minor/non-injury crashes will occur and there is potential for serious injury or death due to the relatively high traffic speeds.



Crash locations for the last 10 years.

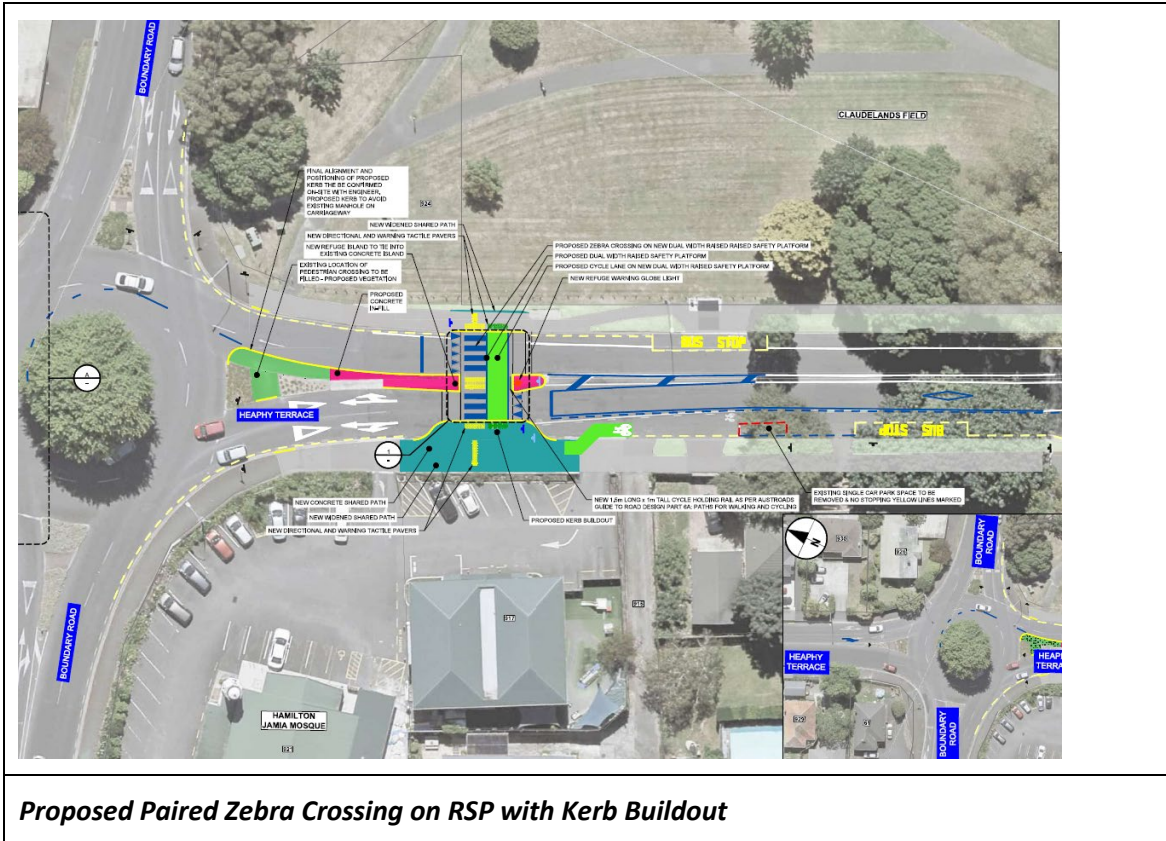
21. The mosque, as with most places of worship, undertake a number of community activities alongside prayer meetings which include a Madrasah (School) and a day care. The Mosque serves the region around Hamilton with members coming from Te Aroha and other outlying towns.
22. In Islam daily prayers are held five times a day with the timing dependent upon the position of the sun in the sky and hence the times vary throughout the year. A guide to prayer times is provided in the table below which shows that there is often a worship taking place during the afternoon traffic peak hour. The main weekly prayer is held on Friday afternoons in place of the Thuhur (mid-day) prayer when around 600 to 700 people attend the service lasting for about 40 minutes.

Prayer	Time by the position of the sun	Approximate prayer times in Hamilton in July 2024	Approximate prayer times in Hamilton in December 2024	Approximate number of people attending
Fajr	Between daybreak and sunrise	5:58 am	4:05 am	60
Thuhur	After the sun passes its highest point (midday)	12:25 pm	1:10 pm	90
'Asr	When the shadow of an object is the same length as the object itself (before the sun starts to turn orange)	3:00 pm	5:10 pm	90
Maghrib	When the sun sets	5:19 pm	8:30 pm	120
Ishā	When the red light is gone from the western sky	6:47 pm	10:15 pm	120

23. Several treatment options were considered for the improvements at this location and these are listed in the table below. Detailed information for these options is included in the Project Report for this site (refer Attachment 1 to this report).

Treatment Option	Treatment Type
A.	Refuge Island with kerb buildouts
B.	Pedestrian platform with refuge island and kerb buildout
C.	Paired zebra crossing with RSP (without kerb buildout)
D.	Paired zebra crossing with RSP and kerb buildout. Preferred – funding available from NZTA
E.	Signalised crossing (without RSP and kerb buildout)
F.	Signalised crossing with kerb buildout (without RSP)
G.	Signalised crossing with RSP and kerb buildout

24. The preferred and safest option (treatment option D) for this location is a paired zebra crossing that gives priority to pedestrians and cyclists combined with a raised safety platform, refuge island and kerb extension as shown in the image below:



Proposed Paired Zebra Crossing on RSP with Kerb Buildout

25. The reasons why this is the preferred option are:
- i. Raised platform reduces speed to survivable outcomes for any crashes which do occur and improve crossing accessibility to visually impaired/ disabled users.
 - ii. The kerb extension will narrow the road thereby reducing the traffic to single lanes and reducing the crossing distance.
 - iii. The kerb extension will reduce pedestrians being obscured by parked vehicles and improving sight lines for pedestrians.
 - iv. Provides for a safer right turn movement of vehicles into the mosque which has been a community concern by reducing the centre island length.
 - v. Reduces community severance currently being experienced by pedestrians and cyclists not comfortable or able to cross busy roads.
 - vi. The distance back from the roundabout is sufficient to provide room for vehicles exiting the roundabout to see the pedestrians and cyclists waiting or crossing the road. It is also close to the primary destination for a large percentage of people using the crossing ie the Mosque.
26. CERF Travel Choices funding is available for this project and the NZ Transport Agency have been heavily involved in the design process which was completed for this option prior to the Transport Project Decision Making Framework was introduced May 2024.
27. The NZTA have indicated that the CERF funding will only be made available for the preferred option outlined above because this provides the highest levels of road user safety and likely result in the highest walking and cycling uptake at the location.

28. The alternative options that were considered were not recommended for this site because they:
- i. do not provide as many safety benefits for pedestrians and cyclists provided by vehicle speed reduction and reduced crossing width that the preferred option provides,
 - ii. would be required to be located further away from the roundabout and the pedestrian desire lines for pedestrians and cyclists accessing the Mosque (traffic signals option),
 - iii. do not provide priority for pedestrians and cyclists trying to cross the roads.

29. As part of the development of this proposal through the CERF – Travel Choices programme, consultation was undertaken with the Mosque.

30. Below is the feedback we received regarding the Heaphy Terrace crossing from the Waikato Muslim Association on 18 August 2023 as part of the consultation work undertaken for proposed improvements in Brooklyn Road and linkages through Claudelands Park.

'I would like to raise our concern and request for installation of Raised Pedestrian Crossings in front of WMA Masjid on 921 Heaphy Terrace near the bus stop. Hundreds of pedestrians cross this road daily and on some days it is even more. People with crutches and support cross this road regularly. It is extremely important that we build these crossings at the earliest. It is more a necessity now as we don't want anything untoward to happen. This issue was also discussed with Hamilton City Council officials a few years ago. We look forward to your support and would highly appreciate it if this project can be expedited and hope for a positive response to our request.'

31. As a result of this feedback the CERF project was extended to include the Heaphy Terrace crossing into the programme of works.

32. Following scope changes to the off road cycle path in Claudelands Park running parallel to Heaphy Terrace we informed the Waikato Muslim Association in April 2024 about the removal of the crossing from the project scope, which was followed by a meeting with staff. Below is the initial response that we received from the Waikato Muslim Association:

'I am writing to express profound concern and disappointment regarding the recent decision to delay the construction of the raised pedestrian crossing near the Jamia Masjid. The justification provided, prioritising the preservation of trees over the safety and well-being of pedestrians, is deeply troubling. It has been over four years since the initial proposal for implementing raised platforms across Hamilton City, a safety feature that has since become commonplace even in the city's most remote areas. These platforms significantly enhance pedestrian safety, a necessity that cannot be overlooked in areas with high foot traffic. The vicinity of the Jamia Masjid is a prime example of an area in dire need of such safety measures. Daily, hundreds of individuals, including children from Iqra Educare, the disabled, and a visually impaired person, navigate this busy crossing. Their safety is paramount, yet it appears undervalued in the decision-making process. The community has patiently awaited action for four years, during which time raised platforms have been installed throughout the city. This delay, attributed to concerns over tree preservation, is unacceptable when human lives are at stake. We strongly urge the Hamilton City Council to revisit this decision. We request the immediate prioritisation and construction of the raised pedestrian crossing in front of the Masjid, accompanied by the installation of yellow lights to enhance visibility and safety. Furthermore, we seek an appointment with the responsible authorities to discuss our concerns in detail. It is our hope that through direct dialogue, we can expedite the resolution of this matter. We look forward to a constructive response and the prompt implementation of necessary safety measures.'

33. This site is not on an agreed key route used by FENZ used by for emergency response vehicles. Generally, FENZ are able to negotiate over RSP's with a 1:15 approach and 1:20 departure ramp gradient with minimal impact. Further meetings are scheduled to discuss the detail of the recommended option but due to FENZ staff being on holiday this was not able to be completed prior to the writing of this report. A verbal update will be provided at the committee meeting.

Options for Heaphy Terrace Pedestrian Improvements

34. Staff have assessed that there are two reasonable and viable options available for the Infrastructure and Transport Committee to consider and these are set out in the table below:
- **Option 1** – a paired zebra crossing that gives priority to pedestrians and cyclists combined with a raised safety platform, refuge island and kerb extension. Funding available from the CERF Travel Choices programme with 90% of funding from the NZTA and able to be completed this financial year.
 - **Option 2** – an alternative solution noting this would have to be funded by Hamilton City Council and there is no funding available for completing this project in the Low Cost Low Risk programme for the 2024-27 period. Alternative options could be brought back at an appropriate time when funding becomes available.
35. Staff recommend Option 1 because this is the safest option and has the best safe system assessment, is likely to result in the highest increase in people walking and cycling in this area and there is funding for delivery this financial year via the CERF Travel Choices programme.

Morrinsville Road/Silverdale Road intersection improvements - pedestrian and cycle facilities

36. 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.
37. 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.
38. 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.

39. 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:

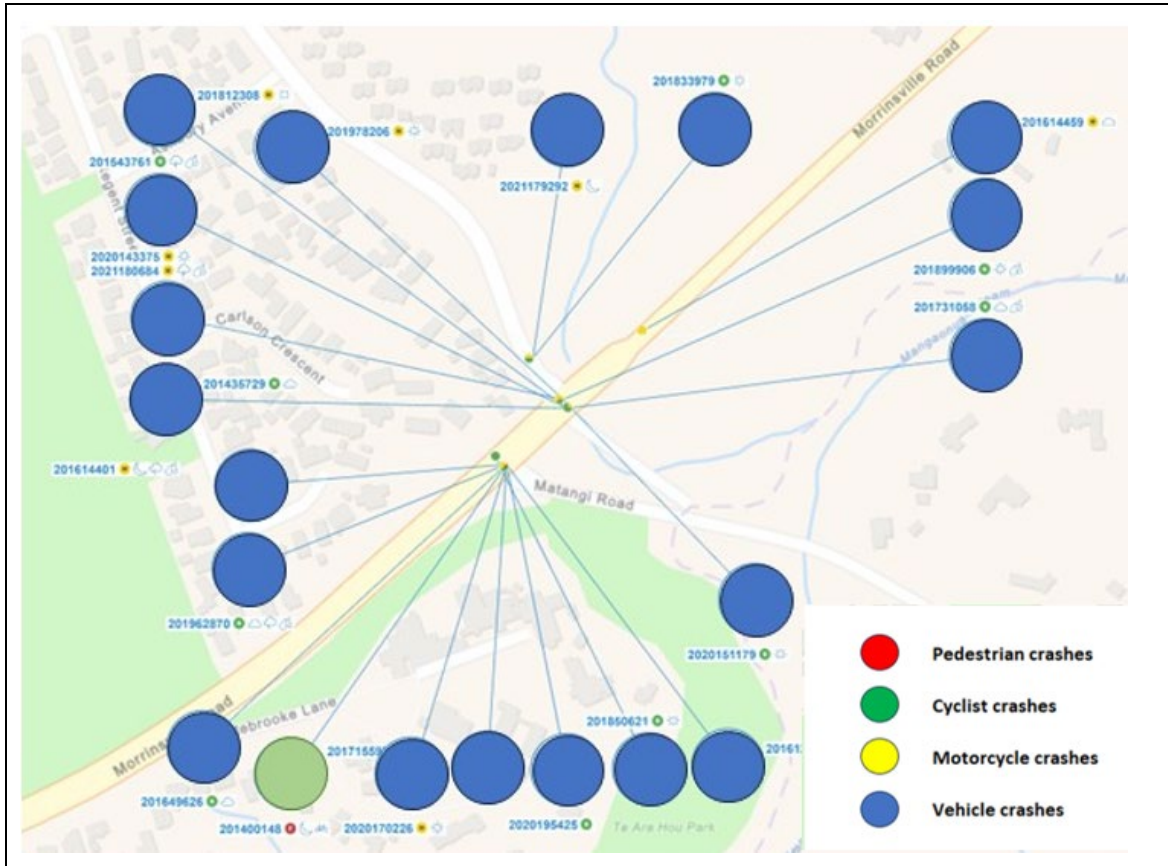
- a) receives the report;
- b) notes that the SH26 (Morrinsville Road) Fit for Purpose Improvements funding agreement with New Zealand Transport Agency (NZTA) has been signed and funding of \$8.0 Million in 2024/25 and \$3.2 Million in 2025/26 (100% revenue) for completion of the works has been included 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.

40. An Elected Member briefing on [4 September 2024](#) considered a Project Report on options for location and form of pedestrian and cycle facilities at the roundabout that is to be constructed at the intersection of Silverdale, Matangi and Morrinsville Roads.
41. Morrinsville Road has average daily traffic of 7,100 (east of the Waikato Expressway) to 13,300 (signalised crossing) vehicles per day. The existing speed limit is 80km/hr, and the measured mean operating speed is 64 km/h (westbound) and 66 km/h (eastbound)¹.
42. In the last ten years (2014 to 2023), 21 crashes were recorded² with the following severity:
- i. One fatal crash involving a cyclist turning right into Matangi Road
 - ii. Ten minor injury crashes; and
 - iii. Ten non-injury crashes

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

² NZTA Crash Analysis System, extracted 10/06/2024

43. The following plan illustrates the general location of the crashes and the road users involved in those crashes:



44. A road user count completed on 22 March 2023, for the following periods: 0630 to 0930, 1100-1330, and 1430-1830, recorded the following active road user numbers at the intersection:
- i. A total of 24 pedestrians were recorded, including 17 who crossed Morrinsville Road.
 - ii. A total of 80 cyclists were recorded, including:
 - o 26 who travelled between Matangi Road and Silverdale Road; and
 - o 30 who travelled between Matangi Road and Morrinsville Road West
45. Staff undertook a video survey of the site from 16-19 August 2024 to better understand the desire lines of pedestrians and cyclists in the vicinity of the proposed roundabout.
46. The following table sets out the counted pedestrians and cyclists on 17 August 2024 (a Tuesday). Weather that day was overcast but dry 0700-1200 and raining 1200-1900. Total rainfall was 24.0mm. Pedestrians who crossed Morrinsville Road are counted separately to pedestrians walking along the road. As a result, anyone who walked along Morrinsville Road from Berkeley Avenue and crossed to Silverdale Road (or vice versa) has been counted in both columns.

Time	Pedestrians along	Pedestrians across	Cyclists
0700-0800	5	6	3
0800-0900	5	2	7
0900-1000	18	6	10
1000-1100	6	3	9
1100-1200	7	0	7
1200-1300	2	0	3

1300-1400	1	1	1
1400-1500	5	0	0
1500-1600	2	0	2
1600-1700	3	0	0
1700-1800	5	0	0
1800-1900	Too dark to reliably count		
Total	59	18	42

47. The following images illustrate where people are currently walking and cycling in this section of Morrinsville Road:



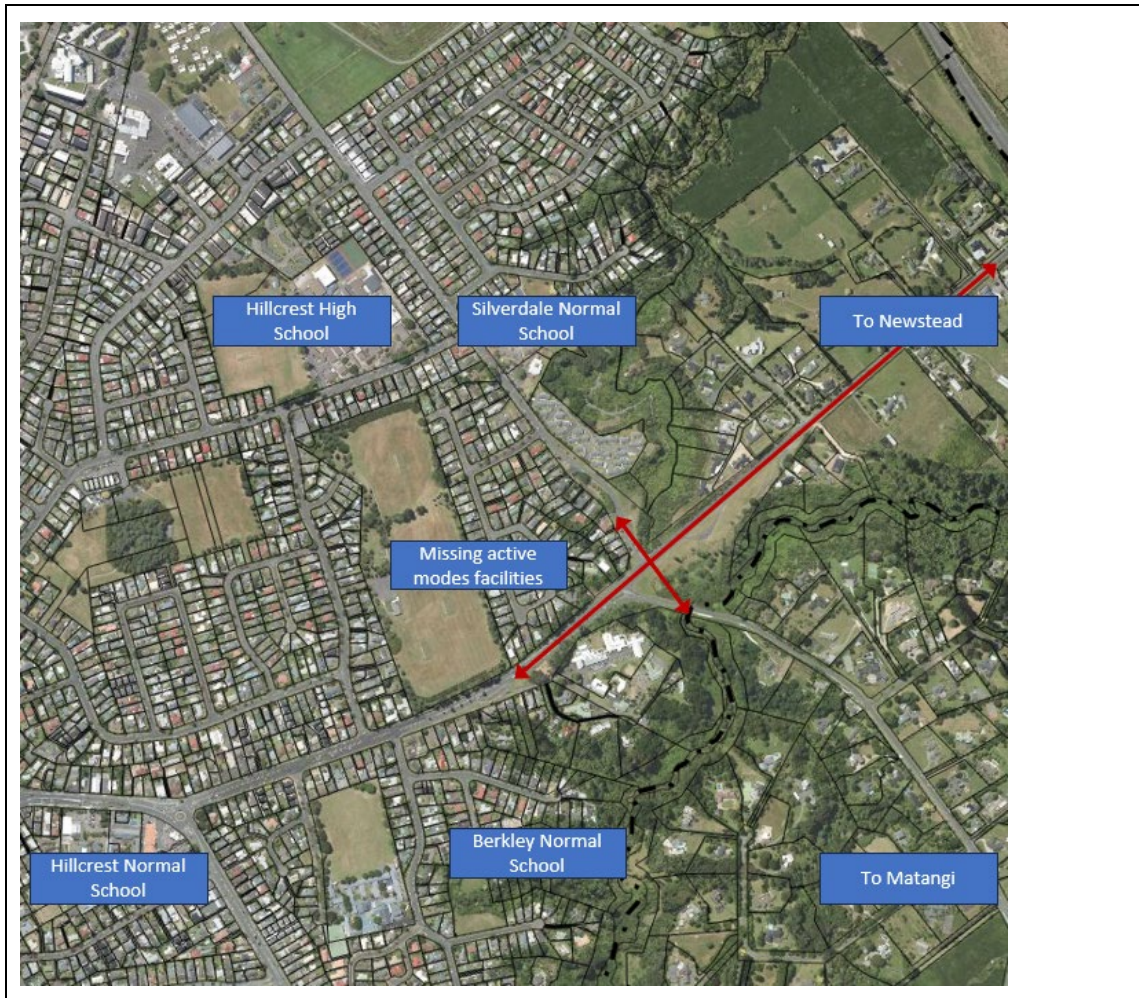
48. There are currently limited facilities for walking and no facilities for cycling alongside Morrinsville Road between Jansen Park and the Waikato Expressway. There are no crossing facilities at the intersections of Matangi Road and Silverdale Road with Morrinsville Road. This impedes access between Hillcrest, Silverdale, Matangi or Newstead and residents (including

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school students) who may wish to travel by active modes are forced to accept a high level of road safety risk (as shown in the photo below) or drive.

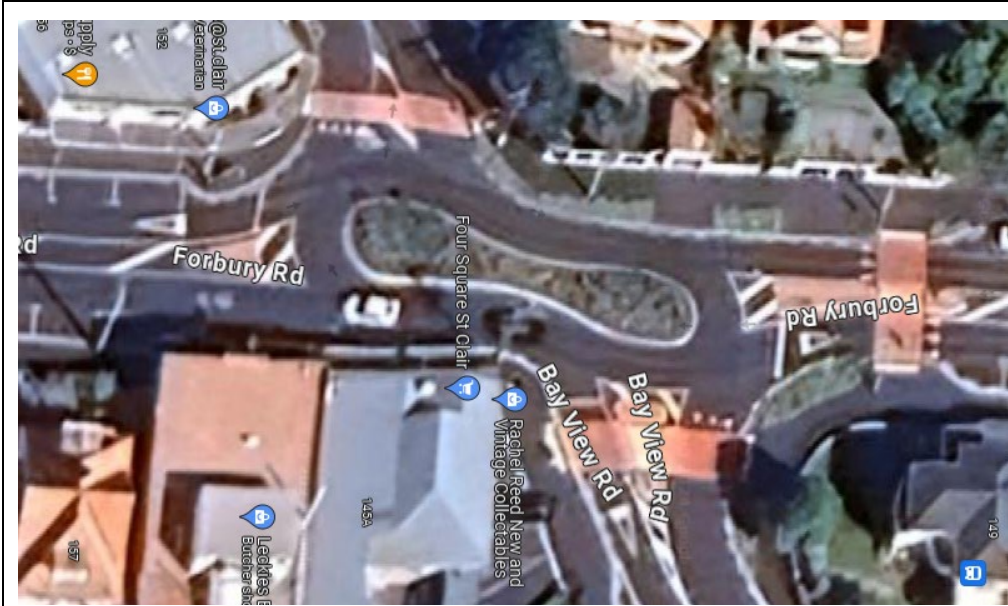


49. The following plan illustrates the various schools in the immediate neighbour for the intersection and the sections where there are no safe facilities for walking or cycling (red lines):



50. There has been very high levels of community interest in this intersection in response to the Waikato Times article on the 8 August 2024 Infrastructure and Transport Committee meeting discussions.
51. Staff are in regular contact with schools in the area, including Berkley Normal Middle School, Silverdale Normal School, Hillcrest Normal School, and Hillcrest High School.
52. High level conversations have also been held with Matangi Primary School, Newstead Primary School and Hamilton Seventh-Day Adventist Primary School. Hamilton schools have advised that some of their students live in Matangi or Newstead and either travel to school by walking, scootering, or biking – or have expressed desire to do so if it were safer. The only viable route for journey is through the intersection of Morrinsville Road with Matangi Road and Silverdale Road.
53. Community representatives from Matangi and Tamahere have been in contact convey their support for infrastructure to support active travel. This route is seen as an important connection from Matangi to schools, the University of Waikato and nearby businesses. The existing intersection is seen as dangerous with high vehicles speeds and a lack of suitable infrastructure – highlighted by the death of a person riding a bike in 2014.
54. Feedback received is that Morrinsville Road is well pedestrianised with students coming to/from schools in the area already and this is likely to increase if safer facilities are provided.
55. The Tamahere Mangaone Restoration Trust have also advised of their ambitions to create a walking path alongside the Mangaonua Stream within Waikato District and that it would be ideal for this to emerge at Matangi Road and connect to an upgraded intersection. This would in turn provide a link through to the Hamilton City section of the Mangaone gully network which was officially reopened in December 2023 following the completion of an erosion control and restoration project and links Silverdale Rd through to the new Ruakura Service centre.
56. A table of feedback received to date is attached to this report (Attachment 2)
57. 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 through the roundabout and 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 eg the raised safety platforms at Te Kowhai Road/Church Road roundabout.
58. A description of the Options and Treatments are provided in the "Treatments Considered" and "Treatment Analysis Matrix" tables together with the Options Considered section in the Project Report which is included as Attachment 3.
59. In order to ensure safe operation of a roundabout it is necessary to manage vehicle speeds on approach and through the intersection. Traditionally this has been achieved by installing a large radius roundabout that forces drivers to turn to negotiate their path around it (horizontal deflection). A roundabout large enough to achieve this may not be feasible due to the property boundaries and nearby steep slopes.
60. Recently, 'compact' roundabouts have been designed with raised safety platforms on approach to manage vehicle speeds, which has allowed smaller roundabouts to operate safely eg Gordonton Road / Puketaha Road roundabout.
61. Staff are also considering changes to the roundabout design which may include changing the shape of the roundabout, such as a lozenge, bean, oval, or ellipse and removing or changing the form of the left turn slip lane from Matangi Road.

62. An example of a possible roundabout design is shown below, and once the decision is made on the form and location of pedestrian cycle facilities for the intersection is made the two pieces of work will be combined.



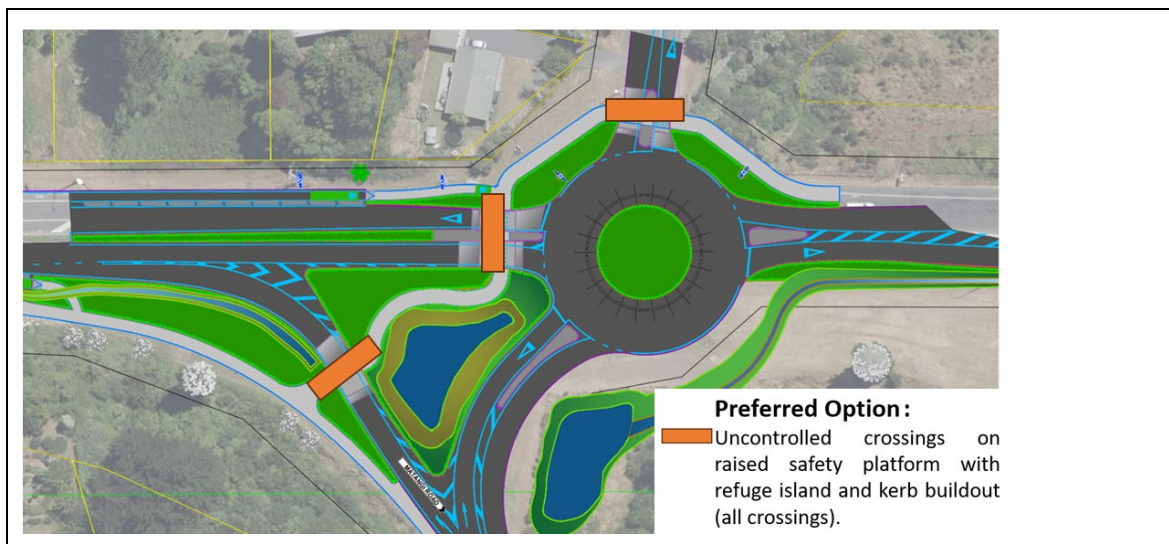
63. For simplicity, the illustrations for form and location of pedestrian and cycle facilities considered below are shown on the original concept developed in the NZTA Fit for Purpose Business Case.

Staff Recommended Option for Safety:

64. The preferred option for this intersection is to have uncontrolled crossings on raised safety platforms with kerb buildouts and median refuges for all crossing points. This option achieves relatively good safety outcomes with minimal design risk.
65. At uncontrolled crossings, pedestrians and cyclists crossing the road are required to wait for safe gaps to cross traffic. Kerb buildouts and refuge islands minimise the crossing distance that people need to cross in one go, reducing the likelihood of crashes occurring. The provision of a refuge island also allows pedestrians and cyclists to focus on one traffic stream at once,

reducing the likelihood of crashes and reducing the delays they face. Based on the observed traffic volumes, average waiting time to cross each road will be less than five seconds³.

66. Raised safety platforms manage driver speeds, which reduces the severity of crashes that do occur. The proposed design for ramps is 40 km/h (1:20 gradient) on Morrinsville Road and 30 km/h (1:15 gradient) on Silverdale Road and the slip lane.
67. Uncontrolled crossings can be placed relatively close to the intersection, which reduces the detour and delay for pedestrians and cyclists to use the facility. The proposed offset is 10 m to allow for vehicles to wait in the flat area between the raised safety platform and the limit line. Uncontrolled crossings prioritise drivers over pedestrians and cyclists.
68. While it is possible to construct a dual priority crossing at this location, there are safety risks at this location because the pedestrian volumes at this crossing are currently low compared to other dual priority crossings throughout the city. There is a risk that drivers can become complacent i.e. they never see anyone using the facilities and therefore are not expecting to that there will be any active mode users present next time they drive through and therefore, are more likely to fail to give way when an active mode user is present.
69. Cyclists may lawfully cycle across a zebra crossing; however, drivers are not required to give way to cyclists who do so. This subtlety is not well known to road users and there is risk that cyclists will expect drivers to give way to them and then ride in front of a vehicle, resulting in a crash.
70. An uncontrolled crossing could be converted to a dual priority crossing in the future if desired and when there are higher numbers of pedestrians and cyclists using the site regularly throughout the day.
71. The raised safety platforms provided at the crossings can also be used to manage driver speeds on approaches to the intersection.
72. The plan below shows the proposed locations and form of these pedestrian facilities:

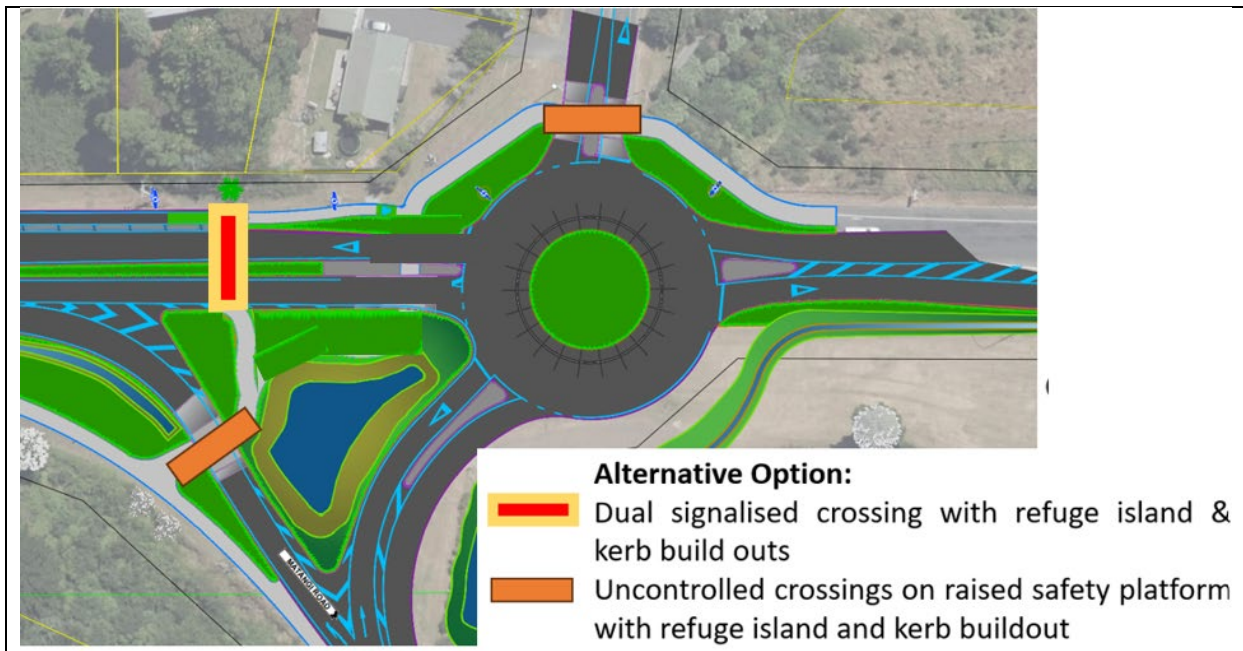


Alternative Option:

73. Uncontrolled crossings on raised safety platforms with kerb buildouts and median refuges on Silverdale Road and the left turn slip lane. Dual signalised crossings with kerb buildouts and median refuges on Morrinsville Road.

³ [Crossing aids and pedestrian delay | NZ Transport Agency Waka Kotahi \(nzta.govt.nz\)](https://www.nzta.govt.nz/infrastructure/crossing-aids-and-pedestrian-delay/)

74. At uncontrolled crossings, pedestrians and cyclists crossing the road are required to wait for safe gaps to cross traffic. Kerb buildouts and refuge islands minimise the crossing distance that people need to cross in one go, reducing the likelihood of crashes occurring. The provision of a refuge island also allows pedestrians and cyclists to focus on one traffic stream at once, reducing the likelihood of crashes and reducing the delays they face.
75. Uncontrolled crossings can be placed relatively close to the intersection, which reduces the detour and delay for pedestrians and cyclists to use the facility. The proposed offset is 10 m to allow for vehicles to wait in the flat area between the raised safety platform and the limit line.
76. At signalised crossings, through traffic and crossing pedestrians and cyclists are provided with dedicated time periods. This reduces the likelihood of crashes. The crossing would operate in two stages (i.e. each side of the road is controlled independently) which minimises travel time delay for traffic but can increase travel time for pedestrians and cyclists crossing the road.
77. If a raised safety platform is required to manage westbound traffic speeds entering the roundabout, it will result in a raised safety platform approximately 20m from a signalised crossing. This will be confusing for road users.
78. The plan below shows the proposed locations and form of these pedestrian facilities:



Options

79. Staff have assessed that there are two reasonable, safe and viable options for the Infrastructure and Transport Committee to consider. Staff have ranked these options based on safety measures and safety assessments. The options are:
- **Option 1** - uncontrolled crossings on raised safety platforms with kerb buildouts and median refuges for all crossing points.
 - **Option 2** - Uncontrolled crossings on side roads approaching roundabout raised safety platforms with kerb buildouts and median refuges on Silverdale Road and the left turn slip lane. Dual signalised crossings with kerb buildouts and median refuges on Morrinsville Road (SH26).
80. Other options for this project that have been considered and have been assessed are provided in the project report (**attachment 3**) for Members awareness.

81. Staff recommend **option 1** because this option will provide safe crossing facilities for pedestrians and cyclists and also assist with speed management for vehicles.

Financial Considerations - *Whaiwhakaaro Puutea*

82. Funding for the proposed work is available from the following budgets:
- i. Heaphy Terrace Pedestrian Improvements – funding from the CERF Travel Choices fund is available with 90% being from NZTA. A carryover of the approved local funds (105%) from the 2023/24 programme has been made and is available for this work.
 - ii. Morrinsville/Silverdale/Matangi Roads intersection pedestrian and cyclist facility improvements is included in the Fit for Purpose funding agreement with 100% of the costs being covered by NZTA.

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

83. Staff confirm that the staff recommendations comply with the Council’s legal and policy requirements.

Climate Change Impact Statement

84. 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.
85. 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.
86. 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.
87. For the delivery of the project 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.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

88. 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’).
89. 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.
90. The recommendations set out in this report are consistent with that purpose.

Social

91. Social wellbeing is defined as the capacity of individuals, their families, whanau, iwi, hapuu and a range of communities to set goals and achieve the.
92. The proposed improvements will improve accessibility for those who choose or need to walk and cycle to access key facilities including places of worship and education.

Economic

93. Economic wellbeing is defined as the capacity of the economy to generate employment and wealth necessary for present and future financial security.
94. The proposed facilities will assist people with having safe access to jobs in the area via walking and cycling.

Environmental

95. Environmental wellbeing is defined as the capacity of the natural environment to support, in a sustainable way, the activities that constitute community life.
96. Improvements to the two locations will enable people to safely walk and cycle to their destinations and reduce our communities negative impact on the environment.

Cultural

97. Cultural wellbeing is defined as the capacity of communities to retain, interpret and express their shared beliefs, values, customs, behaviours, and identities.
98. Consultation with THaWK and Ngāti Wairere will be undertaken as part of the development of future stages of these projects.

Risks - *Tuuraru*

99. There are no known risks associated with the decisions required for this matter.
100. There is a risk that if approval is not given for improvements to be completed at the two sites there ongoing safety issues for pedestrian and cyclist trying to cross the road. There is also a risk of losing funding and potentially impacting our financial strategy.

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

101. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the recommendation(s) in this report has/have a low level of significance.
102. Community views and preferences are already known to the Council through the initial stakeholder engagement that has been undertaken and is outlined in this report.
103. Following a decision from this committee, further consultation and engagement will be undertaken as part of the design and construction process and a communication plan will be developed for this work.
104. It is understood that there will be representatives from the Mosque and the Tamahere/Matangī communities along with school representatives in attendance at the committee meeting.
105. Given the low level of significance determined, the engagement level is low. No engagement is required for the decisions in this report.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Heaphy Terrace Pedestrian Improvements Project Report

Attachment 2 - Feedback received relating to SH26 Morrinsville Road improvements

Attachment 3 - SH26 Morrinsville Road - Silverdale Road intersection improvements for pedestrians and cyclist Project Report

Project Report

Heaphy Terrace South Proposed Pedestrian Crossing

2024/2025



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

PURPOSE OF REPORT

This report has been prepared to investigate different options for a new pedestrian crossing located on Heaphy Terrace, south of Boundary Road, in the vicinity of the Hamilton Jamia Mosque. The report will also provide an overview of a preferred option.

A new pedestrian crossing on Heaphy Terrace was identified as part of the Minor Transport Improvements programme 2023-2024. However, the project is planned to be funded and delivered from the CERF Transport Choices Programme, which attracts 90% funding assistance from NZTA Waka Kotahi. The proposed pedestrian crossing complements the newly constructed CERF Transport Choices Heaphy Terrace separated cycle path project that runs from Boundary Road to Brooklyn Road.

The objective of installing the crossing is to improve safety and accessibility for active mode users. There is an existing pedestrian refuge island located on Heaphy Terrace. This area is the desirable location for the new mid-block crossing which will effectively be an upgrade of the existing pedestrian refuge.

WHERE?

Heaphy Terrace is a two-lane road divided by a painted flush median. There is an on road painted cycle lane on both sides of the road, adjacent to the kerb. The traffic lanes are 3.5-4.0m wide. There is an existing pedestrian refuge island located at the site. The site location and existing pedestrian refuge island is shown below in Figure 1.

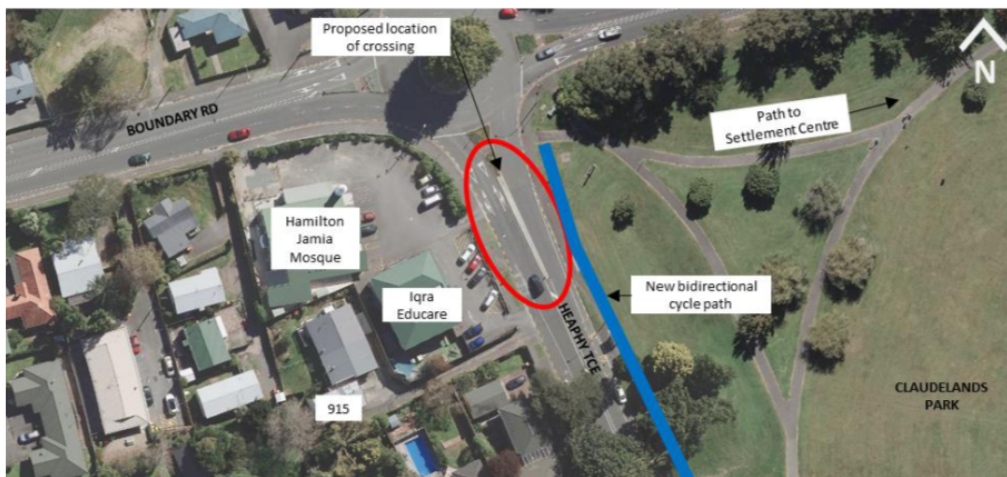


Figure 1: Site Location

WHAT'S THE PROBLEM?

Heaphy Terrace/Boundary Road roundabout is relatively small in diameter and without formal pedestrian crossing facilities either at the roundabout or close by. During busy times the traffic flows are such that crossing the roads in the vicinity of the roundabout by foot or on a bike is hazardous. This is also likely to result in a suppressed demand by these road user groups.



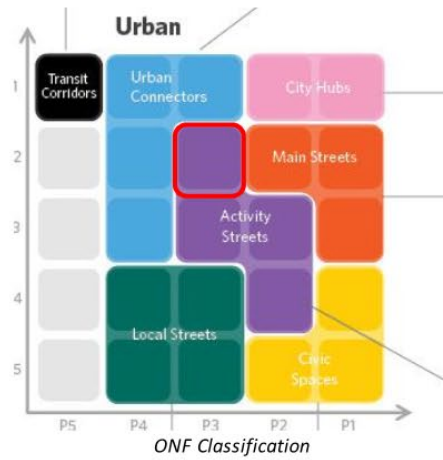
Figure 2: Site observation pictures

WHY IT IS IMPORTANT TO ADDRESS THE PROBLEM?

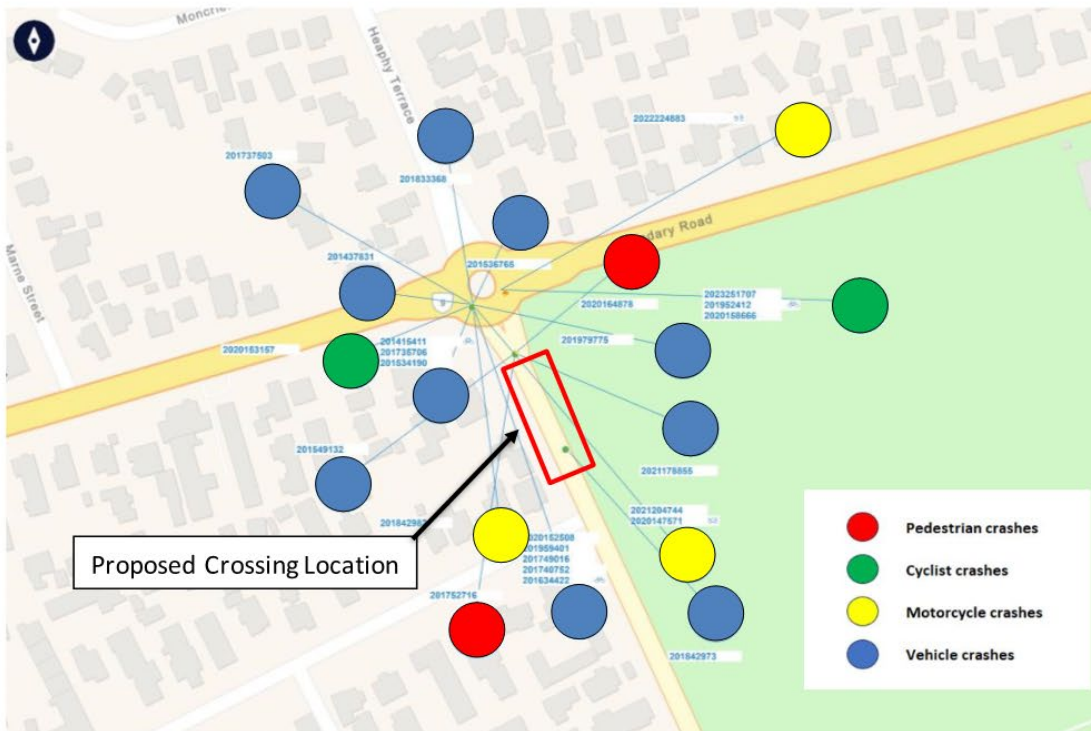
Land use to the west of the Heaphy Terrace/Boundary Road intersection is predominantly residential, however to the south of the intersection is a mosque, childcare centre, businesses, event facilities. East of the intersection there is a large recreational facility (Claudelands Field) and the newly built cycle path along Heaphy Terrace southbound from Boundary Road to Brooklyn Road.

To the east of the intersection is a path leading to the settlement centre where a lot of the new migrants are walking to and from to access the mosque/childcare centre located on the opposite side of the road for their daily prayers and routines. Access between the west and east areas for pedestrians is severely hampered by the difficulty in crossing Heaphy Terrace at the intersection.

Access for cyclists crossing at this location is similarly hampered and demand has increased since the construction of the cycle path on Heaphy Terrace. Heaphy Terrace South has 9,400 AADT daily traffic, is on the number 14 bus route (every 30mins) and >80 crossing pedestrians per day. It is ONF classified as an P3/M2 Activity Streets - summarised has a mix of higher volumes of vehicles and people. The speed limit is 50km/h, with a measured operating speed of 54km/h.



In the last 10 years there has been 26 recorded crashes consisting of 19 non-injury crashes and 7 minor crashes resulting in a social cost of \$4.3m. Given the high volumes of traffic/pedestrians mix, it is likely that ongoing minor/non-injury crashes will occur and there is potential for serious injury or death due to the relatively high traffic speeds. Similar improvements have been undertaken at comparable traffic/pedestrian locations in the city such as at Anglesea Street South near Woolworths (although traffic volumes were slightly higher).



Crash data map

Based on data, including insightful information from anecdotal data (site observations, community experiences and feedback), this project would benefit the community by providing, safe, cohesive and accessible connections for all. Hamilton has adopted a Vision Zero target which means HCC must be committed to designing and constructing infrastructure which aligns with Vision Zero's objectives.

This project aligns with Vision Zero and Access Hamilton strategy to enhance accessibility and safety for all users on the transport network.

This project aims to:

- Eliminating Traffic Fatalities
- Reducing Injuries
- Promoting Safe Transportation
- Encouraging Sustainable Mobility
- Equity in Transportation

PEDESTRIAN AND CYCLIST DATA

Site inspections were carried out on Friday 19th July 2024 when the congregational prayers at the mosque are held and on Sunday 21st July 2024, both days during 6am-9pm to observe pedestrian and cyclist behaviour.

Key points noted below:

- Pedestrians were observed crossing in the westerly direction at the current refuge island with close contact calls from vehicles accelerating through the roundabout or making left turn movements at the Heaphy Terrace / Boundary Road roundabout. This would result in pedestrians running across to avoid oncoming vehicles and vehicles stopping abruptly after exiting the roundabout with no traffic calming measures in place introducing the risk of crashes.
- Pedestrians were observed crossing in the easterly direction at the current refuge island having to dangerously navigate through three lanes of traffic and traffic queues at the intersection.
- Some pedestrians opted to cross further down the road on Heaphy Terrace to allow themselves greater sight distance and reaction time.
- The majority of the pedestrians were seen crossing in the westerly direction coming off the Settlement Centre path to access the mosque and childcare centre located opposite the road.
- The desire line for majority of the pedestrians was at the existing refuge crossing point at the intersection with some pedestrians scattering further along the median island which became a safety risk as the width of the island narrowed further along which wasn't suitable for pedestrians to use as a refuge as it created very little to no buffer between the traffic lanes.
- Very few cyclists were observed crossing at this location, most likely due to the narrow width of the refuge island and the risk of crossing through three lanes of traffic.

A summary of the surveyed pedestrian and cyclist counts are shown below in Figure 3 for the day surveyed on Friday 19th July 2024 and Figure 4 for the day surveyed on Sunday 21st July 2024.



Figure 3: Pedestrian and Cyclist count – Friday 19th July 2024

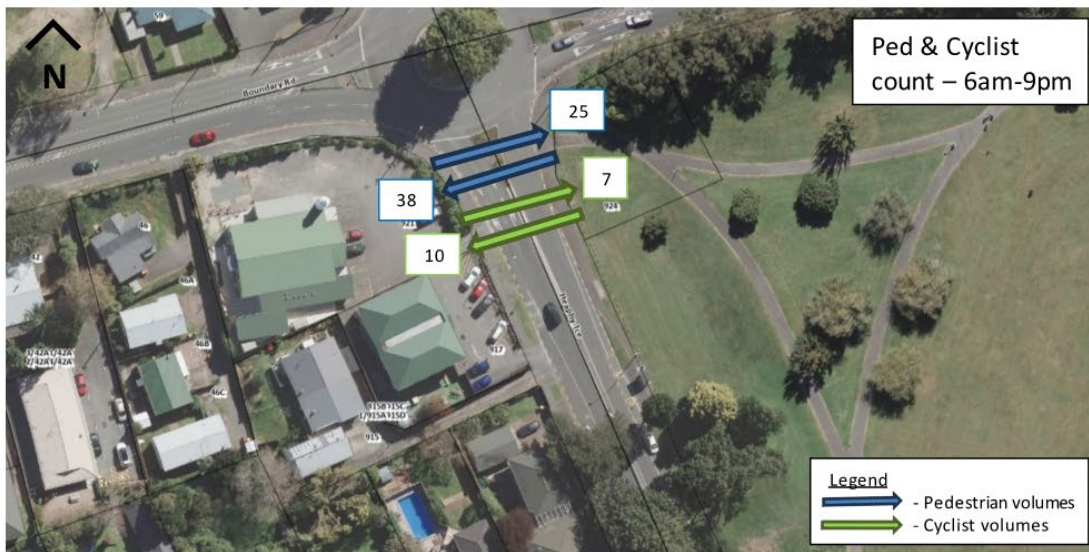


Figure 4: Pedestrian and Cyclist count – Sunday 21st July 2024

COMMUNITY AND PUBLIC FEEDBACK

Engagement with the Waikato Muslim Association revealed that key activities at the Mosque included daily and weekly prayers in addition to childcare and after school classes, with a number of activities occurring in the evening traffic peak hour. Concerns with the intersection and its approaches include:

- Parking – insufficient parking on site is a key issue;
- Turning into the Mosque from Heaphy Terrace; and
- Parents and caregivers crossing the road to attend the Mosque activities.

The mosque, as with most places of worship, undertakes a number of community activities alongside prayer meetings which include a Madrasah (School) and a day care. The Mosque serves the region around Hamilton with members coming from Te Aroha and other outlying towns.

In Islam daily prayers are held five times a day with the timing dependent upon the position of the sun in the sky and hence the times vary throughout the year. A guide to prayer times is provided in Table 1 which shows that there is often a worship taking place during the afternoon traffic peak hour.

Table 1 - Mosque Activity and Visitor Numbers

Prayer	Time by the position of the sun	Approximate prayer times in Hamilton in July 2024	Approximate prayer times in Hamilton in December 2024	Approximate number of people attending
Fajr	Between daybreak and sunrise	5:58 am	4:05 am	60
Thuhur	After the sun passes its highest point (midday)	12:25 pm	1:10 pm	90
'Asr	When the shadow of an object is the same length as the object itself (before the sun starts to turn orange)	3:00 pm	5:10 pm	90
Maghrib	When the sun sets	5:19 pm	8:30 pm	120
Ishā	When the red light is gone from the western sky	6:47 pm	10:15 pm	120

The main weekly prayer is held on Friday afternoons in place of the Thuhur (mid-day) prayer when around 600 to 700 people attend the service lasting for about 40 minutes.

The Mosque is usually busier during the holy month of Ramadan, particularly for the Maghrib and Isha prayers, where between 300 people will attend. Ramadan this year was between 10 March and 9 April (The Islamic lunar calendar moves backward approximately 11 days each year in relation to the regular Gregorian calendar).

The Madrasah is held as an evening schooling on Mondays to Thursdays from 5.30pm to 7.30pm and weekends between 10.00am and 12.00pm with around 40 to 60 pupils and staff attending.

The Mosque day care operates daily from 8.00 am to 3.00 pm with between 20 to 40 children and five teachers present. Parents generally drop off their children early morning and collect them in the afternoon with a smaller number dropping their children off for shorter stays.

The above activities are summarised in the following table for ease of reference.

Table 2 - Activity Numbers at the Mosque

Prayer / Activity	Frequency and Times	Number Attending
Fajr	Daily, varies between 4.05 am and 5.58 am	60
Thuhur	Daily, varies between 12.25 pm and 1.10 pm	90
'Asr	Daily, varies between 3.00 pm and 5.10 pm	90
Maghrib	Daily, varies between 5.19 pm and 8.30 pm	120

Ishā	Daily, varies between 6.47 pm and 10.15 pm	120
Congregational Prayer	Fridays - Afternoons	500 - 700
Madrasah	Monday to Thursdays 5.30 pm to 7.30 pm Saturdays and Sundays 10:00 am to 12.00 pm	60
Iqra (Day Care)	Daily, 8.00 am to 3.00 pm	20 - 40

EARLY ENGAGEMENT WITH STAKEHOLDERS

It is important to note that the Transport Unit have worked closely with FENZ regarding main emergency response routes and raised safety platform profiles. Staff have identified an alternative route that is more efficient for emergency response vehicles. Generally, FENZ are supportive of RSP's with a 1:15 approach and 1:20 departure ramp gradient.

NZ Transport Agency Waka Kotahi have voiced a strong preference in continuing funding assistance for Option 1: Paired Zebra Crossing with Kerb Buildouts and RSP which is considered as the preferred safest option.

STAKEHOLDER IMPACT AND MITIGATION

Clear and accurate communication will be given to the key stakeholders. Informed stakeholders are likely to be more accepting of any inconvenience caused during construction. This will create opportunity for discussion regarding construction methodologies, traffic diversions and flexible working hours.

Each site has different types of immediate neighbour stakeholders, from businesses, schools through to residential housing. These stakeholders will be identified by the HCC staff and provide them with project scope, purpose of the project, project sketch plan with estimated time of construction.

Communication methods includes project signage, postal communications, face-to-face discussions with impacted parties, variable message boards (VMS) and two weeks' notice period 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.

We will continue to work alongside the Waikato Muslim Association who look after the Mosque and Childcare Centre to ensure that people are provided with a safe alternative crossing point and will stop work at the listed peak times immediately prior to and after prayers to enable pedestrian access. We will ensure work is stopped or minimal noise is created during listed prayer times accordingly.

Clear communication will be in place with H3 prior to construction regarding any major events and activities will be coordinated with construction timeline to minimise impact to access for the Claudelands Fields, Farmers Market and Events Centre.

Temporary bus stops will be in place during construction to provide a safe alternative site for users away to a safe distance from the active worksite.

RECOMMENDATIONS

Option 1 is recommended with a total cost estimate of \$689k, a zebra crossing with kerb build outs and an RSP. This option has the highest safety benefit with a safe systems score of 80/448 with an estimated crash reduction of 38% (an estimated social cost savings \$1.63m over 10 years). This option provides the best outcome to vulnerable users especially those with disabilities by giving them priority across Heaphy Terrace. The RSP increases survivability by lowering impact speeds should a car vs pedestrian impact occur.

Option 2 should be considered with a total cost estimate of \$533k, a raised pedestrian platform with refuge island and kerb build outs. If option 1 is not desirable due to the impact of travel times pedestrian and cyclist priority may have, option 2 should be considered. This option has the second highest safety benefit with a safe system score of 90/448 with an estimated crash reduction 40% (an estimated social cost savings of \$1.72m over 10 years). A raised pedestrian platform provides benefit to vulnerable users by achieving survivable impact speeds with very minimal impact on vehicle travel times. However, this option is not favourable among the disability community due to lack of pedestrian priority.

Should an RSP not be favourable which options 1 & 2 have, Option 3 is the substitute recommendation with a total cost estimate of \$364k (uncontrolled crossing with refuge island and kerb build outs). Option three has the lowest safety benefit with a safe system score of 113/448 due to the likely high impact speeds. This option does have an estimated crash reduction score of 15% (an estimated social cost savings \$645k over 10 years). Note the estimated crash reduction score has been reduced due to option 3 consisting of similar treatments to the existing crossing conditions.

TREATMENTS CONSIDERED

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

Treatment No.	Treatment Type	Discussion
A.	Refuge Island with kerb buildouts	Pedestrians do not have right of way and must find a safe gap in the traffic. Visually impaired people, or those with other disabilities may find refuge island less easy to use compared with a zebra or signalised crossing.
B.	Pedestrian platform with refuge island and kerb buildout	Pedestrians do not have right of way. For the pedestrian to cross safely, they must have good judgement of motor vehicle speeds and gaps in traffic. Raised pedestrian platform crossing creates uncertainty as to who gives way to who.
C.	Paired zebra crossing with RSP (without kerb buildout)	Creates unnecessary conflict points as pedestrians / cyclists will be crossing through 3 lanes of traffic near the roundabout. Longer crossing distance thus cause longer traffic delay (existing crossing width 14m).
D.	Paired zebra crossing with RSP and kerb buildout.	High pedestrian / cyclist flows can dominate and cause traffic delays.
E.	Signalised crossing (without RSP and kerb buildout)	Chances of red light running and high crash impact. Creates unnecessary conflict points as pedestrians will be crossing through 3 lanes of traffic near the roundabout. Longer crossing distance thus longer crossing time that causes time delay for traffic. Less than 30m from existing roundabout would require relocation of signalised crossing from current pedestrian desire line location.
F.	Signalised crossing with kerb buildout (without RSP)	Chances of redlight running and high crash impact. Less than 30m from existing roundabout would require relocation of signalised crossing from current pedestrian desire line location.
G.	Signalised crossing with RSP and kerb buildout	Chances of redlight running. Less than 30m from existing roundabout would require relocation of signalised crossing from current pedestrian desire line location.

TREATMENT ANALYSIS MATRIX

Options	Cost Estimate	Safe System Risk Reduction - Existing 118.5/448	Crash Reductions Estimate		Traffic Delays / Travel Costs	Driver Discomfort	5-10 year Maintenance Costs	Active Mode Impact	Recommendations
Treatment A - Uncontrolled crossing with refuge island and kerb buildouts	\$300-\$400k	113(-5%)	35%		Light	Zero	Low/Zero/Cleaning	No Impact	Option 3 -Additional option to be considered
Treatment B - Pedestrian platform with refuge island and kerb buildout	\$500+	90(-24%)	40%		Light	Medium/Higher	Light	High Benefit	Option 2 - Alternative option
Treatment C - Zebra crossing with RSP (without kerb buildout)	\$300k-\$400k	84(-29%)	30%		Medium	Medium/Higher	Medium/Higher	High Benefit	
Treatment D - Zebra crossing with RSP and kerb buildout.	\$500+	80(-32%)	38%		Medium	Medium/Higher	Medium/Higher	High Benefit	Option 1 -Recommended option
Treatment E - Signalised crossing (without RSP and kerb buildout)	\$300-\$400k	92(-22%)	45%		Medium	Light	Medium	Medium Impact	
Treatment F - Signalised crossing with kerb buildout (without RSP)	\$400-\$500k	95(-20%)	49%		Medium	Light	Medium	Medium Impact	
Treatment G - Signalised crossing with RSP and kerb buildout	\$500+	77(-35%)	52%		Medium/Higher	Medium/Higher	Medium	High Benefit	

RECOMMENDED OPTIONS

Option 1: Preferred Safest – Paired Zebra Crossing with Kerb Buildout and RSP

Project planning and design cost - \$160,000 (completed and paid)

Project construction cost - \$529,000

Total project cost - \$689,000

Paired zebra crossing that gives priority to pedestrians and cyclists combined with a raised safety platform and refuge island.

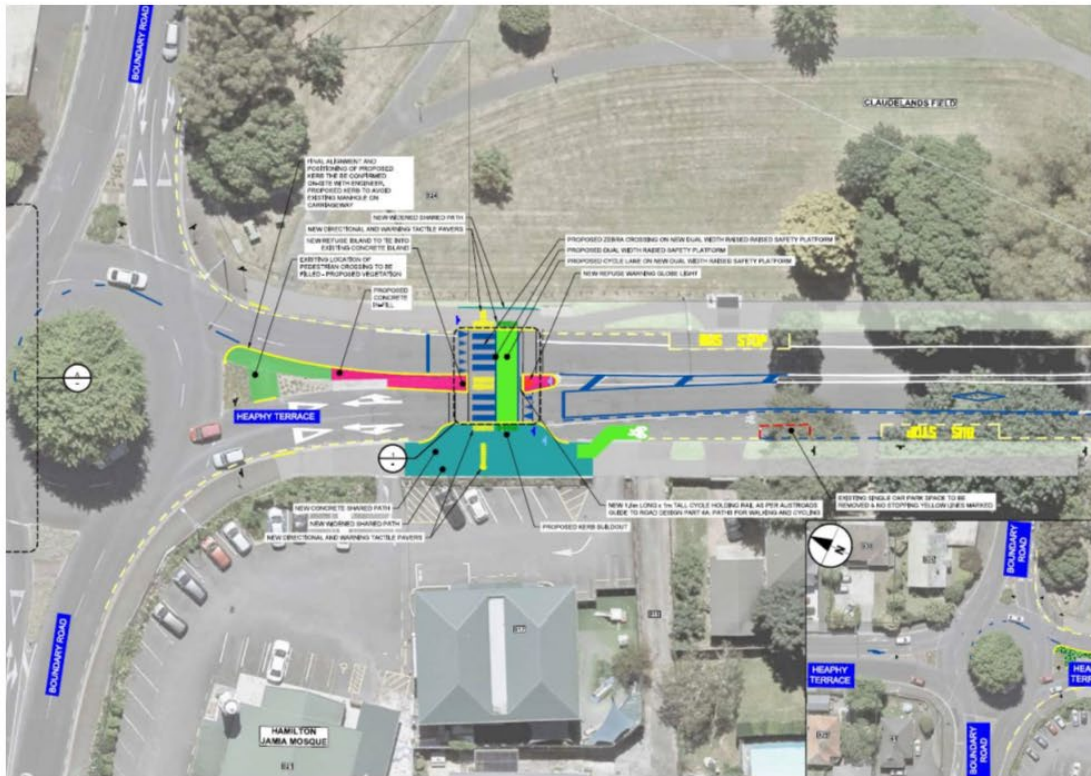


Figure 5: – Proposed Paired Zebra Crossing on RSP and Kerb Buildout

Benefits:

- Raised platform reduces speed to survivable outcomes
- Kerb buildout will narrow the road in return reducing the amount of traffic lanes to cross over, reduce the crossing distance, provide increased sight lines for pedestrians
- Improve crossing accessibility to visually impaired/ disabled users and reduce pedestrians being obscured by parked vehicles
- Reduces community severance across busy roads and provides for a safer right turn movement of vehicles into the mosque which has been a community concern by reducing the centre island.

Challenges

- Raised platform has some driver frustration/minor travel disruption due to the change in vertical alignment
- Raised platform may discomfort passengers, especially buses.
- Raised platform may increase noise.

Option 2: Pedestrian Platform with Refuge Island and Kerb Buildout

Total project cost - \$533,000

This option has a raised pedestrian platform, and kerb build outs to shorten the crossing distance, and a pedestrian refuge island.

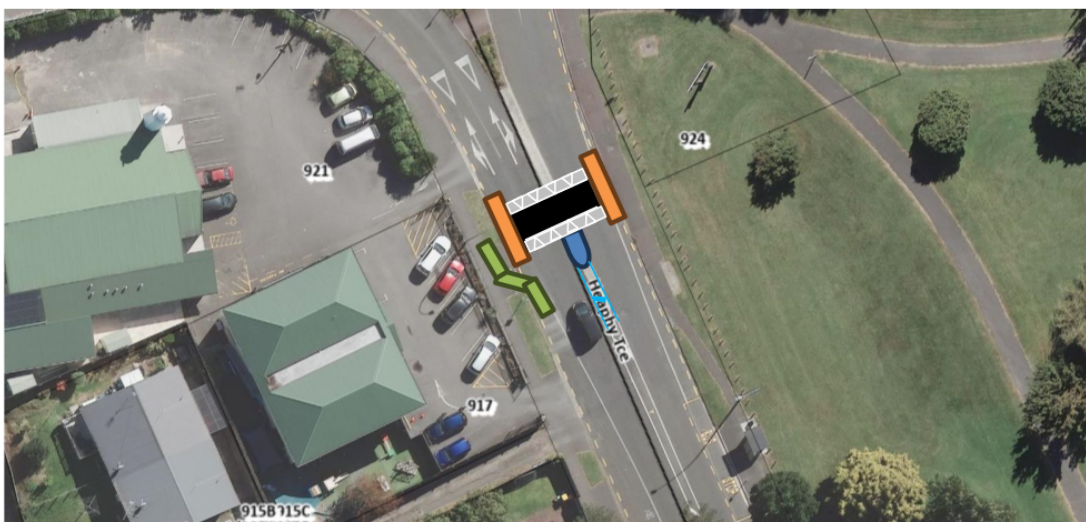


Figure 6: Pedestrian Platform and Kerb Buildout

Although pedestrian platforms provide a focus for pedestrians to cross, they must still give way to vehicles, this is difficult for those who are visually impaired or have mobility issues and in this case for kids from the childcare centre that may find difficulty in judging safe gaps in traffic.

Benefits:

- Raised safety platform reduces speed to survivable outcomes
- Increased conspicuity of the crossing and pedestrians.
- Kerb buildouts will reduce crossing distance, provides increased sight lines for any oncoming traffic, and reduce pedestrians being obscured by parked vehicles.
- Reduces community severance across busy roads and provides for a safer right turn movement of vehicles into the mosque which has been a community concern by reducing the centre island.

Challenges:

- Are not obvious who has right of way so can create uncertainty and can be unsuitable for some pedestrians.
- Can result in unsafe use if pedestrians assume they have right of way.
- Can create discomfort for vehicle occupants travelling over platforms if not well designed (particularly buses).
- May increase noise as vehicles brake, slow, pass over them and then accelerate (particularly heavy vehicles).

Option 3: Refuge Island and Kerb Buildout

Total project cost - \$364,000

This option extends the pedestrian refuge island and kerb buildouts, relocating and upgrading the existing crossing.

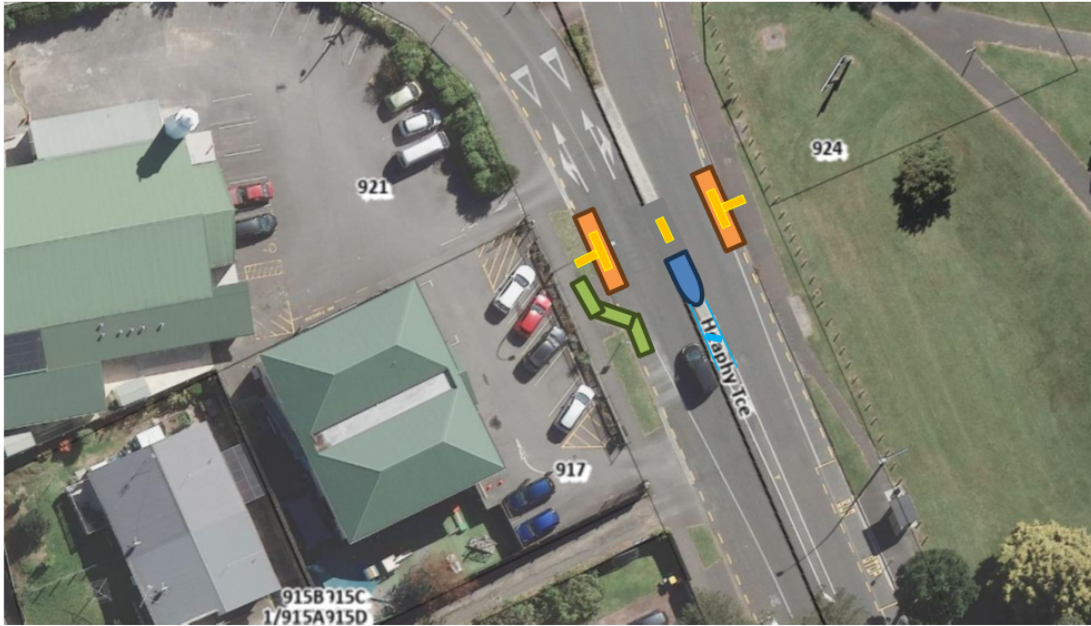


Figure 7: Pedestrian Platform and Kerb Buildout

Benefits:

- Kerb buildouts will reduce crossing distance, provides increased sight lines for any oncoming traffic, and reduce pedestrians being obscured by parked vehicles.
- Reduces community severance across busy roads and provides for a safer right turn movement of vehicles into the mosque which has been a community concern by reducing the centre island.
- Can be upgraded with a raised safety platform and formalised crossing in the future.

Challenges:

- Pedestrians must determine a safe gap in the traffic before crossing. Not suitable for all ages.
- Refuge islands are not desirable for the visually impaired or people with other disabilities.
- No speed calming measures in place reduces the likelihood of survival if a pedestrian is struck by a vehicle.

EXISTING PEDESTRIAN REFUGE ISLAND – ALL OPTIONS

It should be noted that with all the options, the existing pedestrian refuge crossing through the median island should be infilled with concrete and full height kerbs should be reinstated at the existing kerb cutdowns. Retaining the existing kerb letdowns will encourage and give users the initiative to continue to cross from an unsafe location with the risk of a fatal or serious crash. These pedestrians will be susceptible to accelerating vehicles entering/exiting the roundabout who may not have great visibility and enough reaction time to stop for pedestrians without any speed management/traffic calming measures in place at the location.

Morrinsville Road Feedback as of Wednesday 11 September 2024

- Feedback received is largely unsolicited as formal communication and engagement with the community is yet to take place
- Feedback received goes beyond the scope of the crossing options at the new roundabout
- Details of feedback are not necessarily verbatim due to character limits, feedback received via phone and minutes from meetings

Number	Stakeholder	Type	Feedback
419787	Resident	Supportive	Definitely this intersection need a roundabout. Passing the intersection coming from Morrinsville, speed is 50km/h but going from Hamilton to Morrinsville is 80kmph. Heavy vehicles coming from Morrinsville and Matangi started using residential Silverdale Rd to access motorway to Auckland. I have brought to the notice of the Council three years ago about the heavy vehicles using residential Silverdale Rd from early morning till late evening. Two senior staff from Council met me at 8am at this intersection and agreed to what I said and said heavy vehicles are not meant to use this road. Using this intersection for 25 years, I am well aware it need crossing, speed bumps and roundabout. Reason schools Silverdale Normal, Berkley, Hillcrest High, Ttkm o Toku Mapihi, University, Students Orchard 31 units, Mathews Church, Retirement villages Bishops Gains 57 units, Crosher 35 units. Students and elderly people use this intersection stop heavy vehicles using residential road, reduce speed and introduce roundabout, speed bumps and crossings.
422050	Resident	Supportive	Regarding the new proposed roundabout at the bottom of Matangi Rd and Morrinsville Rd going up to Hillcrest and linking Silverdale Rd. I have lived in the Matangi Community for 30 years and commute into Hamilton on a daily basis. The speed limit needs to be drastically reduced on the Morrinsville - Hillcrest Rd. Drivers have a tendency to not slow down on the approach/exit and go well in excess of 80 kms. I always feel anxious driving from Matangi Rd turning to the right into Morrinsville Rd and left into Silverdale. There are cars piling up waiting to cross on both situations, especially from 7:30 a.m. to 9 a.m. with people driving or walking to school and work . Plus 2:30pm onward from school and work until 6 p.m. People are also walking to catch buses/get off in Hillcrest and Silverdale to go into/or exit the CBD. The number of pedestrians and bicyclists have increased over the years. The are two high schools, an intermediate and two primary schools in the Hillcrest and Silverdale Districts plus numerous early childhood centres and kindergartens. Plus there is the Matangi Primary School and two childcare Centres on the outer edges of Matangi. There is also a great deal of staff at Atawhai Assisi who use the car, bus, bike or walk up Matangi Rd having to negotiate the Morrinsville/ Hillcrest/ Silverdale roads. I personally know of at least one staff member who died on her bike trying to get to work. I think the proposed plan of the roundabout including the crossing for pedestrians and bicyclists is great for safety reasons as well as making it easier for drivers to negotiate crossing Morrinsville road that has a high number of cars, buses, trucks etc using the road at high speeds.
422137	Resident	Supportive	I am adding my support for the proposed design for the roundabout at the intersection of Matangi/Silverdale/SH26. As a Matangi resident and a regular user I find the present roading set-up is dangerous and a recipe for crashes - especially with the NZ driver's disdain for speed limits and road rules. The proposed design will slow drivers down, make them aware of oncoming traffic and surely lower the hazard potential. I have not read the complete proposal but it is not in there, I would advocate to extend the 50 kph limit out to the Morrinsville side of the intersection as well. The proposed lay-out looks like it has been designed by experts, makes provision for all road/footpath/bike users and will be a huge improvement to the present intersection.

422287	Waikato Regional Council	Supportive	We do not have an issue with SH26/Silverdale/Matangi being converted to a roundabout. About time, will help a lot with the traffic movement. For construction, preference is to keep Silverdale Rd open if possible as this has our high frequency services - which we will not be able to turn a bus around. On the Meteor page on the BusIt site the route is shown to split at Masters Ave so that every second trip during the weekdays goes down to Morrinsville Rd. All weekend trips go via Morrinsville Rd. There no timing points along Morrinsville Rd.
422288	Tamahere Mangaone Restoration Trust	Supportive	I am the chair and operations manager of the Tamahere Mangaone Restoration Trust who have amongst other directions an ambition to link Tamahere to Hamilton City. We still have ambitions to create a walking path along the stream on our side. We also understood that HCC had similar thoughts so it made little sense to have two. We had been discussing crossing at Humare Park and going on to Berkley Ave. We are in a position of having the funds to do some serious stuff in this area with LTP and targeted rate allocations. If we were to emerge at Matangi Rd it would be ideal to be able to incorporate walking tracks with the new roundabout. Lofty ambitions.
422663	Resident	Supportive	I am writing to express my strong support for the proposed improvements at the Morrinsville/Silverdale intersection, including the construction of a roundabout and a separated, shared cycleway/footpath from the LIC roundabout into Hillcrest. These enhancements are crucial for several reasons: (1) Safety: The current intersection is a known hazard for both motorists and cyclists. A roundabout will significantly reduce the risk of accidents and improve traffic flow. (2) Accessibility: A separated cycleway/footpath will provide a safe and convenient route for cyclists and pedestrians, encouraging more people to choose active modes of transport. (3) Community Benefit: These improvements will enhance the overall quality of life in our community by promoting healthier lifestyles and reducing traffic congestion.
422665	Resident	Supportive	I'm supporting the construction of the cycleway and the pedestrian crossings, linking LIC Newstead with Hamilton, including appropriate crossings at the new roundabout. I understand that councillors have debated whether these features are necessary, particularly regarding the anticipated pedestrian and cyclist traffic. While it's understandable to scrutinise projects, especially with limited resources, I would argue that this isn't just about meeting current demand - it's about creating the conditions that will encourage people to walk and cycle more often. As the saying goes, "Build it, and they will come", which means creating incentives or making something attractive. If we genuinely want to reduce car usage and promote healthier, more sustainable modes of transport, we need to make cycling and walking safe and desirable. A roundabout without proper crossings would be like a bridge that doesn't quite reach the other side-good intentions, but not quite useful. Moreover, since this project is funded by NZTA and not directly from HCC rates, there's even more reason to seize this opportunity to improve our city's infrastructure without the financial burden falling on our local ratepayers. By building these crossings and extending the cycle lane, we send a clear message that Hamilton is committed to becoming a city where active transport is a viable and attractive option for everyone. I hope you'll support this initiative, which will be a significant and attractive step forward for our community, especially for everyone working at LIC.

422701	Resident	Supportive	As a resident of Hillcrest who works at LIC in Newstead, I would be a daily user of the proposed cycleway. I fully support the creation of the cycleway and I would like to stress the importance of including proper pedestrian crossings at the new roundabout. There are comments from some councillors in the 'Niggles remain over \$6.4 million Hamilton roundabout project ' Waikato Times article suggesting that this is a "zero pedestrian area" and I would absolutely disagree with this. Using this route every day I see pedestrians here daily and if there was a safer route along Morrinsville Rd I would be a daily pedestrian or cyclist here. LIC has a very active cycling and walking community among our workforce and I believe the creation of a safe route along Morrinsville Rd would support more people to take up the option of biking or walking to work. There's also the lovely Mangaonua gully walkway which runs from the northern corner of the Morrinsville/Silverdale intersection up to Chelmsford Park. It's a favourite walkway for me, my family and our dogs, but it's currently difficult and dangerous to access this walkway from Hillcrest because of the issues with crossing the intersection. Safe crossings at the new roundabout are really important for any users of this walkway.
422702	Resident	Supportive	Just voicing my support for the cycleway and pedestrian crossing proposed changes to Morrinsville Road. I cycle to my work at LIC along Morrinsville Road regularly and this intersection currently is where I feel most in danger as a cyclist.
422707	Resident	Supportive	I would use a safe crossing/walk and cycle path for getting to and from work at LIC to shopping at the Gauda shop and New World. The reason why I currently do not do that is because it seems suicidal to either walk or bike that stretch of road in its current state. There is no consideration for cyclists or pedestrians there - a bit surprising as more and more houses are being built and multiple subdivisions are taking place there.
422708	Resident	Supportive	Both my partner and myself support the construction of the cycleway/footpath linking LIC Newstead with Hamilton, including appropriate cycleway and pedestrian crossings at the new roundabout. There are some school kids walking or biking from Silverdale Rd crossing at that intersection daily, which looks very dangerous. It would be much safer for them and other cyclists and pedestrians if an appropriate cycleway and pedestrian crossings are built at the new roundabout.
422910	Resident	Supportive	Please design which includes pedestrian access across the intersection as well as the footpath up Morrinsville Rd.
423140	Resident	Supportive	Concerned after reading about Elected Members trying to pass a motion at the Infrastructure and Transport Committee meeting for no raised crossings/platforms for the Morrinsville Road project. Rana advocates for biking and disability users to get around the city safely and feels raised crossings need to be included in the project. Rana mentioned the incident where a student was recent hit outside Berkley School as proof that further safety measures were needed. Mentioned that the disability community were in favour of raised crossings as it makes it easier to cross the road.

423141	Resident	Supportive	I read with a mixture of interest and horror, the article in the Waikato Times reporting on a recent HCC meeting debating the upgrade to Morrinsville Rd footpathing and raised crossing points. Due to work commitments, I travel the area frequently and see many pedestrians. If I pass by before or after school hours, the area is heavily pedestrianised by school students. Adjacent is Berkley School with a roll of about 770 students, along with Hillcrest High with a roll of about 1706 students, and Silverdale 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 School for 23 years, and in that time, there were students being injured on the crossing or on their bikes, 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 with a huge number of young students. 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 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.
423142	Cr Crystal Beavis (Waikato District Council)	Supportive	There is considerable enthusiasm for the ability to walk or cycle across this intersection and the only thing stopping its greater use is the fact that it is currently in an 80km/h zone and rather dangerous for pedestrians and cyclists in the current configuration (and was the scene of a particularly nasty fatal accident of a cyclist in 2014 - which has not been forgotten.) Nevertheless there are pedestrians/cyclists who turn left from Matangi Rd into Morrinsville Rd to attend Berkeley Intermediate or to find another route to places like Hillcrest High, Waikato University, Hillcrest Library and Medical Centre - and also still some who will brave the intersection to head up Silverdale Rd (but usually not at the traffic peaks.)
423143	Berkley Normal Middle School	Supportive	Meetings with Deputy Principal on 08/08 and Principal on 14/08. Desire for improvements at intersections of Morrinsville Rd with Berkley Ave and Mullane St. Students who are biking and scootering use Mullane St to enter and exit the school. Mullane St and the intersection with Morrinsville Rd are busy, with congestion caused by drivers attempting to turn right. Suggested possibility of left turn only movements. Concerned about high vehicle speeds with drivers turning left off Morrinsville Rd down Mullane St. Identified informal crossing point closest to Cambridge Rd as unsafe with near misses and poor decisions. Existing signalised, staggered crossing can be confusing for people as they need to push the beg button twice to get across the road and have observed people crossing when the light is red. Mentioned crash on 12/08 where student sustained leg injuries and ended up in hospital. Incidents are stressful for students, families and staff. Since the latest incident it has been observed that a more lot families are dropping kids off.
423144	Silverdale Normal School	Supportive	Initial meeting with Principal on 08/08. Supportive of the project and its intended purpose. Although the school zone ends at Matangi, the school is supportive of more safe options for active modes. School has staff who travel from Matangi who will be interested in the intersection upgrade. Happy to support a collective approach to advocating for safe infrastructure that will benefit students and wider community. Principal commented that he was personally interested in seeing crossings and connecting infrastructure installed at the roundabout

423145	Hillcrest Normal School	Supportive	Initial meeting with school representative on 14/08. Supportive of the project and its intended purpose. Supportive of any measures that can be put in place that supports students being able to use their preferred mode of transport to get to/from school. Happy to add their voice in support of changes being made. Wants to ensure that changes encourage safer speeds as they feel this has not been the case with the N7TA project on Cambridge Road.
423146	Hillcrest High School	Supportive	Initial meeting with school representative on 14/08. Supportive of the project and its intended purpose. The current intersection at Morrinsville Rd/Matangi Rd/Silverdale Rd is difficult to navigate. Have a large number of students and staff who come from the Matangi area. Students cross Morrinsville Rd to get to/from school. Happy to be a supportive voice for changes that will make it safer for students.
423147	Matangi School	Supportive	Initial meeting with principal on 19/08. Supportive of the project and its intended purpose. Supports changes to the intersection of Morrinsville Rd/Matangi Rd/Silverdale Rd. Observed that people from the Matangi community do walk down to the intersection and along Morrinsville Rd - including students. Recent investments in footpaths in Matangi would be supported by better connections at the intersection. Advised that school is growing and is building extra classrooms to increase capacity.
423148	Resident	Supportive	Raised platform at the signalised crossing will help reduce speed and crash severity in this area with high conflicts between pedestrians and vehicles. The two cyclist and one pedestrian crashes between the BK roundabout and Mullane St indicate a vulnerable road user crash pattern in the area. This area should be considered for safety improvement works. The Mullane St intersection would benefit from improved pedestrian safety works as such as a raised pedestrian platform and a splitter island with a pedestrian refuge. The Berkley Avenue intersection would also benefit from a raised pedestrian platform to help address the known crash history at this intersection. Congestion at the Morris Ave intersection needs to be addressed, with any solution to provide safety for pedestrians. The high number of loss of control and turning crashes indicate speed and congestion issues that need to be addressed to improve safety. See attached for reports provided.
423349	Resident	Supportive	I'm support the planned cycle and pedestrian improvements to the Matangi, Silverdale and Morrinsville Rd intersections. As well as the cycleway along to the roundabout by LIC. As someone who regularly rides my bike from Bruntwood Rd (via the excellent bridge b/w Woodcock Rd and Fuchsia Ln) and in to work at LIC I can attest that this intersection is sketchy on a bike. Especially coming out of Matangi Rd and getting across the fast moving traffic on Morrinsville Rd. Years ago I used to ride a similar route via Matangi Rd into Hillcrest High School. With all the additional subdivisions in Tamahere I'm sure there's a bunch of kids who'd be in a similar situation, providing a safe way across Morrinsville Rd would help encourage them.
423394	Resident	Supportive	I am one of the many employees at Livestock Improvement in Ruakura that cycle to work along Morrinsville Rd. I use two common routes for that, one via the River Ride, under the underpass at Hillcrest New World, and then along Morrinsville Rd through the intersection in question. My other route uses the pedestrian/cycle bridge on Fuchsia Lane in Matangi, down Matangi Rd to the Morrinsville Rd intersection where I turn right. In both cases I'm using existing cycling infrastructure to ride to work, and would ask the designers to link that infrastructure together with appropriate cycling paths on this new intersection in order to navigate the busy intersection.
423419	Resident	Supportive	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 can not 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.

423430	Resident	Supportive	I'm writing in support of raised pedestrian crossings and separated cycle path at the Morrinsville/Silverdale intersection. I live in the area and see people crossing Morrinsville Rd regularly. I have and will continue to cycle along Morrinsville Rd for fitness and a dedicated cycle path like the one instituted along Ruakura road would be brilliant. It's well past time that pedestrian and cyclist friendly infrastructure additions are instituted by default. like new roads and car parking is.
423438	Resident	Supportive	As a resident of East Ridge Grove I am writing to support shared pedestrian/cycle access to be provided to the north aspect of SH26 from Silverdale Rd to the Waikato Expressway regardless of any intersection improvements to the Silverdale Rd SH26 intersection. We are now a community of over 20 plus dwellings and at least five of these dwellings have children that are enrolled in nearby schools and I see those parents having to transport the children in vehicles as there is no safe pedestrian facility to get them to Silverdale Rd. There are others of us that do navigate this section of SH26 on foot or bike for our own well being and crossing SH26 is not a pleasant activity. There is also another subdivision development for a further six properties further east of East Ridge Grove. No doubt this will also attract families as this area is well serviced with schools. On the discussion that I see taking place on raised pedestrian platforms. SH26 is regularly used by emergency vehicles heading east. I would not like to see these vehicles hindered in their duties. I would also support any reduction in the speed limit beyond the current 50km/h towards the Waikato Expressway in conjunction with any proposed works.
423470	Newstead Model School	Supportive	Initial meeting on 26/08. Supportive of safe infrastructure. Although outside the project scope, the school is concerned that they will see ongoing fast speeds past their school despite the proposed changes. School are currently redoing their carpark and driveway entry/exit to make it safer.
423579	Resident	Supportive	We are desperately needing a pedestrian/cycle path on the north side of Morrinsville Rd. 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 to scared to get there by himself with having to negotiate Morrinsville Rd. 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/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 Rd 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 Rd and a path is a critical requirement. As far as raise pedestrian crossings at the proposed roundabout are concerned, I don't think we need raised crossing but simple crossing stations on each median strip would be appreciated. We don't really want bumps on our highway.

423588	Resident	Supportive	<p>I am writing to express my strong support for the proposed upgrade of the Morrinsville/Silverdale intersection and the installation of a footpath along the length of Morrinsville Rd. 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 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. 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 Rd 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. 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. (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.</p>
423614	Resident	Supportive	<p>I currently live on Matangi Road and have so for the past 24 years. I strongly support the addition of raised pedestrian crossings and cycle paths to this new roundabout. During my time living here, the number of houses close to the intersection on Matangi Rd or nearby has increased exponentially. It has always been extremely dangerous to cross Morrinsville Rd to go to the university of any of the schools in the Hillcrest area (Hillcrest High School, Silverdale primary, the Maori immersion kura etc.), whether in a car, or by cycle or by foot. My children used to go to these places as well as Berkley Intermediate School. They would walk up Morrinsville Rd rather than cross at the proposed new roundabout as just too dangerous. However, even that can be very dangerous as cars go down the hill on either side on Morrinsville Rd and are going over 80km/hour. There have been numerous accidents at the proposed new roundabout over the years with several fatalities. When teaching at Hillcrest High School, I would never go down Silverdale Rod to get to Matangi as there was too much traffic and it was too dangerous. Many parents take their children by car to school for the same reason. I strongly support the building of pedestrian crossings on this road to make this safe for all pedestrians, and cyclists in the neighbourhood. I heard about this new roundabout in the paper and wrote to Tim MacIndoe after hearing about a councillor saying that there was no pedestrians crossing the road and hence no need for a raised crossing.</p>

423617	Resident	Supportive	<p>I am writing to express my strong support for the proposed upgrade of the Morrinsville/Silverdale intersection and the installation of a footpath along the length of Morrinsville Rd. 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 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. 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 Rd 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. 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. (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.</p>
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423621	Resident	Supportive	<p>I am writing to express my strong support for the proposed upgrade of the Morrinsville/Silverdale intersection and the installation of a footpath along the length of Morrinsville Rd. 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 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. 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 Rd 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. 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. (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.</p>
423623	Matangi Community Committee	Supportive	<p>The Matangi Community Committee members welcome the plan for a roundabout at the Matangi, Morrinsville and Silverdale Roads and believe that there are, and will be, sufficient numbers of cyclists, pedestrians and other users who want safe access across it to warrant planning for their safety. Our request is that, given the levels of traffic, this need for safe access be met by including an underpass as part of the construction of the roundabout. A cyclist/pedestrian/mobility scooter on road crossing system would require considerable safety features but would still carry a very high risk. As well as the traffic volumes the approaches to the intersection from all four directions are downhill and there is a tendency for vehicles to increase their speed. Motorists will have a number of factors to take note of at the roundabout. An underpass would reduce any driver uncertainty or distraction. We understand that such underpasses have been successfully installed in other Council projects in Hamilton and elsewhere. See attached for full letter.</p>
423889	Resident	Supportive	<p>I am writing to express my strong support for the proposed upgrade of the Morrinsville/Silverdale intersection and the installation of a footpath along the length of Morrinsville Rd. These improvements are crucial for enhancing safety, accessibility, and overall quality of life for residents, pedestrians, and motorists in the area.</p>
423927	Resident	Supportive	<p>As retired residents in East Ridge Grove, we are keen walkers and love to walk along the Mangaonua Gully track, however we often drive down there because of the danger of walking down Morrinsville Rd. In the winter, this is the only option, given how wet the grass is on the other side of the road. A footpath would be a game changer and encourage us not to use our car to go for a walk!</p>

423990	Resident	Supportive	I am writing to express my strong support for the proposed upgrade of the Morrinsville/Silverdale intersection and the installation of a footpath along the length of Morrinsville Rd. 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 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. With a reduction in the speed limit and the implementation of the roundabout to service the intersection, pedestrian crossings will create little further impact while providing for the safe use of the revised layout. (2) Pedestrian Accessibility: Morrinsville Rd 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; 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/Matangangi 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.
424166	Resident	Supportive	As the Senior Environmental Advisor for LIC, I fully support this project to implement a shared cycleway/footpath from the LIC roundabout into Hillcrest and the pedestrian crossings at the proposed roundabout at the Morrinsville/Silverdale intersection. We annually survey our staff and always have people stating they would walk or cycle to work if there were safer walking and cycle tracks from Hillcrest to our head office, which will in turn assist us in working towards a lower carbon future.
424754	Resident	Supportive	I fully support the addition of a cycleway and pedestrian crossings on the Morrinsville/Silverdale intersection. I work at LIC on the Morrinsville/Ruakura intersection. I cycle this section every time I go into work. It's the most dangerous section of my ride, the addition of a roundabout will make it even worse without appropriate cycle lanes and pedestrian crossings. Roundabouts are notoriously dangerous for cyclists.

424785	Resident	Supportive	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 in sufficient 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 Rd. I also use this route to access the south side of Morrinsville Rd (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 Rd residents or people exercising like myself). Given that children have been hit further up Morrinsville Rd, 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 Rd in our training. We have also walked down Morrinsville Rd, 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/Morrinsville/Silverdale '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.
424788	Resident	Supportive	Living on Morrinsville road and working at Newstead I highly support these changes including the pedestrian crossing and cycle way. I regularly bike to LIC at Newstead for work, but am only willing to do so in very good weather as the road isn't particularly safe and the intersection at Morrinsville and Silverdale roads is a nightmare in crappy weather. Also with our Daycare at Newstead it would be nice to be able to bike out with the child on the days she attends Preschool, but that currently is too dangerous to do regularly.
425243	Ngaati Wairere	Supportive	Ngaati Wairere will support the hiahia of Ngaati Haua in this project as it is predominantly Ngaati Haua footprint.
425244	Cr Mike Keir (Waikato District Council)	Supportive	As traffic flows from Matangi Rd 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 Rd 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 Rd that caters to Berkley 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 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 Rd 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 Rd with this project and would advise HCC to look at the Silverdale Rd footpath up the hill at this time as well.

425245	Resident	Supportive	<p>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 area 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. 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 NZTA 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. 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, the 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.</p>
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Project Report

Active user facilities at Matangi Road roundabout- Morrinsville Road Fit for Purpose

2024/25



Morrinsville Road Fit for Purpose - Proposed Crossing Facilities at New Roundabout

PURPOSE

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. Part of the scope agreed with NZTA is to install a roundabout at the intersections of Morrinsville Road with Silverdale Road and Matangi Road includes active mode crossings. The funding agreement was informed by a single stage business case by NZTA.

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

This report describes the option assessment process for the form and location of the active modes facilities.

DESIGN CONTEXT

The Fit for Purpose business case includes a proposed design for the roundabout, shown below. However, staff have identified some safety issues, budget risks, and traffic impacts with this design. Staff are considering alternative layouts.



Intersection layout in the NZTA business case

Traditionally, roundabouts use horizontal deflection (curves in the direction of travel) to manage vehicle speeds on approach to roundabouts. However, this can require a large diameter for the central roundabout island. A large enough roundabout is unlikely to be feasible at this site due to the property boundaries and nearby steep banks and gullies and therefore an alternative roundabout design will be needed.

Staff are considering changes which may include:

- Changing the size of the roundabout e.g. a compact roundabout like shown in the draft design above and used at Gordonton/Puketaha where the design will need to incorporate vertical deflection (raised safety platforms) to achieve safe operating speeds
- Changing the shape of the roundabout, such as a lozenge, bean, oval, or ellipse – see examples below
- Removing or changing the form of the left turn slip lane from Matangi Road

Example of a 'Peanut' roundabout in Dunedin



Peanut roundabout at Knighton Road, Clyde Street and Cameron Road intersection, Hamilton



The business case includes extending the 50 km/h speed limit through the intersection from the west and lowering the existing 80km/h to a 60 km/h speed limit east of the intersection through to the Waikato District boundary at the Waikato Expressway overbridge.

WHERE?

The proposed active mode crossings are located on the western and northern legs of the intersection, as shown by the blue line in the figure below.



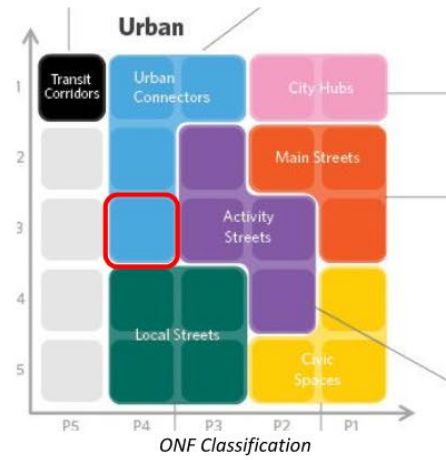
Site Location

WHY IS IT IMPORTANT TO ADDRESS THE PROBLEM?

Morrinsville Road has average daily traffic of 7,100 (east of the Waikato Expressway) to 13,300 (signalised crossing) vehicles per day. It's ONF classification 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 80km/hr, and the measured mean operating speed is 64 km/h (westbound) and 66 km/h (eastbound)¹.

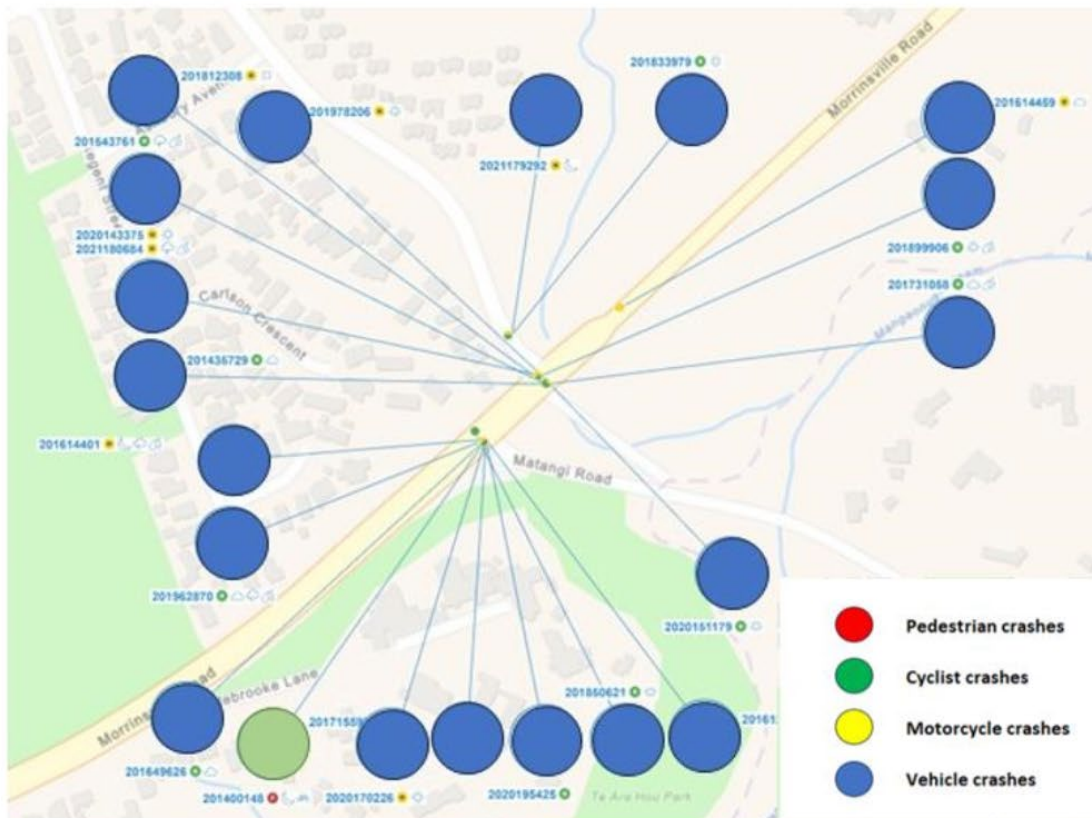
There are very limited facilities for active modes to safely move through this site and the existing pedestrian facilities do not include any crossing facilities at the Silverdale/Matangi intersection.

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



In the last ten years (2014 to 2023), 21 crashes were recorded² with the following severity:

- One fatal crash involving a cyclist turning right into Matangi Road
- Ten minor injury crashes; and
- Ten non-injury crashes



² NZTA Crash Analysis System, extracted 10/06/2024

Existing active mode use

Staff commissioned a road user count on 22 March 2023, for the following periods: 0630 to 0930, 1100-1330, and 1430-1830, producing the following data:

- A total of 24 pedestrians were recorded, including 17 who crossed Morrinsville Road.
- A total of 80 cyclists were recorded, including:
 - 26 who travelled between Matangi Road and Silverdale Road; and
 - 30 who travelled between Matangi Road and Morrinsville Road West

Observations

Site inspections were carried out on 16 August 2024 where the following observations were made:

- Eastbound vehicles are accelerating in anticipation of the passing lane approximately 60m east of Silverdale Road.
- Pedestrians were observed walking on the grass verge on the northern side of Morrinsville Road

Community and Public feedback

Staff have received feedback from the community regarding safety at the intersection of Morrinsville Road with Matangi Road and Silverdale Road. This includes several requests to improve safety and/or convenience for people turning at the intersection, as well as requests for new and/or improved crossing facilities for pedestrians and/or people on bikes – including disabled people.

Staff are in regular contact with schools in the area, including Berkley Normal Middle School, Silverdale Normal School, Hillcrest Normal School, and Hillcrest High School. High level conversations have also been held with Matangi Primary School, Newstead Primary School and Hamilton Seventh-Day Adventist Primary School. Hamilton schools have advised that some of their students live in Matangi or Newstead and either travel to school by walking, scootering, or biking – or have expressed desire to do so if it were safer. The only viable route for journey is through the intersection of Morrinsville Road with Matangi Road and Silverdale Road.

Staff will continue to engage directly with schools in relation to the proposed works on Morrinsville included in the funding agreement.

Community representatives from Matangi and Tamahere have been in contact convey their support for infrastructure to support active travel. This route is seen as an important connection from Matangi to schools, the University of Waikato and nearby businesses. The existing intersection is seen as dangerous with high vehicles speeds and a lack of suitable infrastructure – highlighted by the death of a person riding a bike in 2014. Feedback received is that Morrinsville Road is well pedestrianised with students coming to/from schools in the area. The Tamahere Mangaone Restoration Trust have also advised of their ambitions to create a walking path alongside the Mangaonua Stream and that it would be ideal for this to emerge at Matangi Road and connect to an upgraded intersection.

WHAT'S THE PROBLEM?

There are currently limited facilities for walking and no facilities for cycling on Morrinsville Road between Jansen Park and the Waikato Expressway. There are no crossing facilities at the intersections of Matangi Road and Silverdale Road with Morrinsville Road. This impedes 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.



Figure 1: Active travel destinations and missing facilities.



Figure 2: Existing environment.

The funding agreement with NZTA is based upon the business case for the revocation of State Highway 26 west of Ruakura Road. The 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).”

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 Option: Uncontrolled crossings on raised safety platforms with kerb buildouts and median refuges for all crossing points. This option achieves relatively good safety outcomes with minimal design risk.

Alternative Option:

Uncontrolled crossings on raised safety platforms with kerb buildouts and median refuges on Silverdale Road and the left turn slip lane. Dual signalised crossings with kerb buildouts and median refuges on Morrinsville Road.

OPTIONS CONSIDERED – LONG LIST

Staff have developed and assessed options for the form and control of active mode user crossing facilities at the intersection of Morrinsville Road with Matangi Road and Silverdale Road. Staff have only considered crossing facilities across the western leg of Morrinsville Road, Silverdale Road, and any left turn slip lane needed from Matangi Road. All options have been assessed based on a change in speed limit to 50 km/h at the intersection. All options have been assessed to allow for a left turn slip lane from Matangi Road; however, none of the options require the left turn slip lane to be provided.

Treatments Considered

Treatment	Type	Discussion
A.	Uncontrolled crossings with refuge island and kerb buildouts	<p>Potential Risk: Active mode users do not have right of way and must find a safe gap in the traffic. Visually impaired people, or those with other disabilities may find uncontrolled crossings less easy to use compared with a zebra or signalised crossing. With no speed control for drivers, there is a high likelihood that any crashes result in serious or fatal injuries for active mode users</p>
B.	Uncontrolled crossings on raised safety platform with refuge island and kerb buildout	<p>Potential Risk: Active mode users do not have right of way and must find a safe gap in the traffic. Visually impaired people, or those with other disabilities may find uncontrolled crossings less easy to use compared with a zebra or signalised crossing.</p>
C.	Courtesy crossings on raised safety platform with refuge island and kerb buildouts	<p>Potential Risk: Children, visually impaired people, or those with other disabilities may find a courtesy crossing less easy to use compared with a zebra or signalised crossing. Drivers may not expect the driver in front to stop to allow active mode users to cross resulting in rear-end type collisions.</p> <p>Note: NZTA guidelines set parameters for the use of courtesy crossing which cannot be met at this site (traffic volumes and speed are too high). Therefore, this option has not been assessed further.</p>
D.	Zebra crossings with refuge island and kerb buildout	<p>Potential Risk: Pedestrian volumes at this crossing are low compared to other dual priority crossings. Therefore, drivers can become complacent (i.e. they expect that no active mode users will be present) and therefore, are more likely to fail to give way when an active mode user is present. Cyclists may lawfully cycle across a zebra crossing; however, drivers are not required to give way to cyclists who do so. This subtlety is not well known to road users and there is risk that cyclists expect drivers to give way to them and ride in front of a vehicle, resulting in a crash. With no speed control for drivers, there is a high likelihood that any crashes result in serious or fatal injuries for active mode users.</p> <p>Note: Due to the likely confusion regarding give way rules, this option has not been assessed further.</p>

E.	Zebra crossings on raised safety platform with refuge island and kerb buildout	<p>Potential Risk: Pedestrian volumes at this crossing are low compared to other dual priority crossings. Therefore, drivers can become complacent (i.e. they expect that no active mode users will be present) and therefore, are more likely to fail to give way when an active mode user is present. Cyclists may lawfully cycle across a zebra crossing; however, drivers are not required to give way to cyclists who do so. This subtlety is not well known to road users and there is risk that cyclists expect drivers to give way to them and ride in front of a vehicle, resulting in a crash.</p> <p>Note: This option was selected in the business case Due to the likely confusion regarding give way rules, this option has not been assessed further.</p>
F.	Dual priority crossings with refuge island and kerb buildout	<p>Potential Risk: Active mode user volumes at this crossing are low compared to other dual priority crossings. Therefore, drivers can become complacent (i.e. they expect that no active mode users will be present) and therefore, are more likely to fail to give way when an active mode user is present. With no speed control for drivers, there is a high likelihood that any crashes result in serious or fatal injuries for active mode users.</p> <p>Note: NZTA guidelines set parameters for the use of at grade zebra crossings (which are part of a dual priority crossing) which cannot be met at this site (traffic volumes and speed are too high). Therefore, this option has not been assessed further.</p>
G.	Dual priority crossings on raised safety platform with refuge island and kerb buildout	<p>Potential Risk: Active mode user volumes at this crossing are low compared to other dual priority crossings. Therefore, drivers can become complacent (i.e. they expect that no active mode users will be present) and therefore, are more likely to fail to give way when an active mode user is present.</p>
H.	Dual signalised crossings with kerb buildout	<p>Potential Risk: There is a risk that drivers or active mode users fail to follow the signals resulting in a crash. Active mode users may lawfully cross the road closer to the roundabout to avoid the detour to the signalised crossing where they are at greater risk of crashes. With no speed control for drivers, there is a high likelihood that any crashes result in serious or fatal injuries for active mode users.</p> <p>Note: It is a legal requirement that the crossing area must be at least 30 m from the limit line of a roundabout. This presents a significant detour for pedestrians and cyclists. Every 20m of detour results in approximately 15s of delay (in each direction) for pedestrians, with greater delays for children, elderly, disabled, or low vision pedestrians. This option has the greatest delay to active mode users. This is most significant for the crossing of Silverdale Road, where the detour is also on a steep hill.</p>
I.	Dual signalised crossings on raised safety platform with kerb buildout	<p>Potential Risk: There is a risk that drivers or active mode users fail to follow the signals resulting in a crash. Active mode users may lawfully cross the road closer to the roundabout to avoid the detour to the signalised crossing where they are at greater risk of crashes.</p>

	<p>Note: It is a legal requirement that the crossing area must be at least 30 m from the limit line of a roundabout. This presents a significant detour for pedestrians and cyclists. A 30m detour results in approximately 45s of delay for pedestrians, with greater delays for children, elderly, disabled, or low vision pedestrians. This option has the greatest delay to active mode users. This is most significant for the crossing of Silverdale Road, where the detour is also on a steep hill.</p>
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TREATMENT ANALYSIS MATRIX

Options	Cost Estimate	Safe Systems Score - Existing 176	Crash Reductions Estimate	Traffic Delays / Travel Costs	Driver Discomfort	5-10 year Maintenance Costs	Active Mode Impact	Recommendations
Treatment A - Uncontrolled crossings with refuge island and kerb buildouts (Silverdale Road)	\$200k-\$300k	156 (11%)	37%	Zero	Zero	Light	No impact	Discarded
Treatment B: Uncontrolled crossings on raised safety platform with refuge island and kerb buildout (Silverdale Road)	\$300-\$400k	98 (44%)	39%	Light	Medium	Medium	Medium Benefit	Preferred
Treatment G - Dual priority crossings on raised safety platform with refuge island and kerb buildout (Silverdale Road)	\$300-\$400k	85 (52%)	39%	Medium	Medium	Medium	High Benefit	Discarded
Treatment B: Uncontrolled crossings on raised safety platform with refuge island and kerb buildout (Morrinsville Road)	\$200k-\$300k	124 (30%)	39%	Light	Light	Medium	Medium Benefit	Preferred

Treatment G - Dual priority crossings on raised safety platform with refuge island and kerb buildout (Morrinsville Road)	\$300-\$400k	101 (43%)	39%	Medium	Light	Medium	High Benefit	Discarded
Treatment F - Dual signalised crossing with refuge island & kerb build outs (Morrinsville Road)	\$500+	132 (25%)	50%	Medium/Higher	Light	Medium/Higher	Medium Benefit	Alternative
Treatment G - Dual signalised crossing on raised safety platform with refuge island & kerb build outs (Morrinsville Road)	\$500+	96 (45%)	52%	Medium/Higher	Medium/Higher	Medium/Higher	High Benefit	Discarded

SHORTLISTED OPTIONS

The following sections of the report discuss the results for each option in the treatment analysis matrix and their potential impact on and impacts by the larger project on Morrinsville Road. Options are presented in order of decreasing preference.

In order to construct a roundabout as agreed by councillors at the Infrastructure and Transport Committee, it is necessary to manage vehicle speeds on approach. Traditionally this has been achieved by installing a large radius roundabout that forces drivers to turn to negotiate it (horizontal deflection). A roundabout large enough to achieve this may not be feasible due to the property boundaries and nearby steep slopes. Recently, 'compact' roundabouts have been designed with raised safety platforms on approach to manage vehicle speeds, which has allowed smaller roundabouts to operate safely. If councillors approve staff to proceed with active mode user crossings that do not include raised safety platforms or include raised safety platforms away from the intersection, it may still be necessary to include raised safety platforms to manage vehicle speeds.

Preferred Option: Uncontrolled crossings on raised safety platform with refuge island and kerb buildout (all crossings). Estimated Cost: 800k

At uncontrolled crossings, pedestrians and cyclists crossing the road are required to wait for safe gaps to cross traffic. Kerb buildouts and refuge islands minimise the crossing distance that people need to cross in one go, reducing the likelihood of crashes occurring. The provision of a refuge island also allows pedestrians and cyclists to focus on one traffic stream at once, reducing the likelihood of crashes and reducing the delays they face. Based on the observed traffic volumes, average waiting time to cross each road will be less than five seconds³.

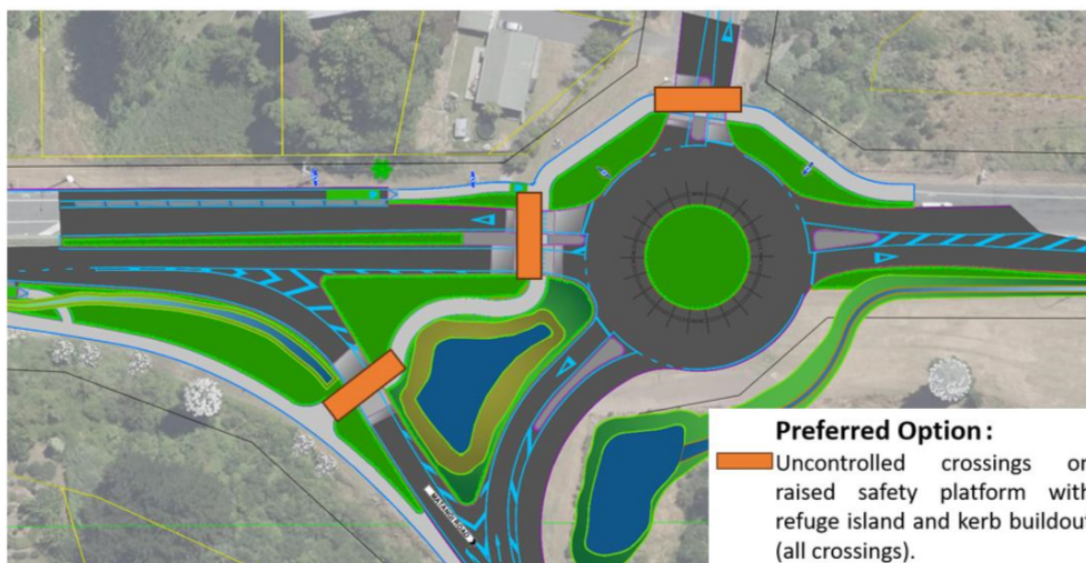
Raised safety platforms manage driver speeds, which reduces the severity of crashes that do occur. The proposed design for ramps is 40 km/h (1:20 gradient) on Morrinsville Road and 30 km/h (1:15 gradient) on Silverdale Road and the slip lane.

Uncontrolled crossings can be placed relatively close to the intersection, which reduces the detour and delay for pedestrians and cyclists to use the facility. The proposed offset is 10 m to allow for vehicles to wait in the flat area between the raised safety platform and the limit line.

Uncontrolled crossings prioritise drivers over pedestrians and cyclists. While it is possible to construct a dual priority crossing at this location, there are safety risks at this location (as noted below). An uncontrolled crossing could be converted to a dual priority crossing in the future if desired.

The raised safety platforms provided at the crossings can also be used to manage driver speeds on approaches to the intersection.

³ [Crossing aids and pedestrian delay | NZ Transport Agency Waka Kotahi \(nzta.govt.nz\)](https://www.nzta.govt.nz/crossing-aids-and-pedestrian-delay/)



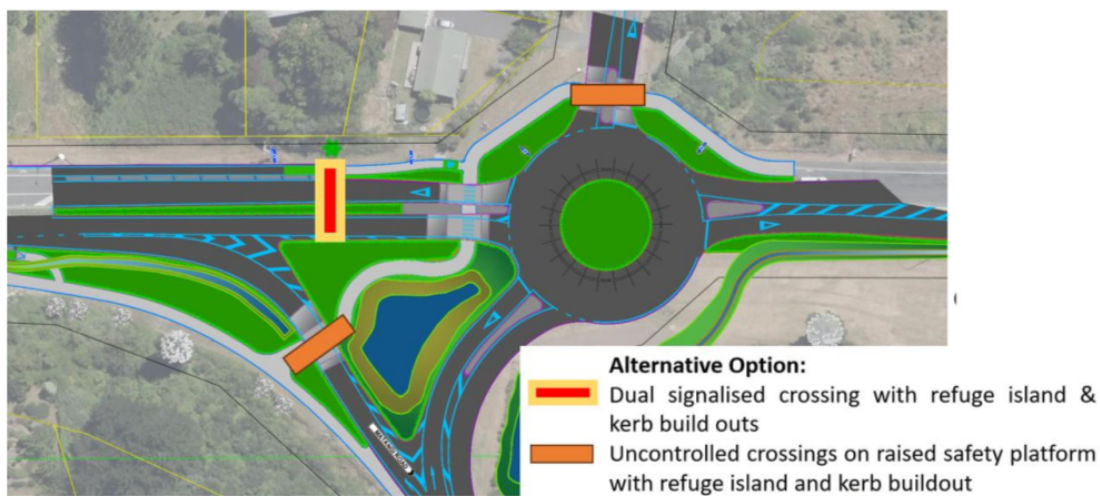
Alternative Option: Dual signalised crossing with refuge island & kerb build outs (Morrinsville Road) Uncontrolled crossings on raised safety platform with refuge island and kerb buildout (Silverdale Road, slip lane). Estimated Cost: 800k

At uncontrolled crossings, pedestrians and cyclists crossing the road are required to wait for safe gaps to cross traffic. Kerb buildouts and refuge islands minimise the crossing distance that people need to cross in one go, reducing the likelihood of crashes occurring. The provision of a refuge island also allows pedestrians and cyclists to focus on one traffic stream at once, reducing the likelihood of crashes and reducing the delays they face.

Uncontrolled crossings can be placed relatively close to the intersection, which reduces the detour and delay for pedestrians and cyclists to use the facility. The proposed offset is 10 m to allow for vehicles to wait in the flat area between the raised safety platform and the limit line.

At signalised crossings, through traffic and crossing pedestrians and cyclists are provided with dedicated time periods. This reduces the likelihood of crashes. The crossing would operate in two stages (i.e. each side of the road is controlled independently) which minimises travel time delay for traffic, but increases travel time for pedestrians and cyclists crossing the road.

If a raised safety platform is required to manage westbound traffic speeds entering the roundabout, it will result in a raised safety platform approximately 20m from a signalised crossing. This will be confusing for road users.



Discarded Options Dual priority crossing with refuge island & kerb build outs (all crossings)

To operate safely, dual priority crossings rely on drivers to give way to pedestrians and cyclists. At this site, pedestrian and cyclist volumes are relatively high at school travel periods and relatively low at other times. At zebra crossings with similar pedestrian volumes, observed behaviour is that drivers become complacent if they are not regularly seeing pedestrians cross the road and therefore fail to give way to pedestrians. The same behaviour is likely to occur at dual priority crossings. Due to this risk. This option has been discarded.

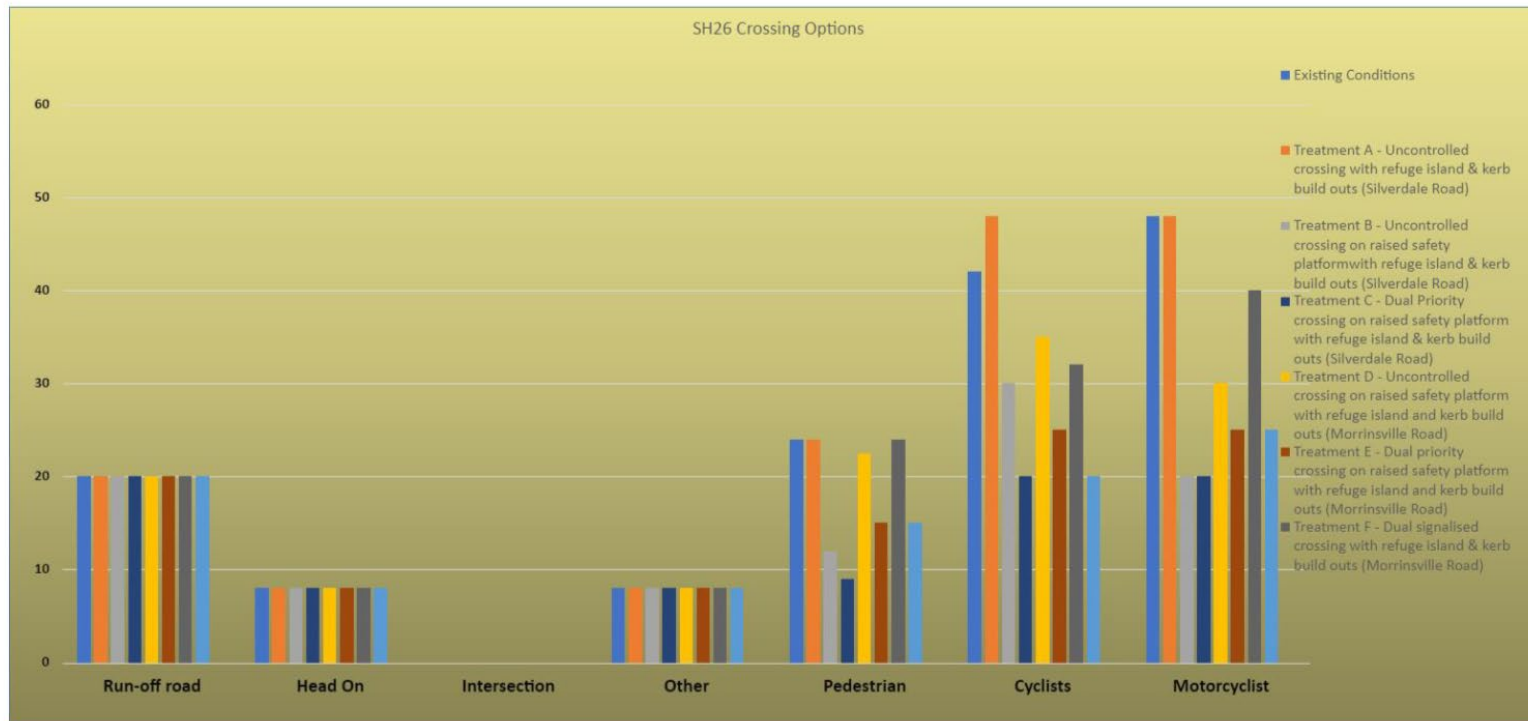
Discarded Option: Dual signalised crossing on raised safety platform with refuge island & kerb build outs (all crossings)

If a raised safety platform is required to manage westbound or southbound traffic speeds entering the roundabout, it will result in two raised safety platforms approximately 20 m apart. This will be confusing and uncomfortable for road users. If this situation arises during the design process, staff would come back to councillors to review the decision, which would result in project delay and, potentially expensive, re-work in the design. Due to this risk, this option has been discarded.

Discarded Option: Uncontrolled crossing with refuge island and kerb buildout (Silverdale Road). Estimated Cost: 800k

This option provides a very small improvement to the safe systems score and has been discarded for this reason.

SAFE SYSTEMS ASSESSMENT INFORMATION



Council Report

Item 8

Committee: Infrastructure and Transport Committee
Date: 26 September 2024

Author: Chris Allen
Authoriser: Andrew Parsons

Position: Executive Director Commercial & Advisory
Position: General Manager Infrastructure and Assets

Report Name: NZ Transport Agency Funding approvals for 2024-27

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

1. To inform the Infrastructure and Transport Committee on the impacts of the recent announcements by NZ Transport Agency on funding approvals via the National Land Transport Programme 2024-27.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure and Transport Committee:
 - a) receives the report; and
 - 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;

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

Executive Summary - *Whakaraapopototanga matua*

3. The NZ Transport Agency (the Agency) advised Council of its funding decisions for co-investment (subsidy) from the National Land Transport Programme 2024-27 on 3 September 2024 (**Attachment 1**).
4. In preparing and finalising its 2024-34 Long Term Plan (LTP), Council made assumptions about how much subsidy it could expect for a range of activities and programmes. The funding decisions by the Agency have not delivered to the expectations of the LTP.
5. At a summary level the funding decisions apply to the following programmes:
 - i. committed carry over projects
 - ii. approved programmes
 - a. maintenance, operations and renewals
 - b. walking and cycling improvements
 - c. public transport improvements
 - d. investment management
 - e. local roads improvements
 - iii. probable programmes
 - a. local roads improvements
 - b. investment management
 - iv. further opportunities
6. The following summaries are funding decision totals for the 3 year period 2024-2027. The year by year breakdowns are included later in the main report.

7. Committed carry over projects are those projects which have already been approved for subsidy via the 2021-24 LTP and the National Land Transport Programme 2024-27 (NLTP 2024-27) and are carrying on into the 2024/27 period. The detail of these projects is included later in the main report with the total subsidy for the 3 year period being \$25.5m. These funding decisions will need to be aligned with Councils deferrals and timing expectations.
8. Approved Programmes- 3 year Summary (detail in main report)

Table 1

Programme	Subsidy assumed in LTP	Subsidy approved	Subsidy Shortfall
Maintenance, Operations and Renewals	\$76,358,409	\$63,680,130	\$12,678,279
Walking and Cycling improvements	\$25,077,581	\$0	\$25,077,581
Public transport improvements	\$7,934,889	\$0	\$7,934,889
Investment Management	\$1,979,000	\$0	\$1,979,000
Local Roads improvements	\$10,858,269	\$2,103,800	\$8,754,469
Total	\$122,208,148	\$65,783,930	\$56,424,218

9. Probable Programmes- 3 year Summary (detail in main report)

Table 2

Programme	Subsidy assumed in LTP	Subsidy approved	Subsidy Probable
Ruakura Eastern Transport Corridor	\$0	\$1,020,200	\$1,020,200
Southern Links Designation Provisions	\$0	\$2,292,100	\$2,292,100
Hamilton Transport Model	\$0	\$321,300	\$321,300
Total	\$0	\$3,312,300	\$3,633,600

10. An *opportunity* exists for accessing additional Agency funding into the new Low-Cost Low-Risk \$100m national fund for individual projects under \$2m that deliver on economic growth and productivity, increased resilience and value for money outcomes. Maintaining local share funding to maximise potential future co-investment opportunities will be required.
11. In the assumptions section of the 2024-34 LTP it was noted that Agency subsidy had a high level of uncertainty and that any reduction in the expected level would have a negative impact on Councils ability to deliver its operational and capital programmes and its agreed levels of service. It was further noted that if there was a significant reduction then Council would need to reprioritise both its operational and capital programmes to ensure compliance with the Financial Strategy. This assumption was supported by Audit.
12. Staff will continue to work within transport operations, maintenance and renewals budgets modified by the reduced Agency subsidy during 2024/25 noting that the planned footpath renewals will be prioritised within the organisational Renewals and Compliance budget for 2024-27 modified by \$10.646m of reduced revenue from the Agency.
13. The Chief Executive has put a pause on all new transport Projects that are not supported by Agency subsidy until Council has had an opportunity to consider options and the impacts of the options on Councils financial strategy.
14. The Chief Executive will use discretion to complete any urgent safety or other work which relates to the local road improvement capital programme.

15. It is noted that the implications of the Agency funding decisions for 2024-27 may also mean that the assumptions for future years (4-10) of the LTP should be revisited and that this should be further considered as part of development of the 2025/26 Annual Plan and the proposed amendment to the Hamilton City 2024-34 Long Term Plan.
16. Staff consider the decisions in this report have low significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

17. The Government Policy Statement on land transport (GPS) sets out the Government's strategic direction for the land transport system and guides how the NZ Transport Agency Waka Kotahi (the Agency) invest the National Land Transport Fund (NLTF).
18. Activity classes are defined in the GPS and are used by the minister to provide direction to the Agency on funding allocations for types of investment. The activity classes are high-level groupings of activities each of which has a funding allocation range which the Agency must reflect in the development of the National Land Transport Programme (NLTP). The activity classes defined in the current GPS are:
 - i. **Local road operations** is for the purpose of investment in the ongoing maintenance and operation of the local road network. It includes activities managing demand and operating services to optimise utilisation across the network and will fund operational activities on the local road network and includes funding for emergency response and recovery eg roadmarking, signage, streetlighting and traffic signal operations.
 - ii. **Local road pothole prevention** is for the purpose of investment in pavement repairs, resealing, rehabilitating, and drainage maintenance on the local road network.
 - iii. **Safety** is for the purpose of investment in road policing and nationally consistent and coordinated road safety promotion including road safety education programmes such as walking school buses.
 - iv. **Walking and Cycling** is for the purposes of maintaining the existing walking and cycling network and investment in walking and cycling where there is either a clear benefit for increasing economic growth or clear benefit for improving safety and where there is an existing or reliably forecast demand for walking or cycling.
 - v. **Public transport services and Infrastructure** is for the purpose of investment in the management and operation of contracted public transport services and total mobility transport services and new infrastructure and the management, renewal and improvement of existing infrastructure that supports public transport services.
 - vi. **Local road improvements** is for the purpose of investment in new local roads and improving existing local roads, and end-of-life bridge and structures renewals.
 - vii. **Investment Management**: for the purpose of investment in the transport planning system, investment in strategic and operational research to support system planning and investment, and investment in the funding allocation system. This activity class provides investment for funding allocation management, including the development and administration of the NLTP, associated funding and procurement procedures, policies and guidelines, funding agreements with approved organisations, and assistance and advice to approved organisations, and Regional Land Transport Committees.
19. Due to the change in Government in late 2023, there were revisions undertaken between the initial draft GPS (2024) released by the previous Government and a revised draft GPS (2024) issued by the Coalition Government. The final [GPS 2024](#) was provided in June 2024, after Council had consulted on and deliberated its 2024-34 LTP at its 4 June 2024 meeting.

20. Every three years as Council develops its LTP, there is a parallel funding application process that is undertaken through the Agency to bid for co-investment from the NLTF with decisions on these applications eventually being included in the NLTP.
21. The National Land Transport Programme 2024-27 (NLTP 2024-27) is a three-year programme that sets out how the Agency, working with its partners, plans to invest the NLTF to create a safer, more accessible, better connected and more resilient land transport system that keeps New Zealand moving.
22. Activities in the NLTP 2024-27 must reflect the priorities in GPS 2024 and be funded from the appropriate Activity Class.
23. NLTP 2024-27 is also informed by Regional Land Transport Plans (RLTPs) developed by Regional Transport Committees and Auckland Transport. RLTPs set out each region's transport priorities and list the activities and projects councils have submitted as bids for NLTF funding.
24. All of the activity and project proposals that the Agency receive via the RLTP's are prioritised for funding on a national basis using the Investment Prioritisation Method (IPM), which was designed to help make investment decisions that support the aims of GPS 2024.
25. Funding assistance (co-investment/subsidy) for transport activities from NLTP 2024-27 is administered by the Agency. The level of assistance is known as the Funding Assistance Rate (FAR) and for Hamilton City it is 51% for eligible projects and activities.
26. Within each activity class the NLTP 2024-27 includes work categories to group similar activities. The work category definitions provide examples of qualifying activities as well as activities not eligible for funding through the NLTP 2024-27. Information on the activities classes and work categories can be found [here](#).
27. The Agency have specific requirements in place for how the funding can be used within the activity classes and work categories. The requirements in many of the activity classes and work categories have been changed from previous funding rounds to reflect the changes to funding allocation as set out in GPS 2024.
28. Council received a letter from the Agency on 3 September 2024 advising it of all of the funding decisions made relevant to Council (Attachment 1). All other councils would have received a similar letter on or about the same date.
29. The funding decisions for Waikato Regional Council (WRC) who operate public transport services in the city and wider region also affect Council. Integration and coordination is required between the operational services and any changes WRC has planned for operational efficiency or for new services alongside the provision of public transport infrastructure by Council.
30. In summary, the amount of approved funding allocated to Council out of the NLTP over the 3 year period 2024-27 for new activity is \$56.4m less than the funding expectations that were including in the 2024-27 LTP.
31. This funding result appears to be similar for other Councils around New Zealand, particularly Councils for major urban areas that have plans and strategies to invest in urban safety, public transport and walking and cycling.
32. The funding announcement included significantly reduced funding support to maintain and renew our footpaths which challenges one of the key considerations for Councils LTP which was to look after assets that we have.
33. We are fortunate that Council has chosen to manage its renewals and compliance programme across all of Councils activities over the full three year period and to also have the long term Connect Hamilton transport contract with Downer Construction for the maintenance and renewal activities on the transport network. This is set up as a collaborative corridor

agreement that allows for the flexibility to respond to and reflect the changing funding availability to gain optimal outcomes for the city.

Discussion - *Matapaki*

34. This report sets out the funding decision information for the following programmes:
- i. Maintenance, operations and renewals which includes funding from the following activity classes:
 - a. Local Road Operations
 - b. Local Road Pothole Prevention
 - c. Safety (promotion and education only)
 - d. Walking and Cycling (maintenance and renewals only)
 - e. Local Road improvements (for structures).
 - ii. Capital Projects and Programmes which includes funding from the following activity classes;
 - a. Walking and Cycling (improvements only)
 - b. Public Transport services and Infrastructure (improvements only)
 - c. Local Road Improvements
 - d. Investment Management

MAINTENANCE, OPERATIONS AND RENEWALS

35. The maintenance, operations and renewals work is referred to as the continuous programmes because they continue to be required continuously for the life of any asset and don't have a fixed start and end date like capital projects.
36. This report compares the subsidy we expected to receive in our LTP against the subsidy decisions that were made through the NLTP 2024-27. The following table sets out this comparison for the continuous programmes at an activity class level:

Table 3

Activity Class	Approved NLTP Supported Programmes 2024-27 (Gross)	Approved NZTA Subsidy (51%) 2024-27	NZTA Subsidy assumed in LTP 2024-27	Variance
Local Road Pothole Prevention	\$66,760,000	\$34,047,600	\$38,136,534	-\$4,088,934
Local Road Operations	\$51,104,000	\$26,063,040	\$23,697,091	\$2,365,949
Local Road Bridge & Structure Renewals	\$920,000	\$469,200	\$774,344	-\$305,144
Walking and Cycling	\$5,323,000	\$2,714,730	\$13,361,171	-\$10,646,441
Road Safety (education)	\$756,000	\$385,560	\$389,269	-\$3,709
Total (2024-27)	\$124,863,000	\$63,680,130	\$76,358,409	-\$12,678,279

37. The significant variance is in walking and cycling which is discussed further below.
38. If walking and cycling is excluded from the above table the variance across the other activity classes is approximately \$2.0m across 3 years or \$677,000 per year.
39. Staff will look to work within these available budgets for 2024/25 and any ongoing implications can be a matter for the 2025/26 Annual Plan and/or LTP Amendment, with the exception of Walking and Cycling which is discussed below.

Walking and Cycling Continuous Activity

40. Within our maintenance, operations and renewal programme, the walking and cycling (continuous) activity class has been funded at a level significantly lower than expected, resulting in a subsidy shortfall from our LTP expectations of \$10.646m over three years which is \$3.549m per year, assuming a linear spread.
41. The walking and cycling (continuous) activity class can be further broken down in terms of work categories. The table below shows the gross budget that is included in our LTP against each of the work categories and against the programme size that would be supported with 51% subsidy.

Table 4

LTP (work categories)	2024/25	2025/26	2026/27	LTP total	Supported Programme
Off Road Cycle Lane Maintenance	\$144,810	\$149,878	\$155,124	\$449,812	\$203,000
Footpath Drainage Maintenance	\$0	\$0	\$0	\$0	\$0
Footpath Maintenance	\$1,770,442	\$1,832,407	\$1,896,542	\$5,499,391	\$2,240,000
Cycle Path Renewal	\$0	\$0	\$0	\$0	\$0
Footpath renewals	\$7,610,956	\$7,025,228	\$8,693,247	\$23,329,431	\$2,880,000
Total adopted LTP	\$9,526,208	\$9,007,513	\$10,744,913	\$29,278,634	\$5,323,000

42. GPS 2024 has significantly decreased the amount of funding allocated nationally to the walking and cycling activity class. Further, staff understand that the available funding has then been largely consumed by capital improvement commitments from the previous LTP period elsewhere in the country which are also required to be funded out of this activity class. This has consequently resulted in low levels of funding being available for allocation to maintenance and renewal activities and all council will have received a significantly reduced amount of subsidy from their requests. This also means that there is no funding left in this activity class for capital improvements which will be discussed in the next section of the report.
43. As a comparison, the following table sets out the supported programme that we delivered for these activities during the 2021-24 Long Term Plan period:

Table 5

	21-24 delivered programme	24-27 LTP programme	24-27 NLTP approved	Variance from 2021-24	Variance from 2024-27 LTP
Cycle path maintenance	\$568,843	\$449,812	\$203,000	-64%	-55%
Footpath maintenance	\$4,777,255	\$5,499,391	\$2,240,000	-53%	-59%
Cycle path renewal	\$0	\$0	\$0	-	-
Footpath renewal	\$13,554,980	\$23,329,431	\$2,880,000	-79%	-88%
Totals	\$18,901,078	\$29,278,635	\$5,323,000	-72%	-82%

44. Staff propose that all of the walking and cycling activity subsidy from the Agency be applied to the footpath and cycling maintenance activity and not renewals of footpath. This will support 90% of the proposed maintenance activity and staff will be able to advise Council of any impact of this reduced maintenance as part of the proposed 2025/26 Annual Plan.

45. Transfer of subsidy to maintenance will then mean that there is no supported subsidy for any footpath renewals and these will need to be carried out as unsubsidised work within the Councils renewals and compliance programme. Information has been attached to this report that supports continuing with the footpath renewals as planned in the LTP (Attachment 2).
46. As part of the LTP decisions Council approved for staff to manage renewals and compliance across all activities and across all 3 years of the LTP as one programme as it did in the previous 3 year period.
47. The 3 year Renewals and Compliance Organisational Programme is \$394.3m. The real effect of not receiving \$10.6m of footpath revenue over 3 years is to decrease our purchasing power of our 3 year organisational programme from \$394.3m to \$383.7m, or a reduction of 2.7%.
48. Staff propose that for the current year 2024/25, the Renewals and Compliance organisational programme be reduced by \$3.549m meaning a reduction from \$112.7m to \$109.1m, or a reduction of 3.1%. If this reduced budget is worked to then this will mean that there is no change to Councils financial strategy related to the transport maintenance, operations and renewals reduction in Agency revenue. Council will be asked to agree to this approach for 2024/25 at the 15 October 2024 Finance and Monitoring Committee.
49. Staff further propose that the reduction in transport operations, maintenance and renewals funding, in particular the walking and cycling continuous funding for the remaining years of the LTP (from 2025/26 onwards) be considered as part of the 2025/26 Annual Plan or the LTP amendment if appropriate.
50. Looking ahead to the 2027-37 NLTP staff expect that the level of Agency funding into maintenance and renewal activities for Walking and Cycling may return to a higher level. Ahead of any LTP Amendment staff will be seeking information from the Agency to support this view.

CAPITAL PROJECTS AND PROGRAMMES

51. The Agency have categorised funding status for the Hamilton City programmes/projects in three ways:
 - Funding Approved (in full or in part)**
 - Probable** – new activities that are expected to proceed during this NLTP period (including funding provision in the NLTP)
 - Not Funded**
52. This section includes a discussion on the NZTA funding categories and the HCC projects and/or programmes for which NZTA funding assistance was approved or probable:
 - i. **Committed Carry Over Projects**
 - ii. **Walking and Cycling improvements programme**
 - Walking – Low Cost Low Risk Programme
 - The Biking and Micromobility Strategic Routes Programme
 - Eastern Pathways School Link project
 - iii. **Public Transport improvements programme**
 - Public Transport Low Cost Low Risk programme
 - Public Transport High Frequency Routes Programme
 - iv. **Local Road Improvements programme**
 - Safety Upgrades
 - Local Roads Low Cost Low Risk programme
 - Ruakura Eastern Transport Corridor
 - Southern Links Designation Provisions Project

v. Investment Management programme

- Hamilton Traffic Model
- Bus Rapid Transit Business Case

Committed Carry Over Projects

53. The following sets out the committed carryover projects which have approved funding in the NLTP. This table schedules the subsidy approved only (not gross costs) noting that this is subsidy that is expected and included in Councils LTP.

Table 6

Project	2024/25	2025/26	2026/27	Total Subsidy
Biking and Micromobility	235,400	0	0	235,400
Easter Pathways CBD to Uni Link	140,000	0	0	140,000
Eastern Pathways School Link	76,400	0	0	76,400
Southern Links - Pre-imp	152,000	155,700	159,800	
Southern Links - Property	356,100	0	0	356,100
Borman Road	1,783,000	0	0	1,783,000
Hamilton Transport Model	169,700	0	0	169,700
CERF (external funded)	2,811,800	0	0	2,811,800
HIF- Peacocke (debt funded)	19,434,300	42,900	0	19,477,200
Total	25,158,700	198,600	159,800	25,517,100

54. The funding shown for committed carry over projects in the table above needs to be aligned with Councils deferrals from 2023/24 into 2024/25 which will be confirmed at the 15 October 2024 Finance and Monitoring Committee.

Walking and Cycling Improvements Programme

55. **Walking Low Cost Low Risk programme** was proposed for delivery of activities including new footpaths, pedestrian facility upgrades, accessibility improvement and mobility carpark improvements. Further information is available in Attachment 3.
56. **The Biking and Micromobility Strategic Routes Programme** was for the delivery of strategic biking and micromobility projects to improve safety and provide connected cycle facilities on strategic biking routes as determined in the Biking and Micromobility Business Case.
57. A Business case for the project was approved by Hamilton City Council at the [27 April 2021](#) Infrastructure Operations Committee meeting and subsequently endorsed by the NZTA Board. Pre-implementation funding from NZTA was made available in the 2021-24 period for completion of concept designs and early engagement with key stakeholders including schools. As a result, there was high expectation of funding assistance being made available from NZTA in the 2024-27 period.
58. The **Eastern Pathways School Link project** is identified as a strategy biking and micromobility route running along Peachgrove Road and Hukanui Road between Clyde Street and Wairere Drive. The project aimed to improve facilities for active modes (walking, cycling and scooting) as well as public transport and provide safety improvements along with corridor and at intersections.

59. A Business case for the project was approved by Hamilton City Council at the [27 April 2021](#) Infrastructure Operations Committee meeting and subsequently endorsed by the NZTA Board. Pre-implementation funding from NZTA was made available in the 2021-24 period for completion of concept designs and early engagement with key stakeholders including schools. Funding for Implementation was also indicated as Probable by NZTA during this period.
60. As a result, there was an expectation of funding assistance being made available from NZTA in the 2024-27 period for implementation of the sections of Te Aroha Street and Ruakura Road between Grey Street and Wairere Drive. Notwithstanding this expectation, the risk of not receiving subsidy for any walking any cycling, this project in particular, was noted by Council when deliberating on its LTP.
61. The following table sets out the funding assumptions included in the LTP for the Walking and Cycling Capital Improvements programme against the subsidy that has now been confirmed by the Agency.

Table 7

Walking and Cycling Capital Improvements Programme	2024/25 \$	2025/26 \$	2026/27 \$	Total \$ 2024-27	Years 4-10 \$
Low Cost Low Risk Walking	2,100,000	2,184,000	2,226,992	6,510,992	18,499,871
Biking and Micromobility	4,200,000	4,368,000	4,533,984	13,101,984	36,999,742
Eastern Pathways Schools Link	11,550,000	15,288,361	2,720,390	29,558,751	0
Total (Gross)	17,850,000	21,480,361	9,481,366	49,171,727	55,499,613
Subsidy Assumed	9,103,500	11,138,584	4,835,497	25,077,581	28,304,803
Subsidy confirmed	0	0	0	0	To be determined in 2027-30 NLTP

62. The total amount spent on walking and cycling capital programme over the last 3 year period (2021-24) was \$16.7m (gross- excluding CERF) and was mainly on low cost low risk investments. Part of the expenditure was completing the business cases for School Link and Biking and Micromobility which are the 2 projects which make up the increased funding for 2024-27.

Public Transport Improvements Programme

63. The work that was proposed by HCC for delivery in the **Public Transport Low Cost Low Risk programme** included bus stop infrastructure, bus shelters and infrastructure improvements on high frequency bus routes. Further information is available in Attachment 3.
64. Studies on the Comet and Meteor High Frequency Bus Routes and the development of an infrastructure improvement programme were completed and agreed with Waikato Regional Council and reported to the [7 December 2021](#) Infrastructure Operations Committee meeting.
65. The following table sets out the funding assumptions included in the LTP and the funding which has now been confirmed by the Agency.

Table 8

Public Transport Improvements Programme	2024/25 \$	2025/26 \$	2026/27 \$	Total \$ 2024-27	Years 4-10 \$
Low Cost Low Risk Public Transport Infrastructure	787,500	819,000	850,122	2,456,622	6,937,455
Low Cost Low Risk Public Transport High Frequency Routes	4,200,000	4,368,000	4,533,984	13,101,984	36,999,742
Total (Gross)	4,987,500	5,187,000	5,384,106	15,558,606	41,937,194
Subsidy Assumed	2,543,625	2,645,370	2,745,894	7,934,889	22,407,969
Subsidy confirmed	0	0	0	0	To be determined in 2027-30 NLTP

66. The total amount spent on public transport investment over the last 3 year period (2021-24) was \$2.5m (gross- excluding CERF) and was mainly on low cost low risk Public Transport Infrastructure.
67. Proposed investment aligned with the Waikato Regional Council intent to increase frequency of the Comet and Meteor bus routes and accounts for the primary increase in funding for 2024-27.

Local Roads Improvements Programme

68. The work that was proposed by HCC for delivery in the **Road to Zero** (now included in the Local Roads Improvement Activity) **and Local Roads Low Cost Low Risk programme** included safety improvements, speed management, advanced traffic management initiatives, guardrail installation, stormwater management, bridge, kerb and channel and streetlighting improvements along with minor roadmarking changes associated with resealing projects.
69. The following table sets out the funding assumptions included in the LTP for the Local Roads Programme and the funding which has now been confirmed by NZTA.

Table 9- Approved

Local Road Improvements Programme	2024/25 \$	2025/26 \$	2026/27 \$	Total \$ 2024-27	Years 4-10 \$
Safety Upgrades	5,250,000	5,460,000	5,667,480	16,377,480	46,249,677
Low Cost Low Risk Local Road Improvements	1,575,000	1,638,000	1,700,244	4,913,244	13,874,903
Total (Gross)	6,825,000	7,098,000	7,367,724	21,290,724	60,124,580
Subsidy Assumed	3,480,750	3,619,980	3,757,539	10,858,269	30,663,536
Subsidy confirmed	918,000	1,083,980	102,000	2,103,800	To be determined in 2027-30 NLTP

70. The total amount spent on local road improvements over the last 3 year period (2021-24) was \$26.6m (gross- excluding CERF) and was mainly on low cost low risk safety improvements.
71. Staff will work with the Agency to understand the conditions of this approved Low Cost Low Risk Local Roads improvements funding and will present a report to the 28 November 2024 Infrastructure and Transport Committee for macroscope approval of projects that are proposed for completion with this funding. Elected Member briefings will be provided in the lead up to this committee report in accordance with the Transport Projects Decision Making Framework.

72. In addition to these programmes Council got the following “probable” funding decisions.

Table 10- Probable

Local Roads Programme	2024/25 \$	2025/26 \$	2026/27 \$	Total \$ 2024-27	Years 4-10 \$
Ruakura Eastern Transport Corridor Design	2,100,420	0	0	2,100,420	0
Southern Links Designation Provisions	1,008,000	680,316	558,814	2,327,130	\$8,574,013
Total (Gross)	10,013,420	7,778,316	3,926,058	25,717,794	68,698,593
Subsidy Assumed	0	0	0	0	0
Probable Subsidy	2,048.4	693.9	570.0	3,312.3	To be determined in 2027-30 NLTP

73. **The Eastern Transport Corridor project** is the arterial transport connection from the intersection with Ruakura/Silverdale Road up to and including the Fifth Avenue extension from Wairere Drive.

74. The **Southern Links Designation Provisions Programme** is continuing investment for community and landowner liaison, environmental management and monitoring including gully restoration, all requirements as conditions of the designation.

75. While staff had initially assumed in the LTP that no Agency funding would be made available to support this work which falls within the 2024-27 NLTP, with the changing direction being indicated in the draft GPS and in particular Government declaring Southern Links as a road of national significance, staff included a request via the NLTP.

76. ***Future Opportunity for additional LCLR Funding***

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

78. The new fund will have projects assessed by the Agency but the application process is unclear at the time of writing this report. Staff believe that there are projects that would be suitable for putting forward for consideration to this fund eg Seismic strengthening for Claudelands Bridge. Local share funding will be required to access this funding.

Investment Management

79. The **Hamilton Traffic Model funding** is for the development of a traffic model for Hamilton City which is supported by the Waikato Regional Transport Model. The model is jointly funded between Hamilton City, the Agency and Waikato Regional Council. Hamilton City is the lead funder and project owner.

80. The NLTP has also confirmed a “Probable” funding for the Hamilton Transport model of \$321,300 subsidy in 2024/25. Staff think this is a double up with the approved carry over funding for the transport model and are seeking clarification from the Agency.

81. The **Bus Rapid Transit Business Case funding** is for the continuation of business case investigations (both Indicative and detailed designs) into core bus rapid transit corridors. This project was to be jointly funded between Hamilton City Council (20%), Waikato Regional Council and the Agency.

82. The following table sets out the funding assumptions included in the LTP and the funding which has now been confirmed by the Agency.

Table 11

Public Transport Improvements Programme	2024/25 \$	2025/26 \$	2026/27 \$	Total \$ 2024-27	Years 4-10 \$
Bus Rapid Transit (BRT)	1,189,125	1,236,690	1,454,842	3,880,657	6,332,180
Total (Gross)	1,189,755	1,236,690	1,454,842	3,880,657	6,332,180
Revenue Assumed (from NZTA)	606,000	631,000	742,000	*1,979,000	*3,229,412
Subsidy confirmed	0	0	0	0	To be determined in 2027-30 NLTP

* additional revenue also assumed from Waikato Regional Council (\$1,009,300 over 3 years)

83. The Bus Rapid Transit (BRT) project assumed a 51% subsidy from the Agency with the balance being shared with Waikato Regional Council (HCC contribution being \$233.2k in year 1 and a total of \$892.7k across the 3 years). With the Agency confirming zero NLTP subsidy, staff are in discussions with Waikato Regional Council in order to make a recommendation to Council.

Financial Considerations - *Whaiwhakaaro Puutea*

84. The financial implications of the NLTP funding decisions will be reported to the 15 October 2024 Finance and Monitoring Committee.
85. Staff are limiting maintenance activity on the city footpaths and cycleways for the current year 2024/25 in order to not exceed the maintenance programme that can be supported by the full walking and cycling activity class NLTP funding decision.
86. Staff are also preparing to implement the footpath renewal programme planned for 2024/25 subject to complete this programme and all of the other renewals and compliance work across Council within the 3 year Renewals and Compliance programme reduced by an amount equal to the reduced revenue. This approach will be confirmed at the 15 October 2024 Finance and Monitoring Committee.
87. The full implications of receiving less footpath renewal subsidy beyond the current year can be considered as part of the 2025/26 Annual Plan or the LTP amendment if appropriate.
88. In advance of the Finance and Monitoring Committee meeting staff are not progressing any of the transport programmes except those supported by carryover funding including approved revenue from 2023/34 or funding approved as part of the 2024-27 NLTP funding decisions.
89. Staff are preparing options for Council to consider for the improvement programmes not supported by funding including continuing the full programmes as unsubsidised programmes, reducing the programmes to essential projects only or not proceeding with the programmes. These options will be support by financial strategy modelling information.

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

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

Climate Change Impact Statement

91. Staff have assessed this option against the Climate Change Policy for both emissions and climate change adaptation and determined that no adaptation or emissions assessment is required.
92. The Coalition Government have recently consulted on changes to the Emissions Reduction Plan (ERP2) for the period of 2026-2030 – with submissions due by 25 August 2024. Hamilton City Council’s submission on the draft ERP2 can be found [here](#).
93. As an urban council our emissions profile looks quite different to that of the country. In Hamilton Kirikiriroa transport makes up 64% of our emissions profile, therefore the key areas for emissions reduction for our community are around how we grow, how we move around the city and also the affordability of the transition.
94. Providing transport options such as walking, cycling and public transport have been key to the strategy for Hamilton City to reduce its emissions and impact on Climate Change.
95. The significant reduction in Agency co-investment in these areas because of the new focus of the GPS will limit our ability to provide credible and safe alternative options to travel by vehicle over the next three years.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

96. 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’).
97. 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.
98. The recommendations set out in this report are consistent with that purpose.

Social

99. Social wellbeing is defined as the capacity of individuals, their families, whaanau, iwi, hapuu and a range of communities to set goals and achieve them.
100. The activities and projects completed within the transport programme are critical to ensuring that the community is able to safely move around the city to social, education and health facilities.

Economic

101. Economic wellbeing is defined as the capacity of the economy to generate employment and wealth necessary for present and future financial security.
102. The activities and projects completed within the transport programme create jobs and ensure that the community can safely and efficiently access employment and housing via various travel modes.

Environmental

103. Environmental wellbeing is defined as the capacity of the natural environment to support, in a sustainable way, the activities that constitute community life.
104. The activities and projects completed within the transport programme provide travel options and stormwater management which reduce communities negative impact on the environment.

Cultural

- 105. Cultural wellbeing is defined as the capacity of communities to retain, interpret and express their shared beliefs, values, customs, behaviours, and identities.
- 106. Consultation with Maaori will be undertaken in the development and delivery of the transport projects as they are progressed.

Risks – Tuuraru

107. Based on the proposed funding levels the following risks have been identified:

Maintenance, Operations and Renewals Programme Risks
Without taking an organisational view, the level of works able to be completed via the subsidised footpath maintenance and renewal programme will be insufficient to address the faults on the network that have been identified as being Level 4 and Level 5 faults and this is likely to see an increase in customer complaints and trips/falls. This will also mean that we are unlikely to achieve the KPI targets set out in the 2024-27 LTP
The funding available in the pavement maintenance funding category is insufficient to address the existing faults on the network and ensure appropriate level of repairs prior to the completion of the reseal programme. This will mean that either reseals are not completed or if they are, the reseals will not last and pavement failures will continue to occur in the form of potholes.
Capital Works Programme Risks:
The ‘probable’ projects will require additional work to be completed to meet the Agency funding requirements and to unlock the funding.
The draft Speed Limits Rule 2024 indicated that speed limits around schools would have to be limited to 300m outside school gates and be variable speed limits. There is no funding available to complete any changes if the low cost low risk programmes are not progressed with some unsubsidised funding.
Safety issues continue to be identified by members of the public and staff in response to near misses and crashes. There is no funding available to complete any work such as minor signage or road marking if the low cost low risk programmes are not progressed with some unsubsidised funding.
The Waikato Regional Council are planning changes to the Public Transport routes throughout the city within this LTP period enable their operations to meet the Government Expectations of increased patronage and farebox recovery. Hamilton City is responsible for the infrastructure changes associated with these route changes eg bus stop signage, concrete pads and bus shelters. There is no funding available to complete if the low cost low risk programmes are not progressed with some unsubsidised funding.

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 recommendation in this report have a medium level of significance.
- 109. Community views and preferences are already known to the Council through the consultation and engagement completed in the development of the 2024-34 Long Term Plan.

110. Given the medium level of significance determined, the engagement level is medium. No additional engagement is required for decisions relating to the 2024/25 Financial year. It is expected that changes to 2025/26 and subsequent years will be incorporated into Annual Plan and LTP amendments and reviews and public consultation will be completed as part of those processes.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Funding approval letter from NZTA

Attachment 2 - Supporting information for Footpath Maintenance and Renewals Programme

Attachment 3 - Workstreams proposed for delivery via the Low Cost Low Risk Programme 24-27

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', written in a cursive style.

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.

Attachment 1

Item 8

Attachment 2

Supporting Technical Information for Footpath Maintenance and Renewal Programme

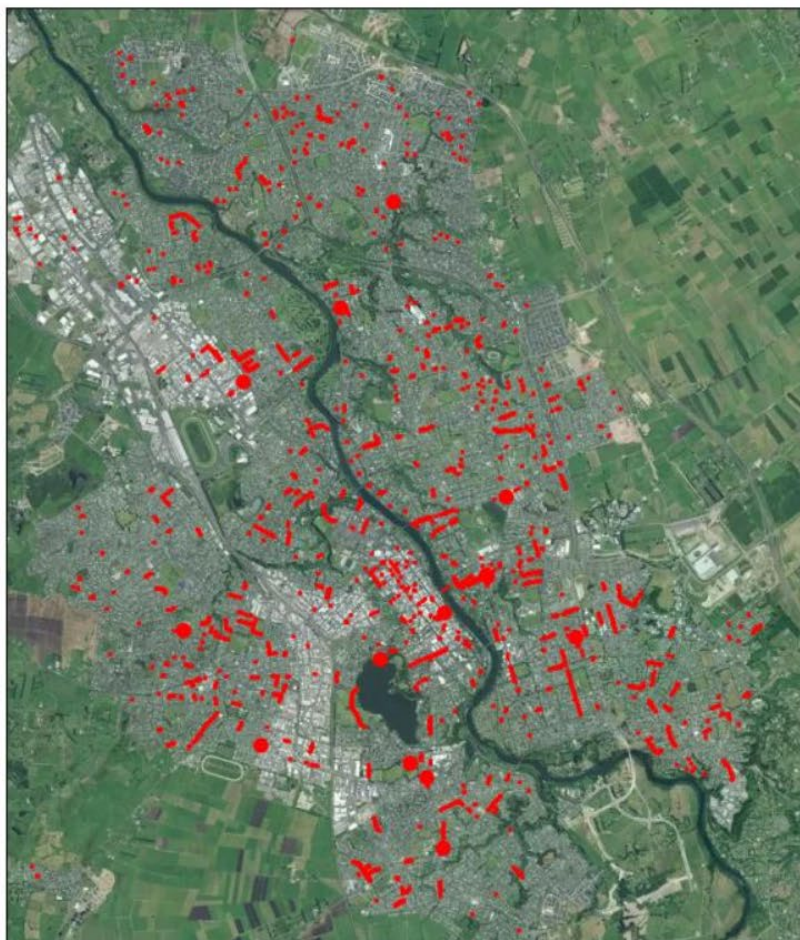
- Condition assessments were completed on all footpaths a few years ago (Scooter Man) and the Network Inspectors in Connect Hamilton have continued to review and update the asset database as work is completed, requests are received by customers and faults are identified as part of the ongoing inspections of the network. Currently the footpath network has the following ratings:

Footpath Condition Rating	Length of footpath network (metres)
Excellent	194,469
Good	477,276
Average	373,443
Poor	67,488
Very poor	7,410
Grand Total	1,120,086

- The rating of a footpaths' condition is based on an assessment of the types of faults and then the number of faults per 100m. The following table is an example of the assessment criteria used for Footpath General Damage.

Defect	Footpaths – General Damage				
Definition	Footpaths are made up of asphalt, concrete, and cobbles within Hamilton. General damage is any damage that affects the footpath pavements integrity and allows water to enter the pavement.				
Example Defects	[Age] cracking, delamination of slurry surface, potholes, vehicle damage, trenches, and tree roots.				
Condition	Acceptable	P2 - Acceptable - Monitor	P3 - Defect - Medium	P4 – Poor - Intervention	P5 -Very Poor - Safety
Example Photos					
Previous LoS	No action required	No action required	Monitor	Put onto renewals programme or isolated patch	Digout replace pavement and AC
New LoS	No action required	No action required	Monitor	Put onto renewals programme or isolated patch	Digout replace pavement and AC
Defect Description	No evident damage or defects	Minor defects	Cracks but no deformation / holes or tripping hazards	Cracks open to basecourse – grass growing	Multiple cracks and patched over larger areas
Typical Treatment	None	Monitor	Possible slurry or overlay	Put onto renewals program or repair isolated patches	Dig out replace pavement and AC

- The following map illustrates the locations of the P4 and P5 faults currently in place on the footpath network across the city:



P4 and P5 faults on footpaths throughout Hamilton City

4. The Transport Activity Management Plan (AMP) identified the need for 62.992km works for the next three years for footpath renewal. This was to build upon the 33.134km of footpath renewals completed over the 3 years. The revised funding (subsidised only) would result in the programme being reduced to 11.387km over the next 3 years.
5. The Level of Service impacts as a result of lower levels of funding have been assessed as follows:
 - **Off-Road Cycle Lane Maintenance.** The cycle lanes would only be able to be maintained on a reactive and crucial/safety related maintenance basis. Currently the Western Rail Trail is inspected, vegetation trimmed and bins checked daily (and emptied if they are ½ full or more) and would also not be able to be continued at current standard moving forward.
 - **Footpath Maintenance.** The reduction in funding will result in the ability to only responding to safety related faults on a reactive programme. Increase in customer requests are expected due to faults not being repaired in a timely resulting greater accelerated deterioration of the surrounding footpath. A bow wave of future maintenance and renewals is predicted due to not having a proactive maintenance strategy and inevitably safety related faults will increase exponentially.

The KPI in the LTP for this activity is ‘the percentage of qualifying footpaths within Hamilton that meet the level of service standard of less than 5 faults per 100m section’. While the target for this had been increasing from 78% to 97% in the 2021-24 LTP, a lowered level of service was signalled in the 2024-27 LTP to drop to ‘at least 80%’ in 2025/26.

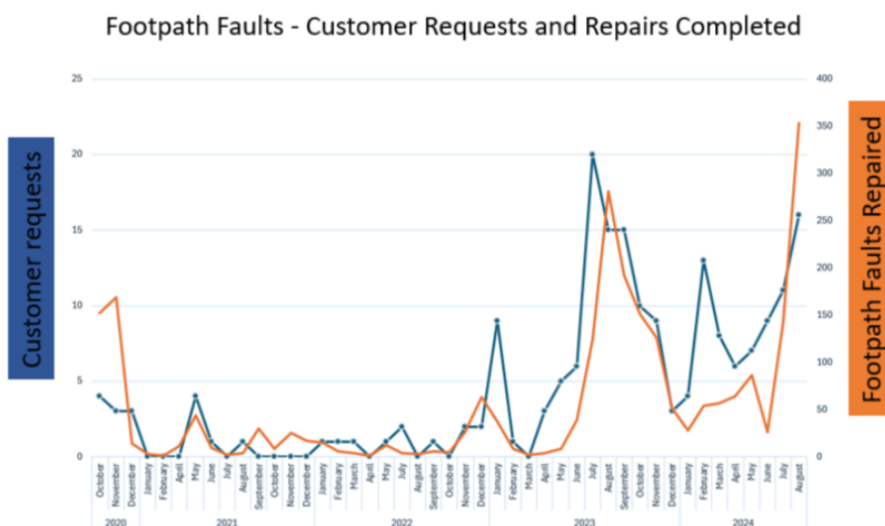
Given the severity of the funding cuts for this activity, it is not likely that even this lower level will be able to be achieved.

- **Footpath renewal** - The need for an increase in maintenance of deteriorating sections of the asset. These faults however would only be fixed where they become a safety issue due to the limited maintenance budget. The programmed renewals able to be delivered would reduce significantly resulting in a bow wave of future works.
6. The following table shows the customer requests that have been received by the Connect Hamilton in relation to maintenance and renewal activities on the network for the last two financial years – the requests relating to footpaths and cycleways are highlighted and make up approximately 10% of the requests received.

Activity for which a customer request has been received (2022/23 & 2023/24)	# of requests received
Request for Landscaping / Clearing Overgrown Vegetation in Road Reserve	2115
Request to Repair or Replace Sign (Transport)	1548
* URGENT * Removal of Hazardous Substance/Object from Road Reserve	1435
Request for Road / Path Sweeping	1318
Request to Repair / Replace Street Light	1124
* URGENT * Report Potholes & Edge Failures in Road Reserve	1037
Request to Repair / Replace a Footpath or Shared Path	1017
* URGENT * Report Flooding in Road Reserve	801
Request to Clear / Unblock Catchpit	748
* URGENT * Report light(s) out or physical damage for Traffic Signals	720
* URGENT * Report Traffic Management/Worksite Issue	563
* URGENT * Report a trip hazard on a footpath or shared path	512
Request to Remove Loose Litter / Empty Public Bin from Road Reserve	484
Request to Repair Road Surface	425
Request to Repair Road or Path Markings (Faded/Missing)	375
Request to Repair / Replace Street Barrier	326
Request to reinstate Grass Verge / Berm	208
Request to Repair / Replace Street Furniture	201

Request to Repair / Replace Catchpit	187
Request to Repair / Replace Kerb & Channel	176
Request to Repair / Replace Bus Shelter	122
Report Vehicle Crossing Issues	83
* URGENT * Report Major Traffic Incident	65
Report Traffic Vibration Concerns	62
* URGENT * Report Bees/Wasps in Alleyway or Road Reserve	52
Report an Illegal Sign (Transport)	46
Request to Repair / Replace Parking Meter	10
Grand Total	15760

7. The following graph shows the strong relationship between the number of serious faults on the network and the customer requests that are received regarding footpath faults.



Attachment 3 Workstreams proposed for delivery via the Low Cost Low Risk Programmes

Walking Low Cost Low Risk programme

Walking	
New footpaths	to fill gaps in the footpath network
Pedestrian facility upgrades	installation of signals, raised safety platforms, refuge islands or splitter islands. Localised widening in association with footpath renewals.
Accessibility improvements	localised improvements including installation of cut downs, tactiles, adjusting footpath angles/slopes
Mobility Carpark improvements	Improvements to existing and creation of new mobility carparks including accessible ramps, roadmarking and signage

Public Transport Low Cost Low Risk programme

Low Cost Low Risk Public Transport Infrastructure	
Bus Stop Infrastructure	Accessible kerbs, hard stands and at bus stops
Bus Shelters	New bus shelters
Low Cost Low Risk Public Transport High Frequency Routes	
Infrastructure improvements on high frequency routes including Comet and Meteor	<ul style="list-style-type: none"> • Relocation of bus stops • Upgrade of existing bus stops • installation of improved pedestrian facilities for crossing the road, • minor intersection improvements to improve ability for buses to safely enter and exit intersection

Road to Zero (now included in the Local Roads Improvement Activity) and Local Roads Low Cost Low Risk programme

Low Cost Low Risk Safety	
Safety improvements	Safety improvement treatments determined on a case-by-case basis to address the safety issues
Speed Management	Implementation of 40km/h safer speed areas
	Infrastructure changes supporting 30km/h school speed limits
	30km/h speed limits and infrastructure in areas of high pedestrian and cycling activities at shops and Marae

Low Cost Low Risk Local Road Improvements	
Advance Traffic Management initiatives	Purchase of sensors, cameras etc to allow for ongoing data collection across the transport network
Guardrail installation	Installation of new guardrails at locations where high risk of serious injury if vehicle leaves road.
Stormwater Management	Installation of additional catchpits &/or kerb and channel to address localised flooding issues
Bridge improvements	Seismic strengthening for Claudelands Bridge
Kerb and Channel improvements	To allow changes to kerblines in conjunction with pavement renewals programme
Streetlighting improvements	Installation of additional streetlighting in locations where current lighting standards are not being met
Minor roadmarking changes	Changes to road-marking layouts at time of resealing the road to improve cycle safety

Council Report

Item 9

Committee: Infrastructure and Transport Committee
Date: 26 September 2024
Author: Maire Porter
Authoriser: Andrew Parsons
Position: Unit Director Three Waters
Position: General Manager
Infrastructure and Assets
Report Name: Regional Infrastructure Technical Specification (RITS) – Approval for Consultation

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

1. To inform the Infrastructure and Transport Committee on the Regional Infrastructure Technical Specifications (RITS) version 2 update process.
2. To seek approval from the Infrastructure and Transport Committee for Co-Lab to undertake targeted consultation on the proposed amendments to the RITS.

Staff Recommendation - *Tuutohu-aa-kaimahi*

3. 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 RITS document on behalf of Council.

Executive Summary - *Whakaraapopotanga matua*

4. The Regional Infrastructure Technical Specifications (RITS) is a document that sets out how to design and construct transportation, water supply, wastewater, and stormwater infrastructure.
5. It also details the expectations in undertaking earthworks and landscaping.
6. The document is the means of compliance under the district plan for infrastructure.
7. Since adoption in 2016, infrastructure expectations have changed, the development of RITS version 2 seeks to address those changes and include modifications to ensure the document is fit for purpose.
8. Staff recommend that the proposed RITS version 2 is approved for targeted public consultation, with the consultation process to be undertaken by Co-Lab.

9. Staff consider the matters in this report have medium significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

10. The Regional Infrastructure Technical Specification (RITS) is a document that sets out how to design and construct transportation, water supply, wastewater, stormwater, and landscaping infrastructure throughout the Waikato Region.
11. Prior to developing RITS, each Council had its own Infrastructure Technical Specifications, which resulted in different standards being applied across the region.
12. 2016 Co-Lab commenced managing the RITS document on behalf of Councils across the Waikato Region, with a clear purpose of providing a single regional guide and specifications for building public infrastructure.
13. The previous Hamilton City Infrastructure Technical Specifications were used as the basis for development of the RITS.
14. The RITS was adopted by the participating Councils in 2018 and are now used by the nine participating Councils across the region.
15. When Councils set up contracts for the construction of roads, water pipes and landscaping, they refer to specifications and standards that contractors are required to meet.
16. These are found in the RITS, and so contractors have certainty about what materials (e.g. pipe materials), that they can use, and what standards must be met.
17. Developers are required to provide infrastructure in subdivisions/developments and can use the RITS as a means of complying with the conditions set by Councils as part of the resource consenting process.
18. The RITS document aims to reduce cost and effort of developers and their consultants by providing a standardised approach to meeting resource consent conditions.
19. The first version of the RITS document has been widely used by engineering consultants, contractors and Council staff, however, is not a document that the general public routinely use.

Discussion - *Matapaki*

20. Over time aspects of the document have become outdated and corrections or clarifications identified. RITS version 2 seeks to address these aspects along with further recognition of Te Ture Whaimana o te Awa o Waikato and Te Mana o te Wai.
21. In January 2024, staff from participating Councils were asked to provide feedback on changes to be considered in the draft RITS version 2. Hamilton staff provided feedback which has been considered by Co-Lab in the draft RITS version 2.
22. The details of the proposed changes to the RITS are outlined in **Attachment 1**.
23. Co-Lab is proposing to initiate a targeted consultation process in October 2024 which will run for a period of 1 month.
24. Further details of the consultation process are outlined in **Attachment 1** and later in this report.
25. Submissions received from the consultation process will be reviewed and actioned by Co-Lab, and the draft RITS version 2 document will be updated as required. Council staff will be asked for assistance where additional input is needed.

26. If the recommendation for Co-Lab to undertake targeted consultation on RITS version 2 is not approved, then Hamilton would need to revert to a Hamilton Infrastructure Technical Specification, or negotiate with Co-Lab to retain access to the current approved RITS.
27. This could have significant financial impacts as investment would be needed to develop and manage alternative Infrastructure Technical Specification documents.
28. The continued use of RITS supports the implementation of a number of Council strategies including the Hamilton Urban Growth Strategy, Our Climate Future and Access Hamilton.
29. RITS are also referenced in the Operative District Plan and within the Water Supply Bylaw, Trade Waste and Wastewater Bylaw and the Stormwater Bylaw.

Financial Considerations - *Whaiwhakaaro Puutea*

30. The changes proposed in RITS version 2 are not expected to have any significant cost implications for users of the document.
31. Continuing to utilise RITS version 2 will continue to ensure reduced resource requirements by individual Councils to maintain a technical specification.
32. There are no financial implications of the staff recommendation. This is a budgeted activity that Co-Lab is funded to deliver as part of their arrangements with the participating Councils.

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

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

Climate Change Impact Statement

34. 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.
35. Formal adaption and emissions assessments have not been completed, however the changes proposed in RITS version 2 will help to address climate change resilience.
36. There will be emissions associated with any new infrastructure, these can be assessed and where possible minimised on a case-by-case basis.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

Social

40. Infrastructure is essential for the economic, social, cultural, spiritual, and environmental health and wellbeing of the community.
41. The RITS version 2 is an opportunity to ensure Council continues to support the social wellbeing of Hamiltonians by ensuring the safe and appropriate design and construction of transportation, water supply, wastewater, stormwater and landscaping infrastructure in the participating Councils' areas.

Economic

42. Consistency across the region in the utilisation of best practice RITS, drives efficiency for developers and stakeholders in relation to understanding compliance requirements, especially when they operate across Council boundaries. This approach reduces the effort both for developers and Council staff to confirm the details of development works.
43. Proposed changes in RITS version 2 seek to move the Acceptable Products list from the main document to an attachment. This will enable the acceptable products list to be updated more easily and regularly which can result in a wider range and any new supplier products to be considered as acceptable to use.

Environmental

44. The continued utilisation and revision of RITS ensures transportation, water supply, wastewater and stormwater infrastructure are built to appropriate specifications that increase our resilience to climate change impacts and minimise negative impact on the environmental.
45. The stormwater section of the proposed RITS version 2 has been reviewed and updated to require infrastructure design to include climate change assumptions in required calculations.

Cultural

46. Utilisation of RITS supports the construction of infrastructure that protects and restores the Waikato River and delivers on our obligations under Te Ture Whaimana o Te Awa o Waikato, the vision and strategy for the Waikato River. The changes proposed in RITS version 2, seek to provide further recognition of Te Ture Whaimana o te Awa o Waikato and Te Mana o te Wai.
47. Tai Tumu Tai Pari Tai Ao (Waikato Iwi Management Plan) seeks to ensure that infrastructure development, upgrade, and maintenance within the Waikato-Tainui Rohe occurs in partnership with Waikato-Tainui (Policy 26.3.1.1).
48. Waikato Tainui has been identified as a partner to undertake targeted consultation with on the proposed RITS version 2.

Risks - *Tuuraru*

49. The proposed RITS version 2 will ensure that Council minimises compliance and reputation risk by ensuring infrastructure is built to the appropriate specifications.
50. If the staff recommendation is not approved, it could result in multiple revisions of infrastructure technical specifications being utilised across the Waikato Region, which may cause confusion and inefficiency for developers and other users of the document.
51. Continued utilisation of RITS provides the greatest opportunity to influence the content of the specifications.
52. Should Council choose not to consult on and subsequently adopt the revised RITS version 2, there will be a diminished ability to negotiate changes to specifications at a later stage that could be adopted by a number of Councils across the region.
53. Without the RITS version 2, new infrastructure may not be built to appropriate specifications.
54. The wider benefits of consistency across the region reduces the effort and potential time delays for development practitioners to understand requirements when they operate across Council borders. This should reduce the effort both for practitioners and Council staff to negotiate the details of development works.

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 matter(s) in this report has/have a medium level of significance.
56. Co-Lab will lead the consultation process commencing in October 2024 and be open for submissions for a period of 1 month via the Co-Lab website. The submission process will be made available to the public.
57. Links to the Co-Lab website will be provided on each of the partner Council websites.
58. Targeted engagement will be undertaken with key stakeholders and organisations identified by Co-Lab. These stakeholders are outlined in **Attachment 1**.
59. Once the submissions have been considered and reviewed, the final draft RITS version 2 will be shared with participating Councils before finalisation.
60. The final version of the RITS is planned to be published by the end of this calendar year.
61. Given the medium level of significance determined, the engagement level is medium. Engagement is required.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Co-Lab - Regional Infrastructure Technical Specifications - RITS - Consultation version 2 - 2024

REPORT

To	Parvati Patel, Hamilton City Council
From	Richard Bax, Co-Lab Solutions
Date	29 August 2024
Title	Regional Infrastructure Technical Specifications v2 - Targeted Consultation

1. PURPOSE

This report is to seek agreement from council to the upcoming consultation on v2 of the Regional Infrastructure Technical Specifications (RITS) and the process and steps that will follow.

2. BACKGROUND

The RITS is the engineering specifications managed by Co-Lab Solutions on behalf of the councils in the Waikato. Nine of the councils currently use the RITS and two other councils are considering joining. It was developed in 2016/2017 and adopted in 2018 by the member councils and is based on the former Hamilton ITS. This is the first update since 2018, although a number of improvements have taken place in the meantime.

The RITS is widely used by engineering consultants, contractors and council staff, and gets the most views on the Co-Lab website. It is a *means of compliance* document for resource consent conditions issued by councils to developers and their agents. It is also used as the technical specification for some council contracts. It is not a document that the general public use or come across.

The RITS consists of 8 sections. General; Earthworks and Geotechnical requirements; Transportation; Stormwater; Wastewater; Water Supply; Landscape; and Acceptable Products. It sets out the infrastructure design and construction requirements and is about 400 pages long; has about 30 forms and 160 drawings. It lists out the most common standards, acts and other key legislation that must be considered when designing and building public infrastructure. The current 2018 version can be seen at <https://www.colabsolutions.govt.nz/shared-services/rits/>

3. INFORM

The key changes to the RITS are as follows;

1. Recognise that Rotorua Lakes Council is now included
2. Section 2, *Earthworks and Geotechnical Requirements*, was re-written to include geothermal and to then enable Rotorua Lakes Council to join
3. The introduction has additional background on the significance of the Waikato River and the importance of water
4. The RITS was completely retyped so that the wording, structure and style is now more consistent, as v1 had some sections written by different authors
5. *Must* is now used consistently rather than *shall*, *will*, *should* as well as *must*
6. The Acceptable Products list is no longer in the main document so it can be updated more easily and regularly
7. The drawings are no longer in the main document but are hyperlinked and this makes it easier to navigate to and from them. Higher quality drawings can be used now
8. The stormwater section related to climate change requirements has been updated
9. The use of NZ Vertical Datum 2016 has now been mandated by LINZ and replaces the 1953 Moturiki Datum
10. A number of minor errors and typos were addressed
11. Some enhanced wording for clarity and additional detail is provided
12. Updates to other document links, references to standards and other key documents
13. A number of sections were updated to reflect the latest engineering and landscaping thinking
14. The drawings were reviewed and updated along with cross references to other drawings

4. NEXT STEPS

Co-Lab is intending to undertake targeted consultation with the following partners and organisations;

1. Waikato Tainui
 2. Raukawa
 3. Te Nehenehenui
 4. Waikato Regional Council
 5. Bay of Plenty Regional Council
 6. Waka Kotahi - Waikato region
 7. Engineering NZ - Waikato branch
 8. Survey and Spatial NZ - Waikato branch
 9. Property Council - Waikato branch
 10. Civil Contractors NZ - Waikato branch
 11. Āpōpō (formerly the Institute of Public Works Engineers Australasia)
 12. Water NZ
-

The alerts on council websites and the Co-Lab website will help ensure that Waikato based engineering and landscape consultants are aware of the consultation underway.

The changes are unlikely to have any cost implications for developers and contractors as they are mainly minor in nature, but also they improve the readability and use of the RITS, so are positive.

The consultation period will start in October and run for a month. A submission form will be available to complete by those with comments. Anyone is able to make a submission although it is unlikely members of the public would be particularly interested in this technical document.

A Frequently Asked Questions (FAQ) page will be set up on the Co-Lab's RITS webpage.

The submissions will be reviewed and actioned by Co-Lab, and the draft RITS v2 then updated if required. Council staff will be asked for assistance where additional input is needed.

The updated draft will be shared with the member council's staff for final comment before being finalised. Any further feedback will be incorporated into RITS v2 and it will then be sent to each member council to be adopted.

It is intended to complete this process by late December but this will depend on the number and complexity of any submissions.



Richard Bax
RITS Co-ordinator

Council Report

Item 10

Committee: Infrastructure and Transport Committee
Date: 26 September 2024
Author: Trent Fowles
Authoriser: Andrew Parsons
Position: Resource Recovery Delivery Manager
Position: General Manager Infrastructure and Assets
Report Name: Illegal Dumping & Litter Improvement Options

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

1. To inform the Infrastructure and Transport Committee on requested high level funding options for:
 - i. Increased levels of service for litter collection in targeted locations to include bus stops.
 - ii. Shortened response times cleaning up reported illegal dumping and increase proactive monitoring for illegal dumping.
 - iii. Improved support for community led clean-up events.

Staff Recommendation - *Tuutohu-aa-kaimahi*

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

Executive Summary - *Whakaraapopotanga matua*

3. 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 action that could be considered to reduce litter and illegal dumping in the city.
- i. Following an Elected Member briefing on 28 August 2024, staff were asked to: *Investigate opportunities to use smart technology to support efficient litter collection.*
4. Multiple teams across Hamilton City Council (HCC) manage litter removal and illegal dumping, under their operational activity and have established budgets for the e activities. These include;
 - i. Resource Recovery Unit
 - ii. Transportation Unit (Connect Hamilton)
 - iii. Parks and Recreation Unit
 - iv. Three Waters (Watercourse Maintenance)
 5. An increase in levels of service for illegal dumping or litter collection are not budgeted in the 2024-2034 Long-Term Plan (LTP).
 6. Staff consider the matters has low significance and that the recommendations comply with the Council's legal requirements.

Background - Koorero whaimaarama

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.

7. Illegal dumping and litter collection is a regular activity funded through the 2024-2034 Long-Term Plan (LTP). There are no standardised measurements across Council for levels of service (LOS) for litter or illegal dumping collected, due to this being an activity managed by various business units throughout Council.
8. The following information outlines each of the LOS for illegal dumping and litter collection.

Illegal Dumping - Background

9. Where possible, staff will undertake investigations on illegal dumping. This is dependent on what is dumped and if there is any evidence that can be followed up to identify the offender. The investigations can include a site visit to identify issue, collect evidence, do vehicle registration checks, and contacting property owners or obtaining witness statements.
10. If sufficient evidence is found, under the [Litter Act 1979](#) (the Act) ,staff may issue a warning (requesting offender to remove the dumping) or issue an infringement notice between \$100 - \$400.
11. Once the investigation has completed, and no evidence is present to progress with an enforcement action, staff instruct contractors to remove and dispose of the dumping. The removal of illegal dumping is managed on behalf of Council by EnviroNZ through the provisions of the kerbside rubbish and recycling collection contract.
12. For the financial year 2023-2024, there were 117 Infringement notices issued for illegal dumping, for the current 2024-2025 financial year 21 infringement notices have been issued.

13. The revenue received from infringement notices in the 2023-2024 financial year was \$3,800. For the current 2024-2025 financial year, YTD \$2,200 has been received, noting unpaid infringement notices are now lodged with the Ministry of Justice for recovery.
14. Illegal dumping fines are set through the Act . The infringement schedule has not been adjusted since the Act was adopted. Under the previous Government, the Act was due to be reviewed, however, staff have not received any further advice on where this currently sits as a priority for the current Government.
15. The 2024-2025 budget for illegal dumping is \$300,000, this budget includes the costs of disposal, investigation, and legal costs.

Illegal Dumping – Levels of Service

Resource Recovery – EnviroNZ Contract	
Activity	Levels of Service
Illegal Dumping	Five business days for removal upon notification to contractor (EnviroNZ)
Offensive or Hazardous Illegal Dumping	Two hours for removal if notification to contractor is between Mon-Fri 7:00am-5:30pm
Illegal Dumping in a High Sensitivity Area	Within 24 hours if notification to contractor is between Mon-Fri 7:00am-5:30pm
General Sweep of Streets where multiple reports have been recorded.	Direction of HCC staff

Bus Stop and Street Litter Collection - Background

16. There are currently 572 litter bins within the Transport Corridor that HCC maintains, 87 of these are within bus stops.
17. There are a total of 350 bus shelters across Hamilton City with 287 of these owned and maintained by HCC. The remainder 63 shelters are owned and maintained by HCC's bus shelter advertising partner, Ooh Media! The litter collection service levels for the shelters includes a 15-meter radius around bins.
18. Reactive call outs for litter applies to areas with no defined service levels. For the period January 2024 – July 2024, Council received the 498 customer requests relating to litter.
19. The 2024/25 budget for bin and litter collection \$1,682,530.

Bus Stop and Street Litter Collection – Levels of Service

Transport – Connect Hamilton		
Activity	Area	Levels of Service
Bin Emptying	Hamilton CBD	1 x day Monday – Sunday
	Central Plaza	2 x day Monday – Sunday
	Hamilton CBD Fringe	1 x day Monday – Sunday
	Hamilton East	1 x day Monday – Sunday
	Frankton Precinct	1 x day Monday – Sunday
	Rototuna Precinct	1 x day Monday – Sunday
	Chartwell Centre	1 x day Monday – Sunday
	All other areas	3 x per week
Bus Shelters Bin Emptying/Cleaning	With bins managed by HCC	3 x per week
	Without bins managed by	Reactive – no defined LOS

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	HCC	
	Managed by Ooh Media under contract	1 x per week
Request to remove Offensive Matter	CBD, CBD Fringe, Hamilton East, Frankton Precinct, Rototuna Centre, Chartwell Shops and Suburban Shops	2 hours
	Everywhere else	12 hours
Request to remove Litter with a safety issue (large quantity of broken glass)	CBD, CBD Fringe, Hamilton East, Frankton Precinct, Rototuna Centre, Chartwell Shops and Suburban Shops	4 hours
	Everywhere else	24 hours
Request to remove general litter	CBD, CBD Fringe, Hamilton East, Frankton Precinct, Rototuna Centre, Chartwell Shops and Suburban Shops	6 hours
	Everywhere else	Up to 5 working days

Hot Spot Areas Litter Collection

Transport – Connect Hamilton	
Area	Levels of Service
Totara Drive (Drains)	Weekly 1 st April – 31 st July
Te Rapa Road	3 x week
Tasman Road	
McKee Street	
Norman Hayward Place	
The Boulevard	
Udy Place	
Ulster Street	
Wairere Drive	
Palmerston Street	
Lake Road	
Lake Crescent	
Lake Domain Drive	
Maeroa Road	
Peacocke Road	
Bader Street and Bus Stop	
University area Tuesday/Wednesday	Twice a week
Western Rail Trail	Daily

Parks Litter Collection - Background

20. The Parks and Recreation Unit oversees the emptying of 338 rubbish bins within parks.
21. Over the 2023/24 financial year Parks and Recreation received 678 reactive work order related to rubbish and litter maintenance. Of these work order 313 related to customer requests for removal of illegally dumped rubbish.
22. Over the same time period (2023/24 financial year) the Parks and Recreation Department spent approximately \$280,000 on litter maintenance. This involves tasks such as:
 - i. Litter bin emptying
 - ii. Removal of Illegal dumping (within Parks)
 - iii. General loose litter

Parks Litter Collection – Levels of Service

Parks and Recreation		
Activity	Area	Levels of Service
Bin Emptying	Across Parks	<p>Bins are emptied on a frequency basis depending on use.</p> <p>Higher use bins are emptied 2 x daily</p> <p>Most other bins are emptied 2-3 times per week.</p>

Reactive Litter Collection Watercourses - Background

- 23. The Watercourse maintenance team primarily remove litter and illegal dumping during daily activities, mainly related to the clearing of screens for stormwater devices.
- 24. The team also responds to reports of illegal dumping in watercourses and remove the offending items, on average there are 1-2 jobs per month.
- 25. Most water courses tend to be in hard to access areas for the public, hence the small number of jobs.
- 26. These jobs are normally actioned within 48 hours of notification.

Discussion – *Matapaki*

Data Collection - Volumes

- 27. Illegal dumping and general concerns around litter can be reported to HCC via various avenues.
- 28. These include contacting customer services through phone, email, reporting through the ‘Fight the Landfill’ website; Antenno, occasionally social media post , and advising Elected Members directly.
- 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. Prior to the start of the new kerbside collection in September 2020, the previous contractor managed illegal dumping and missed collections, so there was no way to separate the volumes collected and to compare the pre new service 2020 with today’s figures.

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
Street 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

Education and Behaviour Change

30. Education and behaviour change programmes are led primarily by HCC's Resource Recovery Unit. This includes the use of signage in known problem areas in public and private spaces; education sessions provided to schools, private groups, and tenancy agencies to include Kainga Ora; and proactive and reactive media communication.

Clean-up Events

31. Staff have delivered and supported a number of clean-up events. These generally are on request from organisations and the community. HCC typically provides support through people resourcing and removing waste that has been collected. Examples of clean-up events have included:

Waikato University

32. Two occasions HCC worked with the University of Waikato to help with the illegal dumping issues at the end of the academic year.
33. These events consisted of placing skips and recycling cages in Greensboro Park to give students in the local area an avenue to dispose of excess recycling and waste when moving out of accommodations.
34. Unfortunately, the use of the recycling cages was abused large amounts of gross contamination (effectively filled with waste) and non-students filling the skips.
35. There was also an ongoing issue with residual waste for many weeks after the bins were removed.

Keep NZ Beautiful (KNZB)

36. HCC has supported the local branch of Keep New Zealand Beautiful (KNZB) with several clean up events.
37. This included HCC identifying sites for the clean ups, and providing some resourcing.
38. Due to the local KZNB branch Coordinator moving overseas there has been no interest within KNZB locally to continue these clean ups.

Community Events

39. Where a community group(s) or individual(s) have advised HCC of a planned clean-up, the scope of the clean-up is assessed to ensure it is a valid clean up request in a public area.
40. In most cases HCC will either arrange removal of the waste or cover the cost of disposal at the Lincoln Street Resource Recovery Centre.
41. The Resource Recovery Unit is currently supporting the Nature in the City programme, where school groups are cleaning up parks and gulleys. These are occurring on a regular basis.
42. Support is provided with staff and removal of waste collected. The cost of such events include, staff time and the removal of waste. These costs are covered by approved operational budgets.
43. Where resourcing and budgets allow, staff will continue and promote these activities with the community.

Changes to LOS

44. Any changes to LOS for illegal dumping or litter collection will require an increase in the 2024-2034 approved LTP budgets.
45. An outline of options for LOS for illegal dumping, parks litter and bins are provided in the **Tables 1-3** below.

46. For the purposes of this report, staff have not recommended any **Options**, as any increase in LOS would require an increase in funding.
47. This would require a Council decision through the 2025/26 Annual Plan process.

Table One – Illegal Dumping

Option	Cost	Benefit	Risk
Option One Status Quo LOS 5 working days	\$300,000 2024/25 LTP budget	Regular weekly removal Efficiencies in collection i.e. go to one location per week rather than multiple Ability to fully investigate prior to removal of dumping	If dumping is not removed in a timely manner, then this can be 'added' to, creating more issue Customer/resident satisfaction in the cleanliness of our streets
Option Two Increase LOS to 3 working days	\$403,000*	Improved street amenity Reduce the risk of 'adding' to the dumping Customer satisfaction of outcome and quicker response times	Unbudgeted costs and cost increases for disposal Removing dumping quicker could mean more dumping occurs in the area and expectations of removal outweigh consequence Limited ability to investigate or enforce due to timeframes Escalated removal costs and dumping fees for HCC to cover due to volumes
Option Three Increase LOS to 3 working days and increase proactive measures and enforcement	\$720,000*	Improved street amenity Reduce the risk of 'adding' to the dumping Customer satisfaction of outcome and quicker response times Proactively monitoring 'hot spots' and removing earlier Social normalisation of 'clean streets' Increased enforcement which may change behaviours	Unbudgeted costs and cost increases for disposal, resourcing and capital investment. Removing dumping quicker could mean more dumping occurs in the area and expectations of removal outweigh consequence Escalated removal costs and dumping fees for HCC to cover due to volumes Public perception of areas being targeted
*High level estimate based on current volumes			

Table Two – Removal of Illegal Dumping and Litter (Parks)

Option	Cost	Benefit	Risk
Option One Status Quo Emptying of bins within parks and removal of illegal dumping identified at the time	\$280,000 2023/24 budget	Scheduled emptying of bins resulting in routing efficiency (planned programme)	If not removed in a timely manner, further dumping can be added
Option Two Proactively monitor for illegal dumping in known areas and removal of illegal dumping	\$375,000*^	Improved Park amenity and reduces the risk of further dumping	Unbudgeted costs and cost increases due to staff resourcing. Will also require capital investment.
*High level estimate based on current volumes ^Would also require Capital investment for truck purchase			

Table Three – Bus Stops Bins, Cleaning and Litter Pick Up

Option	Cost	Benefit	Risk
Option One Status Quo Reactive call outs only to bus stops without bins to remove litter. Bus stops with bins, will remain at 3 x per week collection.	\$1,682,530 2023/24 Current budget that includes this LOS	No increase in budget required.	Does not adequately address the current level of service litter issue within bus stops.
Option Two Installing bins at 200 bus stops currently without bins	Install bins (one-off) \$550,000 Increase costs of emptying \$598,000	Scheduled emptying of bins (3 x per week) resulting in routing efficiencies (planned programme)	Unbudgeted cost If not removed in a timely manner further dumping can be added Misuse of bins
Option Three Increasing LOS to 3 x per week for 200 bus stops	Increase LOS \$401,000	Scheduled level of service for litter collection will result in reduction of litter	Unbudgeted cost May result in increased litter dumping
Option Four Install smart bins at specific locations	Per bin cost \$9,000 Software charge per bin per annum \$250	May reduce cost of operating vehicles as bins will only be emptied upon notification	Unbudgeted cost Would not prevent 'fly-blown' litter
Option Five	\$177,000	Scheduled increases of litter collection will	Unbudgeted cost

Increase LOS for targeted hot spots (4 x per week)		result in the reduction of litter	Only targeting hot spots will still leave other bus stops with a standard level of service
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Legal and Policy Considerations - *Whaiwhakaaro-aa-ture*

48. Staff confirm that this matter complies with the Council’s legal and policy requirements.

Climate Change Impact Statement

49. Any future options for level of service improvements for 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*

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

Social

- 53. Any future options for level of service improvements for litter and illegal dumping will likely have a positive impact from a social wellbeing perspective.
- 54. 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.
- 55. Any improvements to LOS will also help reduce the social normalisation that it is accepted to have litter and illegal dumping around the city.

Economic

56. 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

57. 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

- 58. Any improvements to the LOS 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).
- 59. The Waikato-Tainui Environmental Plan, Tai Tumu, Tai Pari, Tai Ao – pg 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*

60. Risks of the options are presented in the tables above. Any changes to the LOS 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*

61. Any improvements to the LOS associated with litter and illegal dumping will need to be assessed against Significance and Engagement Policy.
62. Any improvements to the LOS 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.

Council Report

Item 11

Committee: Infrastructure and Transport Committee
Date: 26 September 2024

Author: Andrew Parsons
Authoriser: Andrew Parsons

Position: General Manager
Infrastructure and Assets
Position: General Manager
Infrastructure and Assets

Report Name: Infrastructure and Assets General Managers Report

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

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

Staff Recommendation - *Tuutohu-aa-kaimahi*

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

Executive Summary - *Whakaraapopotanga matua*

3. This report provides updates to Infrastructure and Transport Committee Members on matters contained within the plans, strategies and activities for which this Committee and the relevant General Manager has responsibility over.
4. The following updates are included in this report:
 - i. Regional Transport Committee Update;
 - ii. Future Proof Public Transport Sub Committee Update;
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 last meeting was on 6 September 2024 and the link to the agenda and minutes will be available [here](#).

Future Proof Public Transport Sub Committee Update

9. The Waikato Regional Council Future Proof Public Transport Subcommittee replaces the Regional Connections Committee from the previous triennium. The Future Proof Public Transport Subcommittee is a subcommittee of the Future Proof Implementation Committee.
10. The 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 Subcommittee has not met since the last report. The link to previous agenda and minutes can be found [here](#).

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

12. Staff confirm that the staff recommendation complies with Council’s legal and policy requirements.

Climate Change Impact Statement

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

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

Risks - *Tuuraru*

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

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

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

Attachments - *Ngaa taapirihanga*

There are no attachments for this report.

Resolution to Exclude the Public

Section 48, Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

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

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

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Infrastructure and Transport Public Excluded Minutes of 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)