

## Notice of Meeting:

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

**Date:** Tuesday 5 March 2024  
**Time:** 9:30 am  
**Meeting Room:** Council Chamber and Audio-Visual Link  
**Venue:** Municipal Building, Garden Place, Hamilton

Lance Vervoort  
Chief Executive

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# Infrastructure and Transport Committee

## *Komiti Hanganga*

### OPEN AGENDA

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#### Membership

**Chairperson** Deputy Mayor Angela O’Leary  
*Heamana*

**Deputy Chairperson** Cr Maxine van Oosten  
*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 Melaina Huaki
Cr Louise Hutt	Cr Anna Casey-Cox
Cr Kesh Naidoo-Rauf	Cr Tim Macindoe
Cr Andrew Bydder	Maangai Norm Hill

**Quorum:** A majority of members (including vacancies)

**Meeting Frequency:** Two Monthly

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Amy Viggers  
*Mana Whakahaere*  
Governance Lead

**26 February 2024**

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www.hamilton.govt.nz

## **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 whaipanga***

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

**4 Public Forum – *Aatea koorero***

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

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

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

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

# Council Report

Item 5

**Committee:** Infrastructure and Transport Committee  
**Date:** 05 March 2024  
**Author:** Amy Viggers  
**Authoriser:** Michelle Hawthorne  
**Position:** Governance Lead  
**Position:** Governance and Assurance Manager  
**Report Name:** Confirmation of the Infrastructure and Transport open minutes of 9 November 2024

<b>Report Status</b>	<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 9 November 2024 as a true and correct record.

## **Attachments - *Ngaa taapirihanga***

Attachment 1 - Infrastructure and Transport open Unconfirmed minutes of 9 November 2024

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## Infrastructure and Transport Committee

### *Te Komiti Tuaapapa me ngaa Waka*

### OPEN MINUTES

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Item 5

Minutes of a meeting of the Infrastructure and Transport Committee held in the Council Chamber and via Audio Visual Link, Municipal Building, Garden Place, Hamilton on Thursday 9 November 2023 at 9.30am.

#### PRESENT

**Chairperson** Deputy Mayor Angela O’Leary  
*Heamana*

**Deputy Chairperson** Cr Maxine van Oosten  
*Heamana Tuarua*

**Members:** Cr Moko Tauariki  
Cr Mark Donovan  
Cr Louise Hutt  
Cr Kesh Naidoo-Rauf  
Cr Andrew Bydder  
Cr Geoff Taylor  
Cr Sarah Thomson (via Audio-Visual link)  
Cr Anna Casey-Cox  
Maangai Norm Hill

**In Attendance:** Andrew Parsons - General Manager Infrastructure and Assets  
Chris Allen – Executive Director, Development  
Eeva-Liisa Wright –Executive Director, Infrastructure Operations  
Tania Hermann – Unit Director Sustainable Resource Recovery  
Martin Parkes – Public Transport and Urban Mobility Manager  
Jonathon Brooke – Programme Manager, Rototuna, Rotokauri Development  
Jared Hatwell – Project Management, Development  
Natasha Hansen – IAF Infrastructure Programme Delivery Manager  
Maire Porter – Unit Director Three Waters  
Fiona Sutton – Head of Operations and Process

**Governance Staff:** Amy Viggers – Governance Lead  
Nicholas Hawtin – Governance Advisor  
Corey Bruntlett – Governance & Elected Members Support

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*Maangai Norm Hill opened the meeting with a Karakia Timatanga.*

#### 1. Apologies – *Tono aroha*

**Resolved:** (Deputy Mayor O’Leary/Cr van Oosten)

That the apologies for absence from Cr Pike, Cr Wilson and Cr Huaki, partial attendance from Cr Naidoo-Rauf and Mayor Southgate are accepted.

Attachment 1

Infrastructure and Transport Committee 9 NOVEMBER 2023 - OPEN

2. **Confirmation of Agenda – *Whakatau raarangi take***  
**Resolved:** (Deputy Mayor O’Leary/Cr van Oosten)  
 The Agenda is confirmed.
3. **Declarations of Interest – *Tauaakii whaipanga***  
 No members of the Council declared a Conflict of Interest.
4. **Public Forum – *Aatea koorero***  
 No members of the public wished to speak.
5. **Confirmation of the Infrastructure and Transport Committee Open Minutes - 21 September 2023**  
**Resolved:** (Cr Hutt/Cr van Oosten)  
 That the Infrastructure and Transport Committee confirm the Open Minutes of the Infrastructure and Transport Committee Meeting held on 21 September 2023 as a true and correct record.
6. **Chair's Report**  
 The Chair introduced her report highlighting the need for good governance whilst working with the new coalition government, the Western Bulk Main Erosion Project and thanking Eeva-Liisa Wright Executive Director of Infrastructure Operations for her hard work with the committee over the past 6 years.  
**Resolved:** (Deputy Mayor O’Leary/Cr van Oosten)  
 That the Infrastructure and Transport Committee receives the report.
7. **Waste Management and Minimisation Strategy Review 2024-30 - Statement of Proposal**  
 The Unit Director Sustainable Resource Recovery took the report as read. Staff responded to questions from Members concerning the key engagement feedback from engaging with manawhenua/iwi in relation to waste and recycling management.  
**Resolved:** (Deputy Mayor O’Leary/Cr Bydder)  
 That the Infrastructure and Transport Committee:
  - a) receives the report;
  - b) approves the Waste Management and Minimisation Strategy 2024-30 draft Statement of Proposal (**Attachment 3**);
  - c) approves the draft 2024-30 Waste Management and Minimisation Strategy (**Attachment 4**) for consultation under section 83 of the Local Government Act 2002; and
  - d) approves public consultation for one month from 23 January 2024 to 23 February 2024.



**8. Structure Plan approach for Rototuna Town Centre**

The Program Manager of Rototuna, Rotokauri Development took the report as read. Staff responded to questions from Members concerning the timeline of engaging with the public, finance options, Council planning processes and communication with the public.

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

That the Infrastructure and Transport Committee:

- a. receives the report;
- b. approves Option 2 of the staff report, to delay progressing the Rototuna Town Centre traffic bypass until a review and update of the Rototuna Town Centre plan has been undertaken in partnership with Kirkdale and other landowners; and
- c. notes that the review and update of the Rototuna Town Centre plan will be reported through the Strategic Growth and District Plan Committee.

**9. Transport Centre Rejuvenation**

The Public Transport and Urban Mobility Manager introduced the report and highlighted Waka Kotahi financially supporting Option B. Staff responded to questions from Members concerning the need to increase safety through additional lighting and updated technology, Option B’s financial value, budget, project changes, prioritisations, cultural impacts. Working relationship with the Waikato Regional Council.

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

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) approves **Option B** in the staff report, a revised scope of work for the Hamilton Transport Centre Rejuvenation project; and
- c) approves the realignment of the budget to bring forward the approved budgets from 2024/25, to enable the physical works contracts to be awarded this current financial year.

**Cr Taylor Dissenting.**

**Staff Action:** *Staff undertook to report back to members concerning increased city safe presence at the Transport Centre.*

**10. Infrastructure and Transport Strategic Matters Report**

The Executive Director Infrastructure Operations took the report as read. Staff responded to questions from Members concerning the approval of the bridge location, timeframe for the Infrastructure Acceleration Fund, process to appoint the design team, and procurement policy in relation to local organisations.

**Resolved:** (Deputy Mayor O’Leary/Cr van Oosten)

That the Infrastructure and Transport Committee:

- a) receives the report;

Infrastructure Acceleration Fund programme:

- b) approves proceeding with the Bridge design and construction procurement on the basis of an Early Contractor Involvement (ECI) approach and that it will be an active modes bridge not carrying three waters services, with a width between handrails of not less than five meters, an

average deck gradient not more than three percent and likely to be at mid- to low-level;

- c) approves proceeding with the Reservoir design and construction procurement on the basis of an Early Contractor Involvement (ECI) approach and that the Reservoir volume will be maximised within the cost and timeframe constraints of the Agreement and not less than twelve megalitres; and
- d) notes that staff will report to the Council before committing to the final design for the Bridge and the Reservoir.

#### 11. Infrastructure and Transport Operational Activity Report

The Executive Director Infrastructure Operations took the report as read. Staff responded to questions from Members concerning Lake Taupo's declining water levels and the resulting low water level contingency plans. Project Watershed and negotiations with the Waikato Regional Council.

**Resolved:** (Deputy Mayor O'Leary/Cr Casey-Cox)

That the Infrastructure and Transport Committee:

- a) receives the report; and
- b) notes that from 1 February 2024, due to the national standardisation of materials for kerbside collections, Council will only collect the accepted materials as outlined in the NZ Gazette notice *Standard Materials for Kerbside Collection Notice 2023 (Notice No. 1)*.

#### 12. Resolution to Exclude the Public

**Resolved:** (Deputy Mayor O'Leary/Cr Donovan)

##### Section 48, Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

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

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

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Infrastructure and Transport Committee Public Excluded Minutes - 21 September 2023	) Good reason to withhold ) information exists under ) Section 7 Local Government ) Official Information and ) Meetings Act 1987	Section 48(1)(a)
C2. Collins Road Wastewater Bulk Storage Construction - Contract Award		
C3. Pukete WWTP Upgrade – Contract Award and Contract Variation		

C4. Treatment Plants Minor Works Contractor Panel - Delegation to CE to Award Contract

C5. Horotiu Closed Landfill Site - Works

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

Item C1.	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
Item C2.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h) Section 7 (2) (i)
Item C3.	to enable Council to carry out negotiations	
	to 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	
	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h) Section 7 (2) (i)
Item C5.	to enable Council to carry out negotiations	
	to enable Council to carry out negotiations	Section 7 (2) (i)

**The meeting was moved into public excluded session at 10:48pm.**

**The meeting was declared closed at 11:21am.**

# Council Report

Item 6

**Committee:** Infrastructure and Transport Committee  
**Date:** 05 March 2024  
**Author:** Amy Viggers  
**Authoriser:** Amy Viggers  
**Position:** Governance Lead  
**Position:** Governance Lead  
**Report Name:** Chair's Report

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

That the Infrastructure & Transport Committee:

- a) receives the report; and
- b) requests staff provide guidance to the Mayor's office as they work through the process review to address the matters raised in the Chair's report.

## Attachments - *Ngaa taapirihanga*

Attachment 1 - Chair's report



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## Chairperson's report

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Tēnā koutou katoa.

Welcome to the first Infrastructure and Transport Committee meeting of 2024.

As Governors we are working in an ever-changing environment. The transportation activity is an area that has progressed faster than ever before, and this has resulted in strong reactions from some members of our community.

We strive to ensure that we are meeting the needs of the community.

Looking forward, I have asked staff to consider improvements particularly in the area of our low-cost low-risk projects. This work will include implementing a principles-based approach for approvals and increased visibility of options, risks and opportunities for these projects.

The Access Hamilton Strategy is a key document that supports our transport projects. The refresh of this strategy was approved in August 2022. With our changing environment, it is important that we use take an opportunity to test the vision, outcomes and principles of the strategy to ensure that it meets current Government policy and community direction.

### Chair's Recommendation

That the Infrastructure & Transport Committee:

- a) receives the report; and
- b) requests staff provide guidance to the Mayor's office as they work through the process review to address the matters raised in the Chair's report.

Ngā mihi,

Angela O'Leary  
Chairperson, Infrastructure & Transport Committee

# Council Report

**Committee:** Infrastructure and Transport Committee      **Date:** 05 March 2024

**Author:** Amy Viggers      **Authoriser:** Michelle Hawthorne

**Position:** Governance Lead      **Position:** Governance and Assurance Manager

**Report Name:** Notice of Revocation and Notice of Motion - Transport Projects

<b>Report Status</b>	<i>Open</i>
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1. A Notice of Revocation and Notice of Motions was received by the Chief Executive on 13 February 2024 concerning Transport Projects discussed at the following Infrastructure and Transport Committee meetings:
  - a. [7 March 2023](#)
  - b. [30 May 2023](#)
  - c. [21 September 2023](#)
2. Staff confirm the notice of motion is consistent with the provisions outlined in Council's Standing Orders (sections 24 and 27).

## **Motion to revoke**

**Motion:** (Cr Wilson/Cr Taylor)

3. That Infrastructure and Transport Committee revokes the following parts of the resolutions of the Infrastructure and Transport Committee for transport projects from the current financial year and the project costs removed from the budget:
  - a. **7 March 2023**
    - c) *approves the proposed Low Cost Low Risk Transport Improvement Programme (attachment 1 of the staff report) for the 2023/24 financial year*  
*Site 12 Grey/Beale Street Intersection Improvements,*  
*Site 18 – Abbotsford/Ulster Intersection Improvements,*
  - b. **30 May 2023**
    - b) *approves the macroscope of the following project schedules as outlined in the staff report:*
      - iii. *Project 27 - Anglesea Street South Bus Stop*
  - c. **21 September 2023**

*That the Infrastructure and Transport Committee, subject to the outcome of Safe System Audits, approves the macroscope of Project 20 - River Road Footpath Western Side – Kirikiriroa Bridge to Comries Road.*

## **Motion for consideration**

**Motion:** (Cr Wilson/Cr Taylor)

4. That Infrastructure and Transport Committee requests staff investigate reallocation of the funding for *Project 20 - River Road Footpath Western Side – Kirikiriroa Bridge to Comries Road* to Project 15 - Hayes Paddock- community space walking, cycling and public transport improvements.
5. That Infrastructure and Transport Committee requests staff undertake the necessary process to amend the Bylaw *to reflect the removal of Project 27 - Anglesea Street South Bus Stop per the Notice of Revocation.*

## **Attachments - *Ngaa taapirihanga***

Attachment 1 - Notice of Revocation and Notice of Motion - Transport Projects 5 March 2024

## Notice of Revocation or Alteration and Notice of Motion

Standing Order 24<sup>1</sup> and 27<sup>2</sup>

TO: The Chief Executive  
FROM: Cr Wilson  
DATE: 13 February 2024

In accordance with Standing Order 24.1, the Elected Members whose names and signatures appear below request that the following notice of revocation be considered at the Infrastructure and Transport Committee meeting on 5 March 2024.

1. That Infrastructure and Transport Committee revokes the following parts of the resolutions of the Infrastructure and Transport Committee for transport projects from the current financial year and the project costs removed from the budget:
  - a. **7 March 2023**
    - c) *approves the proposed Low Cost Low Risk Transport Improvement Programme (attachment 1 of the staff report) for the 2023/24 financial year*  
*Site 12 Grey/Beale Street Intersection Improvements,*  
*Site 18 – Abbotsford/Ulster Intersection Improvements,*
  - b. **30 May 2023**
    - b) *approves the macroscope of the following project schedules as outlined in the staff report:*
      - iii. *Project 27 - Anglesea Street South Bus Stop*
  - c. **21 September 2023**  
*That the Infrastructure and Transport Committee, subject to the outcome of Safe System Audits, approves the macroscope of Project 20 - River Road Footpath Western Side – Kirikiriroa Bridge to Comries Road.*

In accordance with Standing Order 27.1, the Elected Members whose names and signatures appear below request that the following Notice of Motion be considered at the Infrastructure and Transport Committee meeting on 5 March 2024.

2. That Infrastructure and Transport Committee requests staff investigate reallocation of the funding for *Project 20 - River Road Footpath Western Side – Kirikiriroa Bridge to Comries Road* to Project 15 - Hayes Paddock- community space walking, cycling and public transport improvements.
3. That Infrastructure and Transport Committee requests staff undertake the necessary process to amend the Bylaw *to reflect the removal of Project 27 - Anglesea Street South Bus Stop per the Notice of Revocation.*

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<sup>1</sup> A member may give notice to the Chief Executive of their intention to move a notice of motion for the revocation or alteration of all or part of a previous resolution of the Council or Council committee. This is called a Notice of Revocation or Alteration.

The notice must set out:

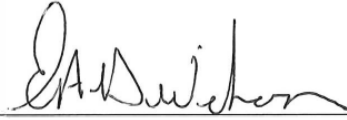
- (a) The resolution or part of the resolution which the member proposes to revoke or alter;
- (b) The meeting date when the resolution was passed;
- (c) The motion, if any, which the member proposes to replace it with; and
- (d) Sufficient information to satisfy the decision-making provisions of sections 77-82 of the LGA 2002.

<sup>2</sup> Any member seeking to put a motion at an upcoming meeting may provide notice of their intended motion subject to the requirements of these Standing Orders. Notice of intended motions must be in writing signed by the mover, stating the meeting at which it is proposed that the intended motion be considered (see SO 27.6), the name of the seconder, and signed by no less than one third of the local authority including vacancies. The Notice of Motion must be delivered to the Chief Executive at least 5 clear working days before such meeting.



Mover: Cr Wilson

Signature:



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Seconder: Cr Taylor

Signature:

Geoff Taylor (electronically signed 13/02/2024)

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Name Mayor Southgate

Signature:



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Name Cr Pike

Signature:

Emma Pike (Electronically signed 13/02/2024)

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Name Deputy Mayor O'Leary

Signature:



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Name Cr Bydder

Signature:

Andrew Bydder (Electronically signed 13/02/2024)

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Name Cr Donovan

Mark Donovan (Electronically signed 13/02/2024)

Name Cr Naidoo-Rauf

Kesh Naidoo-Rauf (Electronically signed 13/02/2024)

# Council Report

**Committee:** Infrastructure and Transport Committee  
**Date:** 05 March 2024

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

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

**Report Name:** Wairere Drive and Karewa Place - Macroscopic Approval of Intersection Design

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

1. To inform the Infrastructure and Transport Committee of the work that has been completed by Foodstuffs on the design for the Wairere Drive and Karewa Place intersection in accordance with the consent for the Te Rapa Pak n Save and to seek approval of the macroscopic design.

## Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure and Transport Committee:
  - a) receives the report;
  - b) approves the macroscopic design of the Wairere Drive and Karewa Drive intersection for traffic signals as presented in Figure 4 of this report;
  - c) notes that the final extent of any raised safety platforms or raised intersection within Wairere Drive will be minimised and determined by the safety audit process of the detailed design; and
  - d) notes that the implementation of the intersection changes will be completed by Foodstuffs at their cost subject to the Safety Audit and Corridor Access approval requirements.

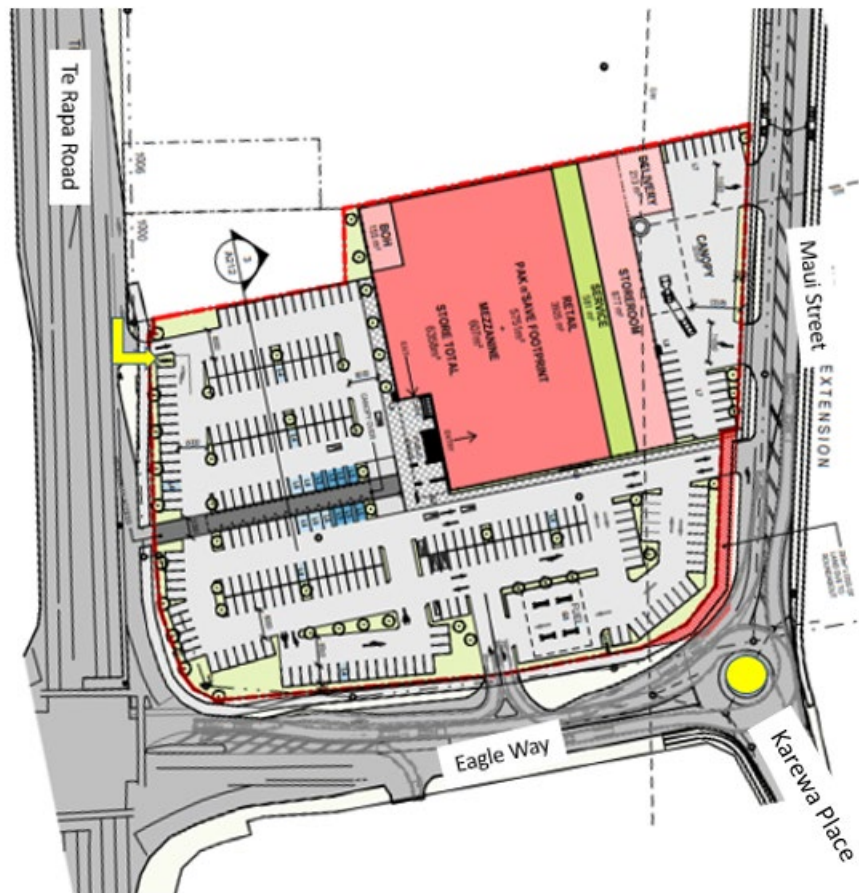
## Executive Summary - *Whakaraapopotanga matua*

3. In October 2019 a consent was issued for Foodstuffs North Island Limited (the developer) for the construction and operation of a new Pak n Save supermarket in Te Rapa.
4. The consent has several transport related conditions included to address the traffic impacts associated with the development.
5. In December 2021 Council approved a speed limit reduction on Wairere Drive between Arthur Porter Drive and Pukete Road from 80km/h to 60km/h to assist Foodstuffs meet one of the traffic related consent conditions necessary for installation of traffic signals at the intersection of Karewa Place and Wairere Drive.
6. In approving the speed limit change, Council requested that the final intersection design at Karewa Place and Wairere Drive be reported back to Committee for approval.

7. Staff recommend that approval be given for the macroscope design shown in Figure 4 of this report noting that the extent of any raised safety platform or intersection will be minimised and be determined via the safety audit process for the detailed design.
8. Staff consider the decisions in this report have low significance and that the recommendations comply with the Council’s legal requirements.

**Background - Koorero whaimaarama**

9. In July 2018 Hamilton City received an application for a resource consent for the construction and operation of a new ‘Pak n Save’ supermarket in Te Rapa from Foodstuffs. The proposed development included a supermarket with a drive-through fuel facility, at-grade car parking and all other associated enabling works.
10. The applicant requested public notification of the proposed development and the proposed development was publicity notified on Tuesday, 11 December 2018. Submissions closed on Thursday, 7th February 2019.
11. In October 2019 a resource consent hearing was held for the development. The consent process considered the traffic impacts associated with the development on the surrounding road network and as a result there were a number of transport related conditions included in the consent. A copy of the final consent conditions are included as Attachment One to this report. The transport specific conditions are included clauses 39 - 62 inclusive.
12. The proposed development is shown in Figure 1 below:



**Figure 1: Proposed Pak n Save, Te Rapa site layout.**

- 13. The proposed changes and improvements to the surrounding transport network required by the resource consent conditions are:
  - i. installation of a left slip lane off Te Rapa Road into the Pak n Save site;
  - ii. installation of a roundabout at the intersection of Eagle Way and Karewa Place; and
  - iii. partial signalisation of Karewa Place and Wairere Drive to accommodate a right turn into Kawera Place off Wairere Drive.
- 14. These changes are shown in Figure 2 below:



**Figure 2: Proposed changes and improvements in surrounding transport network**

- 15. The relevant conditions from the resource consent are set out below:

46. *Prior to the operation of the supermarket the intersection of Wairere Drive with Karewa Place shall be signalised to provide the following:*

- a. *Two continuous unsignalised through lanes south west bound on Wairere Drive with a separate signalised right turn into Karewa Place that has a storage length of 100 metres.*
- b. *Two signalised through lanes on Wairere Drive north east bound with a separate left turn slip lane with a storage length of 50 metres; and*
- c. *An unsignalised left turn only on Karewa Place.*

49. *Prior to the operation of the supermarket the posted speed limit on Wairere Drive between the Pukete Road and Te Rapa Road intersections shall be a maximum of 60km/hr.*
50. *Prior to the operation of the supermarket a raised safety platform shall be provided on the eastbound movement of Wairere Drive at the partial signalisation of the Karewa Place/ Wairere Drive intersection.*
51. *Prior to the operation of the supermarket and subject to a satisfactory road safety audit pedestrian crossing facilities shall be provided on Karewa Place and on Eagle Way in the vicinity of the roundabout.*

**Road Safety Audit**

54. *Prior to engineering design acceptance, a detailed design road safety audit of all proposed works within the road corridor in accordance with Sections 3.2.5 of the Regional Infrastructure Technical Specifications shall be undertaken at no cost to Council. The road safety auditors shall be commissioned from another organisation independent of the Consent Holder, designer and contractor. Audit recommendations and design changes arising from the detailed design road safety audit shall be certified by the General Manager, Development (or nominee) prior to changes (if any) being implemented.*
55. *At completion of work a post-construction road safety audit of all works completed as part of this consent in accordance with Sections 3.2.5 of the Regional Infrastructure Technical Specifications shall be undertaken at no cost to Council. Road safety auditors shall be commissioned from another organisation independent of the Consent Holder, designer and contractor. Audit recommendations and design changes arising from the detailed design road safety audit shall be certified by the General Manager, Development (or nominee) prior to changes (if any) being implemented.*

16. While the majority of the consent conditions will be completed by the Developer, Condition 49 (lowering the speed limit on Wairere Drive between Te Rapa Road and Pukete Road from 80km/h down to 60km/h) required completion by Hamilton City Council as the Road Controlling Authority (RCA).
17. A request was received from Foodstuffs in 2020 to progress the speed limit change in Wairere Drive and this was considered and approved via a series of committee meetings as set out below:
- i. 19 November 2020 Infrastructure and Operations Committee – Wairere Drive Proposal for Speed Limit Reduction. Public excluded.
  - ii. 8 December 2020 Council – Wairere Drive Proposal for Speed Limit Reduction. Public excluded.
  - iii. 10 June 2021 Council – Wairere Drive Speed Limit Reduction. Public excluded.
  - iv. 17 August 2021 Infrastructure and Operations Committee – Wairere Drive Speed Limit Reduction Statement of Proposal. Public excluded.
  - v. 7 December 2021 Infrastructure Operations Committee – Wairere Drive proposal to lower speed limit – Deliberation and Adoption.



18. The final decision on the speed limit change was decided at the [16 December 2021](#) Ordinary Council meeting which resolved:

**Resolved:** (Cr Macpherson/Cr Pascoe)  
That the Council:

- a) approves that the speed limit on a section of Wairere Drive between Arthur Porter Drive and Pukete Road from 80km/h to 60km/h; and
- b) notes that the new speed limit will come into effect in conjunction with the construction of traffic signals at Karewa Place intersection on Wairere Drive which will be fully funded and completed by Foodstuffs; and
- c) requests staff report back to a future Infrastructure Operations Committee with the final intersection design for approval.

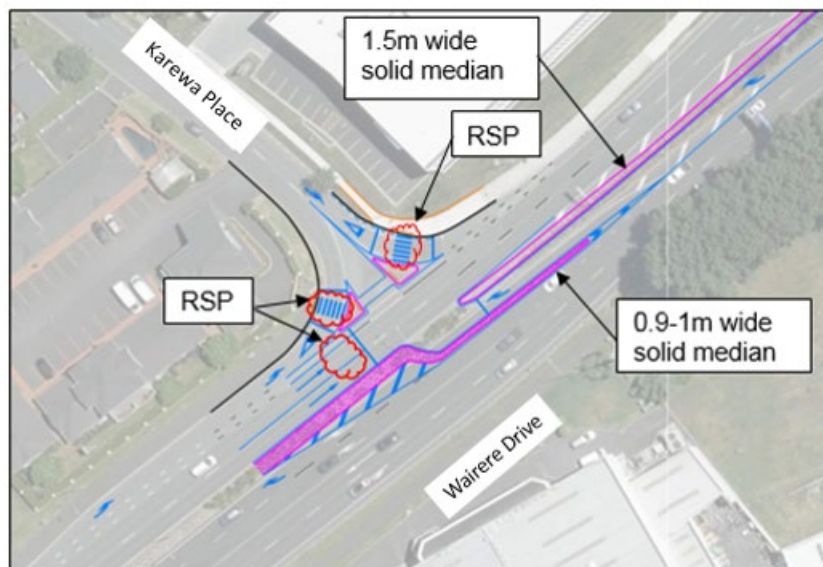
**Cr Wilson Dissenting.**

19. With the decision made to implement the speed limit change in conjunction with the installation of the traffic signals at the intersection of Wairere Drive and Karewa Place, Foodstuffs were able to start the process of working through the various consent requirements to enable the development to be completed.
20. This report provides an overview of the work that has been completed to date on the design of the intersection and seeks approval of the macroscope design so that Foodstuffs can progress with the detailed design and implementation of the intersection changes.

### **Discussion - *Matapaki***

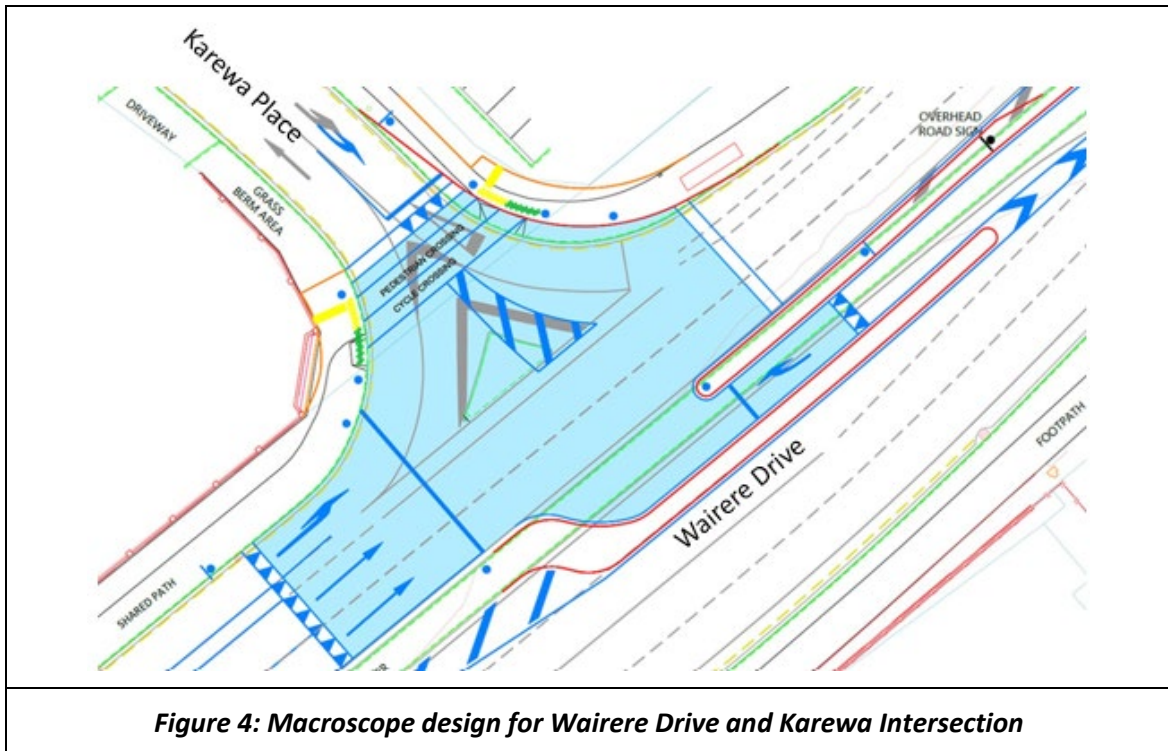
21. As part of the resource consent hearing the traffic impacts associated with the development on the surrounding road network were considered and five transportation engineers provided expert evidence to Commissioners based on applicants original layout/traffic evidence.
22. This resulted in a “direction” by the Commissioners to undertake caucusing to resolve traffic and safety matters. Those involved included:
- i. 2 representing HCC
  - ii. 1 representing Countdown
  - iii. 1 representing The Base
  - iv. 1 representing Food Stuffs (the applicant)
23. The first caucusing meeting resulted in agreement to the following:
- i. A HCC Micro simulation model would be used to assess the Pak n Save network effects in year 2031.
  - ii. Baseline case is represented by Full development of the Te Rapa area based on existing resource consents and structure plans (forecast to 2031)
  - iii. Pak n Save activity generates additional traffic (over and above baseline) that cannot be supported by the future 2031 baseline network. It was agreed that:
    - I. intersection improvements at Kawera Place /Eagle Way required
    - II. a new partial signalised intersection at Kawera Place/Wairere Drive required, but only with a 60km/h speed limit & Safety platform at the site for eastbound traffic
    - III. a left turn exit from Pak n Save onto Te Rapa Road not supported from a safety perspective
    - IV. need to consider banning left turn entry from Te Rapa Rd into Pak n Save site

24. Revised traffic modelling and further caucusing (until 30 July 2019) agreed the following:
- Left turn from Te Rapa Rd into Pak n Save required to limit traffic effects on other local roads
  - RAB required at Kawera Pl/Eagle Way (change from original Tee Intersection proposal)
  - Signalised intersection at Kawera Pl/Wairere Dr benefit to surrounding Kawera Place (not so much Pak n Save)
25. It is important to note, that both the Traffic Experts representing The Base and Woolworths agreed with the Resource Consent Conditions, as did the Applicants Traffic Expert.
26. The intersection layout shown in figure 3 below was created to provide an indication of what the intersection would generally look like in order to meet the requirements of the Consent Conditions.



**Figure 3: Proposed partial traffic signalisation at Karewa Place intersection with Wairere Drive plus raised safety platforms (RSP)**

27. Additional work has now been completed by the consultants engaged by Foodstuffs in conjunction with Hamilton City staff.
28. A key focus of the intersection design has been to ensure that there is safe provision for pedestrians and cyclists to move across Karewa Place.
29. The latest concept design provided by Foodstuff's consultant is shown in the plan below:



**Figure 4: Macroscopic design for Wairere Drive and Karewa Intersection**

30. Key changes that have been incorporated into the macroscopic design are:
  - i. separate signalised pedestrian and cycle crossings across Karewa Place
  - ii. signalised left turn lanes into and out from Karewa Place (Karewa Place not wide enough for separate pedestrian and cycle crossings plus 2 metre wide refuge islands for left turn slip lanes)
  - iii. raised intersection (area in pale blue) for eastbound lanes on Wairere Drive.
31. The extent of any raised portions (either raised safety platforms or raised intersection) is yet to be finalised via the safety audit process of the detailed design. Staff believe that this can be minimised to more closely reflect the extent of work shown in Figure 4 above. The slopes for any raised component would 1:20 approach and 1:40 departure to reflect the use of this route by FENZ and heavy motor vehicles.
32. The costs of all the physical works will be met by Foodstuffs and will be completed in accordance with the requirements of the relevant guidelines and standards including safety audits. The work will be overseen by Council in accordance with the normal processes and procedures for any development in the city.
33. Before any work can be completed on the network a Corridor Access Request will have to be processed and this will include approval of temporary traffic management for the works and relevant communications with road users of any traffic flow disruptions.
34. At this stage Foodstuffs have indicated that they will be looking to implement these works late 2024 early 2025.

### **Financial Considerations - *Whaiwhakaaro Puutea***

35. The costs to complete this work will be met by Foodstuffs in accordance with consent conditions.



### **Legal Considerations - *Whaiwhakaaro-aa-ture***

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

### **Strategic Considerations - *Whaiwhakaaro-aa-ture***

37. Everything we do is aimed at improving the wellbeing of Hamiltonians. Council has been working alongside our community to understand what people in our city want the future of Hamilton Kirikiriroa to look like.
38. The promotion of the social, economic, environmental, and cultural wellbeing of communities in the present and for the future is expressed through Council's key strategies.

### **Principles of The Treaty of Waitangi - *Te Tiriti o Waitangi***

39. The Council and its committees are obligated under the Local Government Act 2002 to take appropriate account of the principles Te Tiriti o Waitangi of Partnership, Participation, Protection and Prosperity which underpin the relationship between the Government and Maaori.
40. This project has been developed and approved via a consenting process which has met the requirements of the Resource Management Act. No further work has been undertaken by staff as this is a project being implemented by a Developer not Hamilton City Council and they have met all the relevant statutory requirements.

### **Climate Change Impact Statement**

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

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

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

### **Engagement**

43. Community views and preferences are already known to the Council through the consultation work undertaken in the consenting process and subsequent speed limit change process.

### **Attachments - *Ngaa taapirihanga***

Attachment 1 - Final Consent Conditions

## Schedule 1 - Conditions

### DECISION ON APPLICATION

*That pursuant to the provisions of Sections 104, 104A, 104C and 108 and 108A of the Resource Management Act 1991 and the relevant provisions of the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011, and the Hamilton City Operative District Plan, Council **grants** resource consent to the application by Foodstuffs North Island Limited (being Resource Consent 010.2018.00009962.001) for the construction and establishment of a new building and operation of a supermarket and associated fuel facilities at 980 Te Rapa Road Hamilton, legally described as Section 23 SO 465769 and Section 24 SO 465769 subject to the following conditions:*

#### **General**

1. *That the development be in general accordance with the information submitted with the application on 23 July 2018 and the following:*
  - a. *The plans titled 'Pak'nSave Te Rapa 980 Te Rapa Road, Hamilton' prepared by Wingate Architects, dated 20 September 2019;*
  - b. *The Traffic Planning Consultants Ltd plan Project Title PTR 217, Sheet Title "Overall Plan" dated 19.09.19.*
2. *That pursuant to section 36 Resource Management Act 1991, the following fees and charges be paid:*
  - a. *Payment of additional Environmental Health fees for assessing consented reporting will be charged on a time-cost recovery basis in accordance with Hamilton City Council's Schedule of Fees and Charges, with adjustments coming into effect at the beginning of each financial year. The fees will be levied at the completion of the consent review process and will be payable to the Environmental Health Unit upon notification that compliance has been achieved.*

#### **Landscaping**

3. *The consent holder shall submit a landscape plan for the approved development to the Council's Monitoring Team Leader for certification within one month prior to the start of works. The objective of the landscape plan is to ensure the permeability established onsite contributes to the amenity and stormwater management of the site. The landscape plan shall include details of the proposed species; plant numbers and density; and sizes/height at the time of planting and maturity.*
4. *The consent holder shall implement the approved landscaping within the first planting season following the completion of works in accordance with the certified landscaping plan submitted as part of condition 3 of this consent. This landscaping shall be maintained in good condition over the duration of the supermarket operating on site. In the event that any of the planting dies or declines in health beyond recovery, the consent holder shall undertake replacement planting.*

#### **Electronic Signs**

5. *The three LED pylon signs must not display any image that:*
  - *Resembles or is likely to be confused with any traffic sign or signal;*
  - *Contains reflective, fluorescent or phosphorescent materials that will reflect headlights, or distract and interfere with a road user's vision;*
  - *Uses flashing or revolving lights or lasers or any other method of illumination that will dazzle or distract drivers.*

6. *The sign shall be limited to static displays only.*
7. *The sign content shall not change at intervals greater than once every 8 seconds.*
8. *Changes to sign content shall be limited to a maximum transition time of 1 second between two messages/images. There must be no scrolls flash, type or fade between the messages/images.*
9.
  - a. *Maximum electronic luminance shall have the following limits:*
    - *Day time luminance when the sun directly strikes the face of the sign 8000cd/m<sup>2</sup> and otherwise 6000cd/m<sup>2</sup>.*
    - *Day time luminance Morning/Evening Twilight and Inclement Weather: 600cd/m<sup>2</sup>.*
    - *Night Time Luminance: 350cd/m<sup>2</sup>*
  - b. *The signs must have a facility for automatically adjusting the sign luminance so that the sign brightness is always comparable with the surrounding luminance conditions and restrictions above.*
10. *The minimum letter size on each sign shall be as follows:*
  - *150mm for the main message*
  - *100mm for the property name*
  - *75mm for the secondary message.*
11. *The signs shall include provisions for automatic shutdown in the event of a fault which affects the signs performance.*

#### **Earthworks**

12. *The Consent Holder shall ensure that all appropriate sediment and erosion control measures are adopted to minimise any sediment leaving the site. The measures shall include: creation of earth bunds to protect the site, the erection of silt fence, stabilised entranceways, cut off drains and the connection of downpipes to the stormwater system as necessary. These sediment control measures should be erected and maintained on site for the duration of the works. Note: refer to Waikato Regional Council's "Erosion & Sediment Control, Guidelines for Soil Disturbing Activities" which can be found at <http://www.waikatoregion.govt.nz>*
13. *Earthworks shall not obstruct or divert any stormwater overland flow path or result in changed stormwater drainage patterns on adjacent land in different ownership.*
14. *A water sprinkler cart or similar be made available on-site during earthworks to mitigate any dust nuisance (when necessary).*
15. *All bare earth shall be re-vegetated or re-grassed as soon as practicably possible within the first planting season following the completion of earthworks. If this cannot be achieved the area shall be temporarily covered by a surface suitable to protect against soil erosion until such time as re-vegetation or re-grassing can occur.*
16. *That the activity is conducted in such a manner so as to not create a dust nuisance. A dust nuisance will occur if:*

- a. *There is visible evidence of suspended solids in the air beyond the site boundary; and/or*
  - b. *There is visible evidence of suspended solids traceable from a dust source settling on the ground, building or structure on a neighbouring site or water.*
17. *That while undertaking earthworks on the site, if any archaeological feature(s) (including human remains) are encountered, all work in the vicinity shall cease immediately and the following persons/parties shall be contacted:*
- a. *The Police (only in the event that human remains are encountered);*
  - b. *Te Ha O Te Whenua O Kirikiriroa Trust;*
  - c. *Heritage New Zealand; and*
  - d. *Manager, Planning Guidance Unit.*

*The earthworks shall not re-commence until written authorisation has been obtained by the Consent Holder from Council's Planning Guidance Unit Manager.*

18. *All works shall be undertaken in accordance with the Regional Infrastructure Technical Specifications (available from the internet at [www.hcc.govt.nz](http://www.hcc.govt.nz)) and/or to the satisfaction of the General Manager, City Infrastructure.*

**Noise:**

19. *All construction work on the site shall be designed and conducted to ensure that construction noise from the site received at any other site does not exceed 70dBA (Leq). In the event that any sound level measurements are recorded they shall be measured and assessed in accordance with the provisions of NZS 6803:1999 Acoustics – Construction Noise.*
20. *The cumulative noise emission from all sources on the subject site (excluding construction noise) shall not exceed 65dB LAeq(15-mins) at any point within the boundary of any other site. Noise levels shall be measured in accordance with NZS6801:2008 'Acoustics - Measurement of Environmental Sound' and assessed in accordance with NZS6802:2008 'Acoustics - Environmental Noise' before comparison with this level.*

**Hazardous Substances**

21. *The quantity of petrol and of diesel stored on site shall be limited to a maximum of 100,000 litres and 50,000 litres respectively in underground storage tanks.*
22. *The consented activity shall comply with the Pak 'n' Save Emergency Site Management Plan.*

**Geotech**

23. *At the time of detailed engineering design, the applicant shall submit to Council a quantification of liquefaction risk report to determine the potential mitigation required, which will outline the static total and differential settlement once the building and fill loads and extent of any non-engineered fill is known.*

**NES Contaminated Land**

24. *That within three months of consent being granted and prior to any soil disturbance works commencing, the consent holder shall arrange a pre-commencement meeting. The meeting will involve discussions around roles and responsibilities, staging,*

reporting requirements and compliance relevant to the soil contamination investigation. In attendance must be:

1. A SQEP (Suitably Qualified and Experienced Practitioner)
  2. HCC Contaminated Land Officer and Compliance Monitoring Officer
  3. All contractors, sub-contractors and works site supervisory staff who are carrying out any works associated with the NESCS part of the project.
25. That a final Site Management Plan (SMP) shall be prepared and implemented in accordance with the RMA National Environmental Standards Contamination in Soil Regulations 2011 (NESCS). The SMP must reference the Foodstuffs North Island Detailed site Investigation Report 980-986 Te Rapa Rd Hamilton, prepared by Babbage Consultants Ltd (dated June 2018).
26. The final Site Management Plan shall target the actual onsite conditions relating to human health exposure identified in the report, and the appropriate offsite soil removal relating to transport and disposal. The Plan must include the relevant human health-related controls to ensure minimal exposure via the applicable pathways for the duration of the soil disturbance works. The Plan must also include appropriate contingency measures for any previously unidentified contamination being discovered, and an acceptable method for works completion reporting.
27. A copy of the Site Management Plan shall be provided to Council's Environmental Health Manager prior to any soil disturbance works commencing. Any alternative methods or measures must be proven to be consistent with the objective of the approved Plan prior to their implementation.
28. Works Completion reporting shall be provided within two months of soil disturbance works being completed to confirm that the methods outlined in the Site Management Plan were enforced for the period required, and that the measures were successful in ensuring the potential risks were adequately managed.
29. In the event that any previously unidentified contamination is discovered in any exposed or excavated soil, works are to cease immediately, and Council shall be notified of the discovery. A Suitably Qualified Environmental Practitioner (SQEP) shall assess the risk and determine the appropriate contingency, remediation or management measures that are required to reduce the potential risk to site workers, future site users and the environment.
30. Any investigation, remediation, validation and soil management works shall be undertaken and reported in accordance with current editions of the Ministry for the Environment Contaminated Land Management Guidelines No. 5 – Site Investigation and Analysis of Soils No.2 – Hierarchy and Application of Environmental Guidelines and No.1 - Reporting on Contaminated Sites in New Zealand.
31. That any soil exceeding the applicable NESCS standard shall be removed under controlled conditions to a licensed waste facility or landfill for disposal in accordance with the requirements of the disposal site and the relevant authority. Receipts of transport and disposal must be included in the Site Validation Report or Works Completion Report.

**Engineering  
General**

32. *The consent holder shall submit engineering plans detailing service locations, existing and any proposed water, wastewater and stormwater connections and system, and all works within the roading corridor to the Planning Guidance Unit for review by the General Manager, Development (or nominee) prior to building consent application and construction work commencing onsite, this plan shall be amended by the Consent Holder as required until stamped 'Accepted' by General Manager, Development (or nominee).*
33. *All engineering works and designs shall be in accordance with the Regional Infrastructure Technical Specifications (available from the internet at [www.hcc.govt.nz](http://www.hcc.govt.nz)) except unless stated otherwise in these conditions.*
34. *The consent holder shall retain the services of a suitably professional qualified person to oversee the construction of any public infrastructure required for the development. This person shall be responsible for ensuring adherence to approved construction plans, quality systems, and project completion requirements. The name and contact details of this person shall be nominated on all engineering plans submitted to the Strategic Development Unit.*
35. *A register of all assets to be vested in Council (e.g. roading infrastructure) and associated GST requirements shall be submitted to Strategic Development Unit at the completion of works (ref Hamilton City Council form GST Requirement/Asset Register and Tax Invoice).*
36. *All works within the road corridor shall be managed by a contractor operating under a current CAR (Corridor Access Request), made through the [www.beforeudig.co.nz](http://www.beforeudig.co.nz) website) and appropriate traffic management. The Corridor Access Request shall be approved by the Road Controlling Authority prior to construction works commencing onsite.*

**Construction Management Plan**

37. *At least one month prior to the commencement of any earthworks or construction activities onsite the Consent Holder shall provide a Construction Management Plan (CMP) for certification by the General Manager, Development (or nominee). The objective of the CMP is to outline the approach to be taken for the managing construction works to ensure that impacts that may arise from the works have been appropriately identified, managed and minimised.*
38. *The consent holder shall carry out operations in general accordance with the provisions of the certified Construction Management Plan, and any subsequent changes. The Construction Management Plan (CMP) shall include but not limited to:*
  - a. *Details of the works, intended construction timetable (including staging) and hours of operation*
  - b. *Methods to control dust, debris on roads and silt laden runoff during construction*
  - c. *Existing network utilities*
  - d. *Anticipated truck movements and routes to and from the site during construction*
  - e. *Site access and management*
  - f. *Traffic Management*
  - g. *Contact details for the contractor, including a process for complaints and remedying concerns*

- h. Adjacent land owner liaison during the construction stage*
- i. Quality assurance/quality control*
- j. General methods to mitigate and manage construction noise and vibration in order to comply with the applicable noise limits*
- k. Identification of any special construction activities (including any pile driving and concrete pours) that may require specific mitigation measures in order to comply with the applicable noise limits*

*Any changes to the Construction Management Plan shall be confirmed in writing by the Consent Holder following consultation with the General Manager, Development (or nominee) before implementation.*

#### **Roading**

- 39. The proposed vehicle crossings and site accesses shall be designed to provide pedestrian priority and a continuous footpath and be constructed to the applicable standard in accordance with the Regional Infrastructure Technical Specifications, Drawings D3.3.1 and D3.3.5. The vehicle crossings and site accesses shall be fully formed to the site boundary in the same material as the footpath.*
- 40. All service relocation required to accommodate the new vehicle crossing shall be at the consent holder's expense.*
- 41. Any obsolete vehicle crossings servicing the site shall be removed, and the kerb and channel, footpath and berm reconstructed as applicable to match the surroundings.*
- 42. On completion of site works any roadside damage from the site works shall be repaired, and the kerb, berm and footpath reinstated to match the surroundings. The reinstatement work shall not be carried out until all service trenching in the footpath has been completed and shall include the reinstatement of all trenches.*
- 43. The footpath and berm shall be kept clear during construction, or, if not practicable, may be temporarily closed along the site frontage. An application for Temporary Use of the Road Corridor can be obtained at no charge from City Transportation Unit.*
- 44. The site shall be provided with outdoor lighting for the safety of users in accordance with Section 4.7, AS/NZS 2890.1:2004.*
- 45. Prior to operation of the supermarket, a left turn deceleration lane on Te Rapa Road shall be constructed in accordance with relevant Austroads Design Practices standards, or to the satisfaction of HCC, to mitigate operational and safety concerns (including on accesses onto Te Rapa Road) and to provide a left-turn entry into the site from Te Rapa Road.*
- 46. Prior to the operation of the supermarket the intersection of Wairere Drive with Karewa Place shall be signalised to provide the following:*
  - a. Two continuous unsignalised through lanes south west bound on Wairere Drive with a separate signalised right turn into Karewa Place that has a storage length of 100 metres.*
  - b. Two signalised through lanes on Wairere Drive north east bound with a separate left turn slip lane with a storage length of 50 metres; and*
  - c. An unsignalised left turn only on Karewa Place.*

47. *Prior to the operation of the supermarket a single-circulating lane roundabout shall be established at the Karewa Place/ Eagle Way / Maui Street intersection. The roundabout shall include two approach lanes on Eagle Way and be designed in accordance with the Austroads Guide to Road Design Part 4B Roundabouts.*
48. *Prior to the start of construction of the supermarket, but without limiting the prior carrying out of Enabling Works, the proposal to reduce the speed limit on Wairere Drive between the Pukete Road and Te Rapa Road intersections to a maximum of 60km/hr shall be confirmed by Hamilton City Council in accordance with the Hamilton City Speed Limit Bylaw. For the purposes of this condition, "Enabling Works" means preparatory works on and adjacent to the site, including:*
  - a. *The demolition of any existing structures on the site;*
  - b. *Earthworks;*
  - c. *Pre-loading if needed;*
  - d. *The installation of drainage infrastructure;*
  - e. *The installation of services (including water supply, waste water, sewerage, communications, power supply and gas supply);*
  - f. *Works on the road network; and*
  - g. *Any associated ground works.*
49. *Prior to the operation of the supermarket the posted speed limit on Wairere Drive between the Pukete Road and Te Rapa Road intersections shall be a maximum of 60km/hr.*
50. *Prior to the operation of the supermarket a raised safety platform shall be provided on the eastbound movement of Wairere Drive at the partial signalisation of the Karewa Place/ Wairere Drive intersection.*
51. *Prior to the operation of the supermarket and subject to a satisfactory road safety audit pedestrian crossing facilities shall be provided on Karewa Place and on Eagle Way in the vicinity of the roundabout.*
52. *Fuel tanker deliveries shall occur via remote fuel filling in the delivery area.*
53. *Internal signs and markings shall clearly identify one-way movement through the fuel facility.*

**Road Safety Audit**

54. *Prior to engineering design acceptance, a detailed design road safety audit of all proposed works within the road corridor in accordance with Sections 3.2.5 of the Regional Infrastructure Technical Specifications shall be undertaken at no cost to Council. The road safety auditors shall be commissioned from another organisation independent of the Consent Holder, designer and contractor. Audit recommendations and design changes arising from the detailed design road safety audit shall be certified by the General Manager, Development (or nominee) prior to changes (if any) being implemented.*
55. *At completion of work a post-construction road safety audit of all works completed as part of this consent in accordance with Sections 3.2.5 of the Regional Infrastructure Technical Specifications shall be undertaken at no cost to Council. Road safety auditors shall be commissioned from another organisation independent of the Consent Holder, designer and contractor. Audit recommendations and design changes arising from the*



*detailed design road safety audit shall be certified by the General Manager, Development (or nominee) prior to changes (if any) being implemented.*

**Parking**

56. *Provision shall be made on site for a minimum of 270 spaces for parking including 7 accessible parking spaces and 5 less mobile spaces.*
57. *Provisions shall be made on site for a minimum of 28 cycle spaces for staff and customers.*
58. *Provision shall be made on site for a minimum of 2 showers and 2 changing rooms to cater for end-of-journey cycle facilities for staff.*
59. *Provisions shall be made on site for a minimum of 8 motorcycle parking spaces.*
60. *A loading bay shall be provided in accordance with the minimum size requirement detailed in Section 4.10, AS/NZS 2890.1:2004.*
61. *Vehicle parking spaces shall be delineated with white painted lines with the exception of the accessible needs and loading spaces, which shall be delineated with yellow painted lines and have appropriate signage in accordance with NZS 4121:2001 requirements.*
62. *Where any sealed car park or landscaped area adjoins a road, kerbing or similar barrier not less than 125mm in height shall be provided.*

**Three Waters**

63. *Service connections shall be rationalised on site. Any private pipes and connections not required by the proposed development shall be appropriately disconnected to the satisfaction of the General Manager, Development or nominee. Removal of existing connections shall be done by Council at the consent holder's expense.*
64. *All building over or adjacent to the public stormwater mains running through the site shall be designed and constructed in accordance with the requirements of Section 4.2.9 of the Regional Infrastructure Technical Specifications, Building Over or Adjacent to Pipelines.*

**Water**

65. *The site shall be provided with a metered water connection.*

**Wastewater**

66. *The site shall be provided with a wastewater connection.*

**Stormwater**

67. *The stormwater quantity management measures required for the site outlined in the approved sub-catchment ICMP by Wainui Environmental dated August 2018 Version 3 for 980 – 1024 Te Rapa Road shall be in place and fully operational prior to the operation of the supermarket.*
68. *A copy of the operation and maintenance procedures for onsite stormwater management measures shall be submitted at engineering design stage.*

**Review Condition**

69. *The Hamilton City Council may give notice pursuant to Section 128(1) of the Resource Management Act 1991 of the intention to review the conditions of this resource consent at any time for the following purposes:*
- a. To review the effectiveness of this resource consent in avoiding, remedying or mitigating any adverse effects on the environment. The review shall consider the performance of the site and all associated movements and accesses on the wider network.*
  - b. If necessary to avoid, remedy or mitigate such effects by way of further amended conditions.*
  - c. To address any other adverse effect on the environment which has arisen as a result of the exercise of this consent; and, if necessary and appropriate, to require the Holder of this resource consent to adopt the best practicable option to remove or reduce adverse effects on the surrounding environment due to the activity.*

# Council Report

Item 9

**Committee:** Infrastructure and Transport Committee  
**Date:** 05 March 2024

**Author:** Glenn Bunting  
**Authoriser:** Andrew Parsons

**Position:** Urban Transport Policy & Planning Manager  
**Position:** General Manager Infrastructure and Assets

**Report Name:** Parking Policy Alignment Review

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

1. To seek a recommendation from the Infrastructure and Transport Committee that the Council approves a revised Hamilton City Council Parking Policy 2022 to ensure alignment with any decisions on paid parking Council may make through the draft 2024-2034 Long Term Plan as is required by the resolution of the 28 November Council meeting.

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

2. That the Infrastructure and Transport Committee recommends the Council:
  - a) receives the report;
  - b) approves a revised Hamilton City Council Parking Policy 2022 (**Option 1**), as outlined in **Attachment 1** of the staff report, noting that:
    - (i) the recommended changes to the policy follows on from the resolution made at the 28 November 2023 Extraordinary Council 2024-2034 Long Term Plan meeting - “for the purposes of financial modelling and proposed fees and charges approves the inclusion of demand-responsive parking pricing...for short term parking...(and)...all day paid parking.”;
    - (ii) the policy alignment review identified minor changes were needed to ensure the policy aligns with any decisions on paid parking Council may make through the draft 2024-2034 Long Term Plan process and for ease of interpretation and administration;
    - (iii) decisions around the provisions of paid parking that may be agreed from the 2024-2034 Long Term Plan will be detailed and set by the Fees and Charges (policy implementation);
    - (iv) the parking policy will continue to be used to help make decisions on the direction and approach of parking management in Hamilton city;
    - (v) no changes have been made to the policy guiding principles which were developed by Members alongside the Access Hamilton Strategy refresh 2022;

- (vi) the policy will be reviewed every three years, in response to any issues that may arise, at the request of Council, or in response to changed legislative and statutory requirements (whichever occurs first); and
- c) implementation of the policy will continue to include effective and appropriate communications with businesses and parking space users.

### Executive Summary - *Whakaraapopotanga matua*

3. The Hamilton City Council Parking Policy (the Parking Policy) was approved as a recommendation to Council by the Infrastructure Operations Committee on the 9 August 2022 ([agenda](#), [minutes](#)).
4. The Parking Policy sets the objectives and principles for making decision on parking management in Hamilton.
5. The 28 November 2023 Extraordinary Council meeting ([minutes](#)) resolved “for the purposes of financial modelling and proposed fees and charges approves the inclusion of demand-responsive parking pricing...for short term parking...(and)...all day paid parking.”
6. Staff have reviewed the Parking Policy and proposed minor changes that:
  - i. ensures that any decisions that may be agreed from the 2024-2034 Long Term Plan are supported and in alignment with the Parking Policy,
  - ii. outlines that the conditions for paid parking (including demand-responsive pricing) would continue to be set by/ in Councils Fees and Charges,
  - iii. improve the interpretation, implementation, and administration of the Policy.
7. Staff recommend the Infrastructure and Transport Committee recommend the Council approve the revised Hamilton City Parking Policy 2022 as shown in (**Attachment 1**) and as outlined in Option 1 of this report.
8. The Parking Policy will be reviewed every three years or at the request of Council, in response to issues that may arise, in response to legislation and statutory requirements, whichever occurs first.
9. Implementation of the policy will continue to include effective and appropriate communications with businesses and parking space users to ensure there is a good understanding of parking management objectives and desired outcomes.
10. Staff consider the matters in this report have low significance and that the recommendations comply with the Council’s legal requirements.

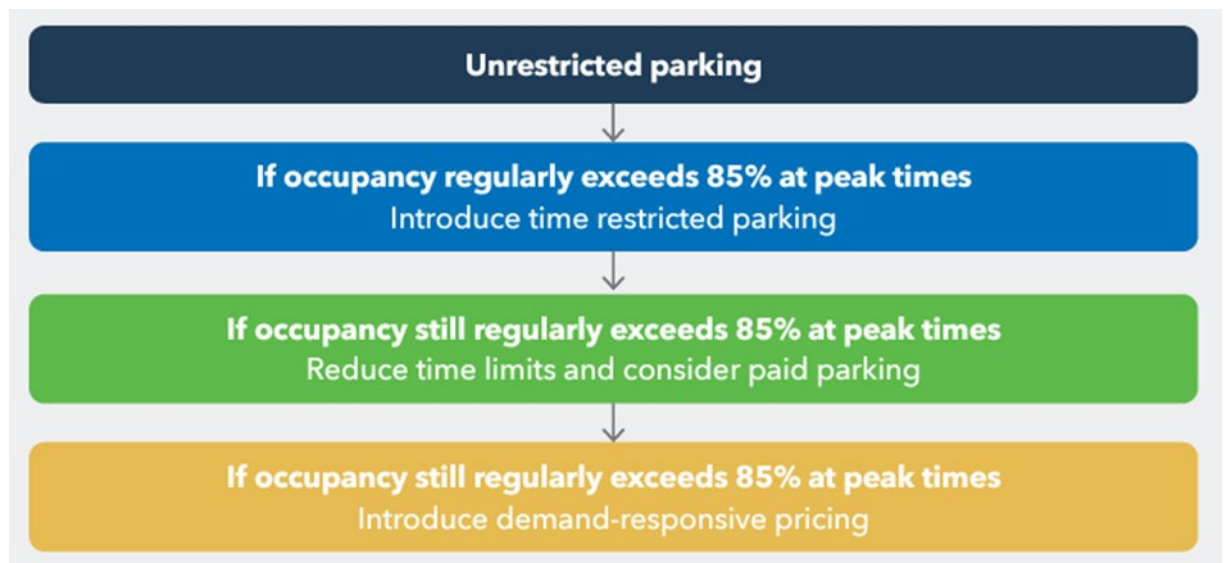
### Background - *Koorero whaimaarama*

#### Hamilton Parking Policy development

11. Council has a role in shaping the form and function of parking in Hamilton City as a provider, facilitator, regulator, and enforcer.
12. The principles based Parking Policy were adopted by the Infrastructure Operations Committee on the 9 August 2022 ([agenda](#), [minutes](#)). Further information on the history of the Parking Policy and guiding principle development can be found in the 7 December 2021 Infrastructure Operations committee report, Background sections ([agenda](#)).
13. The Parking Policy sets the objectives and principles for parking in the central city, suburban centres, and district plan areas for the future. This is done in a way that supports broader objectives of preparing the city for population growth, making the city more people-friendly,

supporting economic growth including retail, hospitality, and tourism, while improving mode choice for access.

14. The Parking Policy’s guiding principles help to shape how Hamilton can optimise public assets through the planning, design, and enforcement of parking in future. These are the eight guiding principles:
  - i. provision of safe facilities and facilities for people with mobility impairments
  - ii. prioritisation of road space
  - iii. managing parking provision
  - iv. charging for parking
  - v. application of parking management technology
  - vi. reduce the demand for parking
  - vii. provide sufficient loading and servicing areas
  - viii. alignment with Council and Central government policy
15. The Parking Policy includes industry best practice and makes a positive impact to the management of parking in Hamilton for all road users.
16. Principle Four: Charging for Parking, sets out that parking will be managed by using leavers such as time or price and be set by a data-led threshold of 85% occupancy.
17. The 85% threshold means that the parking is well used supporting economic productivity, but people can still easily find a parking space, reducing cruising, congestion and frustration.
18. The Parking Policy details that changes to the management of parking will be decided based on the following flow chart:



### Discussion - *Matapaki*

19. A report to the 28 November 2023 Extraordinary Council meeting noted that, in significant parts of the central city, parking is now more than 85% occupied at peak times which is having the following effects:
  - i. not enabling efficient or effective parking management to ensure turnover;
  - ii. not optimally supporting business productivity with parking turnover; and
  - iii. not meeting the public expectation of being easily able to find a parking space.
20. The 28 November 2023 Extraordinary Council meeting ([minutes](#)) resolved “for the purposes of financial modelling and proposed fees and charges approves the inclusion of demand-responsive parking pricing...for short term parking...(and)...all day paid parking.”

21. Following the resolution, staff have reviewed the Parking Policy and proposed minor changes that:
- i. ensures that any decisions agreed from the draft 2024-2034 Long Term Plan are supported and in alignment with the Parking Policy,
  - ii. the expectation of a separate Parking Pricing Policy is replaced with a simple reference to the most recently approved Council Fees and Charges,
  - iii. improves the interpretation, implementation, and administration of the Policy.

22. The proposed changes can be summarised by the table below:

Minor change	Current	Proposed
<b>Interpretation, implementation and administration</b>		
Definition changes	Parking management plan	Integrated multi-modal plan. Demand responsive pricing
Terminology/ reference changes	Travel choices Parking management plans Waka Kotahi	Travel options Integrated multi-modal plans New Zealand Transport Agency (Waka Kotahi)
Improvements on other activities & recent work		zero-low emission vehicle car sharing
<b>Long Term Plan 2024-2034</b>		
The conditions for paid parking	Expects development of a 'Parking Pricing Policy'.	Details for parking pricing will be included in Council's 'Fees and Charges'
Demand responsive pricing		Refined to be clearer, more concise and set out Council's position and expectations
Peak times	4 highest hours of the day 10-2pm	Tweaked to include that peak times can change based on local context and land use i.e. hospitality end entertainment peak times are later in the day.

23. The proposed changes to the proposed Fees and Charges facilitate demand responsive pricing for parking, including a parking pricing range within which staff will actively manage short term and all day paid parking prices, parking occupancy review requirements, and minimum and maximum fee changes should a parking price change be justified.
24. The revised Parking Policy remains a key component for helping to shape a 'low emission transport system that is resilient against climate change', as identified as key outcome in Access Hamilton, promoting more travel choice and reducing transport emissions in alignment with the Climate Change Strategy – Our Climate Future.
25. It should be noted that implementation of the policy will continue to include effective and appropriate communications with businesses and parking space users to ensure there is a good understanding of parking management objectives and desired outcomes, particularly at the time of parking management changes.

## Options

26. Staff have assessed that there are two reasonable and viable options for the Committee to consider. This assessment reflects the level of significance (see paragraph 52). The options are set out in the table below:

<b>Option 1</b>	Approve the proposed revised Parking Policy
<b>Option 2</b>	No not approve proposed revised Parking Policy

### Option One

27. If the revised Parking Policy is approved, all the conditions for paid parking (including for paid parking and the implementation of demand responsive pricing that may be agreed through the draft 24-34 Long Term Plan) will be simply located in Council's centrally managed Fees and Charges.
28. Approving the revised Parking Policy also provides for definition and terminology improvements and strengthens Council's position regarding low-zero emission vehicles and car share provisions.
29. The Parking Policy will remain fit for purpose and best practice irrespective Council decisions on the 2024-34 Long Term Plan on paid parking, or if the changes to the Fees and Charges for demand responsive pricing not be agreed, or are changed, through the 24-34 Long Term Plan process.

### Option Two

30. If the revised Parking Policy is not approved, changes to the Fees and Charges including the conditions for paid parking (including for demand responsive pricing) will be disconnected from, and not aligned with, the Parking Policy.
31. Staff recommend **Option One** because it updates the Parking Policy to better enable future parking pricing changes.

## Financial Considerations - *Whaiwhakaaro Puutea*

32. Review of Council's policies is a regular operating activity funded through the Long-Term Plan.

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

33. Staff confirm that recommendations in this report comply with Council's legal and policy requirements, including those required by the Local Government Act 1974 and Local Government Act 2002.

## Climate Change Impact Statement

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

## Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

36. 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').
37. 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.
38. The recommendations set out in this report are consistent with that purpose.

**Social**

39. 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.
40. The reviewed Parking Policy supports and enables Council in their ability to adapt streets to better support active and safe transport choices by contributing to the creation of more people-friendly spaces in our towns and city.
41. The reviewed Parking Policy is intended to provide guidance for staff, and regulations for the community, on best-practice parking management to create a safe and healthy environment within the city.

**Economic**

42. Economic wellbeing is defined as the capacity of the economy to generate employment and wealth necessary for present and future financial security.
43. The reviewed Parking Policy will continue to support economic growth and development, the efficient movement of people and goods, and better provide financial security in employment by ensuring the public parking management supports turnover for customer use and business support.

**Environmental**

44. Environmental wellbeing is defined as the capacity of the natural environment to support, in a sustainable way, the activities that constitute community life.
45. The Parking Policy was developed alongside/under Access Hamilton, so works to enable travel choice and emission reduction.
46. The reviewed Parking Policy includes reference to integrated, multi-modal plans that consider travel mode options so people understand their travel options so they can choose to travel by modes with less emissions, to help reduce congestion, carbon emissions, promote carbon reduction, and improve air quality.
47. The reviewed Parking Policy will continue to enable more projects that support alternative modes of transport and the ability for the community to traverse across and around the city in a safe way by managing the parking of a vehicle/bike/motorbike when not in use.

**Cultural**

48. Cultural wellbeing is defined as the capacity of communities to retain, interpret and express their shared beliefs, values, customs, behaviours, and identities.
49. The reviewed Parking Policy remains strongly interlinked with Access Hamilton. The Access Hamilton Strategy has strong guidance/reference to He Pou Manawa Ora and can play a role in developing Mana Whenua values for the city. Mana whenua are strongly interlinked into the development of this strategy and therefore with the reviewed Parking Policy.

**Risks - *Tuuraru***

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



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

### **Significance**

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

### **Engagement**

52. The review does not change the intent of the Parking Policy or any detail of significance. Community views would not influence the minor proposed changes such as the proposed definition or terminology changes. Community views and preferences on associated areas of significance will be known to the Council through public consultation on the draft 2024-32 Long-Term Plan and the associated Fees and Charges.
53. Given the low level of significance determined, the engagement level is low. No engagement is required.

### **Attachments - *Ngaa taapirihanga***

Attachment 1 - Clean revised Parking Policy

Attachment 2 - Revised Parking Policy (tracked changes)

First adopted:	18 August 2022
Revision dates/version:	Version 1/August 2022 Version 2/ March 2024
Next review date:	March 2027
Document Number:	D-5124435
Associated documents:	Hamilton City Council Fee’s and Charges Schedule Hamilton City Parking Policy Report (D-4048472) (7 August 2022, Infrastructure Operations committee)
Sponsor/Group:	Executive Director Infrastructure Operations

## Hamilton Parking Policy

### Ko te Puutaketanga

### Purpose

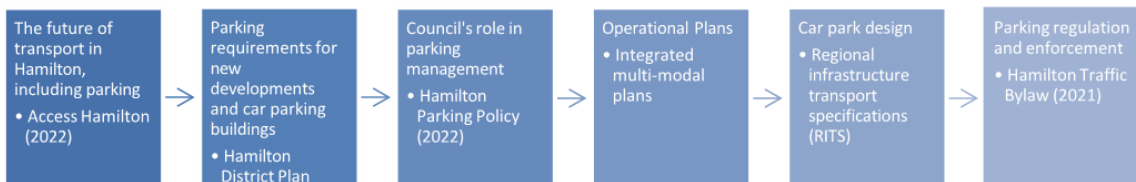
1. The purpose of this policy is to:
  - a) provide both a framework and guiding principles for decisions on parking in Hamilton;
  - b) support broader objectives of accommodating population growth, making the city more people friendly and promoting wellbeing, and supporting economic growth – whilst improving travel options and supporting a reduction in overall emissions; and
  - c) set the guiding principles for the development of integrated multi-modal plans, and site and land use specific parking management.

### Ko te Whaanuitanga

### Scope

2. This policy applies to:
  - a) all public and Hamilton City Council-owned parking places, including on-street and off-street parking; and
  - b) all types of parking places (as defined in the Hamilton Traffic Bylaw) including, but not limited to, parking for: cars, motorcycles, bikes, micro-mobility devices, servicing and loading spaces, and mobility parking spaces.
3. This policy does not apply to:
  - a) privately owned off-street car parking; or
  - b) any parking outside of the Hamilton City Council boundary.
  - c) All parking is subject to compliance with the Operative District Plan.

The diagram below shows how this policy fits within the regulatory context.



Term	Definition in this Policy
Car share	Includes informal carpooling arrangements involving three or more passengers per vehicle and car sharing apps. Does not include 'rideshare' or 'ridehail' apps such as Uber and Ola.
Commercial areas	An area which is primarily used for retail premises, office buildings, or community premises (such as hospitals) and includes the central city.
Demand-responsive pricing	On-street paid parking fees are set based on demand and can vary based on location, time of day and day of the week. The parking fees are regularly reviewed and adjusted by incremental amounts to achieve appropriate levels of occupancy (85%) at peak times, encouraging turnover and availability.
Employment	An area which is primarily industrial, or which does not fall within the meaning of central city, commercial area, or residential area.
Integrated-multi modal plan	An area-specific plan developed by Council outlining how parking will be managed, taking into consideration the local integrated multi-modal context.
Micro-mobility device	A powered or unpowered transport device (as defined by the Traffic Bylaw).
Mobility parking space	A parking place set aside under the provisions of the Hamilton Traffic Bylaw for use by people who hold an approved disabled person's parking permit.
Parking fees	Fees required for the use of any parking place for any identified length of time.
Parking machine	Means a device or system (including electronic or software-based systems) that is used to collect payment in exchange for a vehicle parking in a particular place for a limited time.
Parking place	Means a place (including a building) where vehicles, or any class of vehicles may stop, stand or park; and may be situated: a) within a road or road reserve (on-street parking); or b) on property owned by Council which is not a road reserve (off-street parking).
Parking warden	Means a parking warden appointed under section 128D of the Land Transport Act 1998.
Residential area	An area which is primarily used for living accommodation (excluding visitor accommodation).
Vehicle	Has the same meaning as set out in the Land Transport Act 1998.

Ko ngaa Tikanga

Policy

5. Council has a role in shaping the form and function of parking in Hamilton City as a provider, facilitator, regulator, and enforcer.
6. Council decisions about parking provision will be made in accordance with the guiding principles outlined in this policy and will support the efficient and equitable use of public parking.
7. Council parking decisions will include, but are not limited to, the development of integrated multi-modal plans and the management of parking places.
8. While this policy provides a framework to guide parking decisions, other requirements in relation to decisions under legislation or other policy – including consultation requirements – will continue to apply.

9. Each of the following principles must be considered by staff and Elected Members in the making of Council parking decisions, depending on the nature and significance of the proposed decision.
  - a) Providing safe facilities and facilities for people with mobility impairments
  - b) Prioritisation of road space
  - c) Managing parking provision
  - d) Charging for parking
  - e) Application of parking management technology
  - f) Reducing the demand for private vehicle parking
  - g) Providing sufficient loading and servicing areas
  - h) Alignment with local, regional, and national policy
10. Each of these principles has equal weight and is described below.

**Principle One: Providing safe facilities and facilities for people with mobility impairments**

11. All parking places should align with Crime Prevention Through Environmental Design (CPTED) principles, including being regularly patrolled/monitored and have high levels of appropriate lighting.
12. Parking places, and access to them, should be designed to take into account best-practice and guidance, especially regarding people with mobility impairments.
13. Council will improve the provision of mobility parking space parking for mobility permit card holders, by:
  - a) continuing to provide concessions in alignment with the Traffic Bylaw, to cars displaying mobility permits to enable longer parking in time restricted on-street parking spaces;
  - b) reviewing the utilisation of and requests for mobility parking spaces to ensure sufficient facilities are in place to meet demand;
  - c) auditing mobility parking spaces, and their unimpeded kerb access, to ensure that they meet best-practice design standards;
  - d) ensuring good public information about where mobility parking spaces are available;
  - e) ensuring that usage of mobility parking spaces is appropriately enforced to deter illegal parking; and
  - f) periodically conducting occupancy surveys to assess utilisation of mobility parking spaces.
14. This will not replace the minimum mobility carparking requirements specified in the District Plan or any requirements under the Building Act 2004.

**Principle Two: Prioritisation of road space**

15. Council will use the table below to guide how kerbside road space should be allocated and which uses have priority depending on whether the location is in the central city, shopping centre, residential, or employment areas. Uses with a high priority in the hierarchy would be accommodated first, providing there is demand for that use.

Location	Central City/ Commercial areas	Residential	Employment
Overarching Priority	Safety		
1 <sup>st</sup> Priority	Movement and place	Movement and place	Movement and place
2 <sup>nd</sup> priority	mobility parking spaces	mobility parking spaces	mobility parking spaces
3 <sup>rd</sup> priority	Bus stops	Bus stops	Loading and servicing
4 <sup>th</sup> priority	Loading and servicing	Residents' parking	Bus stops
5 <sup>th</sup> priority	Biking and micro-mobility parking	Biking and micro-mobility parking	Biking and micro-mobility parking
6 <sup>th</sup> Priority	Short to medium stay parking	Short to medium stay parking	Short to medium stay parking
7 <sup>th</sup> Priority	Long-stay/ commuter parking	Long-stay/ commuter parking	Long-stay/ commuter parking

16. Safety is an overarching priority in the prioritisation process. Council uses road markings to prohibit parking in any location where it would impede the safe and efficient operation of the transport system, for example, to protect visibility at intersections and key pedestrian crossing points.
17. The first priority, movement and place, will be provided in accordance with the New Zealand Transport Agency (Waka Kotahi) One Network Framework.
  - a) The movement focus is on the safe and efficient movement of people and goods and will include provision of wider footpaths, cycle lanes, bus lanes, and traffic lanes.
  - b) Placemaking includes a focus on amenity including additional high-quality materials like Seats, rubbish bins and gardens.
18. While the hierarchy provides a generalised framework for considering various user needs, the priority should not be given to the complete detriment of other uses and users.

#### Principle Three: Managing parking provisions

19. On-street and off-street parking places will be managed efficiently to support use by the intended categories of user.
20. Short to medium-term parking places will be prioritised in the central city and shopping centre areas.

21. Commuter and long-term parking places should be limited to appropriate areas which may include the periphery of the central city area, or in areas designated or identified in integrated multi-modal plans.
22. Council will continue to support initiatives that help to decrease carbon emissions and congestion by enabling:
  - a) parking places for sustainable alternatives to single occupancy private cars, to encourage greater use of the other sustainable transport options such as bicycles, micro-mobility devices like scooters and e-scooters, zero-exhaust emission vehicles (e.g. battery electric vehicles), car sharing, and motorcycles;
  - b) an increase in car sharing provisions;
  - c) space for electric vehicle and micro-mobility charging stations; and
  - d) reallocation of road space for active and public transport modes.

***Car sharing***

23. Council encourages car sharing services and may support these in the following ways:
  - a) by offering on-street parking places for car share parking,
  - b) promote car sharing in education and community campaigns, where appropriate.
24. In doing so all approved care share service providers must operate in compliance with the approval requirements as agreed via the City Transport Unit.

***Zero and low-emission vehicles***

25. Electric vehicles can help to reduce transport-related emissions and minimize the overall carbon footprint of the transport sector.
26. Council will support the use of zero and low-emission vehicles and encourage the provision of related infrastructure throughout the city where this aligns with strategic direction of the transport network and community need by:
  - a) providing designated parking places for zero and low-emission vehicles; and
  - b) enabling charging infrastructure to be installed within in parking places.
27. All electric vehicle infrastructure provisions will reflect the regional, collective approach to developing the Electric Vehicle charging network established by the Waikato Region, and be agreed via the City Transport Unit.

***Biking and micro-mobility***

28. Council will continue to prioritise and provide inclusive and easy-to-use biking and micro-mobility device parking where this aligns with community need and network planning.
29. Biking and micro-mobility parking will be provided either in the footpath zone or the kerbside lane zone in alignment with the table in Principle Two.
30. In areas where medium to long term parking of bicycles and micro-mobility is expected, facilities with weather protection, CCTV and lighting, and charging points should all be considered.
31. The locations where these facilities may be provided will be carefully chosen to emphasise:
  - a) proximity of key destinations;
  - b) proximity of the biking and micro-mobility transport network;
  - c) the effect on safe movement of other modes, with a particular emphasis on walking, and people with people with mobility impairments;
  - d) where parked bike and micro-mobility vehicles (and their users) will be safe and people on foot are not obstructed;
  - e) appropriate spacing; and
  - f) with consideration for current and future parking demand.

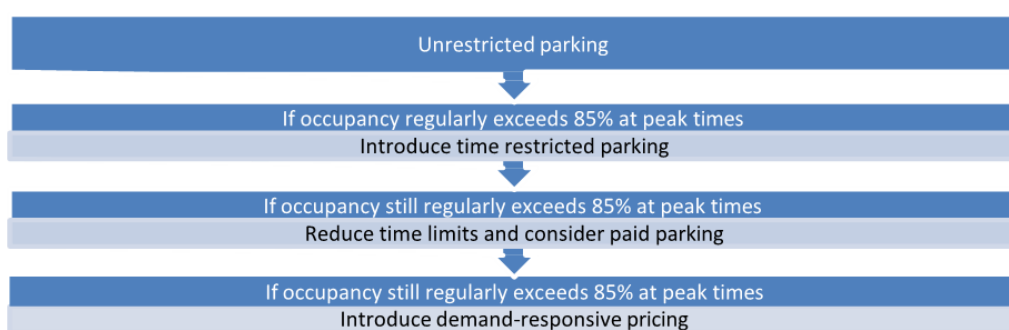


### Residents' Parking

32. Residents' parking permits can provide a way to fairly share on-street parking places between different users, especially in areas where parking is in short supply.
33. A residents' parking policy may be considered if there is the demand for greater residents' parking management to either:
  - a) reduce the negative impacts of high parking demand on local communities; or
  - b) manage the impacts of long stay/ commuter parking.

### Principle Four: Charging for parking

34. Parking will be managed in alignment with the flow chart one. Parking will be managed by levers such as time or price.
35. Changes to time restrictions or fees to manage parking will be decided based on meeting or exceeding the data thresholds or trigger points outlined the following flow chart:



**Flow chart 1:** Parking demand management flow chart with thresholds between each management approach (time or price).

36. Peak times are the four highest occupancy hours of the day, usually between 10am and 2pm, Monday to Friday, excluding public holidays or as defined in the local integrated multi-modal plan. Peak times may vary by 'day' and 'time of day' to reflect local context/land use (i.e. hospitality and entertainment areas).
37. Parking fees will be used as a lever solely for the efficient management of parking and will be set at a level which:
  - a) supports the efficient and equitable use of public parking,
  - b) achieves the 85% occupancy, and
  - c) endeavours to support customers and other short-term visitors and the use of local facilities and businesses.
38. Any detail as to the potential for the ringfencing of funds for public amenity upgrades and cost recovery would be detailed in the local integrated multi-modal plan and set by committee resolution.
39. Changes to parking fees will be guided by data, focusing on incremental, reasonable, well-communicated changes that strongly align with the purpose of this policy and meet the conditions set in Council's 'Fees and Charges'.
40. Parking fees will predominantly be implemented in the central city, shopping areas, and commercial areas or as part of a local integrated multi-modal plan.

### 85% Threshold

41. The 85% threshold means that the parking resource is well used supporting businesses, while also ensuring people can still easily find a space, thus reducing congestion and frustration.
42. When peak parking occupancy is regularly above 85% the parking management approach (time

6

or price) will be changed to align with flow chart one (s.35).

43. In areas which experience low demand and/or there is no change in demand, and parking fails to reach the trigger points, Council will not consider changes to the parking management approach.

***Demand-responsive pricing***

44. Where parking demand exceeds the 85% threshold following the implementation of paid parking and/or time limits, Council will implement demand-responsive pricing as a way to achieve appropriate levels of occupancy (85%), encourage turnover and effectively manage the demand for on-street car parking.
45. Occupancy levels will be regularly monitored to ensure peak demand of parking, reflected in the hierarchy, is within the 85% threshold most of the time. Any pricing adjustments will be made known to the public in advance to any implemented changes.
  - a) If the demand for parking in a car park is found to decrease below 85%, Council will consider a price decrease
  - b) If the demand for parking in a car park is found to increase beyond 85%, Council will consider a price increase.
46. Council will ensure demand-responsive pricing prioritizes parking (in alignment with Principle Two) to ensure the central city and other shopping areas remain accessible for short-stay visitors to support local businesses and economic viability, through encouraging occupancy turnover.
47. Council will implement and manage demand-responsive pricing in alignment with the conditions set in Councils 'Fees and Charges'. The conditions in the 'Fees and Charges' will provide the detail on approved pricing range (inclusive of time of day, day and location), regular pricing review periods (frequency) and the price adjustment parameters.
48. Council will be clear and transparent with all changes (including cost, time, location and day) and will include appropriate notification to users prior to enacting changes.

**Principle Five: Application of parking management technology**

49. Advances in parking management technology are shaping how Council manages parking. Technologies can make parking more customer-friendly, reduce operating costs and enhance data collection and monitoring.
50. Council will continue to:
  - a) explore technology solutions to maximise compliance, monitor parking occupancy, support pricing technologies, and provide parking-related information to all road users;
  - b) review the extent and type of parking that will be required in the future, in response to technology changes (such as driverless and autonomous vehicles); and
  - c) investigate and implement new technologies to improve the efficiency of parking enforcement and offer a better service across Hamilton.

**Principle Six: Reducing the demand for private vehicle parking**

51. Reducing the demand for private vehicle parking in Hamilton over time aligns with both Council and national guidelines.
52. Council will continue to manage parking places in alignment with making other transport options available. If there are more transport options, parking places for private vehicles can be managed and restricted to ensure alternative modes are more attractive and prioritised.
53. Where there are good transport options available, Council will consider applying time restricted and/or paid parking to parking places for private vehicles in the Central City and other key shopping areas.
54. Council will continue to work to provide a range of public and alternative transport options to ensure the need for reliance on private vehicle use and related parking demand is reduced over



- time.
55. Council will continue to work with business in employment areas requiring travel plans as a tool to help reduce the overall demand for parking places for private vehicles.
  56. In some of these areas where the drivers of parking demand for private vehicles are considered particularly complex, Council will develop integrated multi-modal plans.
  57. Integrated multi-modal plans will be developed in accordance with Waka Kotahi guidance and in consultation with the local community and business stakeholders to reflect local issues. The plans will provide a comprehensive assessment of parking across the area, an analysis of issues, and make short, medium, and long-term recommendations.

**Principle Seven: Providing sufficient loading and servicing areas**

58. The provision and management of any on-street loading and servicing areas should be sufficient to support economic growth by providing sufficient spaces and access at key locations.
59. Off-street provisions will be required in compliance of the operative district plan.
60. Where loading zones are provided, these will be managed to maximise access for the delivery of goods and services.
61. Council will monitor and review loading and servicing areas to ensure times and locations remain suitable.

**Principle Eight: Alignment with local, regional, and national policy**

62. To continue to align with local, regional, and national policy direction, Council needs to ensure that the way parking is managed:
  - a) encourages travel by a range of sustainable transport options;
  - b) prioritises parking for a range of transport options; and
  - c) enables kerbside space to be reallocated and/or utilised for more beneficial activities.
63. Local, regional, and national policy includes but is not limited to:
  - a) Hamilton’s Access Hamilton transport strategy;
  - b) Hamilton’s Climate Change Strategy;
  - c) New Zealand Transport Agency (Waka Kotahi) National Parking Management Guidance;
  - d) New Zealand Transport Agency (Waka Kotahi) Arataki and Keeping Cities Moving document; and
  - e) The direction set by Council’s document, Our Vision for Hamilton Kirikiriroa.
64. Figure 1 below shows how the parking policy fits in the wider strategy and policy context and how it will influence operational plans:



**Figure 1:** Organisational hierarchy of the Transport Strategy, Parking Policy and associated integrated multi-modal plans (operational).

***Ko te Aroturukitanga me te Whakatinanatanga***  
**Implementation, Monitoring and Review**

65. Implementation of the policy will be overseen by the Unit Director of Transport.
66. Performance against the policy will be monitored and reported to the relevant Council Committee as required.
67. The policy will be reviewed every three years, in response to any issues that may arise, at the request of Council or in response to changed legislative and statutory requirements (whichever occurs first).

First adopted:	18 August 2022
Revision dates/version:	Version 1/August 2022 Version 2/ March 2024
Next review date:	August 2025-March 2027
Document Number:	D-4256535-D-5117016
Associated documents:	Hamilton City Council Fee's and Charges Schedule Hamilton City Parking Policy Report (D-4048472) (7 August 2022, Infrastructure Operations committee)
Sponsor/Group:	Executive Director <del>General Manager</del> Infrastructure Operations

## Hamilton Parking Policy

### Ko te Puutaketanga

### Purpose

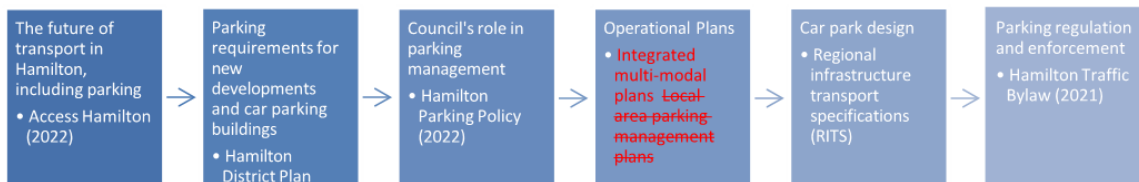
1. The purpose of this policy is to:
  - a) provide both a framework and guiding principles for decisions on parking in Hamilton;
  - b) support broader objectives of accommodating population growth, making the city more people friendly and promoting wellbeing, and supporting economic growth – whilst improving travel ~~choice~~ options and supporting a reduction in overall emissions; and
  - c) set the guiding principles for the development of ~~integrated multi-modal area-specific parking management~~ plans, and site and land use specific parking management.

### Ko te Whaanuitanga

### Scope

2. This policy applies to:
  - a) all public and Hamilton City Council-owned parking places, including on-street and off-street parking; and
  - b) all types of parking places (as defined in the Hamilton Traffic Bylaw) including, but not limited to, parking for: cars, motorcycles, bikes, micro-mobility devices, servicing and loading spaces, and mobility parking spaces.
3. This policy does not apply to:
  - a) privately owned off-street car parking; or
  - b) any parking outside of the Hamilton City Council boundary.
  - c) All parking is subject to compliance with the Operative District Plan.

The diagram below shows how this policy fits within the regulatory context.



## Ko nga Whakamaaramatanga

## Definitions

Term	Definition in this Policy
Car share	Includes informal carpooling arrangements involving three or more passengers per vehicle and car sharing apps. Does not include 'rideshare' or 'ridehail' apps such as Uber and Ola.
Commercial areas	An area which is primarily used for retail premises, office buildings, or community premises (such as hospitals) and includes the central city.
Demand-responsive pricing	On-street paid parking fees are set based on demand and can vary based on location, time of day and day of the week. The parking fees are regularly reviewed and adjusted by incremental amounts to achieve appropriate levels of occupancy (85%) at peak times, encouraging turnover and availability.
Employment	An area which is primarily industrial, or which does not fall within the meaning of central city, commercial area, or residential area.
Integrated-multi modal plan	An area-specific plan developed by Council outlining how parking will be managed, taking into consideration the local integrated multi-modal context.
Micro-mobility device	A powered or unpowered transport device (as defined by the Traffic Bylaw).
Mobility parking space	A parking place set aside under the provisions of the Hamilton Traffic Bylaw for use by people who hold an approved disabled person's parking permit.
Parking fees	Fees required for the use of any parking place for any identified length of time.
Parking machine	Means a device or system (including electronic or software-based systems) that is used to collect payment in exchange for a vehicle parking in a particular place for a limited time.
Parking-Management-Plan (PMP)	<del>A Parking Management Plan is an area-specific plan developed by Council outlining how parking will be managed, taking into consideration the local context.</del>
Parking place	Means a place (including a building) where vehicles, or any class of vehicles may stop, stand or park; and may be situated: <ul style="list-style-type: none"> <li>a) within a road or road reserve (on-street parking); or</li> <li>b) on property owned by Council which is not a road reserve (off-street parking).</li> </ul>
Parking warden	Means a parking warden appointed under section 128D of the Land Transport Act 1998.
Residential area	An area which is primarily used for living accommodation (excluding visitor accommodation).
Vehicle	Has the same meaning as set out in the Land Transport Act 1998.

## Ko nga Tikanga

## Policy

5. Council has a role in shaping the form and function of parking in Hamilton City as a provider, facilitator, regulator, and enforcer.
6. Council decisions about parking provision will be made in accordance with the guiding principles outlined in this policy **and will support the efficient and equitable use of public parking.**
7. Council parking decisions will include, but are not limited to, the development of ~~area-specific parking management integrated multi-modal~~ plans and the management of parking places.
8. While this policy provides a framework to guide parking decisions, other requirements in relation to decisions under legislation or other policy – including consultation requirements – will continue to apply.

2

9. Each of the following principles must be considered by staff and Elected Members in the making of Council parking decisions, depending on the nature and significance of the proposed decision.
  - a) Providing safe facilities and facilities for people with mobility impairments
  - b) Prioritisation of road space
  - c) Managing parking provision
  - d) Charging for parking
  - e) Application of parking management technology
  - f) Reducing the demand for private vehicle parking
  - g) Providing sufficient loading and servicing areas
  - h) Alignment with local, regional, and national policy
10. Each of these principles has equal weight and is described below.

**Principle One: Providing safe facilities and facilities for people with mobility impairments**

11. All parking places should align with Crime Prevention Through Environmental Design (CPTED) principles, including being regularly patrolled/monitored and have high levels of appropriate lighting.
12. Parking places, and access to them, should be designed to take into account best-practice and guidance, especially regarding people with mobility impairments.
13. Council will improve the provision of mobility parking space parking for mobility permit card holders, by:
  - a) continuing to provide concessions in alignment with the Traffic Bylaw, to cars displaying mobility permits to enable longer parking in time restricted on-street parking spaces;
  - b) reviewing the utilisation of and requests for mobility parking spaces to ensure sufficient facilities are in place to meet demand;
  - c) auditing mobility parking spaces, and their unimpeded kerb access, to ensure that they meet best-practice design standards;
  - d) ensuring good public information about where mobility parking spaces are available;
  - e) ensuring that usage of mobility parking spaces is appropriately enforced to deter illegal parking; and
  - f) periodically conducting occupancy surveys to assess utilisation of mobility parking spaces.
14. This will not replace the minimum mobility carparking requirements specified in the District Plan or any requirements under the Building Act 2004.

**Principle Two: Prioritisation of road space**

15. Council will use the table below to guide how kerbside road space should be allocated and which uses have priority depending on whether the location is in the central city, shopping centre, residential, or employment areas. Uses with a high priority in the hierarchy would be accommodated first, providing there is demand for that use.

Location	Central City/ Commercial areas	Residential	Employment
Overarching Priority	Safety		
1 <sup>st</sup> Priority	Movement and place	Movement and place	Movement and place
2 <sup>nd</sup> priority	mobility parking spaces	mobility parking spaces	mobility parking spaces
3 <sup>rd</sup> priority	Bus stops	Bus stops	Loading and servicing
4 <sup>th</sup> priority	Loading and servicing	Residents' parking	Bus stops
5 <sup>th</sup> priority	Biking and micro-mobility parking	Biking and micro-mobility parking	Biking and micro-mobility parking
6 <sup>th</sup> Priority	Short to medium stay parking	Short to medium stay parking	Short to medium stay parking
7 <sup>th</sup> Priority	Long-stay/ commuter parking	Long-stay/ commuter parking	Long-stay/ commuter parking

16. Safety is an overarching priority in the prioritisation process. Council uses road markings to prohibit parking in any location where it would impede the safe and efficient operation of the transport system, for example, to protect visibility at intersections and key pedestrian crossing points.
17. The first priority, movement and place, will be provided in accordance with [the New Zealand Transport Agency \(Waka Kotahi's\) One Network Framework](#).
  - a) The movement focus **is on the safe and efficient movement of people and goods** and will include provision of wider footpaths, cycle lanes, bus lanes, and traffic lanes.
  - b) Placemaking includes a focus on amenity including additional high-quality materials like Seats, rubbish bins and gardens.
18. While the hierarchy provides a generalised framework for considering various user needs, the priority should not be given to the complete detriment of other uses and users.

**Principle Three: Managing parking provisions**

19. On-street and off-street parking places will be managed efficiently to support use by the intended categories of user.
20. Short to medium-term parking places will be prioritised in the central city and shopping centre areas.



21. Commuter and long-term parking places should be limited to appropriate areas which may include the periphery of the central city area, or in areas designated or identified in **integrated multi-modal plans parking management plans.**
22. Council will continue to support initiatives **that help to** decrease carbon emissions and congestion by enabling:
- parking places for sustainable alternatives to single occupancy private cars, to encourage greater use of the other sustainable transport **options choices** such as bicycles, micro-mobility devices like scooters and e-scooters, zero-exhaust emission vehicles (e.g. battery electric vehicles), car sharing, and motorcycles;
  - an increase in car sharing provisions;
  - space for electric vehicle and micro-mobility charging stations; and
  - reallocation of road space for active and public transport modes.

#### **Car sharing**

23. Council encourages car sharing services and **may** support these in the following ways:
- by offering on-street parking places for car share parking,
  - promote car sharing in education and community campaigns, where appropriate.
24. **In doing so all approved care share service providers must operate in compliance with the approval requirements as agreed via the City Transport Unit.**

#### **Zero and low-emission vehicles**

25. Electric vehicles **can** help to reduce transport-related emissions and minimize the overall carbon footprint of the transport sector.
26. Council will **encourage support** the use of zero and low-emission vehicles **and encourage the provision of** related infrastructure throughout the city **where this aligns with strategic direction of the transport network and community need** by:
- providing designated parking places for zero and low-emission vehicles; and
  - enabling charging infrastructure to be installed within in parking places.
27. **All electric vehicle infrastructure provisions will reflect the regional, collective approach to developing the Electric Vehicle charging network established by the Waikato Region, and be agreed via the City Transport Unit.**

#### **Biking and micro-mobility**

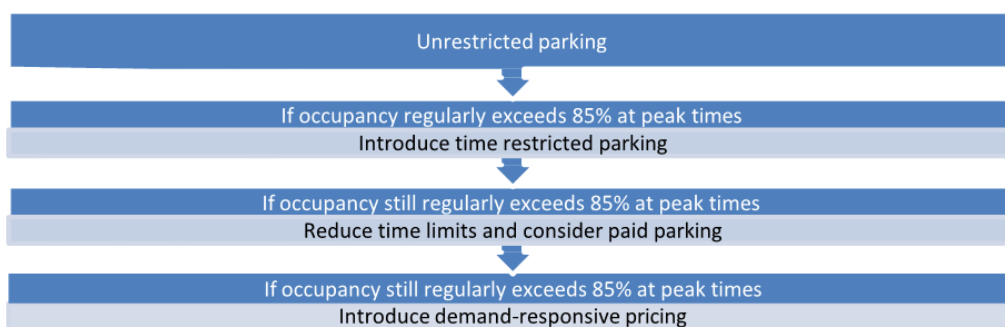
28. Council will continue to prioritise and provide inclusive and easy-to-use biking and micro-mobility device parking **where this aligns with community need and network planning.**
29. Biking and micro-mobility parking will be provided either in the footpath zone or the kerbside lane zone in alignment with the table in Principle Two.
30. In areas where medium to long term parking of bicycles and micro-mobility is expected, facilities with weather protection, CCTV and lighting, and charging points should all be considered.
31. The locations where these facilities may be provided will be carefully chosen to emphasise:
- proximity of key destinations;
  - proximity of the biking and micro-mobility transport network;
  - the effect on safe movement of other modes, with a particular emphasis on walking, and people with people with mobility impairments;
  - where parked bike and micro-mobility vehicles (and their users) will be safe and people on foot are not obstructed;
  - appropriate spacing; and
  - with consideration for current and future parking demand.

**Residents' Parking**

- 32. Residents' parking permits can provide a way to fairly share on-street parking places between different users, especially in areas where parking is in short supply.
- 33. A residents' parking policy may be considered if there is the demand for greater residents' parking management to either:
  - a) reduce the negative impacts of high parking demand on local communities; or
  - b) manage the impacts of long stay/ commuter parking.

**Principle Four: Charging for parking**

- 34. Parking will be managed in alignment with the flow chart one below. Parking will be managed by levers such as time or price.
- 35. Changes to time restrictions or fees to manage parking will be decided based on meeting or exceeding the data thresholds or trigger points outlined the following flow chart:



**Flow chart 1:** Parking demand management flow chart with thresholds between each management approach (time or price).

- 36. Peak times are the four highest occupancy hours of the day, usually between 10am and 2pm, Monday to Friday, excluding public holidays or as defined in the local integrated multi-modal plan. Peak times may vary by 'day' and 'time of day' to reflect local context/land use (i.e. hospitality and entertainment areas).
- 37. Parking fees will be used as a lever solely for the efficient management of parking and will be set at a level which:
  - a) supports the efficient and equitable use of public parking,
  - b) achieves the 85% occupancy, and
  - c) endeavours to encourage and support customers and other short-term visitors and the use of local facilities and businesses.
- 38. Any parking fees set, will be used as a lever solely for the control of parking management. Further detail as to the potential for the ringfencing of funds for public amenity upgrades and cost recovery, will be detailed in the local integrated multi-modal plan and set by committee resolution parking pricing policy.
- 39. Changes to parking fees should will be guided by data, focusing on incremental, reasonable, well-communicated changes that strongly align with the purpose of this policy and meet the conditions set in Council's 'Fees and Charges'.
- 40. Parking fees will predominantly be implemented in the central city, shopping areas, and commercial areas or as part of a local integrated multi-modal plan.

**85% Threshold**

- 41. The 85% threshold means that the parking resource is well used supporting businesses, but while also ensuring people can still easily find a space, thus reducing congestion and frustration.



42. When peak parking occupancy is regularly above 85% ~~and the parking demand is high, Council will recommend a change to~~ the parking management approach (time or price) will be changed to align with flow chart one (s.35).
43. In areas which experience low demand and/or there is no change in demand, and parking fails to reach the trigger points, Council will not consider changes to the parking management approach.

#### ***Demand-responsive pricing***

44. Where parking demand ~~continues to~~ exceeds the 85% threshold following the implementation of paid parking and/or time limits, Council will ~~consider~~ implementing demand-responsive pricing as a way to ~~achieve appropriate levels of occupancy (85%), encourage turnover and effectively~~ manage the demand for on-street car parking ~~places. The prices will only be increased if warranted by demand data.~~
45. Occupancy levels will be regularly monitored to ensure peak demand of parking, reflected in the hierarchy, is within the 85% threshold most of the time. Any pricing adjustments will be made known to the public ~~well~~ in advance to any implemented changes, ~~and only if warranted by demand.~~
- If the demand for parking in a car park is found to decrease below 85%, Council will consider a price decrease
  - If the demand for parking in a car park is found to increase beyond 85%, Council will consider a price increase.
46. Council will ensure demand-responsive pricing prioritizes ~~short and medium stay~~ parking (in alignment with Principle Two) to ensure the central city and other shopping areas remain accessible for short-stay visitors to support local businesses and economic viability, through encouraging occupancy turnover.
47. Council will ~~develop parking pricing policy when there is demand for~~ implement and manage demand-responsive pricing in alignment with the conditions set in Councils 'Fees and Charges'. ~~The conditions in the 'Fees and Charges' will provide the detail expectations on approved pricing range (inclusive of time of day, day and location), periodic increases, and regular pricing review periods (frequency) and the price adjustment parameters.~~
48. ~~Council will be clear and transparent with all changes (including cost, time, location and day) and will include appropriate notification to users prior to enacting changes.~~

#### **Principle Five: Application of parking management technology**

49. Advances in parking management technology are shaping how Council manages parking. Technologies can make parking more customer-friendly, reduce operating costs and enhance data collection and monitoring.
50. Council will continue to:
- explore technology solutions to maximise compliance, monitor parking occupancy, support pricing technologies, and provide parking-related information to all road users;
  - review the extent and type of parking that will be required in the future, in response to technology changes (such as driverless and autonomous vehicles); and
  - investigate and implement new technologies to improve the efficiency of parking enforcement and offer a better service across Hamilton.

#### **Principle Six: Reducing the demand for private vehicle parking**

51. Reducing the demand for private vehicle parking in Hamilton over time aligns with both Council and national guidelines.
52. Council will continue to manage parking places in alignment with making other transport ~~choices~~ options available. If there are more transport ~~options~~ choices, parking places for private vehicles can be managed and restricted to ensure alternative modes are more attractive and

prioritised.

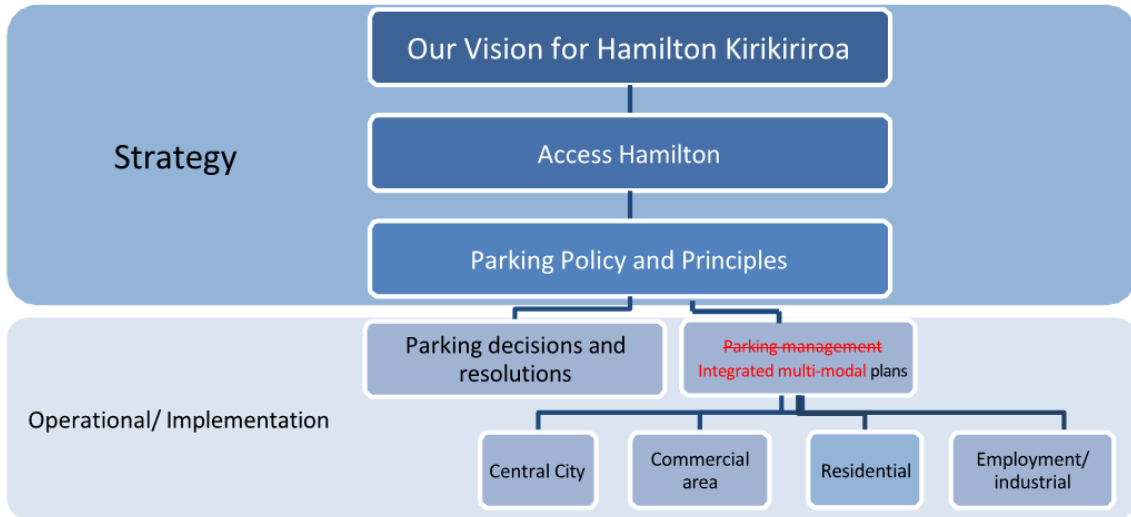
53. Where there are good transport ~~options ehoices~~ available, Council will consider applying time restricted and/or paid parking to parking places for private vehicles in the Central City and other key shopping areas.
54. Council will continue to work to provide a range of public and alternative transport ~~options ehoices~~ to ensure the need for reliance on private vehicle use and related parking demand is reduced over time.
55. Council will continue to work with business in employment areas requiring travel plans as a tool to help reduce the overall demand for parking places for private vehicles.
56. In some of these areas where the drivers of parking demand for private vehicles are considered particularly complex, Council will develop ~~integrated multi-modal area-specific parking-management~~ plans.
57. ~~Area-specific parking management plans~~ ~~Integrated multi-modal plans~~ will be developed in accordance with Waka Kotahi guidance and in consultation with the local community and business stakeholders to reflect local issues. ~~Parking management~~ The plans will provide a comprehensive assessment of parking across the area, an analysis of issues, and make short, medium, and long-term recommendations.

**Principle Seven: Providing sufficient loading and servicing areas**

58. The provision and management of any on-street loading and servicing areas should be sufficient to support economic growth by providing sufficient spaces and access at key locations.
59. Off-street provisions will be required in compliance of the operative district plan.
60. Where loading zones are provided, these will be managed to maximise access for the delivery of goods and services.
61. Council will monitor and review loading and servicing areas to ensure times and locations remain suitable.

**Principle Eight: Alignment with local, regional, and national policy**

62. To continue to align with local, regional, and national policy direction, Council needs to ensure that the way parking is managed:
  - a) encourages travel by a range of sustainable transport ~~options ehoices~~;
  - b) prioritises parking for a range of transport ~~options ehoices~~; and
  - c) enables kerbside space to be ~~reallocated and/or~~ utilised for more beneficial activities.
63. Local, regional, and national policy includes but is not limited to:
  - a) Hamilton's Access Hamilton transport strategy;
  - b) Hamilton's Climate Change Strategy;
  - c) ~~New Zealand Transport Agency (Waka Kotahi) National Parking Management Guidance;~~
  - d) ~~New Zealand Transport Agency (Waka Kotahi) Arataki and Keeping Cities Moving document;~~ and
  - e) The direction set by Council's document, Our Vision for Hamilton Kirikiriroa.
64. Figure 1 below shows how the parking policy fits in the wider strategy and policy context and how it will influence operational plans:



**Figure 1:** Organisational hierarchy of the Transport Strategy, Parking Policy and associated *integrated multi-modal parking-management plans* (operational).

**Ko te Aroturukitanga me te Whakatinanatanga  
Implementation, Monitoring and Review**

- 65. Implementation of the policy will be overseen by the Unit Director of Transport.
- 66. Performance against the policy will be monitored and reported to the relevant Council Committee as required.
- 67. The policy will be reviewed every three years, in response to any issues that may arise, at the request of Council or in response to changed legislative and statutory requirements (whichever occurs first)

# Council Report

<b>Committee:</b>	Infrastructure and Transport Committee	<b>Date:</b>	05 March 2024
<b>Author:</b>	Chris Allen	<b>Authoriser:</b>	Andrew Parsons
<b>Position:</b>	Executive Director Development	<b>Position:</b>	General Manager Infrastructure and Assets
<b>Report Name:</b>	Infrastructure and Transport Strategic Matters Report		

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

- 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 separate report or decision.

## Staff Recommendation - *Tuutohu-aa-kaimahi*

- That the Infrastructure and Transport Committee:
  - receives the report; and
  - approves the draft Waikato Regional Land Transport Plan 2024 – 2054 submission, and that Deputy Mayor O'Leary and Councillor van Oosten (as the HCC representatives on the Regional Transport Committee) be delegated to work with staff to finalise the submission and incorporate any additions or changes agreed in this Infrastructure and Transport Committee meeting prior to submission to Waikato Regional Council before 6 March 2024.

## Executive Summary - *Whakaraapopototanga matua*

- This report provides updates to Infrastructure and Transport Committee Members on strategic matters contained within the plans, strategies and activities for which this Committee and the relevant General Manager has responsibility over.
- The following updates are included in this report:
  - Regional Transport Committee (RTC) Update;
  - Future Proof Public Transport Sub Committee Update;
  - Vehicle Kilometres Travelled (VKT) Reduction Programme Ended
  - Hamilton City Council Submission Updates;
  - Council Policy and Bylaw Review Updates;
  - Rotokauri Arterials Designation Update

- vii. City Safety presence at the Transport Centre.
- 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 11 December 2023 and the link to the agenda and minutes will be found [here](#).
- 9. Agenda items for the meeting were:
  - i. Regional Land Transport Plan (RLTP) - This report updated the RTC on the RLTP development and proposed consultation. The RTC has developed the draft 2024 RLTP, including undertaking a full Investment Logic Mapping (ILM) exercise and rewriting the strategic policy context, as well as a new programme and prioritised list of significant improvement activities.
 

It was noted that the RTC has followed Waka Kotahi NZ Transport Agency (Waka Kotahi) and Regional Sector, Transport Special Interest Group (TSIG) guidance in developing the draft 2024 RLTP and has undertaken a number of workshops on specific topic areas as part of the project. The RTC was asked to endorse the Draft 2024 RLTP for public consultation, subject to any amendments agreed to by the committee. The RTC endorsed the draft RLTP would be publicly notified on 29 January 2024 (subsequently changed to 2 February 2024).

It was noted that the change in government has implications for the development of RLTPs including the requirement to be consistent with a Government Policy Statement on Land Transport (GPS). Accordingly, it was requested that the development timeframe of the RLTP was amended to reflect the expected changes to central government policy.

It was also noted that a hearings subcommittee is required to be appointed to support the public consultation process for the RLTP, and that Members representing the region should be appointed to undertake the Hearings and Deliberations required for the Plan.

The draft 2024 RLTP was attached to the report, together with the Terms of Reference for the RTC Hearings Subcommittee
  - ii. Regional Public Transport Planning Update – The report noted that:
    - a) New or improved service concepts have been developed for the Eastern Districts (Hauraki and Thames-Coromandel) and will inform a recommended programme for investment and public consultation.
    - b) Waikato District Council (WDC) are self-funding public transport trials within the district (Raglan, Tamahere, Matangi and Te Kowhai) and work has been progressing well to implement these services as soon as possible.
    - c) Land for EV depots has been made available on a long-term lease basis by Waipa DC and the construction of the depots in Kihikihi and Cambridge is progressing well and anticipated to be completed by February 2024.

- d) In August 2023, MoE reached an outcome of their school bus funding review which confirmed a reduction in MoE funding to the Franklin Transport Network Group (FTNG) for school bus services.
  - e) Implementation of a regional approach to total mobility services is underway.
  - f) Technical feedback had been provided to New Zealand Transport Agency (Waka Kotahi) regarding the “Sustainable public transport workforce” discussion document.
- iii. Regional Public Transport Operations and Performance Monitoring – The report noted that:
- a) Q3 2023 patronage is back up to pre-COVID levels in both the regional and Hamilton City services with sustained and steady growth.
  - b) Meteor patronage continues to increase, exceeding the combined patronage figures for the Silverdale and Frankton services over the same period last year.
  - c) Weekday patronage for Te Huia is generally higher than 2022 patronage figures, however, patronage on Saturdays is continuing to be lower than experienced in 2022.
- iv. EV Charging on Council Land – The report noted that:
- i) New Zealand has committed to reduce emissions from transport sources. New Zealand’s first Emissions Reduction Plan includes targets to rapidly adopt EVs by improving EV charging infrastructure throughout New Zealand.
  - ii) The number of EVs in New Zealand has increased over recent years. In the Waikato region they now make up two percent of the light vehicle fleet. Modelling undertaken to inform the draft Regional Land Transport Plan indicates a substantial increase in the number of EVs will be needed to meet national targets. There are not enough public chargers in the region to cater for the expected increase in EVs.
  - iii) Councils within Waikato region, and other stakeholders, have been working collaboratively to develop a ‘toolkit’ of resources to support councils and EV charging providers to progress a network of EV chargers on council land in the Waikato region. The intention is to improve consistency and transparency of experience for councils, EV charging providers and the public. This work, Phase 1, is complete.
  - iv) Phase 2 of this project anticipates the application of the toolkit resources. Opportunities to undertake a joint region-wide approach to market are being explored. The work is expected to remove barriers to the scaling up of EV charging in Waikato region and support the goal to increase the uptake of EVs both nationally and within Waikato region.
- v. Waka Kotahi cross-functional update – David Spiers, Waka Kotahi Director Regional Relationships, provided the Committee with its regular report covering key information on state highway projects as well as the wider activities of Waka Kotahi.

### **Future Proof Public Transport Sub Committee Update**

- 10. 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.
- 11. The Hamilton City Council 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.
- 12. The Subcommittee held a meeting on Friday 24 November 2023 the link to the agenda and minutes will be found [here](#). The meeting covered the following areas of interest -
  - a) Strategy
    - i. Metro Spatial Plan Public Transport Programme Update



- ii. Long Term Plan Alignment
  - iii. Regional Public Transport Plan Progress Report
  - iv. Update Climate Emergency Response Fund: Vehicle Kilometres Travelled Plan and Transport Choices Funding.
- b) Operations
- i. Network Planning Update
  - ii. Service Performance and Operational Update
  - iii. Public Transport Infrastructure Update.
13. The Subcommittee also held a meeting on Friday 9 December 2024 and the link to the agenda and minutes (when published) will be found [here](#). The meeting covered the following areas of interest -
- a) Business
- i) Ratings Review Update, including:
    - regional rating options for public transport service; and
    - approach to Regional public transport rating in the 2024– 2034 Long Term Plan
  - ii) Directors Report: General Updates including:
    - Technical Feedback - Public transport assets, operating models and partnering
  - iii) Te Huia passenger rail update.
- b) Operations
- i) Operations Update Report
  - ii) Planning Update Report, including:
    - Eastern Connector bus services review memo for Regional Transport Committee.

### **Vehicle Kilometres Travelled (VKT) Reduction Programme Ended**

14. This programme proposed to use funding from the Climate Emergency Response Fund for the development of a National VKT reduction plan by 30 June 2023, and VKT reduction programmes for Tier 1 and Tier 2 urban environments by 31 December 2023 and 31 December 2024 respectively. ‘Hamilton’ is defined as a Tier 1 urban environment and includes Hamilton City and Waipa and Waikato Districts.
15. Council was advised by the Minister of Transport on 12 December 2023 (refer **Attachment 1** – Letter from Minister of Transport) that the NZ Transport Agency had been given notice to end its work on developing programmes with other stakeholders to reduce vehicle kilometres travelled (VKT) by the light vehicle fleet, and to not commit any further funding to local authorities (beyond existing contractual obligations) to develop these programmes. Existing contractual obligations for the Hamilton Tier 1 VKT Reduction Programme were limited to Establishment Funds of \$200,000 which Waikato Regional Council received on behalf of the Hamilton Tier 1 organisations for programme development.

### **Hamilton City Council Submission Updates**

#### ***Draft Waikato Regional Land Transport Plan 2024 – 2054***

16. The Waikato Regional Transport Committee is currently seeking feedback on the Draft Waikato Regional Land Transport Plan 2024 – 2054 (the draft RLTP). The draft RLTP and additional information can be found [here](#).

17. The draft RLTP was developed by the Waikato Regional Transport Committee. The Plan sets out how they intend to develop the region's land transport system over the next 30 years. It also identifies proposed regional transport activities for investment (by local and central government) over the next six years.
18. The Plan's scope includes policy and activities related to roading maintenance and improvements, public transport services and infrastructure, walking and cycling infrastructure, road safety education and transport planning across the region. The Plan focuses on the region's key transport problems and priorities over the next three years and explains how the region contributes to national objectives for a land transport system that is effective, efficient, safe and in the public interest.
19. Although the official closing date for submissions was Monday 4 March 2024, a small extension from the Waikato Regional Transport Committee was approved through to Wednesday 6 March to enable the draft Council submission to be considered and approved at this Infrastructure and Transport Committee meeting.
20. The draft Council submission that was circulated in February 2024 provided Elected Members and Maangai Maaori with an opportunity to outline their initial views/feedback on the Draft Waikato Regional Land Transport Plan 2024 – 2054. At the time of writing this report the submission was still in development so a copy of the draft submission will be provided as a late item to this agenda.
21. It is recommended that the draft submission be approved and Deputy Mayor O'Leary and Councillor van Oosten (as the HCC representatives on the Regional Transport Committee) be delegated to work with staff to finalise the submission and incorporate any additions or changes agreed in this Infrastructure and Transport Committee meeting prior to submission to Waikato Regional Council before 6 March 2024.

***Waikato Regional Council Healthy Rivers Plan Change 1 Update***

22. The Waikato Regional Council (WRC) notified a plan change between 2016 and 2018 to give effect to the requirements of Te Ture Whaimana o Te Awa o Waikato, the Vision & Strategy for the Waikato. The aim is to achieve rivers that have improved water quality, are safe for food gathering along their entire length over an 80 year time frame. Regulation of four contaminants (nitrogen, sediment, phosphorus, and Bacteria) is the focus of Healthy Rivers Plan Change 1.
23. Council supported the aim to have improved water quality and made a number of key submission points relating to recognition of urban activities and long-term planning. Policy positions relating to point source discharges and the need for mixing zones have been a key matter of concern. On the basis of that, Council appealed the decision version of Healthy Rivers Plan Change 1.
24. Through mediation, Council had a number of its appeal points resolved, however, the need for further policy support to recognise mixing zones necessitated that a small team attend an Environment Court hearing in Auckland in late October to represent Hamilton City Councils concerns.
25. As a result of this, and other Territorial Authority concerns, some changes were proposed. Notification of the decision on the Plan Change is expected between mid year to late 2024.
26. Once the Healthy Rivers Plan Change 1 comes into effect it is anticipated that it will then become part of the Freshwater Policy Review underway by WRC. This review will involve amending the freshwater provisions of the Waikato Regional Policy Statement and developing a new Waikato Regional Plan to bring both documents into line with central government's direction. These draft Policy Statements were expected to be notified late 2024, however, this has now been delayed to mid 2026.



**Waikato Regional Council Proposed Policy on Dangerous Dams, Earthquake-Prone Dams and Flood-Prone Dams**

27. Waikato Regional Council released a draft Proposed Policy on Dangerous Dams, Earthquake-Prone Dams and Flood-Prone Dams. The Policy intends to meet legislative requirements of Building Act 2004, and sets out the Regional councils responsibilities, and priorities for dam management. Submissions closed on 9 February 2024.
28. Hamilton City was affected by dam failure outside the city boundary in June 2023. Exeter Street in the Glenview area was significantly flooded and required a response from HCC. HCC also has a small number of large dams that fall under regulations.
29. Staff prepared a submission with Key points related to the importance of risk management, and the need for engagement with Territorial Authorities who have large dams within catchments, either within or outside authority boundaries.
30. Staff largely supported the policy, especially in relation to provisions that supported risk management, and notification of dam status. Staff requested further clarity on policy scope, and definitions. Recommendations for policy provisions included working with Territorial Authorities, Mana Whenua and other agencies to manage risk through an established forum.

**Council Policy/Bylaw Review Update**

**Three Waters Connection Policy Update**

31. A project update was provided at the 20 July and 9 November 2023 I&T committee meetings; and 10 October 2023 and 27 February 2024 Strategic Growth and District Plan Committee meetings. To date there have been two Council briefings in March, and May 2023, four committee report updates, and executive updates in November and December 2023. Mana Whenua and Waikato Tainui were updated on 25 January as part of a suite of three waters compliance related matters, and a separate briefing will be held in the near future.
32. Work continues on the Three Waters Connection Policy update and review of the approval processes needed to support managing capacity constraints on our network in a consistent and transparent way.
33. Since October 2023, staff have continued to develop the policy and supporting processes. Several proposed key policy settings have been shared with Elected Members, including:
  - i. thresholds to determine what developments should require network capacity assessments;
  - ii. how long Network Capacity Certificates should be valid for;
  - iii. how capacity should be managed in Greenfield areas.
34. An Elected Member briefing was held 14 February 2024. The briefing included the following matters:
  - i. Proposed revised and expanded principles to guide policy decision-making, especially to more fully address network capacity issues
  - ii. Initial discussion on the role that interim infrastructure solutions may have to enable exceptional developments to proceed in a network constrained area
  - iii. Discussion on what characteristics may influence a development being considered “exceptional”.

35. As a result of direction from Elected members, staff agreed to: note what development is important to Elected Members; to amend principles to reflect the need for alignment with strategic priorities; to ensure that process and tools will inform developers of upgrade programs; for policy provisions to set that Interim Infrastructure Solutions are only to be enabled in exceptional circumstances and for this to be determined on strict criteria; for those strict criteria to be developed further and that at an implementation stage for senior staff to make decisions on where interim may be appropriate and for senior staff to make decisions on such solutions.
36. There are still policy settings to be discussed and recommended. These include:
  - i. Further delegations for decision making
  - ii. Other policy improvements and clarifications including matters relating to water allocation, and out of district tankered waste disposal.
37. Staff will propose a separate briefing on these matters, policy implications, as well as any other updates on the Connection Approval Process before seeking approval to consult on a draft revised Three Waters Connection Policy at an Infrastructure and Transport Committee meeting mid-2024.
38. Recommended updates to the Regional Infrastructure Technical Specifications (RITS) needed to meet the evolving metropolitan needs of Hamilton have been submitted to Co-Lab for consideration. Staff are still waiting for their feedback.
39. A contract has been awarded to develop the online GIS based Network Capacity Assessment tool, needed as part of the assessment and approval process. Customer interface processes and tools (including “smart forms” are also being developed) to support implementation to the revised approval process. The delayed award of this contract will extend the anticipated delivery date of the tool to the end of 2024.
40. Staff are working through the business improvement processes and resourcing requirements that will be necessary to implement the revised policy.

### **Rotokauri Arterials Designation**

41. The [19 May 2022 Strategic Growth Committee approved lodgement of the Notice of Requirement \(NOR\) for the Rotokauri Arterial Network and associated stormwater management](#), based on the project objectives and macro-scope approvals provided to the [Strategic Growth Committee at its 12 November 2020](#) meeting and subsequent engagement outcomes set out in that report.
42. A Rotokauri designations, property acquisition engagement, and construction agreements report was presented during the Public Excluded section, and subsequently approved, at the Strategic Growth and District Plan Committee of 23 February 2023.
43. A Rotokauri Arterial Designation Update report was presented during the Public Excluded section at the 17 August 2023 Strategic Growth and District Plan Committee.
44. On September 2023 the project team lodged the NOR documentation with the HCC Urban and Spatial Planning team. This gives effect to the designation and means it must now be recognised by developers and property owners in the area.
45. The intent to seek public notification in May/June 2024 is to allow for formal public consultation and submissions.
46. It is anticipated that a hearing could be held around October 2024.

47. Each of the affected property owners has been engaged with and provided with the proposed land requirement plans for the future works.
48. The approved passive approach to property acquisition means that affected owners will need to approach council should they wish early acquisition of their affected land. These requests will be bought to council for a decision on case-by-case basis.
49. There are several key constraints and processes that the NOR team are working on that requires affected party support.
50. The Te Kowhai level rail crossing with KiwiRail is one of these constraints that has safety risks to resolve. The team has been actively engaging with KiwiRail undertaking the appropriate safety audit provisions for the future 4 lane corridor and has been successful to retain the existing level crossing avoiding an expensive grade separated solution.
51. The Maahanga intersection and leasing arrangements within the Tainui lands accessing the base development is another matter requiring affected party approval. The team is actively engaged with TGH and others to reach agreement on the leasing alterations to accommodate the future signalised intersection capable of servicing the Base and the transport network.

#### **City Safety presence at the Transport Centre**

52. Following a report to the Infrastructure & Transport Committee meeting on 9 November 2023, elected members requested staff to report back concerning increased city safe presence at the Transport Centre.
53. The current CCTV network is no longer fit for purpose. The technology is outdated and does not provide the coverage and image quality needed at this high use public facility.
54. The CCTV plan for the Transport Centre upgrade will allow the City Safe Operations team to better support NZ Police making the Transport Centre safer in the future.
55. The new CCTV system, with enhanced camera performance and coverage, will enable faster responses and the collection of high quality evidential footage of incidents. As well as the new CCTV system, network speakers will be installed making it possible for City Safe Operators to remotely broadcast messages when incidents occur.
56. At this stage, there are no plans to have the City Safe team to be relocated to the Transport Centre, however front line staff already spend time at the Transport Centre on their way to/from the Central City in the course of their everyday duties.
57. Further updates will be provided to the committee as more information becomes available.

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

58. Staff confirm that the staff recommendation complies with Council's legal and policy requirements.
59. 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***

60. 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').
61. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.
62. The recommendations set out in this report are consistent with that purpose.
63. There are no known social, economic, environmental, or cultural considerations associated with this matter.

### **Risks - *Tuuraru***

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

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

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

### **Attachments - *Ngaa taapirihanga***

Attachment 1 - Letter from Minister of Transport - VKT

## Hon Simeon Brown

MP for Pakuranga

Minister for Energy  
Minister of Local Government  
Minister of Transport

Minister for Auckland  
Deputy Leader of the House



Item 10

Paula Southgate  
Hamilton City Council  
[paula.southgate@hcc.govt.nz](mailto:paula.southgate@hcc.govt.nz)

Dear Paula,

As you will be aware, a new Government has taken office with a comprehensive transport programme that will see Kiwis get to where they want to go, quickly and safely. The Government is writing a new Government Policy Statement on Land Transport to focus on reducing travel times and to create a more productive and resilient transport network that drives economic growth to boost incomes and unlock land for houses.

I am writing to inform you of recent changes made to the Land Transport Rule: Setting of Speed Limits 2022 (the Rule).

I am aware Regional Transport Committees (RTCs) and Road Controlling Authorities (RCAs) are currently developing, or have developed, speed management plans in line with the Rule and deadlines set by the New Zealand Transport Agency Waka Kotahi (NZTA).

The Rule has been amended to revoke the deadlines set by the NZTA, including the 29 March 2024 deadline for submitting the final draft speed management plans for certification. The deadlines and targets for reviewing speed limits, including around schools, have also been revoked. The Rule no longer requires RTCs and RCAs to develop speed management plans, and instead allows them to choose to do so.

As part of the Government's 100-day commitments, I intend to replace the current Rule.

This new Rule will ensure that when speed limits are set, economic impacts – including travel times – and the views of road users and local communities are taken into account, alongside safety.

The new Rule will also implement requirements for variable speed limits on roads approaching schools during pick up and drop off times, rather than permanent reductions, to keep young New Zealanders safe when they are arriving at, or leaving, school.

I consider it is undesirable for RTCs and RCAs to apply public money and resources in developing speed management plans only to have to revisit the plans when the new Rule takes effect. Given this, if you have not already finalised your speed management plan, I encourage you to consider the new Rule before making final decisions.

I also note the policies within the previous Government's so-called 'Road to Zero' strategy, in relation to speed limits, are no longer the Government road safety strategy for the purpose of the Rule. The Government is committed to road safety and will be publishing new objectives for road safety along with the new Rule next year.

Private Bag 18041, Parliament Buildings, Wellington 6160 New Zealand  
+64 4 817 6804 | [s.brown@ministers.govt.nz](mailto:s.brown@ministers.govt.nz) | [www.beehive.govt.nz](http://www.beehive.govt.nz)

Attachment 1

I am working with officials on the timeline for replacing the current Rule and I expect them to keep you updated on progress.

In addition, I understand that some local authorities have been developing programmes with NZTA and other stakeholders to reduce vehicle kilometres travelled (VKT) by the light vehicle fleet, using funding from the Climate Emergency Response Fund. I have given notice to NZTA to end its work on these programmes, and to not commit any further funding to local authorities (beyond existing contractual obligations) to develop these programmes.

Thank you for your understanding as we work through these changes.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Simeon Brown".

Hon Simeon Brown  
**Minister of Transport**

**Copy to:** Lance Vervoort, [ceo@hcc.govt.nz](mailto:ceo@hcc.govt.nz)

## 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 9 November 2024	) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
C2. Water and Wastewater Treatment Plants Chemical Supply	)	
C3. Ranfurly Gully Wastewater Line		
C4. Stormwater and Wastewater Maintenance Contract		
C5. Infrastructure and Transport Strategic Issues Matters Public Excluded Report		

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

Item C1.	to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (j)
Item C2.	to avoid the unreasonably, likely prejudice to the commercial position of a person who supplied or is the subject of the information to enable Council to carry out negotiations	Section 7 (2) (b) (ii) Section 7 (2) (i)
Item C3.	to enable Council to carry out negotiations	Section 7 (2) (i)
Item C4.	to avoid the unreasonably, likely prejudice to the commercial position of a person who supplied or is the subject of the information to enable Council to carry out negotiations	Section 7 (2) (b) (ii) Section 7 (2) (i)
Item C5.	to enable Council to carry out negotiations to prevent the disclosure or use of official information for improper gain or improper advantage	Section 7 (2) (i) Section 7 (2) (j)