Hamilton City Council
Te kaunihera o Kirikiriroa

Notice of Meeting:

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

Date: **Tuesday 7 March 2023**
Time: **9.30am**
Meeting Room: **Council Chamber and Audio Visual Link**
Venue: **Municipal Building, Garden Place, Hamilton**

Lance Vervoort
Chief Executive

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

Membership		
Chairperson ***Heamana***	Deputy Mayor Angela O'Leary	
Deputy Chairperson ***Heamana Tuarua***	Cr Maxine van Oosten	
Members	Mayor Paula Southgate Cr Ryan Hamilton Cr Moko Tauariki Cr Ewan Wilson Cr Mark Donovan Cr Louise Hutt Cr Kesh Naidoo-Rauf	Cr Andrew Bydder Cr Geoff Taylor Cr Sarah Thomson Cr Emma Pike Cr Melaina Huaki Cr Anna Casey-Cox
Quorum:	**A majority of members (including vacancies)**	
Meeting Frequency:	**Six weekly**	

Amy Viggers
Mana Whakahaere
Governance

27 February 2023

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Purpose

The Infrastructure and Transport Committee is responsible for:

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

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

Terms of Reference:

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

The Committee is delegated the following powers to act:

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

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

The Committee is delegated the following recommendatory powers:

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

Recommendatory Oversight of Strategies:

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

Recommendatory Oversight of Policies and Bylaws:

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

1 Apologies – *Tono aroha*

2 Confirmation of Agenda – *Whakatau raarangi take*

The Committee to confirm the agenda.

3 Declaration of Interest – *Tauaakii whaipaanga*

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 6727.

Item 5

Council Report

Committee: Infrastructure and Transport Committee

Date: 07 March 2023

Author: Carmen Fookes

Authoriser: Michelle Hawthorne

Position: Senior Governance Advisor

Position: Governance and Assurance Manager

Report Name: Chair's Report

Report Status	*Open*

Recommendation - *Tuutohu*

That the Infrastructure and Transport Committee:

a) receives the report;

b) requests that staff bring a report back with options and costings for removing planting in small, medium sized or other appropriate intersections and roadsides in time for the 2024 Long Term Plan;

c) approves that the Access Hamilton Working Group outlined in the Chair's report be established, noting that memberships of the Working Groups is agreed to by the Mayor and Deputy Mayor as Cr Hutt, Deputy Mayor O'Leary, Cr van Oosten, Cr Tauariki, Cr Donovan, and Mayor Southgate (ex officio); and

d) note the Waste Minimisation Working Group will be established as part of the Waste Management and Minimisation Plan report.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Chair's Report

Chairperson's report

1. Nau mai, welcome

Tēnā koutou katoa and welcome committee members to the first Infrastructure & Transport Committee meeting of the 2022 – 2025 triennium.

Deputy Chairperson Councillor Maxine and I warmly welcome you and look forward to working with you all as we continue to build a thriving and exciting city with all things infrastructure and transport related.

As we look forward to the new year and the triennium ahead, we will need to acknowledge the challenges and difficult decisions ahead of us as we balance the immediate need to address the challenges of climate change, with the needs of a fast-growing city, and good fiscal decision making.

At the end of last year, as a city, we had some great wins in the infrastructure space. Council was successful in securing a non-repayable grant of $150.6M for infrastructure to support housing outcomes and enable around 4000 homes for 10,000 people in the central city over the next 10 years.

In addition to that, the awarding of $33M in funding from the Government's Climate Emergency Response Fund (CERF) for 'Transport Choices' in addition to our $4M, was a great way to head into our Christmas break. I am excited that these projects will result in delivery of very tangible additions to our climate action response within the cycling, public transport, and micro-mobility network. We spent last term planning – **it's now time to get on with it**.

2. Unprecedented weather events

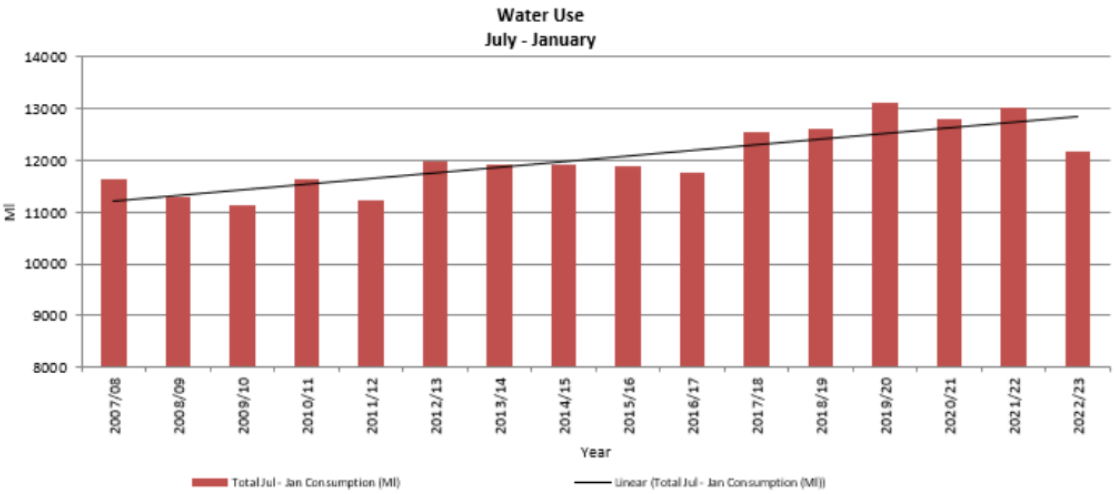
We've all watched with sadness and shock the devastating rainfall that occurred in January and February that resulted in unprecedented flooding and destruction, and as we head into a new Long Term Plan process towards the end of this year we must focus our attention - and our budgets - on climate mitigation and preparedness. This must simply be forefront in our minds as we head into that process.

With all this rainfall, I couldn't recall the last summer holiday we had where the city wasn't put into a water alert level of some kind. And it turns out it's the **first summer since the alert level system** was implemented in 2008, where we have not needed to initiate **any** alert level water restrictions.

Here are some key points of interest on the consequences of all the rain:

- Between November 2022 and January 2023, Hamilton used 967 million litres **less** water, than the same period in 2021
- The total volume of water used by Hamiltonians between July and December 2022 is the **lowest** seen since 2016/17 *(see graph below)*

- Rainfall in November and December 2022 and January 2023 was **more than double** the historical average level normally received in this period.
- Rain has continued to fall in February with the total rainfall so far this month, already exceeding the historical average monthly rainfall volume for February.



3. Weeds glorious weeds

Many of us fielded messages from frustrated citizens about the state of weeds around the city over the Christmas period, particularly along roadsides and intersections.

This isn't a one off and has been for a variety of different reasons over the years, an increasing problem. Too much rain or not enough rain are often the most obvious reason the weeds tend to beat us.

The actual problem that needs addressing is the pace at which our city is growing, and the reality that it's time to change how we do things to keep people safe while working on our roads, which is critically important.

To keep people safe there has been increasing requirements for compliance with traffic management so we are seeing an increase in both time and costs which has become unsustainable as our city grows.

I think it's time we now look to review our roads and the gardens in our centre islands and small/ medium-sized intersections and look to replace them with an alternative that's safer, saves both time and costs, and minimises disruption. Perhaps to 'replace better' we should replace small ratty gardens and strips of grass with paint and infrastructure that supports better pedestrian access at these locations, which would result in colour, easier maintenance – deliver on Access Hamilton – and remove the frustration around weeds and unmown grass strips!

If we cannot maintain a level of service as our city grows then we must address sensible alternatives that will in the end deliver a safe, tidy and sustainable approach.

I also have comfort that losing some 'ratty intersection plantings' will be mitigated through our investment with the Nature in the City Strategy over the next few years.

The recommendation below if supported will request that staff start working on alternatives in time to consider for the 2024-34 Long Term Plan process and will include options and costs.

4. Working Groups

There are two immediate pieces of important work for this committee that require us to get into some detail on.

In another agenda item today, you will see the request to establish a working group to review the Waste Minimisation Strategy. The second group required is to develop an action plan for Access Hamilton Ara Kootuitui Kirikiriroa.

In accordance with the 2022 Governance Structure and in consultation with the Mayor, the recommendation in my report sets up this group.

Recommendation:

That the Infrastructure and Transport Committee:

a) receives the report;

b) requests that staff bring a report back with options and costings for removing planting in small, medium sized or other appropriate intersections and roadsides in time for the 2024 Long Term Plan; and

c) approves that the Access Hamilton Working Group outlined in the Chair's report be established, noting that memberships of the Working Groups is agreed to by the Mayor and Deputy Mayor as Cr Hutt, Deputy Mayor O'Leary, Cr van Oosten, Cr Tauariki, Cr Donovan, and Mayor Southgate (ex officio); and

d) note the Waste Minimisation Working Group will be established as part of the Waste Management and Minimisation Plan report.

Angela O'Leary
Chair, Infrastructure & Operations Committee

Item 6

Council Report

Committee: Infrastructure and Transport Committee
Date: 07 March 2023

Author: Tania Hermann
Authoriser: Eeva-Liisa Wright

Position: Unit Director Sustainable Resource Recovery
Position: General Manager Infrastructure Operations

Report Name: Waste Management and Minimisation Plan Review

Report Status	*Open*

Purpose - *Take*

1. To inform the Infrastructure and Transport Committee of the proposal and timeframes to commence the review of the 2018-24 Waste Management and Minimisation Plan in accordance with the legal requirements under the Waste Minimisation Act 2008.
2. To seek the Infrastructure and Transport Committees approval of the establishment, terms of reference, and membership of a Waste Management and Minimisation Working Group to support the review process of the 2018-24 Waste Management and Minimisation Plan.
3. To seek the Infrastructure and Transport Committees approval of the appointment of an Elected Member to the Waste Minimisation Fund Allocation Panel.

Staff Recommendation - *Tuutohu-aa-kaimahi*

4. That the Infrastructure and Transport Committee:

    a) receives the report;

    b) notes the commencement of the Hamilton City Council 2018-24 Waste Management and Minimisation Plan review as per the requirements under the Waste Minimisation Act 2008;

    c) approves the establishment and terms of reference (**attachment 2** of this report) of a Waste Management and Minimisation Working Group to support the plan review process;

    d) approves the appointment of Deputy Mayor O'Leary (Lead), Cr Thomson, Cr Bydder, Cr Casey-Cox, Cr Huaki and Mayor Southgate (ex officio) as members of the Waste Management and Minimisation Working Group;

    e) approves the appointment of Councillor (TBC) to the Waste Minimisation Fund Allocation Panel for the 2022-25 triennium; and

    f) notes that staff will report back to the Infrastructure and Transport Committee on the draft 2024-30 Waste Management and Minimisation Plan and Statement of Proposal prior to the document going out for public consultation.

Executive Summary - *Whakaraapopototanga matua*

5. Council is required by the Waste Minimisation Act 2008 (WMA 2008) to review and develop an updated Waste Management and Minimisation Plan (WMMP) every six years. The current 2018-24 WMMP is due to expire in April 2024.

6. The purpose of a WMMP is to ensure that territorial authorities have objectives for achieving effective waste management and minimisation. This includes collection, recovery, recycling, treatment, and disposal for current and future waste management and minimisation needs.

7. Included in the WMMP review is a waste assessment which is a required technical document that forecasts future demands and options. Under the WMA 2008, Council is required to consult the Medical Officer of Health on the assessment.

8. Councils with a Waste Assessment and WMMP in place are eligible to receive an allocation of waste levy funding administered by the Ministry for Environment. The levy funds must be used on activities or matters to promote or achieve waste minimisation and in accordance with the adopted WMMP. The waste levy that Hamilton City Council (HCC) receives will be used to fund the review of the current 2018-24 WMMP plan to develop the draft 2024-30 WMMP.

9. If a WMMP is not in place, external waste levy funding that is received from the Ministry for Environment will cease. Meaning that HCC's waste minimisation activities will be impacted.

10. Staff are commencing the review of the 2018-24 WMMP as required by the WMA 2008 with a proposed timeframe for a waste assessment to inform the draft 2024-30 WMMP by April 2024.

11. Staff are recommending that the Infrastructure and Transport Committee approve the establishment, terms of reference, and membership of a Waste Management and Minimisation Plan Working Group to provide governance input into this review. The working group will also guide the development of the draft 2024-30 WMMP prior to the final draft document coming back to a future Infrastructure and Transport committee for approval to commence public consultation.

12. Staff are also recommending the Infrastructure and Transport Committee approve the appointment of a Council representative to the Waste Minimisation Fund Allocation Panel.

13. Staff consider the decision in this report has low significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

14. The Waste Management and Minimisation Plan 2018-24 (WMMP) is one of Council's key strategies.

15. WMMPs should also identify facilities provided (or to be provided for) and waste management and minimisation activities, including how these will be funded. The WMMP must outline the actions that Council will take to meet our obligations to *"promote effective and efficient waste management and minimisation"* (Waste Minimisation Act, Section 42).

16. The 2012-18 WMMP was adopted by Council as required under the WMA 2008. Prior to this, and under different legislation, Council had the 2004-2010 Waste Management Plan.

17. The Waste Minimisation Act 2008 (WMA 2008) requires Council to review and develop a WMMP every six years. Hamilton's current 2018-24 WMMP **(attachment 1)** is valid until April 2024 and is now due for review.

18. The development of the 2018-24 WMMP included input from a Council Waste Taskforce that was established to ensure governance oversight and guidance on rubbish and recycling in the city, including providing guidance on the development of the updated action plan.

19. In addition to the WMMP, an action plan details a list of activities and actions that will deliver on the goals and objectives of the plan. The action plan has been regularly reported back to governance via regular Committee reports.

20. As a WMMP is in place, Hamilton City Council is eligible to receive waste levy funding which is administered by the Ministry for Environment. The waste levy must be spent on activities listed in the WMMP or on matters that promote or achieve waste minimisation. This is a requirement under the Waste Minimisation Act. Part of this levy is used to fund community waste minimisation projects through the annual contestable Waste Minimisation Grant.

Discussion - *Matapaki*

Waste Management and Minimisation Plan Review – Waste Assessment

21. The first stage of the 2018-24 WMMP review and development of the draft 2024-30 WMMP is to complete a full waste assessment. The waste assessment is a technical document that outlines waste flows, volumes, services, and facilities provided by both Hamilton City Council (HCC) and other providers. The assessment also forecasts future demands and options and the extent to which these options would ensure that public health is adequately protected and promote effective and efficient waste management and minimisation.

22. Staff have engaged Morrison Low to commence the waste assessment for HCC and will continue to work with them to finalise the assessment to inform the development of 2024-30 WMMP. As part of this process, HCC is also required under the WMA 2008 to consult and provide the waste assessment to the Medical Officer of Health.

23. The waste assessment will be further developed with input from the proposed Council Waste Management and Minimisation Plan Review Working Group once the waste assessment has been finalised.

24. It is proposed that the timeframe for the waste assessment to be completed and reported back to the Infrastructure and Transport Committee is July/August 2023.

Waste Management and Minimisation Working Group

25. As outlined in the background of this report, the development of the 2018-24 WMMP included input from a Council appointed Waste Taskforce. The Waste Taskforce was made up of Members and staff who met regularly to inform the development of and draft 2018-24 WMMP document.

26. The Council's approved 2022-25 Terms of Reference and Delegations for Council and Committees of Council allows for the Infrastructure and Transport Committee to establish working groups as required, noting:

    i. Membership appointments are made by the Chair after consultation with the Mayor
    ii. For clarity, may include external stakeholders if appropriate
    iii. Committees should have no more than two working groups at any one time
    iv. Working groups must:
        a) be reviewed within nine months of formation
        b) have a set timeframe for expiry
        c) be closely aligned to the committee work programme
        d) have a clear terms of reference and output

27. The Chair Infrastructure and Transport Committee following approval from the Mayor, has proposed that a working group for the purpose to review the 2018-24 WMMP is established. It should be noted that the working group will not be a decision-making body.

28. The draft terms of reference **(attachment 2)** outlines the purpose of the Waste Management and Minimisation Plan Working Group as below:

    i. provide governance input and advice to staff relating to the review or further development of the draft 2024-30 Waste Management and Minimisation Plan (2024-30 WMMP).
    ii. provide governance input and advice to staff relating to prioritisation of actions to deliver the draft 2024-30 WMMP Action Plan.
    iii. provide governance input and advice to staff to ensure that Council is able to deliver on the outcomes and objectives of the draft 2024-30 WMMP.

29. It is proposed that the draft 2024-30 WMMP including Action Plan to be completed and reported back to a future Infrastructure and Transport Committee.

Waste Levy Funding and Waste Minimisation Fund Allocation Panel

30. Council receives, based on population, a share of national waste levy funds from the Ministry for the Environment. The WMA 2008, requires that all waste levy funding received by councils must be spent on matters to promote waste minimisation and in accordance with their WMMPs.

31. The levy received by HCC is currently used to support education, communication, resourcing, and waste minimisation services.

32. The levy also funds a contestable waste minimisation grant administered by the Sustainable Resource Recovery team in Hamilton City Council. The grant is open annually to community groups and organisations to support waste minimisation projects.

33. Council's previous Strategy and Policy Committee approved the grant's purpose, criteria, and the process application assessment. It also approved that an assessment panel be established including one Elected Member, waste minimisation staff, and two external members to recommend allocation of the grant. The General Manager Infrastructure Operations was also given the delegation to approve the panel's recommendations for funding years.

34. Staff propose that an Elected Member be appointed by the Infrastructure and Transport Committee to be a member of the Waste Minimisation Grant Assessment Panel for the 2022-25 triennium.

Strategic Alignment

35. The recommendations in this report, and proposed vision, goals, and outcomes of the draft 2024-30 WMMP will be developed to closely align with Council's other key strategies, including the pillars of He Pou Manawa Ora and Te Pae Tawhiti o Kirikiriroa (Our Climate Future).

Options

36. No other viable options are available for consideration because a WMMP is legally required under the Waste Minimisation Act 2008. If a WMMP is not in place, the waste levy funding that Council currently receives for waste minimisation activities will cease.

Financial Considerations - *Whaiwhakaaro Puutea*

37. The total cost to complete the review and development of the draft 2024-30 WMMP is approximately $80,000 which includes staff time, consultants and consultation costs. This amount is a regular operating cost and is funded in part through the approved 2021-31 Long Term Plan and central government Waste Levy Funding revenue.

38. The waste minimisation contestable grant is a budgeted cost and is funded through the Waste Levy received from the Ministry for Environment. The amount of this grant is currently $50,000.

39. Funding for the implementation of the 2014-30 WMMP action plan once approved will primarily be through the Waste Levy Funding. Any significant projects identified through the plan will need to be considered through Council's regular Long Term Planning process.

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

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

41. 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').

42. 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.

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

Social

44. Waste management and minimisation impacts all residents of our community. The WMMP focuses on avoidance, reduction, and minimisation of waste in our city. The WMMP supports social wellbeing by ensuring that Hamilton has the infrastructure and services in place to manage waste and that Council is supporting our community to avoid, reduce, and recycle waste.

48. The community will benefit from a WMMP to:

    i. provide enhanced recycling within the new rubbish and recycling services,

    ii. develop partnerships with key sectors and community groups to support and encourage sustainable waste management

    iii. improve waste minimisation at city events

    iv. implement waste minimisation education initiatives in the community,

    v. keep Hamilton clean by reducing litter and illegal dumping and

    vi. provide grants to community groups and businesses to enable the piloting of new waste minimisation projects in the community

Economic

45. The WMMP provides infrastructure solutions, education, support, and waste services to support and guide the community on how to avoid, reduce, recycle, and recover resources.

46. The minimisation of waste and increase of resource recovery can provide long term cost savings by reducing the cost of resource inputs and waste outputs and therefore disposal costs. The provision of the new rubbish and recycling service with enhanced recycling and food scraps collection as an action of the WMMP aims to achieve a 25% decrease in the per capita kerbside rubbish disposal to landfill, which avoids the future financial impact of the proposed increased landfill levies.

47. As waste minimisation increases and the resource recovery industry grows, the development of commercial operations such as material recovery facilities and reuse shops and services to collect, sort, process and on sell recyclable or reused materials can occur.

Environmental

48. Waste to landfill makes up approximately 3% of our emission targets. Without the right policies and incentives in place, this is likely to continue.

49. A WMMP that focuses on the hierarchy of waste Reduce, Reuse, Recycling, Recovery, Treat, Dispose and a circular economy approach will support our emissions reduction, therefore reducing our negative impacts on our environment.

50. As our city grows, waste to landfill and the impacts of this is likely to increase. The review of the 2018-24 WMMP is timely and relevant. There is significantly more research and information available than for previous reviews which will mean that this review will be robust and considers long-term impacts on our environment.

Cultural

51. Collectively, we are kaitiaki of our land and our environment. The development of the draft 2024-30 WMMP seeks to support this to ensure that future decisions and actions reduce the harmful effects of waste.

52. Throughout the planning process for the review of the 2018-24 WMMP, staff have identified and acknowledged the importance of engagement with Maaori. This includes ensuring that the draft 2024-30 WMMP is aligned with Council's core strategic document and pillars of He Pou Manawa Ora.

53. Alignment to the pillars of He Pou Manawa Ora and the principles of Te Tiriti O Waitangi will ensure that the outcomes of the draft 2024-30 WMMP are in partnership with Maaori and are inclusive for the wellbeing of all our people.

54. Early engagement with our Maaori partners has begun. Staff are actively working with Council's Amorangi Maaori to build and strengthen partnerships and ways of working alongside Iwi and Hapu in the development of this strategy.

Risks - *Tuuraru*

55. To comply with the WMA 2008, Council must adopt a WMMP by April 2024. If the 2024-30 WMMP is not adopted, this will have an impact on future funding available through the waste levy from the Ministry for the Environment and will put Council at risk in terms of not being legally compliant.

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

56. Given the statutory requirement to consult, staff have not considered the key considerations under the Significance and Engagement Policy to assess the significance of recommendation(s) in this report.

Engagement

57. There is a statutory requirement to consult as per legislation outlined below.

58. Once finalised, the waste assessment and the draft 2024-30 WMMP will follow Councils consultation process as required by the WMA 2008.

Attachments - *Ngaa taapirihanga*

Attachment 1 - 2018-2024 Waste Management & Minimisation Plan

Attachment 2 - Waste Management and Minimisation Plan Working Group Terms of Reference - DRAFT February 2023

Hamilton City Council

Waste Management and Minimisation Plan

2018-2024

hamilton.govt.nz

Hamilton City Council
Te kaunihera o Kirikiriroa

Item 6

Attachment 1

Contents

Executive Summary

Hamilton's original Waste Management and Minimisation Plan (Waste Plan) was adopted in 2012 and most of the activities from the 2012-2018 Waste Plan have been completed. However, throughout the years we have seen an increase in waste to landfill. Hamilton produced an estimated 245,700 tonnes of waste in 2016. Of this, approximately 120,099 tonnes was sent to landfill (49 per cent) and 125,600 tonnes was reused, recycled or composted (51 per cent).

Despite our efforts to minimise waste, we appear to have sent about 33 per cent more waste to landfill in 2016 compared to 2012. However, the lack of good quality waste data from private waste operators makes it hard to tell the exact amount.

Our kerbside rubbish has increased by about 11 per cent and our kerbside recycling has reduced by about 12 per cent.

This matches a national trend in increasing waste to landfill and declining recycling. National information indicates there has been a 20 per cent increase in waste to landfill across New Zealand since 2014.

The Waste Minimisation Act 2008 places an obligation on all councils to promote effective and efficient waste management and minimisation within their city or district. However, it may be that stronger central government intervention is required in the form of product stewardship schemes and national regulation, as the Council does not have the right legislative tools to be able to address big waste issues such as tyres, packaging or e-waste. We intend to take a strong position advocating to central government for this to happen.

Hamilton City Council also intends to focus on the avoidance, reduction and minimisation of waste in our city. We will make the most of our waste resources, foster innovation and maximise the opportunities that can be created from resource recovery.

This Waste Plan sets out goals, objectives and targets to guide us towards waste avoidance, reduction and recovery. Thirty-three activities are detailed and will be carried forward into the Council's long-term and annual plans to ensure the resourcing is available to deliver on our Plan.

120,099 TONNES
= 7500 BUSES

Proposed activities include:

- Implementing a new rubbish and recycling kerbside collection.
- Partnering with key sectors and groups including business, health related organisations, the community sector; the construction and demolition industry, and local government organisations, non-government organisations and other key stakeholders to achieve a reduction in waste to landfill.
- Improving waste minimisation at events held at Council sites.
- Making the most of opportunities to address the growing construction and demolition waste issue, including waste avoidance, reuse and recovery.
- Updating the Solid Waste Bylaw for regional consistency, to facilitate data collection and to ensure it supports the changes in kerbside service.

VISION

Hamilton: where waste minimisation and resource recovery are an integral part of our lifestyle and economy

GOALS

What we want to achieve in the medium term

1. Reduce quantity of all material entering the waste stream, and increase resource recovery
2. Increase innovation and opportunity from waste resources.
3. Hamilton community is a leader in waste minimisation.
4. Waste and resource recovery infrastructure meets Hamilton's growing needs.
5. Recognise and celebrate innovation in waste minimisation and avoidance.

OBJECTIVES

What we need to achieve in the short-term

1. Hamiltonians are choosing to engage in waste minimisation.
2. Hamilton's waste diversion is continually increasing.
3. All Hamiltonian have access to affordable and resilient waste and resource recovery services.
4. Hamilton City Council is a leader by example in minimising waste.
5. Hamilton City Council is partnering with others to achieve efficient and effective waste minimisation and management.
6. Hamilton City Council is influencing Central Government's commitment to waste minimisation.
7. All Hamilton City Council's regulatory decision making considers responsible waste and resource recovery.

1.0 Introduction

We all generate rubbish and recycling through our daily activities, at home, when we are at work and when we are out and about. Since 2012 our waste to landfill from Hamilton has increased by approximately 33 per cent, as our population grows the volume of waste going to landfill is going to increase if we don't take any action.

By sending our waste to landfill we are throwing away valuable resources that could be recovered and reused to create new products. We are also creating problems for future generations, as landfills continue to cause environmental harm for decades after closure.

Waste minimisation involves reducing our waste, reusing and then recycling or recovering the resources.

The Waste Plan sets out the Council's Strategy for managing and minimising the waste generated by households, businesses and industries in Hamilton. The Council directly manages less than 15 per cent of the waste generated in Hamilton and we need to work together with the community, business and industry to influence what happens with the rest of the waste. Our Waste Plan has been prepared in accordance with the requirements of the Waste Minimisation Act 2008.

1.1 Why do we need a waste plan?

This is the Councils plan to ensure we have the infrastructure and services in place to manage waste and that we are supporting our community to avoid, reduce and recycle waste.

By minimising our waste, we work towards:

- preserving and reusing resources – reducing the need for virgin material and the environmental costs associated with them
- creating new opportunities in the reuse and recycling sectors, for employment and innovation
- only using landfill for wastes that have no recovery options.

The actions set out in this Plan will be carried forward into the long term and annual plan process to ensure the resourcing is available to deliver the Waste Plan's goals and objectives.

The Waste Minimisation Act 2008 (WMA 2008) places an obligation on all councils to promote effective and efficient waste management and minimisation within their city or district.

The WMA 2008 requires the Waste Plan to:

- consider the Waste Hierarchy
- ensure waste does not create a nuisance
- have regard to the New Zealand Waste Strategy and other key government policies
- consider the outcomes of the Waste Assessment
- follow the Special Consultative Procedure set out in the Local Government Act (2002).

Councils also have obligations under the Health Act 1956 to ensure waste management systems protect public health.

1.2 What types of waste does our Plan cover?

The Waste Plan covers all solid waste and diverted material in the city, whether they are managed by the Council or not. Liquid and gaseous waste are not included, except where they interact with solid waste systems, for example hazardous waste like chemicals and the outputs from wastewater treatment plants.

This does not necessarily mean the Council is going to have direct involvement in the management of all waste – but there is a responsibility for the Council to at least consider all waste in the city, and to suggest areas where other groups, such as businesses or households, could take action themselves.

1.3 What informs the Waste Plan?

Our Waste Plan is informed by local, national and international data, knowledge and theory. We have researched what other councils here in New Zealand and overseas are doing and have developed a Plan that meets our needs here in Hamilton, while being consistent with international and national best practice.

1.3.1 Waste hierarchy

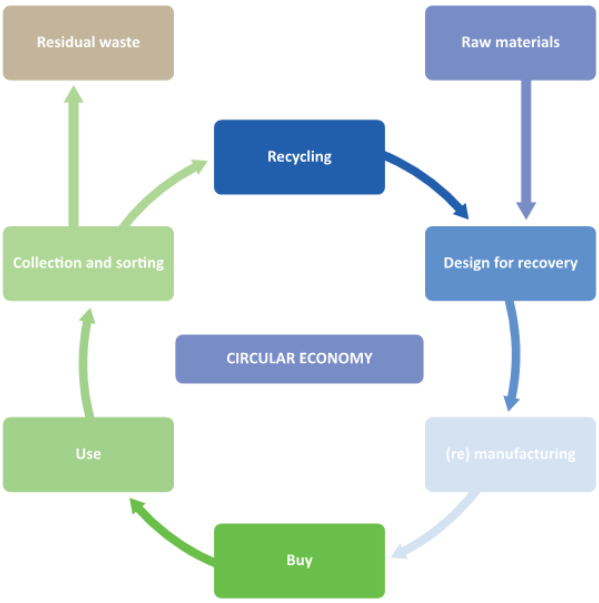
The waste hierarchy is an internationally-used approach to waste management and minimisation. It has strongly influenced the Strategy and actions outlined in this Waste Plan.

The waste hierarchy is a simple framework for the different ways we can think about waste. Preventing waste from occurring in the first place is the easiest way to manage waste. We currently focus too much on the bottom part of the hierarchy, when we should be focusing on the top.

1.3.2 Circular economy and zero waste

The transition from the linear economy – 'take, make, buy, dispose'- to the circular economy is underway in many parts of the world. It is one of the key changes required as part of the global journey to zero waste. The principles of the circular economy underpin the strategy and actions of this Waste Plan.

"The essential concept at the heart of the circular economy is to ensure we can unmake everything we make."
– **Ministry for the Environment, 2018**[1]



1 www.mfe.govt.nz/waste/circular-economy

1.3.3 New Zealand Waste Strategy

The 2010 New Zealand Waste Strategy: Reducing Harm, Improving Efficiency (NZWS) is the central government's core document concerning waste management and minimisation in New Zealand.

The two goals of the NZWS are:

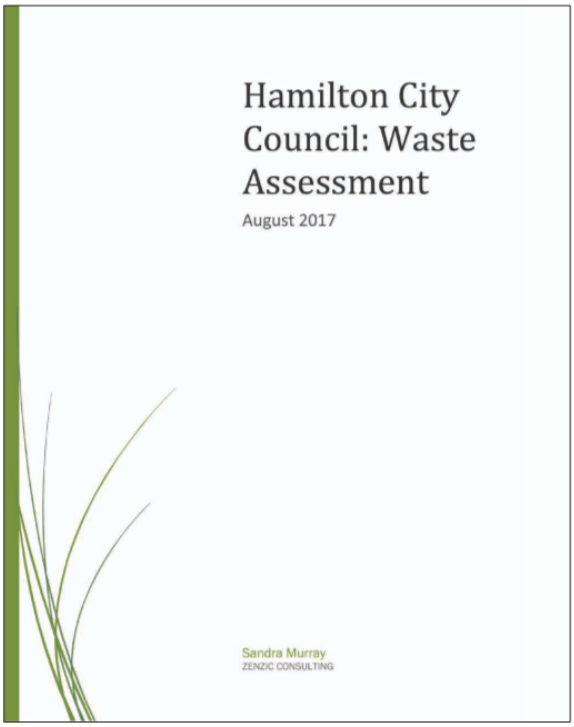
1. Reducing the harmful effects of waste.
2. Improving the efficiency of resource use.

The NZWS provides high-level, flexible direction to guide the use of the legislation, regulation and conventions related to the management and minimisation of waste in New Zealand. As per section 44 of the WMA 2008, we have given regard to the NZWS when preparing our Waste Plan.

1.3.4 Waste Assessment 2017

This Waste Plan is based on the 2017 Waste Assessment (WA). The WA is a technical document that outlines waste flows, volumes, services and facilities provided by both the Council and private operators. It also sets out more detail on the plans, policies and legislation the Council has to take into account when developing the Waste Plan.

A summary of the WA is included in this Waste Plan but the full 2017 WA is available on the Council's 'Fight the Landfill' website.



1.3.5 Te Whakawhanaunga a Te Kaunihera ki te Iwi Maaori

The Council recognises Maaori as tangata whenua (indigenous people of the land) with kaitiakitanga (guardianship) status and ownership rights regarding their lands and that Maaori are assured the same rights as other citizens.

The Local Government Act 2002 reinforces the importance of continuing to foster such relationships, the necessity of good communication and the value of Maaori heritage and values in New Zealand's progress as a distinctive nation.

To assist in delivering services to Maaori, the Council currently has specific partnership and service agreements with:

- Te Haa o te whenua o Kirikiriroa (THaWK) – an iwi group representing local mana whenua (Maaori with historic ties to the Hamilton/Kirikiriroa area) on issues relating to the management of Hamilton's natural and physical resources.
- Te Runanga o Kirikiriroa (TeROK) – an urban iwi authority representing maataa waka (Maaori/Pacific from other areas) on the impact of the Council's policies. Te Runanga provides a range of services, support, advice, and technical expertise that assist Council to meet the needs of the Maaori community in Hamilton.

These partnerships and agreements ensure mana whenua perspectives and maataa waka views are represented in decisions about the city, its community capacity and natural and physical resources.

2.0 The problem: our waste

In New Zealand we are generating more and more waste. Since 2014 the amount of waste going to landfill across New Zealand has increased by 20 per cent[2]. As we continue to grow, it is likely this increase will continue unless we take action.

In New Zealand we are one of the highest producers of municipal waste in the world.

NZ AVERAGE
701.3KG
PER PERSON

AUS AVERAGE
557.2KG
PER PERSON

UK AVERAGE
489.2KG
PER PERSON

SWEDEN AVERAGE
446.6KG
PER PERSON

To understand the opportunities for waste minimisation, we need to first understand more about the waste we are generating.

2.1 How much waste is going to landfill from Hamilton?

Disposal to landfill is at the bottom of the waste hierarchy and this is where about 49 per cent of Hamilton's waste is going. An estimated total of 120,099 tonnes of solid waste was disposed of to landfill from Hamilton in 2016[3]. This is equivalent to approximately 780kg per person in 2016.

From 2012 to 2016 we've seen an increase of waste going to landfill from Hamilton of approximately 33 per cent.

The reliability of the estimates for different types of waste varies. Some waste to landfill data comes unverified from private waste operators, while other waste data and sludge tonnages are managed by the Council or council contractors.

Based on this data, we have estimated where our waste to landfill is coming from. The largest proportion comes from industry and other household waste (the waste not collected at the kerbside).

19% KERBSIDE RUBBISH
(23,263 TONNES)

78% OTHER HOUSEHOLD WASTE AND INDUSTRY WASTE
(93,638 TONNES)

2% SPECIAL WASTE (ROAD SWEEPINGS)
(2569 TONNES)

1% SCREENINGS FROM WASTEWATER
(484 TONNES)

Of the general waste to landfill, only 19 per cent was related to the Council-managed kerbside rubbish service, which serviced 54,288 households in 2016[4]. Kerbside rubbish was 23,263 tonnes in 2016, an average of 429kg per household and an increase of 11 per cent since 2012.

2 Review of the effectiveness of the Waste Disposal Levy 2017, Ministry for the Environment
3 This excludes waste to non-levied landfills, as this amount is unknown.
4 Average number of households serviced by the kerbside rubbish collection for 2016

2.1.1 What's in our rubbish bags?

Every few years, the Council undertakes an audit of kerbside rubbish bags. This helps us to understand what rubbish is getting thrown away and what services our community needs.

In 2017 we found that the single biggest thing in our rubbish bags was food waste at 37 per cent. In total, around 50 per cent is organic material that could be composted. Plastics were the second biggest category, of which over half was plastic bags and film.

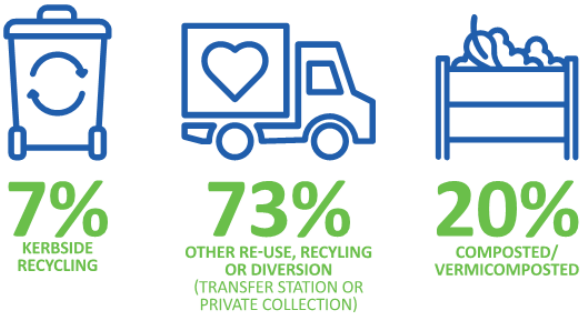
This is a breakdown of what we found contained in an average black bag.

2.1.2 What are we throwing away at the transfer station?

As well as understanding what is in our rubbish bags, we can take a look at what materials are going to landfill from the two transfer stations in Hamilton. We found that over 50 per cent of what is going to landfill is made up from timber, plastics and organic waste.

2.2 How much recycling are we doing?

Recycling is in the top half of the waste hierarchy and is an important part of waste minimisation. An estimated 51 per cent of all waste collected in 2016 in the Hamilton area was recovered and reused, recycled or composted.



The largest quantity of material recovered was from commercial recycling, while kerbside recycling makes up less than 10 per cent of recycled material.

In 2008 we were diverting 34 per cent of our kerbside waste, in 2016 this dropped to 27 per cent diversion. There are a few reasons for this decline – we aren't reading newspapers as much anymore and we are throwing more rubbish away. We recycle about 57kg per person per annum through our kerbside recycling services. This is lower than for comparable areas in New Zealand.

2.3 Future demand

While the factors likely to impact future demand for waste minimisation and management vary and are difficult to predict, they include:

- Considerable overall population and household growth and intensification.
- Economic growth.
- Construction and demolition activity.
- Changes in lifestyle and consumption. eg increase in use of electronics.
- Changes in the collection service or recovery of materials.

From 2013, the population of Hamilton is projected to grow 29.5 per cent by 2033, and 50.3 per cent by 2063.

By 2033, 21.2 per cent of Hamilton's population is likely to be aged 65 years and over, compared to 11.2 per cent in 2013. By 2063 that proportion is projected to reach 34.5 per cent.

This suggests changes in waste generation will occur over time but no dramatic shifts are expected.

3.0 Challenges we face in managing our waste

The Council directly manages less than a quarter of the waste generated in Hamilton. Our ability to influence what happens with the other three-quarters varies. This alone makes managing and minimising Hamilton's waste difficult.

Some issues we face include:

The current low cost of landfill in New Zealand means there is not enough of an economic incentive for widespread investment in waste minimisation behaviour, infrastructure and services. This increases the continued reliance on landfill, rather than an increased focus on the top of the waste hierarchy – reduce, reuse and recycle. Landfill costs will increase, as they have done overseas. By acting now, we can minimise the risk for Hamiltonians.

3.1.1 Regional and sub-regional issues

Some waste streams have been identified as national or regional issues which the Council has little control over. Significant issues where national, regional or sub-regional cooperation is likely to improve outcomes for councils have been identified as:

a) Shared responsibility for waste/product stewardship
The WMA 2008 places the greatest responsibility for minimising and managing waste onto local councils. However, we only control a small part of the waste stream and in order to achieve significant waste minimisation, other parties need to share the responsibility. In particular:

- manufacturers of products
- organisations responsible for end of life product or service
- regional council and central government.

b) Consistent education and engagement
Providing consistent messaging across the region and country will help people to understand and take ownership of their waste.

c) Infrastructure capacity
There are gaps in our knowledge of what waste infrastructure will be required regionally in the future and whether there will be sufficient capacity for future demand. This is particularly so for potential new services (eg. food waste, landfills or transfer stations). In order for infrastructure to be financially viable, a minimum volume of waste material is often required. Regional development of infrastructure may enable sufficient volume of material to achieve viability.

d) Inconsistent services and data hinder joint working and shared services
Collaboration and developing shared services may lead to improved outcomes and cost savings in service provision. However, variability in services and data capture can hinder joint working.

Similarly, identifying regional waste volumes can be challenging as different councils collect data and information on different waste streams, using variable methodologies.

3.1.2 Long-term and global considerations

While they do not immediately affect Hamilton's waste flows, international activities can have a big impact on New Zealand's waste industry.

Some of the recycling collected in New Zealand is exported to Indonesia or Asia, particularly China. China has in recent years tightened measures around the acceptance of recycled materials, requiring a higher standard of recycled product to gain approval for import into China and in some cases ceasing to accept material.

Restrictions on the acceptance of recyclable material mean changes to collection and sorting methodologies to either achieve onshore processing or export standards. This may impact the costs associated with recycling.

Also of concern are the effects of climate change and rising unrest in many countries. International conflict has the potential to disrupt recycling supply chains. As New Zealand has few processing facilities for kerbside recyclables, we are vulnerable should export markets be disrupted.

More information on these challenges are outlined in our 2017 Waste Assessment, available on our 'Fight the Landfill' website.

4.0 **Hamilton's waste minimisation performance**

The 2012-2018 Waste Plan was Hamilton's first plan developed under the WMA 2008. It was adopted on the 5 April 2012. We have made good progress with many of the actions but we have still seen an increase in waste to landfill.

Key achievements in the implementation of the 2012 Waste Plan include:

- A grants programme for innovative waste minimisation activities and projects.
- A comprehensive review of the kerbside collection service, Lincoln St Transfer Station and Hamilton Organics Centre.
- Development of our 'Fight the Landfill' branding.
- Introduction of enforcement for littering and illegal dumping.
- Co-design of a Waste Awareness Strategy by community groups and Hamilton, Waikato and Waipa district and Waikato regional councils.

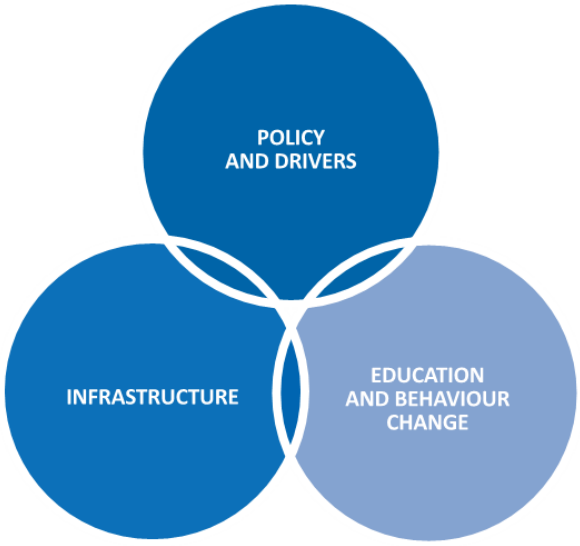
This Waste Plan builds on the achievements of the 2012 Waste Plan while including new actions that focus on moving further up the waste hierarchy.

5.0 **Our approach to waste management and minimisation**

Our waste to landfill is increasing, as are our overall volumes of waste. We have a growing population, more houses and industry development, all of which will bring significant benefit to Hamilton but will also generate more waste to manage.

Effective waste management and minimisation requires three key elements:

- **Policy and drivers** – we need the right policies and incentives to change practices. These can be put in place by central, regional or local government and can also be led by industry. Examples include Hamilton's Solid Waste Bylaw and the WMA 2008.
- **Infrastructure** – if we don't have the appropriate infrastructure to manage our waste and to support diversion from landfill, it makes diversion very difficult and costly. Examples include the kerbside rubbish and recycling collection service and the transfer station.
- **Education and behaviour change** – to create the change required, we need to ensure that we are all informed about the actions we should and shouldn't be taking. Examples of education initiatives include the Council's Contestable Waste Minimisation Fund and the plastic free July campaign.



These key elements provide the foundation for the way the Council approaches waste management and minimisation.

6.0 What do we want the future to look like?

As Hamilton grows, we want to change the way we think about our waste. Sending waste to landfill is getting more expensive and is a waste of valuable resources. Together we can change the amount of waste that we are generating and create value from these resources.

6.1 Our Strategy

Our Strategy outlines the short-medium-and long-term outcomes we want to achieve here in Hamilton. To deliver these outcomes we will work with the private and community sectors, central government and territorial and regional councils.

Vision:

Hamilton: Where waste minimisation and resource recovery are an integral part of our lifestyle and economy.

Goals: *What we want to achieve in the medium term*

1. Reduce quantity of all material entering the waste stream, and increased resource recovery.
2. Increased innovation and opportunity from waste resources.
3. Hamilton community is a leader in waste minimisation.
4. Waste and resource recovery infrastructure meets Hamilton's growing needs.
5. Recognise and celebrate innovation in waste minimisation and avoidance.

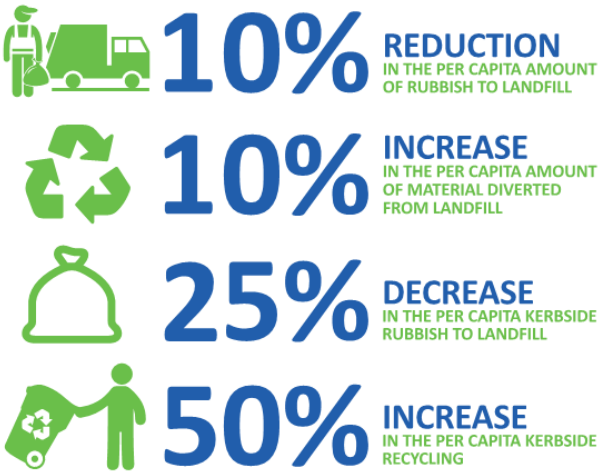
Objectives: *What we need to achieve in the short term*

1. Hamiltonians are choosing to engage in waste minimisation.
2. Hamilton's waste diversion is continually increasing.
3. All Hamiltonians have access to affordable and resilient waste and resource recovery services.
4. Hamilton City Council is a leader by example in minimising waste.
5. Hamilton City Council is partnering with others to achieve efficient and effective waste minimisation and management.
6. Hamilton City Council is influencing central government's commitment to waste minimisation.
7. All Hamilton City Council's regulatory decision-making considers responsible waste and resource recovery.

6.2 Targets

We are setting four waste minimisation targets for Hamilton over the next six years; these targets will help us understand how we are tracking with our progress. We will monitor and review our progress against our targets and assess whether they need to be amended over the next 6 years.

To meet these targets, we will need to work together to reduce our waste generation and increaseour recycling.



7.0 **What are we going to do?**

Our action plan sets out how we intend to work towards our vision, goals and objectives. It sets out clear, practical initiatives that the Council will implement, either on our own or jointly. While the action plan forms part of the Waste Plan, it is intended to be a 'living' document that can be regularly updated to reflect current plans and progress[4].

7.1 Our proposed activities

Our action plan includes thirty-three activities that we believe will enable us to achieve our vision for Hamilton. They can be summarised into key themes:

SERVICES

Implement new rubbish and recycling services, support associated education campaigns and review Central Business District (CBD) service.

PARTNERSHIPS

Partner or work with key sectors and groups including Iwi, business and industry; health related organisations; the community sector, the construction and demolition industry; and local government organisations, NGOs and other key stakeholders to undertake research and actions on various waste issues.

Identify and support community and business champions in waste reduction and avoidance.

EVENTS

Improve waste minimisation at events held at Council sites and support event organisers to implement waste minimisation at events

EDUCATION

Support information and education programmes that raise awareness and promote waste minimisation, including developing multi-language resources

LITTER & ILLEGAL DUMPING

Keep the streets clean by clearing litter and illegal dumping; and develop and implement a plan to reduce illegal dumping and littering.

GRANTS

Issue grants to third parties for the purpose of promoting or achieving waste minimisation and manage grants.

DATA

Ensure access to information on waste from both council and private waste collectors and facilities. Capture data on quantities, composition, origin and destination, and the use of the service, in line with the National Waste Data Framework. Monitor and report on waste related activities.

COUNCIL MANAGEMENT

Implement best practice waste avoidance, reduction and minimisation within Council sites and operations; and share knowledge and experience gained from such activities.

REGULATION

Update the Solid Waste Bylaw for regional consistency, to facilitate data collection and to ensure it supports the changes in kerbside service; and implement waste licensing for operators and collectors.

4 Under the WMA 2008, waste plans can be updated without triggering the need for a formal review of the Waste Management and Minimisation Plan, as long as the changes are not significant and do not alter the direction and intent of the Waste Management and Minimisation Plan.

7.2 Considerations

The action plan outlines the high level intentions for actions to meet the Council's obligations under the WMA 2008. Further work will be required to determine the costs and feasibility of some projects, which may impact how, when or if they are implemented. Detailed assessments of some actions will be carried out prior to their implementation.

In some instances, the delivery of the actions set out in this action plan will depend on the development or amendment of contractual arrangements with providers. The nature of these contractual arrangements cannot be pre-empted and may impact the nature, timing or cost of these projects.

Therefore, exactly what services are delivered will ultimately depend on the outcomes of the procurement process.

7.3 The Council's intended role

The Council intends to oversee, facilitate and manage a range of programmes and interventions to achieve effective and efficient waste management and minimisation within Hamilton. The Council will do this through our internal structures responsible for waste management. The Council is responsible for a range of contracts, facilities and programmes to provide waste management and minimisation services to the residents and ratepayers of the city.

In addition the councils in the Waikato and Bay of Plenty regions will continue to work together to deliver activities that will support us in achieving our Strategy.

7.4 Action plan

The detailed action plan below sets outs all the activities we may take under each of the nine themes, the proposed timeline, how it will be funded and the Waste Plan objectives each activity will meet.

7.4.1 Services

The Council delivers a range of waste services already and there is scope to review additional services that will support increased waste minimisation in Hamilton.

Ref	Activities	New or existing	Timeframe	Potential funding mechanism	Objectives
1	Implement new rubbish and recycling services and undertake a comprehensive education and information campaign to support the implementation.	New	2018-2021	Levy and rates	1,2,3,4,5,7
2	Provide and promote hazardous waste disposal services for household hazardous waste.	Existing	Ongoing	Levy	1,2,3,5,7
3	Review CBD waste services to identify and implement opportunities for improved waste minimisation in this area.	New	2018-2024	Levy and rates	1,2,3,4,5,7
4	Identify and implement services for targeted waste streams including electronic waste	New	2018-2024	Levy and rates	1,2,3,5,6,7

7.4.2 Partnerships

The Council only manage about a quarter of the waste generated in Hamilton. If we are going to achieve our vision, goals and objectives we need to work with others in our community.

Ref	Activities	New or existing	Timeframe	Potential funding mechanism	Objectives
5	Recognise the interests of Iwi and other cultures and encourage and support mechanisms to build capacity and participation in sustainable waste management.	Existing	Ongoing	Levy	1,2,3,5,6
6	Work with business and industry organisations to assist local businesses to reduce waste and increase recycling.	New	2018-2024	Levy	1,2,3,5,6,7
7	Partner with the Waikato District Health Board and other health-related organisations regarding the management of medical waste.	New	2018-2024	Levy, partnerships	1,2,3,5
8	Partner with the community sector to identify efficiencies or opportunities for cooperation/ partnership, particularly around reuse of materials.	New	2018-2024	Levy, rates, partnerships	1,2,3,5,6
9	Identify and support community and business champions in waste reduction and avoidance.	New	2018-2024	Levy	1,2,5
10	Collaborate with local government organisations, NGOs and other key stakeholders to undertake research and actions on various waste issues including (but not limited to) influencing central government regulation and product stewardship for key waste streams such aselectronic waste, tyres, plastic bags, packaging, etc.	Existing	Ongoing	Levy	1,2,3,5,6
11	Collaborate with key stakeholders to investigate and implement opportunities to address the growing construction and demolition waste issue, including waste avoidance, reuse and recovery.	New	2018-2024	Levy, rates, partnerships	1,2,3,5,6,7

7.4.3 Events

Events are an increasing source of waste generation, but they are also a great opportunity for education on waste minimisation.

Ref	Activities	New or existing	Timeframe	Potential funding mechanism	Objectives
12	Improve waste minimisation at events held at Council sites.	New	2018-2024	Levy, rates, partnerships	1,2,4,5,7
13	Support event organisers to implement waste minimisation at events.	New	Ongoing	Levy, partnerships	1,2,3,5,7

7.4.4 Education

A key part of achieving our vision, goals and objectives is making it easy for all Hamiltonians to do the right thing. To do this the Council needs to ensure the right information is accessible and available for our community.

Ref	Activities	New or existing	Timeframe	Potential funding mechanism	Objectives
14	Support information and education programmes that raise awareness and promote waste minimisation, including developing multi-language resources.	New	By 2020	Levy	1,2,3,4,5,7
15	Promote reducing food waste and the beneficial re-use of organic material.	Existing	Ongoing	Levy	1,2,3,4,5,7
16	Develop targeted waste minimisation information and education programmes eg. for youth, elderly, business and construction and demolition industry.	New	2018-2024	Levy	1,2,3,4,5,6

7.4.5 Litter and illegal dumping

Keeping Hamilton clean is an important part of waste management and minimisation. The Council already has a strong enforcement programme for illegal dumping, but we are still experiencing increasing incidents of littering and illegal dumping.

Ref	Activities	New or existing	Timeframe	Potential funding mechanism	Objectives
17	Keep the streets clean by clearing litter and removing illegally-dumped material.	Existing	Ongoing	Rates	1,2,4,5,7
18	Develop and implement a plan to reduce illegal dumping and littering, including education and strong enforcement.	Existing	2018-2024	Levy, rates, partnerships	2,5,6,7

7.4.6 Grants

The Council started the Contestable Waste Minimisation Fund (CWMF) as part of the 2012 Waste Plan implementation. The $50,000 annual fund has successfully funded a range of projects, providing community groups and businesses with an opportunity to pilot new ideas and to get projects up and running.

Ref	Activities	New or existing	Timeframe	Potential funding mechanism	Objectives
19	Issue grants to third parties for the purpose of promoting or achieving waste minimisation and manage grants.	Existing	Ongoing	Levy	1,2,3,4,5
20	Evaluate the current grant model and investigate and implement opportunities for low interest loans and/or targeted grants.	New	By Dec 2019	Levy	1,2,3,4,5

7.4.7 Data

Having good data is important for the Council to make informed decisions on our waste management and minimisation priorities.

Ref	Activities	New or existing	Timeframe	Potential funding mechanism	Objectives
21	Ensure access to information on waste from both the Council and private waste collectors and facilities. Capture data on quantities, composition, origin and destination and the use of the service, in line with the National Waste Data Framework.	Existing – expanded	Ongoing	Levy, rates	2,3,4,5,6,7
22	Monitor and report on waste-related complaints received through the Council's service request system.	Existing	Ongoing	Rates	2,3,4,5,6,7
23	Carry out community surveys on waste management and minimisation services within the city.	New	Ongoing	Levy	2,3,4,5,6,7
24	Ensure a household rubbish and recycling composition analysis is undertaken at least every three years for both the Council and private kerbside services.	Existing	Ongoing	Levy	2,3,4,5,6,7
25	Monitor progress and support WasteMINZ National Waste Data Framework project.	New	Ongoing	Levy	3,5,6,7
26	Monitor and report on the Council's contracted waste services including rubbish and recycling collection data from the kerbside.	Existing – expanded	Ongoing	Levy, rates	2,3,4,5,6,7

7.4.8 Council management

Council staff will implement the actions contained within this Waste Plan and will ensure that Council is 'learning by doing' with waste minimisation.

Ref	Activities	New or existing	Timeframe	Potential funding mechanism	Objectives
27	Fund waste minimisation advisors to lead waste management and minimisation within the Council and coordinate the implementation of this Plan.	Existing	Ongoing	Levy	1,2,3,4,5,6,7
28	Review of the 2018-2024 Waste Plan and development of the 2024-2030 Waste Plan.	Existing	2023-2024	Levy	1,2,3,4,5,6,7
29	Ensure that services provided by the Council are in line with and promote current health and safety guidelines.	Existing	Ongoing	Rates	3,7
30	Implement best practice waste avoidance, reduction and minimisation within Council sites and operations; and share knowledge and experience gained from such activities.	Existing	By 2024	Levy	1,2,4,5,7

7.4.9 Regulatory

Effective Bylaws and Plans will be integral to delivering a range of waste minimisation actions. They can provide the Council with both the driver for change and the ability to undertake enforcement.

Ref	Activities	New or existing	Timeframe	Potential funding mechanism	Objectives
31	Update the Solid Waste Bylaw for regional consistency, to facilitate data collection and to ensure it supports the changes in kerbside service.	New	2018/19	Levy, rates	2,3,4,5,6,7
32	Implement waste licensing for operators and collectors, potentially as part of a regional or sub-regional initiative.	New	By Dec 2019	Levy, rates	2,3,4,5,6,7
33	Implement and enforce requirements for any properties and developments to ensure waste management and minimisation considerations are taken into account at the design phase, including storage space requirements and access for collection vehicles.	Existing – expanded	In conjunction with the Council planning processes	Levy, rates	1,2,3,4,5,6,7

8.0 **Funding the Plan**

Now that we have outlined the actions we need to take, our next step is to understand how we can best fund these activities. The Council have a range of options available to us to fund the actions in this plan, these include:

- **General Rates** - a rate that is paid by all ratepayers.
- **User Pays Charges** - paying for services you use, for example, transfer station gate fees.
- **Targeted Rates** - a rate that is set to fund a particular activity or group of activities. It can align to the provision or availability of service.
- **Waste Levy Funding** - The central government redistributes 50 per cent of the funds from the waste disposal levy to local authorities. This money must be applied to waste minimisation activities outlined in the Council's Waste Plan.
- **Waste Minimisation Fund** - Ministry for the Environment use most of the remaining 50 per cent of the levy money on funding projects. Anyone can apply to the Waste Minimisation Fund for funding.
- **Private sector funding** - The private sector may undertake to fund/supply certain waste minimisation activities, for example, in order to look to generate income from the sale of recovered materials, etc. The Council may look to work with private sector service providers where this will assist in achieving the Waste Plan's goals.

Funding considerations take into account a number factors including the following:

- Prioritising harmful wastes.
- Waste minimisation and reduction of residual waste to landfill.
- Full-cost pricing - 'polluter pays'.
- Public good vs. private good component of a particular service.
- The environmental effects of production, distribution, consumption and disposal of goods and services should be consistently costed, and charged as closely as possible to the point they occur to ensure that price incentives cover all costs.
- Protection of public health.
- Affordability.
- Cost-effectiveness.

The potential sources of funding for each of the actions are noted in the action plan. Budgets to deliver the activities set out in this Waste Plan will be carefully developed through our Annual Plan and Long-Term Plan processes. The mix of funding tools to be used is determined through the Revenue and Financing Policy, this Policy is reviewed every three years in line with the Long-Term Plan.

The approach taken will be to implement as many of the activities as possible while controlling costs and, where possible, taking advantage of cost savings and efficiencies. It is anticipated that by setting appropriate user charges, reducing costs through avoided disposal, more efficient service delivery from working collaboratively and targeted application of waste levy money, the increased levels of waste minimisation as set out in this Waste Plan will be able to be achieved without overall additional increases to the average household cost.

8.1 Waste levy funding

The Council receives, based on population, a share of national waste levy funds from the Ministry for the Environment. It is estimated that at the current rate of $10 per tonne our Council's total share of waste levy funding will be approximately $570,000 per annum. The WMA requires that all waste levy funding received by councils must be spent on matters to promote waste minimisation and in accordance with their waste plans.

Waste levy funds can be spent on ongoing waste minimisation services, new services, or an expansion of existing services. The funding can be used on education and communication, services, policy research and reporting, to provide grants, to support contract costs, or as infrastructure capital. We intend to use our waste levy funds for a range of waste minimisation activities and services as set out in the action plan – including participating in sub-regional, regional and national activities.

In addition, we may make an application for contestable waste levy funds from the Waste Minimisation Fund, either separately, with other councils, or with another party. The Waste Minimisation Fund provides additional waste levy funds for waste minimisation activities.

8.2 General and Targeted Rates

General and Targeted Rates are used for a range of waste management and minimisation services, for example the residential kerbside rubbish and recycling service is funded through general residential rates, as is the clearing of litter and illegal dumping. Any changes to the services funded through General or Targeted Rates will happen through the 10-Year Plan planning process. As this is a six year plan, there will be two opportunities to seek funding through the 10-Year Plan, firstly in 2018 and then again in 2021. All Hamiltonians have the opportunity to have a say on the waste management and minimisation activities in the 10-Year Plan processes.

8.3 Funding business and community actions

The Council recognises that we can't implement this Waste Plan by ourselves. We need to work with businesses and community groups to achieve the vision in the most efficient and effective way possible. Councils have the ability under the WMA 2008 to provide grants and advances of money to any person, organisation or group for the purposes of promoting or achieving waste management and minimisation, as long as this is authorised by the Waste Plan.

The Council currently offer a total of $50,000 per year in contestable funding for waste minimisation activities. We intend to continue having a grants programme. The grants programme will be evaluated to identify if low interest loans or targeted grants could be utilised to achieve good waste minimisation outcomes.

9.0 **Monitoring, evaluating and reporting progress**

This Waste Plan contains 32 actions, as well as a set of waste minimisation targets. Progress against each of these actions and targets will be reported to Council at the end of each year.

Two of the actions - the development of a regionally consistent Solid Waste Bylaw and implementation of the National Waste Data Framework (NWDF) will contribute to the development of a set of standard indicators for reporting purposes.

Indicative metrics for each of the actions are presented in the table below. Specific metrics for each action will be developed and agreed as part of the Waste Plan implementation.

Theme	Indicative Metrics
Services	• New services implemented in line with the contract. • Reporting of annual volumes of hazardous waste collected via Council-provided services.
Partners	• Identification of champions and detail of support provided.
Events	• 50 per cent reduction in waste to landfill from events (baseline required). • Number of events incorporating waste avoidance and minimisation activities.
Education	• Annual reporting of education programme outcomes.
Litter and illegal dumping	• Community satisfaction with litter rates. Measured during community surveys. • 10 per cent reduction in litter and 15 per cent reduction in illegal dumping compared to 2017 data.
Grants	• Successful implementation of annual grants programme.
Data	• Data available for analysis by 2020. • No weeks with more than 20 complaints about uncollected kerbside household rubbish and recycling. • Audit carried out three yearly. • All waste data collected in alignment with NWDF.
Council management	• Health and Safety incident reports received from contractor at each contractor meeting - no serious incidents reported. • Report on number of sites implementing waste minimisation; with quarterly reporting to track progress against waste and recycling rates.
Regulatory	• All waste collectors and operators are licensed by 2020. • New developments meet the needs of the kerbside collection service.

Updates on how the Council is tracking with meeting these metrics will be provided through the Council's 'Fight the Landfill' website fightthelandfill.co.nz.

10. **Glossary of terms**

Disposal	Final deposit of waste into or onto land, or incineration.
Diverted material	Anything that is no longer required for its original purpose and, but for commercial or other waste minimisation activities, would be disposed of or discarded.
Landfill	Tip or dump. A disposal facility as defined in S.7 of the Waste Minimisation Act 2008, excluding incineration. Includes, by definition in the WMA, only those facilities that accept 'household waste'. Properly referred to as a Class 1 landfill.
Resource recovery	a) extraction of materials or energy from waste or diverted material for further use or processing; and b) includes making waste or diverted material into compost.
Recycling	The reprocessing of waste or diverted material to produce new materials.
Reduction	a) lessening waste generation, including by using products more efficiently or by redesigning products; and b) in relation to a product, lessening waste generation in relation to the product.
Reuse	The further use of waste or diverted material in its existing form for the original purpose of the materials or products that constitute the waste or diverted material, or for a similar purpose.
Rubbish	Waste, that currently has little other management options other than disposal to landfill.
Treatment	a) means subjecting waste to any physical, biological, or chemical process to change its volume or character so that it may be disposed of with no or reduced adverse effect on the environment; but b) does not include dilution of waste.
Waste	Means, according to the WMA: a) Anything disposed of or discarded. b) Includes a type of waste that is defined by its composition or source (for example, organic waste, electronic waste, or construction and demolition waste). c) To avoid doubt, includes any component or element of diverted material, if the component or element is disposed or discarded.
Waste Assessment (WA)	A document summarising the current situation of waste management in a locality, with facts and figures, and required under the Waste Minimisation Act. A Waste Assessment must be completed whenever a Waste Management and Minimisation Plan is reviewed.
Waste diversion	Means diverting waste from landfill and accessing the economic opportunity from the resource.
Waste hierarchy	A list of waste management options with decreasing priority – usually shown as 'reduce, reuse, recycle, recovery, treat, dispose.
Waste minimisation	Means the reduction of waste; and the reuse, recycling, and recovery of waste and diverted material.
Waste resources	Means any waste material that has value that can be recovered, reused or recycled.
Waste stream	Has the same definition as Waste.

Further Information

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fightthelandfill.co.nz
/hamiltoncitycouncil
@CouncilHamilton

Version: September 2018

Waste Management and Minimisation Plan Working Group

Reports to: The Infrastructure and Transport Committee

Membership:
Lead: Deputy Mayor Angela O'Leary
Cr Sarah Thomson
Cr Andrew Bydder
Cr Anna Casey-Cox
Cr Melaina Huaki

Support staff:
General Manager, Infrastructure Operations – Eeva-Liisa Wright
Unit Director Sustainable Resource Recovery – Tania Hermann
Resource Recovery Strategic Manager – Nicole Bradbury
Resource Recovery Specialist – Kirsty Quickfall

Meeting frequency: Monthly or as required

Purpose and Terms of Reference:

1. The purpose of the Waste Management and Minimisation Plan Working Group is to:
    a. provide governance input and advice to staff relating to the review or further development of the Waste Management and Minimisation Plan (WMMP)
    b. provide governance input and advice to staff relating to prioritisation of actions to deliver the WMMP Action Plan.
2. The Working Group is not a decision-making body. Nor it is intended to make recommendations to Council.

Role of the Lead:

3. The Lead presides at each meeting.
4. The Lead represents the Working Group at Council meetings when required and, where appropriate, at external forums/events (with the support of the Mayor).
5. The Lead reports back to the Working Group regarding any meetings, discussions or events they have attended as a Working Group representative.
6. Where the Lead is not available, a Working Group member nominated and agreed by majority of those present at the meeting will assume the role of the Lead.

Meeting schedule / timing / nature

7. The Working Group will meet on a monthly basis, with the flexibility to meet more often, as and when required on specific issues/projects.
8. The meeting will usually include:
    a. A review of previous Notes and Actions;
    b. A progress report on the Waste Management and Minimisation Plan review, actions and outcomes from staff;
    c. Discussion of any issues and risks; and
    d. Discussion on timelines and process of the review

Review of Working Group

9. The Working Group will be reviewed within 9 months of the formation and will expire at the adoption of the revised Waste Management and Minimisation Plan, being no later than 30 June 2024.

Item 7

Council Report

Committee: Infrastructure and Transport Committee
Date: 07 March 2023

Author: Fiona Sutton
Authoriser: Eeva-Liisa Wright

Position: Head of Operations and Process
Position: General Manager Infrastructure Operations

Report Name: Project Watershed Update

Report Status	*Open*

Purpose - *Take*

1. To seek approval from the Infrastructure and Transport Committee to submit the Project Watershed 2023-24 Quarter 2 report and 2023-24 One Year Plan to Waikato Regional Council.
2. To inform the Infrastructure and Transport Committee about the initiation of discussions with Waikato Regional Council on the development of a new Project Watershed Service Level Agreement.

Staff Recommendation - *Tuutohu-aa-kaimahi*

3. That the Infrastructure and Transport Committee:
    a) receives the report;
    b) notes the Hamilton City Council Project Watershed 2022-23 Quarter 2 report and submission to Waikato Regional Council;
    c) approves the submission of the proposed Project Watershed 2023-24 One Year Plan to Waikato Regional Council; and
    d) notes that staff will initiate discussions with Waikato Regional Council on the development of a new Project Watershed Service Level agreement, with a revised scope that reflects activities under Hamilton City Council management after 1 July 2024, and report back to the Infrastructure and Transport Committee on progress following discussions.

Executive Summary - *Whakaraapopototanga matua*

4. Project Watershed is a joint plan of work between Hamilton City Council (HCC) and Waikato Regional Council (WRC) to ensure a holistic approach to river management.
5. The Project Watershed Service Level Agreement (SLA) is a formal agreement that was signed in 2016 between Hamilton City Council and Waikato Regional Council.
6. Under this agreement Hamilton City Council provides services on behalf of Waikato Regional Council with a focus on river management, soil conservation, and flood protection.

7. The SLA requires HCC staff to provide quarterly and annual reports to WRC detailing progress with the agreed Project Watershed works programme. Staff are seeking approval to submit 2022-23 Project Watershed Quarter 2 report to WRC.

8. The SLA also requires HCC staff to work with WRC staff on updating and developing a work programme each financial year and agree on the contents of the plan

9. Staff have developed a 2023-24 Project Watershed One Year Plan as required by the SLA and are seeking approval to formally submit this report to Waikato Regional Council for funding consideration in WRC's and HCC's annual plan processes.

10. The current renewed term of the SLA will expire 30 June 2024 and HCC has the opportunity to engage with WRC on the development of a new SLA that will reflect the scope of activities managed by HCC post 30 June 2024.

11. Staff consider the decision sought in this report has low significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

12. HCC is responsible for the collection, transfer, and treatment of stormwater, which is generated through the urbanisation of land within the city boundaries.

13. The Waikato River and streams are natural environments which are an integral part of the passage of stormwater through the city. They provide substantial public health, economic, and community benefits to the residents of Hamilton by preventing flooding of land and buildings, thus allowing community facilities, business, and private residences to operate under adverse weather conditions.

14. These services are managed in catchment zones, of which Hamilton is located in the Central Waikato Zone. The strategic priorities for the catchment are captured in WRC's Central Waikato Zone Plan.

Project Watershed Service Level Agreement

15. The Project Watershed service level agreement (SLA) between HCC and WRC was signed in 2016 and is identified as a contributing action to realize the vision and goals for the catchment. It also enables HCC and WRC to deliver on shared responsibilities.

16. Following an initial term of the SLA that ended 30 June 2018, provisions within the agreement allowed for the agreement term to automatically renew for successive periods of 3 years, unless notice to terminate is provided by either party. The SLA was automatically renewed on 30 June 2021, with the current renewed term scheduled to expire 30 June 2024.

17. The SLA covers works within the following rivers and streams within the city boundary:

    i. Kirikiriroa Stream and gully areas;
    ii. Te Awa o Katipaiki Stream and gully areas;
    iii. Waitawhiriwhiri Stream and gully areas;
    iv. Mangaonua Stream and gully areas;
    v. Mangakotukutuku Stream and gully areas;
    vi. Ohete Drainage District; and
    vii. Komakorau Drainage District.

18. Work is undertaken by HCC within the Hamilton City boundary on behalf of WRC under the SLA. The three objectives of the works carried out by HCC include:

    i. River Management - ensure the river catchment is free flowing and stable;
    ii. Soil Conservation - ensuring soil types are stabilised sustainably; and
    iii. Flood Protection - works that protect land and assets from natural flood events.

19. The SLA includes some specific project exceptions where funding will not be provided:
    i. Works that aren't aligned with Project Watershed objectives
    ii. Works involving the protection of HCC's infrastructure (walkways, bridges, reticulation networks
    iii. Works where HCC has obligations, liability or responsibility under consents or statute
    iv. Remedial works that are a result of scour from HCC or private infrastructure
20. The scope of work completed under the SLA is undertaken by the Parks and Recreation team and the Three Waters team within HCC.
21. A 10-Year programme of work is developed under the SLA and then used by WRC and HCC for the preparation of their respective Long-Term Plans. The Project Watershed 2021-31 10-Year plan was approved by the Infrastructure Operations Committee on 8 October 2020.
22. In addition to the development of a 10-year programme of work, the SLA also provides an opportunity each year to amend or refine the programme and submit a revised 1 Year Plan to WRC outlining the works proposed for the following financial year.
23. Additionally, the SLA also includes provisions to allow additional services and emergency response work requested by WRC or HCC to be undertaken if agreed to in writing by both parties.

Discussion - *Matapaki*

Submission of Quarterly Reports

24. HCC is required to report each quarter and annually on any highlights and progress with delivery of the Project Watershed programme of works.
25. A copy of the Quarter 1 (June to September 2022) report can be found in **Attachment 1**. This report was submitted to WRC in October 2022.
26. The Quarter 2 (October to December 2022) report can be found in **Attachment 2**. This report will be submitted to WRC once endorsed by this committee.

2023/24 One Year Plan

27. As required in the Project Watershed SLA, an updated proposed annual plan of works to confirm the previously approved 10-Year programme of works has been developed collaboratively with WRC staff.
28. A copy of the approved 10-Year Plan for 2021-31 can be found in **Attachment 3** and contains a high-level description of the work within each project area, an explanation of how each project meets the Project Watershed criteria, and the proposed budget to complete each project.
29. The annual work programme is made up of six broad areas of project delivery that HCC will undertake.

Project Delivery Area	Description
Stream Cleaning	Annual programme of works to keep streams, drains and open channels free of obstructions
Project Watershed Management	Programme Management
Stream Bank Stabilisation	Proactive Stream Bank Stabilisation – Tributaries
Riverbank Stabilisation	Proactive Riverbank Stabilisation – Waikato River
Community Tree Planting	Proactive Stream Bank Stabilisation – Tributaries and Rivers undertaken by volunteers

Maintenance of Works and Gully's	Site preparation work in advance of future planting programmes and maintenance of previous planting
Erosion Control Works	Reactive erosion control and maintenance that meet SLA objectives.

30. An outline of the proposed plan for the 2023-24 financial year can be found in **Attachment 4** and contains a high-level description of the projects and the proposed budget. These projects may be reprioritised if other reactive urgent erosion control works, and projects are required during the year.

31. The proposed plan for 2023-24 will be submitted to WRC once endorsed by this committee. Specific projects in each catchment will be discussed at an operational level and scheduled and prioritised in agreement with operational staff at WRC.

Project Watershed Service Level Agreement Renewal

32. The second renewed term provided under the SLA is scheduled to expire on 30 June 2024, which aligns to the current establishment date that the new Water Entities will become operational and are intended to take on the responsibility for the stormwater activities.

33. The proposed transition of stormwater activities to a new water entity from 1 July 2024 as part of the Three Waters Reform, is likely to impact on some of the work programmes currently within the scope of the SLA.

34. Under the SLA, there is a requirement that both parties meet no later than 12 months prior to the expiry of a renewed term to discuss the renewal or termination of the SLA. This SLA provision provides HCC an opportunity to initiate discussions with WRC in relation to the development of a new SLA, rather than a further renewed term.

35. The development of a new SLA would ensure that the agreement reflects the activities HCC will have responsibility for post 1 July 2024, and also inform the development of a draft long term 2024-34 Project Watershed work programme ahead of WRC and HCC's Long Term Plan processes.

Financial Considerations - *Whaiwhakaaro Puutea*

36. The total costs to complete this work is $718,700, which are funded by WRC through the 2022-23 Annual Plan and Project Watershed SLA.

Type of Expenditure/Revenue	**2022 - 2024**		**Future Years**
Operating Revenue	**2022-23**	**2023-24**	**2024-31**
WRC Project Watershed contribution	$668,700	$718,700	$6,430,900
Operating Expenditure	**2022-23**	**2023-24**	**2024-31**
Project Watershed works programme	$668,700	$718,700	$6,430,900

37. Proposed revenue and expenditure to support the programme increases each year to accommodate the expected increase in stormwater expenditure, particularly in relation to reactive erosion control expected in major streams.

38. HCC internal operational and capital funding is partially allocated to projects on a case-by-case basis after discussions with WRC operational staff.

39. A more detailed financial summary of the 10-year plan Project Watershed work programme that was approved as part of HCC and WRC's 10-year plans can be found in **Attachment 3**.

40. In the 2022-23 financial year, HCC have budgeted to receive revenue from WRC and deliver works to the value of $668,700. This amount increases to $718,700 in the 2023-24 financial year.

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

41. Staff confirm that the staff recommendation complies with the Council's legal and policy requirements and meets the requirements of the SLA between HCC and WRC.

Climate Change Impact Statement

42. Staff have used the climate adaptation assessment guidance and determined there are no known climate risks or adaption opportunities associated with the topic of this report.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

43. 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').

44. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report as outlined below.

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

46. The SLA enables HCC to comply with statutory responsibilities under the Local Government Act 2002 and Resource Management Act 1991 to protect people, property and the environment.

47. Flood waters can pose a risk to public health and property. By ensuring that our rivers and streams are kept maintained and free flowing the risk of flooding is minimised.

Economic

48. HCC has obligations under section 10 of the Local Government Act 2002 to meet the current and future needs of communities for good quality local infrastructure, local public services, and the performance of regulatory functions that is most cost effective for households and businesses.

49. Good quality infrastructure ensures services and performance of HCC's obligations are efficient and effective and appropriate to present and anticipated future circumstances.

50. The programme of works completed under the SLA supports an integrated partnership approach with WRC for the effective management of public health, economic, and community benefits to the residents of Hamilton. This is achieved by preventing flooding of roads, land and buildings, which allows community facilities, businesses, and private residences to operate under adverse weather conditions.

Environmental

51. HCC has obligations under its Comprehensive Stormwater Discharge Consent (Resource Consent 105279) granted by WRC to manage the City's stormwater network to avoid as far as practicable and otherwise minimise:

    i. adverse scour erosion and sediment deposition on land, property and the beds of stormwater receiving water bodies; and
    ii. adverse flooding of land, property and stormwater receiving water bodies.

52. Erosion can result in the accumulation of sediment and debris in rivers and streams. This increased sediment and debris (including silt, sand, rocks, trees and other debris) can silt up channels downstream, and cause further erosion, instability and damage to streams and rivers. It also lowers water quality, and adversely affects fish and in-stream values.

53. The works within the Project Watershed work programme will ensure that streams and rivers continue to remain free flowing, flooding protection is in place and the effects of flooding are reduced and that riverbank and stream erosion and stability is managed effectively.

Cultural

54. HCC has obligations under the Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010 and Te Ture Whaimana o te Awa o Waikato (Vision and Strategy for the Waikato River) to restore and protect the health and wellbeing of the Waikato River and its tributaries.

55. WRC worked collaboratively with iwi and HCC to establish the priorities and objectives of the Central Catchment as documented in the Central Zone Plan. The proposed programme is consistent with the objectives of this plan.

Risks - *Tuuraru*

56. If the staff recommendation within this report is not approved, HCC's obligations under the SLA may not be met.

57. There is increased risk to the stability, erosion of riverbanks and to flooding events, if HCC was not to continue with works proposed. This would most likely significantly increase costs to Hamilton City ratepayers.

58. The proposed programme of works assumes funding from WRC. There is risk that through the progression of respective Annual Plan processes that the funding assumptions become misaligned.

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

Significance

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

Engagement

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

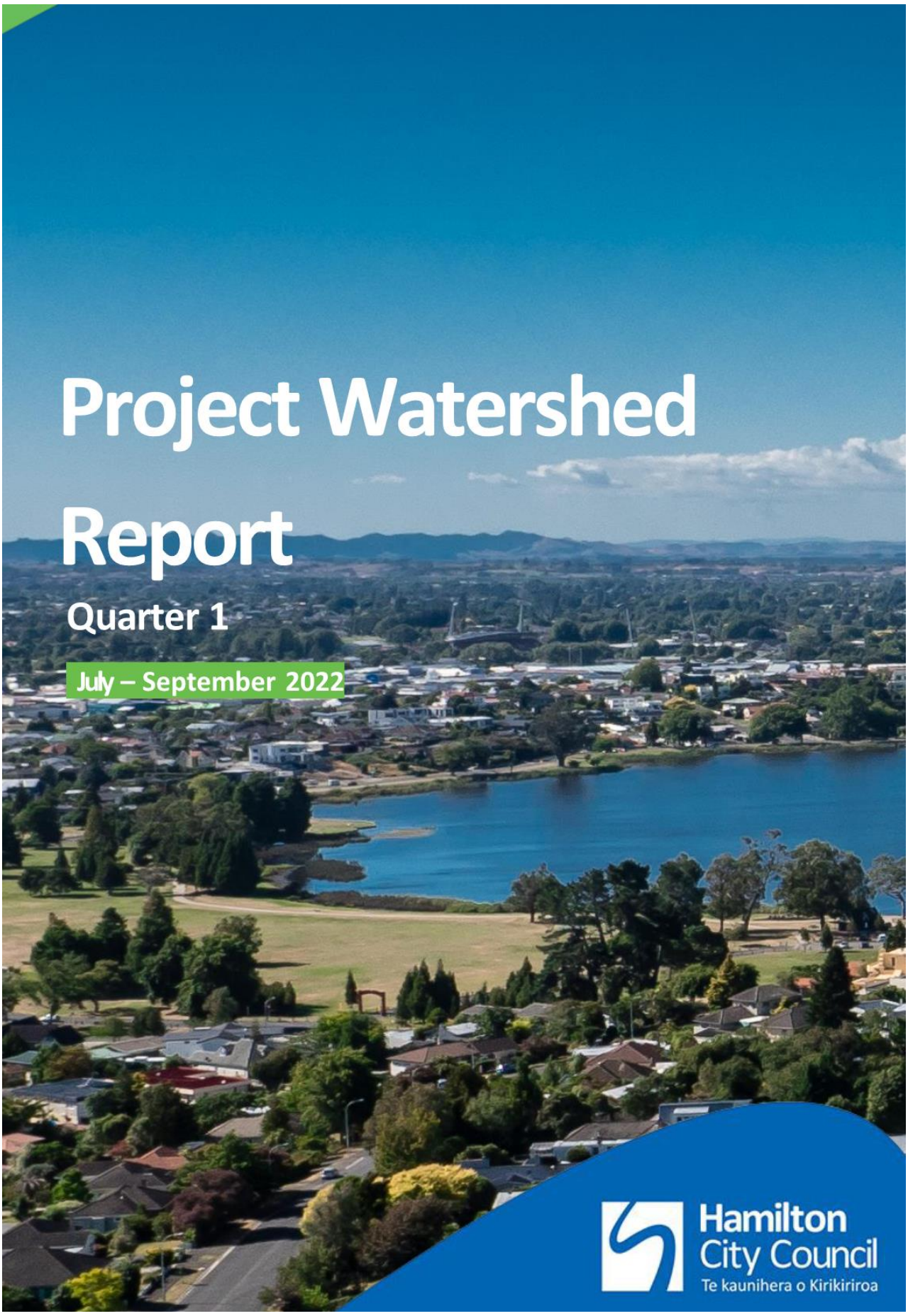
Attachments - *Ngaa taapirihanga*

Attachment 1 - Project Watershed Q1 Report 2022 23 - River and Catchment Services Waikato Regional Council

Attachment 2 - Project Watershed Q2 Report 2022 23 - River and Catchment Services Waikato Regional Council

Attachment 3 - Project Watershed 10 year Plan 2021-31 Final

Attachment 4 - Project Watershed - Works Programme 2023-24 DRAFT


Project Watershed
Report
Quarter 1
July – September 2022
Hamilton
City Council
Te kaunihera o Kirikiriroa

Contents

Issue	Reason for Issue	Author	Reviewer	Date
1				
2				

PART 1 - PURPOSE OF THE REPORT

The purpose of this report is to:

a) Provide Waikato Regional Council and relevant Committee(s) with highlights of the 2022/23 works programme carried out under the Project Watershed service level agreement.
b) Report on the HCC's project watershed financial year to date operating performance.

PART 2 - BACKGROUND

Project Watershed (PW) was introduced in 1999 by the Waikato Regional Council to ensure a holistic approach to river management.

PW is concerned with three main things:

1. River management – active involvement in river processes to ensure rivers and streams are stable and flow appropriately.

2. Soil conservation – management of land to maintain soil and water resources, and provide the widest range of sustainable benefits in the long term.

3. Flood protection – that work which protects land and assets from natural flood events.

This agreement is the result of WRC and HCC acknowledging that HCC already undertakes a programme of works within the Hamilton City Boundary which are largely aligned with Project Watershed outcomes, and by working in partnership, significant portions of each organisation's work programme outcomes can be achieved more efficiently and holistically.

A routine schedule of stream inspections has been developed in HCC work management system (IPS). A small dedicated team of City Delivery (HCC Maintenance group) carry out these inspections throughout the year. Blockages, weed infestation and erosion issues are reported and prioritised for actioning.

Projects that are identified to improve stream flow are discussed with WRC representatives to achieve a common goal.

Regular meetings take place between WRC and HCC to discuss ongoing and planned work and any opportunities for improvement.

PART 3 - 2022/23 YEAR WORK PROGRAMME UPDATE

3.1 Health and Safety

There were no Health and Safety issues reported for this quarter.

3.2 Stream Maintenance

The table below outlines the routine inspection work carried out during 2022/23 Q1 reporting period.

JUL, AUG, SEP 2022	No. Streams Inspected	No. Blockages cleared	No. minor Blockages not cleared	Vegetation cleared (m)	Vegetation cleared or sprayed (m)	Erosion identified	Erosion Repaired, sites
Kirikiriroa	19	2	30	2		3	1
Mangakotukutuku	15	2	41	10		5	
Mangaonua		2					
Waitawhiriwhiri	8	4	15	3		7	
Te Awa O Kata Paki							

Total spend Q1 $34,138

3.3 Project Watershed Management

Management costs are made up scheduled monthly meetings with WRC, routine planning and scheduling of PW works and reporting on completed works.
The budget is phased over the FY at $6,500 per quarter.

3.4 Stream Bank Stabilisation

There was no stream bank stabilisation work carried out this Quarter.

3.5 Community Tree Planting

Regular community events linked to Project Watershed 1 July – 30 September 2022

Date	Event	Number of community attending	Link to Project Watershed
Weekly	Releasing native plants / weeding / planting	8-10 each session	AJ Seeley Gully (link to Waikato River)
Weekly	Glenview Primary School weekly site visits (predator	30 students plus teachers each week	Sandford Park, Mangakotukutuku

	control and weed control)		
Weekly	Weeding, maintenance, planting	8-10 each session	Mangaonua gully
On going	Jobs for Nature (JFN), support of their restoration work	3 JFN staff	Mangaiti Gully
Fortnightly	Weeding / planting	10-12 each session	Hammond Park (adjacent to Waikato River)
August / September 2022	Weekly visits for 6 weeks to release plants by Rototuna High School	10 each week	Mangaiti plant releasing

'One off' events linked to Project Watershed 1 July – 30 September 2022

Date	Event	Number of community attending	Link to Project Watershed
July 2022	Educational talk given to Hamilton Bird Club around the importance of restoration and caring for our gullies and streams	15	All gullies connected to Waikato River
August 2022	Planting by Rototuna Primary School	60	Planting Mangaiti – 400 plants
August 2022	Planting by Glenview Primary	20	Planting Sandford – 12 35L natives

Additional activities linked to Project Watershed 1 July – 30 September 2022

- Engagement with 46 private gully owners by our private gully advisor at sites connected to the Te Awa o Katapaki, Kirikiriroa, Mangaonua and Mangakotukutuku streams. Providing education, advise and support around gully restoration along with provision of native plants for those residents actively engaged in restoration on priority gully sites.

- Development and promotion of gully walk maps for Conservation Week to encourage the community to explore our natural spaces (four of which are linked to Project Watershed i.e. AJ Seeley, Hammond Park, Mangaiti, Donny Park).

- Collaborating with the Fairfield Project around a shared bioblitz in November at Donny Park / The Fairfield Project.

- Continued involvement in a multi-agency project to set up at Collaborative Community Education pilot with Silverdale School in the Mangaonua.

- Continued work on collaborating with various schools in Kirikiriroa with the goal of increased community engagement in restoration activities and awareness of the importance of our natural areas, particularly those with connections to streams and the Waikato River

Rototuna Primary School planting event (Mangaiti - Kirikiriroa)
Photo: Halle Aish, Trees for Survival

3.6 Maintenance of works and gullys

The Natural Area Rangers are now covering all the Natural Areas across Hamilton and are focussing on restoration of these areas. The plan is to increase native cover by pest plant removal and planned planting. The PW area makes up a large part of these and the work benefits HCC and PW.

Plant pest removal continues in the following systems. Focus is now moving from containment to removal in some areas.

- Te Awa O Katipaki
- Waikato River
- Kirikiriroa
- Waitawhiriwhiri
- Mangakotukutuku
- Mangaonua

Releasing Plants: As part of the planting programme, checking last years plants and releasing as needed.

Planting : A delay in plant supply and wet weather has affected timing for this activity but has been completed in these areas:

- Tauhara Park-Brookveiw.
- Te Awa O katipaki-Cumberland St.
- Waitawhiriwhiri- Lincoln St Bank Stabilisation.

Site Preparation Planting: This is ongoing and follows the plant pest removal.

- Kirikiriroa- Porritt Park, Chartwell Park, Donny Park
- Tauhara- Brookview
- Waikato River- Queenwood esp. below 565B River Rd
- Manakotukutuku - Sandford

Community Groups. Removal and dump rubbish and weeds after community days. Over 100 bags of weeds have been dumped over this time.

Mowing: On going mowing of the access areas near streams.

Total spend Q1 $42,750.

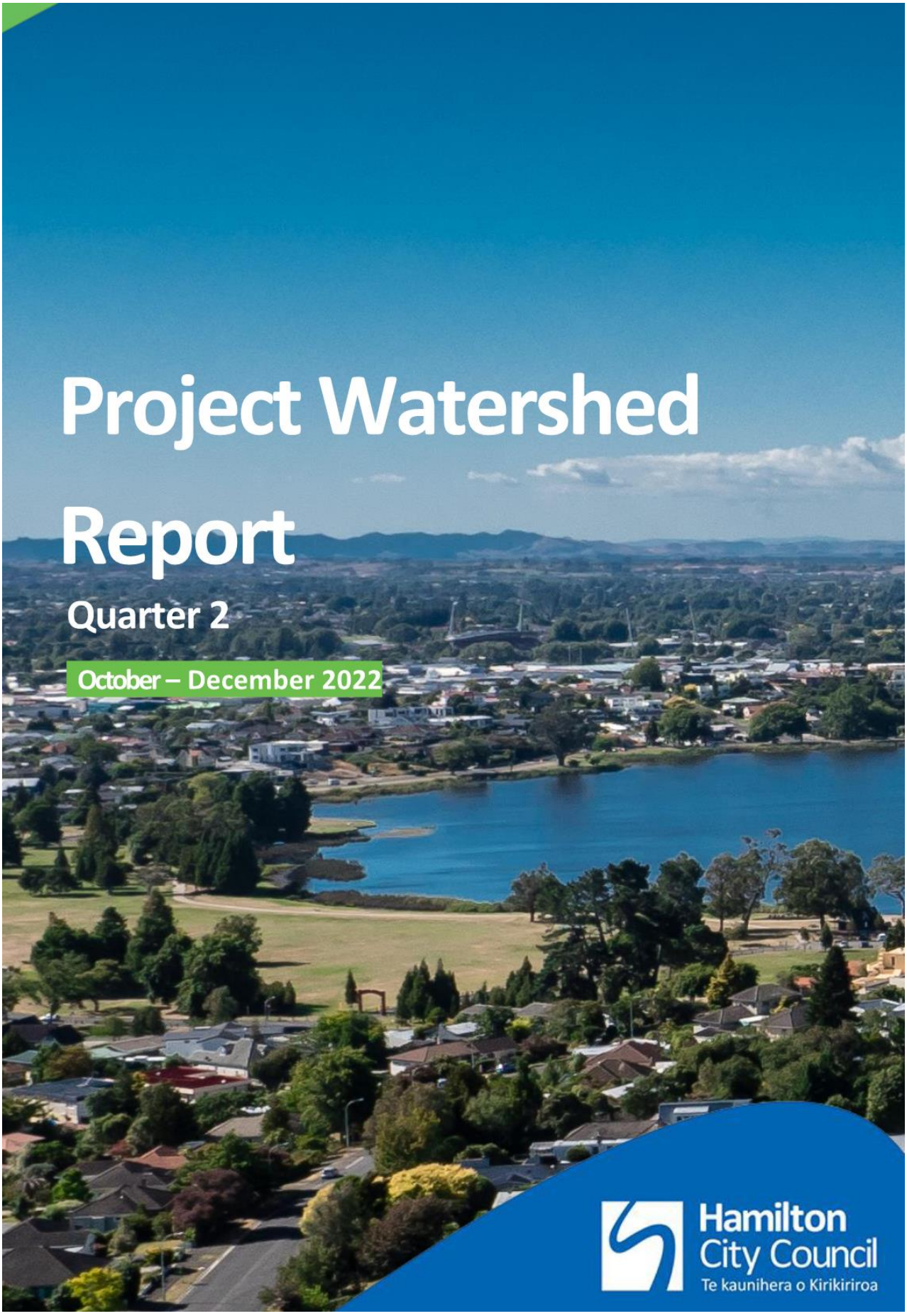
3.7 Erosion Control Works

Erosion control works covers any new asset installed to prevent / reduce erosion in a Project Watershed stream or the Waikato River. There was no erosion control works in this Quarter.

PART 4 - FINANCIAL UPDATE

The overall financial progress year to date is on budget. For specific operational expenditure summary please refer to the table below.

Projects	Owner	QTR 1 Actuals ($)	YTD Actuals ($)	Annual Budget	Variance
Project Watershed Stream Maintenance	Waters	34,138	34,138	133,700	99,562
Project Watershed Management	Waters	6,500	6,500	26,000	19,500
Stream Bank Stabilisation	Waters/Parks	0	0	90,000	90,000
Community Tree Planting	Parks	0	0	33,000	33,000
Maintenance of works and gully's	Parks	42,750	42,750	171,000	128,250
Erosion Control works (LOS)	Waters/Parks	0	0	215,000	215,000
TOTAL		**83,388**	**83,388**	**668,700**	**585,312**


Project Watershed
Report
Quarter 2
October – December 2022
Hamilton
City Council
Te kaunihera o Kirikiriroa

Contents

Issue	Reason for Issue	Author	Reviewer	Date
1	As per Purpose of report	M. Chevriot	F. Sutton	27/1/23
2				

PART 1 - PURPOSE OF THE REPORT

The purpose of this report is to:

a) Provide Waikato Regional Council and relevant Committee(s) with highlights of the 2022/23 works programme carried out under the Project Watershed service level agreement.
b) Report on the HCC's project watershed financial year 2022/23 to date operating performance.

PART 2 - BACKGROUND

Project Watershed (PW) was introduced in 1999 by the Waikato Regional Council to ensure a holistic approach to river management.

PW is concerned with three main things:

1. River management – active involvement in river processes to ensure rivers and streams are stable and flow appropriately.

2. Soil conservation – management of land to maintain soil and water resources, and provide the widest range of sustainable benefits in the long term.

3. Flood protection – that work which protects land and assets from natural flood events.

This agreement is the result of WRC and HCC acknowledging that HCC already undertakes a programme of works within the Hamilton City Boundary which are largely aligned with Project Watershed outcomes, and by working in partnership, significant portions of each organisation's work programme outcomes can be achieved more efficiently and holistically.

A routine schedule of stream inspections has been developed in HCC work management system (IPS). A small dedicated team of City Delivery (HCC Maintenance group) carry out these inspections throughout the year. Blockages, weed infestation and erosion issues are reported and prioritised for actioning.

Projects that are identified to improve stream flow are discussed with WRC representatives to achieve a common goal.

Regular meetings take place between WRC and HCC to discuss ongoing and planned work and any opportunities for improvement.

PART 3 - 2022/23 YEAR WORK PROGRAMME UPDATE

3.1 Health and Safety

There were no Health and Safety issues reported for this quarter.

3.2 Stream Maintenance

The table below outlines the routine inspection work carried out during 2022/23 Q2 reporting period.

OCTOBER, NOVEMBER, DECEMBER 2022	No. Streams Inspected	No. Blockages cleared	No. minor Blockages not cleared	No. of areas of vegetation cleared	Erosion identified	Erosion Repaired, sites
Kirikiriroa		2				
Mangakotukutuku	1	2				
Mangaonua	8			1	2	
Waitawhiriwhiri		4		1		
Te Awa O Kata Paki						

Total spend Q2 $32,760
YTD $66,898 (35% of FY budget $188,700)

3.3 Project Watershed Management

Management costs are made up scheduled monthly meetings with WRC, routine planning and scheduling of PW works and reporting on completed works.
The budget is phased over the FY at $6,500 per quarter.

3.4 Stream Bank Stabilisation

There was no stream bank stabilisation work carried out this Quarter.

3.5 Community Tree Planting

Regular community events linked to Project Watershed 1 October – 31 December 2022

Date	Event	Number of community attending	Link to Project Watershed
Weekly	Releasing native plants / weeding / planting	8-10 each session	AJ Seeley Gully (link to Waikato River

Weekly	Glenview Primary School weekly site visits (predator control and weed control)	30 students plus teachers each week	Sandford Park, Mangakotukutuku
Weekly	Weeding / maintenance / planting	8-10 each session	Mangaonua Gully
On going	Jobs for Nature (JFN), support of their restoration work	3 JFN staff	Mangaiti Gully
Fortnightly	Weeding / planting	10-12 each session	Hammond Park (adjacent to Waikato River)
August / September 2022	Weekly visits for 6 weeks to release plants by Rototuna High School	10 each week	Mangaiti plant releasing

'One off' events linked to Project Watershed 1 October – 31 December 2022

Date	**Event**	**Number of community attending**	**Link to Project Watershed**
November 2022	BioBlitz 2.5 day event in partnership with The Fairfield Project. Ngaati Wairere, WRC, DOC, UOW, NIWA, KGT were involved	100 school students 30 general public	All gullies connected to Waikato River
December 2022	Gully project start up event with Insoll School	15	Kirikiriroa stream
December 2022	Taku Wairua school engagement event and activities at Humarie Park	80	Mangaonua stream

Additional activities linked to Project Watershed Q2 1 October to 31 December 2022

- Engagement with 40 private gully owners by our private gully advisor at sites connected to the Kirikiriroa, Mangaonua and Mangakotukutuku streams providing education, advise and support around gully restoration along with provision of native plants for those residents actively engaged in restoration on priority gully sites

- Commencing development of a Nature Play map for Kirikiriroa to encourage the community, particularly families to explore our natural areas, many of which are connected to the streams and the Waikato River

- Commencing work on a refresh of the Gully Guide to assist private gully owners and community groups with restoration activities, many of which are connected to the streams and the Waikato River

- Continued work on collaborating with various schools in Kirikiriroa with the goal of increased community engagement in restoration activities and awareness of the importance of our natural areas, particularly those with connections to streams and the Waikato River

BioBlitz 2022 in partnership with The Fairfield Project

3.6 Maintenance of works and gullys

The Natural Area Rangers are now covering all the Natural Areas across Hamilton and are focussing on restoration of these areas. The plan is to increase native cover by pest plant removal and planned planting. The PW area makes up a large part of these and the work benefits HCC and PW.

Plant pest removal continues in the following systems. Focus is now moving from containment to removal in some areas, using a spraying and cut and paste method.

- Te Awa O katipaki
- Waikato River
- Kirikiriroa
- Waitawhiriwhiri
- Manakotukutuku
- Mangaonua

Releasing Plants: As part of the planting programme, checking last years plants and releasing as needed.
Plant releasing will continue until March.

- Tauhara Park-Brookveiw - 2nd Release
- Te Awa O Katipaki- Cumberland St- 1st Release

Path and park maintenance: Due to the amount of rain over this period a lot time has been spent on removing downed vegetation and keeping the river paths clear.

Community Groups: Removal and dump rubbish and weeds after community days. Over 100 bags of weeds have been dumped over this time.

Mowing: On going mowing of the access areas near streams.

Total spend Q2 $42,750.
FY Budget $171,000 phased equally over the 4 Quarters.

3.7 Erosion Control Works

Erosion control works covers any new asset installed to prevent / reduce erosion in a Project Watershed stream or the Waikato River. There was no erosion control works in this Quarter. Erosion control work is scheduled for Q3 / 4 with more settled weather expected.

PART 4 - FINANCIAL UPDATE

The overall financial progress year to date is on budget. We anticipate to utilise all of the proposed annual budget funded by WRC. Much of the project work below is seasonal and we expect to undertake the majority of work in quarters 3 and 4 this financial year. For specific operational expenditure summary please refer to the table below.

Projects	Owner	QTR 2 Actuals ($)	YTD Actuals ($)	Annual Budget	Variance
Project Watershed Stream Maintenan	Waters	32,760	66,898	133,700	66,802
Project Watershed Management	Waters	6,500	13,000	26,000	13,000
Stream Bank Stabilisation	Waters/Parks	0	0	90,000	90,000
Community Tree Planting	Parks	0	0	33,000	33,000
Maintenance of works and gully's	Parks	42,750	85,500	171,000	85,500
Erosion Control works (LOS)	Waters/Parks	0	0	215,000	215,000
TOTAL		**82,010**	**165,398**	**668,700**	**503,302**

Hamilton City Council 2021/22 - 2031/32 - Project Watershed Works Programme

Note : Budgets exclude inflation

Project Name	Project Code/Owner	Project Description	How project meets PW criteria	21/22 PW budget	22/23 PW budget	23/24 PW budget	2024-31 PW budget	Expected Completion date
tream cleaning				133,700	133,700	133,700	935,900	30-Jun
Mangaonua Stream (Hillcrest)				31,600	31,600	31,600	221,200	
irikiriroa Stream (Chartwell)				31,600	31,600	31,600	221,200	
Vaitawhiriwhiri Stream (Dinsdale / Maeroa)				31,600	31,600	31,600	221,200	
Mangakotukutu Stream (Glenview)				24,300	24,300	24,300	170,100	
e Awa O Kata Paki Stream (Rototuna)			Ensure channels remain free of vegetation and obstructions so efficiency is maintained and the risk of flooding due to obstructions in minimised	14,600	14,600	14,600	102,200	
ukete								
otokauri		Annual programme of works to keep steams, drains and open channels free of obstructions						
e Rapa								
empleview	HCC (City Waters)							
roject Watershed Management	HCC (City Waters)	SLA management to cover the costs of reporting, attending meetings etc with WRC in relation to Project Watershed		26,000	26,000	26,000	182,000	30-Jun
tream Bank Stabilisation	HCC (City Waters)	Proactive Stream Bank Stabilisation – Tributaries	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation	20,000	20,000	20,000	140,000	30-Jun
tream Bank Stabilisation	HCC (City Parks)	Proactive Stream Bank Stabilisation – Tributaries	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation	35,000	35,000	35,000	245,000	30-Jun
iver Bank Stabilisation	HCC (City Parks)	Proactive River Bank Stabilisation – Waikato River	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation	35,000	35,000	35,000	245,000	30-Jun

Project Name	Project Code/Owner	Project Description	How project meets PW criteria	21/22 PW budget	22/23 PW budget	23/24 PW budget	2024-31 PW budget	Expected Completion date
Community Tree Planting	HCC (City Parks)	Proactive Stream Bank Stabilisation – Tributaries and Rivers carried out by volunteers	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation (planting)	33,000	33,000	33,000	231,000	30-Jun
Maintenance of works and gully's	HCC (City Parks)	Works incl: Site preparation works , 2 years in advance of proactive bank planting Mtce of past planting, 1st year intensive mtce, 2nd year + follow on mtce until handed to HCC BAU programme	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation	171,000	171,000	171,000	1,197,000	30-Jun
Erosion Control Works (LOS)	HCC (City Waters)	To address erosion events as they are identified during maintenance activities. Only erosion events that meet SLA objectives are to be funded.	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation	165,000	215,000	265,000	3,255,000	
Project Watershed Total		2020/21 WRC 566k	Total	618,700	668,700	718,700	6,430,900	

Hamilton City Council 2023/24 - Project Watershed Works Programme - DRAFT

Note : Budgets exclude inflation

Project Name	Project Code/Owner	Project Description	How project meets PW criteria	23/24 PW budget	2024-31 PW budget	Expected Completion date
Stream cleaning	**HCC (City Waters)**	**Annual programme of works to keep steams, drains and open channels free of obstructions**	**Ensure channels remain free of vegetation and obstructions so efficiency is maintained and the risk of flooding due to obstructions in minimised**	**133,700**	**935,900**	**30-Jun**
Mangaonua Stream (Hillcrest)				31,600	221,200	
Kirikiriroa Stream (Chartwell)				31,600	221,200	
Waitawhiriwhiri Stream (Dinsdale / Maeroa)				31,600	221,200	
Mangakotukutu Stream (Glenview)				24,300	170,100	
Te Awa O Kata Paki Stream (Rototuna)				14,600	102,200	
Pukete						
Rotokauri						
Te Rapa						
Templeview						
Project Watershed Management	**HCC (City Waters)**	**SLA management to cover the costs of reporting, attending meetings etc with WRC in relation to Project Watershed works**		**26,000**	**182,000**	**30-Jun**
Stream Bank Stabilisation	**HCC (City Waters)**	**Proactive Stream Bank Stabilisation – Tributaries**	**Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation**	**20,000**	**140,000**	**30-Jun**
Stream Bank Stabilisation	**HCC (City Parks)**	**Proactive Stream Bank Stabilisation – Tributaries**	**Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation**	**35,000**	**245,000**	**30-Jun**

Project Name	Project Code/Owner	Project Description	How project meets PW criteria	23/24 PW budget	2024-31 PW budget	Expected Completion date
tiver Bank Stabilisation	HCC (City Parks)	Proactive River Bank Stabilisation – Waikato River	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation	35,000	245,000	30-Jun
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Maintenance of works and gully's	HCC (City Parks)	Works incl: Site preparation works , 2 years in advance of proactive bank planting Mtce of past planting, 1st year intensive mtce, 2nd year + follow on mtce until handed to HCC BAU programme	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation	171,000	1,197,000	30-Jun
Erosion Control Works (LOS)	HCC (City Waters)	To address erosion events as they are identified during maintenance activities. Only erosion events that meet SLA objectives are to be funded.	Achieve and maintain stable river and stream channels and banks. Improve water quality by reducing erosion and sedimentation	265,000	3,255,000	
Project Watershed Total			Total	718,700	6,430,900	

Item 8

Council Report

Committee: Infrastructure and Transport Committee

Date: 07 March 2023

Author: Robyn Denton

Authoriser: Eeva-Liisa Wright

Position: Network and Systems Operations Manager

Position: General Manager Infrastructure Operations

Report Name: Waka Kotahi NZ Transport Agency Safety Update

Report Status	*Open*

Purpose - *Take*

1. To inform the Infrastructure and Transport Committee about Waka Kotahi NZ Transport Agency (Waka Kotahi) safety programme and activities being delivered to achieve Vision Zero nationally via a verbal update from Waka Kotahi staff.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure and Transport Committee:

   a) receives the verbal report; and

   b) thanks Waka Kotahi NZ Transport Agency for their update.

Attachments

There are no attachments for this report.

Council Report

Committee: Infrastructure and Transport Committee
Date: 07 March 2023

Author: Robyn Denton
Authoriser: Eeva-Liisa Wright

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

Report Name: Hamilton City Council submission on Waka Kotahi NZ Transport Agency Interim State Highway Speed Management Plan

Report Status	*Open*

Purpose - *Take*

1. To inform the Infrastructure and Transport Committee on the submission that was made to the Waka Kotahi NZ Transport Agency draft Interim State Highway Speed Management Plan 2023-24 in November 2022.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure and Transport Committee:

   a) receives the report;

   b) notes the Hamilton City Council submission on the Waka Kotahi Interim State Highway Speed Management Plan 2022-23 submitted on 12 November 2022 **(attachment 1)**;

   c) notes that a further opportunity will be provided in 2023 to comment on the 2024-27 Waka Kotahi State Highway Speed Management Plan which will include safety camera installations; and

   d) notes that a review of the Hamilton City Speed Management Plan will be reviewed in 2023 to feed into the development the Waikato Regional Speed Management Plan and subsequent 2024 Regional Land Transport Plan.

Executive Summary - *Whakaraapopototanga matua*

3. Waka Kotahi NZ Transport Agency (Waka Kotahi) developed a draft Interim State Highway Speed Management Plan 2022-23 (draft Interim SH Plan) for proposed speed limit changes to be undertaken in the 2023 and 2024 period.

4. Consultation on the draft Interim SH Plan opened on 14 November 2022 and closed on 12 December 2022.

5. As per Governance Structure Terms of Reference delegations, a submission was developed by staff in conjunction with Deputy Mayor O'Leary and Councillor van Oosten in their capacity as Chair and Deputy Chair of the Infrastructure and Transport Committee. The draft document was circulated to all Elected Members for feedback.

6. The key points made in the submission were that Hamilton City:
    i. support for the lower speed limits around schools;
    ii. request that SH3 Melville Primary School be included in the list of sites for completion in the 2023-24 period; and
    iii. outlined additional sites with high numbers of people walking and biking where 30km/h speed limit should be considered on the State Highway network in the next 2024-27 Speed Management Plan.
7. Staff consider the information in this report has low significance and that the recommendations comply with the Council's legal requirements.

Background - *Koorero whaimaarama*

8. A new Land Transport Rule: Setting of Speed Limits 2022 came into effect in May 2022, requiring road controlling authorities to develop speed management plans with a whole-of-network approach every three years, aligning with the National Land Transport Programme (NLTP) cycle.
9. As this legislation took effect during the current 2021-24 NLTP period, Waka Kotahi took a step towards the new approach by developing an Interim State Highway Speed Management Plan which included the remaining speed-related activities within the current NLTP.
10. A copy of the draft Interim State Highway Plan can be found here.
11. The plan was divided into sections to cover off each region. Waikato is unique in that we have such a diversity of cities, towns, and rural communities across the region.
12. Waka Kotahi recognise that the state highways are also 'streets' that people live on, the place they call home, and the roads they use to get to work and to get their tamariki to school. With speeds that are appropriate, people will feel more comfortable getting around. While not all crashes can be avoided, a safe transport system protects everyone even if we make a mistake.
13. The Waikato component of the draft Interim State Highway Plan can be found here.
14. Consultation on the draft Interim State Highway Plan opened on 14 November 2022 and closed on 12 December 2022.
15. At the time of the Waka Kotahi consultation process being undertaken, the new Council Committee structure was in place, but no meetings of the Instructure and Transport Committee were scheduled to occur within the timeframes necessary for approval of the draft submission on the Interim Speed Management Plan.
16. The Governance Structure – Terms of Reference and Delegations for Council and Committees of Council 2022-25 Triennium lists under the Common Delegations the following:

> **Submissions and legislation**
> 15. Approve submissions to external bodies/organisations on legislation and proposals that impact governance policy or matters. Noting Chairs are delegated authority to approve draft submissions.

17. Staff worked with Deputy Mayor O'Leary and Councillor van Oosten in their capacity as Chair and Deputy Chair of the Infrastructure and Transport Committee to development of the submission.
18. The draft document was circulated to Elected Members for feedback on 6 December 2022 prior to being finalised and approved. No changes were requested.

19. In 2023 Waka Kotahi will consult on the State Highway Speed Management Plan for 2024-2027 under the new legislation and this will include information on the proposed safety camera programme. A further opportunity for feedback on the 2024-27 plan will be provided.

20. A further review of the Hamilton Speed Management Plan will also be required in 2023 to reflect the information contained within the State Highway Speed Management Plan for 2024-2027. This will feed into the development of the Regional Speed Management Plan for inclusion into the 2024 Regional Land Transport Plan.

Discussion - *Matapaki*

21. The Waka Kotahi draft Interim SH Plan supports many of the Access Hamilton Strategy objectives including:

A safe transport system

Everyone is safe and feels safe while using our streets and public spaces

Genuine travel choices

More people choose to travel on foot, by bike, by bus or using micro-mobility devices such as scooters.

22. Hamilton City Council also updated our Speed Management Plan in 2022 to meet the new legislative requirements and a copy of the plan can be found here.

23. The draft Interim State Highway Plan notes:

    i. we all deserve a transport system that puts people at the centre – that protects and helps us to get to the places and people important to us, so we can live life to the full;

    ii. when our streets are calm and everyone travels at speeds that are appropriate for the road environment, we create inclusive, healthy, and people-friendly towns and cities where we can all move around freely, no matter how we choose to travel; and

    iii. we want our tamariki and future generations to have independence and freedom to thrive. We can do this by designing a transport system that allows young people to get around on their own whether walking, cycling, travelling by scooter or by bus.

24. There was a major review of speed limits on the state highway network within Hamilton City undertaken by Waka Kotahi in August 2020 and subsequently implemented in December 2021. A copy of the Hamilton City Council submission on these speed limit changes can be found here.

25. The only speed limit changes proposed for the city in the draft Interim SH Plan were focused on achieving lower speeds around schools, with the following schools being included for speed limit changes to variable 30km/h within Hamilton City:

    i. SH23 Frankton School.

    ii. SH26 Berkley Normal Middle School.

    iii. SH1C Hillcrest Normal School.

26. Staff were concerned that SH3 Melville Primary School was missing from the list even though the map in the consultation document had indicated that there are speed limit changes for 4 schools proposed in Hamilton.

27. To assist with the development of the 2024-27 State Highway Speed Management Plan, it was also noted that following locations should be considered for future 30km/h speed limits in recognition of the high number of people walking and biking.

28. A copy of the Hamilton City Council submission is included as **Attachment 1** to this report.

Financial Considerations - *Whaiwhakaaro Puutea*

29. The only costs incurred for this submission was for the staff time associated with the preparation of the submission document. This is a regular operating activity funded through the Long-Term Plan.

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

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

31. Staff have also considered the key considerations under the Climate Change Policy and have determined that an adaptation assessment and emissions assessment is not required for the matters in this report. The lower speeds will result in reduced emissions and increasing numbers of people walking and biking.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

32. 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').

33. 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.

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

Social

35. 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.

36. The proposed speed limit changes improve safety for all road users but especially for those who are walking, biking, and scooting around the city.

37. The review of the draft Interim SH Plan is an opportunity to consider how speed can be managed to ensure Hamilton continues to be a great place to play and be active and that its community remains accessible, safe, and healthy.

Economic

38. Economic wellbeing is defined as the capacity of the economy to generate employment and wealth necessary for present and future financial security.

39. It is not considered that the draft Interim State Highway Plan is inconsistent or contrary to economic wellbeing outcomes.

Environmental

40. Environmental wellbeing is defined as the capacity of the natural environment to support, in a sustainable way, the activities that constitute community life.

41. The review of the Speed Management Plan has ensured that the transport networks speeds continue to be operated as efficiently as possible thereby minimising the adverse effects on the environment.

42. The Speed Management Plan will also directly reduce greenhouse emission associated with faster speeds and car-centric urbanisation.

43. The proposed Speed Management Plan supports the increased use of active travel (walking and biking) within the community and therefore reduce the negative impact on the environment.

Cultural

44. Cultural wellbeing is defined as the capacity of communities to retain, interpret, and express their shared beliefs, values, customs, behaviours, and identities.

45. No specific cultural considerations were identified in the development of this report or the submission.

46. The Land Transport Rule: Setting of Speed Limits 2022 has specific requirements regarding Maaori contribution to the creation of plans that Waka Kotahi are required to complete.

Risks - *Tuuraru*

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

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

48. 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

49. Given the low level of significance determined, the engagement level is low. No engagement was undertaken in the development of the submission document.

Attachments - *Ngaa taapirihanga*

Attachment 1 - HCC Submission on Interim State Highway Speed Management Plan 2023-24

HAMILTON CITY COUNCIL SUBMISSION

Interim State Highway Speed Management Plan 2023–2024

Waka Kotahi NZ Transport Agency

12 December 2022

Hamilton City Council
Te kaunihera o Kirikiriroa

Improving the Wellbeing of Hamiltonians

Hamilton City Council is focused on improving the wellbeing of Hamiltonians through delivering to our five priorities of shaping:

- **A city that's easy to live in**
- **A city where our people thrive**
- **A central city where our people love to be**
- **A fun city with lots to do**
- **A green city**

The topic of this submission is aligned to the priority **'A city that's easy to live in'**.

As a city we want to have safe routes for people to move around our city, alongside efficient transport connections to connect Hamilton to other places.

Council Approval and Reference

This submission was approved under delegated authority by the Chair of Hamilton City Council's Infrastructure and Transport Committee on 12 December 2022.

Hamilton City Council Reference D-4488650 - Submission # 712

Key Messages and Recommendations

1. Overall, Hamilton City Council support Waka Kotahi NZ Transport Agency's 10-year vision, objectives, strategic alignment, and whole-of-network approach that is outlined in the **Interim State Highway Speed Management Plan 2023-2024**.
2. However, we have outlined number of concerns and subsequent recommendations that if taken on board, will lead to more efficient application and management of the final/approved State Highway Speed Management Plan 2023-2024.
3. We strongly support the inclusion of the following schools being included for speed limit changes to variable 30km/h within Hamilton City:
   - SH23 Frankton School.
   - SH26 Berkley Normal Middle School.
   - SH1C Hillcrest Normal School.
4. We request that SH3 Melville Primary School be added to the list of schools included in the 2023-2027 rollout of 30km/h variable speed limits.
5. We request that the timing of the proposed speed limit changes for schools on the state highway network within Hamilton City be coordinated to enable coordinated community engagement and education across the city.
6. Hamilton City Council requests that the following sites be included for consideration for permanent 30km/h in the 2024-27 period:
   - Dinsdale Shops – SH 23 Whatawhata Road between Poaka Avenue and the Dinsdale roundabout and on all approaches to the roundabout.
   - Glenview Shops – SH 3 Ohaupo Road between Lambert Court to Garden Heights Avenue.
   - Urlich Avenue Shops – SH 3 Ohaupo Road between Collins Road and Urlich Avenue.
7. We look forward to working with Waka Kotahi NZ Transport Agency in the determination of the safety camera locations within the city for the development of our next Speed Management Plan.

Introduction

8. Hamilton City Council appreciate the opportunity to make a submission to Waka Kotahi NZ Transport Agency on the **Interim State Highway Speed Management Plan 2023-2024**.
9. The Land Transport Rule: Setting of Speed Limits 2022 (the Rule) requires all Road Controlling Authorities (RCAs) to develop and consult on a Speed Management Plan.
10. We note that Waka Kotahi NZ Transport Agency is the RCA responsible for state highways and the purpose of this Interim State Highway Speed Management Plan (ISMP) is to enable Waka Kotahi to share how it intends to manage speed limits over the next two years through to June 2024.
11. We understand that following on from the ISMP, Waka Kotahi NZ Transport Agency is developing the 2024-27 State Highway Speed Management Plan, which will provide details on further speed management changes proposed for the 2024 to 2027 period and beyond.
12. The 2024-27 State Highway Speed Management Plan will consider the integration between planned safety infrastructure, speed limits, and selected enforcement with safety cameras.
13. Waka Kotahi NZ Transport Agency has an important role to play in realising our vision of a New Zealand where no-one is killed or seriously injured in road crashes, and we note that Waka Kotahi is seeking to achieve the following five objectives by 2030:

- The state highway network is safer with reduced numbers of deaths and serious injuries.
- People using the state highway network or living alongside it feel safer, improving their own wellbeing as well the liveability of places.
- A greater proportion of the state highway network will have posted speed limits that match their safe and appropriate speed.
- Proposals for managing speeds on state highways will take account of the local context and be aligned with the local road network features, ensuring there is consistency for drivers.
- We will have brought our communities, partners and stakeholders on the journey with us, with greater numbers of people supporting our proposals to manage speeds better.

14. Hamilton City Council recognises that the above objectives have guided the development of the Waka Kotahi NZ Transport Agency ISMP, which provides a clear picture of how changes to speed limits will help manage speeds on the state highway network and reduce the risk of death or serious injury over the next two years. Hamilton City Council notes that these objectives are also driving the development of the 2024-27 State Highway Speed Management Plan.

15. Overall, we support Waka Kotahi NZ Transport Agency's 10-year vision, objectives, strategic alignment, and whole-of-network approach that is outlined in the **Interim State Highway Speed Management Plan 2023-2024**.

Specific Feedback on the Interim Plan

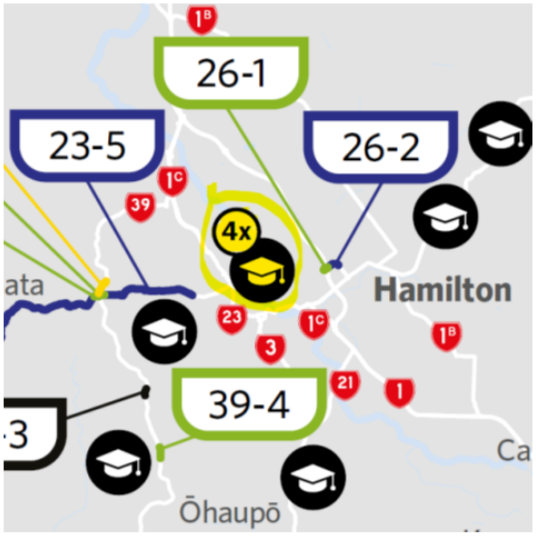
16. The following feedback is provided in response to the specific speed limit proposals outlined in the **Interim State Highway Speed Management Plan 2023-2024**, and in particular the section on pages 17-23 for the **Regional Implementation Programme for the Waikato.**

17. We note that there was a major review of speed limits on the state highway network undertaken by Waka Kotahi NZ Transport Agency in August 2020 and subsequently implemented in December 2021.

18. We strongly support the inclusion of the following schools being included for speed limit changes to variable 30km/h within Hamilton City:

- SH23 Frankton School.
- SH26 Berkley Normal Middle School.
- SH1C Hillcrest Normal School.

19. We are concerned that SH3 Melville Primary School is missing from the list even although the map on page 19 (refer map overleaf) indicates that there are speed limit changes for 4 schools proposed in Hamilton.



Speed Limit changes map page 19 of ISMP

20. We therefore request that SH3 Melville Primary School be added to the list of schools included in the 2023-2027 rollout of 30km/h variable speed limits.

21. The Hamilton City Speed Management Plan was adopted by Hamilton City Council in July 2022 and subsequently certified by Waka Kotahi NZ Transport Agency on 8 August 2022.

22. We have a programme of improvements to pedestrian facilities around schools underway and following the recent allocation of additional funding by Waka Kotahi NZ Transport Agency to assist with the installation of school speed limit signage, are aiming to have all speed limits on local roads around schools in Hamilton City change to 30km/h for Term 2 in 2024.

23. We therefore request that the timing of the proposed speed limit changes on the state highway network within Hamilton City be coordinated so that the community engagement and education can be related to ALL schools in the city – on both the state highway and local roads.

Consideration for the Future Speed Management Plan

24. As noted in the ISMP, Waka Kotahi NZ Transport Agency is in the process of developing the 2024-27 State Highway Speed Management Plan.

25. Hamilton City Council requests that the following sites be included for consideration for permanent 30km/h in the 2024-27 period:

- Dinsdale Shops – SH 23 Whatawhata Road - Poaka Avenue to the roundabout and all approaches to the roundabout in conjunction with safety improvements for pedestrian accessibility in this area.
- Glenview Shops – SH 3 Ohaupo Road between Lambert Court to Garden Heights Avenue in support of the current construction work being undertaken for the Public Transport Hub and improved pedestrian crossing facilities.
- Urlich Avenue Shops – SH 3 Ohaupo Road between Collins Road and Urlich Avenue in recognition of the high number of pedestrians using this area, including school students.

26. We believe that these proposed speed limit requests have a strong correlation with the following objectives of the State Highway Speed Management Plan:

- People using the state highway network or living alongside it feel safer, improving their own wellbeing as well the liveability of places.
- A greater proportion of the state highway network will have posted speed limits that match their safe and appropriate speed.
- Proposals for managing speeds on state highways will take account of the local context and be aligned with the local road network features, ensuring there is consistency for drivers.
- We will have brought our communities, partners and stakeholders on the journey with us, with greater numbers of people supporting our proposals to manage speeds better.

27. Hamilton City Council also look forward to working with Waka Kotahi NZ Transport Agency in the determination of the safety camera locations within the city to help with reducing the red light running and speeds through many of our busy urban intersections.

Further Information and Opportunity to Discuss our Submission

28. Should Waka Kotahi NZ Transport Agency require clarification of the submission from Hamilton City Council, or additional information, please contact **Robyn Denton** (Network and Systems Operations Manager – Transport) on 07 838 6910 or 021 971 127, email robyn.denton@hcc.govt.nz in the first instance.

29. Hamilton City Council representatives would welcome the opportunity to discuss the content of this submission in more detail with Waka Kotahi NZ Transport Agency.

Yours faithfully

Lance Vervoort
CHIEF EXECUTIVE

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Council Report

Committee: Infrastructure and Transport Committee
Date: 07 March 2023

Author: Robyn Denton
Authoriser: Eeva-Liisa Wright

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

Report Name: Traffic impacts of WEX & Improvements to Wairere Drive / Gordonton Road roundabout

Report Status	*Open*

Purpose - *Take*

1. To inform the Infrastructure and Transport Committee on the results of monitoring undertaken on the Hamilton City transport network since the opening of the Hamilton Section of the Waikato Expressway.

2. To seek approval from the Infrastructure and Transport Committee for safety improvements at the intersection of Gordonton Road/Wairere Drive intersection to proceed as part of the Low Cost Low Risk 2022/23 programme.

Staff Recommendation - *Tuutohu-aa-kaimahi*

3. That the Infrastructure and Transport Committee:

   a) receives this report;

   b) notes that the monitoring of the traffic flows around and through the city following the opening of the Waikato Expressway Hamilton City will continue to be undertaken for at least another six months to understand the full impacts and seasonal variations, with updates being provided via Executive Update; and

   c) approves **Option A**, the proposed installation of raised safety platforms on four approaches to the intersection of Gordonton Road and Wairere Drive to improve safety, noting funding for this work will be from the 2022/23 Road to Zero programme as approved in the 2021-31 Long Term Plan.

Executive Summary - *Whakaraapopototanga matua*

4. The 31 May 2022 Infrastructure Operations Committee meeting requested staff to undertake monitoring and review of the traffic impacts resulting from the opening of the Hamilton Section of the Waikato expressway (WEX) by Waka Kotahi NZ Transport Agency (Waka Kotahi) scheduled for mid-July 2022.

5. The 31 May 2022 Infrastructure Operations Committee meeting, a report on the Proposed Low Cost Low Risk Transport Improvement Programme for 222/23 (item 8) was presented. The Committee also requested that staff put on hold the proposed safety improvements at the intersection of Gordonton Road/Wairere Drive until the impacts of WEX at this intersection were considered.

6. This report outlines the results of the monitoring and review of traffic flows through and around the city since the opening of WEX that has been completed and notes where there have been noticeable changes in traffic flows.

7. The monitoring and review results indicate that while there were some significant changes on a few key routes eg Pardoa Boulevard, in general there has not been any major changes. Traffic flows are continuing to 'settle' and ongoing monitoring and review for at least another 6 months is recommended before determining what can be considered as 'normal' for use as a future baseline.

8. The report also considers the current operation and safety issues at the intersection of Gordonton Road/Wairere Drive intersection. This intersection is currently a roundabout and has had changes in traffic flows resulting from the opening of WEX. These changes have generally seen a balancing of traffic flows on the four major approaches and a resulting improvement in operational levels of service.

9. The crash issue at the intersection has continued and options for changes to the intersection are considered in this report.

10. Staff recommend **Option A** - Installation of Raised Safety Platforms **on four approaches** to existing roundabout – excluding Crosby Road. The design of these ramps would cater for comfortable travel at 50km/h and would have longer departure ramps to reflect the larger vehicles travelling through this site.

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

Background - *Koorero whaimaarama*

12. The 31 May 2022 Infrastructure Operations Committee meeting considered 'Proposed Low Cost Low Risk Programme for 2022/23' (Item 8).

13. Low Cost Low Risk (LCLR) Programme is the name given to a number of programmes of work for which Council receives co-investment at 51% (subsidy) from Waka Kotahi NZ Transport Agency under their Work Activity Class 'Low Cost Low Risk'.

14. The meeting resolved the following in response the proposal to have safety improvements to the Gordonton Road/Wairere Drive roundabout included in the Low Cost Low Risk Programme for 2022/23.

> e) requests staff report back to the 9 August 2022 Infrastructure Operations Committee General Managers Report on the scope of monitoring and review of the impacts on the Hamilton City transport network after the opening of the Waikato Expressway; and
>
> f) requests staff report back to a future Council or committee meeting on the impacts identified during this monitoring and review on the Hamilton City transport network six months after the opening of the Waikato Expressway, including but not limited to:
>
> i. Pardoa Boulevard/Wairere Drive/Crosby Road intersection; and
>
> ii. the southern city entry into Hillcrest.

15. It was also agreed that the proposed safety improvements at the Gordonton Road/Wairere Drive roundabout would be put on hold pending the presentation of this report and the outcomes of the monitoring and review of Waikato Expressway traffic impacts on the city.

16. The General Managers report (Item 13) to the 9 August 2022 Infrastructure Operations Committee meeting set out the proposed scope for the monitoring and review.

17. The Transport Unit has developed several tools for monitoring and reviewing the operation of the transport network.

18. A series of traffic sensors have been installed throughout the city to capture traffic flow data via a system known as AddInsight. This data provides information not only on traffic volumes but also information on the flow of traffic enabling identification of congestion. 'Machine learning' has also enabled the system to recognise what is 'normal or expected congestion' based on time of day and time of year.

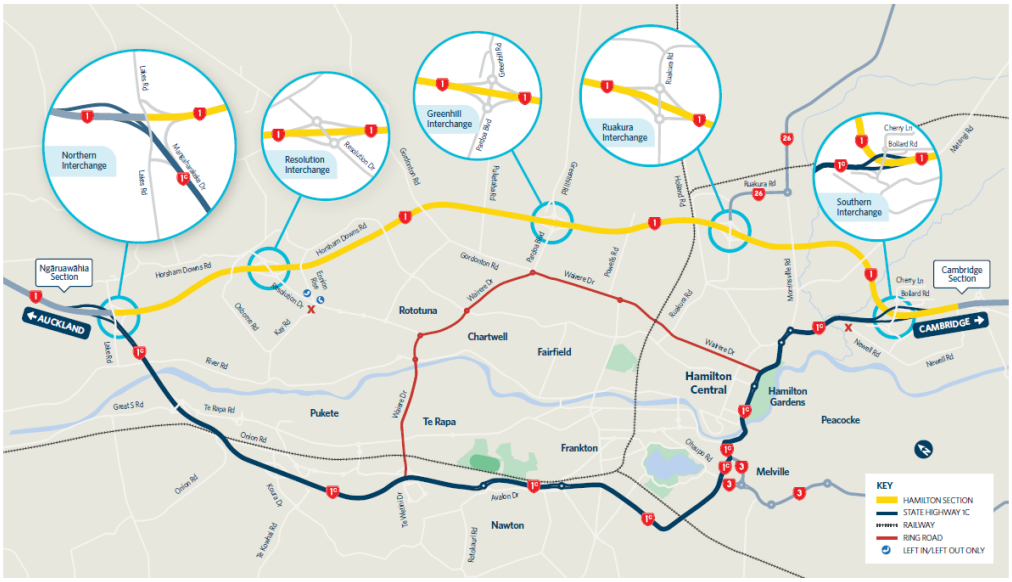
19. The Transport Data Analytics Program (TDAP) is an innovative system that automatically monitors the Hamilton City transport network and identifies traffic insights and incidents in real-time.

20. TDAP's 24/7 system is a network of sensors and other technology that uploads real-time data from six live data sources to a cloud platform, and the outcomes are determined based on the feedback. Traffic operators within the Transport Unit are alerted to problems on the network problems which range from faulty traffic signals to identifying unexpected traffic congestion enabling them to proactively respond and minimise the adverse effects of these problems.

21. The collected data is available to the public via an open data platform. There is a strong focus on privacy and ensuring data is anonymous. There is no technology used fr collecting data that can personally identify individuals and their movements throughout the city, and facial recognition is not used. All Council policies regarding data management and storage are followed.

22. The Hamilton Section of the WEX opened in mid July 2022 and was a Waka Kotahi NZ Transport Agency (Waka Kotahi) project. The Hamilton Section runs between the Ngaruawahia Section in the north through to the Cambridge Section in the south and was the final link in the completion of the WEX.

23. The Hamilton Section is shown in yellow on the map below:



24. The project also included the extension of Resolution Drive from Borman Road to the expressway. This was completed via a funding agreement between Hamilton City Council and Waka Kotahi.

25. This report sets out the results of the monitoring of the Hamilton City transport network and the Hamilton Section of the WEX.

26. The report also contains a review of the changes to operation of the Gordonton Road/Wairere Drive intersection since the opening of the Hamilton Section of the WEX and its safety record. It recommends the need for safety improvements to be completed at this intersection.

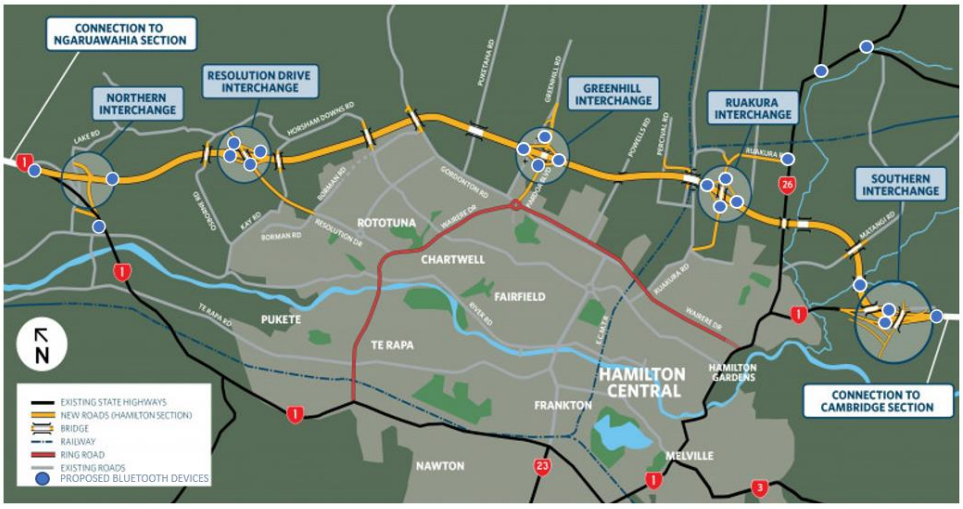
27. The refreshed Access Hamilton Strategy (adopted at the 9 August 2022 Infrastructure Operations Committee meeting) reconfirmed Hamilton City Councils commitment to road safety and supporting quality growth and urban development.

 **A safe transport system**	 **Supports quality growth and urban development**
Everyone is safe and feels safe while using our streets and public spaces	***An adaptable, future ready transport system that support quality and compact urban form.***

Discussion - *Matapaki*

Monitoring of transport network following the opening of the Hamilton Section of WEX

28. In preparation for the opening of the Hamilton Section staff worked with Waka Kotahi to install additional sensors and monitoring points for the AddInsight system around the city and at the interchanges on the WEX. These are shown in the map below as blue dots.



Additional Sensors being installed for monitoring the effects of the Waikato Expressway opening

29. An initial overview report was completed and published in conjunction with Waka Kotahi in December 2023 covering the period for July and August 2022 inclusive to understand the immediate impacts of the new expressway.

30. The monitoring has continued and while the wider transport network implications for the period August to December 2022 notes a few changes, the overall key points are very similar to the initial as set out below:

July and August 2022	August to December 2022
i. There has been a significant reduction in traffic volume on Wairere Drive south of Pardoa Boulevard and SH1C (the old SH1) ii. There is a small increase in volume on Wairere Drive westbound from Pardoa Boulevard to Pukete Bridge iii. There has been an increase in volume on Pardoa Boulevard from 500/day to 12,000/day as expected iv. The remainder of the road network has not seen a significant change in traffic volume v. Overall, there has been a small reduction in traffic across the city, with a redistribution of entry points	vi. Kahikatea Drive is almost back to pre-WEx volumes after a 3K vehicle per day drop initially (mostly in inter-peak) vii. Wairere Drive is still down around 8,000 vpd. No change since August viii. Wairere Drive from The Base to Wairere/Gordonton has increased in volume since August and is higher than pre-WEx levels ix. Journey times into the central city from Newell Rd have returned to pre-WEx levels. This is due to a corresponding rise in traffic volume x. No other significant changes to journey times since the last report

31. The initial changes in traffic volumes around the city prior to the opening of WEX (June 2022) to following its opening (August 2022) are illustrated in the following plan:

32. A copy of the overview report is included as **Attachment 1** to this report. A report with the detailed information of each of the monitoring sites is available upon request.

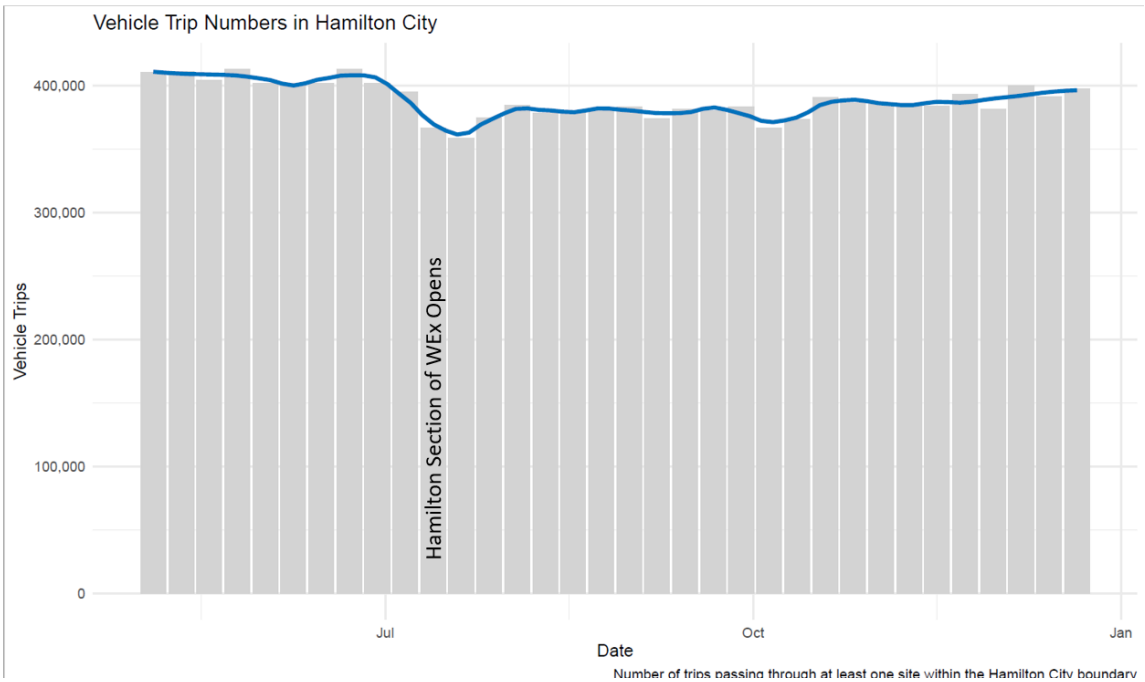
33. The ongoing monitoring indicates that:

i. the traffic flows are still settling as people find their new 'normal or favourite routes'.

ii. the WEx is providing options for route changes to work around the various construction sites that are operational at various times

iii. there is likely to be some seasonality to the second set of results noting that they include the end of the school year and Christmas shopping trips.

34. The following graph provides an indication of the traffic volumes within the city since May 2022:



35. An initial review of crash numbers in the city over the 6-month period of June to December 2022 inclusive indicates:

i. the number of crashes that occurred on Hamilton City roads (ie not state highway) was the same when compared with the same period in 2021, but was better than the 3 previous years for that period

ii. the number of people fatality or seriously injured on Hamilton City roads (ie not state highway) was one more than for the same period in 2021, but was better than the 3 previous years for that period

iii. The number of crashes and people fatality or seriously injured on the state highway network through the city reduced significantly.

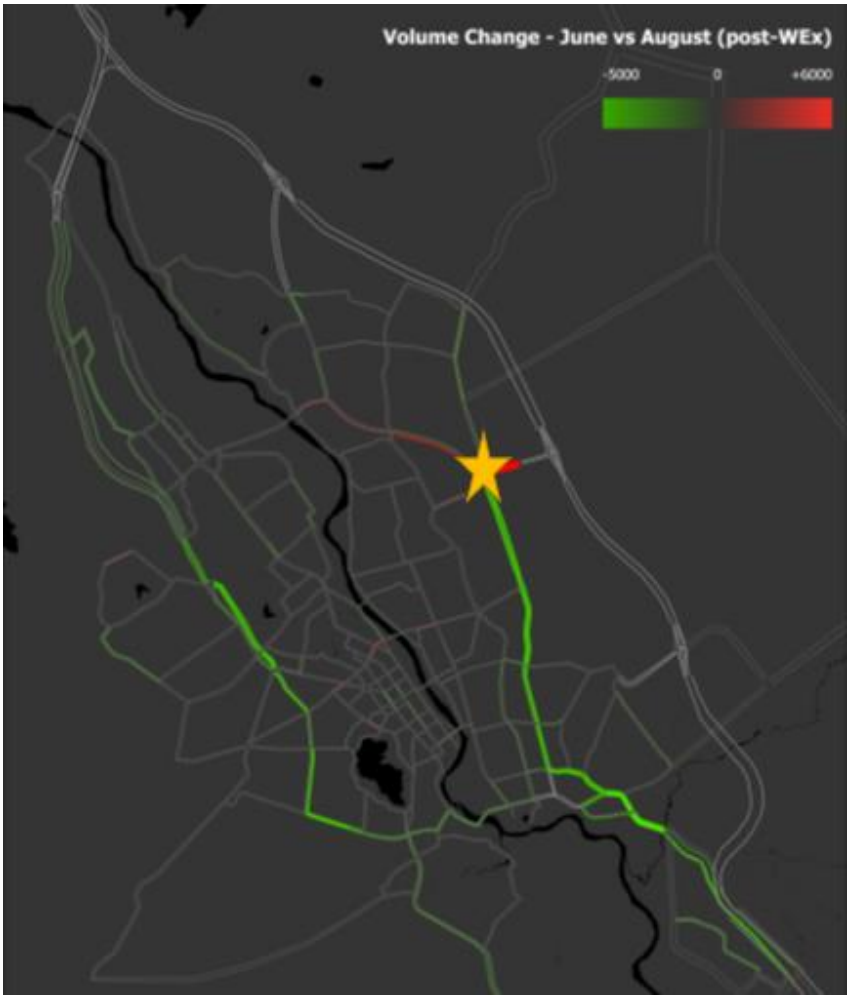
36. The data is based on NZ Police reports which are prepared when they attend the crash. It is noted that some crash data can be a little slow in getting entered into the system, so the figures are subject to change, but are a general reflection of safety performance for the period.

37. Staff will continue to complete monitoring for at least another 6 months so that we have a full year of data to use as the new baseline for the city traffic flows and safety performance.

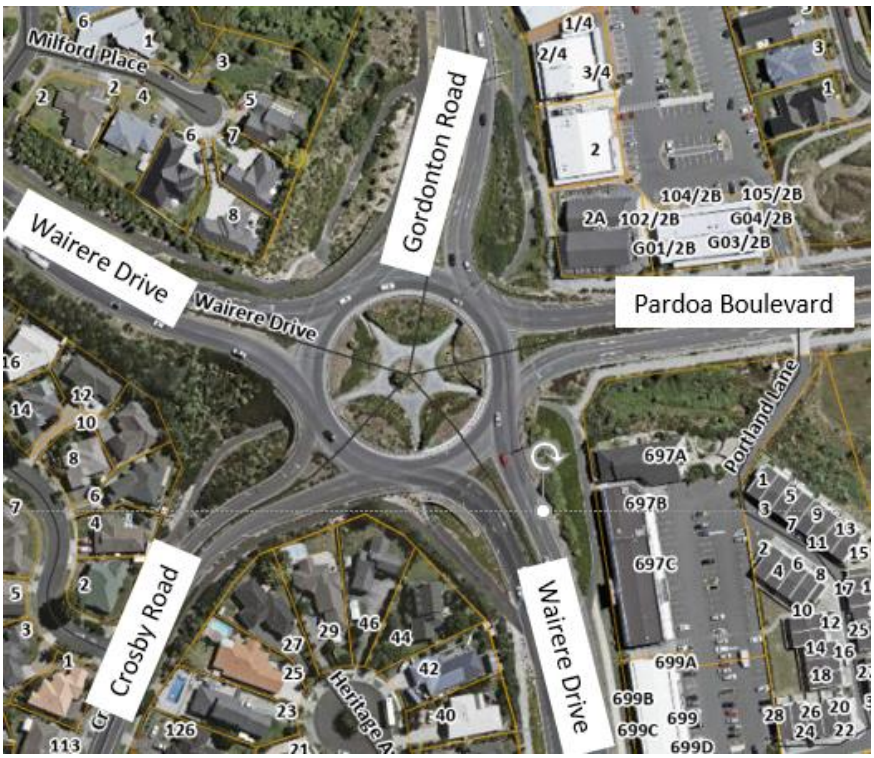
Gordonton Road / Wairere Drive intersection

38. At the 31 May 2022 Infrastructure Operations Committee there was specific discussion about the Gordonton Road/Wairere Drive intersection and its ability to cope with the increased traffic that would be moving through the roundabout following the connection of Pardoa Boulevard to the WEX.

39. The Gordonton Road/Wairere Drive intersection is a five-legged roundabout that also has Crosby Road and Pardoa Boulevard connecting into this site. The location of this intersection is shown in the diagram below:



Location of Gordonton Road / Wairere Drive roundabout shown by yellow star



Current layout of Gordonton Road / Wairere Drive intersection

40. Set out below is the following information related to this intersection to provide a context for the current operating environment and the changes:

    i. Traffic volumes

    ii. Congestion

    iii. Crashes

    iv. Current Intersection form

    v. Options for improvement

Traffic Volumes

41. Following the opening of WEX, by September 2022 the average daily volume at the roundabout had increased 6% from 31,900 to 33,900.

42. As noted in the WEX overview report there was a significant increase in the volume of vehicles entering the city and this intersection via Pardoa Boulevard.

43. This intersection is now ranked #21 in the city for traffic volumes – being comparable to other locations such as:

    i. Morrinsville/Cambridge

    ii. Cobham/Cambridge

    iii. Ohaupo/Normandy

    iv. Avalon/Crawford/SH1c

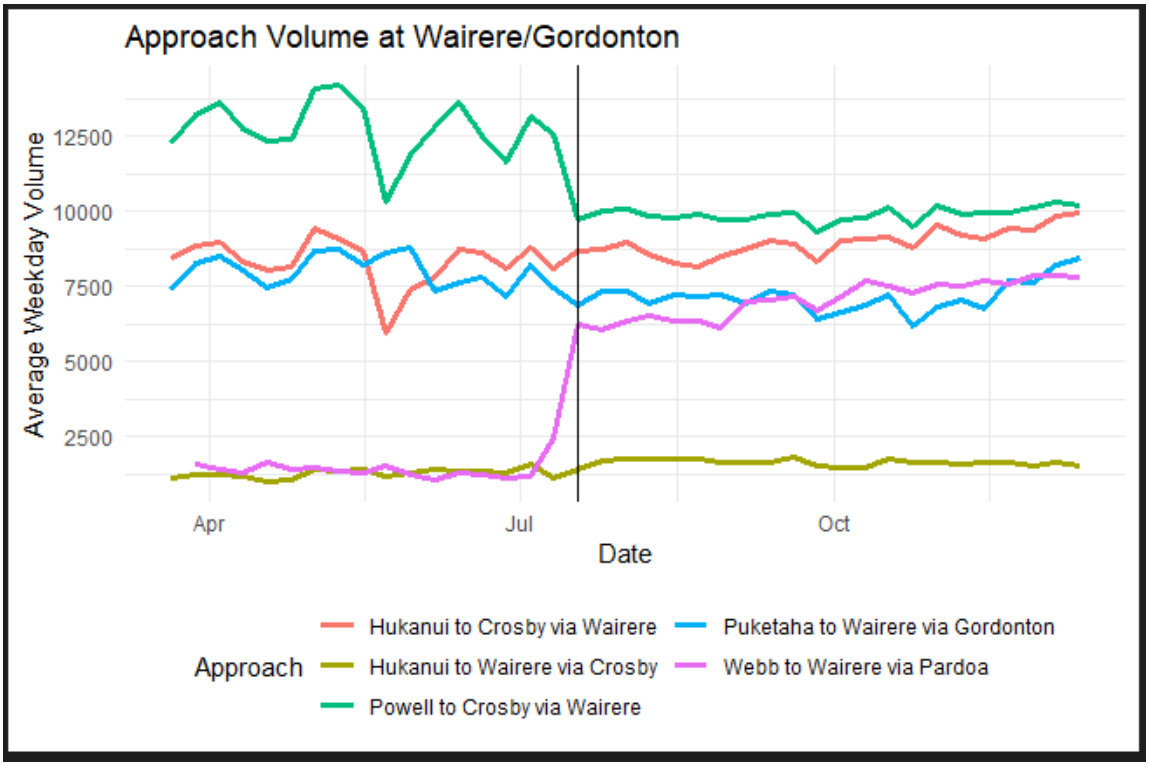
    v. Te Rapa/Garnett

    vi. Wairere/Ruakura

    vii. Avalon/Ellicott

44. This increase in traffic volumes was expected with commuters travelling through the roundabout onto WEX to travel to the southeast of the city and through to Cambridge, as opposed to using Wairere Drive.

45. The change in traffic and has resulted in four of the five approaches onto this roundabout now having more even traffic flows as shown in the graph below.



46. Data through to end of December 2022 shows:

    i. Traffic flows have had a small increase since August, with the exception of Pardoa Boulevard which had a further increase in traffic volumes of 1000 vehicles per day on top of the August result. There has been a slight increase on Wairere Drive southbound from Hukanui Road.

    ii. The split of the traffic volumes on each of the roundabout approaches continues to even out over the four major approaches. Crosby Road remains low and this is expected.

    iii. Some of the changes may have been Christmas travel for shopping to Chartwell/The Base.

Congestion

47. Level of Service (LOS) for vehicles is an indicator of congestion and is measured as the delay in seconds for vehicles and is measured from the time the vehicle arrives at the intersection (or end of a queue) till it moves into the intersection. The LOS levels range from A to F:

    i. LOS A – no real delays at all – free flowing traffic. Maximum of 10 second waiting time.

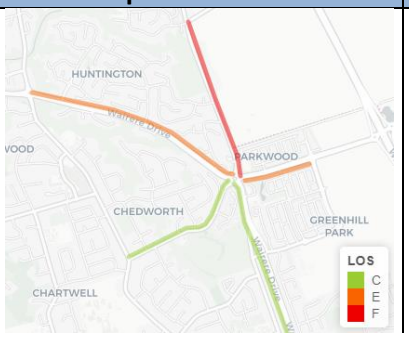
    ii. LOS F – delays and congestion, may have to wait for more than 50 seconds, likely to have driver frustration.

48. The LOS for vehicles on each of the approaches to the Gordonton Road/Wairere Drive intersection are illustrated in the graphs below:

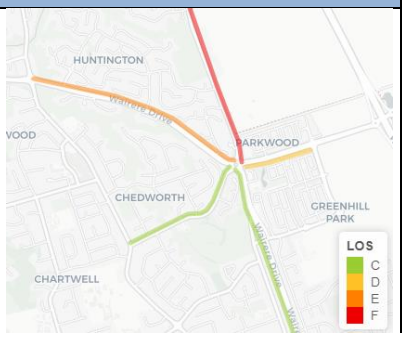
AM Peak

June 2022

September 2022



November 2022

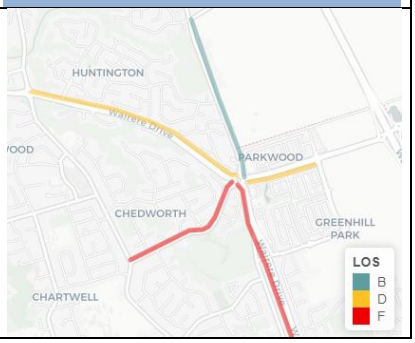


PM Peak

June 2022

September 2022

November 2022



49. The overall LOS for the whole intersection is calculated using a 'volume weighted delay' on each approach. The following table shows the time delays and associated LOS for the intersection since the opening of the Hamilton Section of the WEX:

	AM Peak			PM Peak		
	June 22	**Sept 22**	**Nov 22**	**June 22**	**Sept 22**	**Nov 22**
Level of Service	**F**	**E**	**F**	**F**	**F**	**F**
Average Delay (s)	91	49	37	75	71	60

50. This data shows that for the whole intersection there has been:

    i. an improvement in from F to E in the morning peak. This is due to a significant decrease in delay on Wairere Drive westbound traffic

    ii. A small decrease in average delay but no real change LOS in the PM peak (remaining at F).

51. It is noted that these figures have focused only the AM and PM peak traffic flows. It is generally accepted that there will be congestion at these times throughout the city network and that this is not something that we should be looking to 'build our way out of'.

Crashes

52. Analysis of crashes utilises data that is kept in the national Crash Analysis System (CAS) that is administered by Waka Kotahi.

53. The data is based on NZ Police reports which are prepared when they attend the crash. It is noted that some crash data can be a little slow in getting entered into CAS, so the figures below are subject to change but still provide a good overview of the issues currently occurring at this intersection.

54. CAS crash data for five year period, 2017 to 2022 at Gordonton Road/Wairere Drive roundabout indicates there has been a total of 71 crashes recorded. The severity of the crashes are as follows:

    i. 62 non injury crashes

    ii. 8 minor injury crashes

    iii. 1 serious crash

    iv. 0 fatal crashes

55. Of the 71 crashes, 25 crashes have resulted in an impact with the guard rail at the roundabout. Most of the crashes where a vehicle has collided with the guard rail have been reported as loss of control. The Wairere Drive northbound approach is significantly over-represented in terms of loss of control type crashes.

56. Common factors contributing to these crashes were:

    i. Speed

    ii. Incorrect lane use

    iii. Not giving way

57. The northbound approach on Wairere Drive had the highest number of crashes – and is significantly over-represented in loss of control type crashes (one serious crash and seven non-injury crashes). For the loss of control crashes alcohol and speed were common contributing factors with other commonalities being frequency of crashes also occurring at night and when there was moisture on the road surface.

58. Operating speeds on approaches to the intersection were measured in August 2022 and have an 85th percentile speed that ranges between 32 and 45km/h at the approaches.

59. While the speeds that 85% of the vehicles moving through the site were appropriate and safe, there were speeds measured at greater than 100km/h on both the Wairere Drive approaches and Pardoa Boulevard approach.

60. There have been 3 crashes reported through CAS since 1 July 22. One crash of these resulted in the central barrier being hit again – with estimated speed being greater then 100km/h.

Current Intersection form

61. Roundabouts are the most efficient method of managing traffic at an intersection where there are even or balanced traffic flows on the approaches. The even traffic flows create gaps in the traffic flows as they are required to 'give way to the right' thereby creating opportunities for traffic on the various approaches to enter the intersection.

62. Other advantages of roundabouts over other forms of intersection control (eg traffic signals) are:

    i. Roundabouts are a safer alternative to traffic signals. The tight circle of a roundabout forces drivers to slow down, and the most severe types of intersection crashes — right-angle, left-turn and head-on collisions — are unlikely.

    ii. Roundabouts improve traffic flow and are better for the environment. Research shows that traffic flow improves after traditional intersections are converted to roundabouts. Less idling reduces vehicle emissions and fuel consumption.

    iii. Roundabouts often require more space in the immediate vicinity of the intersection than comparable traditional intersections. However, because roundabouts can reduce delays and queue lengths, they require less space on the approaching roads than comparable intersections controlled by stop/give way signs or traffic signals.

iv. Roundabouts are cheaper to operate with no cost for traffic signals power or operational costs such as communications.

63. While roundabouts often provide lower levels of safety than traffic signals for pedestrians and cyclists, at this site there are excellent separated facilities provided.

Options for Improvement

64. When considering options to improvements to the Gordonton Road/Wairere Drive intersection consideration has been given to Access Hamilton and national strategies, policies, and targets. The guidance provided in these documents have less focus on LOS and greater focus on emission reductions (including decreased light vehicle traffic kilometres travelled), increased use of alternative transport modes eg walking, biking, and public transport and road safety.

65. Hamilton City Council (HCC) has approved Vision Zero as the philosophy for road safety in the city, an aspiration to achieve zero road deaths and serious injury within Hamilton city and this is reflected in the Access Hamilton objective of a Safe Transport Network.

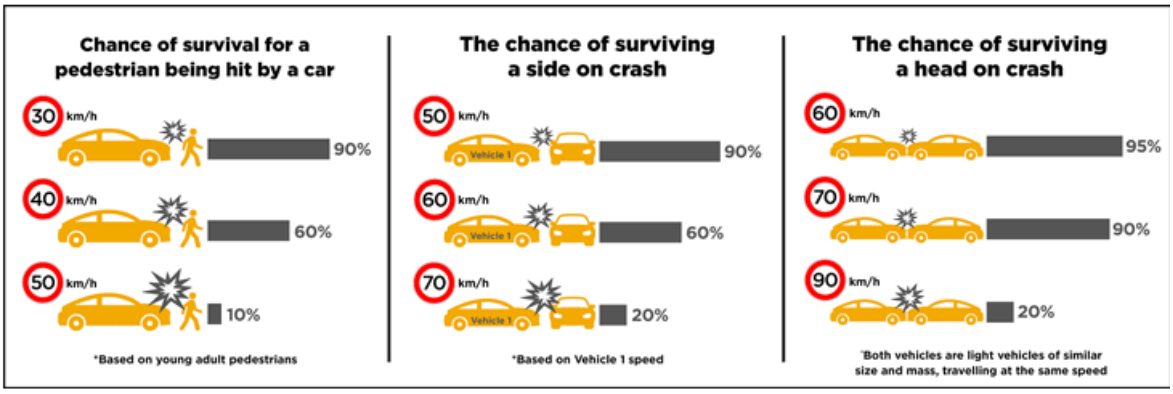
66. Based on the crash data, this site was identified as a candidate for the Low Cost Low Risk Programme – Road to Zero in the 2022/23 financial year in conjunction with Waka Kotahi.

67. The development of the road to zero is programme is focused on achieving Vision Zero and is strongly guided by the Waka Kotahi Safe Networks Programme.

68. The Safe Network Programme is a collaborative initiative that aims to save up to 160 deaths and serious injuries every year across New Zealand's highest risk state highways and local roads.

69. The programme uses the Safe System approach, the international gold standard in road safety. This approach seeks to create a safe and forgiving road system that makes the safety of people a priority. It recognises people are not perfect, we make mistakes, and we are vulnerable in a crash. While mistakes are inevitable – deaths and serious injuries from crashes are not.

70. The following table illustrates how the chance of surviving various types of crashes is heavily influenced by the speed of the vehicles involved. The central column is applicable for this intersection:

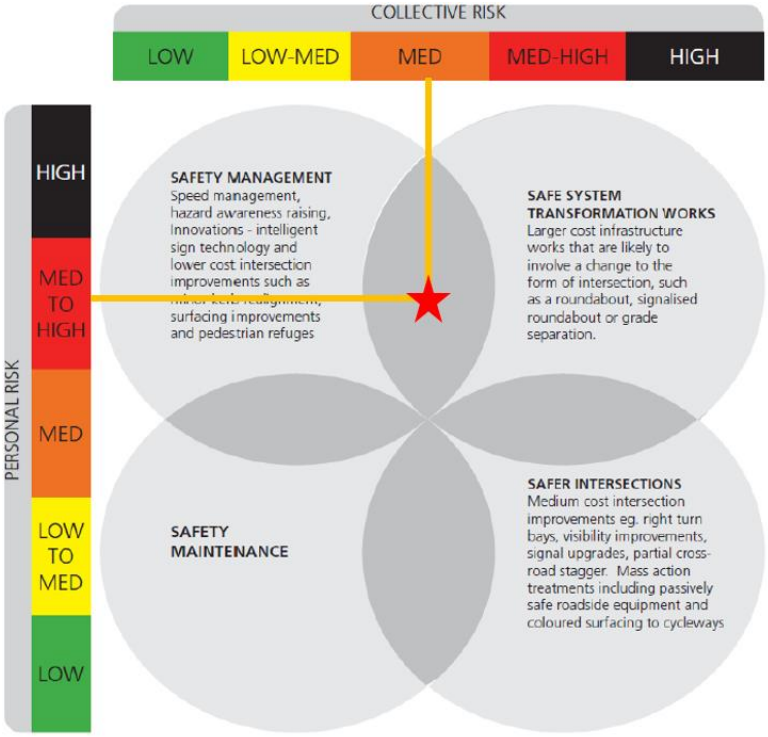


71. Minor changes that have already been undertaken or are planned for the immediate future to improve safety at this location are:

i. **Lower Speed limit** for the intersection. This was approved at the 22 February 2023 Traffic, Speed Limits and Road Closure Hearings Panel meeting to lower to 50km/h for all approaches. This is a consistent approach that we are applying to all intersections across the city. Previously the intersection had 80km/h on some of the approaches and 50km/h on others.

ii. **Guardrail improvements** in the central roundabout island. The current guard rail does not meet current guard rail design standards - this is partially due to the guard rail needing frequent repairs and due to changes to the standards. The central guard rail at the roundabout will be upgraded to a stronger beam which will better withstand impacts from vehicles. It is noted that this will reduce the likelihood of vehicles punching through the barrier and landing in the central area below the intersection but there is a need to manage vehicle speeds to provide certainty of any barrier system working well.

72. The Waka Kotahi High Risk Intersections Guide has been used to assess the appropriate level of treatment and investment for this site.



Based on the crash data it has been determined that the site has:

- medium to high Person Safety Risk, and
- medium Collective Risk.

The assessment process shown in the graphic on the left is from the High-Risk Intersections Guide and this indicates that the appropriate treatment for this site is safety management/ safe system transformation.

73. Staff have assessed that there are three reasonable and viable options for the Infrastructure and Transport Committee to consider. The options are set out in the table below and include information on the implications of making those changes:

Option	Proposed Improvement	Scope of work and expected outcome	Estimated costs $
A	Installation of Raised Safety Platforms **on four approaches** to existing roundabout	**Scope:** ▪ four raised safety platforms, designed for 50km/h will be installed on the high-speed approaches to the roundabout. ▪ Crosby Road would not have a raised safety platform as approach speeds are already low and this is a key route for (Fire & Emergency NZ) FENZ when responding to emergency calls. **Outcome - Safety Management** ▪ Manages speed of vehicles entering the intersection reducing likelihood of crashes and reduced trauma associated with any crashes	Low $1.6M

		that do occur ▪ Lower speeds minimise likelihood of vehicles punching through central roundabout island guardrail ▪ Design of raised safety platforms will be to cater for comfortable 50km/h travel and reflect the high number of heavy vehicles using the intersection via longer departure ramps ▪ Does not impact on FENZ and ability to respond to emergency calls from their Crosby Road station. ▪ Able to be implemented as part of the Low Cost Low Risk – Road to Zero programme in 2022/23	
B	Installation of traffic signals **on approaches** to the existing intersection	**Scope** ▪ Install traffic signals that manage the flow of traffic onto the roundabout in peak traffic times. ▪ Traffic signals would not be operational 24/7 and would be only as needed for assisting with congestion caused by a dominant flow. **Outcome – Safe System Transformation** ▪ the opening of WEX and increased traffic flow into the intersection via Pardoa Boulevard has already improved traffic flows through the intersection by balancing the flows ▪ will not reduce crash risk outside peak travel times which is when the speeds are higher ▪ funding not available to implement this work in the current financial year. Not likely to qualify for the Low Cost Low Risk – Road to Zero funding as it doesn't address the key issue of speed into the intersection.	Medium $ 5-8M
C	Removal of roundabout and replacement with traffic signals and raised safety platforms	**Scope** ▪ removal of the existing intersection and replacement with traffic signals ▪ remove the current grade separated facilities for pedestrians and cyclists ▪ consider closing Crosby Road to create efficient intersection form/layout ▪ raised safety platforms on approaches or for the full intersection required to manage speeds through the intersection	High $15M +

		Outcome – Safe System Transformation ▪ potential for higher speeds through the intersection and increased severity of injuries resulting from any crashes at intersection if raised safety platforms not included. ▪ lower levels of service for pedestrians and people biking as they must wait for their phase ▪ greater delays to traffic in off peaks times ▪ reduced access to intersection via Crosby Road will create serious issues and concerns for FENZ and their ability to respond to incidents in the north eastern part of the city.	

74. Staff recommend the combination of **Option A** for the following reasons:

    i. it will address the current safety issues being experienced at this intersection,

    ii. there is funding available to complete the work this financial year, and

    iii. the changes in traffic flows resulting from the opening of WEX have resulted in more even traffic flows on the four major approaches to the intersection

    iv. more consistent entry speeds of vehicles into the roundabout will allow better gap selection therefore facilitating better traffic flow

75. **Option A** has been developed to concept stage and is shown in the plan included as **Attachment 2** to this report.

Financial Considerations - *Whaiwhakaaro Puutea*

76. The total costs to complete the recommended **Option A** outlined in clause 73 above is $1.5M and is able to be funded through the Low Cost Low Risk Programme currently included in the approved 2021-31 Long term Plan. This programme of works receives 51% co-investment from Waka Kotahi.

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

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

78. Staff have also considered the key considerations under the Climate Change Policy and have determined that an adaptation assessment and emissions assessment is not required for the matters in this report. The retention of the roundabout at this location will cater for the traffic flows, minimises delays over the whole day and therefore results in reduced emissions. The installation of raised safety platforms on four of the approaches to the roundabout will aim very minimal increases to travel time through this site.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

79. 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').

80. 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.

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

Social

82. 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.

83. The changes to traffic flows throughout the city resulting the opening of the Hamilton Section of WEX have been minimal with the exception of one or two key routes. Overall, there has been an improvement in accessibility for people to move in and around the city thereby improving peoples social wellbeing as they move to education, health, and work activities.

84. The proposed safety improvements at the Wairere Drive/Gordonton Road roundabout will improve safety for those using this intersection.

Economic

85. Economic wellbeing is defined as the capacity of the economy to generate employment and wealth necessary for present and future financial security.

86. The changes to traffic flows throughout the city resulting from the opening of the Hamilton Section of WEX have been minimal with the exception of one or two key routes. Overall, there has been an improvement in accessibility for people to move in and around the city making it easier for businesses within the city to quickly and safely access the Waikato Expressway and the connections it provides to markets and suppliers outside the Waikato Region.

87. The proposed safety improvements at the Wairere Drive/Gordonton Road roundabout will improve safety for those using this intersection.

Environmental

88. Environmental wellbeing is defined as the capacity of the natural environment to support, in a sustainable way, the activities that constitute community life.

89. The changes to traffic flows throughout the city resulting from the opening of the Hamilton Section of WEX have been minimal, with the exception of one or two key routes. Overall, there has been an improvement in accessibility for people to move in and around the city reducing delays and therefore emissions.

90. Roundabouts are considered an efficient way of managing traffic, minimizing delays and resulting emissions. Ensuring that the Gordonton Road/Wairere Drive roundabout operates safely reduces potential for crashes and the resulting risks of spills of fuel and other materials which are hazardous to the environment.

Cultural

91. Cultural wellbeing is defined as the capacity of communities to retain, interpret and express their shared beliefs, values, customs, behaviours, and identities.

92. There were no cultural considerations identified in the development in this report.

Risks - *Tuuraru*

93. There are no known risks associated with the recommendation made for this matter.

94. There are safety risks associated with not approving the recommendation to proceed with improvements at the Gordonton Road / Wairere Drive intersection.

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

Significance

95. 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 medium level of significance.

Engagement

96. Given the medium level of significance determined, the engagement level is medium. Engagement is required and has been completed.

97. Early engagement in the development of the concept design was undertaken with representatives of FENZ, Bike Hamilton and Living Streets.

98. Community views and preferences are already known to the Council for the proposed safety improvements at the intersection of Gordonton Road / Wairere Drive through consultation that has been completed on the concept design.

99. The results of the consultation completed with residents, businesses and stakeholders in the immediate area indicated general support for the proposal, including strong support from the Automobile Association (AA).

Attachments - *Ngaa taapirihanga*

Attachment 1 - WEx Hamilton Section - traffic impact overview report

Attachment 2 - Concept plan for safety improvements at Wairere Drive / Gordonton Road intersection

Effects of the Hamilton Section of the Waikato Expressway on City Traffic

Observations

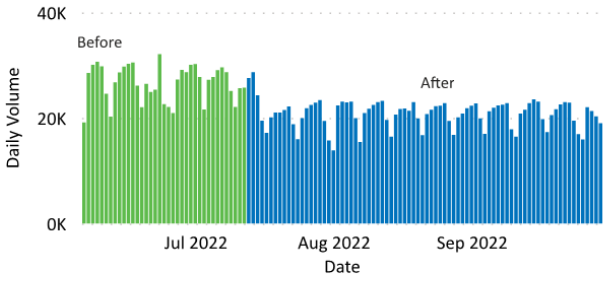
- There has been a significant reduction in traffic volume on Wairere Drive south of Pardoa Blvd and SH1c
- There is a small increase in volume on Wairere Drive westbound from Pardoa Blvd to Pukete Bridge
- There has been an expected increase in volume on Pardoa Drive, from 500/day to 12,000/day
- The remainder of the road network has not seen a significant change in volume
- Overall, there has been a small reduction in traffic across the city, with a redistribution of entry points

Hamilton City Council
Te kaunihera o Kirikiriroa

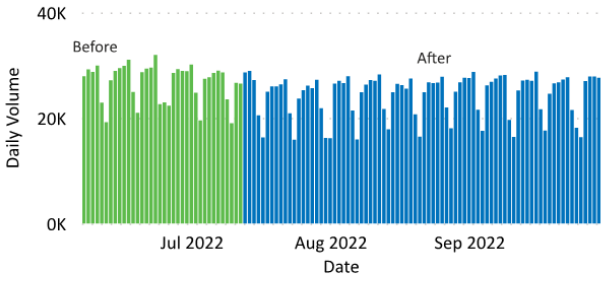
WAKA KOTAHI
NZ TRANSPORT AGENCY

Traffic Volume

-8K vehicles per day on **Wairere Drive** near Ruakura Rd **(-27%)**

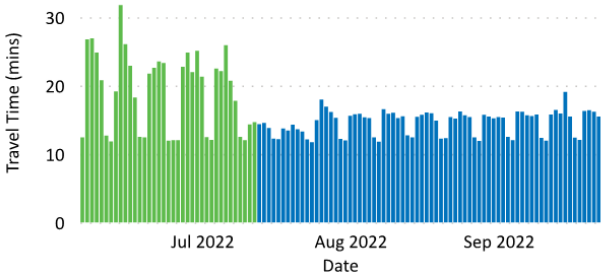


-3K vehicles per day on **Kahikatea Drive** near Quentin St **(-10%)**

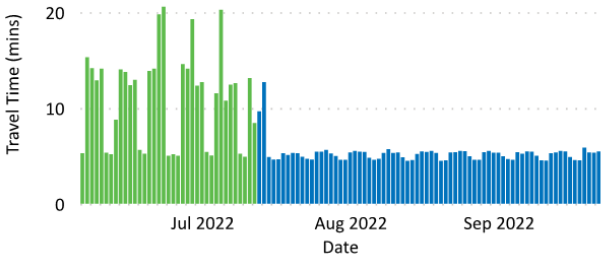


Journey Time

A **35%** drop in AM peak travel time from Thomas Rd to Newell Rd via Wairere Dr



B **60%** drop in PM peak travel time from Normandy Ave to Newell Rd via SH1c



Observations

- Overall congestion within the city has remain similar, except on routes with a significant reduction in traffic volume
- Travel time has reduced on Wairere Dr south of Pardoa Blvd and on SH1c, while other routes around the city have not experienced a noticeable change in travel time
- Bus reliability has not been noticeably impacted

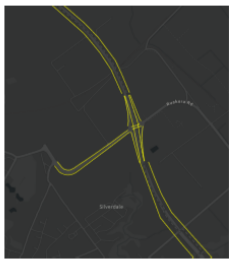
WEx Gateways into the city

60K+ vehicles/day use the five interchange entry/exits

Northern Interchange
16,500/day

Resolution Interchange
3,500/day

Pardoa Interchange
12,000/day

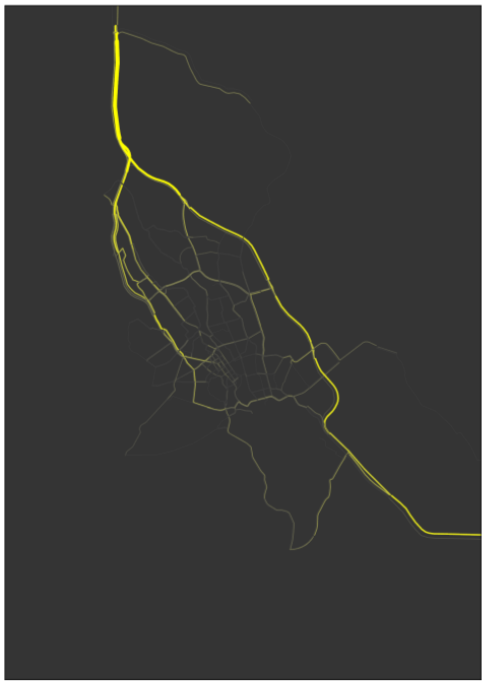


Ruakura Interchange
6,500/day

Southern Interchange
23,000/day

81% of trips on WEx from Cambridge end in Hamilton City

83% of trips on WEx from Taupiri end in Hamilton City



Observations

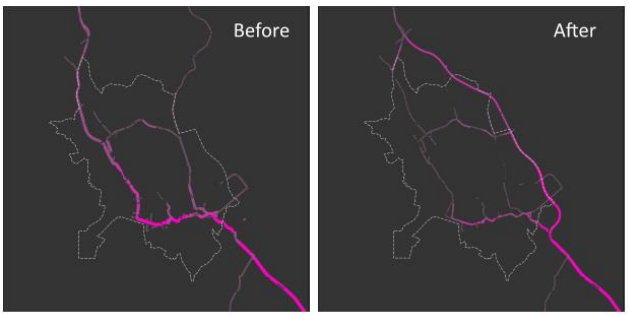
- The Northern, Pardoa and Southern interchanges are the main gateways used to access the city.
- Pardoa is used more than the Resolution and Ruakura gateways combined

Heavy Vehicles

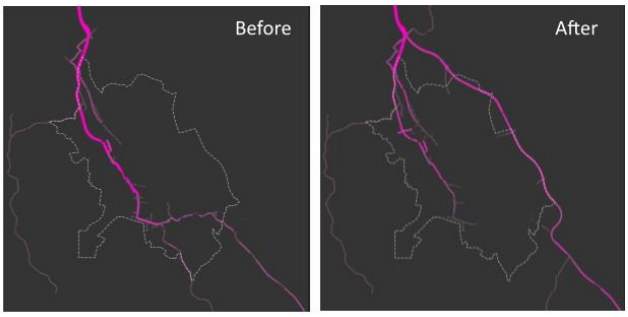
60% of heavy vehicle trips on WEx from Cambridge enter Hamilton City

80% of heavy vehicle trips on WEx from Taupiri enter Hamilton City

Northbound



Southbound



Before vs After - Heavy Vehicle Trips on each road

Observations

- Most heavy vehicles on SH1 continue to enter Hamilton City, however many have changed their route to use one of the gateways
- Approximately a third of heavy vehicles now bypass Hamilton City without stopping

Wairere Drive - Gordonton Road Roundabout

Proposed Safety Improvements
Consultation Plan

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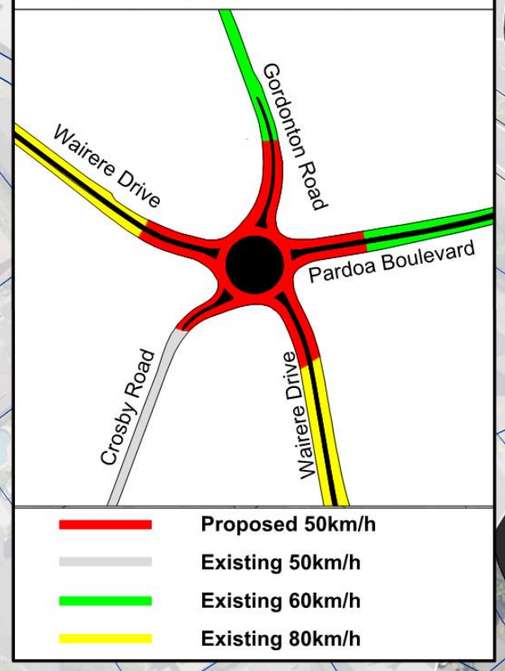
Proposed Speed Limit Extents



Proposed raised safety platform

Improvements to shared path signage and marking throughout the interchange

Proposed raised safety platform

Proposed raised safety platform

Existing cycle ramp

Extend existing shared path

Proposed new cycle ramp

Legend
- Proposed shared path
- Road marking
- New "Hump" sign

Notes:
- Consultation drawing not to scale

Gray Matter

Council Report

Committee: Infrastructure and Transport Committee
Date: 07 March 2023

Author: Robyn Denton
Authoriser: Eeva-Liisa Wright

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

Report Name: Low Cost Low Risk Transport Improvement Programme Update and approval for 2023/24

Report Status	*Open*

Purpose - *Take*

1. To provide the Infrastructure and Transport Committee with an update on the progress being made with the Low Cost Low Risk Transport Improvement Programme for 2022/23 and changes made to that programme.
2. To seek approval from the Infrastructure and Transport Committee for the proposed Low Cost Low Risk Transport Improvement Programme for 2023/24.

Staff Recommendation - *Tuutohu-aa-kaimahi*

3. That the Infrastructure Operations Committee:
   a) receives the report;
   b) notes the progress being made on the 2022/23 Low Cost Low Risk Transport Improvement Programme;
   c) approves the proposed Low Cost Low Risk Transport Improvement programme (**attachment 1** of the staff report) for the 2023/24 financial year; and
   d) notes that progress of the final design and consultation of the projects to be delivered in the Low Cost Low Risk Transport Improvement programme 2023/24 will be communicated to Members via the Executive Updates and future Infrastructure and Transport Committee meetings.

Executive Summary - *Whakaraapopototanga matua*

4. The Low Cost Low Risk Transport Improvement (LCLR) programme for 2023/24 has been developed by staff based on community requests, Member requests, and safety performance. A copy of the proposed programme was provided to Elected Members via the Executive Update on 21 February 2023.
5. The LCLR programme has a number of guidelines as to the scope of work that can be included which are set by Waka Kotahi NZ Transport Agency (Waka Kotahi). The key requirement is that the total value for any one project must be no more than $2M to meet the LCLR programme requirements of Waka Kotahi.

6. Co-investment from Waka Kotahi is at 51% with the local share funded from the following transport programmes in the 2021-31 Long Term Plan:
    i. Road to Zero
    ii. Walking and Cycling
    iii. Public Transport Infrastructure
    iv. Local Road improvements
7. Updates on the development and implementation of the LCLR programme will be provided via Executive Updates.
8. Staff consider the matters in this report have low significance and that the recommendations comply with Council's legal requirements.

Background - *Koorero whaimaarama*

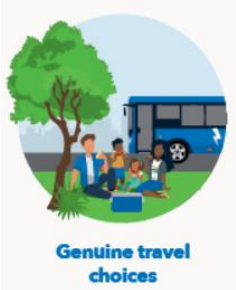
9. The Low Cost Low Risk Programme is the name given to a number of programmes of work for which Council receives co-investment (subsidy) from Waka Kotahi under their Work Activity Class 'Low Cost Low Risk'.
10. In 2020 Waka Kotahi undertook a review of the LCLR activity (formerly known by Waka Kotahi as Minor Improvements) and made changes to the activity which came into effect for the 2021–24 National Land Transport Programme (NLTP).
11. The key changes by Waka Kotahi were:
    i. an approved increase in the LCLR threshold for any one project from design through to implementation must be <$2M (up from <$1M previously);
    ii. increased information requirements for each project including an assessment of and alignment to the Government Policy Statement on Land Transport (GPS);
    iii. establishing the following four LCLR activities to be grouped into a LCLR Programme:
        a) Road to Zero,
        b) Walking and Cycling,
        c) Public Transport Infrastructure, and
        d) Local Road improvements.
12. Each year a draft programme of projects under each of these activities is developed by staff based on requests received from Members, advocacy groups, the community, and safety analysis undertaken by staff and Waka Kotahi.
13. A copy of the projects proposed for inclusion in the final year of this programme (Year 3 (2023/24)) of the 2021-31 Long Term Plan is included in **attachment 1** with a map showing the locations included as **attachment 2**. Approval is being sought for this programme noting that the programme is still subject to change throughout the year as work progresses in the investigation stages, and where needed and possible, to respond to new emerging high priority issues.
14. The first draft of the 2023/24 programmes was presented to the 31 May 2022 Infrastructure Operations Committee meeting as information only as this was subject to change.
15. An updated draft programme was circulated to Elected Members as part of the Executive Updated provided on 21 February 2023. Further information on the development of each of the activity lists is included below in this report.

16. The proposed programme of works has been developed to reflect the refreshed Access Hamilton Strategy (approved at the 9 August 2022 Infrastructure Operations Committee meeting) and Hamilton City Councils commitment to road safety and reducing harm on the transport network, ensuring inclusivity and providing genuine travel choice as shown in the table below:

A Safe Transport System

Safety and reducing harm is a top priority. Our principle is that no one should be injured or killed while moving around Hamilton Kirikiriroa.

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



Genuine Travel Choices

Providing a range of transport options gives people travel choices, whether private vehicle, taxi, public transport, scootering, or active transport such as walking and biking.

These choices mean that everyone can access various parts of the city when they want to by a range of modes, and support mode shift and the benefits this brings.

Inclusivity

Providing a range of transport options to make access to the city available for all is important if everyone in our city is to meet their needs and thrive.

We want to promote a fair transport system that allows all residents and visitors to safely and reliably access their preferred destination based on their individual need.

17. The programme also reflects the vision of the Climate Strategy for Hamilton as a thriving, low car city that responds and adapts to climate change and contributes to the key outcomes we need to achieve:

    i. By acting together, our emission are reducing

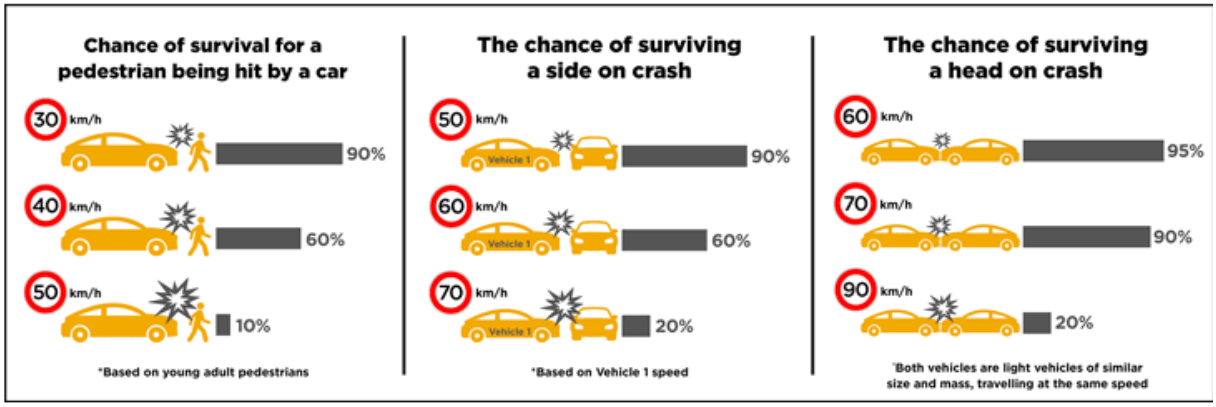
    ii. Our neighbourhoods enable low-carbon living

    iii. Our city is ready for Hamilton's climate

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

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

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



21. There are a variety of tools available to help manage speeds on the transport network. A Standard Safety Interventions Toolkit (SSI Toolkit) has been developed by Waka Kotahi and is used to help guide infrastructure investment decisions in NZ and contributes to embedding the national Road to Zero and HCC Vision Zero in the wider road safety sector. It also supports streamlined delivery of the Road to Zero Speed and Infrastructure programme for Waka Kotahi and local authorities.

22. The table below is an excerpt from the Waka Kotahi SSI Toolkit sets out the range of interventions and notes that the selection of treatment measures should start with the objective of implementing primary Safe System interventions, which are most likely to eliminate the occurrence of fatal and serious injuries.

23. On corridors and/or intersections where primary Safe System interventions cannot be achieved, interventions should provide the highest safety performance possible whilst being supportive of, and acting as a steppingstone towards, future achievement of primary Safe System interventions.

Primary Safe System intervention	Supporting Safe System intervention
• Continuous 3 barriers	• Wide Centreline
• Median barrier	• Roadside barrier at high risk locations
• Roundabout	• Audio tactile pavement marking (ATP)
• Raised safety platforms (at existing signalised intersection/roundabouts)	• Shoulder widening at high risk locations
• Midblock raised pedestrian crossing (priority and signalised)	• Skid resistance at high risk locations
• Traffic calming	• Signs and markings
• Signalised intersection with raised safety platforms (from an uncontrolled/priority controlled)	• Intersection speed zone
	• Signalised intersection
	• Speed management

24. The SSI Toolkit also has detailed information on each of the above treatments and indications of typical price ranges and expected reductions in deaths and serious injuries as a resulting from implementing these treatments. The table below is a summary of the treatments applicable on our urban metro transport network include:

Treatment	Indicative cost range	Expected reduction in Deaths and Serious Injuries (DIS's)
Intersection Speed Zone	Up to $0.5M per site	65%
Roundabout	$0.5 – $6M per site	75%
Raised safety platforms (at existing signalised intersections and roundabouts	$0.3M - $2M per site	40%
Installation of traffic signals with raised safety platforms (for existing uncontrolled or priority controlled (ie Give Way or Stop) intersection)	$0.5M - $2M per site	55%
Midblock raised pedestrian crossing	$0.03M - $0.3M per site	20%
Skid resistance at high risk locations	$0.03M - $0.3M per site	20%
Speed Management (speed limit changes)	$0.1M per km	15-30%
Traffic calming	$0.2M - $1M per km	30%

25. Hamilton has already experienced the crash reduction benefits of lower speeds achieved via previous improvements such as those proposed in the 2023/24 LCLR programme. Eg the improvements at Gordonton Road and Thomas Road intersection included traffic signals and raised safety platforms installed in 2019. From 2017 to 2019, there were 33 recorded crashes at this intersection, including one death. Paired with lowering the speed limit on Gordonton Road to 60km/h, this intersection upgrade has seen significant improvements with only one crash recorded between 2020 and 2022.

Discussion - Matapaki

26. Following approval of the proposed LCLR programme and subject to funding approvals, the following steps are undertaken in the delivery of the proposed programme:

    i. ***Development of concept designs*** to ensure proposed treatments will address the issues and maximise opportunities for associated improvements e.g. improved accessibility as part of safety improvements. Early engagement completed with key stakeholder groups;

    ii. ***Consultation on the concept plans*** with directly affected residents and/or property owners, community, key stakeholders and Elected Members. This includes site visits with residents/property owners to discuss any specific issues;

    iii. ***Development of detailed designs*** which incorporate changes made in response to the consultation process;

iv. ***Scheduling of the works*** for delivery by the physical works contractor – allowing time for purchase of any materials required;

v. ***Notification of upcoming works*** at least 2 weeks prior to the contractor establishing on site – providing contact details and information on the proposed methodology of the works and timing of any impacts on access; and

vi. ***Implementation of the work*** by the contractor.

27. It is expected that there will be some changes made to the list of sites, proposed works, and timing of implementation as the designs are progressed and the consultation process is undertaken. As a minimum, it takes at least 4-5 months to work through the process. With the larger sites, it can take 10-12 months and so there are some projects that have the initial development of concept plans and consultation programmed in one financial year, with the following stages through to implementation included in the following financial year.

28. The Land Transport Rule: Setting of Speed Limits 2022 has a requirement for Road Controlling Authorities (RCAs) to aim to achieve 40% of schools to have 30km/h speed limits in place by 2024. A programme has been developed that will have 100% of schools on our local road network with 30km/h in place at the start of Term 2 in 2024. This work is being delivered via both the road to Zero and the Walking and Cycling improvements programmes being proposed for 2023/24 and will continue the current focus on ensuring facilities at the school gate are safe with the upgrade and installation of raised pedestrian crossing facilities and traffic calming measures such as mini roundabouts and splitter islands.

29. Prioritisation of the projects includes consideration of the following:

i. requests for service from the community;

ii. volumes of people using the location including vehicles, people walking and/or cycling;

iii. proximity to high use 'generators' e.g. schools, shops, aged care facilities, retirement villages, bus stops; and

iv. safety data – including crash records and red light running (where applicable).

v. contribution to outcomes included in Access Hamilton and other strategic documents such as the Biking and Micromobility network plan.

30. It is recognised that there is also the possibility of other issues/concerns raised throughout the year that Council will want to try and respond to if the timing and budget allows.

31. The list of sites for 2023/24 is therefore greater than budget available to ensure that there are projects ready to go if there are delays experienced in getting a particular project completed.

32. Any projects not implemented in the 2023/24 year will be carried forward for consideration in the 2024/25 programme. The 2024/25 programme will be presented to this committee for approval in early 2024.

33. Updates on the programme including any changes, and progress on implementation will be provided via Executive Updates.

34. A full list of sites and information is also made available throughout the implementation process on the Hamilton City website on the Minor Safety and Access Improvement Programme page. This includes updating with the concept and consultation plans as they are developed.

35. This report sets out the proposed Low-Cost Low Risk Programme for the 2023/24 financial year for approval.

Low Cost Low Risk Road to Zero

36. The development of this programme has been focused on achieving Vision Zero as set out in the national road safety strategy 'Road to Zero' and has been strongly guided by the Waka Kotahi Safe Networks Programme.

37. The Waka Kotahi Safe Network Programme is a collaborative initiative that aims to save up to 160 deaths and serious injuries every year across New Zealand's highest risk state highways and local roads.

38. The programme uses the Safe System approach, the international gold standard in road safety. This approach seeks to create a safe and forgiving road system that makes the safety of people a priority. It recognises people are not perfect, we make mistakes, and we are vulnerable in a crash. While mistakes are inevitable – deaths and serious injuries from crashes are not.

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

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

41. The projects have been prioritised based on their ability to reduce deaths and serious injuries, with minor changes made to accommodate other work programmes such as road resealing or pavement renewals and capital works programmes such as Eastern Pathways and CERF.

42. The 2022 Speed Management Plan was presented to the 9 August 2022 meeting of the Infrastructure Operations Committee who recommended its adoption by Council at its 18 August 2022 meeting. The Speed Management Plan has been certified by Waka Kotahi NZ Transport Agency as meeting the requirements set out in the Land Transport Rule: Setting of Speed Limits 2022.

43. The programme includes the ongoing delivery of the Speed Management Plan with $560,000 via the implementation of Safer Speed Areas (permanent 40km/h speed restrictions on local residential streets), lower speeds around high use pedestrian and cycle areas (e.g. shopping areas). A further $2.421M has been proposed for implementation of 30km/h school speed zones.

44. The projects are primarily intersection orientated and reflect the crash locations that would be expected in an urban metro city and are listed in **attachment 1** to this report, with **attachment 2** showing the locations on a map.

45. The proposed funding is set out in the table below:

LCLR Road to Zero Activity	Proposed work to be completed	Proposed funding for 2023/24
Safety improvements	Intersection treatments determined on a case by case basis to address the safety issues – refer **Attachment 1**	9,890,000
Speed Management	Implementation of 40km/h safer speed areas and	500,000
	30km/h school speed zones (both speed limits and supporting infrastructure changes)	2,421,000
	30km/h speed limits in areas of high pedestrian and cycling activities	60,000

Total funding	**$12,871,000**

Low Cost Low Risk Walking and Cycling

46. This funding is focused on improvements for safety and accessibility for walking and biking activities.

47. It allows for improvements to the footpath network via sections of new footpath or localised widening of existing footpaths in conjunction with the footpath renewals programme. New or improved pedestrian crossing facilities, eg at shopping centres have been included.

48. Funding has also been allocated for some small, localised biking connectivity improvements to supplement the larger scale activities covered by the Biking and Micro-mobility citywide projects and CERF funding.

49. Improving accessibility for those using mobility aids such as wheelchairs, mobility scooters, walking frames, and walking sticks is also allowed for in this activity. The work delivered via this funding includes removing upstands/lips in the kerblines at locations where pedestrians are trying to cross and minor improvements to footpaths where there is not a planned upgrade expected within the next couple of years. The specific sites and scope of works are developed in conjunction with representatives of CCS Disability Action and the HCC Disability Advisor.

50. The programme has been broadly developed using the following allocation of the funding:

LCLR Walking and Cycling Activity	Proposed work to be completed	Proposed funding for 2022/23
New footpath	to fill gaps in the footpath network	400,000
Pedestrian facility upgrades	installation of signals, raised safety platforms, refuge islands or splitter islands. Localised widening in association with footpath renewals.	2,895,000
Biking connectivity localised improvements	localised interventions including installation of bike parks, signage, wands to improve safety	610,000
Accessibility improvements	localised improvements including installation of cut downs, tactiles, adjusting footpath angles/slopes	50,000
Total funding		**$3,955,000**

51. The detail of the proposed projects are listed in **attachment 1** to this report, with **attachment 2** showing the locations on a map.

Low Cost Low Risk Public Transport Infrastructure

52. The development and prioritisation of the Public Transport Infrastructure programme is undertaken in consultation with the Waikato Regional Council who manage the public transport services.

53. The final list of sites will be presented to the relevant regional committee – final details of which are still being confirmed.

54. The programme has been broadly developed using the following allocation of the funding:

LCLR Public Transport Infrastructure Activity	Proposed work to be completed	Funding for 2022/23
Bus Stop Infrastructure	Accessible kerbs, hard stands and at bus stops	200,000
Bus Shelters	New bus shelters	200,000
Anglesea Street bus stop connectivity	New pedestrian facility across Anglesea Street between Bryce Street and London St to connect bus stops	400,000
Total funding		**$800,000**

Low Cost Low Risk Local Road Improvements

55. This work activity allows for the LCLR activities which do not fit into the other LCLR work categories outlined above.

56. For the 2023/24 financial year, we have planned for ongoing development of advanced traffic management systems that ensure that we have good data available on all transport modes (including walking and cycling) and are able to operate the existing network efficiency.

    The primary project in this activity is associated with investigation and design of bridge improvements required for improving resilience of our existing structures.

LCLR Local Road Improvements Activity	Proposed work to be completed	Funding for 2022/23 $
Advance Traffic Management initiatives	Purchase of sensors, cameras etc to allow for ongoing data collection across the transport network	300,000
Bridge improvements	Investigation and design for resilience improvements	2,590,000
Variable Message Board trailers	Additional trailers to provide information at worksites	200,000
High friction surfacing	Surfacing that discourages illegal driving behaviours – primarily burnouts in cul-de-sacs	50,000
Ruffell Road	Retrospective claim for co-investment for work associated with temporary closure of the railway crossing	280,000
Total funding		**$3,420,000**

Financial Considerations - *Whaiwhakaaro Puutea*

57. The following table sets out the funding allocation that was approved in the 2021-31 Long Term Plan and Waka Kotahi for these activities for the remaining year:

Low Cost Low Risk Programme – budget (gross)	2023/24
Road to Zero	7,591,000
Walking and Cycling*	2,050,000
Public Transport Infrastructure	800,000
Local Road improvements	3,420,000

**Note the Walking and Cycling funding from Waka Kotahi when approved late 2021 was greater than expected and the figures in the above table reflect the resolutions from the 7 December 2021 Infrastructure Operations Committee consideration on the 'Implications of the National Land Transport Programme 2021-24' report.*

58. Waka Kotahi consider the LCLR programme to be a 3-year programme, so any under or overspend in the initial two years is accommodated within the third and final year. While the delivery of the current financial years programme is progressing well, there have been some delays incurred as a result of the unseasonal wet weather so far this summer.

59. A 51% co-investment (subsidy) from Waka Kotahi was assumed for all these programmes.

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

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

61. Staff have also considered the key considerations under the Climate Change Policy and have determined that an adaptation assessment and emissions assessment is not required for the matters in this report. The lower speeds and improved safety will result in reduced emissions and increasing numbers of people walking and biking.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

62. 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').

63. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.

64. The recommendations set out in this report are consistent with that purpose as outlined below.

65. Further opportunities for promotion of the 4 wellbeings will be undertaken as part of the development process for each of the projects as they are further developed and implemented.

Social

66. The projects and activities outlined in this report will help provide for a connected city allowing communities to access employment, education, health, and other essential services as well as access to recreational and social opportunities.

67. The programme of work provides Council with an opportunity to adapt streets to better support active and safe transport needs by contributing to the creation of more safe people-friendly spaces in our towns and cities.

Economic

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

Environmental

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

Cultural

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

Risks - *Tuuraru*

71. If the recommendations are not approved there will be delays in the implementation of the 2023/23 programme of works. Funding from Waka Kotahi is not able to be carried over to future financial years and will have to be forfeited.

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

Significance

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

Engagement

73. As part of the delivery of the projects within this programme, engagement and consultation will be undertaken with adjacent property owners and residents/businesses along with key stakeholders including:

    i. Waka Kotahi
    ii. Road Transport Association
    iii. Automobile Association (AA)
    iv. CCS Disability Action
    v. Disabled Persons Assembly
    vi. Blind Foundation
    vii. Bike Waikato
    viii. Generation Zero
    ix. Fire and Emergency NZ

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

Attachments

Attachment 1 - List of proposed projects for 2023/24 Low Cost Low Risk programme

Attachment 2 - Map showing locations of proposed LCLR 2023/24 programme

Access Hamilton - 2023/24 Low Cost Low Risk Transport Improvement Programme

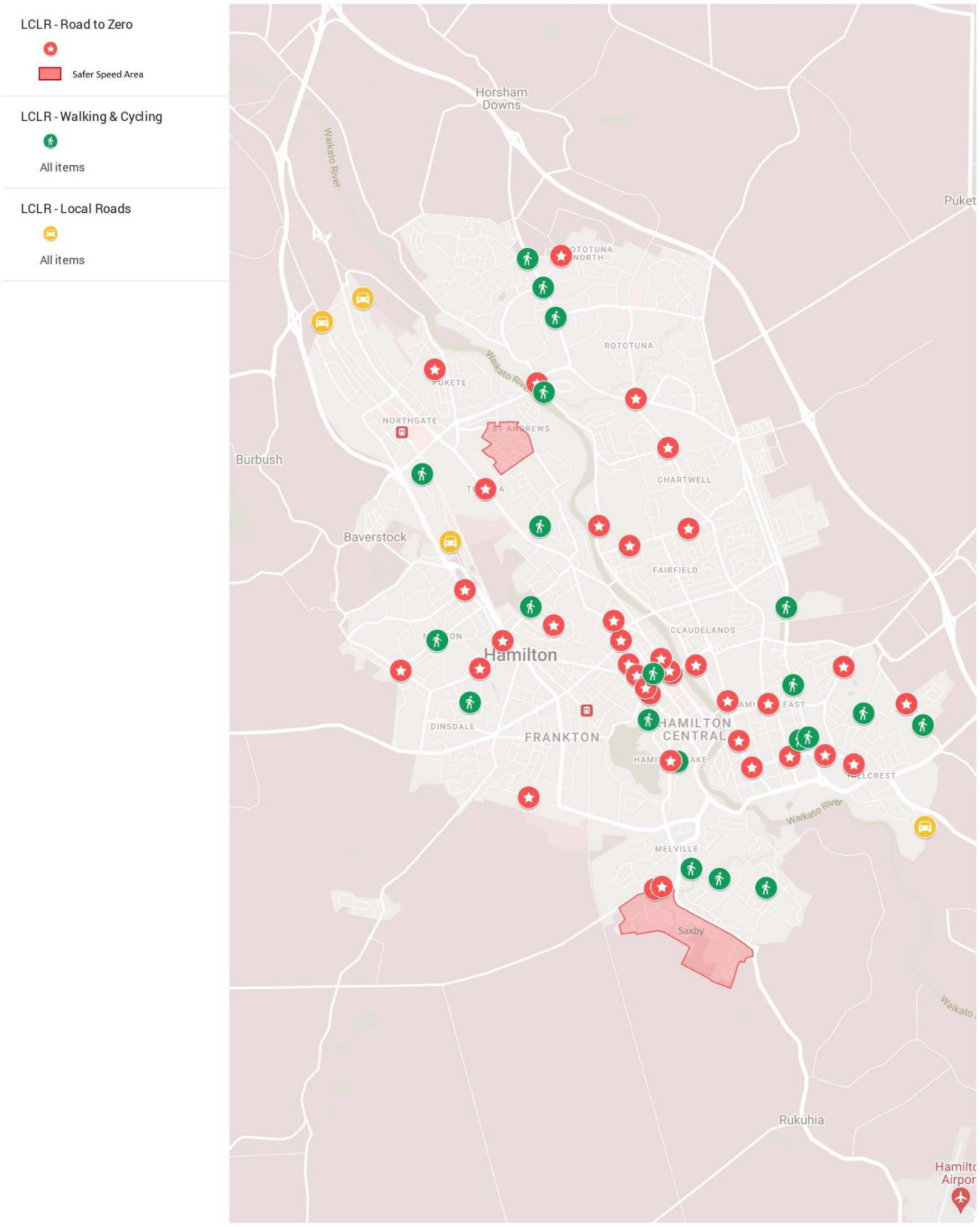
Site	Project Location	Problem Description	Proposed Treatment	Phase	Year 3 - 23/24
LCLR - Road To Zero - programme and budget					**$7.591m**
1	Brymer/Newcastle Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Approach raised safety platforms. Part of the strategic biking network plan.	Construct	$ 1,500,000
2	Naylor/Grey intersection improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling, PT and slower speeds. Raised safety platforms, paired crossings (walking & cycling) and removal of Left turn slip lanes. Part of the strategic biking	Construct	$ 900,000
3	Kahikatea /Higgins intersection	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling, PT and slower speeds. Raised intersection with paired crossings and shared path. Part of the strategic biking network plan.	Construct	$ 800,000
4	River/Te Aroha Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Raised intersection, intersection priority change and paired crossing. Part of the strategic biking network plan.	Construct	$ 600,000
5	Galloway/Naylor Intersection Improvements	Safer Intersections/Safe System Transformation.	New roundabout, improvements to walking, cycling and slower speeds. Raised safety platforms with paired crossings. Part of the strategic biking network plan.	Construct	$ 1,000,000
6	Tristram / Rostrevor intersection	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Raised intersection with paired crossings. Part of the strategic biking network plan.	Construct	$ 800,000
7	Mill/Willoughby Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Approach Raised Safety Platforms. Part of the strategic biking network plan. Raised slip lane and signal phasing works.	Construct	$ 1,000,000
8	Hukanui/Wairere Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Approach raised safety platforms with accessibility to parks. Part of the strategic biking network plan.	Construct	$ 800,000
9	Ward / Tristram Intersection upgrade - includes Tristram/Nisbet	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling, accessibility and slower speeds. Raised intersection, signal improvements and lane configuration. Part of the strategic biking network plan.	Design	$ 200,000
10	Tristram/Norton Intersection Improvement	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Signal upgrade and intersection realignment. Part of the strategic biking network plan.	Design	$ 100,000
12	Grey/Beale Street Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling, and slower speeds. Raised roundabout with paired crossings. Part of the strategic biking network plan.	Design	$ 200,000
13	Victoria/Claudelands Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Raised safety platform across Claudelands Road plus other associated safety works. Part of the strategic biking network plan.	Design	$ 100,000
14	Victoria/ Bryce Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Raised intersection treatment and upgrade of signals. Part of the strategic biking network plan.	Design	$ 100,000
15	Tristram/Bryce Intersection Improvement	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Raised intersection treatment and upgrade of signals. Part of the strategic biking network plan.	Design	$ 100,000
16	Victoria/London Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Raised intersection treatment and upgrade of signals. Part of the strategic biking network plan.	Design	$ 200,000
17	Te Rapa/Sunshine Intersection Improvements	Safer Intersections/Safe System Transformation.	Speed management and improvements to walking and cycling. Raised safety platform with priority crossing points at all legs. Part of the strategic biking network plan.	Design	$ 200,000.00
18	Abbotsford/Ulster Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Raised safety platform crossing facility across Ulster Street to link up the bus stops. Part of the strategic biking network plan.	Design	$ 100,000.00
19	Avalon/Forest Lake Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Intersection improvement, raised safety platform and signal phasing works. Part of the strategic biking network plan.	Design	$ 140,000.00
20	Avalon/Dominion Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Raised safety platform with priority crossing points at all legs. Part of the strategic biking network plan.	Design	$ 100,000.00
21	Collins/Anderson Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Raised safety platform and threshold entrance treatment to safer speed areas. Part of the strategic biking network plan.	Design	$ 100,000.00
22	Knighton/May Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and slower speeds. Raised safety platform and crossing improvements. Part of the strategic biking network plan.	Design	$ 100,000.00
23	Wellington/Grey Intersection Improvements	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and PT. Raised roundabout forming an entrance to the Hamilton East shops. Part of the strategic biking network plan.	Design	$ 150,000.00

24	River/Wairere Intersection Improvements	Safer Intersections/Safe System Transformation.	Speed management and improvements to walking and cycling. Raised Safety Platform with priority crossing points on slip lanes and signal improvements. Part of the strategic biking network plan.	Design	$ 200,000.00
25	Comries/Hukanui	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and PT. Change intersection to raised signals and supports eastern pathways school links project. Part of the strategic biking network plan.	Design	$ 200,000.00
26	Clyde/Peachgrove	Safer Intersections/Safe System Transformation.	Improvements to walking, cycling and PT. Signal improvements and supports eastern pathways school links and the CBD to University link project. Part of the strategic biking network	Design	$ 200,000.00
	40km/h Safer Speed Areas City Wide	**Speed management works in residential areas**	**Physical works to support future 40k and making residential areas safer.**		
27	St Andrews Area Saxbys Road Area	Implementation of Speed Management Plan (Safer Speed Areas)	30k shopping precinct works - raised safety platform and priority crossing points linking bus stops. 40k Safer speeds area	Design and construct	$ 500,000
	30km/h Safer School Area	**Speed management works outside schools**	**Physical works to support future 30k and making areas outside schools safer.**		
28	30k Safe Speeds Around Schools	Speed issues outside schools - city wide action.	Bring speed limits down to 30km/h. Supported by Waka Kotahi nationwide 30k school speeds programme.	Design and construct	$ 421,000
29	Te Rapa Primary - Ashurst Ave	Existing crossing is not very well utilised and there has been incidents relating to this.	New raised kea crossing on desire line outside school to the south. Supports 30k schools work.	Design and construct	$ 200,000
30	Maeroa Intermediate - Maeroa Road	Speed, behaviour and safety concerns outside school.	Upgrading signal midblock crossing and raised safety platform. Supports 30k schools work.	Design and construct	$ 150,000
31	Melville High - Collins Road.	Speed, behaviour and safety concerns outside school.	New raised midblock signal crossing. Supports 30k schools work.	Design and construct	$ 350,000
32	Waikato Diocesan School - River Road	Speed, behaviour and safety concerns outside school.	New raised midblock signals. Supports 30k schools work.	Design and construct	$ 350,000
33	Hamilton Christian School - Borman Road.	Speed, behaviour and safety concerns outside school.	Raised safety platform. Supports 30k schools work.	Design and construct	$ 150,000
34	Fraser High School- Ellicott Road	Speed, behaviour and safety concerns outside school.	New raised midblock signals outside school. Supports 30k schools work.	Design and construct	$ 350,000
35	Pembroke Midblock Signals Hamilton west school	Speed, behaviour and safety concerns outside school.	Upgrading signal midblock crossing and raised safety platform. Supports 30k schools work.	Design and construct	$ 150,000
36	Fairfield Intermediate - Clarkin Road Midblock Signals	Speed, behaviour and safety concerns outside school.	Upgrading signal midblock crossing and raised safety platform. Supports 30k schools work.	Design and construct	$ 150,000
37	St Joseph's School - Clarkin Road Midblock Signals	Speed, behaviour and safety concerns outside school.	Upgrading signal midblock crossing and raised safety platform. Supports 30k schools work.	Design and construct	$ 150,000
	30km/h Safer Shopping Areas	**Speeds issues within shopping areas.**	**30km/h shopping precinct speed reduction works**		
38	Silverdale Road Shops	Unsafe speeds and inappropriate driver behaviour outside shopping areas	Gated 30km/h threshold signage/treatment and pavement marking. Supports 30k safer shopping areas.	Construct	$ 30,000
39	Cambridge Road Shops - by Masters Ave and Flynn Road. Two locations.	Unsafe speeds and inappropriate driver behaviour outside shopping areas	Gated 30km/h threshold signage/treatment and pavement marking. Supports 30k safer shopping areas.	Construct	$ 30,000
				Road To Zero Total	**$ 12,871,000**
LC/LR - Walking and Cycling Improvements - programme and budget (WO3862)					**$2.05m**
New Footpaths					
1	Fox Street - Brookfield Street to Fox Lane and along Brookfield Street east	Footpath Missing links. Gaps on the footpath network resulting in reduced accessibility.	New accessible footpath to service retirement village, local parks and other amenities.	Construct	$ 200,000
2	Fox Street - Outside Galloway Park	Footpath Missing links. Gaps on the footpath network resulting in reduced accessibility.	New accessible footpath to service users, local parks and other amenities.	Design	$ 50,000
3	Hamilton West School between Pembroke and Fow Street.	Footpath Missing links. Gaps on the footpath network resulting in reduced accessibility.	New accessible footpath to service school, local parks and other amenities.	Design and construct	$ 150,000
Accessibility Improvements					
4	Fitzroy area	Reduced accessibility resulting in barrier to essential trips	Accessibility Improvements Works	Construct	$ 50,000
Pedestrian Facility Upgrades					

5	Footpath widening - City Wide	Narrow older footpath widths. E.g. by schools, shops, retirement village etc.	Footpath widening to desired higher LOS width. Works to be coordinated inline with IA planned footpath renewal works.	Construct	$ 100,000
6	Glenview Primary - outside 65 Bruce Ave	Lack of safe facility for vulnerable users to get across Bruce Ave	Upgrade of kea crossing with the addition of raised safety platform for improved vulnerable road user safety and slower speeds. Supports 30k schools work.	Design and construct	$ 120,000
8	Resolution/Thomas Road, Resolution/Discovery Drive, Borman/Resolution	Safety of pedestrians and cyclists at roundabouts.	Improvements to walking, cycling, PT and slower speeds. Approach raised safety platforms. Part of the strategic biking network plan. Improved accessibility to existing crossings.	Design and construct	$ 600,000
9	Melville Primary - outside 49 Urlich Ave - rear entrance to the school.	Issues with speeds at the back entrance to school and no safe crossing point for vulnerable	New raised safety platform for improved vulnerable road user safety and slower speeds. Supports 30k schools work.	Design and construct	$ 120,000
10	Grandview Road - just south of Clancy Pl outside shops. Hyde Ave RSP by bus stop.	Speeds issues along this road and a lack of safe crossing points for vulnerable users. Schools, park	New Midblock Crossing - active user survey completed 20/21 FYR. PT improvements and part of the meteor service. Part of the strategic biking network plan.	Design and construct	$ 300,000
14	Ruakiwi Road at Collingwood Street	Lack of safe pedestrian facility to get across Ruakiwi Road . Inappropriate vehicle behaviour	Raised pedestrian platform/zebra crossing with Refuge island on Ruakiwi Road outside NZI.	Design and construct	$ 150,000
15	Thomson Ave - Aberdeen primary School	Existing at grade kea crossing - through traffic speed concerns	Upgrade of kea crossing with the addition of raised safety platform for improved vulnerable road user safety and slower speeds. Supports 30k schools work.	Design and construct	$ 120,000
16	Cunningham Road - Vardon Primary	Existing at grade kea crossing - through traffic speed concerns	Upgrade of kea crossing with the addition of raised safety platform for improved vulnerable road user safety and slower speeds. Supports 30k schools work.	Design and construct	$ 120,000
17	Foreman Road - Te Kopuku High	Speed and lack of safe crossing facility	Delineation improvements. Kerb build outs with coloured surfacing	Design and construct	$ 80,000
18	St Johns College - Hillcrest Road	No safe crossing for pedestrian to get across the road at this location	Install raised safety platform with priority crossing point, and kerb buildouts to help minimise parking loss.	Design and construct	$ 120,000
19	Wairere Drive - Knighton Normal School and south of Old Farm Road. Two signals.	Existing pedestrian signals - safety issues.	Addition of raised pedestrian Platform to the midblock signals.	Design and construct	$ 300,000
20	Silverdale Normal School - Silverdale Road	Existing at grade kea crossing - problems with speeds along Silverdale Road	Upgrade of kea crossing with the addition of raised safety platform for improved vulnerable road user safety and slower speeds. Supports 30k schools work.	Design and construct	$ 120,000
21	Forest Lake Road ped signals	Speed concerns at this at grade midblock signal crossing. Demand for users to get across the road to	Add a raised safety platform to the midblock signals. Signal upgrade works. Part of the strategic biking network plan.	Design and construct	$ 200,000
22	Wairere/Bisley intersection safe crossing	Shared path ends no safe facility for peds and cyclists to get across Bisley Drive. Large crossing width.	Raised safety platform paired crossing on slip lane and along the ped walk line across Bisley. Reduce crossing width. Part of the strategic biking network plan.	Design and construct	$ 425,000
23	Hukanui Primary - Pickering Crescent	school pick up and drop off	One way drop-off and pick-up zone, new play waiting area and removal of some on-street parking. Supports eastern pathways school links project.	Design and construct	$ 20,000
Biking Connectivity Localised Improvements- City Wide					
24	Bike Parking - City Wide	Inadequate cycle parking	Install bike racks	Design and construct	$ 80,000.00
25	Cycle Wands - city wide	Cyclist safety concerns at intersections	Cycle wands and associated road marking plus cycle apple green surfacing.	Design and construct	$ 350,000.00
26	Cycle Wayfinding Signage - City wide	Lack of cyclist signage	Cycle wayfinding signage	Design and construct	$ 20,000.00
27	Bike Repair stations	No facility for bike repair city wide	Provide bike repair facilities	Design and construct	$ 10,000.00
28	River Road Cycle Bridge - O/S 105 Kirikiriroa Stream	Very narrow footpath, no provision for cyclists at the existing bridge.	Provide a new cycle bridge. Link to other walking to cycling improvements on River Road and part of the strategic biking network plan.	Investigate and design	$ 150,000.00
				Walking and Cycling Total	**$ 3,955,000**
LCLR Public Transport Improvements - programme and budget (WO763)					**$0.8m**
1	Bus Stop Infrastructure Works - City Wide	Lack of PT facilitie and unable to support increase in user demands.	New bus stop infrastructure works e.g. accessible kerbs, hard stand areas and paths leading to stops.	Design and construct	$ 200,000.00
2	Bus Shelters - City Wide	Lack of bus shelters at various sites across Hamilton City.	New bus shelters in high demand areas across the city.	Design and construct	$ 200,000.00
3	Anglesea Street (Bryce Street to London Street)	Active user crossing safety concerns on Anglesea Street between Bryce and London.	Improvements to walking, PT, accessibility and slower speeds. Raised midblock signals on Anglesea between Bryce and London. Strategic PT network.	Design and construct	$ 400,000.00
				PT Total	**$ 800,000.00**
LCLR Local Road					**$3.42m**
1	LC/LR Smart Initiatives - Advanced Transport Management	Rapid population growth and increased congestion across the transport network is demanding a	Turning data into useful information. To help improved decision marking and implementation on the network, safety/optimization and better informed customer.	Design and construct	$ 300,000

2	Bridge Investigation improvements.	Minor deficiencies	Resilience improvements	Investigation and Design	$ 2,590,000
3	Variable Message Signs (VMS)	HCC currently does not have sufficient number of VMS boards to service LCLR capital projects	Accrue four new VMS boards specifically for transport improvements projects plus any other safety related capital projects on the HCC network.	Investigation and Design	$ 200,000
4	High friction Surfacing: McKee Street, Mexted Place and Crawford Street	Challenges with illegal street racing and the associated behaviours in Hamilton	Trial an alternative roading surfaces that may create an environment to discourage illegal street racing and associated behaviour (Boy Racer Activities).	Investigation and Design	$ 50,000
5	Ruffle Road	Safety concerns with Railway level crossing and near misses. Constrained existing layout and	Ruffell Road closure at the level crossing and new temporary roundabout at the Te Kowhai Road/Arthur Porter Drive Intersection.	Completed	$ 280,000
				Local Roads Total	**$ 3,420,000.00**
				LCLR Total	**$ 21,046,000.00**

HCC LCLR 2023/24 Transport Improvement Programme



Council Report

Committee:	Infrastructure and Transport Committee	**Date:**	07 March 2023
Author:	Martin Parkes	**Authoriser:**	Eeva-Liisa Wright
Position:	Public Transport and Urban Mobility Manager	**Position:**	General Manager Infrastructure Operations
Report Name:	Climate Emergency Response Fund Transport Choices Package - Project Schedule Approval		

Report Status	*Open*

Purpose - *Take*

1. To provide an update to the Infrastructure and Transport Committee on progress being made with the Climate Emergency Response Fund Transport Choices Package.
2. To seek approval from the Infrastructure and Transport Committee for project schedules for the Climate Emergency Response Fund Transport Choices Package (CERF) projects.

Staff Recommendation - *Tuutohu-aa-kaimahi*

3. That the Infrastructure and Transport Committee:
   a) receives the report;
   b) approves the Climate Emergency Response Fund Initiative Funding Agreement project schedules for as outlined in **attachment 1** of the report.; and
   c) notes that the Climate Emergency Response Fund Initiative Funding Agreement project schedules and reports, including any required approvals and monitoring reports will be reported to the Infrastructure and Transport Committee.

Executive Summary - *Whakaraapopototanga matua*

4. Hamilton City Council's transport strategy 'Access Hamilton – Ara Kootuitui Kirikiriroa' was adopted in August 2022. It sets the vision for the future of transport in Hamilton, with guiding principles directly focusing on transport options, emission reductions, reduced vehicles kilometre travelled (VKT), and inclusivity.
5. The Government published its Emissions Reduction Plan (ERP) in May 2022. One of the key actions in the Plan is for New Zealand to reduce its reliance on cars and support people to walk, cycle, and use public transport. This will be done by improving the reach, frequency, and quality of public transport, increasing support for walking and cycling, and creating safer, more attractive streets.
6. Under the ERP, (Climate Emergency Response Fund) CERF was made available to all councils across New Zealand. Hamilton City Council's programme of projects submitted to CERF will positively contribute to the Government's and Hamilton's climate change objectives.

7. Project schedules for CERF projects are attached to this report **(attachment 1)** for the Committee's consideration. Staff recommend the attached project schedules are approved for inclusion in the CERF Transport Choices Initiative Funding Agreement.

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

Background - *Koorero whaimaarama*

9. Several previous Committee meeting decisions are relevant to this report and its recommendations as outlined below.

Access Hamilton

10. On 9 August 2022, the Infrastructure Operations Committee approved the refreshed 2022 Access Hamilton Strategy - Ara Kootuitui Kirikiriroa and acknowledged the Hamilton City Parking Policy was being developed concurrently and has been informed by the Access Hamilton Strategy Refresh 2022.

11. The Access Hamilton vision includes:

    i. everyone is safe and feels safe while using our streets and public spaces

    ii. a low-emission transport system that is resilient against climate change

    iii. Hamilton Kirikiriroa is a great place to live for everyone

    iv. a healthy te awa o Waikato (Waikato River) and natural sites which sustain abundant life and prosperous communities for all generations

    v. more people choose to travel on foot, by bike, by bus, or using micromobility devices such as scooters

    vi. Hamilton Kirikiriroa is accessible for all because it has a city culture and heritage that is shared, protected, and celebrated

    vii. Hamilton Kirikiriroa is a great place for everyone to work and do business

    viii. an adaptable, future-ready transport system that supports quality and compact urban form.

Parking Policy

12. On 9 August 2022, the Infrastructure Operations Committee approved the principles-based Hamilton City Parking Policy. The principles of the policy, which must be considered by staff, and Elected Members, in the making of Council parking decisions are:

    i. poviding 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. reducing the demand for private vehicle parking

    vii. providing sufficient loading and servicing areas; and

    viii. alignment with local, regional, and national policy

CERF Transport Choices

13. At the Council meeting on 2 February 2023, approval was given to enter into the CERF Funding Agreement with Waka Kotahi. However, this is subject to the Infrastructure and Transport Committee finalising and approving the CERF project schedules.

Discussion - *Matapaki*

CERF Transport Choices

14. Transport makes up almost half of New Zealand's carbon emissions, most of which comes from road transport. Under CERF, HCC has secured funding for several active mode and public transport projects to the value to $37m (inclusive of $3.784m local share).

15. On 2 February 2023 Council resolved to support CERF in principle subject to the Infrastructure and Transport Committee finalising and approving the CERF project schedules. Project schedules are attached to this report **(attachment 1).**

16. These projects will deliver:

    i. strategic cycling/micro mobility networks

    ii. walkable neighbourhoods; and

    iii. more reliable and easier to use public transport

17. Feedback from Hamiltonians clearly indicates a lot of our infrastructure to support walking, cycling, and public transport is not seen as safe enough, and often disconnected. Having greater transport options will ensure people can access all their needs, while creating safer and healthier environments for our communities.

18. CERF is about making quick, small, visible changes to our streets and the way people use them, as well as encouraging people to try biking, walking, or public transport as a means of travel. These relatively small-scale improvements will have a positive impact on improving the reliability of our transport system and improve the experience of people who use the networks which, in turn will make walking, cycling, and public transport a more attractive option.

Financial Considerations – *Whaiwhakaaro Puutea*

CERF Transport Choices

19. Hamilton City Council has secured $37m (inclusive of $3.784m local share) for the development and delivery of CERF projects. CERF projects are required to be completed by 30 June 2024.

Project No.	Project Name	Cost	Wata Katahi Share	HCC Share	HCC Share %	Local Share Source
1	Bader Street/Lorne Street Cycling & Walking Connections	$ 3,200,000	$ 2,880,000	$ 320,000	10%	Biking & Micro-Mobility
2	Killarney Road: SH1C Greenwood St to (WRT) cycling connections	$ 1,650,000	$ 1,485,000	$ 165,000	10%	Biking & Micro-Mobility
3	Gallagher Drive and Kahikatea Drive walking and cycling improvements	$ 1,550,000	$ 1,395,000	$ 155,000	10%	Biking & Micro-Mobility
4	Heaphy Terrace: Boundary Rd to Brooklyn Rd cycling improvements	$ 930,000	$ 837,000	$ 93,000	10%	Biking & Micro-Mobility

5	Brooklyn Road: Pedestrian crossings and cycle facilities	$ 1,280,000	$ 1,152,000	$ 128,000	10%	Biking & Micro-Mobility
6	Claudelands Park Cycling Connection	$ 1,030,000	$ 927,000	$ 103,000	10%	Biking & Micro-Mobility
7	Bike & Scooter Parking	$ 670,000	$ 603,000	$ 67,000	10%	Biking & Micro-Mobility
8	Frankton East / Lake Domain to WRT cycling connections	$ 1,550,000	$ 1,395,000	$ 155,000	10%	Biking & Micro-Mobility
9	Killarney Road: Level crossing safety improvements	$ 1,530,000	$ 1,377,000	$ 153,000	10%	Biking & Micro-Mobility
10	Bus shelter replacements	$ 1,210,000	$ 1,089,000	$ 121,000	10%	Public Transport
11	Thackeray Street in-lane bus stops and pedestrian crossing	$ 840,000	$ 756,000	$ 84,000	10%	Public Transport
12	Hukanui Road in-lane bus stops, cycle bypasses and pedestrian crossing	$ 1,050,000	$ 945,000	$ 105,000	10%	Public Transport
13	Bike Parklets – Grey Street, St Andrews Shops, Barton Street	$ 250,000	$ 225,000	$ 25,000	10%	Biking & Micro-Mobility
14	Palmerston St/Anzac Parade/Tristram St/Clarence St: walking and cycling improvements	$ 800,000	$ 720,000	$ 80,000	10%	Biking & Micro-Mobility
15	Hayes Paddock: community space, walking, cycling, public transport improvements	$ 1,000,000	$ 1,000,000	$ -	0%	N/A
16	Western Rail Trail to Frankton Station: walking and cycling improvements	$ 1,530,000	$ 1,377,000	$ 153,000	10%	Biking & Micro-Mobility
17	Rifle Range (Massey) to Avalon Dr (SH1C): cycling and walking improvements	$ 2,860,000	$ 2,574,000	$ 286,000	10%	Biking & Micro-Mobility
18	Hall Street/Mill Street: cycling improvements	$ 350,000	$ 315,000	$ 35,000	10%	Biking & Micro-Mobility
19	Riverlea Connections; Alternative cycling link	$ 1,810,000	$ 1,629,000	$ 181,000	10%	Biking & Micro-Mobility
20	River Road footpath (west side)	$ 1,800,000	$ 1,800,000	$ -	0%	N/A
21	Horsham Downs Road: public transport, walking and cycling improvements (in-lane bus stops)	$ 1,300,000	$ 1,170,000	$ 130,000	10%	Public Transport
22	Lake Road/Commerce Street Roundabout: walking and public transport improvements	$ 1,030,000	$ 824,000	$ 206,000	20%	Public Transport
23	Rotokauri Road/Baverstock Road: public transport and walking improvements.	$ 1,030,000	$ 824,000	$ 206,000	20%	Public Transport
24	Hyde Avenue: Public transport and walking improvements	$ 530,000	$ 424,000	$ 106,000	20%	Public Transport

25	Pembroke Street: in-lane bus stops and pedestrian crossings	$ 1,050,000	$ 840,000	$ 210,000	20%	Public Transport
26	Killarney Road - Queens Avenue to WRT: Walking and cycling improvements	$ 750,000	$ 675,000	$ 75,000	10%	Biking & Micro-Mobility
27	Anglesea St (south): in-lane bus stop and walking improvements	$ 400,000	$ 360,000	$ 40,000	10%	Public Transport
28	Claudelands East/Brooklyn Road: Level crossings safety improvements	$ 4,020,000	$ 3,618,000	$ 402,000	10%	Biking & Micro-Mobility
		$ 37,000,000	**$ 33,216,000**	**$ 3,784,000**		

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

20. Staff confirm that the recommendations in this report comply with the Council's legal and policy requirements.

Climate Change Impact Statement

21. The CERF programme will positively respond to the climate change emergency

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

22. 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').

23. 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.

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

Social

25. The initiatives and programme of work in this report will contribute directly to the social wellbeing of people and communities by providing safe alternatives to vehicle use within Hamilton. It will help improve safety for our most vulnerable road users and enable people without access to a motor vehicle to access essential services.

Economic

26. The initiatives and programme of work in this report will contribute towards greater transport choice by improving safe options for travel by bike, scooter, walking, and public transport, all of which provide affordable alternative transport choice options.

27. Hamilton's population is growing fast and becoming denser. This will result in an increased use of the transport network. As roads get busier this can have an economic impact, with people spending more time in traffic getting around the city and greater inefficiencies in freight transport.

28. Increasing use of active modes and public transport will help towards deferring some costs of congestion in the long term. The CERF programme will help better connect people to economic opportunities by providing more cost-effective travel choices.

Environmental

29. The primary purpose of the CERF programme is to support transport modal shift from private vehicles to walking, cycling and public transport. Encouraging active and public transport will contribute to a reduction in vehicle related emissions.

Cultural

30. Council is committed to honouring the principles of Te Tirirti o Waitangi/The Treaty of Waitangi through its relationship with Kiingitanga, Waikato-Tainui, mana whenua and maataawaka within Kirikiriroa/Hamilton.

31. The approach for the development and delivery of the CERF projects is to partner and work alongside Iwi and Mana Whenua, and our wider community to reflect and recognise Hamilton Kirikiriroa is culturally diverse, and there will be different priorities, opportunities, and concerns when it comes to the projects in the CERF programme.

Risks - *Tuuraru*

32. There is a potential reputational risk to Council should CERF projects not progress and/or be delivered by 30 June 2024.

33. By not approving the project schedules in this report Council will reduce the ability to deliver on the outcome areas in Access Hamilton. This is in turn has the potential to impact on future transport funding opportunities with Waka Kotahi.

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

Significance

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

Engagement

35. As part of the delivery of the CERF programme, engagement and consultation will be undertaken with adjacent property owners and residents/businesses along with key stakeholders.

36. Given the medium level of significance determined, the engagement level is medium. Communications and engagement plans will be produced for all the projects in the CERF programmes

Attachments - *Ngaa taapirihanga*

Attachment 1 - Climate Emergency Response Fund (CERF) HCC Projects Approved by Waka Kotahi

WAKA KOTAHI NZ TRANSPORT AGENCY

CLIMATE EMERGENCY RESPONSE FUND (CERF)

HCC PROJECTS APPROVED BY WAKA KOTAHI

Project No.	Project Name
1	Bader Street/Lorne Street Cycling & Walking Connections
2	Killarney Road: SH1C Greenwood St to (WRT) cycling connections
3	Gallagher Drive and Kahikatea Drive walking and cycling improvements
4	Heaphy Terrace: Boundary Rd to Brooklyn Rd cycling improvements
5	Brooklyn Road: Pedestrian crossings and cycle facilities
6	Claudelands Park Cycling Connection
7	Bike & Scooter Parking
8	Frankton East / Lake Domain to WRT cycling connections
9	Killarney Road: Level crossing safety improvements
10	Bus shelter replacements
11	Thackeray Street in-lane bus stops and pedestrian crossing
12	Hukanui Road in-lane bus stops, cycle bypasses and pedestrian crossing
13	Bike Parklets – Grey Street, St Andrews Shops, Barton Street
14	Palmerston St/Anzac Parade/Tristram St/Clarence St: walking and cycling improvements
15	Hayes Paddock: community space, walking, cycling, public transport improvements
16	Western Rail Trail to Frankton Station: walking and cycling improvements
17	Rifle Range (Massey) to Avalon Dr (SH1C): cycling and walking improvements
18	Hall Street/Mill Street: cycling improvements
19	Riverlea Connections; Alternative cycling link
20	River Road footpath (west side)
21	Horsham Downs Road: public transport, walking and cycling improvements (in-lane bus stops)
22	Lake Road/Commerce Street Roundabout: walking and public transport improvements
23	Rotokauri Road/Baverstock Road: public transport and walking improvements.
24	Hyde Avenue: Public transport and walking improvements
25	Pembroke Street: in-lane bus stops and pedestrian crossings
26	Killarney Road - Queens Avenue to WRT: Walking and cycling improvements
27	Anglesea St (south): in-lane bus stop and walking improvements
28	Claudelands East/Brooklyn Road: Level crossings safety improvements

Pre-implementation Project (Schedule ONE)

1.0 PROJECT OVERVIEW

Project name

Hamilton Public Transport Programme

Proposal ID number

HCC010-1A

Project status

Pre-implementation

Schedule status

Initial

2.0 PROJECT DESCRIPTION

This programme of works is to improve the level of service and accessibility to various bus stops/shelters by upgrading facilities in and around PT infrastructure.

It consists of the following projects:

1. Bus Shelter Replacement Programme

HCC has a programme to upgrade and install new shelters in high priority sites. However, due to funding limitations there are many locations with old shelters which require replacing to improve user experience and safety.

This will support the NLTP bus shelter programme.

Interventions include:

- Replace existing bus shelters with new standard of shelter
- Install bespoke green roof and solar panel shelters in some locations

In scope

Items identified in scope are:

- Upgrade bus stops and shelters

- Localised kerb build outs and footpath upgrades where required

Appendix A provides further details on the programme.

Out of scope

Items Identified out of scope are:

- New cycle facilities
- New formalised crossings with raise safety platforms

Outputs

The implementation of:

- Priority list of sites identifying a finalised list with associated costs to be taken to procurement
- New shelters, size based on site limitations
- Localised improvements such as accessible kerbs and tactile paving

2. Hukanui Road Bus Stops

The Rototuna Rocket is a future proposed high-frequency route that will largely follow the alignment of the existing Route 16 – Rototuna to Hamilton CBD. As part of that route, the bus stops on Hukanui Road (north of Wairere Drive) will be upgraded and relocated.

A new crossing will be implemented for accessibility, overall improving connections to local communities and existing walking and cycling facilities.

In addition, this compliments the Wairere Drive / Hukanui Road roundabout LCLR Road to Zero project.

Appendix B provides more information including design details.

In scope

Items identified in scope are:

- Relocate and upgrade bus stops on Hukanui Road
- New shelters
- Localised kerb build outs and footpath upgrades
- New signalised raised crossing

Out of scope

Item identified out of scope are:

- Cycle lanes along full length of Hukanui Road

Outputs

The implementation of:

- Two new in-lane bus stops, with accessible kerbs, tactiles, and bus shelter upgrades
- One new raised signalised crossing
- Bus stop bypass for on-road cyclists

3. Thackeray Street Bus Stops

To improve the level of service for the Comet route, existing bus stops will be upgraded, and a new crossing implemented for accessibility. Overall, this will improve connections to the nearby medical clinics and amenities, as well as connecting to the Tristram / Collingwood Street project.

In scope

Items identified in scope are:

- Upgrade bus stops and shelters on Thackeray Street
- Cycle bypasses and improve connections to shared paths on Tristram Street and Anglesea Street intersection.
- Localised kerb build outs and footpath upgrades for in-lane bus stops
- Raised zebra crossing

Out of scope

Item Identified out of scope are:

- Improvements to Anglesea/Thackeray Street
- Improvements to Tristram/Thackeray Street

Outputs

The implementation of:

- 115m (on each side) of protected bi-directional cycleway on Thackeray Street
- Two new in-lane bus stops, with a cycle bypass, accessible kerbs and upgrade shelters based on condition
- One new raised zebra crossing

Appendix C provides more information including design details.

3.0 PURPOSE OF FUNDING

The Recipient will use the funding to deliver a Project Plan, a Communications and Engagement Plan and a Monitoring and Evaluation Plan.

The Project Plan will contain the following:

	Content
1	Project description
2	Context and objectives
3	In scope
4	Not in scope
5	Benefits that will be provided
6	Outputs
7	Design details
8	Key assumptions and risks
9	Methodology including procurement details and how Waka Kotahi will be engaged for any work on the state highway network
10	Governance
11	Resource plan, including any resources needed from Waka Kotahi
12	Timeline with milestones
13	Budget 1. Project management 2. Communications and engagement 3. Monitoring and evaluation 4. Implementation (TTM, construction, adaptation/maintenance costs before June 2024) 5. Contingency 6. Local share contribution
14	Links to other work

4.0 CONTEXT AND OBJECTIVES

These Transport Choices projects closely align with several Hamilton City Council (HCC) long terms plans and strategies, including:

- Biking and Micro Mobility Programme Single Stage Business Case
- Access Hamilton
- Urban Growth Strategy
- Hamilton City Council Vision Zero

This project also aligns with:

- The Waikato Plan
- Waikato Regional Councils' transport Strategy
- Waikato Regional Public Transport Plan
- Waikato Metro Spatial Plan Transport Programme Business Case
- The Waikato Wellbeing Project

5.0 KEY ASSUMPTIONS AND RISKS

Risks to the delivery of these projects have been identified and considered. These are relevant across all projects. As each project progresses, specific risks will be identified and report through the monthly reports.

The identified risks have been run through a formal programme-wide risk register, which has been summarised in the table below.

WAKA KOTAHI
NZ TRANSPORT AGENCY

Project Name	Hamilton City Council CERF programme
Date of last update	1/02/2023
Current Owner	Hamilton City Council Urban Mobility team

See "Info Sheet" tab for Scoring Matrix and Checklist for each update

DRAFT

			Initial Risk assessment, as if controls didn't exist (Unmitigated)						Current risk assessment, taking account of controls (Residual)			
Risk ID	Risk title	Risk event	Consequence category(s)	Likelihood	Consequence	Risk factor	Mitigation Action Required	Owner	Progress	Likelihood	Consequence	Risk factor
		Description of risk event (preceded by 'Risk of...' or 'Risk that...')	May be more than one. Select from drop-down list	1 to 5 (See Info Sheet 5 is high)	1 to 5 (See Info Sheet 5 is high)	Red - Critical Yellow - high Green - Medium Blue - Low	List all actions to be taken which will: - reduce the likelihood of the event occurring; or - reduce the potential consequence if it does	Activity Manager/ Infrastructure Planning/PMO	To be updated regularly	1 to 5 (See Info Sheet 5 is high)	1 to 5 (See Info Sheet 5 is high)	Red - Critical Yellow - high Green - Medium Blue - Low
1	Procurement Delays	Delay in appointment of consultancy services	Achievement of strategic outcomes	4	4		Agreed procurement approach in place with associated timeframes delivered	PMO office		2	4	
2	Internal Resources	Resources / project Team not in place to deliver programme	Organisational capability and capacity	4	4		Identify required resources early in project, and confirm with various people / team leaders the availbility of required resources.	Honor Young		2	4	
3	Quality of Schemes / designs	Lack of Quality of the schemes. All designs and schemes need to meeting Waka Kotahi Standards	Achievement of strategic outcomes	2	3		Regular project meetings between HCC/ Consultant, and HCC/ Waka Kotahi	PM Team		2	2	
4	Budget Overun	Actual cost of the project exceeds the budget that was approved in the CERF application	Financial	4	4		Project team to ensure that cost are kept within the approved budget. If budget is to be exceeded, formal approval by WK is required	Martin Parkes		3	3	
5	Stakeholder Engagements	Consultation content poor leading to increased opposition and diminished reputation with stakeholders	Reputational	4	4		All communications to be agreed by Comms team and Engagement Advisors	Project Team Comms Team		3	4	
		Not all stakeholders have been identified or engaged with - leading to increased opposition and diminished reputation with stakeholders	Service Delivery to community	4	4		All stakeholder engagement to be agreed by Comms Team, Engagement Advisors and Project Manager	Comms Team		3	4	
6	Community dissatisfaction	Lack of Local Community support for delivery of cycle project e.g. type of facility vs loss of parking	Reputational	3	4		Set up a Engagement strategy, for this project, including risks and mitigations, that will enable council to provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions and feel part of the decision making process	Project Team Comms Team		3	4	
7	Iwi Engagement	Lack of support from local Iwi on project can impair relationship with Tangata Whenua (for this project but also HCC as a whole)	Reputational	3	4		Early engagement with local Iwi on proposed programme and projects prior to commencing formal consultation. Hui with Iwi	Project Team Comms Team		2	3	

WAKA KOTAHI
NZ TRANSPORT AGENCY

			Initial Risk assessment, as if controls didn't exist (Unmitigated)						Current risk assessment, taking account of controls (Residual)			
Risk ID	Risk title	Risk event	Consequence category(s)	Likelihood	Consequence	Risk factor	Mitigation Action Required	Owner	Progress	Likelihood	Consequence	Risk factor
		Description of risk event (preceded by 'Risk of...' or 'Risk that...')	May be more than one. Select from drop-down list	1 to 5 (See Info Sheet 5 is high)	1 to 5 (See Info Sheet 5 is high)	Red - Critical Yellow - High Green - Medium Blue - Low	List all actions to be taken which will: - reduce the likelihood of the event occurring; or - reduce the potential consequence if it does	Activity Manager/ Infrastructure Planning/PMO	To be updated regularly	1 to 5 (See Info Sheet 5 is high)	1 to 5 (See Info Sheet 5 is high)	Red - Critical Yellow - High Green - Medium Blue - Low
8	Delivery of Programme	Consultants not being able to deliver in time	Service Delivery to community	2	2		Regular project meetings to discuss progress and any posible risks and mitigations	Project Team		2	2	
9	Design	General lack of design quality Preliminary design risks or fundamental design flaws not adequately identified. This can result in redesign work and project delays.	Reputational	3	3		1. Consultant quality assurance plan 2. Consultant designer quality assurance risk check sheet 3. Independent design quality check by senior roading engineer 4. Final review and approval of construction drawings by relevant project lead 5. Safety of design assessment and safety audit	Project Team		2	3	
		Project design objectives and benefits diluted during the detail design process	Achievement of strategic outcomes	3	4		1. Project Team to be familiar with CERF requirements and the design objectives to ensure objectives and benefits are being met. 2. Having quality check points (Hold Points) during design 2. Final review and approval of construction drawings by project owner.	Project Team		2	3	
10	Other Projects in Area	Lack of coridination between various projects in the same area, could result in clash between projects and cause project delays	Service Delivery to community	3	2		Internal and external consultation during scheme assessment and detail design phases to identify risks and opportunities.	Project Team		2	1	
11	Approval From Waka Kotahi	Delay in getting approval from WK in terms of cost and deliverables will impact delivery time of the project	Achievement of strategic outcomes	2	4		Agree timeframes and provide adequate time within the programme of deliverables. Regular reprting to Waka Kotahi to manage progress. Sufficient programming and planning to enable Waka Kotahi to meet delivery timeframes. Regular meetings with Waka Kotahi	Martin Parkes		2	3	
12	Managing Project Scope	possible scope creep as designs are delevoped.	Financial	2	3		Agree scope upfront and project team to keep to agreed scope	Project team		1	2	
13						#N/A						#N/A

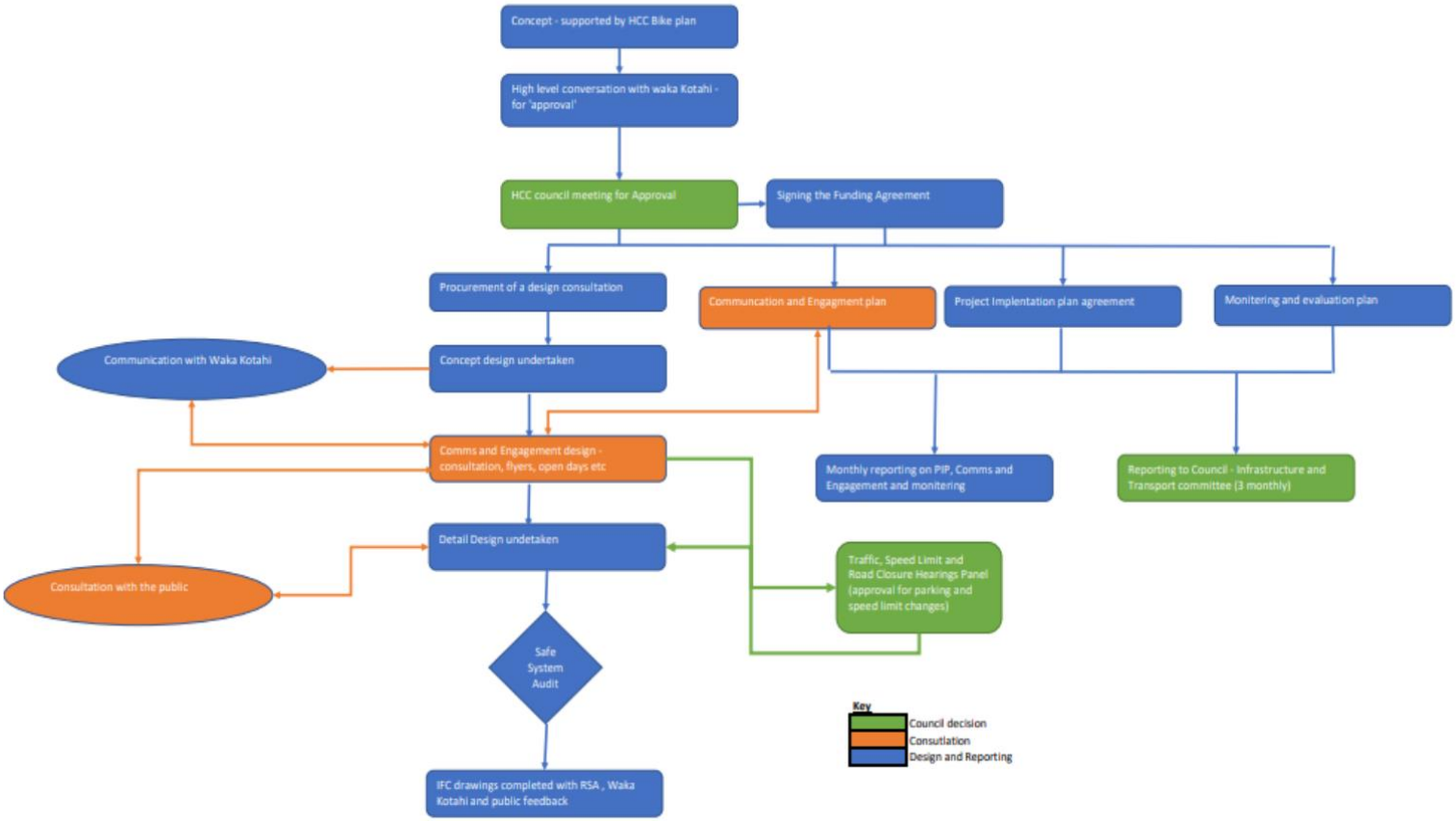
6.0 METHODOLOGY

This design work for these projects has been awarded to one of the consultants within the Hamilton City Councils professional service panel.

Early conversation with Waka Kotahi will take place to ensure they are aware of proposed improvements within their network.

The following diagram illustrates the methodology that will be followed to deliver these projects, including the various workstreams and key decision points.

WAKA KOTAHI
NZ TRANSPORT AGENCY



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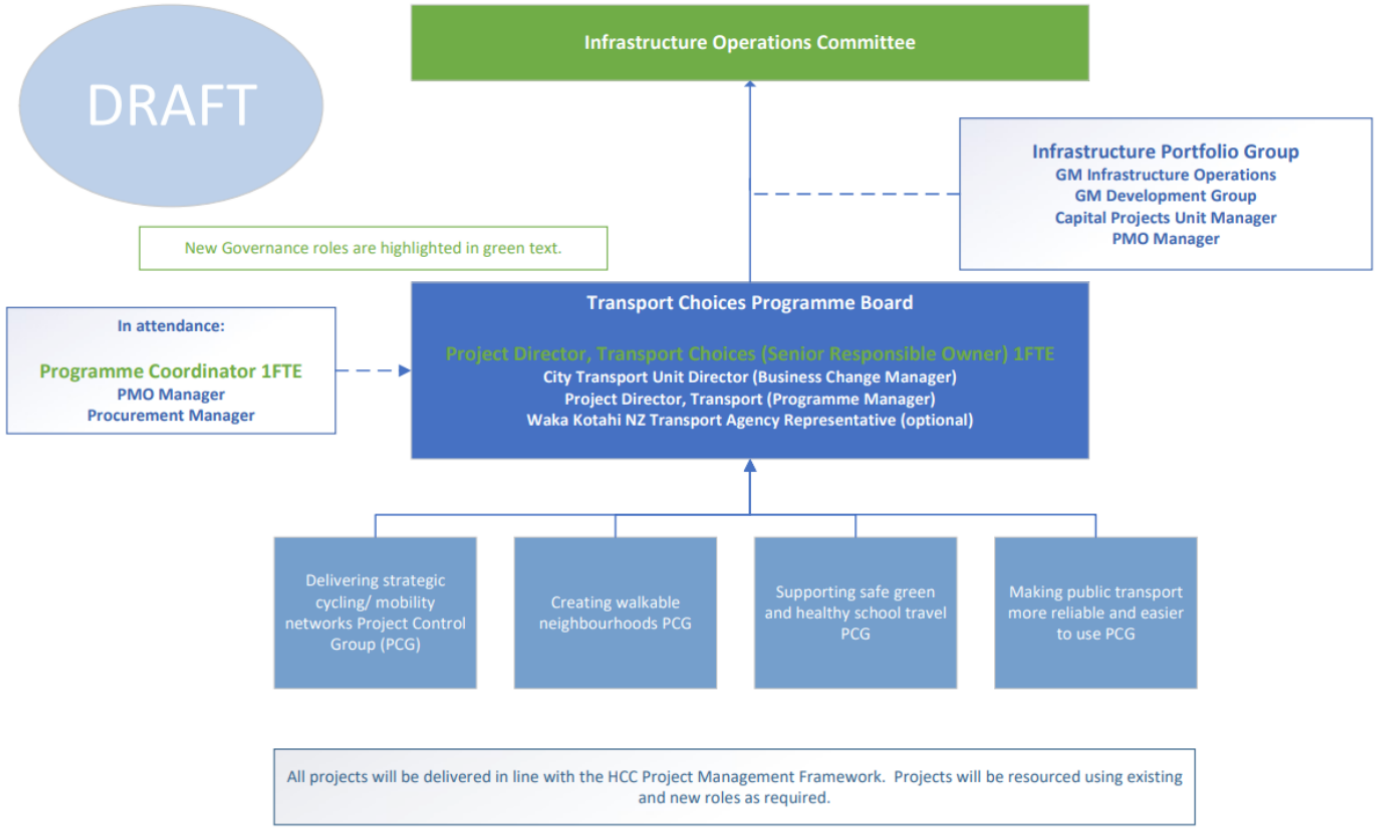
WAKA KOTAHI NZ TRANSPORT AGENCY

7.0 GOVERNANCE

The following structure chart sets out the governance arrangements for the Transport Choices projects.



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8.0 RESOURCE PLAN

This section details the resource plans for the three projects. All project management, communications and Procurement will be undertaken in-house, with support from external parties where required.

1. Bus Shelter Replacement Programme

Team Members	Time allocated	Estimated cost ($)
Project lead (Council staff)	30	$2,400.00
Communication lead (Council staff)	20	$1,600.00
Engagement lead (Council staff)	20	$1,600.00
Community champion (Council staff and/or Elected Member)	5	$400.00
Design lead (Council staff)	50	$4,000.00
Technical specialist (transport) (Council staff)	20	$1,600.00
Monitoring and evaluation lead (Council staff)	10	$800.00
Activities and events coordinator	0	$0
approved consultant – specialist technical advice	0	$0
Additional resource request – Collaboration with Waka Kotahi	0	$0
Total:	**155**	**$12,400.00**

2. Hukanui Road Bus Stops

Team Members	Time allocated (hours)	Estimated cost ($)
Project lead (Council staff)	20	$1,600.00
Communication lead (Council staff)	40	$3,200.00
Engagement lead (Council staff)	40	$3,200.00
Community champion (Council staff and/or Elected Member)	10	$800.00
Design lead (Council staff)	20	$1,600.00

Technical specialist (transport) (Council staff)	20	$1,600.00
Monitoring and evaluation lead (Council staff)	10	$800.00
Activities and events coordinator	5	$400.00
approved consultant – specialist technical advice	200	$40,000.00
Additional resource request – Collaboration with Waka Kotahi	0	$-
Total:	**365**	**$53,200.00**

3. Thackeray Street Bus Stops

Team Members	Time allocated (hours)	Estimated cost ($)
Project lead (Council staff)	20	$1,600.00
Communication lead (Council staff)	40	$3,200.00
Engagement lead (Council staff)	40	$3,200.00
Community champion (Council staff and/or Elected Member)	10	$800.00
Design lead (Council staff)	20	$1,600.00
Technical specialist (transport) (Council staff)	20	$1,600.00
Monitoring and evaluation lead (Council staff)	10	$800.00
Activities and events coordinator	5	$400.00
Approved consultant – specialist technical advice	200	$40,000.00
Additional resource request – Collaboration with Waka Kotahi	0	$-
Total:	365	$53,200.00

9.0 TIMELINE/KEY MILESTONES

This section details the timeline and key milestones for the PT elements of HCC's Transport Choices projects.

Deliverables	Bus Shelter Replacement	Hukanui Road	Thackeray Street

Proposed approach presented to Waka Kotahi	Complete	Complete	Complete
Initial draft Project Plan	10 March2023	7 March2023	10 March2023
Final Project Plan	17 March 2023	17 March 2023	17 March 2023
Communication and Engagement Plan	17 March 2023	17 March 2023	17 March 2023
Monitoring and Evaluation Plan	17 March 2023	17 March 2023	17 March 2023

1. Bus Shelter Replacement Programme

Milestones	Completed by
Concept	Complete
Preferred list	February 2023
Confirmed final list	April 2023
Pre-construction Handover	Late 2023
Implementation	Early - Mid 2024

2. Hukanui Road Bus Stops

Milestones	Completed by
Concept	Complete
Consultation	April 2023
Prelim Design	Mid 2023
Detailed Design	Mid-Late 2023
Pre-construction Handover	Late 2023
Implementation	Early - Mid 2024

3. Thackeray Street Bus Stops

Milestones	Completed by
Concept	Complete
Consultation	April 2023

Prelim Design	Mid 2023
Detailed Design	Mid-Late 2023
Pre-construction Handover	Late 2023
Implementation	Early - Mid 2024

10.0 FUNDING

The following tables provide a breakdown of the funding required for pre-implementation activities across the three projects, and also the overall cost for the three projects.

Funding Breakdown

Schedule Item	Bus Shelters	Hukanui Road	Thackeray Street
Design	$48,400.00	$73,500.00	$58,800.00
Comms and Engagement	$12,100.00	$31,500.00	$25,200.00
Monitor and Evaluation	$12,100.00	$10,500.00	$8,400.00
Statutory Process/consents/Approvals	$24,200.00	$5,250.00	$4,200.00
Project Plan	$12,100.00	$10,500.00	$8,400.00
Project Management	$24,200.00	$21,000.00	$16,800.00
Project cost - pre-implementation	$133,100.00	$157,500.00	$126,000.00
Contingency	$19,965.00	$23,625.00	$18,900.00
Total Project cost - pre-implementation	**$153,065.00**	**$181,125.00**	**$144,900.00**
Local Share	$15,306.50	$18,112.50	$14,490.00
Total funding amount payable by waka Kotahi - pre-implementation	**$137,758.50**	**$163,012.50**	**$130,410.00**

Overall costs

Schedule Item	Bus Shelters	Hukanui Road	Thackeray Street
Pre-implementation	$137,758.50	$181,125.00	$144,900.00
Construction (inclusive of TTM, Maintenance cost before June 2024)	$1,210,000.00	$886,987.50	$709,590.00

Total Cost	**$121,000.00**	**$1,050,000.00**	**$840,000.00**
Local Share	$1,089,000.00	$105,000.00	$84,000.00
Total funding amount payable by WK	**$1,210,000.00**	**$945,000.00**	**$756,000.00**

11.0 LINKS TO OTHER WORK

The projects contained within this schedule link to a number of other projects and programmes, forming a wider package of measures planned across the city to increase travel choice and reduce car dependency. These include:

- Public Transport Studies – Comet, Meteor, and Rototuna Rocket, and associated upgrades and service improvements
- Waikato Regional Council plans/changes to bus routes
- School Link – Hukanui Road south of Wairere Drive
- LCLR Road to zero safety improvement project at Warere Drive/Hukanui roundabout
- Improvements at Thackeray / Tristram Street

12.0 EXECUTION

Signed for and on behalf of **The New Zealand Transport Agency (Waka Kotahi)** by an authorised signatory:	Signed for and on behalf of **Insert Council Name (Recipient)** by an authorised signatory**:**
_____	_____
Name: _____	Name: _____
Date: _____	Date: _____

Appendix A – Bus shelter replacement programme

Overview

To upgrade and install new shelters at bus stop sites across the city, the additional funding enables HCC to upgrade sites with old shelters which require replacing to improve user experience and safety. A city-wide bus stop condition audit has been completed and prioritised based on existing condition, alignment with other projects, and patron uptake.

There is an opportunity to install sustainable infrastructure using planted roofs and solar panels.

Areas where vandalism has been observed, HCC and WRC will be working together to provide graphic designs which can be displayed on graffiti wrap.

The improvements include, but not limited to, the following:

- Replace existing shelters or install new
- Accessible kerbs and tactile paving
- Upgrade signage
- Localised footpath improvements
- Select locations with green roof and/or solar panels

Design Details

The design will comprise the following details:

Bus Stops

- The bus stops will be designed in-lane, there it is expected these bus stops will not be timing points
- Accessible kerbs and tactile paving
- Upgrade signs and install road markings

The design will be in accordance with the following national and international best practice documentation:

- Waka Kotahi Pedestrian Network Guidance (NZ)
- Waka Kotahi Public Transport Design Guidance (NZ)

The WLASS Regional Infrastructure technical Specification will be used where required.

All traffic changes will be compliant with the TCD manual.

WAKA KOTAHI
NZ TRANSPORT AGENCY

Appendix B – Hukanui Road bus stops

This project has been identified as a key improvement for efficiency and reliability of the Rototua Rocket bus service.

The project will provide a safe and accessible link, containing the following improvements:

In-lane bus stop on Hukanui Road, in new locations

It will provide a bus stop bypass for people on bikes, and future cycle connections from Wairere Drive to Thomas Road. A new raised signalised crossing behind the bus stop will be installed too.

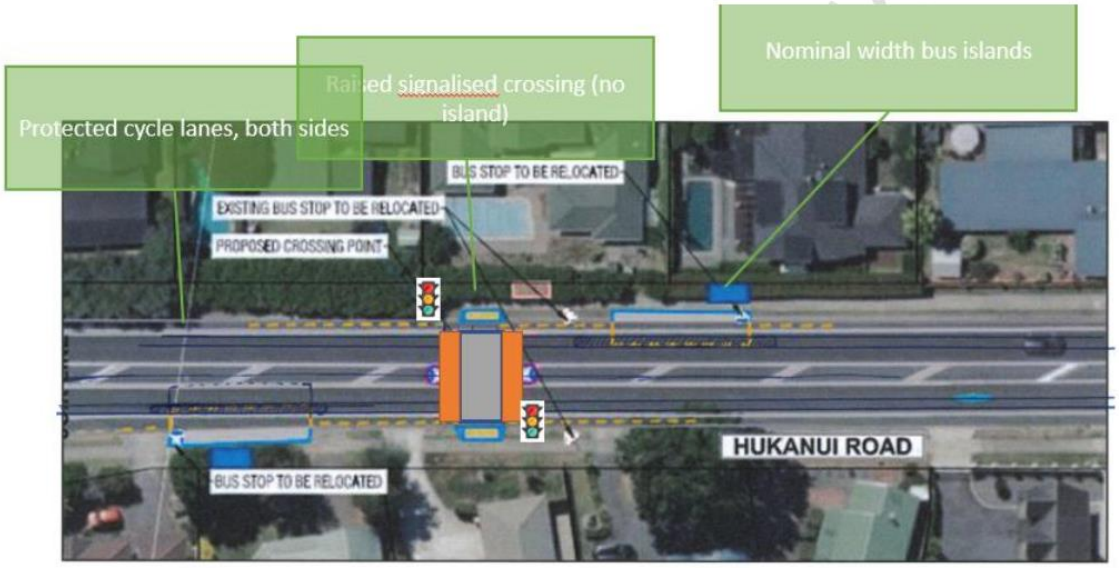


Figure1: Hukanui Road, proposed bus stops, cycle lanes and signalised crossing

This improvement will increase bus reliability and provide transport options for residents to use the bus service. This project was identified as the *Rototuna Rocket* bus route and is key for providing links from the north, through to the city centre.

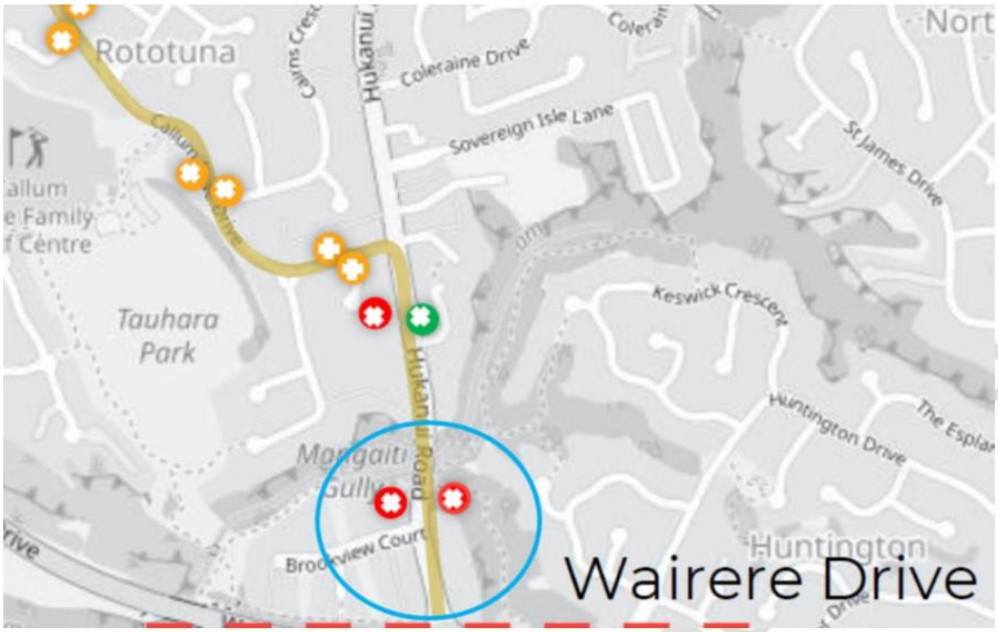


Figure 2: Rototuna Rocket bus route, with the Hukanui Road bus stops circled in blue

By investing in this proposal, we will see a reduction in the reliance on private vehicle use, and support people to walk, cycle and use public transport.

Design Details

The design includes the following details:

- New kerb buildout and ramps for a cycletrack bypassing the pus platform. Separated from pedestrians with a wide dish channel.
- In—lane bus stop design with accessible bus platforms
- New road markings as relevant guidance
- Bus shelter upgrades and/or new shelter
- Raised safety platform (RSP) with ramp gradients suitable for bus routes and passenger comfort
- New signalised crossing on the RSP
- Lighting assessment and upgrades based on the outcome of the assessment
- Locailised footpath improvements

The design will comply with the following national and international best practice documentation:

- Waka Kotahi Cycle Network Guide (NZ)
- Waka Kotahi Pedestrian Network Guidance (NZ)
- DoT Cycle Infrastructure Design Guidance – Local Transport Note 1/20 – July 2020 (UK)
- CROW Manual (Netherlands)

The WLASS Regional Infrastructure technical Specification will be used where required.

All traffic changes will be compliant with the TCD manual

WAKA KOTAHI NZ TRANSPORT AGENCY

Appendix C – Thackeray Street bus stops

This site was identified in the Comet Corridor Study requiring upgrades and a pedestrian connection between bus stops. It also connects to the Tristram / Collingwood roundabout project and cycle connection to the city centre. The project will provide safe and accessible connections for both pedestrians and people on bikes. The improvements comprise of the following:

- In-lane bus stops on Thackeray Street
- Installing mid-block cycle facilities and approach to the Anglesea Street intersection, with light separation where possible
- Cycle bypasses at the bus stops
- A new mid-block raised zebra crossing
- Relocating the timing point to an extended bus stop on Anglesea Street

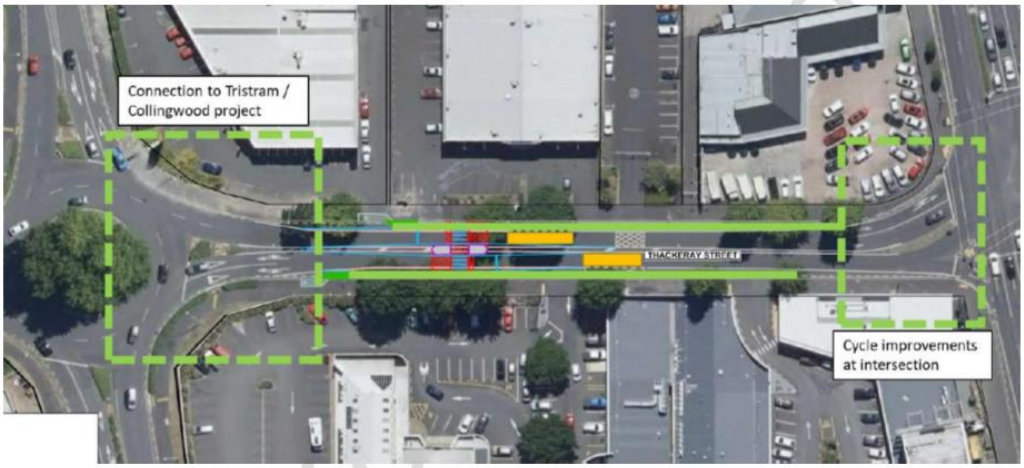


Figure 3: Lorne and Bader Street connections to the Waikato Hospital

In addition, this improvement will increase bus reliability and provide a comfortable and convenient place for commuters to use the bus.

This project was identified, as the *Comet* bus route is key bus route within Hamilton, and provides links from the south, through to the CBD and up to Te Rapa

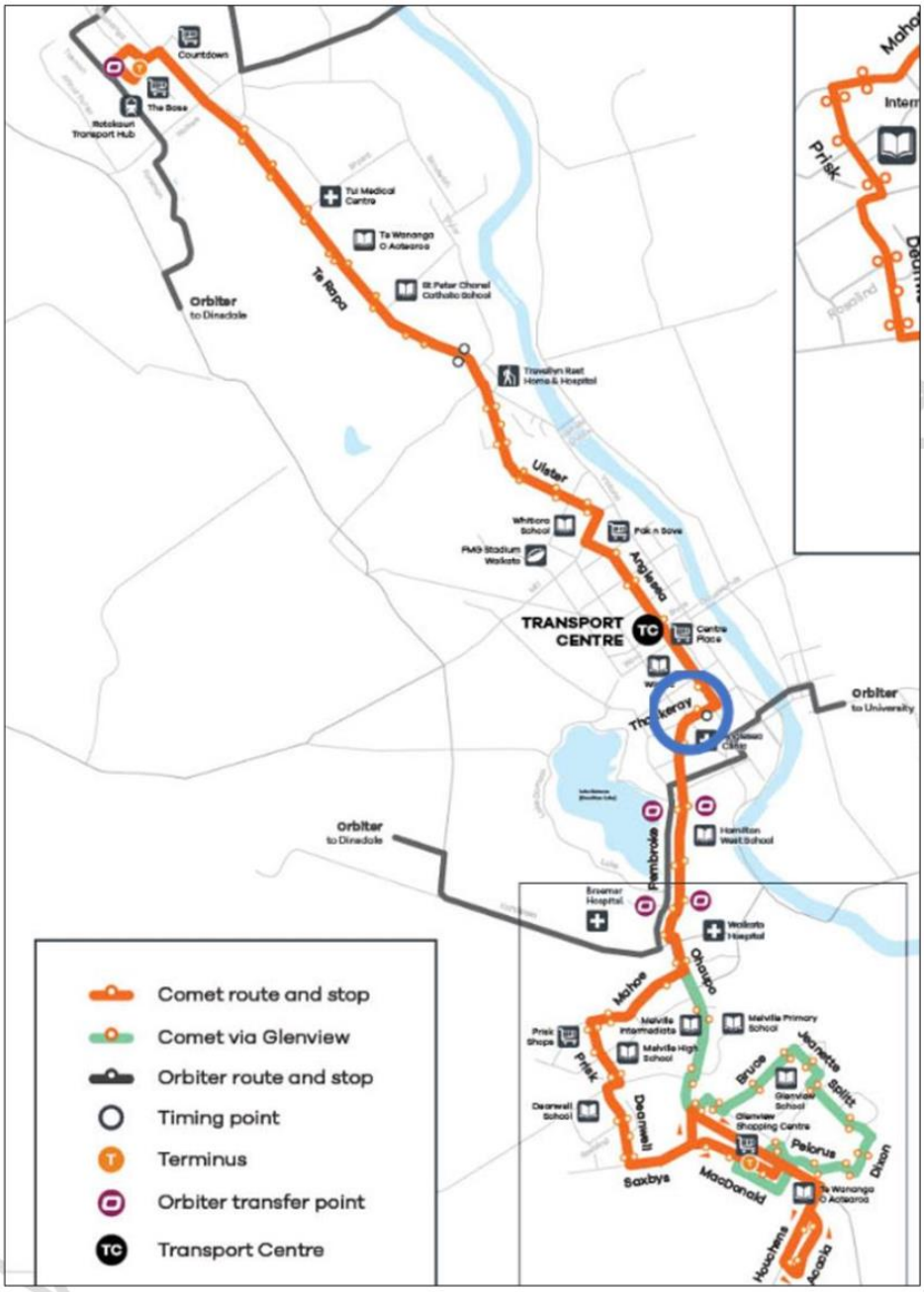


Figure 4: Comet bus route, with the Thackeray Street bus stops circled in blue

By investing in this proposal, we will see a reduction in the reliance on private vehicle use, and support people to walk, cycle and use public transport.

Design Details

The design will comprise the following details:

Bus Stops

- The bus stops will be designed in-lane, there it is expected these bus stops will not be timing points
- Accessible kerbs and tactile paving
- Upgrade signs and install road markings

Cycle Facilities

- Transition from shared path at Tristram Street roundabout to on-road unidirectional cycle lanes.
- Light separation between the cycle lane and traffic where possible
- Raised cycle track behind the bus stops (cycle bypass) to mitigate conflict point with buses and separated from pedestrians, on the footpath by a dish channel.

Pedestrian Facilities

- Raised zebra crossing to provide a safe connection for pedestrians between bus stops and accessing nearby by amenities.
- The raised safety platforms will be designed to ensure ramps are acceptable gradients for a bus route.

The design will be in accordance with the following national and international best practice documentation:

- Waka Kotahi Cycle Network Guide (NZ)
- Waka Kotahi Pedestrian Network Guidance (NZ)
- Waka Kotahi Public Transport Design Guidance (NZ)
- DoT Cycle Infrastructure Design Guidance – Local Transport Note 1/20 – July 2020 (UK)
- CROW Manual (Netherlands)

The WLASS Regional Infrastructure technical Specification will be used where required.

All traffic changes will be compliant with the TCD manual

Implementation Project-Schedule TWO

1. PROJECT OVERVIEW

Project name

Hamilton City Council Public Transport Programme

Proposal ID number

From Transport Choices Project Tracker

Project status

Implementation

Schedule status

Final

2. PROJECT DESCRIPTION

This programme of working is to improve the level of service and accessibility across Hamilton Public Transport network.

It consists of the following projects:

Anglesea Street (south) Bus Stop Improvement

The bus stop is located on Anglesea Street (south) adjacent to a two-lane approach to the Anglesea Street and Anzac Parade roundabout, opposite Countdown supermarket. During peak hours the Orbiter bus service is unable to service this stop as drivers find it difficult to merge back into the correct lane to head eastbound on Anzac Parade, resulting in delays.

This project will move the bus stop in-lane to enable drivers to stop and proceed with traffic, without delays, improving the reliability and efficiency of this service. Improvements include:

- Extend central island approach to prevent overtaking
- Kerb buildout and accessible kerbs
- Footpath and adjacent vehicle crossing upgrades
- Relocate bus shelter
- New low planting to control surface runoff on the footpath

Appendix A provides design details

Horsham Downs Bus Stops

The Rototuna bus service currently travels through and stops in the Rototuna Shopping Centre. This creates several safety issues, as well, reducing the efficiency and reliability of the service.

To overcome these issues, new stops on Horsham Downs Road adjacent to the Shopping Centre are proposed. This links to the recent NLTP project for walking and cycling safety improvements at the Horsham Downs Road/Thomas Road roundabout. The proposals are supported by Waikato Regional Council and is aligned with their long-term network planning.

Interventions include:

- Bus stops and shelters on Horsham Downs Road
- New signalised crossing on a raised safety platform between bus stops
- Bus stop bypasses for people on bikes
- Extend shared path to connect to the Horsham Downs Road/Thomas Road roundabout project
- Vehicle access treatments to improve safety for pedestrians, cyclists and other active modes

Appendix B provides design details

Hyde Avenue Road Bus Stop and Accessibility

To improve accessibility and level of service for users for the Meteor Route, the bus stops outside Grandview Shopping Centre will be upgraded, as well as safe crossing points and traffic calming measures.

This will link to the 30 km/h speed limit and pedestrian crossing NLTP low cost low risk projects.

Interventions include:

- accessible kerbs for in-lane bus stops
- Raised zebra crossing near the bus stops and Rodney Street side road
- Kerb build outs to shorten crossing distances and slow turning vehicles

Appendix C provides design details

Lake Road/Commerce Street Roundabout

Bus service reliability for the Meteor route will be improved by upgrading the Commerce Street/Lake Road from a give way controlled intersection to a mini roundabout.

The site is in Frankton Village and will provide safe and accessible by connecting to local shops and reducing traffic speeds.
This project also supports walking and bus use associated with new residential developments in Frankton Village.

Interventions include:

- Install new bus stops on Lake Road
- New mini roundabout
- Four new Raised zebra crossings on all arms of the roundabout
- Kerb build out and raised zebra crossing on Rawhiti Street and Lake Road intersection

Appendix D provides design details

Pembroke Street bus stops

To improve the level of service for the Comet bus route, existing bus stops will be upgraded and relocated along Pembroke Street. New crossings will also be implemented for accessibility, overall improving connections to the nearby YMCA, supermarket, businesses, and other amenities.

Interventions include:

- Relocate and upgrade bus stops and shelters on Pembroke Street
- Bus stop bypasses to re-route cyclists off the road to allow them to avoid interactions with buses
- Localised kerb build outs and footpath upgrades
- Two new Raised signalised crossings, located within proximity of the new bus stops

Appendix E provides design details

Rotokauri Road / Baverstock Road Bus Stop and Accessibility

Improving the level of service for the Meteor route by installing new bus stops and upgrading existing ones on Rotokauri Road and Baverstock Road.

In addition, improving safety and accessibility with new crossings and intersection improvements.

Interventions include:

- Relocate and upgrade existing bus stops on Rotokauri Road
- New bus stops on Baverstock road
- Remove left slip lane and reduce kerb radii at Baverstock / Rotokauri intersection
- Vegetation cut back to improve visibility
- Install new crossings between bus stops and near the intersection on raised safety platforms
- Construct new shared path on the west side of Rotokauri Road connecting to Baverstock Road, widening existing footpath to connect to existing shared path on east side of Rotokauri Road

Appendix F provides design details

3. PURPOSE OF FUNDING

- The Recipient will use the funding to deliver:
- a detailed list of specific deliverables
- a Communications and Engagement Plan
- a Monitoring and Evaluation Plan

WAKA KOTAHI NZ TRANSPORT AGENCY

4. TIMELINE/KEY MILESTONES

Milestones/Deliverable	Completed by					
	Anglesea Street (south) Bus Stop Improvement	Horsham Downs Bus Stops	Hyde Avenue Road Bus Stop and Accessibility	Lake Road/Commerce Street Roundabout	Pembroke Street bus stops	Rotokauri Road / Baverstock Road Bus Stop and Accessibility
Concept	Complete	Complete	Complete	Complete	Complete	Complete
Consultation	Complete	March 2023	March 2023	Complete	Complete	March 2023
Preliminary Design	Complete	Complete	April 2023	Complete	Complete	April 2023
Detailed Design	March 2023	7 March 2023	June 2023	April 2023	April 2023	June 2023
Hamilton City Council Meeting	7 March 2023	17 March 2023	7 March 2023	7 March 2023	7 March 2023	7 March 2023
Communication and Engagement Plan submitted to Waka Kotahi	17 March 2023	17 March 2023	17 March 2023	17 March 2023	17 March 2023	17 March 2023
Monitoring and Evaluation plan submitted to Waka Kotahi	17 March 2023	17 March 2023	17 March 2023	17 March 2023	17 March 2023	17 March 2023
Identification of any resource support required from Waka Kotahi	17 March 2023	April 2023	17 March 2023	17 March 2023	17 March 2023	17 March 2023
Regulatory committee meeting	June/July 2023	June/July 2023	June/July 2023	June/July 2023	June/July 2023	June/July 2023
Implementation of Monitoring and Evaluation plan	April 2023-April 2024	April 2023-April 2024	April 2023-April 2024	April 2023-April 2024	April 2023-April 2024	April 2023-April 2024
Construction Commenced	August 2023	September 2023	January 2024	Early 2024	November 2023	January 2024
Construction complete	November 2023	October 2023	March 2024	March 2024	December 2023	March 2024
Asset in Operation	December 2023	December 2023	April 2024	April 2024	January 2024	March 2024

5. FUNDING

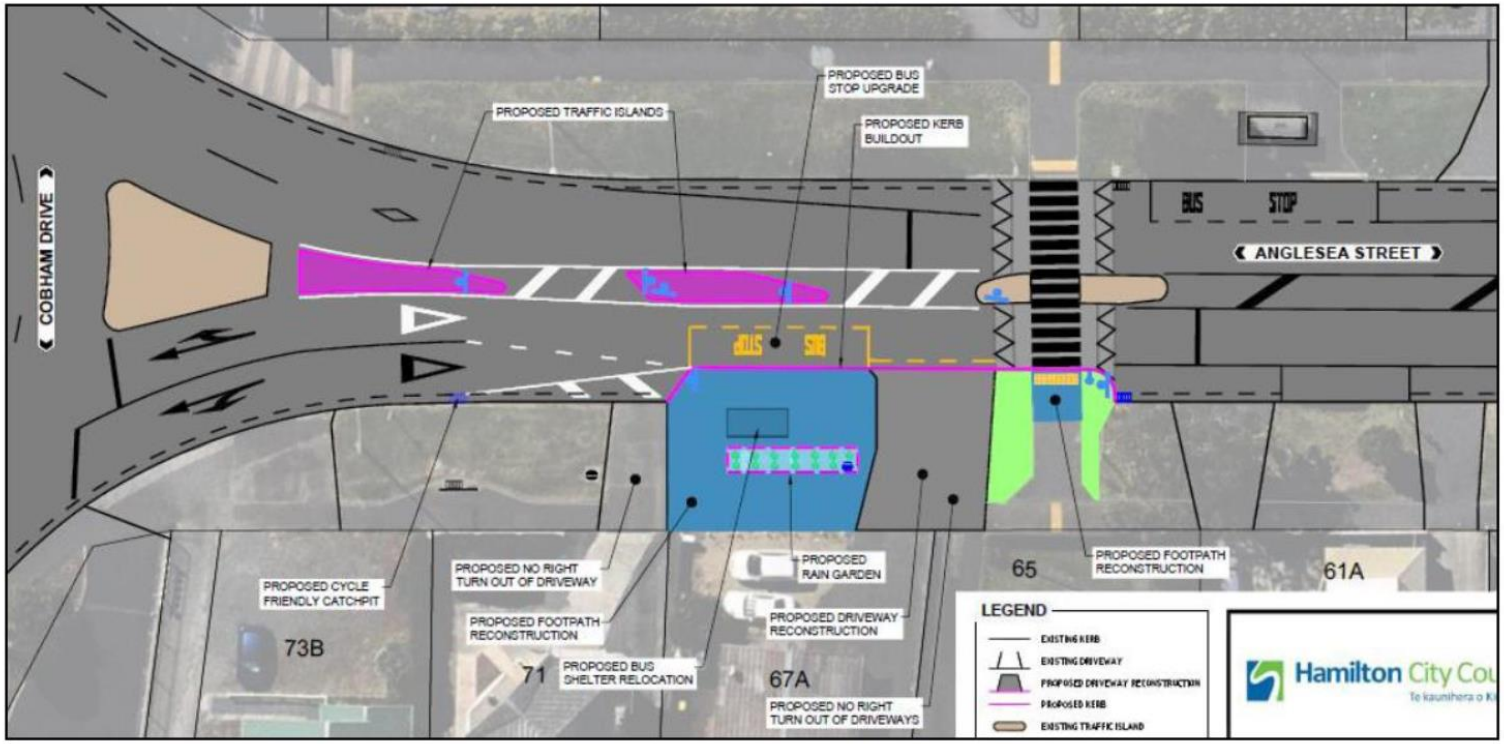
Schedule item	Cost (exclusive of GST)					
	Anglesea Street (south) Bus Stop Improvement	Horsham Downs Bus Stops	Hyde Avenue Road Bus Stop and Accessibility	Lake Road/Commerce Street Roundabout	Pembroke Street bus stops	Rotokauri Road / Baverstock Road Bus Stop and Accessibility
Project management	$17,000.00	$55,250.00	$22,525.00	$43,775.00	$44,625.00	$43,775.00
Communications and engagement	$6,800.00	$22,100.00	$9,010.00	$17,510.00	$17,850.00	$17,510.00
Monitoring and evaluation	$6,800.00	$22,100.00	$9,010.00	$17,510.00	$17,850.00	$17,510.00
Implementation (TTM, construction, adaptation/maintenance costs required before June 2024)	$309,400.00	$1,005,550.00	$409,955.00	$796,705.00	$812,175.00	$796,705.00
project cost - implementation	$340,000.00	$1,105,000.00	$450,500.00	$875,500.00	$892,500.00	$875,500.00
Contingency	$60,000.00	$195,000.00	$79,500.00	$154,500.00	$157,500.00	$154,500.00
Total project cost - implementation	**$400,000.00**	**$1,300,000.00**	**$530,000.00**	**$1,030,000.00**	**$1,050,000.00**	**$1,030,000.00**
Local share contribution	$40,000.00	$130,000.00	$106,000.00	$206,000.00	$210,000.00	$206,000.00
Total funding amount payable by Waka Kotahi - implementation	**$360,000.00**	**$1,170,000.00**	**$424,000.00**	**$824,000.00**	**$840,000.00**	**$824,000.00**

6. EXECUTION

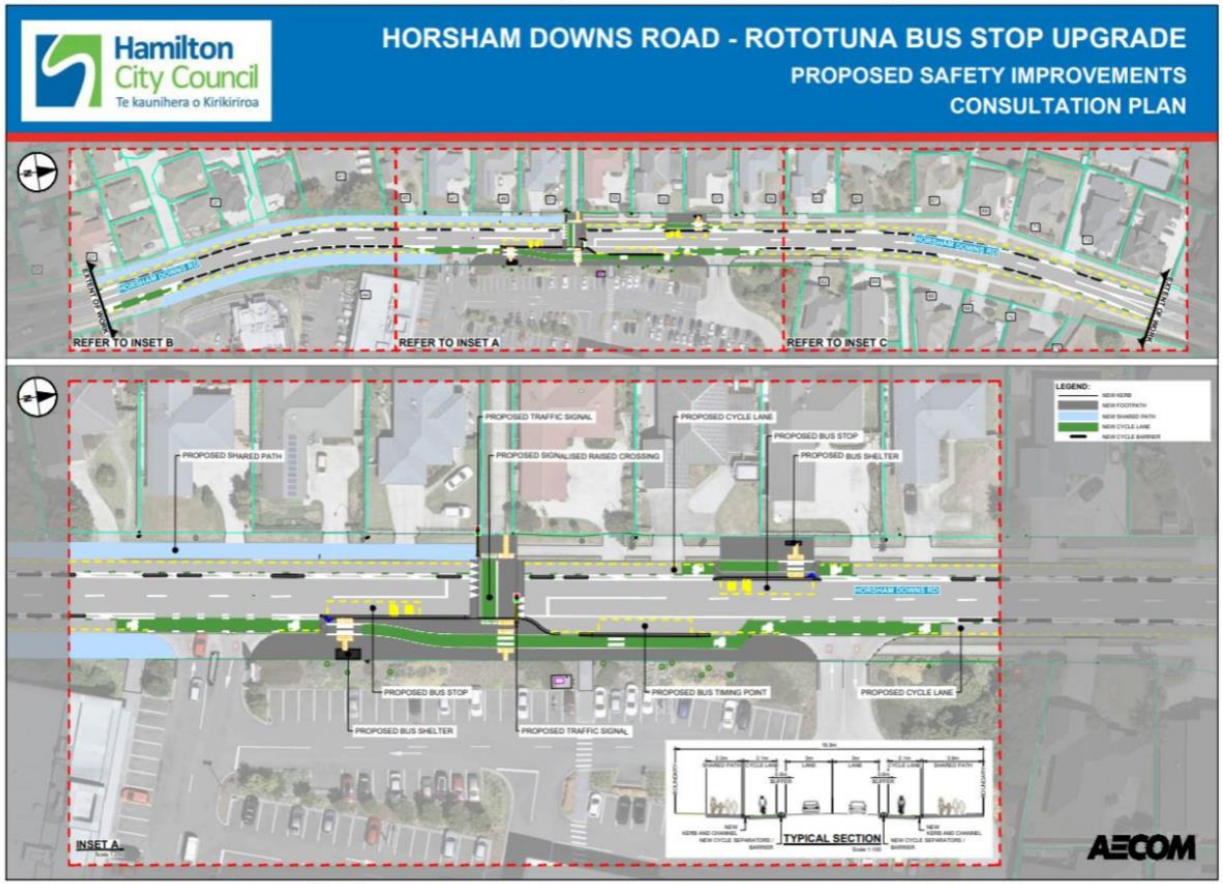
Signed for and on behalf of **The New Zealand Transport Agency (Waka Kotahi)** by an authorised signatory:	Signed for and on behalf of **Insert Council Name (Recipient)** by an authorised signatory**:**
_____	_____
Name: _____	Name: _____
Date: _____	Date: _____

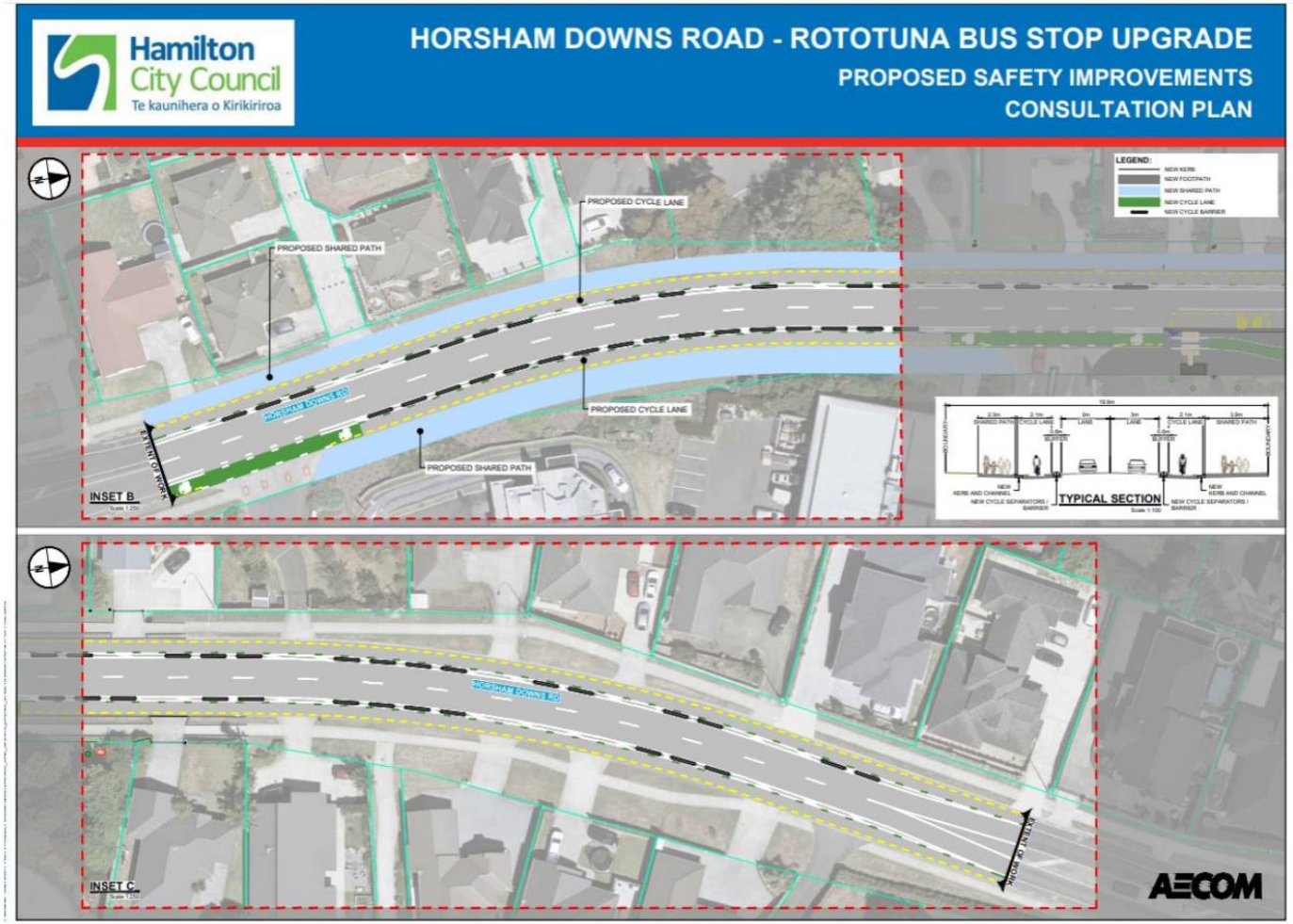
WAKA KOTAHI
NZ TRANSPORT

Appendix A - Anglesea Street (south) Bus Stop Improvement

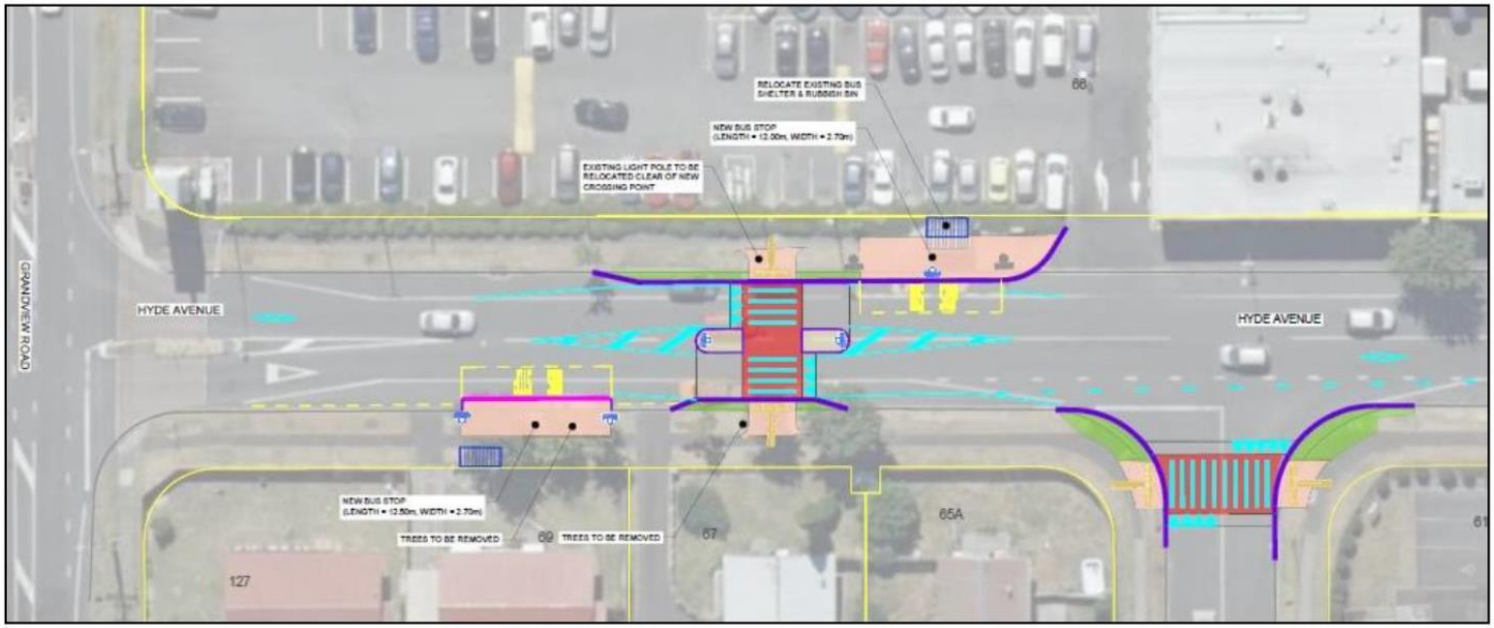


Appendix B - Horsham Downs Bus Stops Improvements Design Details

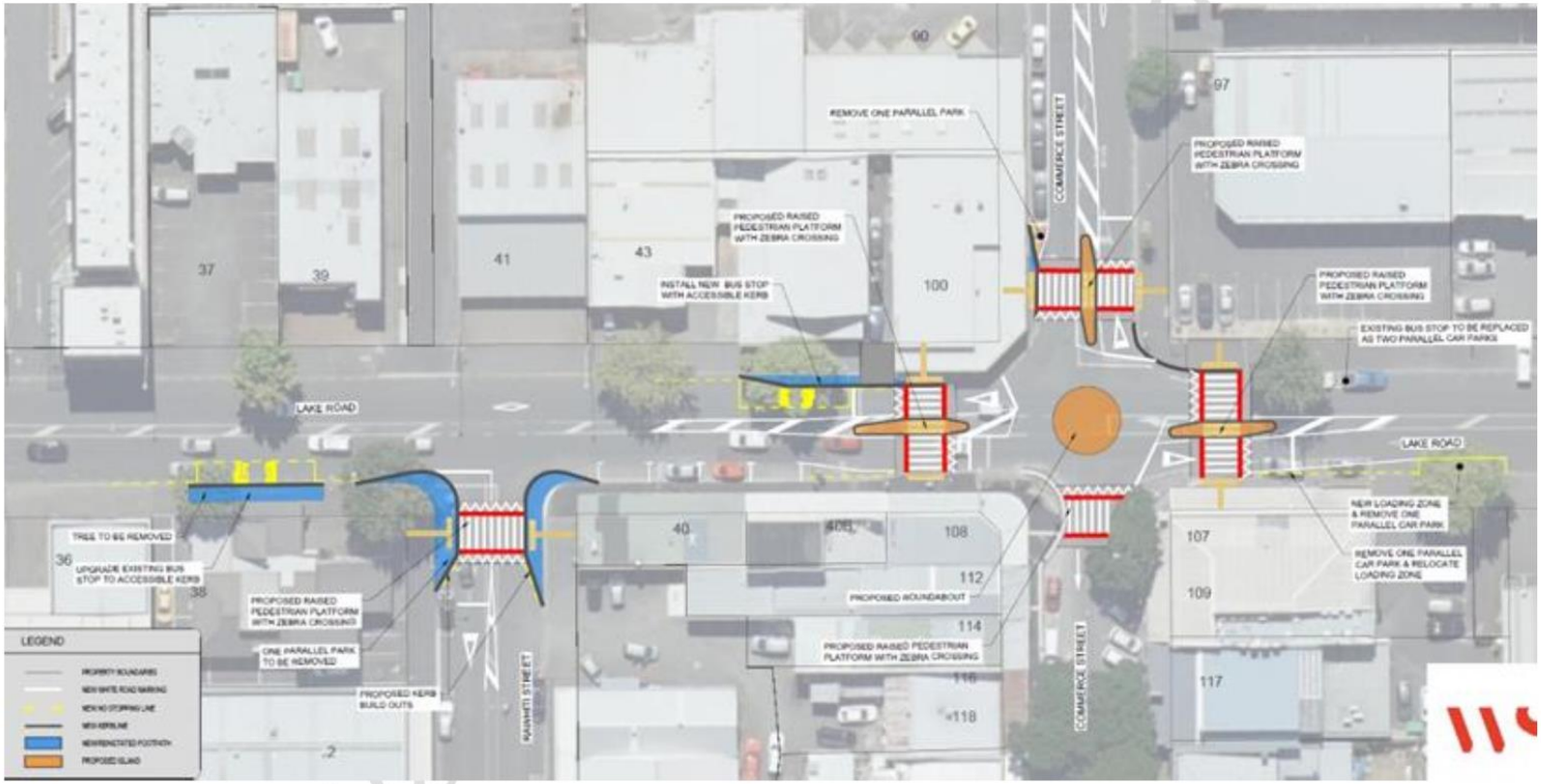



Hamilton City Council
Te kaunihera o Kirikiriroa
HORSHAM DOWNS ROAD - ROTOTUNA BUS STOP UPGRADE
PROPOSED SAFETY IMPROVEMENTS
CONSULTATION PLAN
LEGEND:
NEW KERB
NEW FOOTPATH
NEW SHARED PATH
NEW CYCLE LANE
NEW CYCLE BARRIER
PROPOSED CYCLE LANE
PROPOSED SHARED PATH
PROPOSED CYCLE LANE
PROPOSED SHARED PATH
EXTENT OF WORK
INSET B
TYPICAL SECTION
HORSHAM DOWNS RD
EXTENT OF WORK
INSET C
AECOM

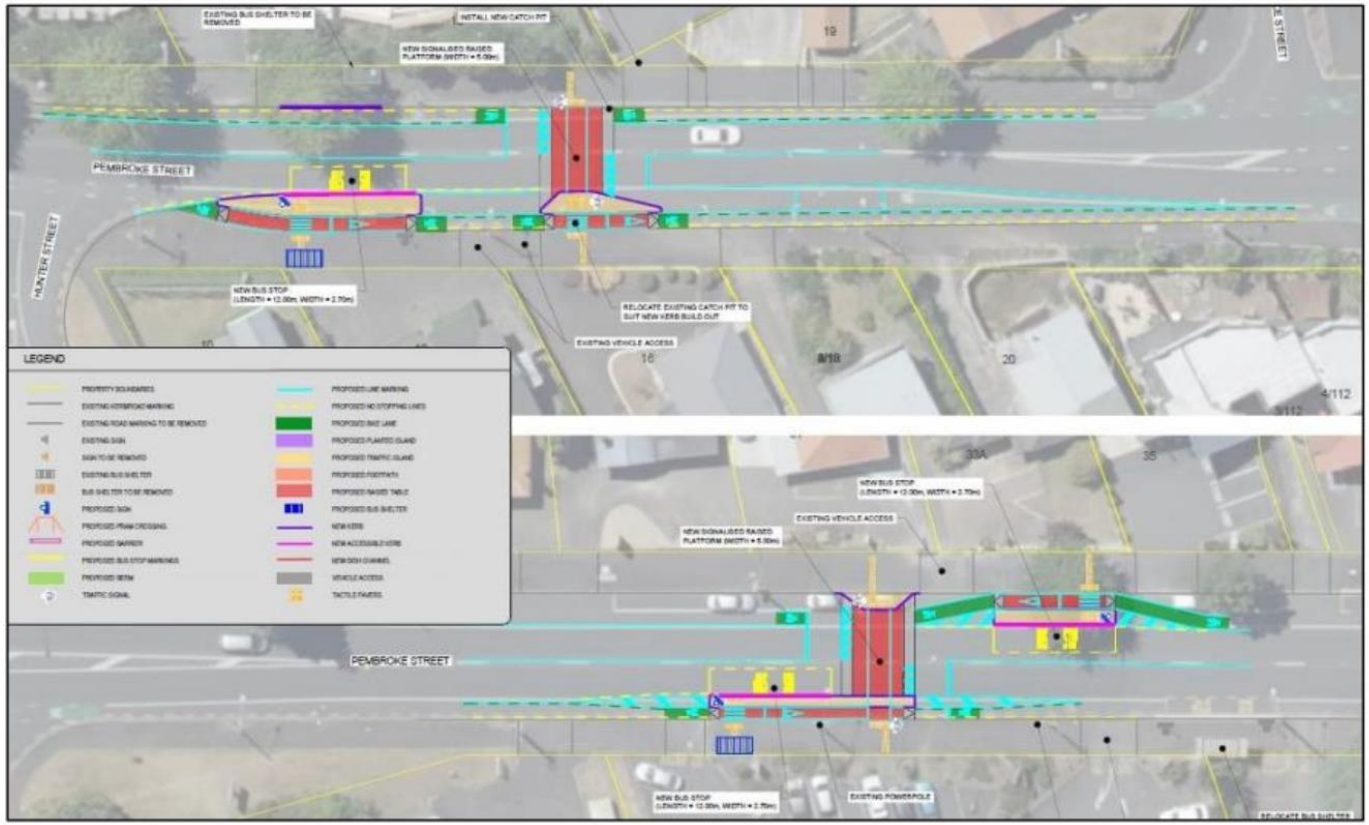
Appendix C – Hyde Avenue Bus Stop and Accessibility Improvements Design Details



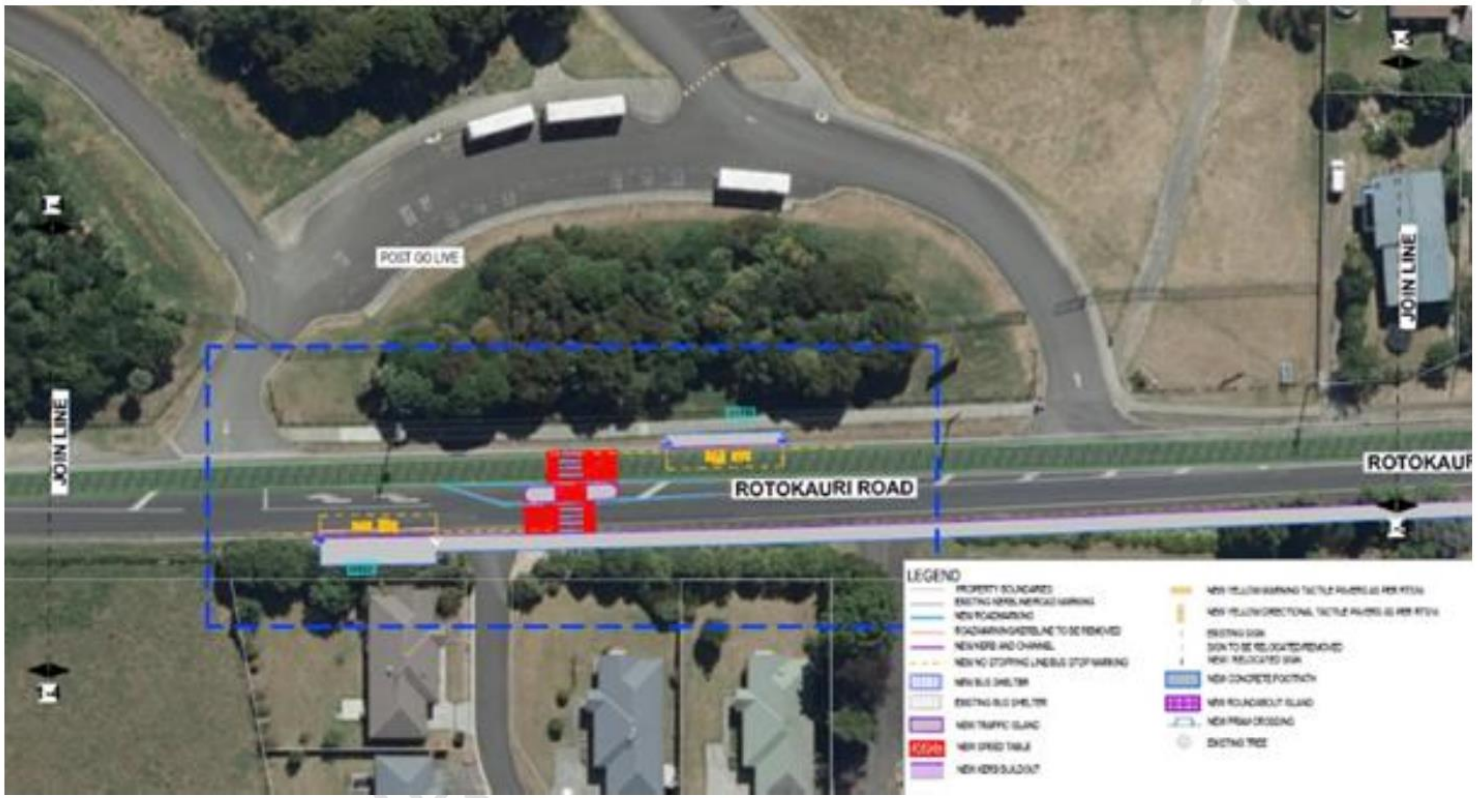
Appendix D - Lake Road/Commerce Street Roundabout Design Details



Appendix E Pembroke Street bus stops Design Details



Appendix F - Rotokauri Road / Baverstock Road Bus Stop and Accessibility Design Details




POST GO LIVE
ROTOKAURI ROAD
BAVERSTOCK ROAD
JOIN LINE
JOIN LINE
ROTOKAURI ROAD

Pre-implementation Project - Schedule ONE

1.0 PROJECT OVERVIEW

Project name

Hamilton – Strategic cycling and micromobility programme (pre-implementation)

Proposal ID number

XXXX

Project status

Pre-implementation

Schedule status

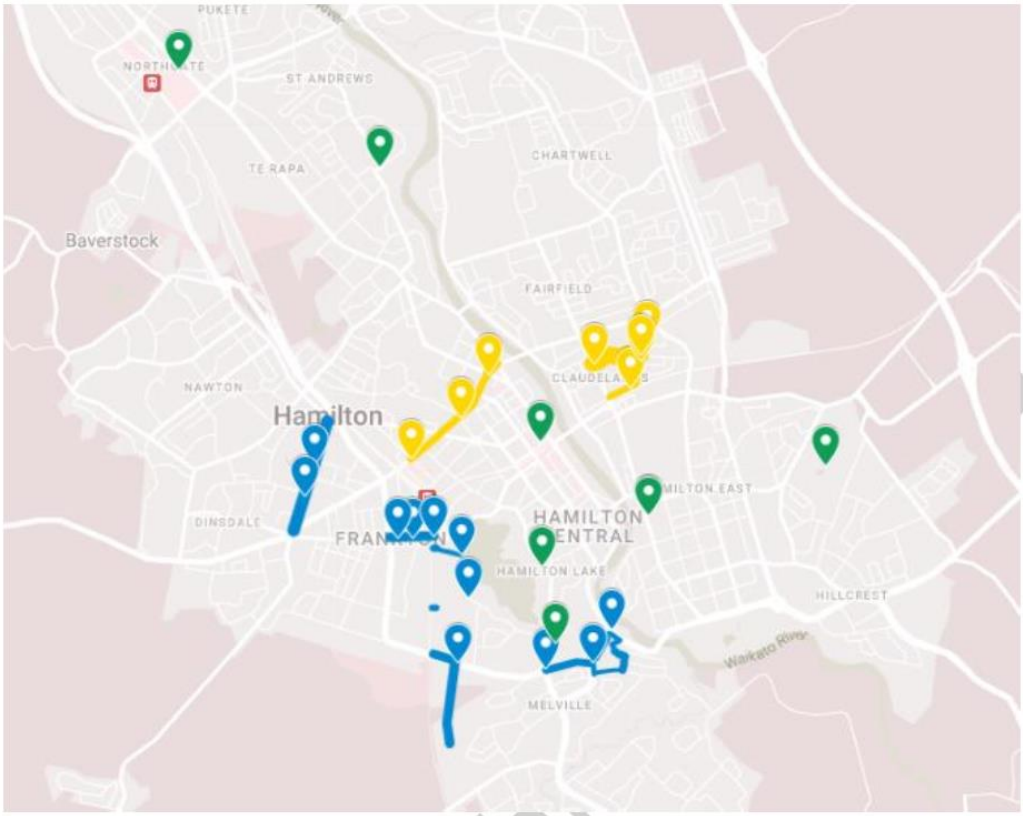
Initial

2.0 PROJECT DESCRIPTION

This package of cycling projects encompasses shared paths, separated cycle lanes, a number of crossings and intersection improvements, as well as improvements to existing infrastructure, to be funded by the Transport Choices programme (CERF)

For ease, this has been split up into three sub-groups of work:

- Central / East (yellow)
- South / West (blue)
- Extra (green)



These have been plotted and visualised on the map above. All the projects give effect to work in train with the Biking and Micro Mobility Programme and help to form Hamilton's strategic cycling and micromobility network.

Table 1: Central/East Package

Title	Description	Includes
Pedestrian crossing on Brooklyn Road + Cycle Lane development	The project will provide a safe and accessible link, containing the following improvements:	• Controlled pedestrian/cycle crossings • On-road cycle lanes with light (transitional) separation • Improve parking arrangements at Five Crossroads to mitigate conflict with people on bikes. • Adjust on-street parking, to allow for cycleway
Claudelands Park Connection and Heaphy Terrace Connection	By upgrading the existing path through Claudelands Park, and new cycle track on Heaphy Terrace, users can safely connect to the park, and nearby communities, as well as existing and	• Off-road cycle facility and footpath improvements • Address safety concerns at the Claudelands gate 2 entrance/exits • Improve lighting and CPTED treatments • New footpath and cycle track on eastside of Heaphy Terrace (between boundary Road and Claudelands intersection)

	future cycling facilities.	
Hall Street/Mill Street - between Kent Street & Victoria Street	We are completing pre-implementation work for a safe and accessible connection on Mill Street and Hall Street. This corridor is a key east-west route in the Strategic network.	• Separated cycleways on Mill Street and Hall Street between Kent Street and Victoria Street • Signalised crossing at Ulster Street and quiet street on Mill Lane to connect to Victoria Street • Tightened kerb radii and improved pedestrian crossing facilities at the Seddon Road intersection • Tightened kerb radii to improve pedestrian crossing facilities at Kent Street, Lake Road, and Victoria Street intersections • New street planting between Ulster Street and Norton Road

Table 2: South / West Package

Title	Description	Includes
Bader Street connection to River Path, and Hospital	We are providing a safe and accessible connection from Bader community to the river path utilising existing pathways in Melville Park, and the hospital via Lorne Street.	• Normandy Ave shared path upgrades from Bader Street to Cobham Drive • On-road cycle lanes along Bader Street with light separation • Quiet-way via Montgomery Crescent and Alenby St to upgraded shared path • CPTED review and improvements for off-road routes • Upgrade Bader Street / Normandy Ave, and Normandy / Lorne Street intersections to paired crossings • Upgrade Lorne Street / Ohaupo Road intersection to paired crossings connecting to Ohaupo Road shared path on the western side • The installation of protected bi-directional facility along Lorne Street (SH1C) • Pedestrian crossing on Lorne Street, providing access to an existing Hospital path
Frankton East / Lake Domain	This project is part of the Western Rail Trail Connections programme, connecting the existing Western Rail Trail to residential areas to the east of Frankton. The project will provide a safe and accessible link, containing the following improvements:	• New pedestrian/cycle crossing facilities on Lake Domain Drive • Upgrade existing shared path connecting to Lake Domain Drive and Lake path from WRT • New shared path connections from end of cul-de-sacs to WRT • Lighting assessment and improvements along shared path
Gallagher Drive	We are improving connections from Western Rail Trail (WRT) to Gallagher Drive and the Melville community by way of new pedestrian/cycle crossing at Kahikatea Drive (SH1C), improving existing shared path facilities.	• Dual pedestrian and cycle crossing at the existing SH1C/Gallagher Drive signalised intersection • Widen existing footpath to shared path on SH1C between Gallagher Drive and WRT • Upgraded shared path on Gallagher Drive, including access controls to passively enforce parking restrictions
Killarney Road	We are providing safe and accessible connections for walking, biking and micromobility from Frankton (Hamilton West) community to the Western Rail Trail (WRT).	• Cycleway fully protected from traffic • Service lanes to reduce conflict with people on bikes, pedestrians and safe operation of service vehicles to adjacent businesses • New mid-block ped/cycle signalised crossing to safely cross and access businesses and side roads

		• Upgrade existing bus stop (indented bus bay)
Killarney Level Crossing	We are proposing to upgrade the pedestrian level crossing Killarney Road. Previous assessments confirmed that they require safety upgrades. This location is part of the key connection between West Hamilton and the WRT.	• • Install automatic gates • • Upgrade footpath • • Install / replace matting to prevent trip hazard • • Resurface carriageway on approaches to improve surface and rider comfort for on road cyclists
Rifle Range Road - SH23 Massey Street to Lincoln Street	We are providing safe connections for people on bikes to the intersection with SH23 and Avalon Drive underpass, St Columba's and Frankton schools, as well as linkages for Dinsdale and Frankton communities.	• The installation of uni-directional on-road cycle lanes along Rifle Range Road with light separation • Side road treatments along the route to improve pedestrian connections, reduce cycle conflict and slow turning speeds with raised safety platforms and tighten kerb radii • Dual Pedestrian/cycle zebra crossings on raised safety platforms • Upgrade bus stops with bypasses for cyclists

Table 3: Extra Package

Bike Parklets – Grey Street, St Andrews Shops, and Barton Street	• The manufacture and installation of bike parking • New kerb buildouts • Planting and seating
End of Trip Facilities - Bike and Scooter Parking	• Most people want to be able to park outside of parks and playgrounds or outside of local shops – they also need to be conveniently placed near key locations that are secure and visible

3.0 PURPOSE OF FUNDING

The Recipient will use the funding to deliver a Project Plan, a Communications and Engagement Plan and a Monitoring and Evaluation Plan.

- information / consultation as appropriate
- Detailed design drawings and design report
- A cost estimate
- A detail design and post construction road safety audit
- Construction monitoring
- A construction procurement plan

3.1 PROJECT PLAN

Content

1 Project description

See above tables – 1, 2, 3.

2 Context and objectives

This CERF project closely aligns with several Hamilton City Council long terms plans and strategies, including:

- Biking and Micro Mobility Programme Single Stage Business Case
- Access Hamilton
- Urban Growth Strategy
- Hamilton City Council Vision Zero

This project also aligns with:

- The Waikato Plan
- Waikato Regional Councils' transport Strategy
- Waikato Metro Spatial Plan Transport Programme Business Case
- The Waikato Wellbeing Project

East specific strategies and plans

- In addition to this, it fits with the wider Eastern Pathways network.
- Eastern Pathways School Link.

West specific strategies and plans

- Western Connections programme

3 In scope

A) Central / East

Brooklyn, Claudelands, Mill / Hall:

Items identified in scope are:

- Controlled pedestrian/cycle crossings
- On-road cycle lanes with light (transitional) separation
- Parking adjustments
- Off-road cycle facility and footpath improvements, through Claudelands Park
- New footpath and cycle track on eastside of Heaphy Terrace (between boundary Road and Claudelands intersection)
- Address safety concerns at the Claudelands gate 2 entrance/exits

- Improve lighting and CPTED treatment, through the Park
- New protected cycleways (Mill / Hall)
- Utilise quiet-ways (Mill Lane to Victoria St)
- New planting and rain gardens where feasible
- Dual crossing upgrade at Ulster/Victoria/Mill intersection
- Side road treatments and crossing upgrades
- Intersection safety and accessibility improvements at Hall/Mill/Kent St intersection

B) South / West

Bader, Frankton, Gallagher, Killarney, Rifle Range Road

- Bi-directional cycle facilities along Lorne Street, new cycle facilities Lorne Street
- New and upgraded crossing facilities for pedestrians and cyclists
- Upgrade of existing and new shared paths
- New on-road cycling facilities on Bader Street
- New pedestrian/cycle crossing facilities on Lake Domain Drive
- Upgrade existing shared path connecting to Lake Domain Drive and lake path from WRT
- New shared path connections from end of cul-de-sacs to WRT
- Install lighting along shared paths
- Crossing on SH1C
- Provide shared path facilities for walking and cycling
- CPTED review and improvements for off-road section
- Protected cycle way - Killarney Road
- Service lanes and turning restrictions
- Mid-block crossing
- Parking mitigation
- Level Crossing (Killarney)
- The installation of uni-directional on-road cycle lanes along Rifle Range Road with light separation (RRR)
- Side road treatments and raised platforms (RRR)
- Raise dual zebra crossings (RRR)
- Two in-lane bus stops outside of Frankton School and St. Columba's school

C) Extra

Items identified in scope are:

- The manufacture and installation of bike parking
- New kerb buildouts
- Planting and seating
- New end of trip facilities, including:
    - Lighting
    - Style of bike rack
    - Shelter
    - E-bike/scooter charging

4 Not in scope

- Brooklyn
    - Five cross road roundabout changes, as part of School Link programme

- Mill / Hall:
  - Changes to any walking and cycling infrastructure on side roads
  - CPTED improvements, for connection to the Waikato River.
- Gallagher:
  - Future connections on Coventry Road and in Mahoe Park
  - Additional dual crossings at the intersection of SH1C and Gallagher Drive
- Bader
  - Future links to the Peacockes area
  - Te Awa river path upgrades
- Rifle Range Road
  - Future links to Improvements at Massey Street/killarney Road Roundabout.
  - Future link to quiet neighbourhoods in Frankton

5 Benefits that will be provided

A) Central / East

By investing in this proposal, we will reduce reliance on cars and support people to walk and cycle, in the Hamilton East area, by making these modes safer and more attractive.

With the large employment zone, in Hamilton East and the CBD, these improvements provide residents with safe access to work.

B) South / West

By investing in this proposal, we will reduce reliance on cars and support people to walk and cycle, in the Hamilton South area, by making these modes safer and more attractive.

With the large employment zone around the hospital, these improvements provide staff and visitors with a safe and reliable facility to and from the hospital, and to the WRT and other parts of the city.

C) Extra

By investing in this proposal, we will reduce reliance on cars and support people to walk and cycle, by providing end of trip facilities that are secure and safe.

6 Outputs

Refer to tables below.

Table 4: Central / East Outputs

Brooklyn	• 1km of separated uni-directional cycle lanes • Three new controlled crossings on raised safety platforms • Parking adjustments at Five Crossroads
Park and Heaphy Terrace Connection	• 500m of shared path through Claudelands Park • One Driveway treatment to improve safety and an accessible cycling and walking crossing • CPTED improvements where required • Lighting assessment and upgrades where required • Relocate and replace bollards at Claudelands Park / Heaphy Terrace boundary • New footpath on Heaphy Terrace • New off-road cycle track between boundary road and Claudelands intersection shared path • Access treatments at H3 carpark
Hall / Mill	• 2.8km of separated unidirectional cycle path on Hall and Mill Street • Quiet way along Mill Lane to connect Ulster Street to Victoria Street / Mill Street intersection • Upgrade Hall/Mill/Kent St signalised intersection to allow cyclists and pedestrians to navigate through the intersection safely and efficiently • Tighten kerb radii at side roads with treatments to slow turning vehicles and awareness of facilities and users • Planted buffers and rain gardens where feasible and space available • Improve crossing locations and pedestrian/cycle, assessment of mid-block crossing locations • Upgrade east/west bound crossing at the Victoria/Ulster/Mill Street intersection to a dual crossing, providing a connection connect to Mill lane.

Table 5: South / West Outputs

Bader	• Concrete kerb separated bi-directional cycleway on Lorne Street 0.54km + 0.31 km • Upgraded shared path on Normandy Avenue and through Melvillle Park • On-road cycle facilities on Bader Street from Montgomery Crescent to Normandy Avenue • Quietway cycle route on Montgomery Crescent and Allenby Street to Melville Park 0.287 • Upgrade crossings at Bader Street / Normandy Ave, and Normandy / Lorne Street intersection to paired crossings • Upgrade Ohaupo/Lorne Street intersection for paired crossings to connect to the existing shared path on Ohaupo Road • CPTED review and improvements for off-road routes

Frankton	• Two pedestrian/cycle crossing facilities on Lake Domain Drive • Upgrade existing shared path connecting to Lake Domain Drive from WRT • New shared path connections from end of cul-de-sacs to WRT • Install solar lighting along shared paths, following a lighting assessment • Gallagher: • New shared path on SH1C • Upgraded shared path on Gallagher Drive • Dual walking and cycling crossing of SH1C • Improve personal safety at the end of Gallagher Drive • Access safety treatments along Gallagher Drive
Killarney	• Uni-directional fully separated cycleway • New service lanes with parking and loading bays to mitigate conflict between cycle path and parked vehicles, and service vehicles • Treat side roads by tightening radii and green surfacing • Treat accesses to businesses to raise awareness of cycle path • Mid-block signalised crossing for ped/cycles to safely access businesses and side roads • Connects to the Queens Avenue, Lake Domain Road/Killarney Road safer intersection Project • Connection to Waka Kotahi's 'Boost' project at SH1C Greenwood Street/Killarney Road intersection
Killarney Crossing	• Automatic gates on both sides of Killarney Road, in accordance with relevant standards to ensure it is safe and accessible, and approved by KiwiRail. • Replace matting where required, to remove trip hazard. • Footpath resurfacing up to and through the crossing.
Rifle Range Road	• Protected uni-directional cycleway • 505m of this a raised cycle track adjacent to on-street parking, separated from the footpath • 1.49kmm of this is at road level with separation by concrete separators • Two raised dual zebra crossing at strategic crossing locations • Side road treatments, including tightening the kerb radii, installing raised safety platforms and road marking • Upgrade existing bus stops with bypasses for cyclists

Table 6: Extra Outputs

Parklets	• A space for 6 - 8 bike/scooter parking per site • Seating for all users • Planting to separate from traffic lane and increase attractiveness of the area
Parking	• New stainless steel bike racks • Covered bike shelters (green roof and solar panels to be assessed) • Bike repair stations • Minor civil works includng kerb realignment, footpath improvements.

7 Design details

The design will comply with the following national and international best practice documentation:

- Waka Kotahi Cycle Network Guide (NZ)
- Waka Kotahi Pedestrian Network Guidance (NZ)
- DoT Cycle Infrastructure Design Guidance – Local Transport Note 1/20 – July 2020 (UK)
- The WLASS Regional Infrastructure technical Specification will be used where required.
- All traffic changes will be compliant with the TCD manual
- Design guidance for pedestrian and cycle rail crossings

Other design considerations include:

- To ensure the cycling facilities provide an adequate level of service for all ages and abilities, on street parking will be removed and/or adjusted where necessary
- Following consultation with Waikato Regional Council, existing bus stops that are to be retained (and not timing points) will be moved in-lane, with a bus stop bypass for cyclists.
- CPTED improvements where necessary
- RA shelters will be providing design, supply and install of covered bike shelters. Included is a design for a green roof bike shelter to implement within the city centre. There are also further opportunities to install solar panels.

WAKA KOTAHI NZ TRANSPORT AGENCY

8 Key assumptions and risks

Risks to the delivery of these projects have been identified and considered. These are relevant across all projects. As each project progresses, specific risk will be identified and report through the monthly reports. The identified risks have been run through a formal programme-wide risk register, which has been summarised in the table below.

Project Name	Hamilton City Council CERF programme
Date of last update	1/02/2023
Current Owner	Hamilton City Council Urban Mobility team

See "Info Sheet" tab for Scoring Matrix and Checklist for each update

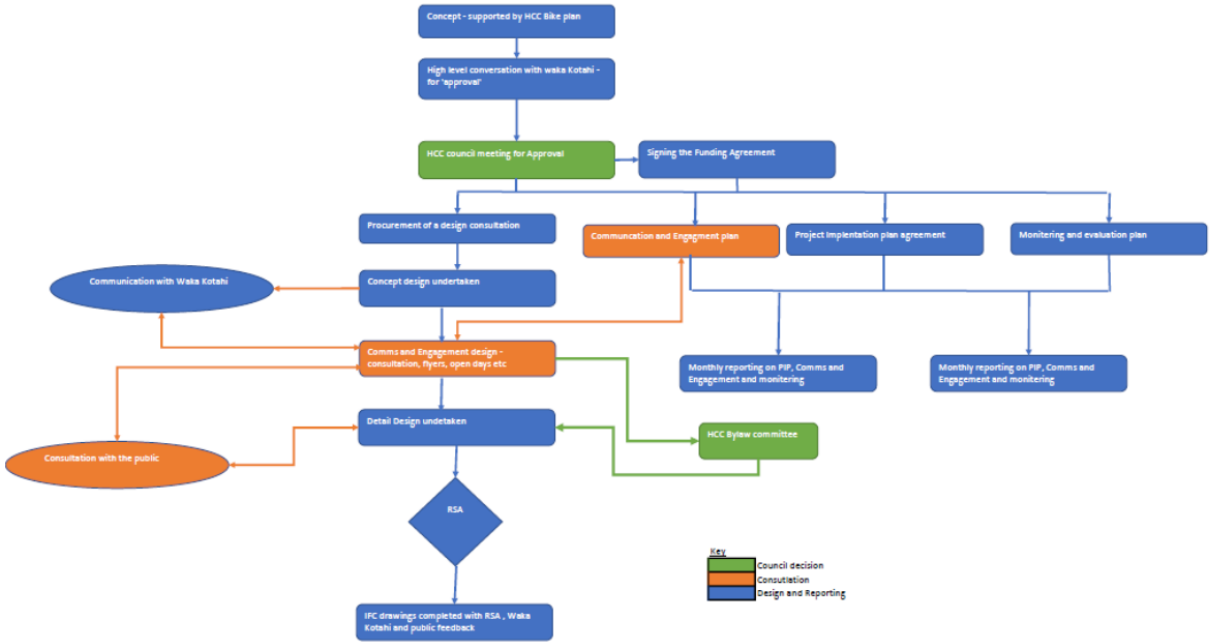
DRAFT

			Initial Risk assessment, as if controls didn't exist (Unmitigated)						Current risk assessment, taking account of controls (Residual)			
Risk ID	Risk title	Risk event	Consequence category(s)	Likelihood	Consequence	Risk factor	Mitigation Action Required	Owner	Progress	Likelihood	Consequence	Risk factor
		Description of risk event (preceded by 'Risk of...' or 'Risk that...')	May be more than one. Select from drop-down list	1 to 5 (See Info Sheet 5 is high)	1 to 5 (See Info Sheet 5 is high)	Red - Critical Yellow - High Green - Medium Blue - Low	List all actions to be taken which will: - reduce the likelihood of the event occurring; or - reduce the potential consequence if it does	Activity Manager/ Infrastructure Planning/PMO	To be updated regularly	1 to 5 (See Info Sheet 5 is high)	1 to 5 (See Info Sheet 5 is high)	Red - Critical Yellow - High Green - Medium Blue - Low
1	Procurement Delays	Delay in appointment of consultancy services	Achievement of strategic outcomes	4	4		Agreed procurement approach in place with associated timeframes delivered	PMO office		2	4	
2	Internal Resources	Resources / project Team not in place to deliver programme	Organisational capability and capacity	4	4		Identify required resources early in project, and confirm with various people / team leaders the availability of required resources.	Honor Young		2	4	
3	Quality of Schemes / designs	Lack of Quality of the schemes. All designs and schemes need to meeting Waka Kotahi Standards	Achievement of strategic outcomes	2	3		Regular project meetings between HCC/ Consultant, and HCC/ Waka Kotahi	PM Team		2	2	
4	Budget Overun	Actual cost of the project exceeds the budget that was approved in the CERF application	Financial	4	4		Project team to ensure that cost are kept within the approved budget. If budget is to be exceeded, formal approval by WK is required	Martin Parkes		3	3	
5	Stakeholder Engagements	Consultation content poor leading to increased opposition and diminished reputation with stakeholders	Reputational	4	4		All communications to be agreed by Comms team and Engagement Advisors	Project Team Comms Team		3	4	
		Not all stakeholders have been identified or engaged with - leading to increased opposition and diminished reputation with stakeholders	Service Delivery to community	4	4		All stakeholder engagement to be agreed by Comms Team, Engagement Advisors and Project Manager	Comms Team		3	4	
6	Community dissatisfaction	Lack of Local Community support for delivery of cycle project e.g. type of facility vs loss of parking	Reputational	3	4		Set up a Engagement strategy, for this project, including risks and mitigations, that will enable council to provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions and feel part of the decision making process	Project Team Comms Team		3	4	
7	Iwi Engagement	Lack of support from local Iwi on project can impair relationship with Tangata Whenua (for this project but also HCC as a whole)	Reputational	3	4		Early engagement with local Iwi on proposed programme and projects prior to commencing formal consultation. Hui with Iwi	Project Team Comms Team		2	3	

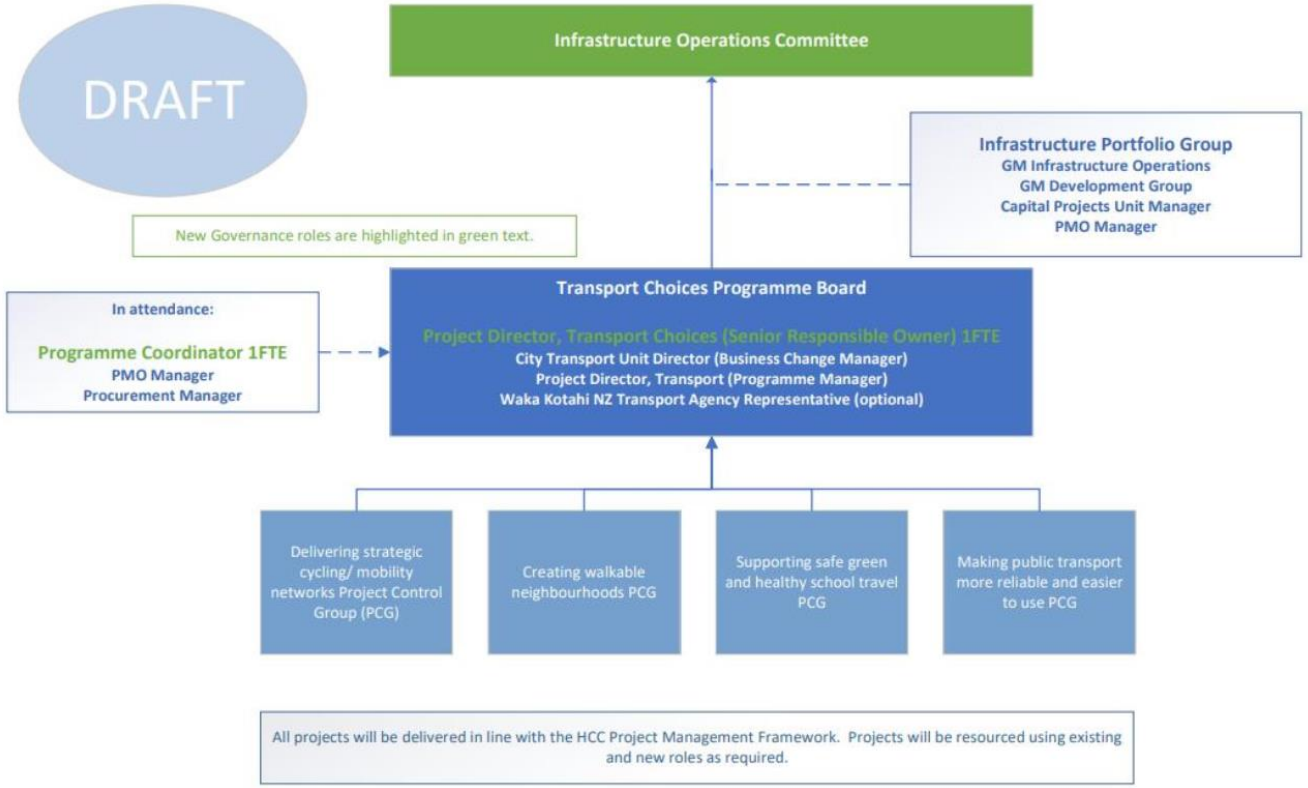
			Initial Risk assessment, as if controls didn't exist (Unmitigated)						Current risk assessment, taking account of controls (Residual)			
Risk ID	Risk title	Risk event	Consequence category(s)	Likelihood	Consequence	Risk factor	Mitigation Action Required	Owner	Progress	Likelihood	Consequence	Risk factor
		Description of risk event (preceded by 'Risk of...' or 'Risk that...')	May be more than one. Select from drop-down list	1 to 5 (See Info Sheet 5 is high)	1 to 5 (See Info Sheet 5 is high)	Red - Critical Yellow - high Green - Medium Blue - Low	List all actions to be taken which will: - reduce the likelihood of the event occurring; or - reduce the potential consequence if it does	Activity Manager/ Infrastructure Planning/PMO	To be updated regularly	1 to 5 (See Info Sheet 5 is high)	1 to 5 (See Info Sheet 5 is high)	Red - Critical Yellow - high Green - Medium Blue - Low
8	Delivery of Programme	Consultants not being able to deliver in time	Service Delivery to community	2	2		Regular project meetings to discuss progress and any posible risks and mitigations	Project Team		2	2	
9	Design	General lack of design quality Preliminary design risks or fundamental design flaws not adequately identified. This can result in redesign work and project delays.	Reputational	3	3		1. Consultant quality assurance plan 2. Consultant designer quality assurance risk check sheet 3. Independent design quality check by senior roading engineer 4. Final review and approval of construction drawings by relevant project lead 5. Safety of design assessment and safety audit	Project Team		2	3	
		Project design objectives and benefits diluted during the detail design process	Achievement of strategic outcomes	3	4		1. Project Team to be familiar with CERF requirements and the design objectives to ensure objectives and benefits are being met. 2. Having quality check points (Hold Points) during design 2. Final review and approval of construction drawings by project owner.	Project Team		2	3	
10	Other Projects in Area	Lack of coridination between various projects in the same area, could result in clash between projects and cause project delays	Service Delivery to community	3	2		Internal and external consultation during scheme assessment and detail design phases to identify risks and opportunities.	Project Team		2	1	
11	Approval From Waka Kotahi	Delay in getting approval from WK in terms of cost and deliverables will impact delivery time of the project	Achievement of strategic outcomes	2	4		Agree timeframes and provide adequate time within the programme of deliverables. Regular reprting to Waka Kotahi to manage progress. Sufficient programming and planning to enable Waka Kotahi to meet delivery timeframes. Regular meetings with Waka Kotahi	Martin Parkes		2	3	
12	Managing Project Scope	possible scope creep as designs are delevoped.	Financial	2	3		Agree scope upfront and project team to keep to agreed scope	Project team		1	2	
13						#N/A						#N/A

9 **Methodology:**

including procurement details and how Waka Kotahi will be engaged for any work on the state highway network
This design work has been awarded to one of the consultants within the Hamilton City Councils professional service panel.
Early conversation with Waka Kotahi will take place to ensure they are aware of proposed improvements within their network.



10 Governance



WAKA KOTAHI NZ TRANSPORT AGENCY

I1 Resource plan, including any resources needed from Waka Kotahi

	Brooklyn Road		Bader		Parklet		Claudelands and Heaphy Tce		Parking		Frankton		Gallagher		Killarney		Mill / Hall		Rifle Range road		Sum all projects (Time allocated, hours)	Sum all projects (Estimated cost
Team Members (add/delete as appropriate)	Time allocated (hours)	Estimated cost ($)	Time allocated (hours)	Estimated cost ($)	Time allocated (hours)	Estimated cost ($)	Time allocated (hours)	Estimated cost ($)	Time allocated (hours)	Estimated cost ($)	Time allocated (hours)	Estimated cost ($)	Time allocated (hours)	Estimated cost ($)	Time allocated (hours)	Estimated cost ($)	Time allocated (hours)	Estimated cost ($)	Time allocated (hours)	Estimated cost ($)		
Project lead (Council staff)	40	$3,200.00	60	$4,800.00	20	$1,600.00	40	$3,200.00	20	$1,600.00	20	$1,600.00	20	$1,600.00	20	$1,600.00	30	$2,400.00	20	$1,600.00	290	$23,200.00
Communication lead (Council staff)	40	$3,200.00	40	$3,200.00	40	$3,200.00	50	$4,000.00	10	$800.00	10	$800.00	40	$3,200.00	40	$3,200.00	20	$1,600.00	40	$3,200.00	330	$26,400.00
Engagement lead (Council staff)	40	$3,200.00	40	$3,200.00	40	$3,200.00	50	$4,000.00	20	$1,600.00	20	$1,600.00	40	$3,200.00	40	$3,200.00	20	$1,600.00	40	$3,200.00	350	$28,000.00
Community champion (Council staff and/or Elected Member)	4	$320.00	10	$800.00	10	$800.00	14	$1,120.00	5	$400.00	5	$400.00	10	$800.00	10	$800.00	10	$800.00	10	$800.00	88	$7,040.00
Design lead (Council staff)	30	$2,400.00	60	$4,800.00	40	$3,200.00	70	$5,600.00	50	$4,000.00	20	$1,600.00	40	$3,200.00	40	$3,200.00	50	$4,000.00	40	$3,200.00	440	$35,200.00
Technical specialist (transport) (Council staff)	20	$1,600.00	20	$1,600.00	20	$1,600.00	40	$3,200.00	20	$1,600.00	20	$1,600.00	40	$3,200.00	20	$1,600.00	20	$1,600.00	20	$1,600.00	240	$19,200.00
Monitoring and evaluation lead (Council staff)	10	$800.00	20	$1,600.00	10	$800.00	20	$1,600.00	10	$800.00	10	$800.00	20	$1,600.00	10	$800.00	10	$800.00	10	$800.00	130	$10,400.00
Activities and events coordinator	4	$320.00	10	$800.00	20	$1,600.00	24	$1,920.00	0	$-	20	$1,600.00	10	$800.00	20	$1,600.00	20	$1,600.00	20	$1,600.00	148	$11,840.00
Or approved consultant – specialist technical advice	300	$60,000.00	750	$150,000.00	20	$4,000.00	200	$40,000.00	0	$-	200	$40,000.00	500	$100,000.00	200	$40,000.00	1000	$200,000.00	500	$100,000.00	3670	$734,000.00
Additional resource request – Collaboration with Waka Kotahi	0	$-	10	$800.00			10	$800.00	0	$-	5	$400.00	10	$800.00	10	$800.00	0	$-	10	$800.00	55	$4,400.00
Total:	710	$116,800.00	1020	$171,600.00	220	$20,000.00	518	$65,440.00	135	$10,800.00	330	$50,400.00	730	$118,400.00	410	$56,800.00	1180	$214,400.00	710	$116,800.00	5963	$941,440.00

WAKA KOTAHI NZ TRANSPORT AGENCY

Resource plan: Killarney Road Level Crossing (different requirements)

Team Members (add/delete as appropriate)	Time allocated (hours)	Estimated cost ($)
Project lead (Council staff)	40	$3,200.00
Communication lead (Council staff)	10	$800.00
Engagement lead (Council staff)	10	$800.00
Design lead (Council staff)	60	$4,800.00
Technical specialist (transport) (Council staff)	20	$1,600.00
Monitoring and evaluation lead (Council staff)	10	$800.00
Collaboration with KiwiRail	20	$4,000.00
Additional resource request – Collaboration with Waka Kotahi	10	$800.00
Total:	210	$19,200.00

12 Budget

Schedule Item	Brooklyn Cost (incl. GST)	Bader	Parklet	Claudelands park and Heaphy Terrace	End of trip bike parking	Frankton	Gallagher	Killarney	Killarney crossing	Hall / Mill	Rifle Range Road	Totals
Design	$107,880.00	$256,000.00	$13,400.00	$156,800.00	$53,600.00	$124,000.00	$124,000.00	$120,000.00	$45,900.00	$287,200.00	$288,000.00	$1,576,780.00
Comms and Engagement	$18,600.00	$64,000.00	$20,100.00	$39,200.00	$13,400.00	$31,000.00	$31,000.00	$30,000.00	$30,600.00	$71,800.00	$72,000.00	$421,700.00
Monitor and Evaluation	$18,600.00	$32,000.00	$13,400.00	$19,600.00	$6,700.00	$15,500.00	$15,500.00	$15,000.00	$15,300.00	$35,900.00	$36,000.00	$223,500.00
Statutory Process/consents/Approvals	$1,860.00	$16,000.00	$3,350.00	$9,800.00	$3,350.00	$7,750.00	$7,750.00	$7,500.00	$45,900.00	$35,900.00	$18,000.00	$157,160.00
Project Plan	$1,860.00	$32,000.00	$13,400.00	$19,600.00	$6,700.00	$15,500.00	$15,500.00	$15,000.00	$15,300.00	$35,900.00	$36,000.00	$206,760.00
Project Management	$9,300.00	$64,000.00	$33,500.00	$39,200.00	$13,400.00	$31,000.00	$31,000.00	$30,000.00	$30,600.00	$71,800.00	$72,000.00	$425,800.00
Contingency	$27,900.00	$69,600.00	$14,572.50	$42,630.00	$14,572.50	$33,712.50	$18,600.00	$32,625.00	$27,540.00	$80,775.00	$78,300.00	$440,827.50
Total Project cost - pre-implantation	**$186,000.00**	**$528,000.00**	**$111,722.50**	**$326,830.00**	**$111,722.50**	**$258,462.50**	**$142,600.00**	**$250,125.00**	**$211,140.00**	**$619,275.00**	**$600,300.00**	**$3,346,177.50**
Local Share	$18,600.00	$53,360.00	$9,715.00	$32,683.00	$11,172.25	$25,846.25	$14,260.00	$25,012.50	$21,114.00	$61,927.50	$60,030.00	$333,720.50
Total funding amount payable by Waka Kotahi - Pre-implantation	**$167,400.00**	**$480,240.00**	**$87,435.00**	**$294,147.00**	**$100,550.25**	**$232,616.25**	**$128,340.00**	**$225,112.50**	**$190,026.00**	**$557,347.50**	**$540,270.00**	**$3,003,484.50**

The following table, provides details on the overall cost of the project

Schedule Item	Brooklyn Cost (incl. GST)	Bader	Parklet	Claudelands park and Heaphy Terrace	End of trip bike parking	Frankton	Gallagher	Killarney	Killarney crossing	Hall / Mill	Rifle Range Road	Totals
Pre-implantation	$762,600.00	$528,000.00	$582,565.00	$326,830.00	$100,550.25	$258,462.00	$142,600.00	$250,125.00	$211,140.00	**$619,275.00**	$600,300.00	$3,763,172.25
Construction (inclusive of TTM, Maintenance cost before June 2024)	$930,000.00	$2,719,760.00	$670,000.00	$1,665,853.00	$569,449.75	$1,317,383.75	$1,407,400.00	$1,274,887.50	$1,339,974.00	N/A	$3,059,730.00	$14,954,438.0
Total Cost	$93,000.00	$3,200,000.00	$67,000.00	$1,960,000	$670,000.00	$1,550,000.00	$1,550,000.00	$1,500,000.00	$1,530,000.00	$619,275.00	$3,600,000.00	$15,720,000.0
Local Share	$837,000.00	$32,000.00	$603,000.00	$196,000.00	$67,000.00	$155,000.00	$155,000.00	$150,000.00	$153,000.00	$61,927.50	$360,000.00	$2,708,000.00
Total funding amount payable by Waka Kotahi	**$762,600.00**	**$2,880,000.00**	**$582,565.00**	**$1,764,000.00**	**$603,000.00**	**$1,317,383.75**	**$1,395,000.00**	**$1,350,000.00**	**$1,377,000.00**	**$557,347.50**	**$3,240,000.00**	**$15,271,548.7**

13 Links to other work

This programme will link to the following:

- Biking and micromobility future projects
- Eastern Pathways
- Waka Kotahi Hamilton Bus Priority Hotspots project.
- Existing Western Rail Trail links
- Lake Crescent / Killarney Road intersection safety and accessibility improvements
- Queens Ave / Killarney Road safety and accessibility improvements
- Killarney Road – Greenwood Street to WRT
- Killarney Road / Lake Crescent Safety and Accessibility project
- Killarney Road – WRT to Queens Ave
- Future links to the Peacocke growth cell, and cycle networks in this area.
- Identified priority routes for investment in the Hamilton Biking and Micro-mobility Programme:
    - Victoria Street City Centre Connector
    - Nawton to City Centre
    - Boundary Road
- Low-cost low-risk intersection improvements
- Waka Kotahi Boost 3 Projects
- Biking and micromobility future projects

WAKA KOTAHI NZ TRANSPORT AGENCY

4.0 TIMELINE/KEY MILESTONES

Timeline	Brooklyn	Bader	Parklet	Claudelands and Heaphy Terrace	End of trip	Frankton	Gallagher	Killarney	Killarney crossing	Mill / Hall	Rifle Range Road

The follow table provides details for the deliverables agreed to Waka Kotahi

Deliverables	Completed by	Completed by	Completed by	Completed by	Completed by	Completed by	Completed by	Completed by	Completed by	Completed by	Completed by
Proposed approach presented to Waka Kotahi	Complete	Complete	Complete	Complete	Complete	Complete	Complete	**Complete**	Complete	Complete	Complete
Initial draft Project Plan	10 March 2023	17-Mar-23	17-Mar-23	10-Mar-23	7-Mar-23	10-Mar-23	7-Mar-23	**7-Mar-23**	10-Mar-23	7-Mar-23	7-Mar-23
Final Project Plan	17-Mar-23	17-Mar-23	24-Mar-23	17-Mar-23	17-Mar-23	17-Mar-23	17-Mar-23	**17-Mar-23**	17-Mar-23	17-Mar-23	17-Mar-23
Communication and Engagement Plan	17-Mar-23	17-Mar-23	24-Mar-23	17-Mar-23	17-Mar-23	17-Mar-23	17-Mar-23	**17-Mar-23**	17-Mar-23	17-Mar-23	17-Mar-23
Monitoring and Evaluation Plan	17-Mar-23	17-Mar-23	24-Mar-23	17-Mar-23	17-Mar-23	17-Mar-23	17-Mar-23	**17-Mar-23**	17-Mar-23	17-Mar-23	17-Mar-23

The follow table provide details of the implementation timeframes

Milestones	Completed by	Completed by	Completed by	Completed by	Completed by	Completed by	Completed by	Completed by	Completed by	Completed by	Completed by
Concept	Complete	Complete	Complete	Complete	Complete	Complete	Complete	Complete			Complete
Consultation	Mid 2023	March/April 2023	March/April 2023	March/April 2023	March/April 2023	April/May 2023	March/April 2023	Early 2023	Complete	Complete	March/April 2023
Prelim Design	Mid 2023	Mid 2023	Mid 2023	Mid 2023	Mid 2023	Mid 2023	Mid 2023	Mid 2023	Mid 2023	Mid 2023	Mid 2023
Detailed design		Mid-Late 2023	Mid-Late 2023	Mid-Late 2023	Mid-Late 2023	Mid-Late 2023	Mid-Late 2023		Mid 2023	Mid 2023	Mid-Late 2023
Pre-construction Handover	Mid 2023	Late 2023	Late 2023	Late 2023	Late 2023	Late 2023	Late 2023	Mid 2023	Mid-late 2023	Late 2023	Late 2023
Implementation	Early 2024	Early - Mid 2024	Early - Mid 2024	Early - Mid 2024	Early - Mid 2024	Early - Mid 2024	Early - Mid 2024	Late 2023	Early 2023	Late 2023	Early - Mid 2024

5.0 FUNDING

Schedule item	Budget (exclusive of GST)
Design	$1,576,780.00
Comms and Engagement	$421,700.00
Monitor and Evaluation	$223,500.00
Statutory Process/consents/Approvals	$157,160.00
Project Plan	$206,760.00
Project Management	$425,800.00
Contingency	$440,827.50
Total Project cost - pre-implantation	$3,346,177.50
Local Share	$333,720.50
Total funding amount payable by Waka Kotahi - Pre-implantation	**$3,003,484.50**

6.0 EXECUTION

Signed for and on behalf of **The New Zealand Transport Agency (Waka Kotahi)** by an authorised signatory:

_____

Name: _____

Date: _____

Signed for and on behalf of **Insert Council Name (Recipient)** by an authorised signatory:

_____

Name: _____

Date: _____

WAKA KOTAHI NZ TRANSPORT AGENCY

Appendix A – Brooklyn Road Design Details

The uni-directional cycle way on Brooklyn Road, will be at existing carriageway level, and separated from the traffic lane by concrete separator.

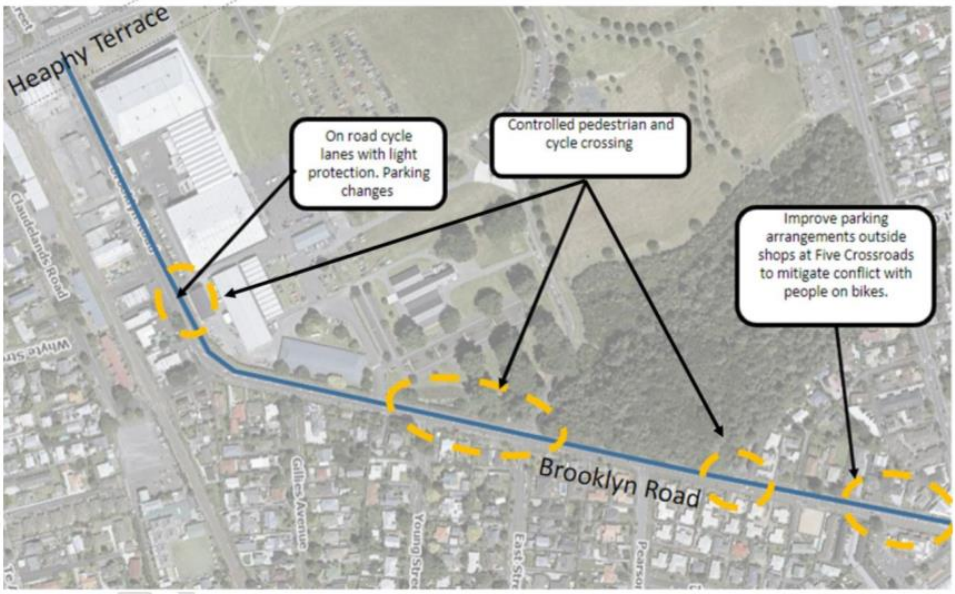
To ensure the cycling facilities provide an adequate level of service for all ages and abilities, on street parking will be removed and/or adjusted.

The diagonal parking on the northwestern side of near the roundabout will be adjusted to parallel to widen path to accommodate shared use facilities.

New dual zebra crossings will be installed on raised safety platforms.

A lighting assessment and new lighting columns to be installed where required (crossing locations)

Following consultation with Waikato Regional Council, existing bus stops that are to be retained (and not timing points) will be moved in-lane, with a bus stop bypass for cyclists.



Appendix B -Bader Street Connections Design Details

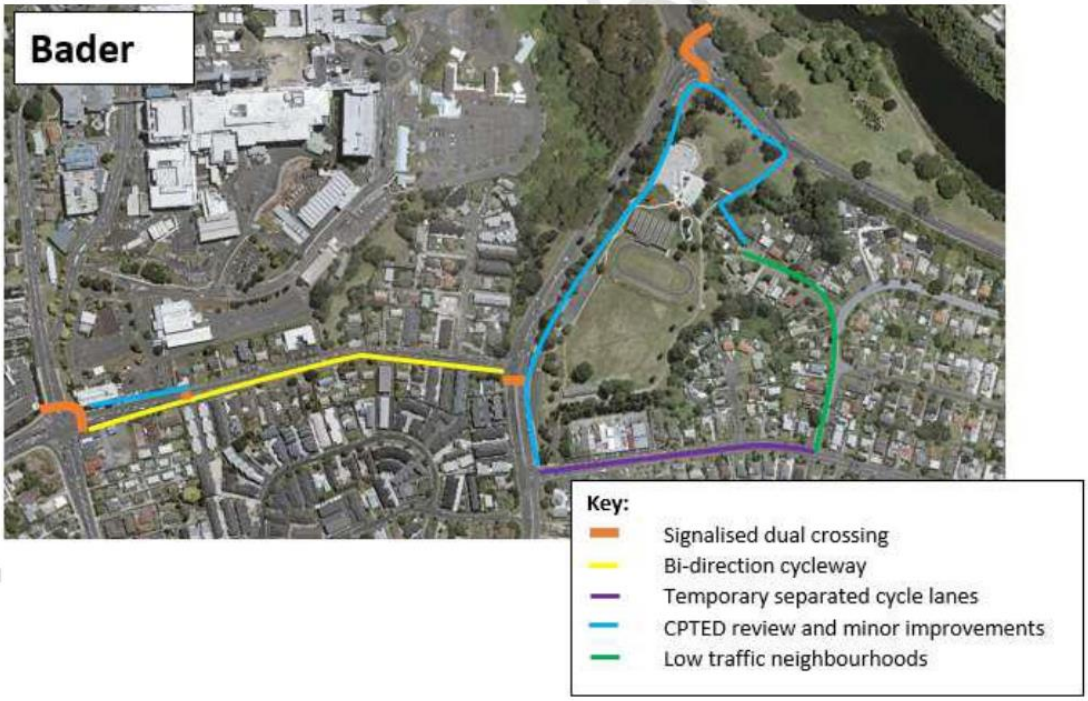
The bi-directional cycleway on Lorne Street and Bader Street will be installed at road level, and will re-allocate the existing road space, to allow for cyclists. The cycle lanes will be protected by white, safe hit posts, spaced approximately 1m apart, whilst allowing for turning movements in and out of driveways. Some parking removal will be required to implement this design.

The existing concrete shared path on Normandy Avenue will be upgrade to a minimum width of 3m, this may require some service lid treatments in place, to ensure the surface is non-slip. In places a small timber retaining wall, around 500mm high will be required to widen the existing shared path.

A number of trees currently running next to the existing shared path may require relocating or removing. Initial investigations show these are not protected trees. For the Quietway cycle route, the speed limit will be reduced to 30km/h with the implementation of traffic calming.

The crossing upgrades will provide a signalised crossing for both cyclists and pedestrians. The crossing facility will clearly mark a pedestrian and cyclists waiting area. The cycle crossing will include a hold bar and foot plate.

All CPTED improvements are likely to include, tree trimming, lighting improvements and security systems at key locations.



WAKA KOTAHI NZ TRANSPORT AGENCY

Appendix C – Claudelands Park and Heaphy Terrace Connection

Claudelands Park

The proposed shared path through Claudelands Park will be an upgrade to the existing path adjacent to the Claudelands park access/carpark. Widening of the path will match with the existing materials.

It will be used by both pedestrians and cyclists, to provide access to the park along with a safe route between Heaphy Terrace and Brooklyn Road. The entrance at gate 2 will provide pedestrians and cyclists with a raised platform so users have a step free crossing and slow vehicles down.

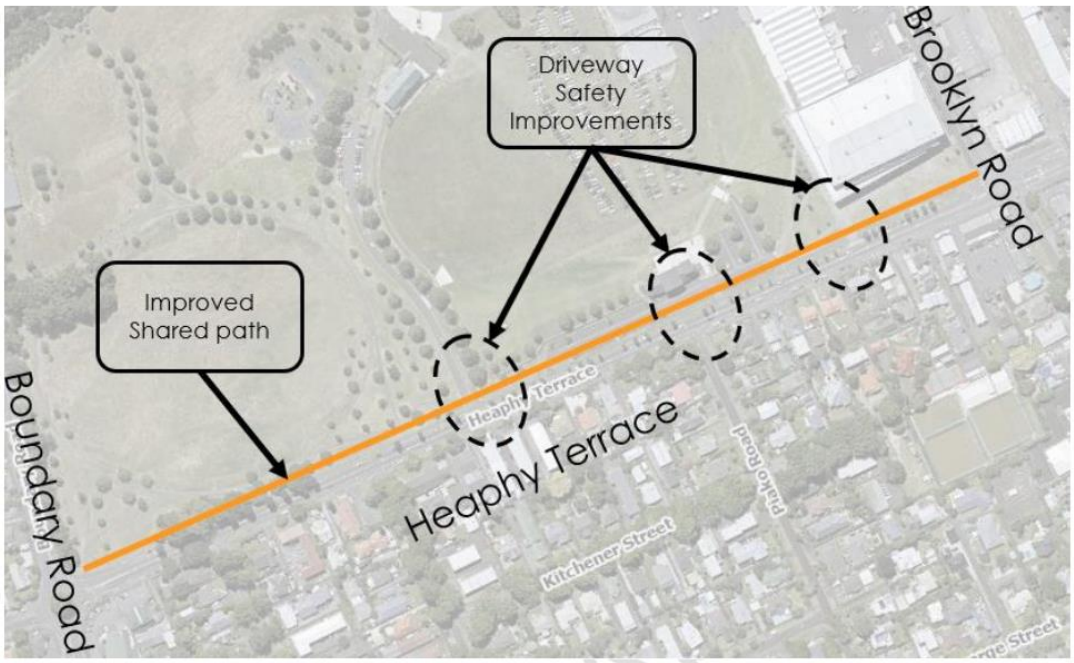
CPTED improvements are likely to include tree trimming, lighting improvements and security systems at key locations.

Heaphy Terrace

The existing footpath is currently between 1.5m -2.5m this will be resealed and widened to provide adequate cycling facility.

The existing bollards/boundary line will be relocated and setback behind the new footpath A new footpath will be constructed adjacent to the cycle track and separated with physical measures. HCC arborists will be assessing root network of nearby tree line and measures will be taken for root protection where required.

There are five entrances into Claudelands Park and/or Claudelands Event Centre along Heaphy Terrace, which have relatively low traffic volumes, and some have restricted accesses with bollards installed. All entrances will have a raised platform to provide a continuation of the pedestrian and cycle facilities.



Appendix D – End of Trip Facilities design details

This project is assessing the locations, priority and type of facility (short, medium and long term), through to implementation.

An online survey was undertaken in 2022 asking members of the public for preferred locations and locations requiring improvements. These locations were reviewed by staff, based on the following criteria:

- Ease of access- all the site are either on street or within council own facilities
- Popularity – cyclists and scooter users will use them regularly
- Buildability – ease of construction, access, and minimum parking change are required
- Cost - cost of the installation, to meet budget requirements.

ARA shelters will be providing design, supply and install of covered bike shelters. Included is a design for a green roof bike shelter to implement within the city centre. There are also further opportunities to install solar panels.

Stainless steel 'sheffield' bike racks are in storage and will be ordered from Streetscape NZ for short-term bike parking.
The design will be low maintenance and ensure the parking facilities cannot be easily damaged or tampered with.

Appendix E - Frankton East Lake Domain to WRT design details

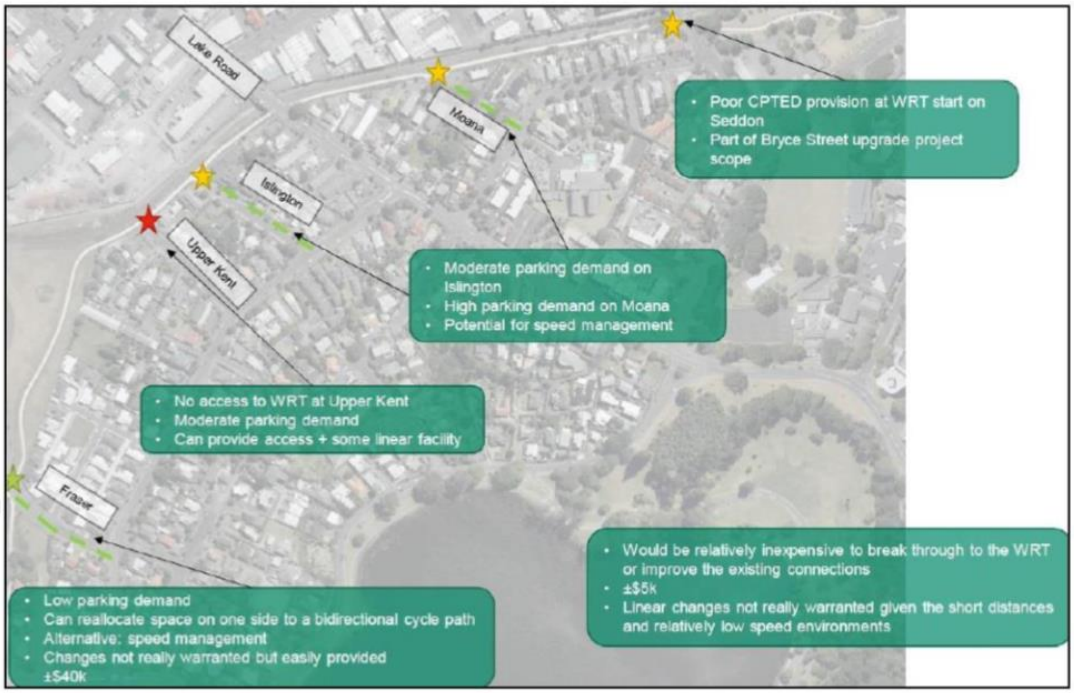
This project is part of the Western Rail Trail Connections programme, connecting the existing Western Rail Trail to residential areas to the east of Frankton.

The project will provide a safe and accessible link, containing the following improvements:

- New pedestrian/cycle crossing facilities on Lake Domain Drive
- Upgrade existing shared path connecting to Lake Domain Drive and Lake path from WRT
- New shared path connections from end of cul-de-sacs to WRT
- Lighting assessment and improvements along shared paths

The design will include:

- Two new raised pedestrian/cycling crossing, are proposed for Lake Domain Drive, providing a safe crossing, and slow traffic.
- Extend and widen the existing shared concrete paths connecting Lake Domain Drive to the Western rail Trail. This will provide a safe connection to the lake path, and surrounding facilities.
- Between, Killarney Road and Seddon Road, there are 5 cul-de-sacs that can connect to the western rail trail, four of these are already connected to the Western Rail Trail, however, will be improved with treatments to support a cycle route.
- The fifth connection at Upper kent Street is not connected, this connection can be made with a similar treatment to Islington Crescent.



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Appendix F - Gallagher Drive and Kahikatea Drive connection Design Details

This project is part of the Western Connections programme, connecting Melville to the WRT and central city.

The project will provide a safe and accessible link, containing the following improvements:

- Dual pedestrian and cycle crossing at the existing SH1C/Gallagher Drive signalised intersection
- Widen existing footpath to shared path on SH1C between Gallagher Drive and WRT
- Upgraded shared path on Gallagher Drive, including access controls to passively enforce parking restrictions.
- CPTED review and improvements for off-road routes.

The shared path on SH1C will be formed by widening or duplicating the existing footpath on the northern side of the road.

The existing concrete shared path on Gallagher Drive will be upgraded/resurfaced with safety treatments at accesses (e.g., shared path markings). Additional street furniture will be considered to passively enforce existing prohibitions on parking.

The crossing upgrades will provide a signalised crossing for both cyclists and pedestrians. The crossing facility will clearly mark a pedestrian and cyclists waiting area. The cycle crossing will include a hold bar and foot plate.

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Appendix G - Killarney Road – SH1C Greenwood Street to Western Rail Trail (WRT) Design Details

Killarney Road has been identified as a priority route in the Biking and Micromobility business case, connecting west Hamilton, Dinsdale and Frankton communities to the WRT and across the city.

Killarney Road, between Greenwood Street and the WRT is a section of the corridor which has existing on road cycle lanes through an industrial area. Based on the adjacent land use, width of road corridor, volumes and percentage of heavy vehicles, it is a high priority project for cycle facility improvements.

To provide safe and accessible facilities for all road users, the following improvements are proposed:

- Cycleway fully protected from traffic
- Service lanes to reduce conflict with people on bikes, pedestrians and safe operation of service vehicles to adjacent businesses
- New mid-block ped/cycle signalised crossing to safely cross and access businesses and side roads
- Upgrade existing bus stop (indented bus bay)

This project will comprise of the following design details:

- Protected uni-directional cycle facility on Killarney Road between Greenwood Street and WRT at road level.
- Service lanes and adjustment to parking, and service operations to adjacent businesses
- Upgrade existing bus stop (indented)
- New signalised midblock crossing
- Turning restrictions where possible to mitigate turning manouevres that are a high safety risk.
- New kerb and islands

Appendix H - Rifle Range Road - SH23 Massey Street to Lincoln Street

This project has been identified by HCC as a key link between Dinsdale, Frankton and the city centre.

The project will provide a safe and accessible link, containing the following improvements:

- The installation of uni-directional on-road cycle lanes along Rifle Range Road with light separation
- Side road treatments along the route to improve pedestrian connections, reduce cycle conflict and slow turning speeds with raised safety platforms and tighten kerb radii
- Dual Pedestrian/cycle zebra crossings on raised safety platforms
- Upgrade bus stops with bypasses for cyclists

The uni-directional cycleway on Rifle Range Road will be installed at road level, with the exception of raised cycle tracks at following locations, where there are adjacent parking bays with high turnover:

- Eastern side outside Frankton school
- Eastern side outside Swarbrick Park
- Western side outside Dairy

These raised cycle tracks will be approximately 2.5m wide (500mm of red marked 'door zone'), at kerb height, with a 600mm dish channel between the footpath and the cycle track to provide drainage and form separation.

The other sections of the uni-directional cycleway will be protected by concrete separators installed.

The raised crossings are located outside the Diary, for safe access to and from the shop. As well as, near the intersection of Aberdeen Drive, which is key link to a local school.

Along sections of Rifle Range Road, we propose to re-allocate the existing road space, to widen cycle lanes, and support a slow speed, residential environment

Legend

Uni-directional protected Cycleway

Raised zebra crossings (ped and cyclists)

Side road treatments (raised RSPs and cycle crossing

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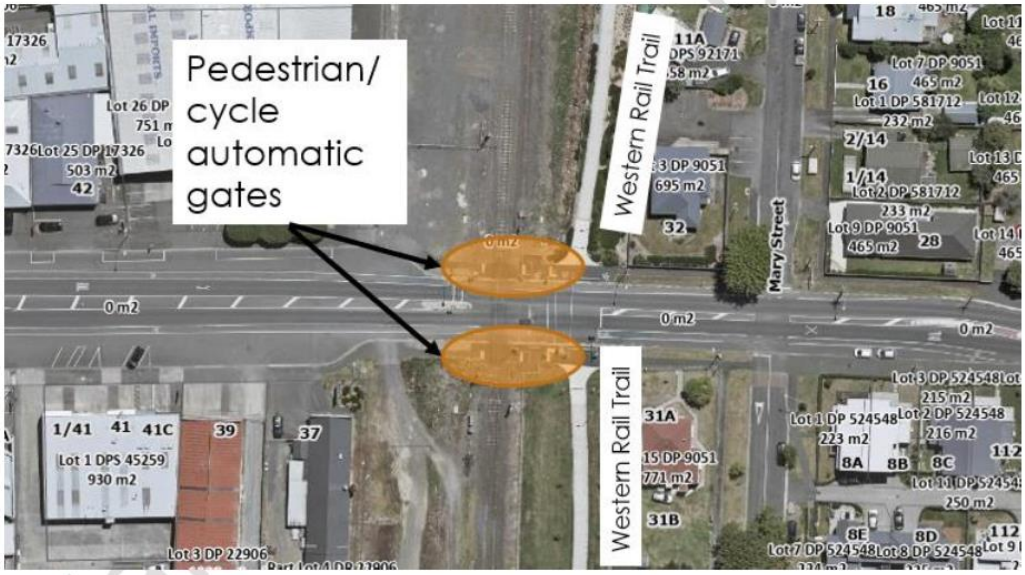
Appendix I - Level Crossing – Killarney Road Design Details

This project has been identified by HCC aa a safety improvement for walking, biking and micromobility users, when travelling to and from the Western Rail Trail, and/or Lake Domain.

The project will provide a safe and accessible link, containing the following improvements:

- Install automatic gates
- Upgrade footpath
- Install / replace matting to prevent trip hazard
- Resurface carriageway on approaches to improve surface and rider comfort for on road cyclists

The detailed design will be in accordance with Design guidance for pedestrian and cycle rail crossings. KiwiRail will provide drawings that are construction issue. The automatic gates are manufactured offsite and will be installed by KiwiRail approved contractors. Supporting documents such as the Traffic Control Devices Manual and WLASS Regional Infrastructure technical Specification will be used where required.



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Appendix J - Hall Street/Mill Street - between Kent Street & Victoria Street Design Details

This project has been identified by Hamilton City Council as a key east-west route in the Strategic Network for biking and micro-mobility. This corridor links suburbs on the east of the river and the west of the NIMT railway to the city centre and the community facilities along the route, including the K'aute Pasifika, FMG Stadium, and the Whiritoa School.

The project will provide a safe and accessible link, containing the following improvements:

- Separated cycleways on Mill Street and Hall Street between Kent Street and Victoria Street
- Signalised crossing at Ulster Street and quiet street on Mill Lane to connect to Victoria Street
- Tightened kerb radii and improved pedestrian crossing facilities at the Seddon Road intersection
- Tightened kerb radii to improve pedestrian crossing facilities at Kent Street, Lake Road, and Victoria Street intersections
- New street planting between Ulster Street and Norton Road

The uni-directional cycle paths will be installed at existing carriageway level, with separation provided by concrete kerbs.
Car parking on Mill St shops (Willoughby St intersection) to be relocated to Willoughby St with time limits to ensure servicing shops and not long stay parking. This will provide space for assessed and safe cycle facilities and widened footpath.
The width of separation between the cycle track and traffic lane will vary with corridor width available. Central median to be narrowed and opportunity to provide central islands to ensure safe right turn manouevres and visually narrow the road to effectively reduce vehicle speed.

Through the narrow section between Ulster Street and Victoria Street, eastbound cyclists will be directed onto a parallel quiet route on Mill Lane and be able to rejoin Mill Street at Victoria Street.

There are several areas Between Ulster Street and Norton Road, including through Hinemoa Park where the roadway is wider than required. This area will be unpaved and planted. The exact form of planting is to be confirmed at detailed design.

WAKA KOTAHI NZ TRANSPORT AGENCY

Implementation Project – Schedule Two

1. PROJECT OVERVIEW

Project name

Hamilton City Council Cycling and Micro Mobility Programme

Proposal ID number

From Transport Choices Project Tracker

Project status

Implementation

Schedule status

Final

2. PROJECT DESCRIPTION

This programme of working is to improve the level of service and accessibility along various cycle routes across Hamilton.

It consists of the following projects:

Killarney Road – Queens Avenue to Western Rail Trail (WRT)

We are providing safe and accessible connections between the WRT and Lake Rotoroa (Innes Common) and Queens Avenue for walking, biking and micro-mobility. This project also links to the Low Cost Low Risk 'Road to Zero' Lake Domain Road / Killarney Road safer intersection project, and Killarney Road (Greenwood St to WRT) project.
In addition, it will provide/improve connections to local parks, nearby communities, and local schools.

Interventions include:

- Transitional uni-directional separated cycle path, with pin down concrete islands on Killarney Road
- Widened shared paths to navigate through the Queens Avenue roundabout safely
- New raised paired zebra crossings for pedestrians and people on bikes

Appendix A – provides design details

Western Rail Trail (WRT) to Frankton Station

A strong pedestrian desire line from the WRT through to Frankton Rail Station has been identified. This project will be installing an extension of the WRT to the rail station to provide a safe and accessible connection for both walking and cycling. As well as personal safety improvements for this connection and around the station.

This complements the installation of a new covered bike shelter at the rail station to cater for train users especially those using the Te Huia rail service.

Interventions include:

- Construct a new shared path from the WRT to the Frankton Rail Station carpark and railway platform
- Upgrade existing and install new LED lighting columns adjacent to the new path and carpark.
- Review existing CCTV locations and install where required to improve security at the station for all users
- Improve pedestrian wayfinding to the rail station

This project links to the WRT, along with a number of new interventions on Killarney and Lake Domain Road.

Appendix B – provides design details

Level Crossings – Claudelands East and Brooklyn Road

We are proposing to install a pedestrian/cycle level crossings at Claudelands East intersection, and Brooklyn Road / Claudelands Road (east end).

This site has had a Level Crossing Safety Impact Assessments (LCSIA) completed. The assessments confirmed that they require safety upgrades in the form of automatic gates due to expected pedestrian and cyclist volumes, as well as future use of the rail line with the inland port development. These locations are part of the key connection between the City Centre and East Hamilton, including School Link.

Interventions include:

- Install automatic pedestrian gates, to ensure pedestrians and cyclists can safely cross the railway line. Automatic gates mitigate the risk of pedestrians and cyclists crossing the railway line immediately before, during and after the train.
- Upgrade footpaths on the approach to the railway crossing
- Install / replace matting, within the railway crossing to prevent trip hazard
- Resurface carriageway on approaches to improve surface and rider comfort for on road cyclist

Appendix C – Provides design details

Riverlea Connections

We are providing safe and accessible connections for people on bikes from/to Riverlea area with the recently implemented Howell Ave and SH1C walking and cycling facilities via local roads and quiet residential streets, thus making it more favourable for all ages and abilities. It also connects to the Wider Hillcrest area and existing cycle network, including the Te Awa River Ride.

In addition, it will provide/improve connections to local parks, nearby communities, and local schools.

Interventions include:

- Off-road shared path on Howell Avenue, and Riverlea Road protecting users from heavy vehicles
- Install traffic calming measures
- Tighten kerb radii at intersections and raised safety platforms

- Bus stop improvements

Appendix D – provides design detail

3. PURPOSE OF FUNDING

The Recipient will use the funding to deliver:

- a detailed list of specific deliverables
- a Communications and Engagement Plan
- a Monitoring and Evaluation Plan

4. TIMELINE/KEY MILESTONES

Milestones/Deliverable	Completed by			
	Killarney Road – Queens Avenue to Western Rail Trail (WRT)	Western Rail Trail (WRT) to Frankton Station	Level Crossings – Claudelands East and Brooklyn Road	Riverlea Connections
Concept	Complete	Complete	Complete	Complete
Consultation	Complete	Complete	Complete	March/April 2023
Preliminary design	Complete	In Progress	In Progress	April 2023
Detail design	Draft	7 March 2023	7 March 2023	June 2023
Communication and Engagement Plan submitted to Waka Kotahi	17 March 2023	17 March 2023	17 March 2023	17 March 2023
Monitoring and Evaluation plan submitted to Waka Kotahi	17 March 2023	17 March 2023	17 March 2023	17 March 2023
Identification of any resource support required from Waka Kotahi	17 March 2023	17 March 2023	17 March 2023	17 March 2023
Implementation of Comms and Engagement plan	April 2023	April 2023	April 2023	April 2023
Implementation of Monitoring and Evaluation plan	April 2023-April 2024	April 2023-April 2024	April 2023-April 2024	April 2023-April 2024
Construction Commenced	Mid 2023	November 2023	Summer 2023/2024	October 2023 (construction to start after new board walk by River has been completed)
Construction Completed	End 2023	Early 2024	Early 2024	Jan 2024
Asset in Operation	Early 2024	Early 2024	Early 2024	January 2024

WAKA KOTAHI NZ TRANSPORT AGENCY

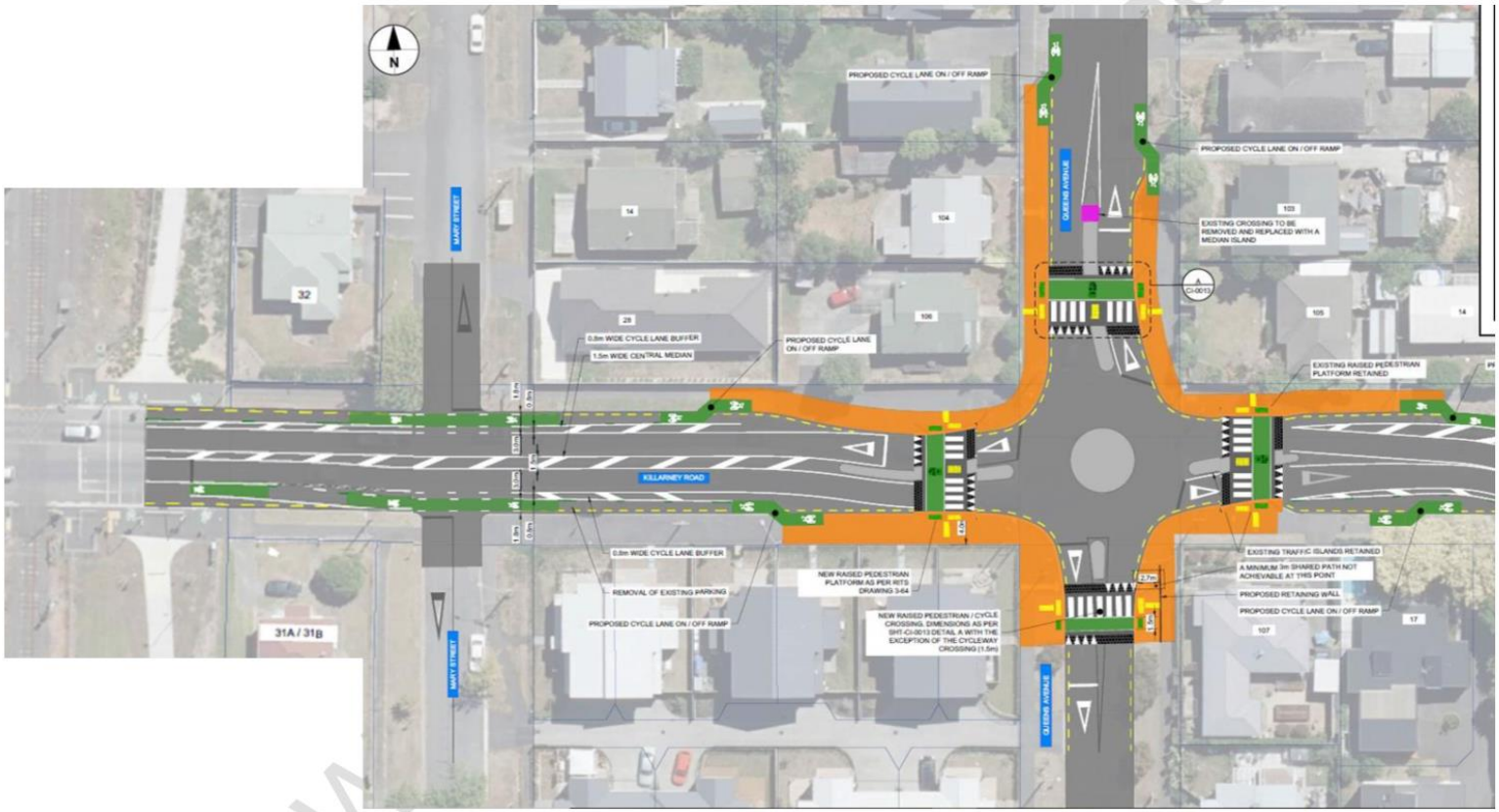
5. FUNDING

Schedule item	Cost (exclusive of GST)			
	Killarney Road – Queens Avenue to Western Rail Trail (WRT)	**Western Rail Trail (WRT) to Frankton Station**	**Level Crossings – Claudelands East and Brooklyn Road**	**Riverlea Connections**
Project management	$31,875.00	$65,025.00	$72,165.00	$76,925.00
Communications and engagement	$6,375.00	$26,010.00	$24,055.00	$30,770.00
Monitoring and evaluation	$12,750.00	$ 26,010.00	$24,055.00	$30,770.00
Implementation (TTM, construction, adaptation/maintenance costs required before June 2024)	$586,500.00	$1,183,455.00	$2,285,225.00	$1,400,035.00
Contingency	$637,500.00	$1,300,500.00	$2,405,500.00	$1,538,500.00
Total project cost - implementation	**$112,500.00**	**$229,500.00**	**$424,500.00**	**$271,500.00**
Local share contribution	$750,000.00	$ 1,530,000.00	$2,830,000.00	$1,810,000.00
Total funding amount payable by Waka Kotahi - implementation	**$75,000.00**	**$153,000.00**	**$283,000.00**	**$181,000.00**

6. EXECUTION

Signed for and on behalf of **The New Zealand Transport Agency (Waka Kotahi)** by an authorised signatory:	Signed for and on behalf of **Insert Council Hamilton City Council (Recipient)** by an authorised signatory**:**
_____	_____
Name: _____	Name: _____
Date: _____	Date: _____

Appendix A Killarney Road – Queens Avenue to Western Rail Trail (WRT)



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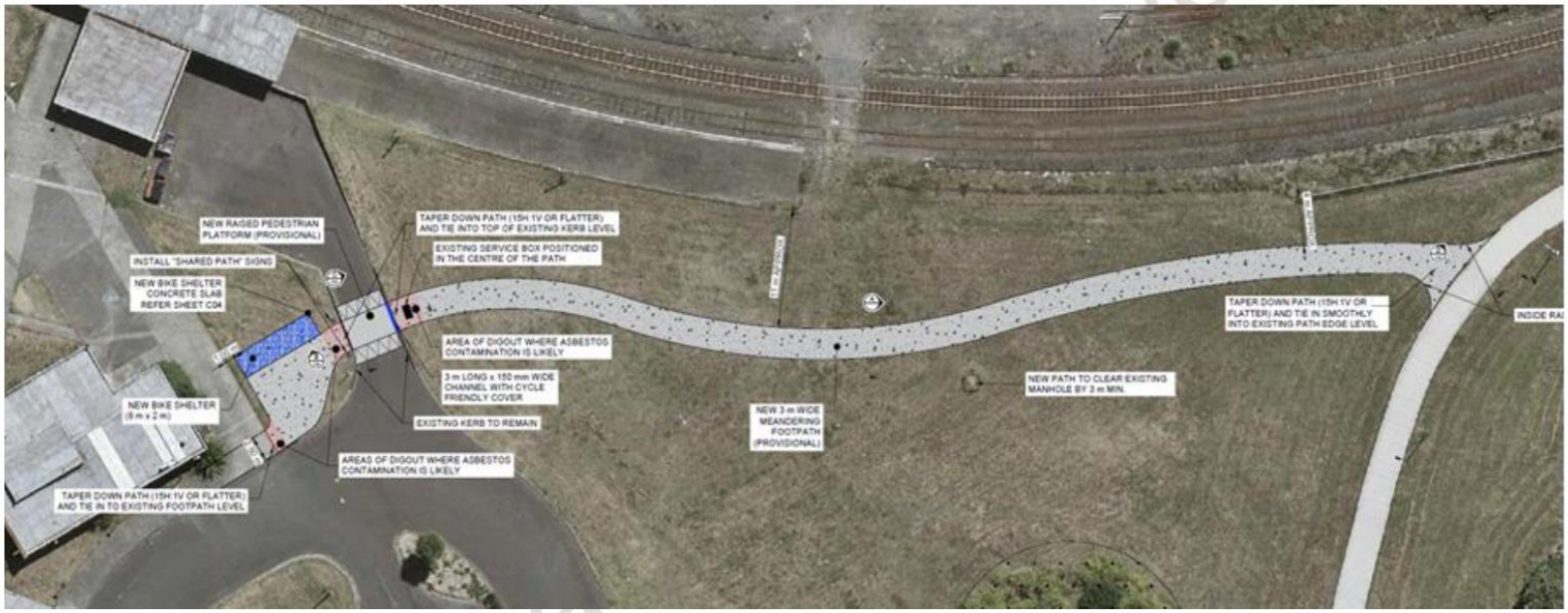
Appendix B - Western Rail Trail (WRT) to Frankton Station



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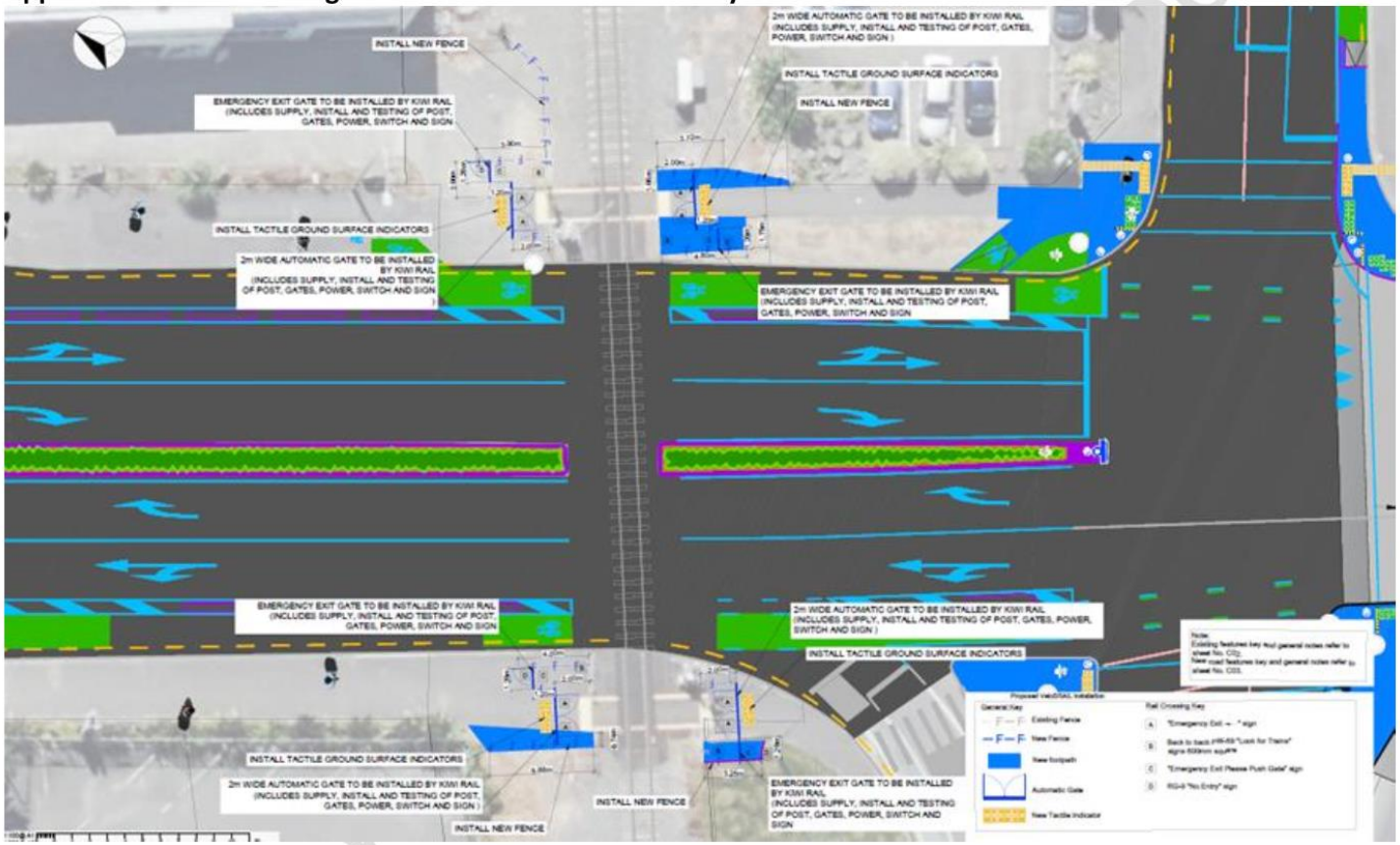
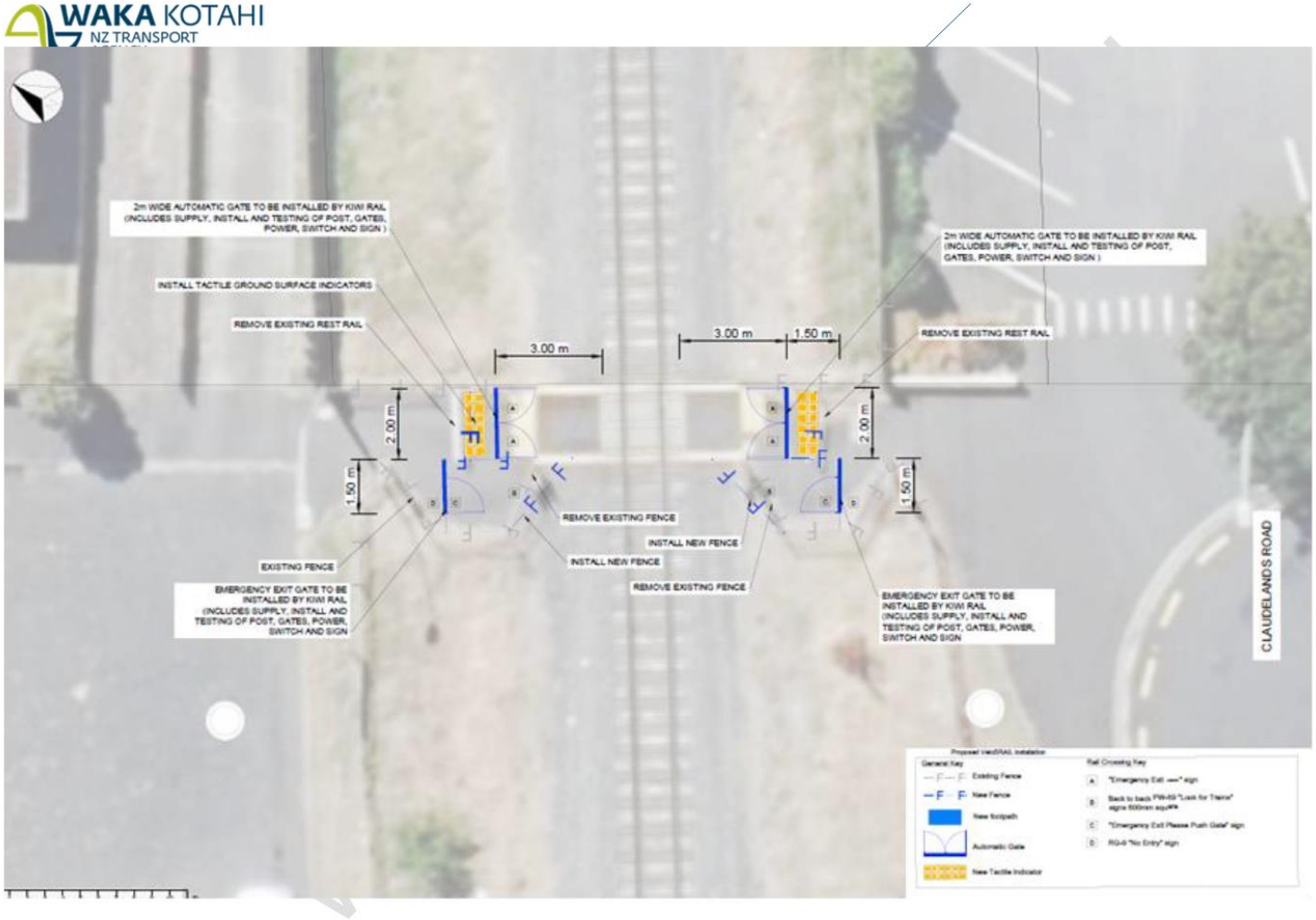
Appendix C - Level Crossings – Claudelands East and Brooklyn Road




WAKA KOTAHI
NZ TRANSPORT
2m WIDE AUTOMATIC GATE TO BE INSTALLED BY KIWI RAIL (INCLUDES SUPPLY, INSTALL AND TESTING OF POST, GATES, POWER, SWITCH AND SIGN)
INSTALL TACTILE GROUND SURFACE INDICATORS
REMOVE EXISTING REST RAIL
3.00 m
3.00 m
1.50 m
2m WIDE AUTOMATIC GATE TO BE INSTALLED BY KIWI RAIL (INCLUDES SUPPLY, INSTALL AND TESTING OF POST, GATES, POWER, SWITCH AND SIGN)
REMOVE EXISTING REST RAIL
2.00 m
2.00 m
1.50 m
1.50 m
REMOVE EXISTING FENCE
INSTALL NEW FENCE
INSTALL NEW FENCE
REMOVE EXISTING FENCE
EXISTING FENCE
EMERGENCY EXIT GATE TO BE INSTALLED BY KIWI RAIL (INCLUDES SUPPLY, INSTALL AND TESTING OF POST, GATES, POWER, SWITCH AND SIGN
EMERGENCY EXIT GATE TO BE INSTALLED BY KIWI RAIL (INCLUDES SUPPLY, INSTALL AND TESTING OF POST, GATES, POWER, SWITCH AND SIGN
CLAUDELANDS ROAD

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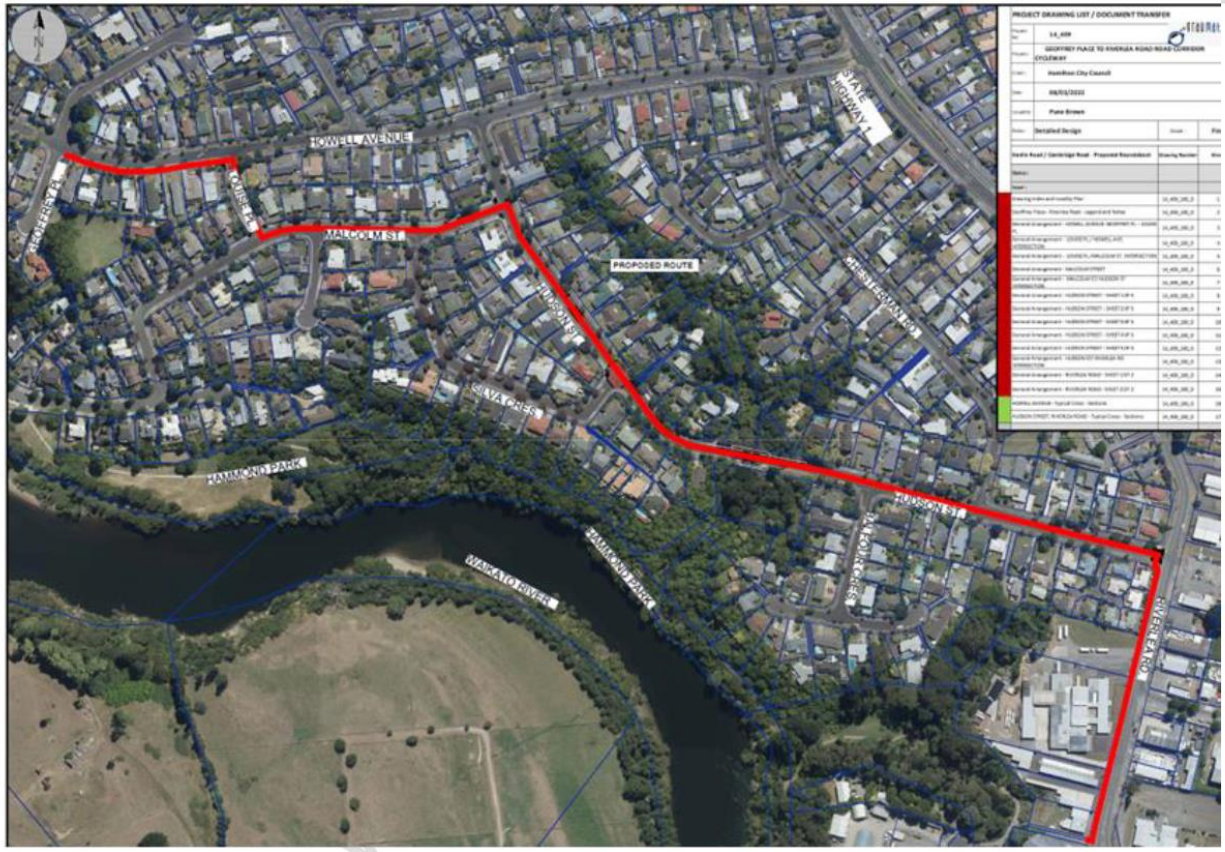
Appendix D - Riverlea Connections



WAKA KOTAHI NZ TRANSPORT AGENCY

Pre-implementation Project (Schedule ONE)

1. PROJECT OVERVIEW

Project name

Walkable Neighbourhoods

Proposal ID number

Proposal ID from Transport Choices Project Tracker

Project status

Pre-implementation

Schedule status

Initial

2. PROJECT DESCRIPTION

This programme of works is to improve, various sites across Hamilton to provide a higher the level of service and accessibility for pedestrians.

It consists of the following Projects:

Tristram street/Anzac Parade

There is a lack of safe infrastructure for pedestrians and cyclists to gain access from Palmerston Street and Clarence Street to the central city due to the dual lane Tristram Street/Anzac Parade roundabout and traffic volumes.

This project will provide a safe and accessible connection from Palmerston Street to Clarence Street by way of installing a dual signalised crossing on Tristram Street, safety improvements at the Clarence Street intersection, and improving existing connection from Palmerston Street to Tristram Street footpath.

It complements the 'Road to Zero' Tristram/ Anzac roundabout safety improvements being delivered under the Low Cost Low Risk programme.

In scope

Items identified in scope are:

- New shared path from Palmerston Street to Clarence Street
- Safety and accessibility improvements at Clarence Street intersection
- New signalised pedestrian / cycle crossing on Tristram Street
- Lighting assessment and improvement

Items Identified out of scope are:

- Improvements at Cobham/Tristram Street intersection improvements- being delivered by '*Road 2 Zero'*

Outputs

The implementation of:

- 300m of shared paths between Palmerston Street and Clarence Street
- Intersection improvements, including tightening the kerb radii, installing raised safety platform across Clarence Street
- New signalised crossing on Tristram Street and raised safety platform
- Lighting improvements where required

Appendix A Provides further details

Hayes Paddock Improvements

Hayes Paddock area (Jellicoe Drive and Plunket Terrace) is a destination for visitors due to proximity to the river, new playground and Café. It is also well used by the local residents. There is an opportunity to improve the area and create a space for people to enjoy and interact, as well as safety and accessibility improvements. Provides a key linkage into the river path network that connects through to Hamilton East to the north and Hamilton Gardens to the south.

This project compliments the Wellington Beach upgrade which is proposed to for implementation by June 2024.

In scope:

- End of trip facilities
- Bus stop improvements
- Raised safety platforms and crossing
- New community / interactive space

Out of Scope:

- River path improvements
- Parking upgrade/ resurfacing
- Bus shelter to be delivered by Parks and Recreation as part of new toilet/changing facility

Outputs:

The implementation of:

- New bike racks
- Raised safety platforms and zebra crossings
- Kerb buildouts
- Bespoke street furniture and landscaping
- Story telling through art and design Appendix B Provides details and the Concept plan

3. PURPOSE OF FUNDING

The Recipient will use the funding to deliver a Project Plan, a Communications and Engagement Plan and a Monitoring and Evaluation Plan.

The Project Plan will contain the following:

	Content
1	Project description
2	Context and objectives
3	In scope
4	Not in scope
5	Benefits that will be provided
6	Outputs
7	Design details
8	Key assumptions and risks
9	Methodology including procurement details and how Waka Kotahi will be engaged for any work on the state highway network
10	Governance
11	Resource plan, including any resources needed from Waka Kotahi
12	Timeline with milestones
13	Budget 1. Project management 2. Communications and engagement 3. Monitoring and evaluation 4. Implementation (TTM, construction, adaptation/maintenance costs before June 2024) 5. Contingency 6. Local share contribution
14	Links to other work

4. CONTEXT AND OBJECTIVES

This CERF project closely aligns with several Hamilton City Council long terms plans and strategies, including:

- Biking and Micro Mobility Programme Single Stage Business Case
- Access Hamilton
- Urban Growth Strategy
- Hamilton City Council Vision Zero
- This project also aligns with:
- The Waikato Plan
- Waikato Regional Councils' transport Strategy
- Waikato Metro Spatial Plan Transport Programme Business Case
- The Waikato Wellbeing Project

By investing in this proposal, we will see a reduction in the reliance on private vehicle use, and support people to walk and cycle.

5. KEY ASSUMPTIONS AND RISKS

Risks to the delivery of these projects have been identified and considered. These are relevant across all projects. As each project progresses, specific risks will be identified and report through the monthly reports. The identified risks have been run through a formal programme wide risk register, which has been summarised in the table below.

WAKA KOTAHI
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Project Name	Hamilton City Council CERF programme
Date of last update	1/02/2023
Current Owner	Hamilton City Council Urban Mobility team

See "Info Sheet" tab for Scoring Matrix and Checklist for each update

DRAFT

			Initial Risk assessment, as if controls didn't exist (Unmitigated)						Current risk assessment, taking account o		
Risk ID	Risk title	Risk event	Consequence category(s)	Likelihood	Consequence	Risk factor	Mitigation Action Required	Owner	Progress	Likelihood	Cons
		Description of risk event (preceded by 'Risk of...' or 'Risk that...')	May be more than one. Select from drop-down list	1 to 5 (See Info Sheet 5 is high)	1 to 5 (See Info Sheet 5 is high)	Red - Critical Yellow - high Green - Medium Blue - Low	List all actions to be taken which will: - reduce the likelihood of the event occurring; or - reduce the potential consequence if it does	Activity Manager/ Infrastructure Planning/PMO	To be updated regularly	1 to 5 (See Info Sheet 5 is high)	(See I is
1	Procurement Delays	Delay in appointment of consultancy services	Achievement of strategic outcomes	4	4		Agreed procurement approach in place with associated timeframes delivered	PMO office		2	
2	Internal Resources	Resources / project Team not in place to deliver programme	Organizational capability and capacity	4	4		Identify required resources early in project, and confirm with various people / team leaders the availalbility of required resources.	Honor Young		2	
3	Quality of Schemes / designs	Lack of Quality of the schemes. All designs and schemes need to meeting Waka Kotahi Standards	Achievement of strategic outcomes	2	3		Regular project meetings between HCC/ Consultant, and HCC/ Waka Kotahi	PM Team		2	
4	Budget Overun	Actual cost of the project exceeds the budget that was approved in the CERF application	Financial	4	4		Project team to ensure that cost are kept within the approved budget. If budget is to be exceeded, formal approval by WK is required	Martin Parkes		3	
5	Stakeholder Engagements	Consultation content poor leading to increased opposition and diminished reputation with stakeholders	Reputational	4	4		All communications to be agreed by Comms team and Engagement Advisors	Project Team Comms Team		3	
		Not all stakeholders have been identified or engaged with - leading to increased opposition and diminished reputation with stakeholders	Service Delivery to community	4	4		All stakeholder engagement to be agreed by Comms Team, Engagement Advisors and Project Manager	Comms Team		3	
6	Community dissatisfaction	Lack of Local Community support for delivery of cycle project e.g. type of facility vs loss of parking	Reputational	3	4		Set up a Engagement strategy, for this project, including risks and mitigations, that will enable council to provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions and feel part of the decision making process	Project Team Comms Team		3	
7	Iwi Engagement	Lack of support from local Iwi on project can impair relationship with Tangata Whenua (for this project but also HCC as a whole)	Reputational	3	4		Early engagement with local Iwi on proposed programme and projects prior to commencing formal consultation. Hui with Iwi	Project Team Comms Team		2	

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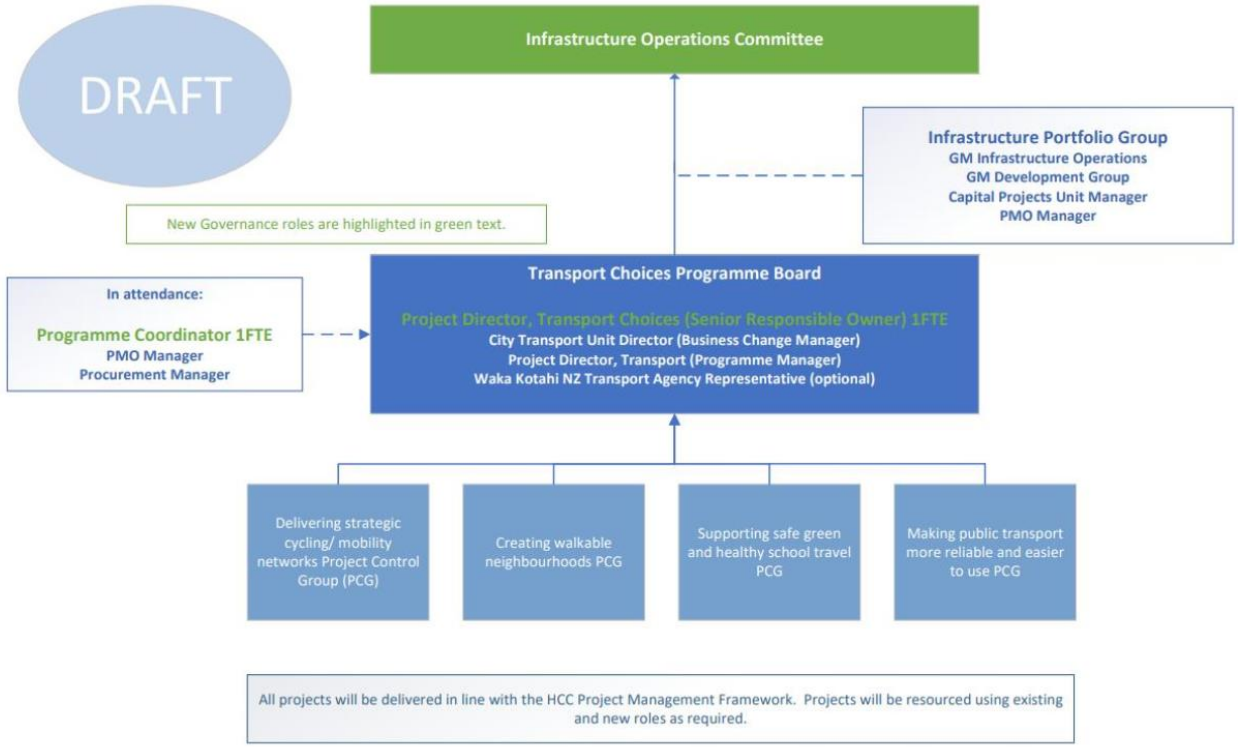
WAKA KOTAHI
NZ TRANSPORT AGENCY

			Initial Risk assessment, as if controls didn't exist (Unmitigated)						Current risk assessment, taking account of controls (Residual)			
Risk ID	Risk title	Risk event	Consequence category(s)	Likelihood	Consequence	Risk factor	Mitigation Action Required	Owner	Progress	Likelihood	Consequence	Risk factor
		Description of risk event (preceded by 'Risk of...' or 'Risk that...')	May be more than one. Select from drop-down list	1 to 5 (See Info Sheet 5 is high)	1 to 5 (See Info Sheet 5 is high)	Red - Critical Yellow - high Green - Medium Blue - Low	List all actions to be taken which will: - reduce the likelihood of the event occurring; or - reduce the potential consequence if it does	Activity Manager/ Infrastructure Planning/PMO	To be updated regularly	1 to 5 (See Info Sheet 5 is high)	1 to 5 (See Info Sheet 5 is high)	Red - Critical Yellow - high Green - Medium Blue - Low
8	Delivery of Programme	Consultants not being able to deliver in time	Service Delivery to community	2	2		Regular project meetings to discuss progress and any posible risks and mitigations	Project Team		2	2	
9	Design	General lack of design quality Preliminary design risks or fundamental design flaws not adequately identified. This can result in redesign work and project delays.	Reputational	3	3		1. Consultant quality assurance plan 2. Consultant designer quality assurance risk check sheet 3. Independent design quality check by senior roading engineer 4. Final review and approval of construction drawings by relevant project lead 5. Safety of design assessment and safety audit	Project Team		2	3	
		Project design objectives and benefits diluted during the detail design process	Achievement of strategic outcomes	3	4		1. Project Team to be familiar with CERF requirements and the design objectives to ensure objectives and benefits are being met. 2. Having quality check points (Hold Points) during design 2. Final review and approval of construction drawings by project owner.	Project Team		2	3	
10	Other Projects in Area	Lack of coridination between various projects in the same area, could result in clash between projects and cause project delays	Service Delivery to community	3	2		Internal and external consultation during scheme assessment and detail design phases to identify risks and opportunities.	Project Team		2	1	
11	Approval From Waka Kotahi	Delay in getting approval from WK in terms of cost and deliverables will impact delivery time of the project	Achievement of strategic outcomes	2	4		Agree timeframes and provide adequate time within the programme of deliverables. Regular repring to Waka Kotahi to manage progress. Sufficient programming and planning to enable Waka Kotahi to meet delivery timeframes. Regular meetings with Waka Kotahi	Martin Parkes		2	3	
12	Managing Project Scope	possible scope creep as designs are delevoped.	Financial	2	3		Agree scope upfront and project team to keep to agreed scope	Project team		1	2	
13						#N/A						#N/A

WAKA KOTAHI
NZ TRANSPORT AGENCY

6. GOVERNANCE

The following structure chart sets out the governance arrangements for the Transport Choices projects.



7. RESOURCE PLAN

All project management, communications and Procurement will be undertaken in-house, with support from external parties where required.

Tristram/Anzac Parade

Team Members	Time allocated (hours)	Estimated cost ($)
Project lead (Council staff)	20	$1,600.00
Communication lead (Council staff)	40	$3,200.00
Engagement lead (Council staff)	40	$3,200.00
Community champion (Council staff and/or Elected Member)	5	$400.00
Design lead (Council staff)	40	$3,200.00
Technical specialist (transport) (Council staff)	20	$1,600.00
Monitoring and evaluation lead (Council staff)	10	$800.00
Activities and events coordinator	0	$-
Consultant – specialist technical advice	250	$50,000.00
Additional resource request – Collaboration with Waka Kotahi	0	$-
Total:	**425**	**$ 64,000.00**

Hayes Paddock

Team Members (add/delete as appropriate)	Time allocated (hours)	Estimated cost ($)
Project lead (Council staff)	20	$1,600.00
Communication lead (Council staff)	30	$2,400.00
Engagement lead (Council staff)	40	$3,200.00
Community champion (Council staff and/or Elected Member)	10	$800.00
Design lead (Council staff)	30	$2,400.00
Technical specialist (transport) (Council staff)	20	$1,600.00
Monitoring and evaluation lead (Council staff)	10	$800.00
Activities and events coordinator	20	$1,600.00
Consultant – specialist technical advice	350	$70,000.00
Additional resource request – Collaboration with Waka Kotahi	10	$2,000.00
Total:	**540**	**$86,400.00**

8. TIMELINES/KEY MILESTONE

This section details the timeline and key milestones for the Walking elements of HCC's Transport Choices projects.

Deliverables	Completed by	
	Tristram/Anzac Parade	Hayes Paddock Improvements
Proposed approach presented to Waka Kotahi	Complete	Complete
Initial draft Project Plan	7 March 2023	7 March 2023
Final Project Plan	17 March 2023	17 March 2023
Communication and Engagement Plan	17 March 2023	17 March 2023
Monitoring and Evaluation Plan	17 March 2023	17 March 2023

The follow table provide details of the implementation timeframes

Milestones	Completed by	
	Tristram/Anzac Parade	Hayes Paddock Improvements
Concept	Complete	Complete
Consultation	March/April 2023	March/April 2023
Prelim Design	Mid 2023	Mid 2023
Detailed Design	Mid-Late 2023	Mid-Late 2023
Pre-construction Handover	Late 2023	Late 2023
Implementation	Early - Mid 2024	Early - Mid 2024

9. FUNDING

The following table provide a breakdown of the funding required for pre-implementation activities across the two projects, and also the overall cost for the two projects.

Schedule Item	Cost (incl. GST)	
	Tristram/Anzac Parade	Hayes Paddock Improvements
Design	$64,000.00	$80,000.00
Comms and Engagement	$24,000.00	$30,000.00
Monitor and Evaluation	$16,000.00	$20,000.00
Statutory Process/consents/Approvals	$4,000.00	$5,000.00
Project Plan	$16,000.00	$20,000.00
Project Management	$40,000.00	$30,000.00

Project cost - pre-implementation	$164,000.00	$185,000.00
Contingency	$24,600.00	$27,750.00
Total Project cost - pre-implementation	**$188,600.00**	**$212,750.00**
Local Share	$16,400.00	$18,500.00
Total funding amount payable by waka Kotahi - pre-implementation	**$147,600.00**	**$166,500.00**

10. OVERALL COSTS

Schedule Item	Cost (incl. GST)	
	Tristram/Anzac Parade	Hayes Paddock Improvements
Pre- implementation	$188,600.00	$600,300.00
Construction (inclusive of TTM, Maintenance cost before June 2024)	$652,400.00	$3,059,730.00
Total Cost	**$800,000.00**	$3,600,000.00
Local Share	$80,000.00	$360,000.00
Total funding amount payable by Waka Kotahi	**$720,000.00**	$3,240,000.00

11. LINKS TO OTHER WORK

Tristram/Anzac Parade

This piece of work will link to the following:

- Tristram/Cobham intersection – R2Z improvements
- Biking and micromobility future projects

Hayes Paddock Improvements

This piece of work will link to the following:
Wellington Beach upgrade

12. EXECUTION

Signed for and on behalf of **The New Zealand Transport Agency (Waka Kotahi)** by an authorised signatory:

_____

Name: _____

Date: _____

Signed for and on behalf of **Hamlton City Council (Recipient)** by an authorised signatory**:**

_____

Name: _____

Date: _____

Appendix A – Tristram/Anzac Parade

The project will provide a safe and accessible link, containing the following improvements:

- New shared path from Palmerston Street to Clarence Street, tying into recently upgraded shared path as part of Tristram/Anzac roundabout safety project
- Reduce kerb radii and raised platform at the Clarence Street / Tristram Street intersection
- New signalised pedestrian / cycle crossing on Tristram Street connecting to Clarence Street and Anglesea Street

Lighting assessment and improvements

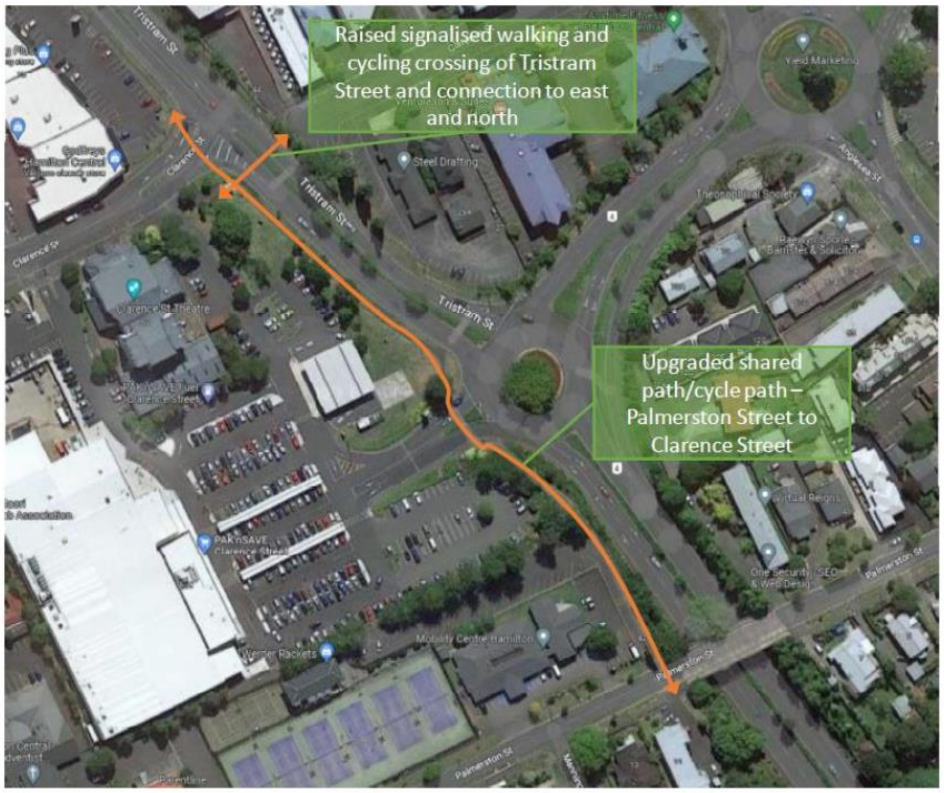


Figure 1: Tristram/Anzac proposed improvements

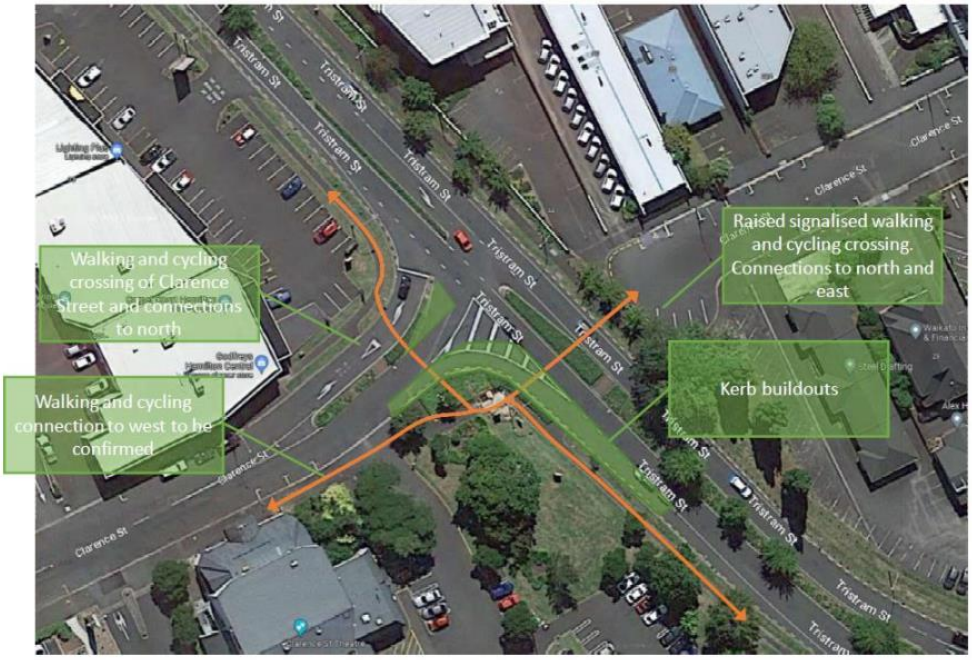


Figure 2: Tristram/Clarence proposed improvements

The asphalt shared path is proposed to be between 3-4m wide where possible. Vegetation will be cutback and crown lifted where it is overgrown and inadequate head clearance for people on bikes.

A new raised signalised dual crossing is proposed on Tristram Street where there is a clear pedestrian desire line, providing pedestrian and cycle access, connecting the two sides of Clarence Street.

A Raised Safety Platform and kerb buildout is proposed at the intersection of Clarence and Tristram street, providing a safe crossing and slow turning movements.

All designs will comply with the following national and international best practice documentation:

- Waka Kotahi Cycle Network Guide (NZ)
- Waka Kotahi Pedestrian Network Guidance (NZ)

The WLASS Regional Infrastructure technical Specification will be used where required.

All traffic changes will be compliant with the TCD manual

Appendix B - Hayes Paddock Improvements

The Hayes Common, Hayes Paddock and Wellington Street Beach is an area which attracts a lot of visitors to the area either by walking, biking, and other sustainable modes. There are also local residents who access the river path or nearby café.

It has been observed on site the Plunket Terrace and Jellicoe Drive intersection causes confusion to drivers, and there is a strong desire line for pedestrians to cross there to access the river, playground, and café.

Safety and accessibility issues identified are:

- Drivers use the intersection to complete U-turns, especially when visitors are looking for a carpark.
- Obstructive parking near the intersection and driveways
- The pedestrian crossing gets obstructed by the buses when they stop
- Entry speeds into Plunket Terrace are high and visibility of pedestrians at the crossing is blocked by parked

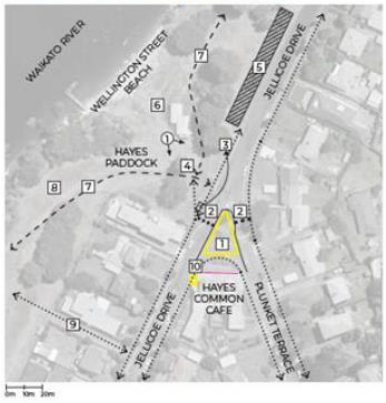
The project will provide the following improvements:

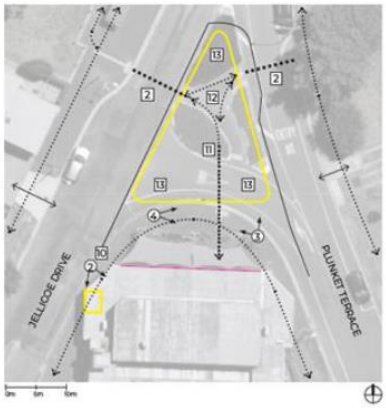
- Bus stop relocation and upgrade, bus shelter to tie into new toilet/changing facilities for the Wellington Beach upgrade
- Raised pedestrian crossings
- Removal of left slip lane and Intersection improvements
- Community space outside Hayes Common Café
- Tighten kerb radii at Plunket Terrace
- Install new road markings
- Install wayfinding signage and bike parking

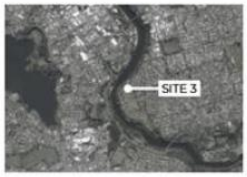
.

Figure 3: Hayes Paddock Locality Plan

Site 3 : 33 Jellicoe Drive







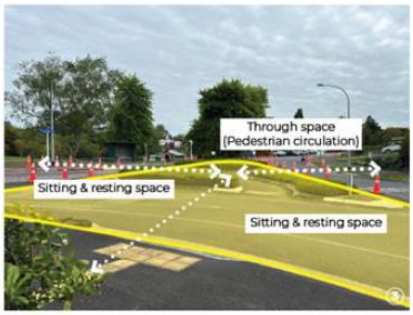
LEGEND
- Site
- Footpath / pedestrian movement
- Pedestrian crossing
- Cycleway / shared use path
- Vehicle access
- Active frontage (shops / cafe / business)
- Car parks
- Notes
- Photo viewpoint

NOTES

1. Closure of Plunket Terrace slip lane opens up opportunity for a community space in the existing refuge island
2. Upgraded pedestrian crossings
3. The existing bus shelter is relocated to this location
4. Potential focal point for wayfinding / story board
5. Wellington Street Beach car parks
6. Park facilities and public toilet
7. Hamilton Riverside Rides and Walks
8. Playground
9. Informal grassed footpath connection between Jellicoe Street and Hayes Paddock
10. Existing bus stop
11. Potential sitting & resting space
12. Through space (pedestrian circulation)
13. Require barriers / screens at the corners to define the space

Figure 4: Hayes Paddock concept plan

Site 3 : 33 Jellicoe Drive



Recommendations:

- Relocating the existing bus stop opens up views into the river banks. Picture 1 is a good focal point location for wayfinding signage and story board.
- Picture 2 - Building eaves provides shelter for the Parklet. Install bike stands perpendicularly to the footpath.
- Picture 3 - Define the "sitting space" and "through space" with sensible boundary treatment. Material palette and theme to be in keeping with the neighbourhood and community characters.
- Picture 4 - Potential additional bike parking space, can incorporate planter boxes and potential seating. Style and material should be coherent with the cafe.

Figure 5: Hayes Paddock site photos

The new bike racks will be stainless steel Sheffield style for short term parking. The demand will be monitored and space to expand.

The new raised safety platforms will be in accordance with relevant guidelines and ramp gradients suitable for bus routes.

The kerb build out will be a standard kerb detail and accessible kerb height at the new bus stop location. The build outs at the intersection will remove the left slip lane, slow turning vehicles at the one entry/exit point.

The community space materials and landscape will be determined through the community workshop and urban design, as well as preferred manufacturer/provider deign and supply.

The bus shelter will be incorporated into the proposed new toilet/changing facility. It will be covered, and a green roof will be considered as part of the design. This is to be delivered adjacent to this project.

All designs will comply with the following national and international best practice documentation:

- Waka Kotahi Cycle Network Guide (NZ)
- Waka Kotahi Pedestrian Network Guidance (NZ)
- DoT Cycle Infrastructure Design Guidance – Local Transport Note 1/20 – July 2020 (UK)
- CROW Manual (Netherlands)

The WLASS Regional Infrastructure technical Specification will be used where required.

All traffic changes will be compliant with the TCD manual

Implementation Project - Schedule TWO

1. PROJECT OVERVIEW

Project name

Walkable Neighbourhoods

Proposal ID number

From Transport Choices Project Tracker

Project status

Implementation

Schedule status

Final

2. PROJECT DESCRIPTION

River Road Footpath western side – Kirikiriroa Bridge to Comries Road

This project will resolve a missing link in Hamilton's pedestrian network which is required to service the local community. Users currently walk along the grass berm to gain access to their destination. Installation of a new footpath at this location will improve accessibility and uptake of walking and recreational walking by the river, as well as link to the Kirikiriroa Bridge which connects to Wairere Drive and Flagstaff area.

Interventions include:

- New footpath approx. 1.3km in length
- Two raised pedestrian crossings

Appendix A – provides design details and crossing locations to be assessed and prioritised.

3. PURPOSE OF FUNDING

The Recipient will use the funding to deliver a Project Plan, a Communications and Engagement Plan and a Monitoring and Evaluation Plan.

4. TIMELINE/KEY MILESTONES

The following table provides details for the deliverables agreed to Waka Kotahi

The follow table provide details of the implementation timeframes

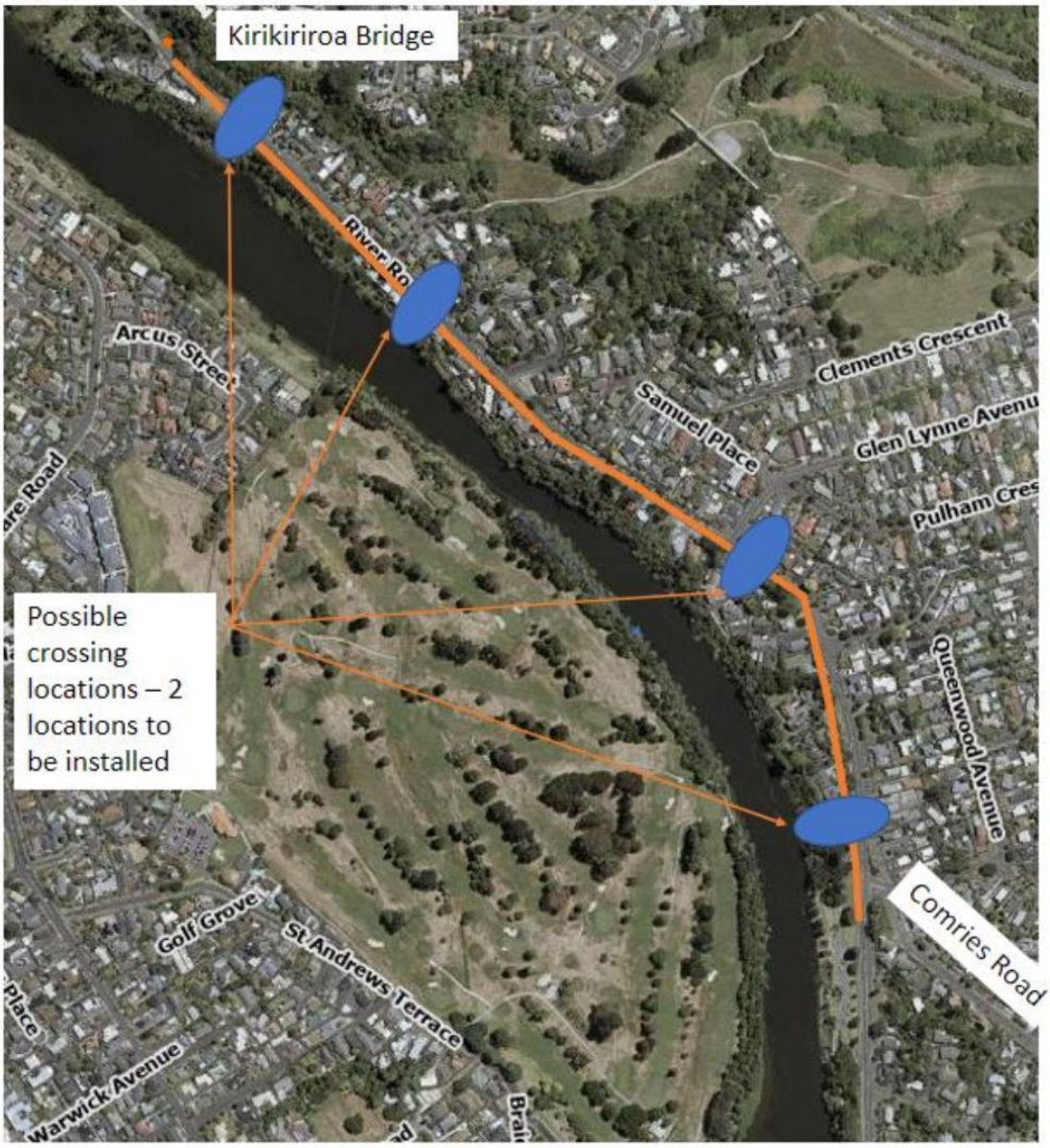
Milestones/Deliverable	Completed by
Concept	Complete
Consultation	March/April 2023
Preliminary Design	April 2023
Detailed Design	May 2023
Hamilton City Council Meeting	7 March 2023
Communication and Engagement Plan submitted to Waka Kotahi	17 March 2023
Monitoring and Evaluation plan submitted to Waka Kotahi	17 March 2023

Identification of any resource support required from Waka Kotahi	17 March 2023
Regulatory committee meeting	June/July 2023
Implementation of Monitoring and Evaluation plan	April 2023-April 2024
Construction Commenced	September 2023

5. FUNDING

Schedule Item	Cost (incl. GST)
Project Management	$76,500.00
Comms and Engagement	$30,600.00
Monitor and Evaluation	$30,600.00
Construction	$1,392,300.00
Project cost --implementation	$1,530,000.00
Contingency	$270,000.00
Total Project cost - construction and implementation	**$1,800,000.00**
Local Share	$-
Total funding amount payable by waka Kotahi - implementation	**$1,800,000.00**

Appendix A


Kirikiriroa Bridge
River Ro
Arcus Street
Clements Crescent
Samuel Place
Glen Lynne Avenu
Pulham Cres
Queenwood Avenue
Comries Road
Golf Grove
St Andrews Terrace
Warwick Avenue
Possible crossing locations – 2 locations to be installed

Item 13

Council Report

Committee: Infrastructure and Transport Committee
Date: 07 March 2023

Author: Eeva-Liisa Wright
Authoriser: Eeva-Liisa Wright

Position: General Manager Infrastructure Operations
Position: General Manager Infrastructure Operations

Report Name: General Managers Report

Report Status	*Open*

Purpose - *Take*

1. To inform the Infrastructure and Transport Committee on topical issues, areas of concern and items which need to be brought to Elected Member's attention, but which do not necessitate a separate report or decision.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Infrastructure and Transport Committee:

    a) receives the report; and

    b) notes pre-implementation work to commence for identified priority routes for the approved Biking & Micro-Mobility Programme Business Case.

Executive Summary - *Whakaraapopototanga matua*

3. This report provides updates to Infrastructure Operations Committee Members on activities, actions or projects contained within the plans or strategies for which this Committee and the relevant General Manager have responsibility over and for which significant progress has been made.
4. The following updates are included in this report:

    i. Biking & Micro-Mobility Programme Business Case

    ii. In-lane bus stops operating

    iii. Council Policy Review Update

5. Staff consider the recommendations in this report to have a low level of significance and that the recommendations comply with Council's legal requirements.

Discussion - *Matapaki*

Biking & Micro-mobility Programme Business Case

6. In April 2021 the draft Biking and Micro-Mobility Programme Business Case for Hamilton City Council was approved subject to Waka Kotahi approval by the Infrastructure Operations Committee.

7. On 9 August 2022, the Infrastructure Operations Committee approved the reallocation of $931k of local share funding from the Eastern Pathways School Link Programme (2022/23) to support the pre-implementation phase of the Biking and Micro-mobility Programme. This was subject to Waka Kotahi Board approval of the Biking and Micro-mobility programme business case.
8. In late September 2022, the Waka Kotahi Board endorsed the HCC Biking and Micro-mobility programme business case with some amendments. The Waka Kotahi Board also approved $1.9M pre-implementation funding (inclusive of HCC's $931k local share) for the development of priority routes identified in the programme business case.
9. The final approved Biking and Micro-Mobility Programme Business Case is currently being uploaded onto the Hamilton City Council website
10. The Waka Kotahi Board noted the positive mode shift that is expected to be delivered by the programme. It is anticipated funding for construction will be included in the 2024-27 National Land Transport Programme (NLTP).
11. $1.9M pre-Implementation funding (inclusive of HCC's $931k local share) is available for the delivery of cycle design guidelines for Hamilton, corridor assessments, community engagement, and concept/preliminary designs of priority routes identified in the business case. The pre-implementation work is expected to be completed by 30 June 2024. The priority routes are listed below:
    i. Hospital to Central City (via Pembroke Street corridor)
    ii. City Centre to University Link (East)*
    iii. School Link Corridor*
    iv. Victoria Street Central City Corridor
    v. Killarney Road (Dinsdale to Western Rail Trail – some parts to be delivered via CERF)
    vi. Bader/Peacockes/Central City – some parts to be delivered via CERF
    vii. Nawton to Central City (via Grandview Road/Avalon Drive/Norton Road)
    viii. Ruakura to Central City*
    ix. City Centre to University Link (West)*
    x. Boundary Road/Fifth Avenue (Wairere Drive to Victoria Street)
    xi. Grey Street South (Clyde Street to Cobham Drive/Hamilton Gardens)
    xii. Rototuna to Chartwell (via Hukanui Road – links to School Link corridor)

* These routes are being funded outside the B&MM Programme

In-Lane Bus Stops

12. On 31 May 2022, the Infrastructure Operations Committee discussed in-lane bus stops as part of a report on 'Public Transport Infrastructure Studies – Rototuna and Waikato Hospital'. At the time, the Committee requested staff report back to the Council with a proposal for the development and delivery of projects identified in the studies for Rototuna services and the Waikato Hospital, subject to Waka Kotahi 51% co-investment, for consideration as part of the funding opportunities for the draft Long-Term Plan 2024-34 and the draft National Land Transport Programme 2024-27.
13. The 31 May 2022 Infrastructure Operations Committee also requested staff provide information to Members, prior to developing the above proposal, concerning in-lane bus stops including; best practice, traffic impact analysis etc. At the time of writing this report an Elected Member drop in session is planned on the 6 March 2023 to provide the requested information.

14. A good public transport network of services and infrastructure that meet passenger needs is critical to delivering optimal transport solutions and outcomes for our city, as well generally delivering a higher level of service for the movement of all people and goods on our transport network. With an improve public transport system brings several benefits to Hamiltonians and visitors to our city:
    i. helping connect people to where they need to go
    ii. providing transport options for people of all ages and abilities
    iii. reducing the impact of transport on the environment (reduced VKT & carbon emissions)
    iv. supporting and shaping Hamilton's growth
    v. helping reduce congestion to improve travel times for those needing to use their cars
    vi. improving community mobility for those not capable of driving
    vii. providing an equitable transport system by giving more people the ability to get to places of work/education without the need to buy, operate and service a car
    viii. improving commuter productivity compared with the ineffective time spent driving a car particularly at peak times.
15. Hamilton has several in-lane bus stops operating across the city. In-lane bus stops are one of the many tools available to practitioners to help deliver the above benefits. It is acknowledged the use of in-lane bus stops needs to be carefully considered.
16. It is not appropriate to use in-lane bus stops in every situation. Waka Kotahi's in-lane bus stop calculator tool helps determine the use of in-lane bus stops. The tool uses traffic volumes, bus passenger volumes, and bus dwell times to determine which bus stop layout is optimal in terms of reducing overall travel time delays to public transport users. Included in the technical paper (**attachment 1**) is a link to Waka Kotahi's in-lane bus stop calculator tool.

Council Policy Review Update

'Hamilton Gateways Policy' and 'Streetscape Beautification and Verge Maintenance Policy'

17. The 'Hamilton Gateways Policy' and 'Streetscape Beautification and Verge Maintenance Policy' were last reviewed in 2015 and is currently due to be reviewed in 2022/23.
18. We have now commenced the process to review of these policies. Part of the review includes working with Elected Members, community, internal stakeholders and partners including iwi and mana whenua.
19. There are opportunities being scheduled via Briefings and workshops for Elected Members to provide guidance and direction on proposed changes as part of the policy reviews:
    i. briefing on the 22 March 2023 to seek guidance and direction on the proposed changes, and
    ii. the revised draft policy will be presented by staff at a further briefing on the 19 April 2023.
20. Full timetable proposed is here:

8 March 2023	Start review with internal stakeholders *(Including early engagement with iwi/Mana Whenua groups to understand points of concern/interest to address in review)*
22 March 2023	Seek guidance on proposed changes from Elected Members at an Elected Member briefing.
19 April 2023	Seek feedback on draft policy from Elected Members at an Elected Member briefing.

Late April 2023	Draft policy circulated with Iwi groups for feedback.
30 May 2023	Seek approval of reviewed Policy at the Infrastructure and Transport Committee meeting.
June 2023 onwards	Approve Policy to inform AMP, LTP conversations /workshops, and LOS

21. Consultation will be based on the significance of changes as guided by Elected Members in the workshop and briefings.

Legal and Policy Considerations - Whaiwhakaaro-aa-ture

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

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

23. 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').
24. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.
25. The recommendations set out in this report are consistent with that purpose.
26. There are no known social, economic, environmental or cultural considerations associated with this matter.

Risks - *Tuuraru*

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

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

28. 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 - In-Lane Bus Stops - Technical Paper - February 2023

Attachment – In-Lane Bus Stops

Background

Hamilton City Council has historically provided an ad hoc mixture of indented and kerbside bus stops, with some bus stops being in-lane.

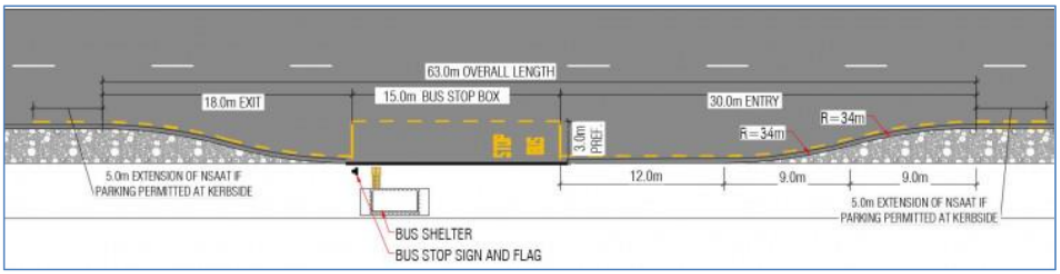


Figure 1: Indented bus stop.

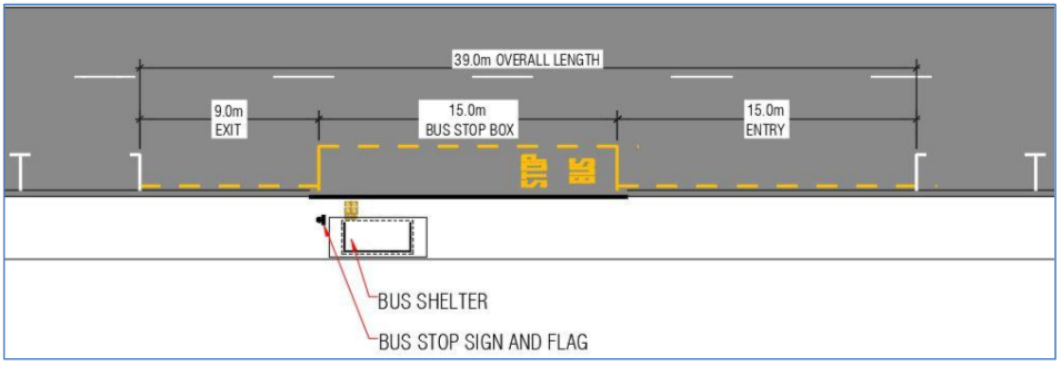


Figure 1: Kerbside bus stop.

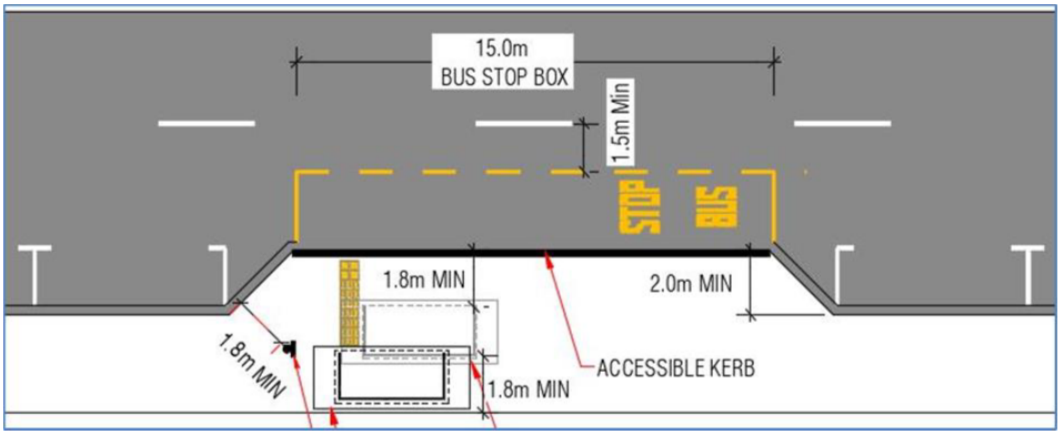


Figure 2: In lane bus stop.

Recently, designs developed by the City Transportation team have proposed converting some existing recessed and kerbside bus stops to in-lane bus stops.

National Guidance

The most up-to-date guidance for bus stop design in New Zealand is available through the Waka Kotahi Public Transport Design Guidance (PTDG). From the PTDG:
"Bus stop layout is essential to supporting the safe, efficient, and accessible operation of bus services. The key component of a successful bus stop is that the bus can reliably and consistently align close and parallel to the kerb and stop where passengers expect it to stop relative to the bus stop sign, shelter, footpath indicators, or road markings.
A failure to align the bus with the kerb properly is often for one of two reasons:

- *the bus driver deliberately stops far away from the kerb to make it easier to pull out of the bus stop or*
- *the kerb or bus stop layout forces the driver to pull in or out of the bus stop at too sharp an angle.*

Either reason can have serious implications for the bus service being accessible and safe."

Buses poorly aligned to the kerb have the greatest impact on bus passengers with reduced mobility and those using mobility aids such as wheelchairs or prams.

At bus stops, passengers and buses must access the kerb to facilitate boarding. This creates conflict between road users using different travel modes.

- Buses must stop in, or leave and re-enter, the traffic lane.
- Bus passengers need to access the bus, which usually means that the bus or the bus passengers must cross a cycle lane or the kerbside area where cyclists often ride.
- Buses must manoeuvre very close to the kerb, which can cause the body of the bus to overhang the footpath.

Bus stops also require space in the road reserve which may be unavailable for other uses such as car parking, street planting, footpaths, or cycle lanes.

The PTDG includes guidance specific to the three forms of bus stop, which is summarised in the following sections.

Indented bus bays

Indented bus bays are set into the kerb and footpath space. Their purpose is to remove buses from traffic lanes when they stop. This maintains the general traffic flow and can improve safety in some contexts since a stationary bus in a high-speed traffic lane creates a safety risk. In most situations, **an indented bus stop layout is a last choice bus stop design** due to the operational impacts. The PTDG lists the operational impacts, these are summarised in the table below.

In lane bus stops

In-lane bus stops enable buses to stop within traffic lanes. Traditional kerbside bus stops require buses to exit the traffic lane and manoeuvre into a kerbside bay/box. This delays buses due to manoeuvring time and the need wait for a gap to re-enter the traffic stream. In some cases, particularly when lead-in and lead-out space is inadequate, drivers may not pull in close to the kerb, resulting in access issues, particularly for people with constrained mobility. In-lane bus stops eliminate these sources of delays for buses and improve the ability for the bus to reach the kerb line, **making it easier for people using wheelchairs or with prams** to get on and off the bus. They can also provide other benefits such as **reduced parking loss** and better footpath operation.

While in-lane bus stops do require private vehicles to wait behind the buses when they stop at bus stops, this usually small delay is often outweighed by benefits to bus passengers. Despite the public's concerns, **there is usually little actual impact on general traffic flow**, especially on lower volume roads and in main urban and suburban centres where managing general traffic speed is important.

To determine the appropriateness of in-lane or kerbside bus stops based on local context, Waka Kotahi have developed an **in-lane bus stop calculator tool** (link below). This tool uses traffic volumes, bus passenger volumes, and bus dwell times to determine which bus stop layout is optimal in terms of reducing overall travel time delays to users.

https://www.nzta.govt.nz/assets/Walking-Cycling-and-Public-Transport/docs/public-transport-design-guidance/bus-stop-design/In-lane-bus-stop-calculator.xlsx

The benefits of in-lane bus stops are summarised in the table below.

Kerbside bus stops

Kerbside bus stops are the most common bus stop layout for most urban and suburban streets in New Zealand. Lead-in and lead-out space is required where the bus needs to pull out of and back into the kerbside traffic lane because of an obstruction, usually on-street parking. When on-street parking is too close to a kerbside bus stop, the bus may have trouble entering and exiting the stop and aligning close and parallel to the kerb.

The benefits of kerbside bus stops are summarised in the table below.

Consideration	Indented bus stops	In lane bus stops	Kerbside bus stops
Delay to bus passengers	Buses delayed by low speed manoeuvring and waiting to re-enter traffic stream	Minimum delay	Buses delayed by low speed manoeuvring and waiting to re-enter traffic stream
Delay to drivers	Minimum delay	Minor delays while bus passengers embark/disembark	Minimum delay
Space	Maximum space required, approximately 63 m total length to accommodate tracking	Minimum space needed	Moderate space required approximately 39 m total length
Environmental	Maximum environmental impact. Additional stormwater and embedded carbon for approximately 125 m^2 of additional road surface.	Some environmental impacts from construction activities.	Some environmental impacts from additional stormwater and embedded carbon for additional road surface.
Safety	Risk of collisions between buses and other vehicles as buses leave the bay. Risk of collisions between buses and pedestrians as buses drive to the kerb. Risks of trips and falls as buses are unable to accurately stop at the kerb.	Risk of rear end collisions between buses and drivers when buses are stopped.	Risk of collisions between buses and other vehicles as buses leave the bay. Risk of collisions between buses and pedestrians as buses drive to the kerb. Risks of trips and falls as buses are unable to accurately stop at the kerb.
Traffic speeds	Wide roadway encourages higher driver speeds.	Consistent roadway width encourages consistent driver speeds.	Wide roadway encourages higher driver speeds.
Impacts on car parking	Maximum impact on car parking. Approx. 70 m of kerbside parking lost per bus stop.	Minimum impact on car parking. 19 m of kerbside parking lost per bus stop.	Moderate impact on car parking. 39 m of kerbside parking lost per bus stop.
Accessibility	Worst impact for mobility impaired users, elderly, children, and users with prams. Buses are likely to be unable to accurately stop at the kerb.	Best impact for mobility impaired users and users with prams.	Worst impact for mobility impaired users and users with prams. Buses are likely to be unable to accurately stop at the kerb.
Other	Likely to result in illegal car parking in bus bay exacerbating the issues notes above. Additional width required may prevent other infrastructure from being included in the road reserve, such as planting, bus shelters, medians, turning lanes, cycle lanes		Likely to result in illegal car parking in the lead in and exit exacerbating the issues notes above. Additional width required may prevent other infrastructure from being included in the road reserve, such as planting, bus shelters, medians, turning lanes, cycle lanes
Construction Cost	$$$ High - requires more space and engineering, likely to be concrete construction, utilities and drainage may be impacted.	$$ Medium – some construction with alterations to drainage.	$ Low - more than likely to require road marking only, plus standard bus stop features.

Bus Stop Examples in Hamilton

Photo 1 - Indented bus bay with insufficient lead in length, narrow footpath, and kerb damage from buses scraping – Massey Street.

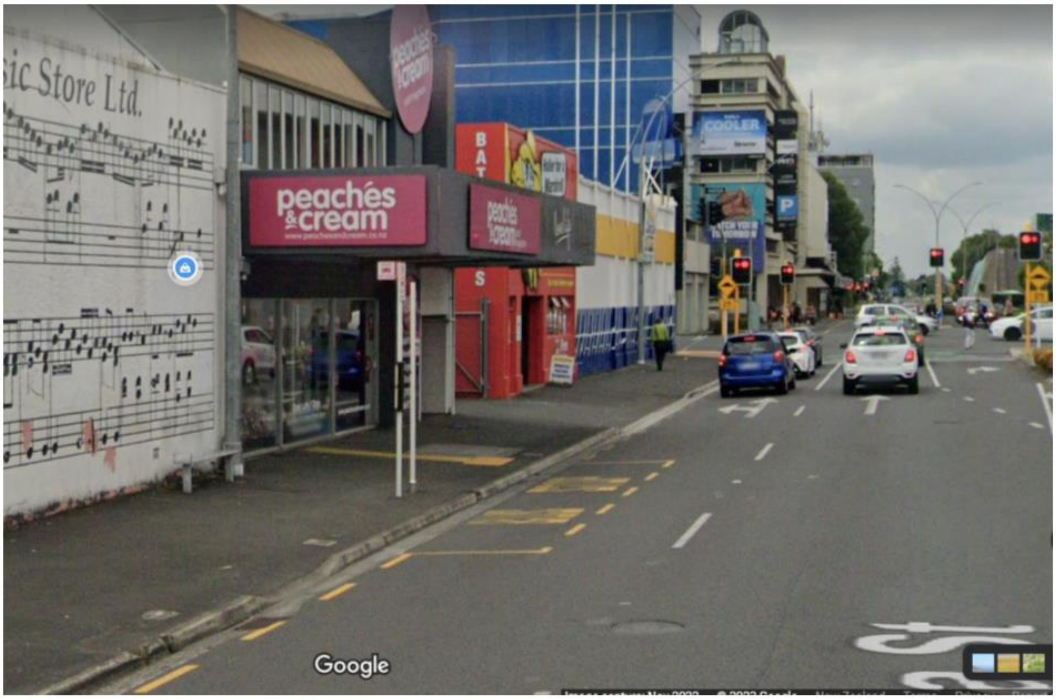


Photo 2 – In-lane/kerbside bus stop – Anglesea Street opposite The Transport Centre.

Photo 3 – In-lane bus stop – Anglesea Street/Liverpool Street outside Countdown

Photo 4 - Indented bus bay with insufficient lead in length, narrow footpath, and steep gradient – Ulster Street near Abbotsford Street.

Photo 5 – In-lane bus stops- - Palmerston Street outside St Peters Tennis Club.

Photo 6 – Kerbside bus stop with cycle bypass – Bryce Street opposite Genesis Building

Photo 7 – Kerbside bus stop – Comries Road

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. Contract Approval - Intelligent Transport System Assets Maintenance C2. Extension of Transportation Corridor Maintenance and Renewal Contract (12080) C3. Newcastle Water Demand Management Area- Increase in Contract Sum C4. Mangaonua Gully Restoration- Increase in Contract Sum C5. Carshare Agreement C6. Arthur Porter Drive Mediation	) Good reason to withhold) information exists under) Section 7 Local Government) Official Information and) Meetings Act 1987)	Section 48(1)(a)

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

Item C1.	to enable Council to carry out commercial activities without disadvantage 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) (h) Section 7 (2) (i) Section 7 (2) (j)
Item C2.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h)
Item C3.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h)
Item C4.	to enable Council to carry out commercial activities without disadvantage to enable Council to carry out negotiations	Section 7 (2) (h) Section 7 (2) (i)
Item C5.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h)
Item C6.	to maintain legal professional privilege to enable Council to carry out negotiations	Section 7 (2) (g) Section 7 (2) (i)