
Infrastructure and Transport Committee

Te Komiti Tuaapapa me ngaa Waka

OPEN MINUTES

Minutes of a meeting of the Infrastructure and Transport Committee held in the Council Chamber and via Audio Visual Link , Municipal Building, Garden Place, Hamilton on Tuesday 7 March 2023 at 9.31am.

PRESENT

Chairperson <i>Heamana</i>	Deputy Mayor Angela O’Leary
Deputy Chairperson <i>Heamana Tuarua</i>	Cr Maxine van Oosten
Members	Mayor Paula Southgate (via Audio Visual Link) 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 (via Audio Visual Link) Cr Sarah Thomson (via Audio Visual Link) Cr Melaina Huaki Cr Anna Casey-Cox (via Audio Visual Link)

In Attendance:	Eeva-Liisa Wright – General Manager Infrastructure Operations Chris Allen – General Manager Development Julie Clausen – Acting General Manager Strategy and Communication Tania Hermann – Unit Director Sustainable Resource Recovery Nicole Bradbury - Resource Recovery Strategic Manager Fiona Sutton – Head of Operations and Process, Three Waters Maire Porter - Unit Director Three Waters Robyn Denton - Network and Systems Operations Manager Martin Parkes - Public Transports and Urban Mobility Manager Honor Young - Urban Mobility Team Lead
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Governance Staff:	Amy Viggers – Governance Lead Arnold Andrew and Chantal Jansen – Governance Advisors
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Cr Tauariki opened the meeting with a karakia.

1. Apologies – *Tono aroha*

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

That the apologies for lateness from Cr Huaki and Cr Taylor, and for absence from Cr Pike are accepted.

2. Confirmation of Agenda – *Whakatau raarangi take*

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

That the agenda is confirmed noting that:

- a) Item 8 (Waka Kotahi NZ Transport Agency Safety Update) is to be taken at 11.00am following a morning tea break to accommodate external presenters;
- b) late attachment (Access Hamilton Terms of Reference) for Item 5 (Chair’s Report) is accepted. It was circulated prior to the meeting at the request of the Chair; and
- c) late addition to Item 13 (General Manager report) CERF - VKT Reduction Programme, Funding Opportunity is accepted. It was circulated late as an addition to the General Managers report as this CERF funding round has just been released (end of February early March) and has tight timeframes to deliver an Expression of Interest by 30 March 2023.

3. Declarations of Interest – *Tauaakii whaipanga*

No members of the Council declared a Conflict of Interest.

4. Public Forum – *Aatea koorero*

Liam Carter spoke to Item 11 (Low Cost Low Risk Transport Improvement Programme Update and approval for 2023/24) and requested that the Fairfield Bridge connections be added to the Low-Cost Low Risk programme of works.

Melissa Smith (Bike Waikato) spoke to Item 11 (Low-Cost Low Risk Transport Improvement Programme Update and approval for 2023/24) and Item 12 (Climate Emergency Response Fund Transport Choices Package - Project Schedule Approval) in support of the staff recommendations.

Bevan Thomas (Fraser High School) spoke Item 11 (Low-Cost Low Risk Transport Improvement Programme Update and approval for 2023/24) in particular the proposal to install a pedestrian crossing outside of Fraser High School on Ellicott road. They respond to questions from Elected Members concerning their request that the crossing be a signalised and the usage of crossings.

Peter H Bos (Living Streets Kirikiriroa) spoke to Item 11 (Low-Cost Low Risk Transport Improvement Programme Update and approval for 2023/24) and Item 12 (Climate Emergency Response Fund Transport Choices Package - Project Schedule Approval) and highlighted the desire for increased safety of pedestrians.

Mayor Southgate joined the meeting (9.40am) during the discussion of the above item.

5. Chair's Report

The Chair spoke to each section of her report and her recommendations. She responded to questions from Elected Members concerning permeable streetscape solutions.

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

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 (Lead), 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.

6. Waste Management and Minimisation Plan Review

The Unit Director Sustainable Resource Recovery outlined the staff report. Staff responded to questions from Elected Members concerning the Waste Management and Minimisation Plan Working Group Terms of Reference and the Waste Minimisation Fund Allocation Panel, and the levy.

Resolved: (Cr van Oosten/Mayor Southgate)

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 Casey-Cox 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.

Cr Taylor joined the meeting (10.24am) at the conclusion of the above item. He was not present when the matter was voted on.

Mayor Southgate left the meeting (10.24am) at the conclusion of the above item. She was present when the matter was voted on.

7. Project Watershed Update

The Head of Operations and Process Three Waters introduced the report and explained that Project Watershed was a joint work programme between Waikato Regional Council and Hamilton City Council. Staff responded to questions from Elected Members concerning impact of the works on climate adaptation.

Resolved: (Cr Casey-Cox/Cr Thomson)

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.

Item 9 (Hamilton City Council submission on Waka Kotahi NZ Transport Agency Interim State Highway Speed Management Plan) was taken after Item 7 (Project Watershed Update) to accommodate presenters.

8. Hamilton City Council submission on Waka Kotahi NZ Transport Agency Interim State Highway Speed Management Plan

The Network and systems Operations Manager outlined to Council's submission to Waka Kotahi.

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

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 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.

Item 10 (Traffic impacts of WEX & Improvements to Wairere Drive / Gordonton Road roundabout) was taken after Item 9 (Hamilton City Council submission on Waka Kotahi NZ Transport Agency Interim State Highway Speed Management Plan) to accommodate presenters.

9. Traffic impacts of WEX & Improvements to Wairere Drive / Gordonton Road roundabout

The Network and systems Operations Manager outlined the staff report and highlighted the traffic volumes. She responded to questions from Elected Members concerning the location of sensors and the traffic volumes data.

The Network and systems Operations Manager then spoke to Wairere Drive/Gordonton Road roundabout safety improvements. She responded to questions from Elected Members concerning other safety improvements to be undertaken, other options to reduce crash risks and the impact of raised platforms.

Mayor Southgate re-joined the meeting (10.44am) during the discussion of the above item.

Cr Huaki joined the meeting (10.47am) during the discussion of the above item.

Item 10 (Traffic impacts of WEX & Improvements to Wairere Drive/Gordonton Road roundabout) was adjourned during the discussion of the above item to accommodate presenters in attendance.

10. Waka Kotahi NZ Transport Agency Safety Update

The Senior Manager Road Safety Waka Kotahi provided Elected Members with a presentation concerning Road to Zero programme. He responded to questions from Members concerning national education campaigns, speed cameras, and raised platforms.

Resolved: (Cr Hamilton/Cr Wilson)

That the Infrastructure and Transport Committee:

- a) receives the verbal report; and
- b) thanks Waka Kotahi NZ Transport Agency for their update.

The meeting was adjourned 11.39am to 11.55am.

**11. Traffic impacts of WEX & Improvements to Wairere Drive/Gordonton Road roundabout –
*Continued***

Staff responded to further questions from Members concerning how installation would occur should Option A of the staff report be undertaken.

Resolved: (Cr Naidoo-Rauf/Cr Wilson)

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) requests staff organise a workshop to discuss all options and how staff would engage with the Community concerning safety improvements at the intersection of Gordonton Road and Wairere Drive, prior to reporting back to the next meeting of the Committee for approval; and
- d) notes that funding for this work, once approved, will be from the 2022/23 and 2023/24 Road to Zero programme.

The meeting was adjourned 12.49pm to 1.30pm.

12. Low Cost Low Risk Transport Improvement Programme Update and approval for 2023/24

The Network and Systems Operations Manager spoke to the report, the four Low Cost Low Risk activity areas and noted that the funding amount would be adjusted to reflect the decision of the Annual Plan. She responded to questions from Elected Members concerning raised platforms, Waka Kotahi co-investment, delivery of the projects, engagement that would be undertaken with the Community, and implications of projects being deferred or removed from the overall programme.

Motion: (Cr Taylor/Cr Donovan)

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 except for items 1-24, and 26 of the Road to Zero programme section in **attachment 1** of the staff report the 23/24 financial year the proposed Low Cost Low Risk Transport Improvement Programme , subject to further consultation over design with schools; and
- d) requests that the projects excluded in c) above are included for discussion in the 2024 Long Term Plan;
- e) 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.

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

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.

The Amendment was put.

Those for the Amendment: Councillors Casey-Cox, O’Leary, Hutt, Southgate, Thomson, van Oosten and Tauariki

Those against the Amendment: Councillors Hamilton, Naidoo-Rauf, Taylor, Wilson and Donovan

The Amendment was declared CARRIED.

The Amendment as the Substantive Motion was then put and declared CARRIED.

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

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.

Those for the Amendment as the Substantive Motion : Councillors Casey-Cox, O’Leary, Hutt, Southgate, Thomson, van Oosten and Tauariki

Those against the Amendment as the Substantive Motion: Councillors Hamilton, Naidoo-Rauf, Taylor, Wilson and Donovan

Cr Bydder retired from the meeting (2.06pm) during the discussion of the above item. He was not present when the matter was voted on.

The meeting was adjourned 2.21pm to 2.27pm during the discussion of the above item.

Cr Huaki retired from the meeting (2.51pm) during the discussion of the above item. She was not present when the matter was voted on.

13. Climate Emergency Response Fund Transport Choices Package - Project Schedule Approval

The Public Transports and Urban Mobility Manager outlined the staff report. Staff responded to

question from Elected Members concerning specific projects, impact on the community during construction, communication and engagement plan, and how the projects were selected.

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

That the Infrastructure and Transport Committee:

- a) receives the report;
- b) approves the Climate Emergency Response Fund Initiative Funding Agreement project schedules as outlined in **Attachment 1** of the report, subject to macroscopic approval from the Infrastructure and Transport Committee which will be required for all projects valued \$1.5M, and the following projects #26 Killarney Road – Queens Avenue to Western Rail Trail (excluding rail crossings), #15 Hayes Paddock – community space, walking, cycling, public transport improvements, #5 Brooklyn Road – Pedestrian crossing and cycle facilities, #4 Heaphy Terrace – Boundary Rd to Brooklyn Rd cycling facilities #21 Horsham Down Roads – public Transport, walking and cycling improvements (in-lane bus stops), #27 Anglesea St (south) - in-lane bus stop and walking improvements; 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.

Cr Taylor retired from the meeting (3.18pm) during the discussion of the above item. He was not present when the matter was voted on.

Cr Tauariki retired from the meeting (3.55pm) at the conclusion of the above item. He was present when the matter was voted on.

The meeting was adjourned 3.55pm to 4.15pm.

14. General Managers Report

The report was taken as read.

Resolved: (Cr Hamilton/Cr Thomson)

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.
- c) requests staff work with the Access Hamilton Action Plan Working Group to develop the components of the Tier 1 Expression of Interest (EOI) application for Climate Emergency Response Funding - VKT reduction programme;
- d) delegates to the Chair and Deputy Chair of the Infrastructure and Transport Committee (Deputy Mayor O’Leary and Councillor van Oosten) the approval of the Hamilton City Council components of the Tier 1 EOI application for Climate Emergency Response Funding - VKT reduction programme due by 30 March 2023; and
- e) notes that the draft Climate Emergency Response Funding - VKT reduction EOI application and proposals will be provided to Members for feedback via Executive Updates and the final application and updates will be reported to future Infrastructure and Transport Committees.

14. Resolution to Exclude the Public

Resolved: (Cr O’Leary/Cr Van Oosten)

Section 48, Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

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

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

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Contract Approval - Intelligent Transport System Assets Maintenance) Good reason to withhold) information exists under) Section 7 Local Government) Official Information and) Meetings Act 1987	Section 48(1)(a)
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		

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)

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| Item C5. | to enable Council to carry out commercial activities without disadvantage | Section 7 (2) (h) |
| Item C6. | to maintain legal professional privilege | Section 7 (2) (g) |
| | to enable Council to carry out negotiations | Section 7 (2) (i) |

The meeting moved into a public excluded session at 4.16pm.

The meeting was declared closed 4.42pm.

Appendix 1

Access Hamilton Action Plan Working Group

Reports to: The Infrastructure and Transport Committee

Membership:

Lead: Deputy Mayor Angela O’Leary
Mayor Paula Southgate (ex Officio)
Cr Maxine van Oosten
Cr Louise Hutt
Cr Moko Tauariki
Cr Mark Donovan

Support staff:

General Manager, Infrastructure Operations – Eeva-Liisa Wright
Unit Director Transport – Gordon Naidoo
Urban Transport Policy and Planning Manager – Glenn Bunting

Meeting frequency: Monthly or as required

Purpose and Terms of Reference:

1. The purpose of the Access Hamilton Action Plan Working Group is to:
 - a. provide governance input and advice for the development of the action plan associated with the implementation of the approved Access Hamilton Strategy
 - b. provide governance guidance on transport matters to deliver the action plan and current approved 2021-31 LTP projects associated with the approved Access Hamilton Strategy
 - c. provide governance input and advice to staff during delivery of projects receiving government/external funding i.e CERF Funding
2. This working Group is not a decision-making body. It is also not intended to make recommendations to Council and/or Committees.

Role of the Lead:

3. The Lead presides at each meeting.
4. The Lead represents the Advisory 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 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. Updates on the development of the Access Hamilton strategy action plan to deliver outcomes and priority projects;
 - c. Discussion of any issues and risks associated with delivery of the Access Hamilton Strategy action plan; and
 - d. Discussion on the Access Hamilton Strategy action plan draft 2024-34 LTP programme

Review of Working Group

9. The Working Group will be reviewed within 6 months of the formation and will expire on 30 June 2024 or once the Access Hamilton Implementation Plan has been developed and approved by the Infrastructure and Operations Committee.

Appendix 2

Background on Climate Emergency Response Fund (CERF) Urban Vehicle Kilometres Travelled (VKT) Reduction Programme Expression of Interest (EOI)

1. In May 2022, government released its first Emissions Reduction Plan (ERP) which noted that transport has a significant role to play, and calling for a 41 percent reduction in emissions from the transport sector by 2035 (from 2019 levels). Both the HCC Access Hamilton Ara Kootuitui Kirikiriroa and Our Climate Future: Te Pae Tawhiti o Kirikiriroa strategies align with the government ERP outcome, by targeting a minimum 30% emissions reduction by 2030 and 82% reduction by 2050.
2. The ERP identified three key areas as areas of focus for transport:
 - i. Reduce reliance on cars and support people to walk, cycle and use public transport
 - ii. Rapidly adopt low-emissions vehicles and fuels
 - iii. Begin work now to decarbonise heavy transport and freight
3. The Government has set four transport targets that will support these focus areas and align with achieving the sector sub-targets for transport, one of these being:
 - i. Target 1 – Reduce total kilometres travelled by the light fleet by 20% by 2035 through improved urban form and providing better travel options, particularly in our largest cities.
 - ii. Sub-national targets for Tier 1 and 2 urban areas will be set and consulted on by the Ministry of Transport early this year.
4. Waka Kotahi has been allocated \$22.5 million under the Climate Emergency Response Fund (CERF) 2022 to deliver the following two actions related to reducing VKT by the light fleet in the ERP:
 - i. Revise Waka Kotahi NZ Transport Agency's national mode shift plan (Keeping Cities Moving) to ensure nationally led activities align with the pace and scale of VKT reduction and mode shift required in urban areas (i.e. a National VKT Reduction Plan).
 - ii. Develop VKT reduction programmes for Aotearoa New Zealand's major urban areas (Tier 1 and 2) in partnership with local government, Māori and community representatives.

Expression of interest (EOI) for funding to develop the VKT Reduction programme

5. Waka Kotahi has developed an Expression of Interest (EOI) process to assist with developing VKT reduction programmes that will meet the VKT reduction targets.
 - a) The EOI is available to be submitted by the Regional Council on behalf of Tier 1 Councils by 30 March 2023. Hamilton City has been identified as being part of a Tier 1 urban area along with Waikato Regional Council, Waipaa District Council and Waikato District Council, and is working closely with them to develop an EOI within the timeframe.
 - b) The purpose of the EOI funding is not to implement an improvement activity, it is to assist with developing VKT reduction programmes that will meet the VKT reduction targets. The funding can be used to support work required to successfully develop the programmes.
 - c) Funding could be used to support partnering with iwi, community representatives and groups as well as identifying and filling gaps between existing plans, strategies and other documents. The funding request can also include consultant or contractor resource to backfill existing roles, or to bring in resource to coordinate and prepare programme development. The funding is to provide support to identify and produce

an Urban VKT Reduction Programme that meets the targets that will be set for the Tier 1 and Tier 2 areas.

6. The VKT Reduction programmes will help Government to understand the scale of work, timing, interdependencies and cost of activities needed to reduce VKT in line with the sub-national targets, and will be used for future funding bids. Funding for implementation of the programmes will come later and is likely to be sourced from a range of funds: NLTF, Crown (e.g. CERF), other
7. The Emissions Reduction Plan (ERP) and this associated VKT Reduction programme has very strong alignment with all outcomes within Access Hamilton Ara Kootuitui Kirikiriroa and Our Climate Future: Te Pae Tawhiti o Kirikiriroa strategies.

Timeline associated with Tier 1 Councils

- i. 23 February 2023: Webinar to launch the VKT Reduction Programme work, and detail the funding process
 - ii. March 2023: Funding process runs with **EOI due by 30 March**, targeting Tier 1 Councils
 - iii. March 2023: Targeted discussions focused on preparing the EOI, and incorporating VKT reduction programme work into existing workstreams
 - iv. March 2023: Consultation/engagement on the draft National VKT Reduction Plan
 - v. April 2023: Funding released to Tier 1 Councils
 - vi. June 2023: National VKT Reduction Plan finalised
 - vii. August 2023: Draft VKT reduction programmes ready for incorporation into draft RLTPs
 - viii. December 2023: Tier 1 Programmes completed, including approval by relevant Council committees
8. Further information is available on the Climate Emergency Response Fund (CERF) VKT Reduction Programme in the **attached information sheet**.
 9. Given the short timeframe for submitting the EOI it is proposed that the Chair and Deputy Chair of the Infrastructure and Transport Committee (Deputy Mayor O'Leary and Councillor van Oosten) be delegated to approve the Hamilton City Council components of the Tier 1 EOI. Updates on the proposals will be provided via Executive Updates and Access Hamilton Working Group meetings and reported to the Infrastructure and Transport Committee.



Climate Emergency Response Fund (CERF) VKT Reduction Programme

Introducing the urban VKT reduction programmes

Urban VKT Reduction Programme background

In May 2022, government released its first [emissions reduction plan \(ERP\)](#) and transport has a significant role to play, calling for a 41 percent reduction in emissions from the transport sector by 2035 (from 2019 levels). Three key areas were identified as areas of focus for transport:

- Reduce reliance on cars and support people to walk, cycle and use public transport
- Rapidly adopt low-emissions vehicles and fuels
- Begin work now to decarbonise heavy transport and freight

The Government has set four transport targets that will support these focus areas and align with achieving the sector sub-targets for transport, one of these being:

- Target 1 – Reduce total kilometres travelled by the light fleet by 20 per cent by 2035 through improved urban form and providing better travel options, particularly in our largest cities.
- Sub-national targets for Tier 1 and 2 urban areas will be set and consulted on by the Ministry of Transport early this year.

Two actions related to reducing total kilometres travelled by the light fleet in the ERP are:

- Revise Waka Kotahi NZ Transport Agency's national mode shift plan ([Keeping Cities Moving](#)) to ensure nationally led activities align with the pace and scale of VKT reduction and mode shift required in urban areas (i.e. a National VKT Reduction Plan).
 - Develop VKT reduction programmes for Aotearoa New Zealand's major urban areas (Tier 1 and 2) in partnership with local government, Māori and community representatives.
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What will the National VKT Reduction Plan do?

- The National VKT Reduction Plan will provide clear direction on what it will take to meet the national VKT reduction target and what Waka Kotahi will do to help achieve this target in partnership with others. It will also signal what needs to be included and prioritised in the urban VKT reduction programmes. The plan will also identify broader actions that are needed and are beyond Waka Kotahi's control (e.g., in the planning system) to enable us to reach the national VKT reduction target.
- The National Plan will highlight the potential contribution of different focus areas i.e., urban planning, public transport, active modes etc, and be explicit about the national actions and supporting conditions that are required to maximise their effectiveness.

Why Urban VKT Reduction Programmes?

- Urban VKT Reduction Programmes will set out the required actions, investments, and other activities (such as land use and demand management measures) to reduce VKT in each urban area in line with the sub-national VKT reduction targets.
- This means focusing on the Avoid and Shift components of Avoid/Shift/Improve. VKT reduction was selected by the government as it moves our thinking beyond just vehicles to include land use and behaviour change etc.
- Draft principles underpinning the work state:
 - We need to address the root causes of car dependency
 - We will reduce car use in ways that improve wellbeing and liveability
 - Te Tiriti o Waitangi underpins our approaches
 - We will reduce inequities, not reinforce them
 - We share responsibility for reducing car use, with different levels of responsibility
 - Place-based approaches are vital
 - Communities need to be closely engaged in changes

- VKT reduction programmes will be used by councils, Waka Kotahi and the Government to better understand the scale of work, timing, interdependencies and potential cost of activities needed to reach our VKT reduction targets (and by proxy emissions reduction targets).
- The programmes may be used to support future budget bids at national and local levels and will inform investment across multiple sources.
- This is a unique opportunity to receive government funding to support development of a VKT reduction programme.

What is the output?

A programme of actions, including timing, lead agency and costs (framed around 3 strategic shifts and 7 focus areas, evidenced, and documented in a form that can be incorporated into RLTPs)

- Shaping urban form
 - Create thriving and resilient communities
- Make shared and active modes more attractive
 - Improve the reach, frequency, and quality of public transport
 - Deliver a step change in active modes
 - Facilitate car sharing and shared trips
 - Rebalance the road network and its use to support PT and active modes
- Influence travel demand
 - Manage car parking and vehicle-use, and incentivise PT and active modes
 - Communicate solutions and create comprehensive travel plans

These actions will be supported by the following:

- A description of the scale of challenge – gap between current state, forecasted trends and the 2035 target.
- Local context, and vision for the future.
- Barriers to achieving the 2035 target.
- The pathway to achieving the target, including early wins, sequencing and timing.

The process to develop each urban areas VKT reduction programme will differ based on the state of the unique governance arrangements and planning processes in each urban area. For Tier 1 Councils, the Urban Growth Agenda Partnerships, associated working groups, will be the primary avenue for the programme development.

A key component of this will be preparing key actions in time for draft RLTP submission dates in the second half of 2023.

Future Development Strategies are also a key area to incorporate VKT reduction related actions.

Noting we anticipate VKT reduction being woven through regionally specific processes and documents, a summary of the overall programme will be required to be completed for each urban area.

How will we partner to do this?

- Each of the 13 urban areas will be asked to partner with Waka Kotahi, Māori, and community representatives to prepare an urban VKT reduction programme within the following timeframes:
 - Tier 1s due December 2023
 - Tier 2s due December 2024
- To do this we will need to work together, through existing forums where possible, such as RAG/TAGs and Urban Growth Agenda (UGA) partnerships.
- The development of an urban VKT reduction programme should not be seen as a new task or document, but rather a new approach to existing work plans and processes.
- What we expect from you:
 - For the purpose of accessing funding, one organisation will take a lead, anticipating that in most cases it will be the regional authority (working with the Urban Growth Partnership for Tier 1s), noting the alignment with RLTP processes.
 - A sense of ownership and looking for opportunities to incorporate this into plans/strategies etc.
 - Partnering at a local level with Māori and community stakeholder, as outlined in the ERP.

- What you can expect from us:
 - Ongoing local support from your existing Waka Kotahi contacts.
 - VKT reduction programme staff as key contacts and regular faces at meetings as part of the partnership.
 - Advice on evidence base, and tools to assess and model VKT consistently across the country, including tools to support community conversations and more technical assessments, such as T2035 and CATi.
 - A Community of Practice to be set up to support collaboration, cross-pollination and capability.

Accessing funding to support developing a programme

Waka Kotahi has developed an Expression of Interest (EOI) process to identify the actions required within each urban area to support the development of VKT reduction programmes for the Tier 1 and Tier 2 regions. CERF funding is available to support the development of Tier 1 and Tier 2 programmes. The application process will use Transport Investment Online (TIO), with one application from each Tier 1 and Tier 2 urban area to cover all the respective councils in that urban area, generally led by the regional council (or unitary council). TIO will also be utilised to administer the approval and claiming process. Waka Kotahi will pre-populate TIO as much as possible to minimise administration. A funding agreement will be required between Waka Kotahi and the lead authority from each Tier 1 and Tier 2 region. Note that the EOI process for Tier 1s will start in February/March, while for Tier 2s it will kick off in September.

Timeline

- 23 February 2023: Webinar to launch the VKT Reduction Programme work, and detail the funding process
- March 2023: Funding process runs with EOI due by 30 March, targeting Tier 1 Councils
- March 2023: Targeted discussions focused on preparing the EOI, and incorporating VKT reduction programme work into existing workstreams
- March 2023: Guidance for Tier 2s focused on what a placeholder/draft VKT programme looks like in the RLTP
- March 2023: Consultation/engagement on the draft National VKT Reduction Plan
- April 2023: Funding released to Tier 1 Councils
- June 2023: National VKT Reduction Plan finalised
- August 2023: Draft VKT reduction programmes ready for incorporation into draft RLTPs
- September/October 2023: Second round of funding focused on Tier 2 Councils
- December 2023: Tier 1 Programmes completed, including approval by relevant Council committees
- December 2024: Tier 2 Programmes completed, including approval by relevant Council committees

Next steps and contacts

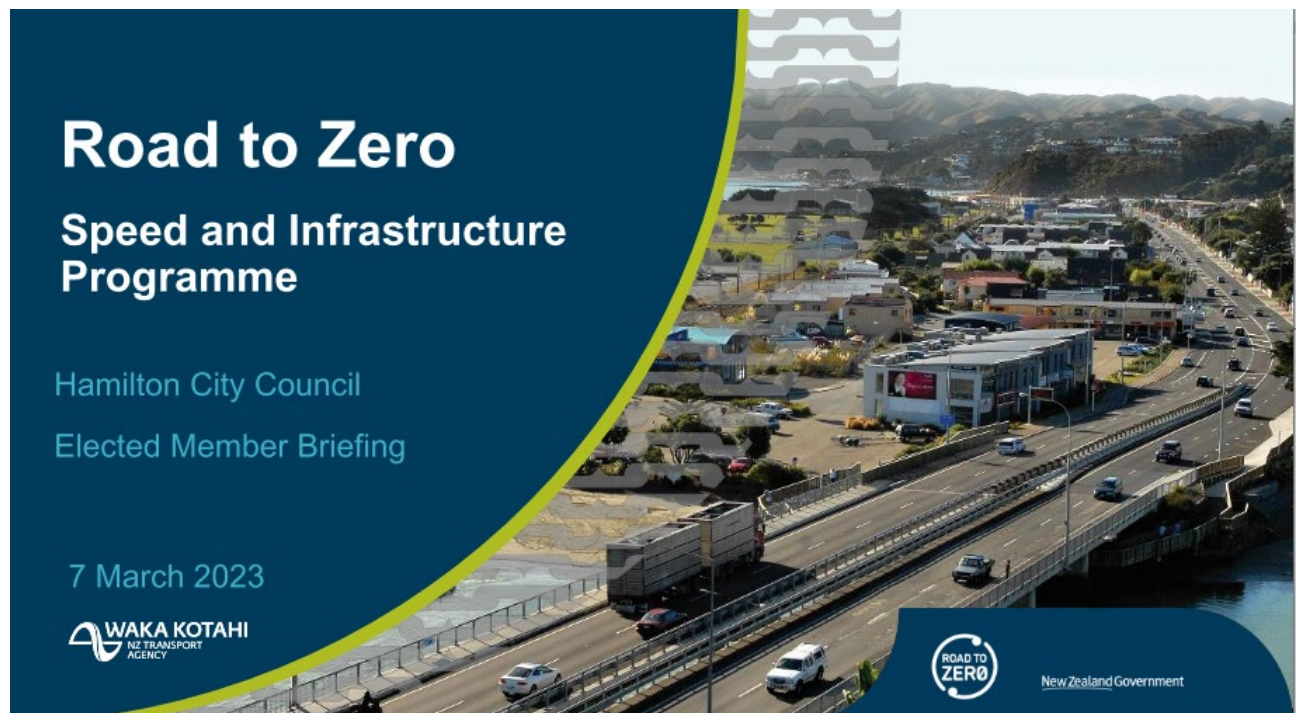
- For further information please contact:
 - General enquiries and to sign up for regular communications: VKTreduction@nzta.govt.nz

Look out for regular updates and communications through the NLTP Bulletin and expect to see us more as we kick off regionally focused engagement and look to embed VKT into local processes.

Links

- [Emissions Reduction Plan](#)
- [Decarbonising Transport Action Plan](#)
- Note that sub-national VKT Reduction targets are being developed by the Ministry of Transport currently.


Appendix 3




What is Road to Zero?


- **WHAT** - strategies and action plans outline specific interventions with timelines, targets and accountability
- **HOW** – the Safe System provides proven principles and a toolbox of evidence based solutions
- **WHY** – Vision Zero is an ethical stance, creating a collective mission





Hamilton
City Council
Te kaunihera o Kirikiriroa

Search our website: 

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Our vision...

is an Aotearoa where
no one is killed or
seriously injured
on our roads



Road to Zero

Reducing death and serious injury by 40% by 2030

Critical interventions:

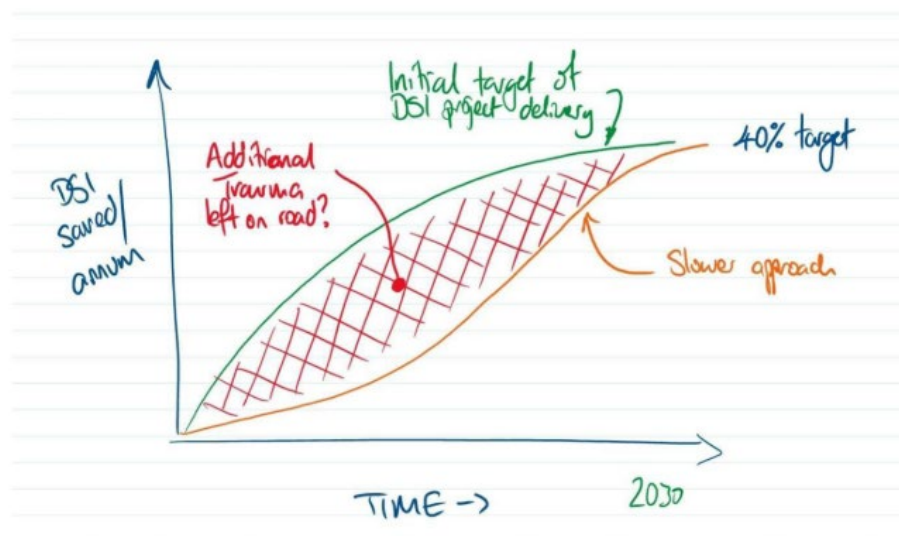
- ① Strengthen road policing
- ② Speed management (speed limits)
- ③ Investment in infrastructure
- ④ Safety Cameras
- ⑤ Safe and clean cars

Supported by a regulatory framework to optimise benefits and promote good road user behaviour

WAKA KOTAHI



The delivery challenge



WAKA KOTAHI



Safe System



Errors are inevitable but death and serious injuries are not



We promote good choices but plan for mistakes



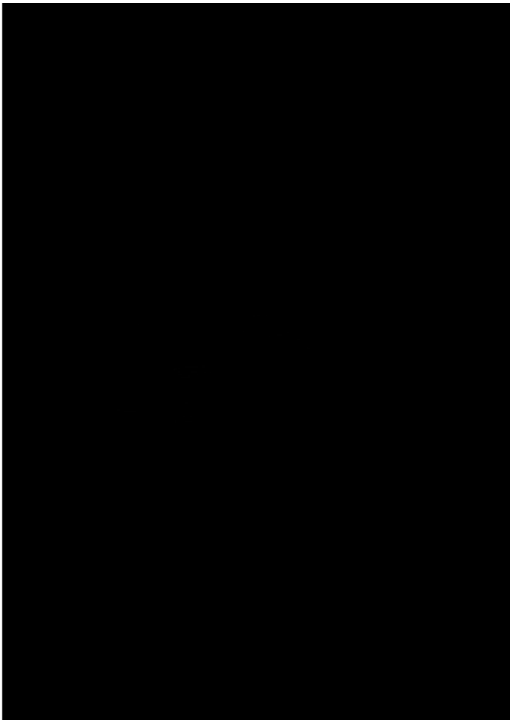
We design for human vulnerability

People are not designed to withstand high impact speeds

Table 5.1. Safe impact speeds for different situations

Road and section types combined with road users	Target Safe System speed
Roads and sections used by cars and vulnerable users	30 km/h
Intersections with possible side-on conflicts between cars	50 km/h
Roads with possible frontal conflicts between cars	70 km/h
Roads with no possible frontal or side-on conflicts between vehicles and no vulnerable road users	≥ 100 km/h

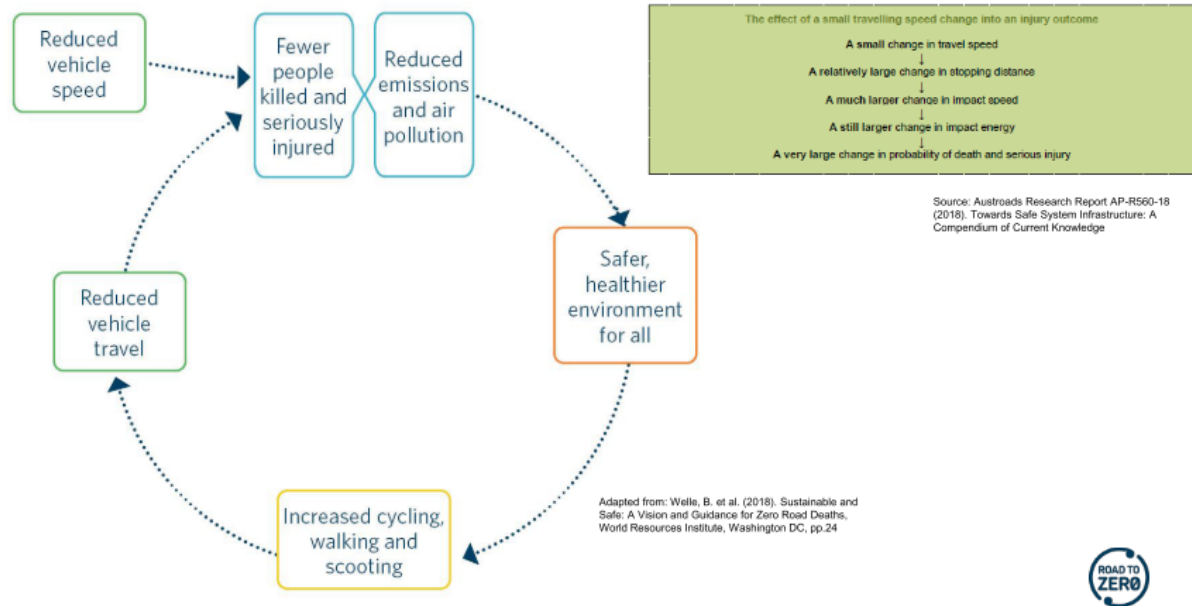
Source: ECMT, 2006.



To achieve our vision, we need safe speed limits and people traveling at safe speeds

“A safe and appropriate speed limit is a speed limit that is safe according to standards set by the Safe System and appropriate in terms of aligning with community wellbeing objectives as well as with the movement and place function, design and infrastructure of the street or road.”

Managing speed presents a huge opportunity



We have a shared responsibility for improving road safety

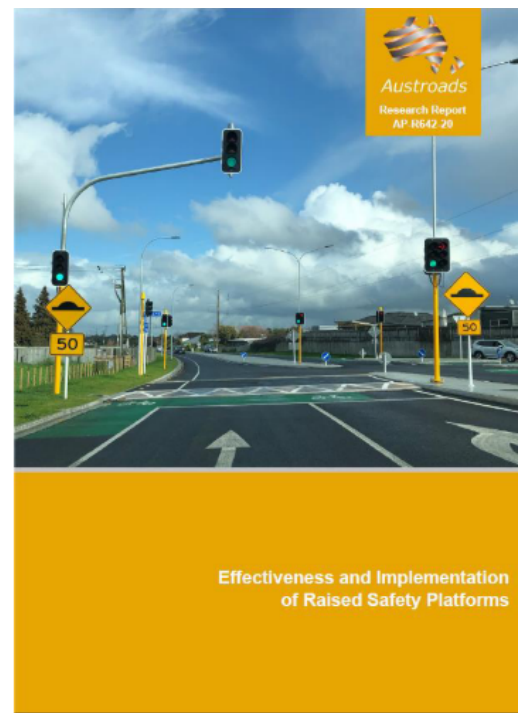
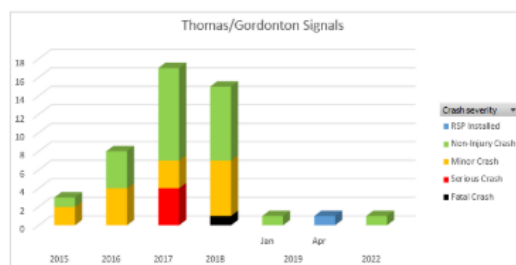
We all have a role to play within a Safe System:

- **Waka Kotahi** – set national policy, provide speed management guidance
- **Council staff** – maintain safe roads, evaluate speed limits
- **Elected members** – set appropriate speed limits
- **Police** – enforce / encourage proper road use
- **Road users** – drive / walk / cycle / ride responsibly



Raised safety platforms

- Raised safety platforms encourage motorists to slow down when approaching an intersection and providing a safer, slow-speed crossing space for pedestrians.
- International experience shows that raised safety platforms can reduce death and serious injuries by 40%.



Raised safety platforms

Road to Zero Action Plan 2020-22

“Some infrastructure measures are more effective than others ...

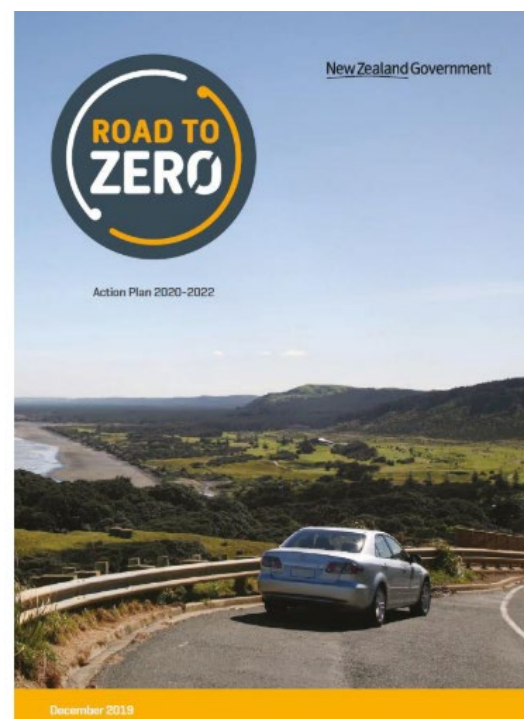
Primary treatments align closely to Safe System outcomes ...

Supportive treatments provide incremental safety gains but not to a level that would create a Safe System ... Primary treatments should be employed wherever possible.”

Table 4.7: Intersection treatments

Hierarchy	Treatment	Influence (E = exposure L = likelihood S = severity)
Safe System options (primary or 'transformational' treatments)	<ul style="list-style-type: none"> Grade separation Close intersection Low speed environment/speed limit Roundabout Raised platform 	L, S E L, S L, S L, S
Supporting treatments (compatible with future implementation of Safe System options)	<ul style="list-style-type: none"> Left-inlet-out, with protected acceleration and deceleration lanes where required Ban selected movements Reduce speed environment/speed limit 	L, S E L, S
Supporting treatments (does not affect future implementation of Safe System options)	<ul style="list-style-type: none"> Redirect traffic to higher quality intersection Turning lanes Vehicle activated signs Improved intersection conspicuity Advanced direction signage and warning Improved site distance Traffic signals with fully controlled right turns Skid resistance improvement Improved street lighting 	E L L L L L L L L
Other considerations	<ul style="list-style-type: none"> Speed cameras combined with red light cameras 	L, S

Source: Austroads Research Report AP-R509-16 (2016). Safe System Assessment Framework



Safe System

We know what works

... but we are not yet delivering at the necessary pace and scale

