

Notice of Meeting:

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

Date: Tuesday 24 October 2017
Time: 9.30am
Meeting Room: Council Chamber
Venue: Municipal Building, Garden Place, Hamilton

Richard Briggs
Chief Executive

Growth and Infrastructure Committee OPEN AGENDA

Membership

Chairperson	Cr D Macpherson
Deputy Chairperson	Cr G Taylor
Members	Mayor A King
	Deputy Mayor M Gallagher
	Cr M Bunting
	Cr J R Casson
	Cr S Henry
	Cr G Mallett
	Cr A O'Leary
	Cr R Pascoe
	Cr P Southgate
	Cr L Tooman

Quorum: A majority of members (including vacancies)

Meeting Frequency: Six weekly

Lee-Ann Jordan
Governance Manager

17 October 2017

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Purpose

The Growth and Infrastructure Committee is responsible for:

1. Guiding sustainable physical development and growth of Hamilton to meet current and future needs, through oversight of land-use planning, and aligned provision of fit-for-purpose network infrastructure.
2. Governance of efficient, safe and sustainable roading and transport, three waters, and waste management that enables Hamilton's economy and adds to the liveability of the city.
3. Governance of Hamilton's economic agenda and investment development opportunities consistent with Council's vision for the city.

In addition to the common delegations on page 9, the Growth and Infrastructure Committee is delegated the following Terms of Reference and powers:

Terms of Reference:

1. To monitor and provide advice on the development and implementation of urban growth and development strategies, land use, and spatial plans in line with national policy requirements.
2. To provide direction on strategic priorities for core city infrastructure aligned to city development, and oversight of strategic projects associated with those activities.
3. To provide direction and monitor Council's approach to development contributions.
4. To assess proposals for Private Developer Agreements and, if appropriate, to recommend such agreements to the Finance Committee for approval.
5. To provide advice on the development and implementation of the 30 Year Infrastructure Plan.
6. To provide direction regarding Council's involvement in regional alliances, plans, initiatives and forums for spatial planning, joint infrastructure and shared services (for example, Future Proof, Regional Transport Committee).
7. To consider the impacts of land use and urban development on the environment.
8. To enhance Hamilton's economic position by promoting Hamilton as a business-friendly and business-enabled city and providing advice on strategic initiatives, plans, projects and potential major developments relating to economic and business development.
9. To provide clear direction on Council's strategic priorities to organisations and groups, for which Council facilitates funding, aligned with these Terms of Reference, and to oversee those funding arrangements and receive their strategic and business plans and annual performance reports.
10. To monitor and oversee the delivery of Council's non-financial performance and non-financial key projects, against the Long Term Plan, excluding key performance indicator reporting which is the responsibility of the Finance Committee.

The Committee is delegated the following powers to act:

- Approval of purchase or disposal of land for network infrastructure, or parks and reserves for works and other purposes within this Committee's area of responsibility that exceeds the Chief Executive's delegation.

- Approval of Private Developer Agreements within the budget approved under the Long Term Plan.
- Approval of any proposal to stop any road, including hearing and considering any written objections on such matters.
- Approval of funding for Business Improvement District(s) and Hamilton and Waikato Tourism.

The Committee is delegated the following recommendatory powers:

- Adoption of the 30 Year Infrastructure Plan to Council.
- Approval of additional borrowing to Finance Committee.
- Approval of Private Developer Agreements for unfunded growth projects to Finance Committee.
- Approval of city boundary changes to Council.
- The Committee may make recommendations to Council and other Committees

Oversight of Policies

- *Business Improvement District (BID) Policy*
- *Connections and Charging Policy for Three Waters Policy*
- *Development Contributions Policy*
- *Earthquake-Prone, Dangerous & Insanitary Buildings Policy*
- *Growth Funding Policy*
- *Hamilton Gateways Policy*
- *Sale and Disposal of Council Land Policy*
- *Speed Management Policy*

Streetscape Beautification and Verge Maintenance Policy

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1 Apologies

2 Confirmation of Agenda

The Committee to confirm the agenda.

3 Declaration of Interest

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

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 three 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 Democracy 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 Democracy by telephoning 07 838 6439.

Council Report

Committee: Growth and Infrastructure Committee

Date: 24 October 2017

Author: Amy Viggers

Authoriser:

Position: Committee Advisor

Position:

Report Name: Confirmation of Growth and Infrastructure Open Minutes - 12 September 2017

Report Status	<i>Open</i>
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Staff Recommendation

1. That the Committee confirm the Open Minutes of the Growth and Infrastructure Meeting held on 12 September 2017 as a true and correct record.

Attachments

Attachment 1 - Growth and Infrastructure Unconfirmed Minutes - 12 September 2017 .

Growth and Infrastructure Committee

OPEN MINUTES

Minutes of a meeting of the Growth and Infrastructure Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton on Tuesday 12 September 2017 at 9.30am.

PRESENT

Chairperson	Cr D Macpherson
Deputy Chairperson	Cr G Taylor
Members	Mayor A King
	Deputy Mayor M Gallagher
	Cr M Bunting
	Cr J R Casson
	Cr S Henry
	Cr G Mallett
	Cr A O'Leary
	Cr R Pascoe
	Cr L Tooman

In Attendance:	Richard Briggs – Chief Executive
	Lance Vervoort – General Manager Community
	Kelvyn Eglinton – General Manager City Growth
	Chris Allen – General Manager City Infrastructure
	Sean Murray – General Manager Venues, Tourism and Major Events
	Blair Bowcott – Executive Director Special Projects
	Trevor Harris – Property Officer
	Jason Harrison – Transportation Manager
	Maire Porter – City Waters Manager
	Kelvin Powell – City Safe Unit Manager
	Nigel Ward – Communications Team Leader
	Gina Hailwood – Special Projects Manager
	Jaimie Sirl – Acting Team Leader Planning and Assets
	Lisa Topcsov – Partnerships and Funding Manager

External Presenters:	Vanessa Williams (General Manager HCBA) & Sarah King (Acting Chair HCBA)
	Jason Dawson (Chief Executive Hamilton & Waikato Tourism Ltd)
	Matt Stark, Steve McLennan and Brian White (presenting on Garden Place Redesign Proposal)

Governance Advisors:	Lee-Ann Jordan – Governance Manager
	Becca Brooke – Governance Team Leader
	Amy Viggers & Rebecca Watson – Committee Advisors

1. Apologies

Resolved: (Crs Macpherson/Taylor)

That the apologies from Crs Southgate and Pascoe (for lateness) are accepted.

2. Leave of Absence

Leave of Absence for Cr Yeung (24 August 2017 to 23 November 2017 Inclusive).

3. Confirmation of Agenda

Resolved: (Cr Macpherson/Cr Casson)

That the agenda is confirmed noting that some items have been allocated specific timings to accommodate external presenters availability so flexibility to the order of agenda would be required.

4. Declarations of Interest

In relation to Item 16 (*Road Stopping – Part of Hillsborough Tce*), Deputy Mayor Gallagher noted that he lived adjacent to the road listed in the report.

5. Public Forum

Phil Evans – Spoke to Item 18 (*Update on MoU between Animal Education and Control and SPCA*). Mr Evans expressed his concerns regarding cats on his property and information contained in the report.

Christina Campbell – Spoke to Item 15 (*Valley Terrace Stormwater Pipe Remedial Works*) as the affected property owner.

Andrea Graves (Representative of Riverlea Environment Group) – Spoke to Item 12 (*Te Awa Cycle Project*). Ms Graves expressed concerns that the current path would be widened and the detrimental effect that would have on the environment.

The following members of public spoke to item 16 (*Road Stopping – Part of Hillsborough Tce*), expressing their concerns regarding the potential sale of public land:

- Sarah and Luke Mercer
- Brad Chibnall
- Jim Wheeler
- Linda Fraser

The Chairperson advised that Anne Bell asked for comments in relation to Item 16 (Road Stopping – Part of Hillsborough Tce) she had provided by email be read out during public forum however, Elected Members would be supplied with her written points instead.

The Chairperson advised that a summary of the process to be followed concerning the Hillsborough Tce Rd Stopping would be circulated to Elected Members and made available to the public as an appendix to the meetings minutes.

6. Growth and Infrastructure Unconfirmed Minutes - 1 August 2017

In relation to questions from Elected Members, it was confirmed that the letter to Central Government, in relation to Item 7, General Managers Report – Local Alcohol Policy, had been sent. Staff were asked ensure that letters requested by resolution such as this one were circulated to Elected Members for their information.

Resolved: (Crs Macpherson/ Casson)

That the Growth and Infrastructure Committee confirm the Open Minutes of the Committee Meeting held on 1 August 2017 as a true and correct record, noting:

- In relation to Item 6, Chair's Report – Onion and Holmes Roads, it would be recorded that discussion took place around the legality of some of the actions of Boy Racers in the area.

7. Chair's Report

The report was taken as read. Staff provided a verbal update on each of the points raised in the Chair's report. In relation to CBD seating, Elected Members agreed that this issue would be referred to the Central City Safety Plan Taskforce for discussion and direction.

Resolved: (Crs Macpherson/Casson)

That the Growth and Infrastructure committee receives the report.

Cr Henry Dissenting.

8. General Managers' Report

The report was taken as read. Staff provided an update on progress on the Housing Infrastructure Fund application, noting it was with Central Government and outlined the next stages for the growth scenarios as part of the 10 Year Plan Process.

Elected Members raised concerns that the size of the Waikato Plan Governance Group was larger than necessary and asked questions regarding the communication plan for the roll out of new parking technology and free 2 hour parking from October 2017.

Resolved: (Crs Macpherson/Bunting)

That the Growth and Infrastructure Committee receives the report.

Cr Pascoe joined the meeting (10.33am) at the start of the above item. He was present when the matter was voted on.

The Meeting adjourned 11.00am – 11.15am during the discussion of the above item.

9. Hamilton Central Business Association (HCBA) - Year End report to 30 June 2017

Vanessa Williams (General manager of HCBA) and Sarah King (Acting Chair of HCBA) provided a brief introduction to the report. They responded to questions from Elected Members concerning what HCBA was doing to continue the upward trend of businesses moving to Hamilton CBD.

Resolved: (Cr Macpherson/Deputy Mayor Gallagher)

That the Growth and Infrastructure Committee receives the report.

10. Hamilton and Waikato Tourism Limited (HWTL) - Year End report to 30 June 2017

Jason Dawson (Chief Executive HWTL) provided a presentation to the Committee outlining the HWTL highlights. He responded to questions from Elected Members concerning the tourism net gain for Waikato and Hamilton from the increased funding given by Council.

Resolved: (Crs Macpherson/Tooman)

That the Growth and Infrastructure Committee receives the report.

11. Garden Place Redesign Proposal

Matt Stark, Steve McLennan and Brian White provided a presentation to the Committee outlining their proposal for the redesign of Garden Place. They responded to questions from Committee Members concerning the purpose of a redesign and possible funding options. The presenters noted that they had already received offers of pro-bono work from consultants and would work to rally others to help with the project. It was their aim was to reduce cost to the ratepayer. Their design was aimed to be a 'town centre' Hamilton could be proud of as well as being a shared space for different modes of transport modes and multiple other uses.

Resolved: (Crs Macpherson/Casson)

That the Growth and Infrastructure Committee

- a) receives the report, and
- b) requests the Chief Executive to prepare a proposal on the Garden Place Redesign concept by engaging with the presenters, for consideration through the 2018/28 10 Year Plan process.

Crs O'Leary and Tooman Dissenting.

The Meeting adjourned 1.10pm to 1.45pm prior to the above motion being voted on.

Following the adjournment, the Committee resumed with Item 11 (Cycle Action Network Update) and Item 12 (Te Awa Cycle Project) prior to voting on the above matter.

12. Cycling Action Network Update

Claire Sherrington and Rob Davidson representatives from Cycle Action Network (CAN) presented an update on the organisation. They responded to questions from Committee Members concerning areas where essential cycle routes could be added to reduce traffic congestion such as the Hospital to the CBD, and the role that CAN already undertook to educate the public on cycle safety.

Resolved: (Crs Macpherson/Bunting)

That the Growth and Infrastructure Committee:

- a) receives the report; and
- b) refers the matters raised in the presentation to the Access Hamilton Taskforce for consideration.

Cr Mallett Dissenting.

13. Te Awa Cycle Project

City Transportation Manager introduced the report and noted that staff wanted to ensure visibility of the recommended route being proposed. Staff responded to questions from Committee Members concerning clarification of the preferred route and boundaries, amenities and scope of work proposed being within budget, and connection to existing paths.

Resolved: (Crs Macpherson/Henry)

That the Growth and Infrastructure Committee approves the cycleway route through Hamilton as Council's preferred route, subject to staff concluding consultation with key stakeholders, and securing Council's share of any funding required as part of the approved 2018-28 10 Year Plan.

Cr Mallett Dissenting.

Item 18 (Update on MoU between Animal Education and Control and SPCA) and Item 15 (Valley Tce Stormwater Pipe Remedial Works) were taken next to accommodate members of the public in attendance.

14. Update on MoU between Animal Education and Control and SPCA

The General Manager City Growth introduced the Item. Staff responded to questions concerning clarification of the MoU and understanding of specific clauses regarding progression towards increased opening hours. Committee Members discussed the investigation into the various options for the control of cats.

Resolved: (Crs Macpherson/Taylor)

That the Growth and Infrastructure Committee receives the report.

15. Valley Terrace Stormwater Pipe Remedial Works – (Recommendation to Council)

The General Manager City Infrastructure and the City Waters Manager took the report as read and responded to questions from Committee Members concerning Council having future ownership of the pipe and easement access as part of the final agreement with the property owners.

Resolved: (Crs Macpherson/Tooman)

That the Growth and Infrastructure Committee recommends that Council:

- a) approves a total project budget of up to \$591,000 to enable staff to progress with planning, consenting and implementation of physical works to remove and replace the failed Valley Terrace stormwater pipe;
- b) delegates authority to the General Manager City Infrastructure to finalise negotiations with the property owner from 12 Valley Terrace on the extent of any contribution to project works;
- c) approves that ownership of the new proposed piped structure transfers to the Council and that the Council accepts all future maintenance and renewal obligations; and
- d) approves staff to progress with the establishment of appropriate easements in gross on property titles of 10, 12 and 14 Valley Terrace to allow for future access to piped structure for inspection, maintenance and renewal purposes.

16. Dinsdale Roundabout Update

The City Transportation Manager introduced the report and noted that the residents had confirmed through their representative that they were happy with NZTA's proposal on this matter.

Resolved: (Crs Pascoe/Macpherson)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) notes that no further changes are planned for Dinsdale Roundabout, including the free left turn into Dinsdale Road or Rifle Range Road intersection; and
- c) notes that any future changes will be considered as part of any future SH23 corridor study.

Mayor King Dissenting.

16. Road Stopping – Part of Hillsborough Tce – (Recommendation to Council)

General Manager City Infrastructure introduced the report and outlined the Road Stopping process requirements under the Local Government Act 1974 (*which had previously been circulated to Elected Members and would be made available to the public after the meeting as an appendix to the meetings minutes*). Staff responded to questions from Committee Members concerning the legislative process that would be followed.

Staff were asked to seek legal clarification concerning whose interests the Council were obligated to protect and the process to be followed.

Motion: (Crs Mallett/Taylor)

That the Growth and Infrastructure Committee:

- a) receives the report.
- b) recommends Council approval of the exchange of approximately 175m² of Council fee simple land, legal description Lot 4 DP 486892, for approximately 175m² of land in the ownership of Anthony Endres, at no land cost to either party, subject to:
 - i. each party being responsible for their own legal costs
 - ii. associated land exchange costs, such as survey and valuation, being shared equally
 - iii. a survey plan being approved for the areas to be exchanged
 - iv. the area being received by Mr Endres being amalgamated with the title for his property at 10B Masons Ave
 - v. the area being received by Council being amalgamated with the title for the A J Seeley Gully Reserve.
- c) recommends Council delegates the Chief Executive authority to sign all documentation related to the land exchange.

The Motion was put.

Those for the Motion:

Mayor King, Councillors Mallett, Pascoe, Taylor and Tooman.

Those against the Motion:

Councillors Macpherson, Bunting, Casson, Gallagher and Henry.

The Motion was declared equal.

The Chair elected to move a Procedural Motion (Standing Order 3.11.1, b) that the item of business being discussed, be adjourned to the Council Meeting of 21 September 2017.

Procedural Motion: (Crs Macpherson/Tooman)

That the item of business being discussed in relation to Road Stopping – Hillsborough Tce be adjourned to the Council Meeting of 21 September 2017 for decision.

The Procedural Motion was put.

Those for the Procedural Motion: Mayor King, Councillors Macpherson, Gallagher, Mallett, Pascoe, Taylor and Tooman.

Those against the Procedural Motion: Councillors Bunting, Casson and Henry.

The Procedural Motion was declared carried.

Resolved: (Crs Macpherson/Tooman)

That the item of business being discussed be adjourned to the Council Meeting of 21 September 2017.

Cr O'Leary left the meeting (4.45pm) during the above Item. She was not present when the matter was voted on.

At 4.45pm, during the discussion of the above Item, an extension of time was approved to extend the time of the meeting beyond 6 hours.

Resolved: (Crs Macpherson/Casson)

That the meeting continue beyond 6 hours as per Standing Order 3.2.7.

17. LED Street Lighting Upgrade – (Recommendation to Council)

City Transportation Manager introduced the report. He noted the benefits in carrying out this work included future proofed technology, maintenance and power savings. Staff responded to questions from Committee Members concerning the implementing various stages of the project sooner to take advantage of the subsidy that was available.

Resolved: (Crs Macpherson/Bunting)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) notes the development of a 5 stage programme to replace all existing luminaires within the road corridors controlled by Hamilton City Council with new Light Emitting Diode (LED) luminaires;

- c) approves the implementation of stage 1 of the overall programme to replace approximately 7,500 luminaires on residential streets with LED fittings, noting this will be undertaken within existing 2017/18 transport budgets;
- d) approves the implementation of stage 2 of the overall programme to replace approximately 5,500 luminaires on arterial roads (excluding state highways) with LED fittings noting that the supply of the luminaires can be partly funded within existing 2017/18 budgets;
- e) approves a \$5,700,000 extension to the Approved Contract Sum of \$135,000,000 for Contract 12080; Transportation Maintenance and Renewals to \$140,700,000 for the supply and installation of stage 1 and 2 luminaires; and
- f) notes that stages 3, 4 and 5 of the programme, being to replace decorative and amenity lights in the road corridor and to install additional infill lighting to improve lighting levels in specified areas, will be considered as part of the 2018-28 10-Year Plan.

Recommendation to Council

Resolved: (Crs Macpherson/Bunting)

That the Growth and Infrastructure Committee recommends Council approves an additional local share funding of \$194,000 in 2017/18 to complete the supply of the stage 2 luminaires to be managed through risks and opportunities and to prioritise the 2018/19 installation costs of \$279,000 in the 2018-28 10-Year Plan;

Resolved: (Crs Pascoe/Bunting)

That staff bring a report with further opportunities to advance stages 3,4, and 5 to take advantage of NZTA financial assistance, to the 24 October 2017 Growth and Infrastructure Committee Meeting.

Cr O'Leary re-joined the meeting (5.05pm) during the above item. She was present when the matter was voted on.

Cr Mallett retired from the meeting (5.30pm) during the above item. He was not present when the matter was voted on.

18. Land Exchange - Whyte Street – (Recommendation to Council)

The Property Officer introduced the report, noting that Council would benefit from the land exchange as it would improve configuration of the reserve and improve access for maintenance purposes. Staff responded to questions from Committee Members concerning the allocation of costs between Council and other party.

Resolved: (Cr Macpherson/Mayor King)

That the Growth and Infrastructure Committee:

- a) receives the report,
- b) recommends Council approval of the exchange of approximately 175m² of Council fee simple land, legal description Lot 4 DP 486892, for approximately 175m² of land in the ownership of Anthony Endres, at no land cost to either party, subject to:
 - i. each party being responsible for their own legal costs

- ii. associated land exchange costs, such as survey and valuation, being shared equally
 - iii. a survey plan being approved for the areas to be exchanged
 - iv. the area being received by Mr Endres being amalgamated with the title for his property at 10B Masons Ave
 - v. the area being received by Council being amalgamated with the title for the A J Seeley Gully Reserve.
- c) Recommends Council delegates the Chief Executive authority to sign all documentation related to the land exchange.

19. Proposed Waste Management and Minimisation Plan for consultation

The Compliance Manager introduced the report, noting that the proposed Waste Management and Minimisation Plan would not determine the level of service from Council by way of curb side refuse and recycling collections. Staff responded to questions from Committee Members concerning the waste levy covering all costs associated to the Waste Management and Minimisation Plan.

Resolved: (Crs Bunting/O'Leary)

That the Growth and Infrastructure Committee:

- a) approves the proposed Waste Management and Minimisation Plan for the purpose of consultation with the community;
- b) approves the draft Statement of Proposal – proposed Waste Management and Minimisation Plan;
- c) approves the 2017 Waste Assessment for notification alongside the Statement of Proposal and the proposed Waste Management and Minimisation Plan; and
- d) approves the commencement of public consultation in regard to the Statement of Proposal – proposed Waste Management and Minimisation Plan from 9 October 2017 to 19 November 2017.

20. Development Contributions Remissions Quarter 4 2017

The report was taken as read.

Staff were asked outline in the next report on this matter to the committee, the reasons why individual names were not able to be identified in the report.

Resolved: (Crs O'Leary/Casson)

That the Growth and Infrastructure Committee receives the report.

Mayor King retired from the meeting (5.50pm) during the above item. He was not present when the matter was voted on.

The meeting was declared closed at 5.53pm.

Appendix One

Road Stopping under Local Government Act 1974

- Road Stopping under section 342 in the manner described in Schedule 10
- Council to prepare a Plan together with explanation as to why the road is to be stopped and the purpose or purposes to which the stopped road will be put
- Lodge Plan with the office of the Chief Surveyor
- Chief Surveyor must give notice of approval and Plan number
- Council to open the plan for public inspection at the Council Office
- Council shall at least twice, at intervals of not less than 7 days, give public notice of the proposals and of the place where the Plan may be inspected
- Notice shall be called upon persons objecting to proposal to lodge objections in writing to office on or before date to be specified in notice, being not earlier than 40 days after the first publication (of notice)
- Council shall also forthwith after first publication of notice serve a notice in the same form of on the occupiers of all land adjoining the road proposed to be stopped (to the owner and/or occupier)
- A notice of proposed stoppage shall during the period of first publication of notice and expiration of the last day for lodging objections, be kept fixed in conspicuous place at the end of each road proposed to be stopped
- If no objections are received the Council may be public declare road stopped
- If objections are received Council must send the objections together with the plans and full description to Environment Court, **unless it decided to allow the objections**
- Environment Court may confirm, modify, or reverse decision of Council
- If Environment Court reverses decision of Council no proceedings shall be entertained by the environment Court for stopping the road for 2 years thereafter

Council Report

Item 6

Committee: Growth and Infrastructure Committee

Date: 24 October 2017

Author: Amy Viggers

Authoriser:

Position: Committee Advisor

Position:

Report Name: Chair's Report - 24 October 2017

Report Status	<i>Open</i>
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Staff Recommendation

1. That the Growth and Infrastructure Committee receives the report.

Attachments

Attachment 1 - Chair's Report - 24 October 2017 (*Under Separate Cover*) .

Council Report

Item 7

Committee: Growth and Infrastructure Committee
Date: 24 October 2017
Authors: Chris Allen and Kelvyn Eglinton
Authorisers: Kelvyn Eglinton and Chris Allen
Positions: General Manager City Infrastructure and Acting General Manager City Growth
Positions: General Manager City Growth and General Manager City Infrastructure
Report Name: General Managers' Report

Report Status	<i>Open</i>
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Purpose

1. To inform the Growth and Infrastructure Committee of topical issues, areas of concern and items which need to be brought to the Committee's attention but which do not necessitate a separate report.

Staff Recommendation

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

Discussion

3. This report provides updates to Elected Members on activities, actions or projects contained within the following plans or strategies for which this Committee and the relevant General Managers have responsibility over and for which significant progress has been made:
 - Hamilton Plan
 - Central City Transformation Plan (CCTP)
 - Economic Development Agenda
 - Access Hamilton

Local Alcohol Policy Update (GM City Growth)

4. The appeals have now been set down for hearing in the week of 9 April 2018. Council is currently finalising its evidence which will be presented to support the proposed Local Alcohol Policy.
5. While Council is preparing for hearing, it is also continuing to negotiate with the appellants in an effort to resolve matters without the need for a hearing.
6. If a settlement offer is made by the appellants, staff will bring the settlement offer to full Council for consideration. Further reporting will follow over the period leading up to the hearing.

Housing Investment Fund (HIF) Update (GM City Growth)

7. Progress on the detailed business case content is progressing to plan, with a particular focus on the financial affordability as part of the growth scenario work for the 10 Year Plan, as well as risk and assurance.
8. An application to NZTA on an enhanced FAR (Funding Assistance Rates) subsidy has been submitted and is pending the NZTA board decision on 13 October 2017. Discussions have been ongoing with developers and other key stakeholders, including Ministry for Education.
9. The detailed business case is expected to be completed in early November, with a Council briefing in late November as preparation for Council approval on 6 December to submit the detailed business case to MBIE.
10. It is currently anticipated that the Ministers will make a decision on the detailed business case and funding agreement early in 2018, subject to 10 Year Plan consultation and Council adoption of the 10 Year Plan.

Hamilton to Auckland passenger Rail service Update (GM City Infrastructure)

11. At its 4 September 2017 meeting, the RTC agreed to undertake a Strategic Business Case to investigate future transport connections between Hamilton and Auckland and at the same meeting agreed to convene a special Working Party to oversee the work.
12. On the Working Party will be members from Waikato regional Council, Hamilton City Council, Waikato District Council, Auckland Council, Auckland Transport, Kiwirail and NZ Transport Agency.
13. WRC staff have prepared a Project Plan and confirmed all the representatives on the Working Party. Hamilton's representative will be the Chair of Growth and infrastructure Committee supported by the General Manager City Infrastructure. The first meeting is to be held on the 22 November 2017.
14. The Chair of Growth and Infrastructure Committee met with WRC members (Hugh Vercoe and Russ Rimmington) and staff to discuss the timeframe to complete the strategic Business Case and to look at ways to expedite some of the work including the patronage demand work.

Regional Transport Committee Update (GM City Infrastructure)

15. In parallel with HCC developing its Access Hamilton Strategy the region through the Regional Land Transport Committee (RTC) has been developing the Regional Land Transport Plan (RLTP).
16. At the October 2017 meeting the RTC endorsed the Investment Logic Map (ILM) developed for transport and received a report on the ILM policy framework that is being developed in response. The meeting item agenda (page 15) can be found [here](#).
17. The ILM sets out the regional problems, benefits, responses and objectives which are

Problems (P)

 - 1(P); Growth in the upper North Island is impacting on strategic corridors and hindering economic development
 - 29P); System failures and user behaviours expose road users to risk, resulting in a disproportionate number of deaths and serious injuries
 - 3(P); A changing social, demographic, economic and technological landscape is impacting some communities ability to access the transport system

Benefits (B)

- 1(B); Move people and goods more efficiently
- 2(B); Reduced social and economic costs
- 3(B); Improved social and economic outcomes

Strategic Response (R)

- 1(R); Invest in strategic corridors and network connectivity
- 2(R); Improve road safety in the region by addressing areas of high risk
- 3(R); Provide Greater Transport Choice

Objectives (O)

- 1(O1); An efficient and resilient transport system that advances regional economic wellbeing and facilitates freight movements on strategic corridors in the Upper North Island
 - 1(O2); A planned transport response that supports future growth areas
 - 2(O); Land transport in the Waikato region is a Safe System, working towards zero deaths and serious injuries
 - 3(O); A transport system that provides an inclusive range of integrated, quality transport choices for all users to meet their social, economic and cultural needs.
18. These problems, benefits, strategic responses and objectives are closely aligned with the Access Hamilton Programme Business Case.
 19. Staff are now working on the policy framework that will drive a works programme to deliver on the RLTP.
 20. There will be a RTC workshop on the 6 November 2017 to prioritise the works programme. The HCC works programme has been proposed through work undertaken with the Access Hamilton Taskforce.
 21. Following this it is proposed that the Draft 2018 RLTP is reviewed by the RTC and approved for public consultation on 4 December 2017.

Waikato District Council (WDC) Southern Districts Water Supply Agreement (GM City Infrastructure)

22. As outlined in the GM Report presented at the 28 March 2017 Growth and Infrastructure Committee, Council has had water supply agreements in place with WDC to supply areas within the Waikato District (Newstead, Tamahere, Tauwhare, Rototuna, Eureka, Te Kowhai, Stonebridge, Gordonton and Hutchison Road) since the 1980s.
23. The previous agreements have expired and WDC have indicated they would like to continue the bulk water supply arrangement to their Southern Districts under a revised agreement with Hamilton City Council (HCC).
24. Council staff are progressing discussions with Waikato District Council (WDC) staff in relation to the development of a revised agreement for the continued bulk water supply to WDC's Southern Districts.
25. The new proposed agreement under discussion is based on HCC's current agreement template in use with other commercial high water users within the City, however will be customised to reflect some of the unique elements associated with the WDC supply around Future Proof, term of the agreement, termination clauses, pricing structure and volume supplied.

26. A report on this agreement is expected to be presented at the 5 December 2017 Growth and Infrastructure Committee meeting once the discussions currently underway with WDC have concluded and there is a confirmed scope and terms for a new revised water supply agreement.

Waste Taskforce (GM City Infrastructure)

27. The Waste Taskforce purpose is to make recommendations on the rubbish and recycling for the city by considering and providing guidance on the following projects (split into three phases):
- Phase 1 – Housing review and Waste Management and Minimisation Plan (WMMP) (completion April 2018)
 - Phase 2 – New contract methodology and Solid Waste Bylaw. Phase 2 projects rely on a contractor being engaged, as they are required to assist in solution development and or completion of Phase 1 projects (completion February 2019).
 - Phase 3 – Service roll out communications. Phase 3 is about implementation of the new service. A communication's plan will be developed in late 2018, with implementation of community engagement commencing in March 2019 and will run beyond the service change. (Completion February 2019 with service roll out methodology and again in November 2019 with roll out outcomes)
28. The Waste Taskforce has met six times since it was established and has overseen the development of the proposed Waste Management and Minimisation Plan 2018-2024 (Waste Plan). At the 12th September 2017 Growth and Infrastructure Committee meeting the proposed Waste Plan was approved for consultation. The consultation is now open and runs until 19 November 2017.
29. At the Waste Taskforce's meeting on 10 October 2017 the following key topics discussed were:
- Events waste minimisation – working with event managers for four key events to implement effective waste minimisation actions.
 - Advertising on wheelie bins – project being established to further this idea.
 - Site visits – tours of resource recovery sites and collection services in Christchurch and Tokoroa are being scheduled for November. Councillor Bunting, Councillor Macpherson and Councillor Taylor are attending a conference in Melbourne in November, site visits are being scheduled for Councillors whilst they are in Melbourne.
 - Waste Management and Minimisation Plan - provided guidance on the consultation approach and will attend events where possible.
 - Housing review – staff presented findings of the first stage of the housing review, the final report will be circulated to Councillors completion.

Parking Taskforce Update (GM City Infrastructure)

30. The task force meetings increased in regularity as the Free Parking offer grew closer. Meetings were held on 6th September and the 28th September with minutes from the 28th September 2017 meeting available for Councillor's on the network.
31. Informal taskforce update meetings for members have occurred twice since the Parking Initiative has gone live these occurred on 3 October and 9 of October. These informal meetings were to allow for discussion between staff and elected members on the progress of the initiative and to address public feedback and current media commentary.

32. Key issues discussed have been:
- Positive public feedback on the two hours' free
 - Public concern over the \$6/hr post free time charge
 - Commuter concern over "where they will park now" (city periphery parking availability tabled)
 - Parking staff concern over resources for other BAU duties e.g. bus lane and clearway monitoring
 - PayMyPark app update issue (resolved)
 - Supplementary parking zone signage (being investigated)
33. The Civic Choir have been circulating as Parking Ambassadors with the Parking Wardens.
34. Parking Staff are delivering an educational soft implementation for the first two weeks with no time related infringements being issued.
35. Parking staff will begin issuing time related warnings at the beginning of Week Three of the offer, any vehicle receiving three warnings will then be issued a time related infringement.
36. The next taskforce meeting (including parking project update) is scheduled for 20 October 2017.

Illegal Street Races and Antisocial Driving Behaviour (GM City Infrastructure)

37. At the 1 August 2017 Growth and Infrastructure Committee the Chair outlined illegal street racing and antisocial driving behaviour ('boy racer') issues that had been experienced in Onion and Holmes roads. A community meeting had been held and representatives from NZ Police and both Waikato and Hamilton councils had attended.
38. A request was made that staff report back to the 5 December 2017 Growth and Infrastructure Committee meeting on potential collaborative action with Waikato District Council and Waipa District Council to manage problems caused by illegal street races.
39. The [Hamilton Traffic Bylaw 2015](#) already has provisions for restricting the activities of Light Motor Vehicles (Clause 15). Both Waikato and Waipa District Councils are currently reviewing their bylaws with a view to adding similar clauses. It is expected that this process (which will require full Special Consultative Procedures to be undertaken) will be completed by mid 2018.
40. The NZ Police have provided 'heat maps' which illustrate the locations for which they are receiving complaints in regard to 'boy racer' activities. While many of these are in rural areas and some locations span more than one local authority e.g., Onion and Raynes roads, there are also several central city locations.
41. It is therefore proposed that the City will work with NZ Police to implement a Light Vehicle Ban (under clause 15.1 and 15.2 of the Hamilton Traffic Bylaw 2015) in one of these locations to develop and refine a methodology that can then be used in other locations. In developing this methodology, staff will continue to work with both Waikato and Waipa councils to ensure that the approach can then be used in their areas and where necessary in conjunction with the city.
42. It is proposed that a report to the first Regulatory and Hearings Committee meeting in 2018 (date yet to be set) with recommendations on some initial locations to implement the Light Vehicle Bans and the signage requirements. It is intended to undertake consultation with the adjacent property owners and businesses prior to this meeting, so the results of this can also be included in the report.

Setting of new speed Limits (GM City Infrastructure)

43. From 26 September to 26 October 2017, the NZ Transport Agency is consulting on a proposal to increase the speed limit to 110km/hr on the Tauranga eastern Link Toll Road and the Cambridge section of the Waikato Expressway (SH1) between the Cambridge southern and Tamahere interchanges. Staff are proposing not to submit unless Committee advise otherwise.

Futureproof Strategy Update (Executive Director Special Projects)

44. Public consultation has been completed for the Futureproof Strategy update with 45 submissions in total received. A link to the draft Futureproof Strategy and copies of all the submissions received can be found on the strategy website (<http://www.futureproof.org.nz>). The Futureproof Implementation Committee will deliberate on the submissions on 30 October 2017 (with the 14 November 2017 a reserve day). Mayor King and Councillor Macpherson are the Hamilton representatives on the Futureproof Implementation Committee. The recommendations from the deliberations meetings are proposed to be agreed on the 29 November 2017 and the updated strategy will then be recommended to each partner Council for adoption in December 2017/early 2018.
45. A workshop was held for the Implementation Committee on 25 September 2017 to discuss the submission themes and to also receive an update from each Council on key growth matters that impact the Futureproof Strategy update. A copy of the presentation given to the Implementation Committee relating to Hamilton growth is attached in the appendix to this report.

Financial Considerations

46. There are no financial implications in relation to the information provided in this report.

Legal and Policy Considerations

47. Not applicable. This report is for information purposes only.

Cultural Considerations

48. Not applicable. This report is for information purposes only.

Sustainability Considerations

49. Not applicable. This report is for information purposes only.

Risks

50. There are no known risks associated with this matter.

Significance & Engagement Policy

Significance

51. Not applicable. This report is for information purposes only.

Engagement

52. Not applicable. This report is for information purposes only.

Attachments

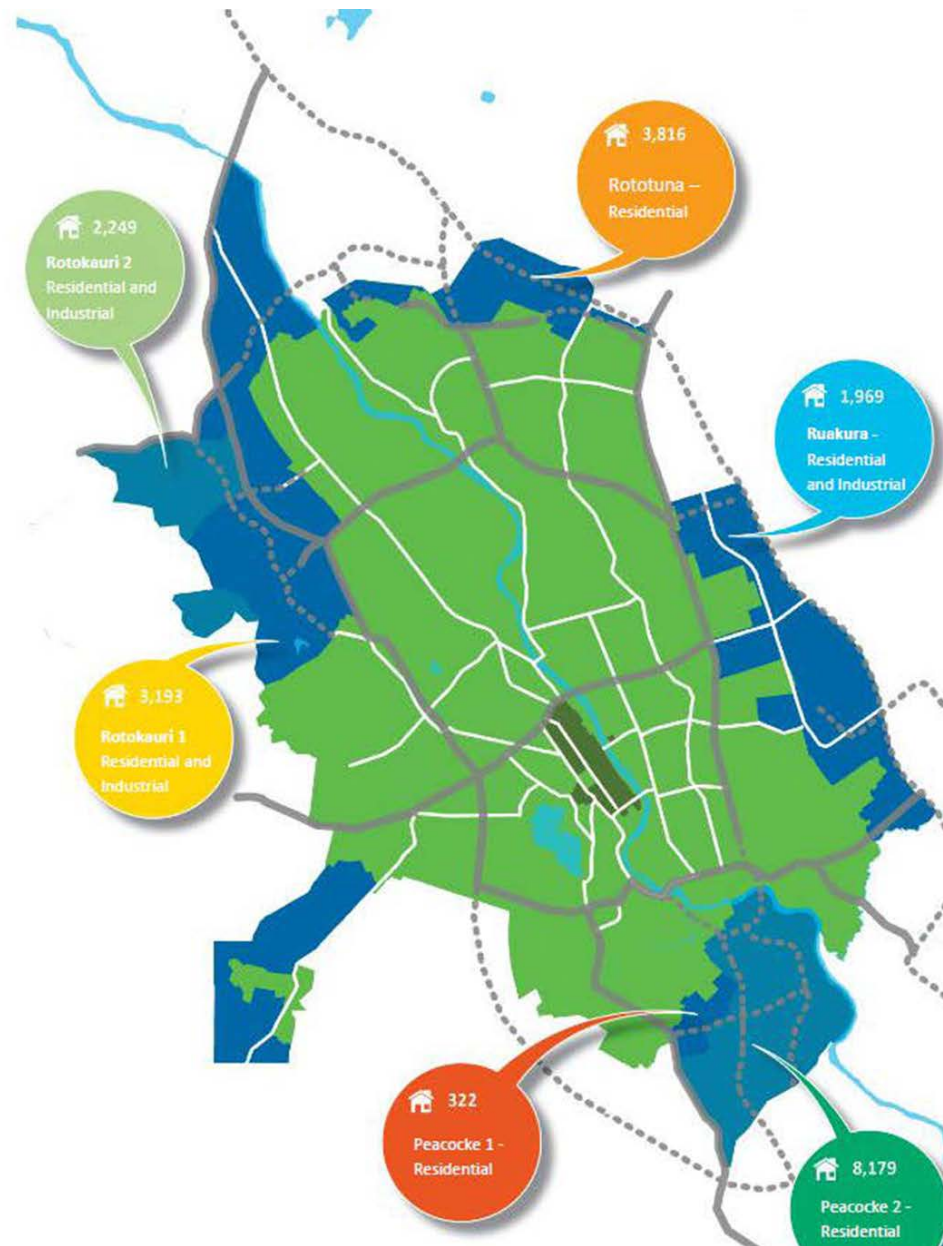
Attachment 1 - Future Proof Hamilton Growth Presentation

Future Proof Implementation Committee

Briefing 25 September 2017
HCC Content



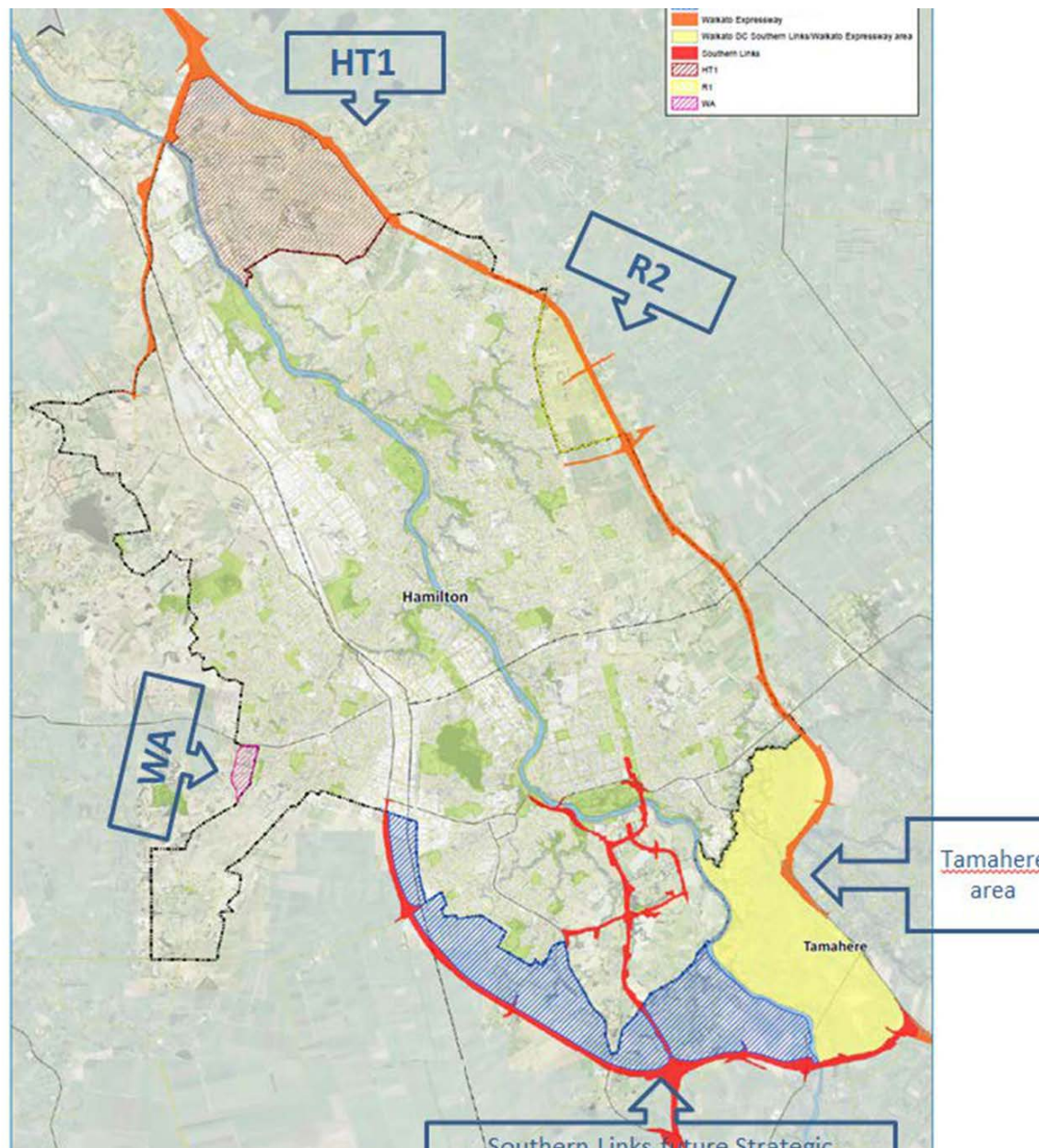
NCC growth cells



Item 7

Attachment 1

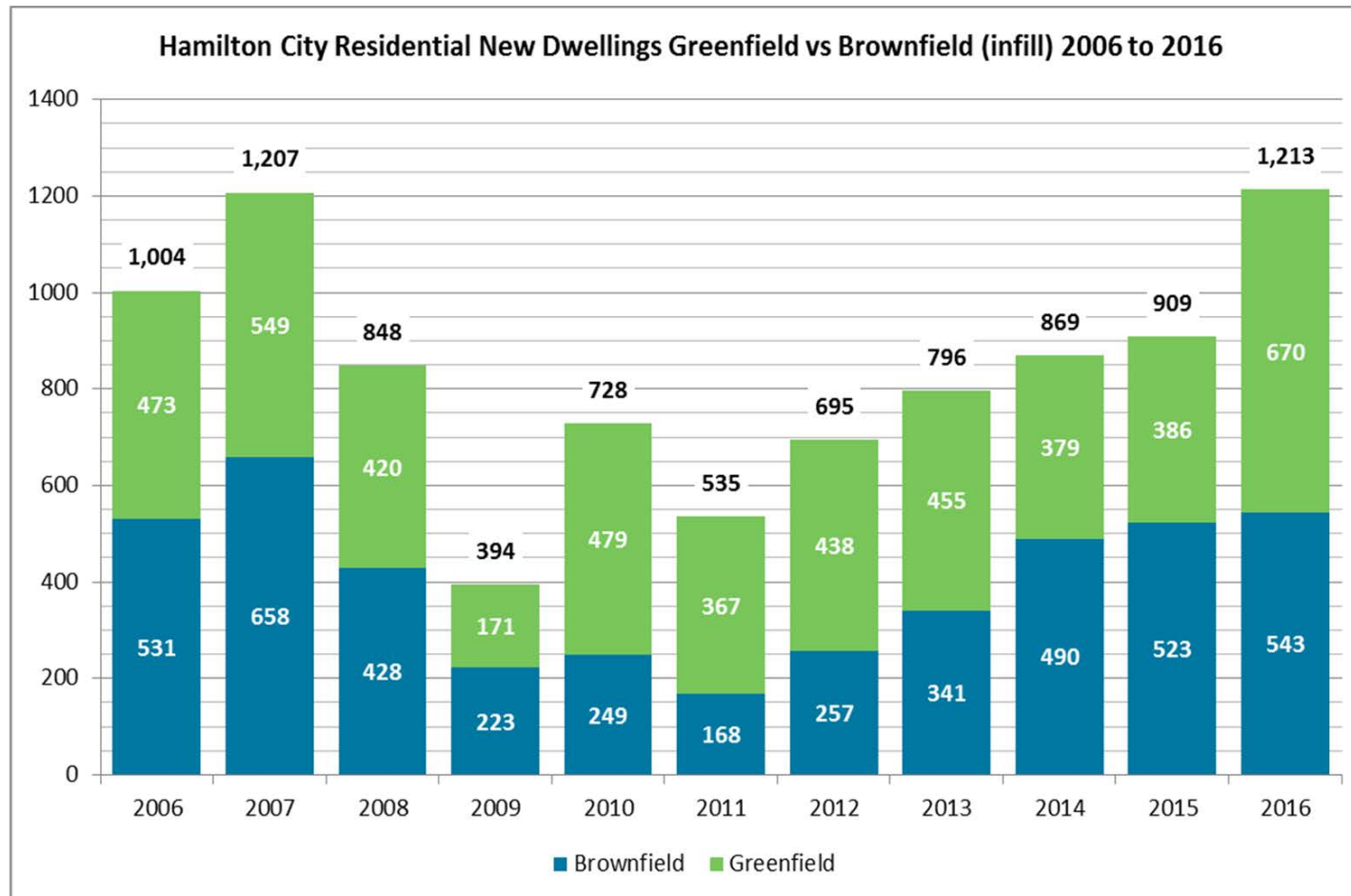
Future growth



Item 7

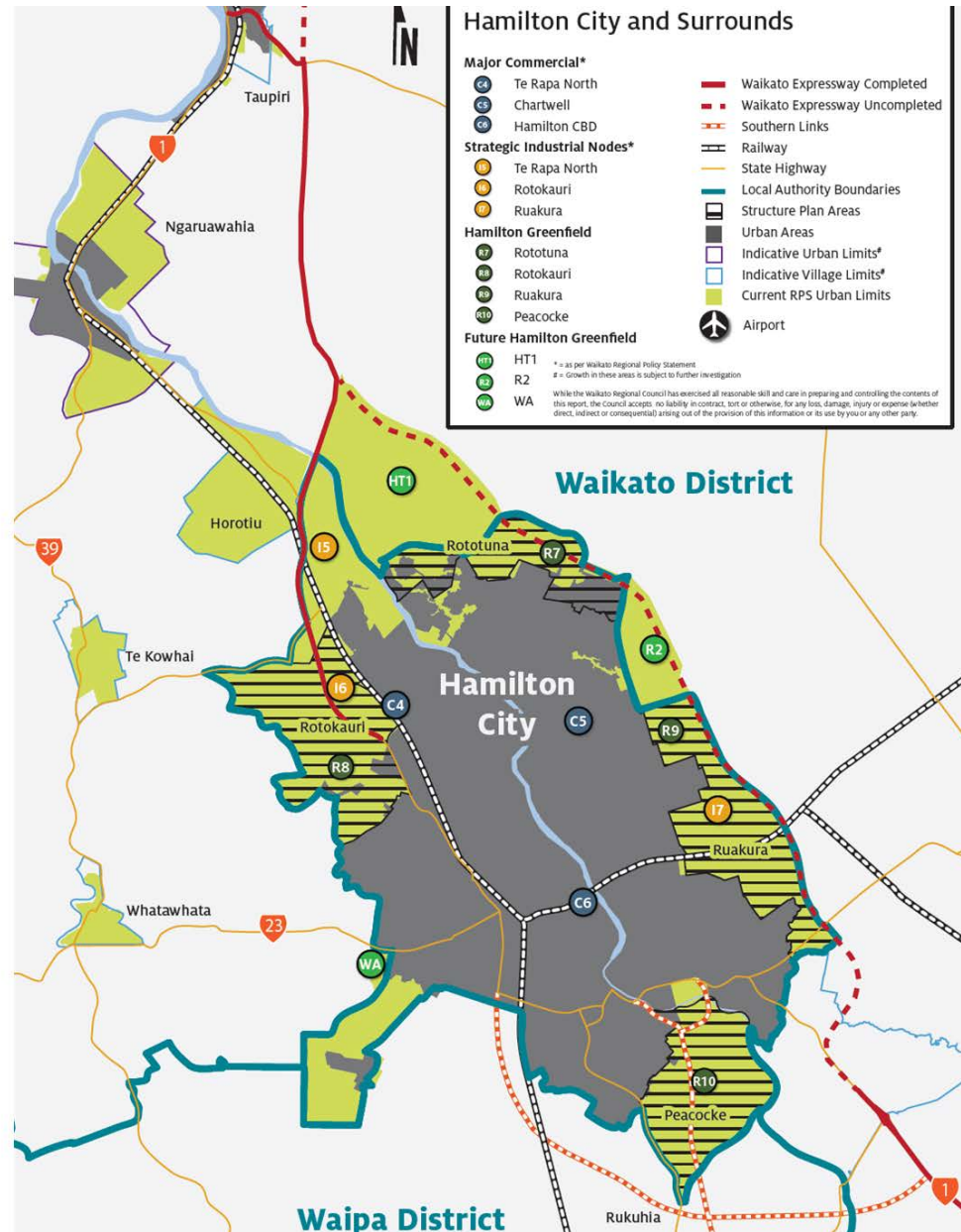
Attachment 1

Infill



Greenfield development averages





Council Report

Item 8

Committee: Growth and Infrastructure Committee

Date: 24 October 2017

Author: Katherine Johns

Authoriser: Chris Allen

Position: Strategic Transport Planner

Position: General Manager City Infrastructure

Report Name: Access Hamilton

Report Status	<i>Open</i>
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Purpose

1. To seek a recommendation to Council to approve the Access Hamilton Programme Business Case.

Staff Recommendation (*Recommendation to Council*)

2. That the Growth and Infrastructure Committee:
 - a) recommends that Council approves the Access Hamilton Programme Business Case; and
 - b) endorses the Hamilton City Council full programme of works attached to this report as a basis for the Access Hamilton Taskforce prioritising a draft programme of works to be recommended to and considered by Council at its meeting of 6 December 2017 to develop the proposed 2018-28 10-Year Plan.

Executive Summary

3. The Access Hamilton Taskforce has guided the development of a Programme Business Case for transport.
4. The Programme Business Case reflects the transport problems, benefits, objectives and programme direction already approved by Growth and Infrastructure Committee (Attachment 1), only now modified to take into account the request to set a zero road death target aligned with the safety objective.
5. The Programme Business Case also establishes the broad (not to a project or activity level) amount of spend required across 30 years by the 3 organisations (HCC, NZ Transport Agency, and Waikato Regional Council) responsible for transport infrastructure and service delivery to achieve the targets set in the Programme Business Case.
6. It is now necessary for HCC to approve the Programme Business Case so all 3 organisations can align their funding and programme requirements. This is a requirement of NZ Transport Agency who is an investment partner in the activities of HCC and Waikato Regional Council as well as being the manager of the state highway network in the City.
7. The Programme Business Case does not determine the actual 10 year programme of works that each organisation chooses to deliver as this will be determined through their respective 10-Year planning processes.

8. The Taskforce has developed a full programme of works (Attachment 3) and recommend this for endorsement by Committee as being a suitable basis on which to prioritise and develop a draft programme of works for recommendation to Council as part of the 2018-28 10-Year Plan.
9. Staff consider the decisions in this report have low significance and that the recommendations comply with the Council's legal requirements. This is based on the knowledge that an agreed draft programme of works will be consulted on as part of the 2018-28 10-Year Plan.

Background

10. The Growth and Infrastructure Committee received a report from the Access Hamilton Taskforce at its 20 June 2017 meeting.
11. At this meeting Committee agreed the transport problems, benefits and objectives together with a preferred programme direction for Access Hamilton together with measures and targets, as a precursor to developing the Access Hamilton Programme Business Case.
12. The problems, benefits and objectives agreed at this meeting are attached (Attachment 1). At this meeting Committee also resolved to *"express Hamilton City Council's road death target in 10 Years time as zero in the Access Hamilton programme 2017"*.
13. Since this meeting the objectives have been slightly modified by the Taskforce to read;
 - Growth and Economic Development- Growth and economic development is happening faster than anticipated leading to congestion and demand for transport investment earlier than planned
 - Safety- System failures from network characteristics, user behaviour and increasing demand result in deaths and serious injuries
 - Transport Choice- Our transport system has focused on cars resulting in low use of other modes and higher future cost for transport
14. These revised problems, benefits and objectives are now included in the Programme Business Case.
15. Committee also approved a preferred programme direction together with measures and targets for each of the objectives as a basis for Hamilton's transport planning and investment over the next 30 years and to align with the current Access Hamilton Strategy.
16. The preferred programme direction approved by Committee is expected to provide a balanced transport system for Hamilton which will;
 - Provide access to identified growth areas with a fully integrated and balanced transport network
 - Increase focus on safety
 - Deliver a detailed investigation into mass transit; reduce the decline in passenger transport use, walking and cycling and a shift away from single occupancy vehicles.

Discussion

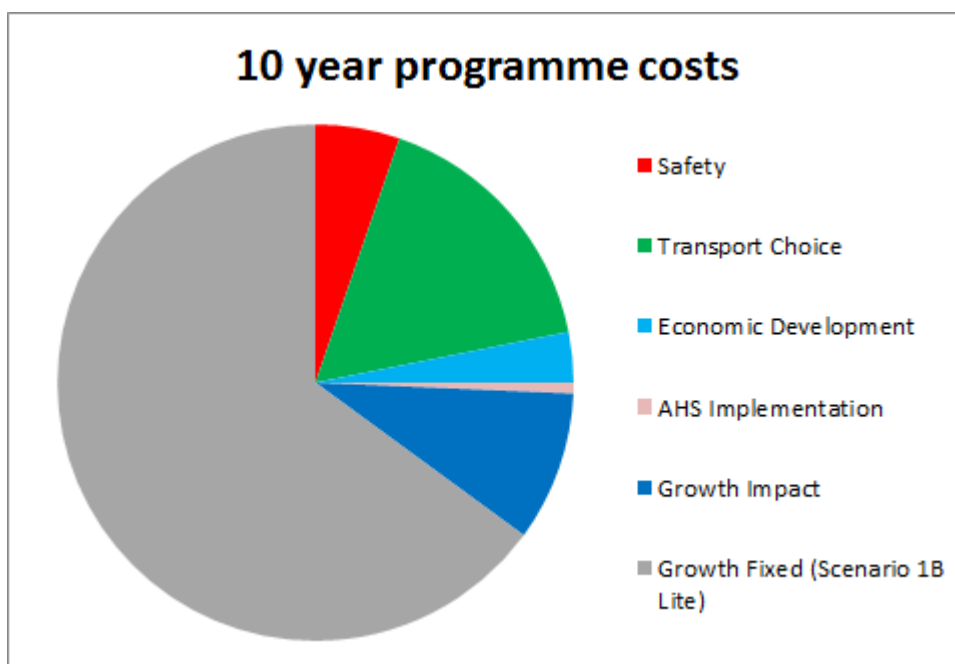
17. Access Hamilton Programme Business Case
18. The Taskforce has now overseen the development of a Programme Business Case based on the problems, benefits, objectives, targets and approved programme direction. This Programme Business Case sets the basis for transport planning and investment over the next 30 years. It contributes to the city's Hamilton Plan and District Plan and the National and Regional policy statements.
19. The Programme Business Case document is attached (Attachment 2).

20. Accommodating growth and improving safety are priorities for Hamilton but the gap between demand, supply and desirable levels of service and safety is growing.
21. Census data reveals that the dominant mode of transport in Hamilton is the car and this is likely to continue without intervention. There is a need to increase uptake of multiple occupancy vehicle trips, and cycling and walking for short distance journeys, to achieve the investment objectives in the long term. The Programme Business Case states a balanced approach is required to achieve the right mix of transport options to deliver on the desired outcomes.
22. The Taskforce has further developed the agreed targets to deliver the Access Hamilton strategy. These are supported by our key stakeholders as members of the Taskforce. They now include the zero deaths target.
23. The targets set the direction for transport over the next 30 years with a strong focus on the first 10 years. The 30 year targets for transport choice will be developed in conjunction with the Mass Transit Plan to be finalised.

Safety Measures		Current	10 year	30 year
Measure 1: Deaths		5	0	0
Measure 2: Serious injuries, total		45	34	17
Measure 3: Serious injuries, vulnerable users		16	12	6
Growth and Economic Development Measures		Current	10 year	30 year
Measure 1: Access for housing		4,000 hhs	11,638 hhs	33,300 hhs
Measure 2: Intersections where demand exceeds capacity		27	<= 27	
Transport Choice Measures		Current	10 year	30 year
Single car occupancy		80%	70%	TBC
Mode share for alternatives	Bus	3%	7%	TBC
	Walking/cycling	11%	22%	TBC
	%age trips <2km by foot	26%	50%	TBC
	Public transport is easy to get to	80% agree	85% agree	TBC

24. Waikato Regional Council (WRC) and NZ Transport Agency now require the Programme Business Case to be approved by HCC in order to align their funding and programme requirements.
25. If the Programme Business Case is not approved by Council it cannot be presented and considered by the NZ Transport Agency board as joint funders of the programme that will be developed as part of the 2018-28 10-Year Plan.
26. The four key areas identified in the Programme Business Case are:
 - Growth - providing for growth to meet the National Policy Statement on Urban Development Capacity, ensuring land is available to meet the timing of development. It is noted that Council is yet to make its decisions on growth and the Housing Infrastructure Fund (*projects and activities to drive this objective will be part of Councils Growth Programme decided by the 2018-28 10-Year Plan*).
 - Economic Development - requires a transport system that is robust and provides suitable levels of service and reliable travel times for all modes of transport for accessing and moving around the city (*projects and activities to drive this objective will be part of Councils Access Hamilton Programme*).

- Safety – this is a priority for the city particularly reflecting on Councils target of zero deaths on the road network in 10 years. Hamilton has seen an increase in the number of deaths and serious injuries since 2014. Without intervention, increased exposure to risk from higher traffic flows is likely to lead to more deaths and serious injuries each year and it actively discourages walking and cycling as transport choices (*projects and activities to drive this objective will be part of Councils Access Hamilton Programme*).
 - Transport Choice - to avoid significant future costs and disruptive interventions there is a requirement to increase mode share for passenger transport and active modes. A mass transit plan will be developed in partnership with WRC and NZTA in the 17/18 financial year to guide the most appropriate investment in infrastructure and service provision (*projects and activities to drive this objective will be part of Councils Access Hamilton Programme*).
27. It is recognised there is an overlap in these areas in regard to targets they contribute to; for example, an intersection capacity upgrade to meet the economic development objective will also deliver safety improvements for all users. This has been considered in the development of the activities within the programme to prioritise and maximise activities which deliver the greatest return on investment.
28. In addition, it is recognised that the growth areas will provide safety and transport choice benefits.
29. Programme of works
30. The Programme Business Case for Access Hamilton is intended to guide not only HCC, but also NZ Transport Agency who manage the state highway network and who are also a co-investor in HCC's network, and Waikato Regional Council who operate the public transport services in and around the city. Each of these organisations needs to develop their own programmes of work and consult with the community. The targets can only be met if all 3 organisations align their respective programmes.
31. Since the June 2017 Committee meeting the Taskforce has been developing an HCC full programme of works that if implemented would contribute to meeting the set targets.
32. The full HCC programme of works is attached (Attachment 3). The below chart identifies the total transport programme, including growth, and how funding is allocated as a proportion of total spend.
33. In previous years Council has had 3 discretionary transport budgets that were used to respond to community concerns on a year by year basis. These were
- Minor Improvements
 - Bus Stop Infrastructure
 - Integrated Transport Mode
34. These discretionary funds have been replicated within the full programme, with a “core” project being funded at the same level as previous years, and an “enhanced” project to increase this level of funding.



35. The HCC full programme of works will be used as a basis to prioritise a draft programme of works which will need to be considered as part of the 2018-28 10-Year Plan.
36. NZ Transport Agency has already released their draft programme for consultation and this will be discussed as part of a separate report to this Committee meeting.
37. WRC, as provider of the passenger transport services, will require a significant increase in the number of services provided as well as improved frequency and reliability of those services if they are to meet the Programme Business Case targets. They have indicated to the Taskforce that their likely approach is to improve existing service reliability and to work closely with HCC and NZ Transport Agency to develop the Mass Transit Plan prior to considering any substantive changes to increased service levels.
38. Following consultation each organisation will confirm its final programme of works (June 2018) and it will be necessary to reconsider the targets including timing at this time, given that it is highly likely that the programmes of work will change as each organisation weighs up its priorities for funding across a range of activities.
39. Council is currently considering a draft 2018-28 10-Year Plan that is focused on a growth programme to meet National Policy Statement on Urban Development capacity. The Growth scenario reflected in the Programme Business Case is option 1B (Peacocke optimised), recognising that Council is still to make its decisions on this matter.
40. Council is also considering a transport improvement fund to deliver the balance of transport activities across the remaining three key areas of economic development, safety and transport choice.
41. Staff advise that to fund the full HCC programme of works and achieve the 10 year targets (assuming the other organisations also fund their preferred programmes) will require investment of approximately \$385m over ten years.
42. The full programme assumes NZ Transport Agency subsidy at 51% for all projects. If subsidy is declined for any project this will be assessed on a case by case basis.

43. Staff have considered the impacts of an alternative programme that could be achieved with a transport investment of approximately \$220m (gross cost assuming all selected projects attract NZTA subsidy) This means a local HCC contribution of approximately \$110m toward the alternative programme. The projects that would need to be excluded from the full programme of works (noting that this will be a Council decision) include:
- Minogue Park Bridge cycleway
 - Biking facilities
 - Peacocke park and ride
 - Anglesea/Anzac PT upgrade
 - Hamilton transport model
 - CCTP – shared zone Garden Place
 - CCTP – shared zone Alexandra Street
 - CCTP – Bike Racks
 - CCTP – Demonstration Laneway project, Alexandra Street
 - CCTP – Laneways redevelopment plan
 - CCTP – Reroute free bus
 - Frankton Bike Loop
 - Frankton Wayfinding signs
 - Frankton signage connections
 - Rototuna urbanisation projects
 - Rotokauri urbanisation projects
 - Ruakura urbanisation projects
44. These projects are considered to have a lesser impact on achieving the 10 year targets. However, as growth continues across the city certain projects may negatively impact outcomes and cause community concern i.e. without urbanisation projects, and an increase in housing, these areas would not receive new footpaths.
45. It is not necessary for Committee to agree on a draft programme of works at this meeting. The purpose of this meeting is to consider and approve the Programme Business Case which sets the direction of the transport programme and enables any subset or combination of the full programme of works to be adopted.
46. The Taskforce will schedule a further meeting to develop a draft programme of works following this meeting for recommendation to Council at its meeting on 6 December 2017.
47. The final programme, and its contribution to delivering the outcomes, will be monitored through the Hamilton One Network Charter. This includes HCC, NZ Transport Agency and WRC along with policy and investment support through Waikato and Waipa districts. This will report back through each partner's governance structures. For Hamilton City Council that will be the Growth and Infrastructure Committee.

Financial Considerations

48. The financial commitment to deliver the Access Hamilton Programme will be considered as part of the 10 Year Plan process.

Significance & Engagement Policy

Engagement

49. Community engagement is proposed through the 2018-28 10-Year Plan process.

Attachments

Attachment 1 - June 2017 Problems, Benefits and Objectives

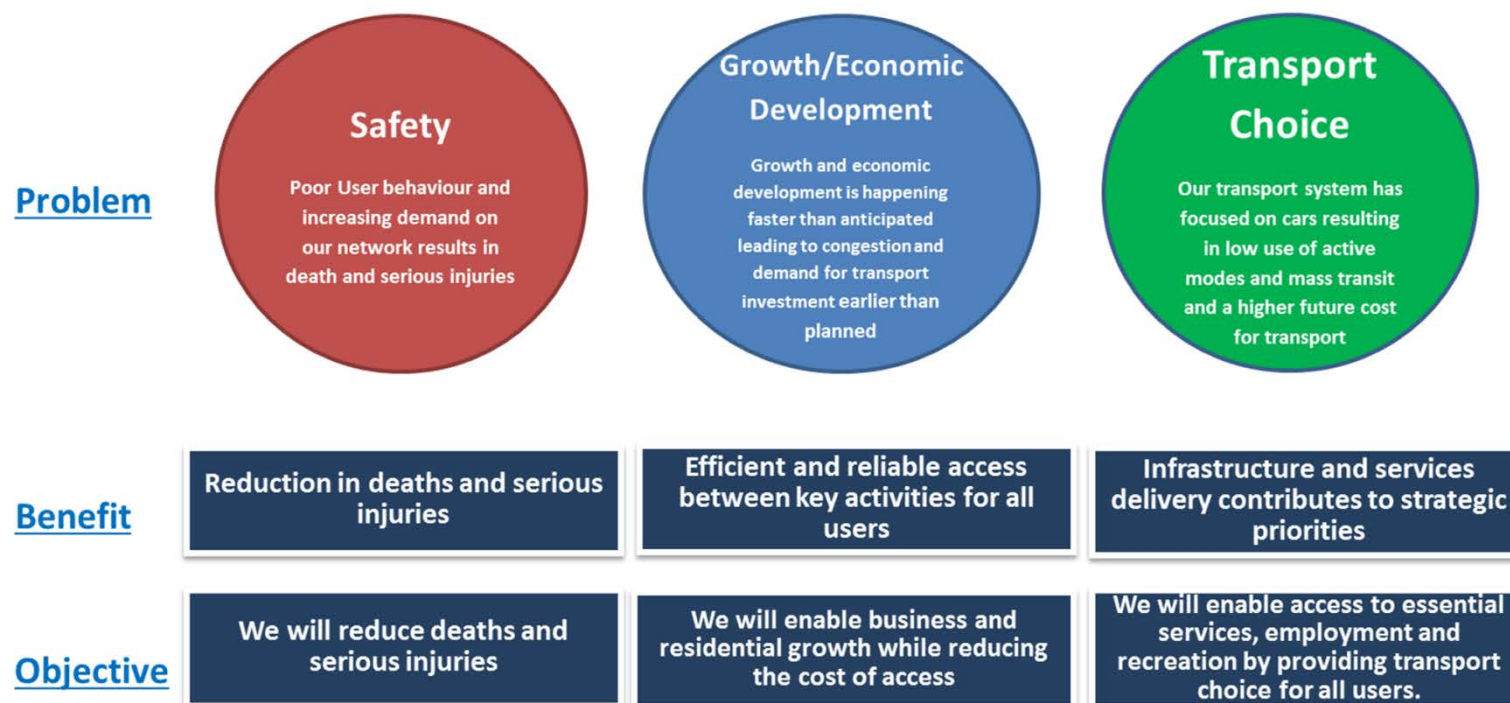
Attachment 2 - Access Hamilton Programme Business Case (*Under Seperate Cover*)

Attachment 3 - Full Programme of Works

Item 8

AHS (2017)

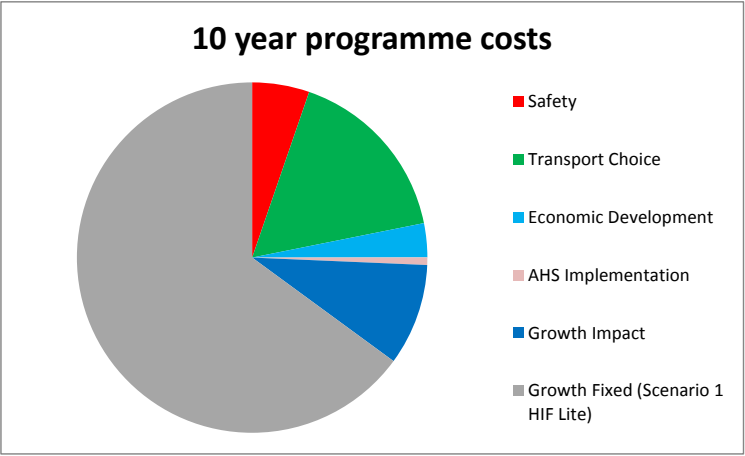
- The 2017 refresh confirmed the strategic direction is still robust but we need to revisit the programme delivery
- We have considered the biggest problems facing transport for Hamilton over the next 30 years, the benefits to the city of resolving these problems and identified objectives against which the programme can be assessed



AHS Outcome	Project	Project description	10 yr Total (Capex/Opex/o p costs)	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
Safety	341 Minor Improvements - Core	Citywide projects upto \$1m to improve existing infrastructure	\$7,500,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000
Safety	341 Minor Improvements - Enhanced	Citywide projects upto \$1m to improve existing infrastructure	\$12,500,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000
Safety	Gordonton Road roundabouts - Thomas/Puketaha & ped/cycle path	Upgrade interscctions to address safety issues due to growth in the number of users	\$11,754,000	\$4,700,000	\$2,006,000	\$4,006,000	\$1,006,000	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000
Safety	324 Grey/Cook Safety Upgrade	Upgrade of Grey/Cook intersection to improve safety and contribute to the Grey St route safety programme.	\$2,076,250	\$0	\$0	\$0	\$40,000	\$2,000,000	\$7,250	\$7,250	\$7,250	\$7,250	\$7,250
Safety	324 Grey/Beale Safety Upgrade	Upgrade of Grey/Beale intersection to improve safety and facilitate future demand as a result of improvements on Anzac Pde.	\$1,580,750	\$0	\$30,000	\$1,500,000	\$7,250	\$7,250	\$7,250	\$7,250	\$7,250	\$7,250	\$7,250
Safety	324 Grey/Wellington Safety Upgrade	Upgrade of Grey/Wellington intersection to improve safety and contribute to the Grey St corridor safety improvements programme.	\$2,076,250	\$0	\$0	\$0	\$40,000	\$2,000,000	\$7,250	\$7,250	\$7,250	\$7,250	\$7,250
Safety	324 Tristram/Rostrevor Safety Upgrade	Upgrade of intersection to address safety issues and provide mode prioritisation facility by time of day.	\$4,109,000	\$0	\$0	\$0	\$0	\$80,000	\$4,000,000	\$7,250	\$7,250	\$7,250	\$7,250
Safety	324 Lake/King Safety Upgrade	Upgrade of intersection to address crash problem and accommodate the increasing traffic volumes.	\$3,089,000	\$0	\$0	\$0	\$0	\$60,000	\$3,000,000	\$7,250	\$7,250	\$7,250	\$7,250
Safety	324 Pembroke/Ruakiwi/Palmerston Safety Upgrade	Upgrade of intersections to address safety concerns, provide for bus priority and improve capacity.	\$6,141,750	\$0	\$0	\$0	\$0	\$0	\$120,000	\$6,000,000	\$7,250	\$7,250	\$7,250
Safety	324 Anglesea/Bryce Safety Upgrade	Upgrade of Anglesea/Bryce intersection to improve safety for pedestrians and efficient access to/from the Transport Centre for buses.	\$1,500,000	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Safety	Wairere/Huntington	Upgrade of the Wairere/Huntington intersection to a roundabout to address safety issues	\$5,600,000	\$0	\$5,100,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transport Choice	Bus Stop Infrastructure - Core	Upgrades to existing bus stops to include accessible kerbs and shelters	\$1,635,000	\$150,000	\$153,000	\$156,000	\$159,000	\$162,000	\$165,000	\$168,000	\$171,000	\$174,000	\$177,000
Transport Choice	Bus Stop Infrastructure - Enhanced	Upgrades to existing bus stops to include accessible kerbs and shelters	\$5,575,000	\$509,000	\$518,000	\$607,000	\$536,000	\$545,000	\$554,000	\$563,000	\$572,000	\$581,000	\$590,000
Transport Choice	Integrated Transport Modes - Core	Citywide projects upto \$1m to provide new and improved infrastructure for PT, Walking and Cycling	\$9,500,000	\$950,000	\$950,000	\$950,000	\$950,000	\$950,000	\$950,000	\$950,000	\$950,000	\$950,000	\$950,000
Transport Choice	Integrated Transport Modes - Enhanced	Citywide projects upto \$1m to provide new and improved infrastructure for PT, Walking and Cycling	\$5,500,000	\$550,000	\$550,000	\$550,000	\$550,000	\$550,000	\$550,000	\$550,000	\$550,000	\$550,000	\$550,000
Transport Choice	452 BP Biking Connectivity Projects	Connectivity Projects will provide for effective connection between local communities and the strategic arterial cycle network; thereby optimising accessibility and use	\$20,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
Transport Choice	452 BP Central City	Provide safe cycle infrastructure within the city centre	\$3,110,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$3,000,000	\$5,000	\$5,000
Transport Choice	452 BP School Link PT and Cycleway	The School Link will provide PT priority and a safe biking route connecting 15 schools (almost 9,500 students) along Hukanui / Peachgrove corridor.	\$20,340,000	\$300,000	\$5,000,000	\$5,005,000	\$5,005,000	\$5,005,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
Transport Choice	452 Te Awa South River Ride	Completing the Te Awa River Ride from Cobham Bridge through to the south of the city, thereby providing both a key tourist attraction and a safe and functional route for people on bikes.	\$4,180,000	\$4,000,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
Transport Choice	452 BP University Route	Installation of a safe cycle route between the University and the city centre	\$7,700,000	\$0	\$0	\$0	\$0	\$0	\$200,000	\$4,000,000	\$3,500,000	\$0	\$0
Transport Choice	452 BP Minogue Park Bridge	Installation of a cycle/pedestrain bridge across SH1 and the rail line into Minogue Park from Grandview Road	\$7,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$4,000,000	\$3,000,000
Transport Choice	452 BP Biking Facilities	Installation of Cycle Facilities (eg fix it stations, bike racks/stands, etc) to facilitate increased use.	\$1,800,000	\$180,000	\$180,000	\$180,000	\$180,000	\$180,000	\$180,000	\$180,000	\$180,000	\$180,000	\$180,000
Transport Choice	452 BP Citywide Biking Signage	Installation of network wide cycle signage to highlight the network and encourage use	\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transport Choice	Mass Transit Corridor Priority	Installation of PT priority corridors as identified within the Mass Transit Plan	\$20,100,000	\$0	\$100,000	\$2,500,000	\$0	\$2,500,000	\$5,000,000	\$2,500,000	\$2,500,000	\$2,500,000	\$

Transport Choice		Reroute the free bus to enable improved connectivity between key locations and employers within the central city - identified in the CCTP											
	CCTP Reroute Free Bus		\$30,000	\$0	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transport Choice		Install a bike loop connecting Frankton to the Western Rail Trail and central city - identified in the Frankton Plan											
	FNP Frankton Bike Loop		\$2,200,000	\$200,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transport Choice		Install wayfinding signage for pedestrians to enable clearer navigation - identified in the Frankton Plan											
	FNP Wayfinding Signs		\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transport Choice		Install imporved signage to and through Frankton - as identified in the Frankton Plan											
	FNP Signage Connections		\$200,000	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transport Choice		Develop a mass transit plan for the city to incorporate PT, T2/3 lanes, rail etc											
	Mass Transit Plan		\$200,000	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Economic Development		Develop a freight plan for the city to idenitfy key routes and infrastructure											
	Freight Plan		\$306,000	\$155,500	\$150,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Economic Development		Signalisation of intersection (currently roundabout) to address localised capacity constraint and improve safety including provision of crossing phase for walking and cycling.											
	cross city connector - Heapfy terrace signals		\$4,885,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000	\$2,255,000	\$2,280,000
Economic Development		Major upgrade of Anglesea/Anzac intersection to better cater for PT, pedestrians and cyclists and to reduce congestion.											
	324 Anglesea/Anzac PT Upgrade		\$4,168,500	\$0	\$25,000	\$100,000	\$3,500,000	\$507,250	\$7,250	\$7,250	\$7,250	\$7,250	\$7,250
Economic Development		Upgrade of Horsham Downs/Thomas Rd intersection to address capacity issues affecting general traffic, buses, cyclists and pedestrians.											
	324 Horsham/Thomas Capacity Upgrade		\$3,606,250	\$0	\$0	\$0	\$0	\$0	\$7,250	\$7,250	\$7,250	\$77,250	\$3,507,250
Economic Development		Upgrade of intersection to address capacity issues on all legs of the existing roundabout.											
	324 Grey/Te Aroha Capacity Upgrade		\$5,114,500	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$5,000,000	\$7,250	\$7,250
Economic Development		Upgrade of intersection to address capacity issues and improve pedestrian connectivity.											
	324 Tristram/Collingwood Capacity Upgrade		\$5,107,250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$5,000,000	\$7,250
Economic Development		Upgrade of intersection, including PT prioritisation, to address capacity issues on busy route and improve safety.											
	324 Peachgrove/Clyde Capacity Upgrade		\$4,087,250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$4,000,000	\$7,250
Economic Development		Upgrade of intersection to improve levels of service for PT and provide improved connectivity to the Waikato Hospital											
	324 Pembroke/Selwyn Capacity Upgrade		\$4,080,000	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$4,000,000	\$0	\$0
Economic Development		Upgrade of River Rd/Fairfield Bridge intersection to provide co-ordinated access across the bridge to Victoria St and CBD.											
	324 Fairfield Br/River Rd Capacity Upgrade		\$3,060,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$1,500,000	\$1,500,000
Growth Impact		Installation of new footpaths to align with growth in housing											
	Rototuna Urbanisation		\$70,500,000	\$13,000,000	\$14,000,000	\$1,500,000	\$0	\$0	\$12,000,000	\$14,500,000	\$10,000,000	\$1,000,000	\$4,500,000
Growth Impact		Installation of new footpaths to align with growth in housing											
	Rotokauri Urbanisation		\$29,500,000	\$0	\$0	\$0	\$6,000,000	\$2,600,000	\$1,000,000	\$0	\$2,700,000	\$9,000,000	\$8,200,000
Growth Impact		Installation of new footpaths to align with growth in housing											
	Ruakura Urbanisation		\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$0
Access Hamilton Implementation		Development of a traffic model for Hamilton City to provide support and guidance to transport response to high urban growth.											
	Hamilton Transport model		\$2,650,000	\$50,000	\$500,000	\$1,500,000	\$50,000	\$50,000	\$300,000	\$50,000	\$50,000	\$50,000	\$50,000
Access Hamilton Implementation		Additional resource to deliver the projects ideintified in the Access Hamilton Programme											
	Access Hamilton Implementation		\$5,000,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Totals			\$384,875,750	\$38,470,500	\$38,622,500	\$38,754,000	\$38,363,250	\$38,840,500	\$38,264,250	\$37,500,750	\$38,760,000	\$38,529,250	\$38,770,750

	10 year programme costs	
Safety	\$	57,927,000
Transport Choice	\$	181,884,000
Economic Development	\$	34,414,750
AHS Implementation	\$	7,650,000
Growth Impact	\$	103,000,000
Growth Fixed (Scenario 1 HIF Lite)	\$	712,825,030



Council Report

Committee: Growth and Infrastructure Committee

Date: 24 October 2017

Author: Katherine Johns

Authoriser: Chris Allen

Position: Strategic Transport Planner

Position: General Manager City Infrastructure

Report Name: Biking Plan Update

Report Status

Open

Purpose

1. To inform the Committee on the progress of Key Performance Indicators (KPI's) since the Biking Plan was approved in August 2015 including an update on the actions.

Staff Recommendation

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

Background

3. The Biking Plan was adopted by Council in August 2015. There are six Key Performance Indicators (KPI's) and nine actions. [The Biking Plan is available to read here](#)
4. At the 28 March 2017 Growth and Infrastructure Committee it was resolved that an update of the Biking Plan be reported annually to the Community and Services Committee. [Link to the minutes available here](#). It has since been established and agreed by both Chairs of the Committees concerned that this report be presented to the Growth and Infrastructure Committee.

Discussion

5. A detailed update on all KPI's and actions are included in the attached report with an overview below

Key performance Indicator	On Target	2015	2016	2017	%Change from baseline
A decreasing trend in the number of deaths and serious injuries involving people on bikes		6	6		0%
An increasing trend in the number of people biking in Hamilton		1936	2039	2060	6%
An increasing trend in the number of school children riding a bike to school		263	253	376	43%
An increasing trend in the number of people riding a bike to work	Unavailable until 2018 Census data released				

An increasing trend in the number of people on bikes entering and exiting the city using Te Awa River Ride		174	219	204	17%
80% of people are highly satisfied with the biking network			30%	29%	

6. Changes to the KPI's can be considered in the 10-Year plan process or in association with the Access Hamilton Programme Business Case.
7. The nine actions are listed below. Each action has progressed and many now form part of business as usual activities, a full update of each is available in the attached report
 - Biking network
 - Major projects
 - Design standards
 - Signage
 - Maintain
 - Bike facilities
 - Educate
 - Promote
 - Monitor
8. The actions requiring funding will be presented for consideration as part of the 10 year plan process.
9. Four major projects were identified for short term delivery:
 - Western Rail Trail
This is complete and was officially opened to the public in April 2017
 - School Link
This project is included for consideration in the 10 year plan process
 - Resolution Drive
Construction is contracted to NZTA as part of the Waikato Expressway and Hamilton City Council's Resolution Drive extension project. This will be complete by 2020
 - State Highway 3
This is complete
10. Staff consider the matters in this report have low significance and that the recommendations comply with the Council's legal requirements.

Risks

11. There are no known risks in relation to the Committee receiving this report.

Attachments

Attachment 1 - Biking Plan Report 2017

Biking Plan 2015-45 – update report September 2017

Six key performance indicators (KPI's) were developed to provide direction for the Biking Plan. This report provides an update on those KPI's and actions from the Plan to date.

Key performance Indicator	On Target	2015	2016	2017	%Change from baseline
A decreasing trend in the number of deaths and serious injuries involving people on bikes		6	6		0%
An increasing trend in the number of people biking in Hamilton		1936	2039	2060	6%
An increasing trend in the number of school children riding a bike to school		263	253	376	43%
An increasing trend in the number of people riding a bike to work	Unavailable until 2018 Census data released				
An increasing trend in the number of people on bikes entering and exiting the city using Te Awa River Ride		174	219	204	17%
80% of people are highly satisfied with the biking network			30%	29%	

A decreasing trend in the number of death and serious injuries involving people on bikes

Data from the Crash Analysis System for the 2015 and 2016 years showed no change in the total number of deaths and serious injuries involving people on bikes. In 2017 we have seen one cyclist death and one serious injury as of 22nd June 2017. Earlier this year Council resolved to target zero deaths on our road network by 2028, reflected in the Access Hamilton programme. A programme of work to achieve this is in development for discussion in the 10 year plan process.

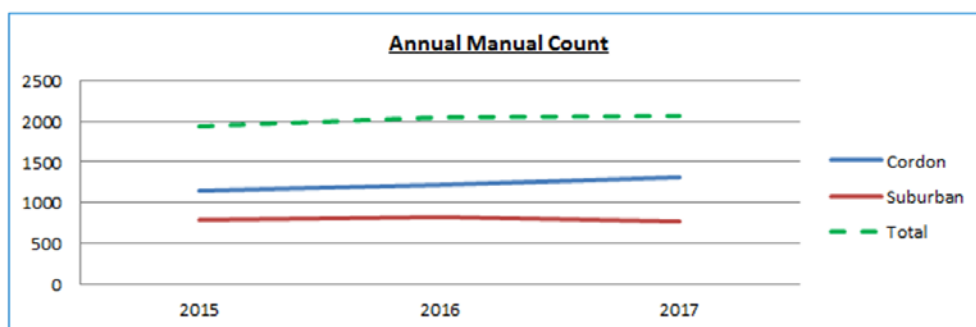
	2015	2016	At 22 nd June 2017
Cyclist – Death and serious injury (Total)	6	6	2
Deaths	1		1
Serious Injury	5	6	1

Crash Analysis system (CAS) data – extracted 22/06//2017

An increasing trend in the number of people biking in Hamilton

Each year a manual count is carried out in the month of March. It includes 22 sites around the central city cordon and 7 suburban sites (map at Appendix 1). This takes place on one day between the hours of 7:00 and 9:00 a.m. and 4:30 and 6:00 p.m.

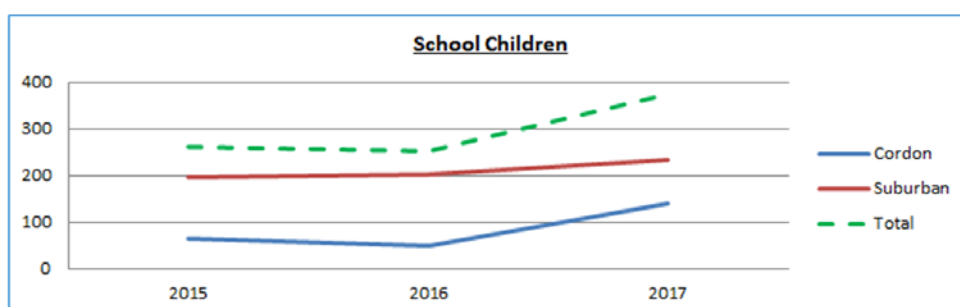
The following chart shows an increasing trend in the number of people riding bikes within the city cordon but a decrease in those riding in the suburban areas. The total count shows an increase of 6% since the adoption of the Biking Plan in 2015.



All riders	2015 Baseline	2016	2017	% Change baseline
TOTAL	1936	2039	2060	6%
City cordon	1144	1220	1301	14%
Suburban sites	792	819	759	-4%

An increasing trend in the number of Hamilton children riding a bike to school

The manual count includes a breakdown of school children (identified by wearing a uniform). Since 2015 there has been a 43% increase in the total number of children riding a bike to school. (Note: in 2016 only 7 of the 23 city count sites recorded this breakdown therefore the 2016 cordon count is under represented.)



School Children	2015 Baseline	2016	2017	% Change baseline
TOTAL	263	253	376	43%
City cordon	66	50	141	114%
Suburban sites	197	203	235	19%

An increasing trend in the number of Hamilton employees riding a bike to work

This information is extracted from the journey to work data collected from Census data and therefore not available until 2019. As an interim guide, the number of adults counted in the city cordon between 7:00 and 9:00 a.m. has increased by 6% between 2015 and 2017.

An increasing trend in the number of people on bikes entering and exiting Hamilton using the Te Awa River Ride

The manual count includes three sites on the river path within the city cordon (sites 20, 21 and 22 on the map). These sites have recorded a total increase of 17% since 2015. However, between 2016 and 2017 there has been a slight decrease and therefore the target is considered to be amber.

Sites	2015 Baseline	2016	2017	% Change baseline
TOTAL	174	219	204	17%
20 – Roose Commerce Park	32	35	34	6%
21 – Hamilton Parade	68	90	85	25%
22 – Whitiara Bridge	74	94	85	15%

80% of people who ride bikes are highly satisfied with the biking network

A qualitative annual survey was created in 2016 to ask existing bike riders what their satisfaction levels are with the existing network. The questions were divided by on road and off road. Users were asked to rate the network between 1 and 5, 5 being outstanding.

For this purpose 'highly satisfied' includes scores of 4 and 5 and is well below the target of 80%.

	2016	2017
Highly Satisfied (scored 4&5 from 5)	30%	29%
On Road	15%	15%
Off Road	45%	45%
Satisfied (scored 3 or more from 5)		

When a score of 3 or above is considered, in 2017 there was 79% satisfaction with the biking network.

	2016	2017
Satisfied and above (scored 3 or more from 5)	65%	79%
On Road	46%	84%
Off Road	77%	81%

In addition to the KPI's the Biking Plan includes nine actions:

Major Projects

Ten major projects are identified in the Biking Plan which will substantially assist in connecting gaps in the network. Two of these have been implemented; State Highway 3 and the Western Rail Trail.

State Highway 3 was constructed by NZTA and includes an off road shared path from Dixon Road in the South through to the hospital intersection where it connects into the off road shared path along State Highway 1. A connecting shared path extends along Normandy Avenue to enable riders to connect into the river path.

The Western Rail Trail was officially opened in April 2017. All work is now complete. There are two automated counters along the trail; Seddon Road entrance and Kahikatea Drive entrance. The feedback from the public has been extremely positive; comments include people advising that they now ride to work as they feel safer not mixing with traffic.

The trail connects into the State Highway 1 off road shared path providing the opportunity to connect from the western side of the city through to the central city and the river path via State Highway 3. A project to connect Ward Park to the central city has been identified for delivery within the integrated transport budget for 17/18 financial year.

The following table shows the output from the Western Rail Trail counters since it's opening in April. These numbers will not be reflected in the annual manual count as that was carried out in March, prior to the opening.

Site	Average weekly total	Pedestrians	Cyclists
Kahikatea Drive	895	432	463 (66 average/day)
Seddon Road	2172	1759	413 (59 average/day)

A project group consisting of HCC, Te Awa, NZTA, Waipa and Waikato DC's are at an advanced stage for identifying the preferred route for the continuation of Te Awa from South of Cobham Bridge through to the Velodrome in Cambridge. Funding for this project will be presented for consideration during the 10-Year Plan process.

The other major project to have been advanced is the School Link. During the Biking Plan consultation period this route was the most positively commented route. A high level concept for biking options has been developed; further work is now in progress with WRC to investigate the potential to provide a range of safe active modes including PT, biking and walking. Funding for this project will be presented for consideration during the 10-Year Plan process.

Biking Network

City wide biking maps are available in both printed and online formats. These were circulated through cycling groups, bike shops and council (HCC and WRC) offices. The feedback was excellent and suggestions for improvements have been collated for the next iteration. Funding to complete the network gaps will be presented for consideration as part of the 10-Year Plan process.

Design standards

The National Cycling Team reviewed all existing design guidelines both within NZ and abroad and developed a web based Cycle Design Standards tool; this is recognised as a nationally consistent way of delivering cycleways in NZ, with the ability to tailor to local requirements. This tool is used for the implementation of any new infrastructure on the Hamilton network. The below is a link to the design standards website

<https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-network-guidance/designing-a-cycle-facility/>

Signage

Extensive research has resulted in a suite of biking network signs. These are now an element within the city's signage brand guideline document. Funding to commence implementation has been identified in the 17/18 financial year and the first of this signage will appear on Wairere Drive; a primary route in the Biking Plan.

Maintain

The standards for marking cycle lanes has been reviewed; in association with the National standards and these have been agreed with the Infrastructure Alliance. These new standards will be applied during road resal programmes and when new infrastructure is installed.

Bike Facilities

All existing bike parking facilities have been identified and mapped; this highlights the gaps in the network. Funding for installation will be presented for consideration as part of the 10-Year Plan process.

Education and Promotion

HCC have worked in partnership with Cycling NZ, Sport Waikato, WRC and NZ Police to deliver a number of initiatives to promote bike riding as recreational and commuter options. The most prominent event for biking is "Love your bike day" held in February at Innes Common. This will continue to be an annual event. 2017 will host the first spring event to encourage people back on to their bikes, this year it will be held in November and will promote the Western Rail Trail.

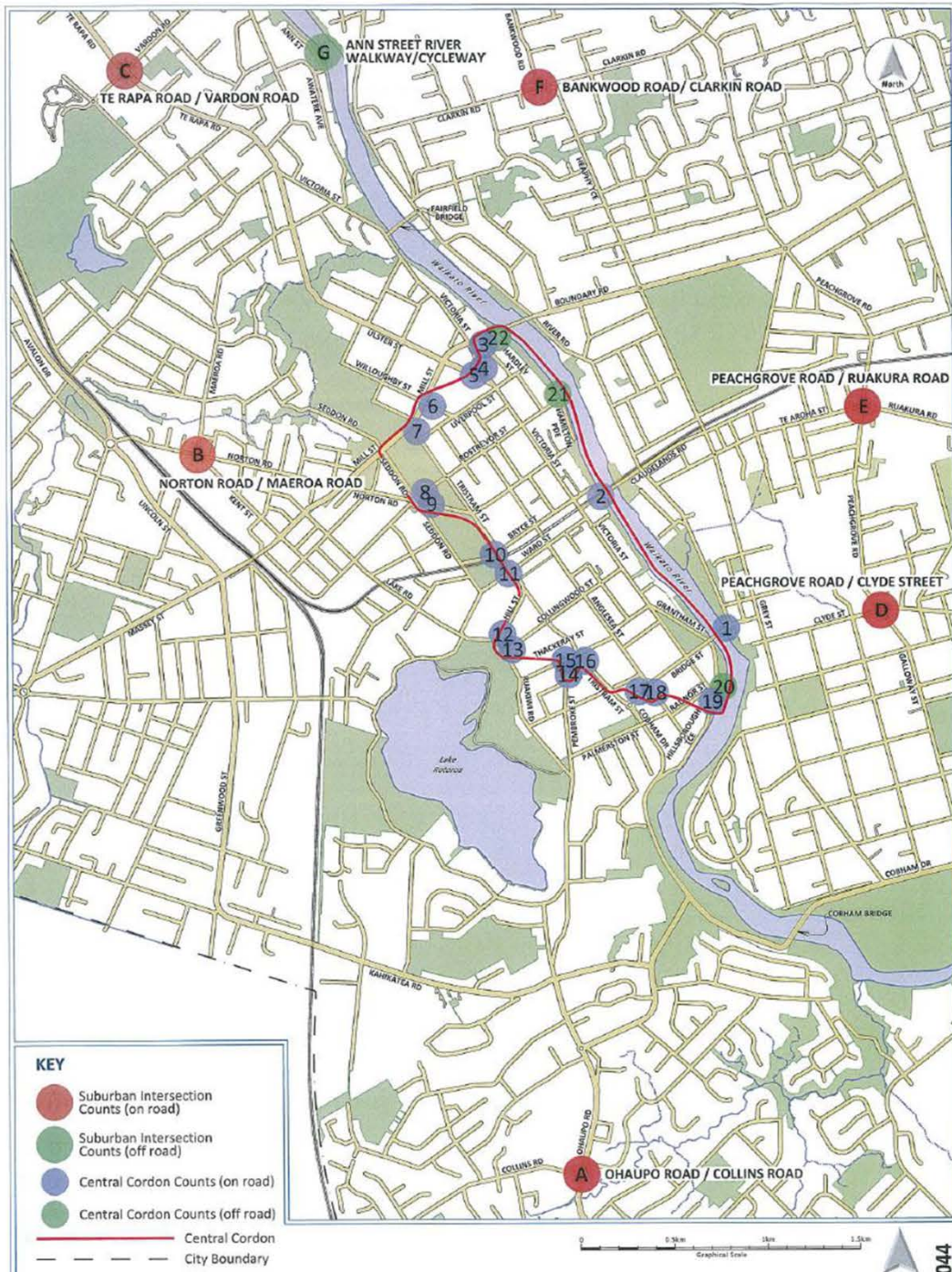
NZTA are increasing funding availability from 2018 to provide a nationally recognised programme of education cycle skills for both children and adults. This follows the cycle safety report that was published in 2014. HCC are working with regional partners to consider how this can be implemented across the Waikato Region to improve the skills of riders on our network and therefore improve safety. This will build upon the skills training programmes run during 2016 in partnership with Cycling NZ.

Monitoring

In addition to our annual counts and the automated counters on certain routes we have introduced an annual qualitative survey to understand the level of service provision and resulting satisfaction with the biking network.

The Biking Plan will be reported annually to the Growth and Infrastructure Committee.

Appendix One – Manual Count Locations



Council Report

Item 10

Committee: Growth and Infrastructure Committee

Date: 24 October 2017

Author: Jason Harrison

Authoriser: Chris Allen

Position: City Transportation Unit Manager

Position: General Manager City Infrastructure

Report Name: NZ Transport Agency Update

Report Status	<i>Open</i>
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Purpose

1. To receive an update from the New Zealand Transport Agency on the Waikato Expressway project and the State Highway Investment Proposal for 2018-21.
2. The Hamilton Section of the Waikato Expressway August 2017 Project Newsletter and October 2017 Key stakeholder is attached for information (Attachment 1), along with an overall Hamilton section plan (Attachment 2).
3. The full Draft 2018-21 State Highway Investment Proposal can be found [here](#). The Draft Waikato Regional summary is attached (Attachment 3).

Staff Recommendation

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

Attachments

Attachment 1 - Hamilton Section Update

Attachment 2 - Project Overview Map - Hamilton Section Plan

Attachment 3 - Waikato Regional Summary

Hamilton Section



Fletcher

HIGGINS

Beca

coffey

HICK

Project newsletter Issue 06 | August 2017



A view from the south side of the gully



Fishing in the Mangaonua Stream

What's been going on in the Mangaonua Gully?

In June we diverted the Mangaonua stream in preparation for a temporary bridge to be built over the gully.

Pre-construction fishing works were carried out as part of the stream diversion works. Any fish caught in the nets were identified, weighed, measured and documented. Some of the species found included redbelly bully, koura – fresh water crayfish, longfin and shortfin eel. After the data was collected they were released back into the stream outside of the works area.

Once the temporary bridge has been built it will allow access for construction traffic and movement of materials over the stream. After the

permanent expressway bridge has been completed then the temporary bridge will be removed.

The crane platforms are being built on each side of the stream to allow for the commencement of piling to start this month.

Planning the restoration of the Mangaonua Gully is ongoing with landscaping plans for the replanting of native trees and fauna still being developed. Members from the local council, iwi, our environmental team and the NZ Transport Agency are in ongoing consultation to ensure that after the expressway works have completed, the gully is returned back to the community in a better state than when we started.



Our people

Your name? Lance Hitchcock

Your role? Excavator operator

What's special about your role?

Working closely with a small group on site and sticking to a work pattern to achieve the best outcome. Also having your own plan and using a bit of common sense always helps.

What other projects have you worked on? The last project Lance worked on before joining our team was an irrigation

pipeline in Mid-Canterbury for five months. Lance has been an excavator operator for the past six years and enjoys his job.

What do you do when you're not at work? After Lance and his family recently moved from the South Island, he joined the Te Awamutu Rugby Club and enjoys a social game or two, when he gets time.



Project update: What happened during July

Page 2

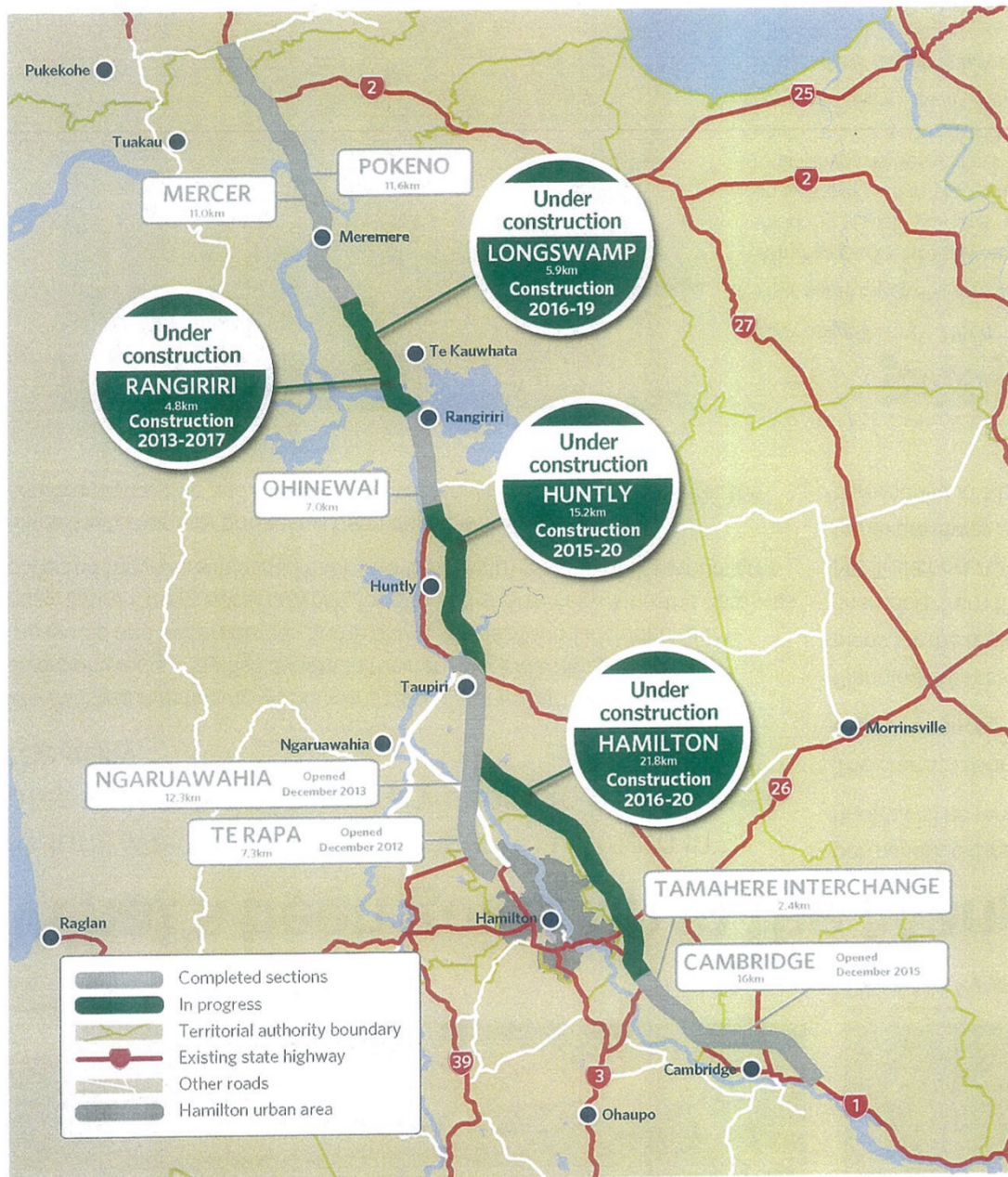


Season 2 earthworks coming up

Page 4

Expressway overview

The Waikato Expressway is one of the Government's seven Roads of National Significance. It will improve safety and reliability, and reduce travel times and congestion on State Highway 1 by delivering a four-lane highway from the Bombay Hills to south of Cambridge. The Expressway is being built in seven sections.



Season 2 earthworks

Our second earthworks season kicks off at the beginning of October 2017. This is a key earthworks season for the project and will focus on culvert installations and embankment construction across the 22km route.

Approximately 2 million cubic metres of earthworks is planned for this season. This will result in earthworks activities over the whole length of the project, from Lake Road in the north to Tamahere in the south.

Two major interchanges each requiring 400,000 cubic metres of earthworks will be constructed at Resolution Drive and Greenhill interchanges. Other large earthworks operations will be taking place at Ruakura and Puketaha roads.

To deliver these quantities over the 2017/2018 season the earthworks will be carried out by 15 earthworks teams and three drainage crews.

We will be using a combination of scrapers, articulated dump trucks and truck and trailer units. This will see more than 100 items of earthwork plant in use at any one time.

Haul routes under newly constructed bridges such as at Gordonton Road, Morrinsville Road and Matangi Road help set up for a successful earthworks season. This will enable the project to minimise the amount of earthworks equipment on the local roads.



Getting ready for Season 2 earthworks



Visitor Centre information

We're opening our Visitor Centre at 164 Percival Road for three hours on the first Saturday of each month, from 9.00am-12.00pm. We will continue to open on Saturday each month while we have sufficient visitor numbers.

NEXT SATURDAY OPENINGS: 2 September, 7 October and 4 November 2017

Opening hours Monday to Friday from 10.00am - 3.00pm.



Any questions?



Follow us on facebook www.facebook.com/waikatoexpressway



Phone us on
0800 322 044



Visit our website
www.nzta.govt.nz/hamilton

The Communications Team

Hamilton Section Project
NZ Transport Agency
Telephone: 0800 322 044

Project update: What happened during July

1 Lake Road

Now that winter has set in, the focus has moved away from earthworks to roading, with the pavements team busy widening the existing expressway north of Lake Road ready for the Northern Intersection tie-in.

2 Osborne Road

The structures team made a great effort in July to complete the bridge foundations, ready for the main superstructure to start in August.

3 Resolution Interchange

Earthworks have been closed up for winter here, but work continues on the expressway rock fill foundation layers.

4 Kay Road

The structures foundation crew set up here in July and are now underway with the piled foundations for the bridge. Trials have also been conducted on the slopes that we have cut, ready for next year's landscaping and planting works.

5 Gordonton Road to Kay Road

Apart from works on utility diversions and sediment and erosion controls, the area has been generally closed up for winter.

6 Gordonton Road Bridge

The structures team are making good progress on the bridge, with the deck being formed ready for bridge completion in September.

7 Ruakura Rail Bridge

The Ruakura Road beam installation was completed mid-July. Work continues on securing the beams before commencing the deck pour.

8 Ruakura Interchange

The earthworks team continue to work on the finishing stages of the pavement trial area - which will be used to test the final road surface.

9 Morrinsville Road Bridge

A great milestone was achieved with the first bridge deck pour at Morrinsville Road. The pour started at 5am in the morning, and was completed just after mid-day with 198 cubic metres placed in total.

10 Matangi Road

Early July saw the bridge beam installation completed. Works are continuing to get the beams secured in place ready for the deck pour in late August.

11 Southern Interchange

Earthworks continued throughout July on the alignment at the southern end of the interchange and north of the east west link bridge.

Hamilton Section

KEY STAKEHOLDER REPORT #16

6 October 2017



Issued by Matt Fairweather, Project Manager



A 300 tonne crawler crane lifts beams onto the East West Link Bridge at the Southern Interchange.

1. Progress achieved in September

Earthworks and pavement

- Cross culvert construction continued across all sites
- Began constructing rock blanket between Percival Road and Powell's Road
- Consent approved for new sand borrow near SH26 Morrinsville Road
- Stage 1 temporary road marking completed on SH1 Cambridge Road
- Southern Interchange earthworks continued

Bridge construction

- Osborne Road – preparing for beam placement
- Kay Road – bridge abutments and pile caps constructed
- Gordonton Road – footpath, barrier prep and road tie-ins under construction
- Puketaha Road – access track under construction
- Greenhill Interchange Bridge – ground improvement continues
- ECMT Rail, Ruakura – deck pour completed
- Morrinsville Road – barriers and tie-ins under construction
- Mangaonua Gully – preparing crane pads for piling crane
- Matangi Road – preparing for concrete deck pour
- Mangaone Gully – Stage 1 piling completed
- Cambridge Road Bridge – Stage 1 piling completed
- East West Link – Beam placement in progress

Other

- See aerial photos of our 300 tonne crane lifting beams at the East West Link Bridge – go to [our Flickr page](#)
- Six presentations to community groups this month – total audience of 438 people.



An early morning silhouette of the concrete deck pour at the ECMT Rail Bridge in Ruakura.

2. Work in progress for October

Earthworks and pavement

- Bulk earthworks begin, dependent on weather
- Culvert installations continue
- Ngaruawahia Section tie-in continues
- Forming embankments north of Gordonton Road Bridge
- Powell's Road to Greenhill Road - environmental bunds and ponds constructed
- Rock/sand blanket installation continues from Percival Road to Puketaha Road
- Dumptrucks crossing ECMT Rail Bridge, Ruakura by mid-October to supply sand
- New sand borrow established near Morrinsville Road
- Completing Mangaonua Gully Bridge crane pads and haul road bridge
- Construct haul road in Mangaharakeke Gully
- Access track constructed for Mangaone Gully stream training works
- Reinforced earth retaining wall under construction at Southern Interchange
- Road truck and trailer units begin hauling sand to Southern Interchange

Bridge construction

- Osborne Road – beams placed, preparing for concrete deck pour
- Kay Road – bridge columns and backwalls under construction
- Gordonton Road – barrier installation, tie-ins under construction
- Puketaha Road – access track construction continues
- Greenhill Interchange Bridge – ground improvement continues
- ECMT Rail, Ruakura – haul road traffic
- Morrinsville Road – finishing works, preparing to open to traffic
- Mangaonua Gully – bridge piling under way
- Matangi Road – concrete deck poured
- Mangaone Gully – Stage 1 piling completed
- Cambridge Road Bridge – bridge excavation begins
- East West Link – beams placed, preparing for concrete deck pour

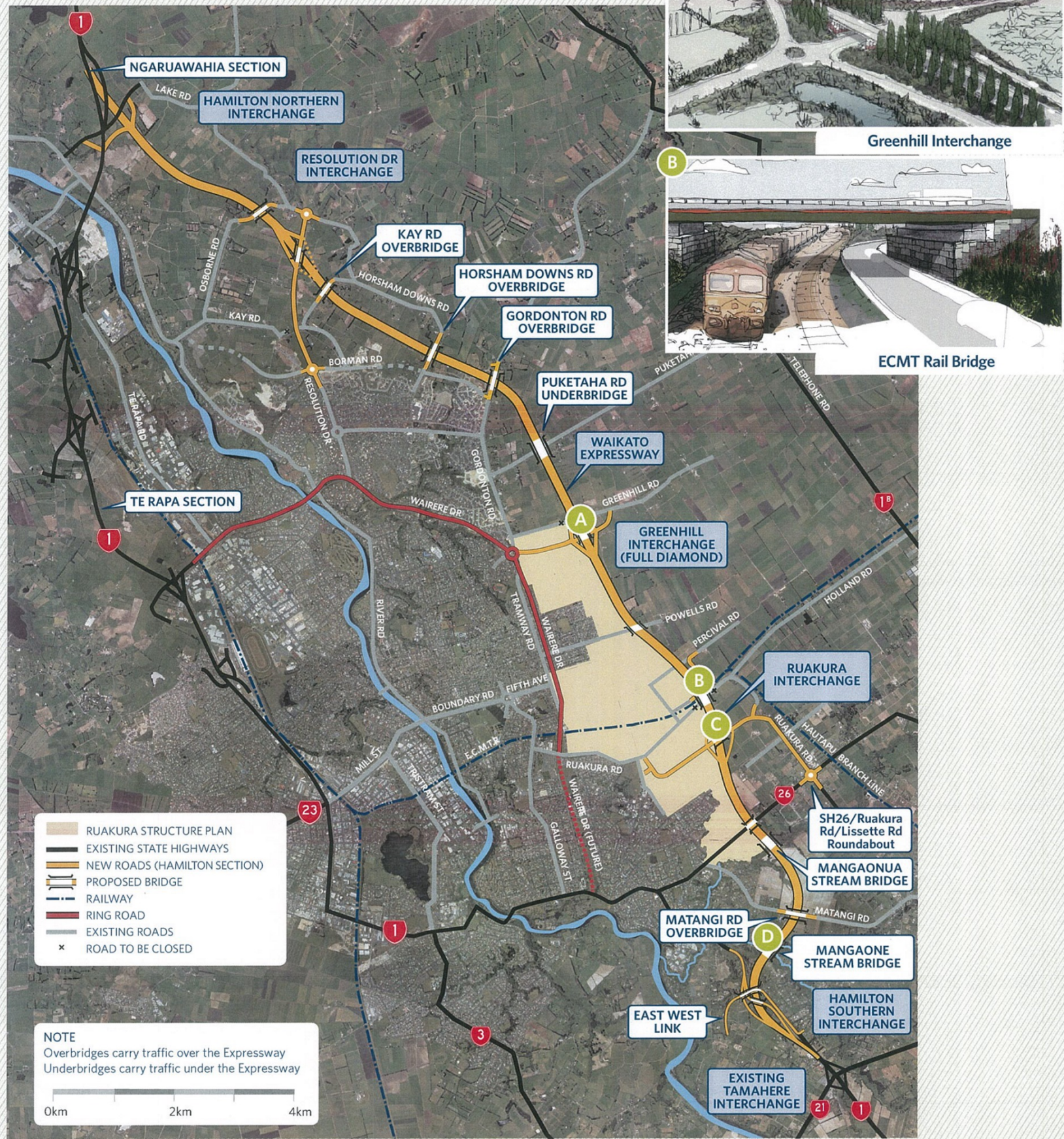
3. Contacts:

Visit our website and subscribe to our email newsletter: www.nzta.govt.nz/hamilton

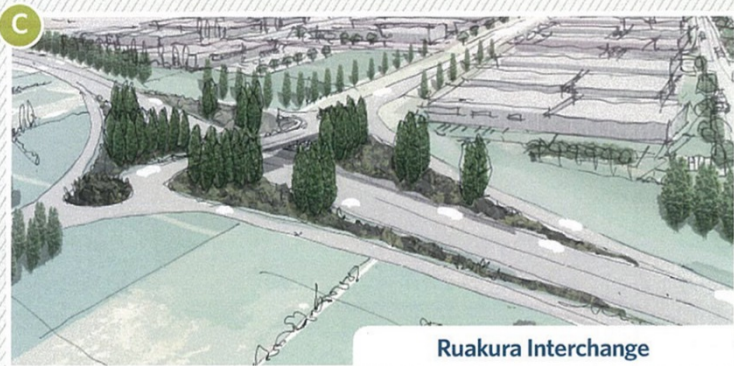
Follow us on facebook:  /waikatoexpressway

Phone us on **0800 322 044**

Project overview map



This map is based on the specimen design for the Hamilton section. The Alliance is currently developing the detailed design for the project and will be presenting these designs publicly towards the end of the year.



DRAFT Waikato regional summary

STATE HIGHWAY INVESTMENT PROPOSAL SEPTEMBER 2017



New Zealand Government

REGIONAL TRANSPORT SYSTEM PROBLEMS AND OPPORTUNITIES

Region-wide, the problems are (RLTP ILM, 13.2.17):

- › A lack of integrated planning in response to growth in the upper North Island is impacting on strategic transport corridors and economic development (40%)
- › Network failures and user behaviours expose road users to risk and result in a disproportionate number of deaths and serious injuries (35%)
- › Inability to connect people to essential services, employment and recreation is impacting on people's wellbeing (25%)

The opportunities are to improve the social and economic outcomes (DSI and related costs reduction, better accessibility and choices, less severance), and to improve the people and goods' movements efficiency.

Corridor-wise, the main routes are:

- › **Bombay Hills to Tauranga via Hamilton (SH1/29):** high-volume national freight route and preferred freight route; the objectives are the completion of the Expressway and maximising the full benefits of the expressway, with a greater emphasis on land use and transport planning integration (source: RLTP, info pack 3 July 2017, p. 7)
- › **Piarere to Taupo and Waiouru (SH1):** national road corridor; the objectives are to improve safety and route security, and enhance travel time reliability.
- › **Pokeno to Tauranga via Waihi (SH2):** reduced emphasis on freight and route efficiency, and a greater focus on safety (Mangatarata safety projects)
- › **Hamilton to New Plymouth via Awakino (SH3):** presents issues in terms of safety, route security and reliability. The objectives for this corridor are to improve safety, route security and reliability improvements

WAIKATO TRENDS

Economic trends

The GDP has grown by 20.3% from 2010 to 2015. The GDP per capita has grown by 39% in the last 10 years, remaining largely inferior to the national average.

The key sectors remain the primary and secondary industries with high activity in dairy and cattle farming, and dairy product manufacturing. The focus in these industries is higher than in many other regions, while the industrial non-diversity is showing a worsening trend. Hamilton city has more diverse services, as indicated by the increased activities in the rental, hiring and real estate services.

Population trends

The Waikato region's population continues to grow, but at a slower rate than the rest of New Zealand. Population growth is unevenly spread across the region. Hamilton City and the Waikato District are growing faster than both the regional and national averages. While other districts, such as South Waikato and Otorohanga are declining in population (it is unclear to determine if population changes are the result of inter-regional migration or the effects of rural-urban drift intra-regionally).

- › **The major urban areas within the region** present failures in terms of local connections. These can present deficiencies in terms of safety, directness, comfort and attractiveness, leading to low pedestrian and bicycle traffic, car use for short trips, contributing further to congestion, as well as severances for those who don't drive or have a car, representing around 35% of the population.
- › **The growth in urban areas underpins the need of an integrated approach, linking land use and transport system, and ensuring efficiency, effectiveness, and transport choices.**
From RTC workshop info pack, 3.7.17: new focus on providing a policy framework that helps give effect to the National Policy Statement on Urban Development Capacity and supports future outcomes from Hamilton City Council's Housing Infrastructure Fund application - there is a new objective and corresponding policy and implementation measures to reflect this new focus area

REGIONAL TRANSPORT SYSTEM INVESTMENT OUTCOMES

The three key transport problems identified by the Waikato RTC benefits (ILM KPIs, 13.2.17) are based on the themes of Upper North Island growth and poor planning response impacting on strategic corridors, road safety, and changing access and mobility needs. The sought benefits associated with these problems and their associated KPIs are included below:

Move people and goods more efficiently (35%)

- › Decrease travel time
- › Transfer freight to strategic corridors

- › Maintained travel time reliability on strategic corridors
- Reduced social and economic costs related to road safety (35%)
- › Decrease in DSIs
- › Decrease in network closure due to incidents
- › Decrease in annual social cost of road crashes
- Improve social and economic outcomes (30%)
- › Increase in use of active transport modes
- › Increase in public transport patronage
- › Increase in investment in accessibility projects

REGIONAL TRANSPORT SYSTEM STRATEGIC RESPONSE

The strategic responses are (the RLTP ILM is to be confirmed in October 2017):

- › **Invest in strategic corridors and network connectivity** (40%) to improve travel times and reliability and transfer freight to strategic corridors (SH1, 2, 3, 29, WEX, and rail). An important focus is on the Auckland-Tauranga route via Hamilton (SH1/29) including the completion of Wex
- › **Improve road safety by addressing areas of high risk** (35%), namely: urban areas, regarding pedestrian, cyclists and motorcyclists, as well as specific high risk areas on the rural network,
- › **Provide greater transport choices** (25%), understanding better the created severances and their effects on missed opportunities or induced local traffic, and address them, providing targeted measures.

business and professional services (+2.4), health services and residential care (+2.2) and tourism (+2.0). Low or negative employment growth is forecast for freight and logistics (+0.7), dairy and related processing (-0.1), food and beverage (+0.5) and forestry and wood processing (-1.2).

Transport trends

- › Upper North Island growth pressures
- › Poor road safety trends with over-representation in deaths and serious injuries
 - Allowing for distance travelled, Waikato has 18% more deaths and serious injuries than then the national average (May 2016 figure)
 - In 2016, 77 people died in crashes on Waikato roads, the highest number across regions and 23% of the NZ total (328)
- › Changes in demographic, social and economic trends which are changing access and mobility.
- › % of HCVs on Waikato roads, % of national VKT on Waikato roads.
The traffic is impacted by the strategic position in relation to Auckland and within the 'golden triangle' (49% of the national freight movements by volume).

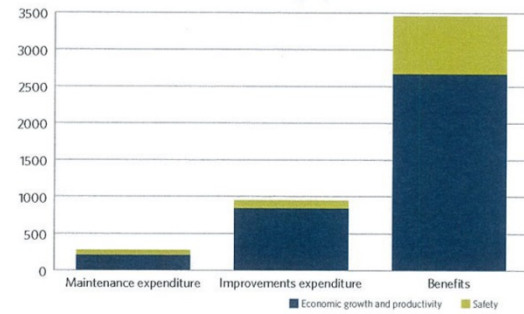


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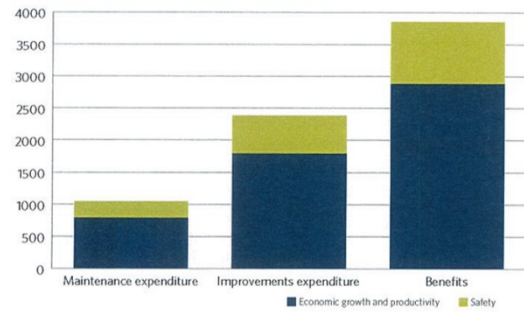
Item 10

Attachment 3

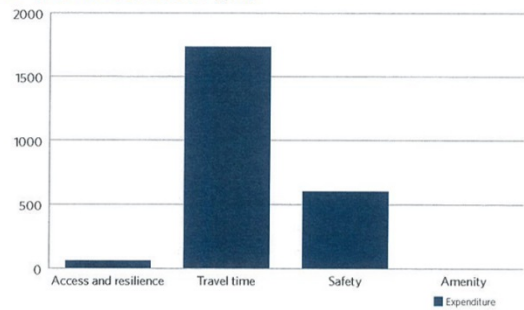
THREE YEAR EXPENDITURE & BENEFITS IN THE REGION BY GPS OUTCOME (\$m)



TEN YEAR EXPENDITURE & BENEFITS IN THE REGION BY GPS OUTCOME (\$m)



TEN YEAR REGIONAL EXPENDITURE BY SERVICE CATEGORY (\$m)



The benefits presented are for activities commenced in that time irrespective of completion.

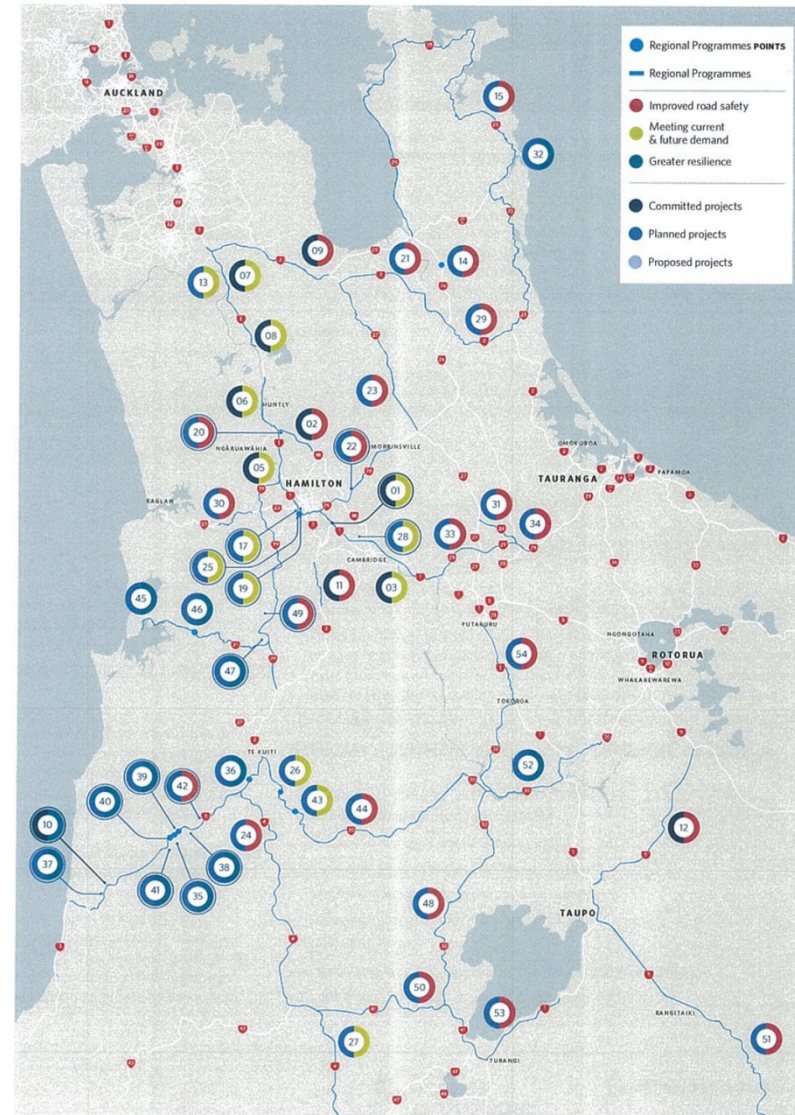


TABLE OF KEY STATE HIGHWAY PROJECTS

MAP REF	ACTIVITY NAME	PRIMARY OUTCOME (GPS)	PRIMARY OUTCOME (ONRC)	PROFILE	PHASE
COMMITTED PROJECTS					
1	Hamilton Southern Links DBC & Property committed	Meeting current & future demand	Access & Resilience	VHL	Property
2	SH1B (Taupiri to Gordonton), NSRRP Implementation committed	Improved road safety	Safety	HMM	Construction
3	SH1 Cambridge to Piarere Long Term Improvements DBC committed	Meeting current & future demand	Travel Time Reliability	HL	Construction
4	SH1 Wex Cambridge Section Implementation committed	Meeting current & future demand	Travel Time Reliability	HHL	Construction
5	SH1 Wex Hamilton Section Implementation committed	Meeting current & future demand	Travel Time Reliability	HHL	Construction
6	SH1 Wex Huntly Section Implementation committed	Meeting current & future demand	Travel Time Reliability	HHL	Construction
7	SH1 Wex Long Swamp Section Implementation committed	Meeting current & future demand	Travel Time Reliability	HHL	Construction
8	SH1 Wex Rangirin Section Implementation committed	Meeting current & future demand	Travel Time Reliability	HHL	Property
9	SH2 Pokeno to Mangatarata Improvement: Sec B Implementation committed	Improved road safety	Safety	HL	Construction
10	SH3 Awakino Tunnel Bypass Implementation committed	Greater resilience	Access & Resilience	HL	Construction
11	SH3 Ohaupo to Te Awamutu Safety Improvements NSRRP Implementation committed	Improved road safety	Safety	HHL	Construction
12	SH5 (SH38 to Wairakei), NSRRP DBC committed	Improved road safety	Safety	HL	Design
N/A	Waikato Expressway RoNS Programme Office committed	Meeting current & future demand	Travel Time Reliability	HHL	Construction
PLANNED PROJECTS					
N/A	Advanced Network Management Systems - Stage 1	Meeting current & future demand	Travel Time Reliability	VH	Construction
N/A	Advanced Network Management Systems - Stage 2	Meeting current & future demand	Travel Time Reliability	VH	Construction
13	SH1 Bombay - Longswamp Efficiency Improvements New	Meeting current & future demand	Travel Time Reliability	MH	Construction
14	SH26 Onetai Stream Bridge Replacement New	Improved road safety	Safety	HH	Construction
N/A	Weigh Right National - Waikato New	Improved road safety	Safety	HH	Construction
N/A	Weigh Right Regional - Waikato New	Improved road safety	Safety	HH	Construction
N/A	Hamilton Urban Improvements - South-West Hamilton New	Meeting current & future demand	Travel Time Reliability	HH	Construction
15	SH25 Coromandel Short term Safety Improvements New	Improved road safety	Safety	HH	Construction
16	SH26 Morrinsville to Kopu Safety Improvements New	Improved road safety	Safety	HH	Construction
17	Hamilton Urban - SH1 Greenwood/Kahikatea Drive LT Efficiency Improvement New	Meeting current & future demand	Travel Time Reliability	HM	Construction
18	Hamilton Urban - SH1 Greenwood/Kahikatea Drive Short Term Safety Improvements New	Improved road safety	Safety	HM	Construction

MAP REF	ACTIVITY NAME	PRIMARY OUTCOME (GPS)	PRIMARY OUTCOME (ONRC)	PROFILE	PHASE
19	Hamilton Urban Improvements - SH3 Melville/Glenview New	Meeting current & future demand	Travel Time Reliability	HM	Construction
N/A	Hamilton Urban Improvements - South-East Hamilton New	Meeting current & future demand	Travel Time Reliability	HM	Construction
20	SH1 Wex Ngauwahia Section Barrier Infill New	Improved road safety	Safety	HM	Construction
21	SH2 Mangatarata to Paeroa safety Improvements New	Improved road safety	Safety	HM	Construction
22	SH26 Hamilton to Morrinsville Safety Improvements New	Improved road safety	Safety	HM	Construction
23	SH27 Mangatarata to Tatanui Safety Improvements New	Improved road safety	Safety	HM	Construction
24	SH4 Eight Mile Junction to Taumararui (Waikato) Safety Improvements New	Improved road safety	Safety	HM	Construction
N/A	Central Plateau Integrated Improvements (Waikato) New	Improved road safety	Safety	HL	Construction
N/A	Hamilton Urban - Network Improvement Plan 2018-21 New (currently Hamilton Urban Optimisation)	Meeting current & future demand	Travel Time Reliability	HH	Construction
N/A	Hamilton Urban Improvements - Accessibility Hotspots New	Meeting current & future demand	Access & Resilience	HL	Construction
N/A	Hamilton Urban Improvements - Bus priority hotspots New	Meeting current & future demand	Travel Time Reliability	HL	Construction
25	Hamilton Urban Improvements - SH1 Lorne Street New	Meeting current & future demand	Travel Time Reliability	HL	Construction
N/A	Hamilton Urban Improvements - Suburban cycle routes New	Meeting current & future demand	Safety	HL	Construction
26	HPMV SH30 Mokau River Bridge New	Meeting current & future demand	Access & Resilience	HL	Construction
27	HPMV SH4 Eight Mile Junction to Wanganui (Waikato) New	Meeting current & future demand	Access & Resilience	HL	Construction
N/A	HPMV SH46/47/4/49 Central Plateau New	Meeting current & future demand	Access & Resilience	HL	Construction
28	SH1 Hamilton to Cambridge Cycle Connection New	Meeting current & future demand	Safety	HM	Construction
N/A	SH1 South Waikato Town Centre Accessibility Improvements New	Improved road safety	Access & Resilience	HL	Construction
29	SH2 (Paeroa to Waihi) Improvements New	Improved road safety	Safety	HM	Construction
30	SH23 Highbrook to Waitetuna Safety and Resilience Improvements New	Improved road safety	Safety	HL	Construction
31	SH24 Matamata to SH29 Safety Improvements	Improved road safety	Safety	MM	Construction
32	SH25 Coromandel Long Term Integrated Improvements - Resilience, Safety & amenity New	Greater resilience	Access & Resilience	HL	Construction
33	SH29 Piarere to Te Poi Improvements DBC committed	Improved road safety	Safety	HL	Construction
34	SH29 Te Poi to Kaimai Summit Improvements DBC committed	Improved road safety	Safety	HL	Construction
35	SH3 (Mangaotaki South Zone 2 - Rockfall site) Resilience	Greater resilience	Access & Resilience	HL	Construction

MAP REF	ACTIVITY NAME	PRIMARY OUTCOME (GPS)	PRIMARY OUTCOME (ONRC)	PROFILE	PHASE
36	SH3 (McLaughlin's Approach Slumping/Cracking) Resilience	Greater resilience	Access & Resilience	HL	Construction
37	SH3 (Awakino Gorge Debris Slide South) Resilience	Greater resilience	Access & Resilience	HL	Construction
38	SH3 (Mangaotaki North Features 4&5) Resilience	Greater resilience	Access & Resilience	HL	Construction
39	SH3 (Mangaotaki South Features 3&4) Resilience	Greater resilience	Access & Resilience	HL	Construction
40	SH3 (Mangaotaki South Lower Slopes) Resilience	Greater resilience	Access & Resilience	HL	Construction
41	SH3 (Stockman's Saddle South) Resilience	Greater resilience	Access & Resilience	HL	Construction
42	SH3 Te Kuiti to Awakino Gorge Safety & Resilience Improvements New	Improved road safety	Safety	HL	Construction
43	SH30 Kopaki Bridge Replacement New	Meeting current & future demand	Travel Time Reliability	HL	Construction
44	SH30 Te Kuiti to Atiamuri Safety Improvements New	Improved road safety	Safety	MM	Construction
45	SH31 (Raglan Road West Slumping) Resilience	Greater resilience	Access & Resilience	HL	Construction
46	SH31 (Rollercoaster underslip) Resilience	Greater resilience	Access & Resilience	HL	Construction
47	SH31 (SH39 to Kawhia) Safety & Resilience Improvements New	Greater resilience	Access & Resilience	HL	Construction
48	SH32 Tokoroa to Kuratau Safety Improvements New	Improved road safety	Safety	MM	Construction
49	SH39 & SH31 Hamilton to Otorohonga Safety Improvements New	Improved road safety	Safety	HL	Construction
50	SH41 Manunui to Turangi Safety Improvements (Waikato) New	Improved road safety	Safety	MM	Construction
51	SH5 Taupo to Napier Safety Improvements (Waikato) New	Improved road safety	Safety	MM	Construction
52	SH30 Atiamuri to Whakamaru Resilience Improvements New	Greater resilience	Access & Resilience	ML	Construction
53	SH1: Hatepe Hill to Turangi	Improved road safety	Safety		Design
54	SH1: Putaruru to Tokoroa	Improved road safety	Safety		Design
N/A	ITS Improvement Programme	Meeting current & future demand	Travel Time Reliability	HM	N/A
N/A	Minor Improvements Programme	Improved road safety	Safety	HM	N/A

Council Report

Item 11

Committee: Growth and Infrastructure Committee
Date: 24 October 2017
Author: Robyn Denton
Authoriser: Chris Allen
Position: Network Operations Team Leader
Position: General Manager City Infrastructure
Report Name: Advance funding for design of Thomas/Gordonton intersection improvements

Report Status

Open

Purpose

1. To inform the Growth and Infrastructure Committee on the growing crash risk at the intersection of Thomas and Gordonton roads.
2. To seek approval to commence the investigation and design of a transformational upgrade for the intersection of Thomas and Gordonton roads

Staff Recommendation

3. That the Growth and Infrastructure Committee:
 - a) recommends to Finance Committee that funding is approved for the investigation, design and land procurement for an upgrade of the intersection of Thomas and Gordonton roads from Risk and Opportunities this financial year; and
 - b) requests staff to include intersection upgrade construction funding in year one of the 2018-28 10-Year Plan for further consideration and consultation.

Executive Summary

4. The intersection of Thomas and Gordonton roads has been the location of an increasing crash problem over recent years. Despite minor works being undertaken in recent times the increasing traffic volumes through this intersection and resulting congestion means that there is a need for a more permanent and long term solution to be delivered.
5. As an interim safety improvement measure a variable speed limit on Gordonton Road (60km/h down from 80km/h) which is triggered any time that a vehicle is about to make a turning movement in the intersection has recently been installed. Further interim safety improvement options are also currently being investigated by a team of road safety experts.
6. Staff consider that there is now a need to urgently progress the investigation and design of a long term permanent solution, likely in the form of a roundabout intersection. It is recommended that funding is made available this financial year to get the work underway with the aim of having construction commence as soon as possible in the 2018/19 financial year.
7. Staff consider the matter in this report to have medium significance and that the recommendation comply with the Council's legal requirements.

Background

8. Gordonton road is currently a rural standard 80km/h road which runs along the current Hamilton City / Waikato District boundary in the Huntington, St James and Rototuna areas.
9. The traffic volumes along Gordonton Road have been steadily growing in the past few years – reflecting the growth in the residential housing that has occurred in the north eastern corner of the city and within the adjacent Waikato District area.

Gordonton Rd traffic volumes	2012	2013	2014	2015	2016
Between Crosby Rd and Greenhill Rd	11,400	11,800	12,600	15,100	15,900
Between Thomas Rd and Borman Rd	5,400	5,900	6,200	7,400	7,400

10. Congestion at the intersection of Thomas and Gordonton roads has grown as more motorists use this as an exit/entry point into the Rototuna area. With the increasing congestion has come an increasing number of crashes:

Gordonton Rd / Thomas Rd intersection crashes	2012	2013	2014	2015	2016	2017*
All crashes	1	4	2	3	8	12
Non-injury	1	3	2	1	4	8
Minor Injury crashes		1		2	4	1
Serious injury crashes						3

*Crash information up to end of September 2017

11. The site is now listed on the NZ Transport Agency list of High Risk Intersections as #18 nationally, and is included in the safety improvements recommendations for the Access Hamilton Strategy. Safety has been reconfirmed as a key focus in the review of the Regional Land Transport Plan for the 2018/28 period.

Discussion

Short Term Safety Improvements

12. In response to road safety concerns, an investigation and report was commissioned to consider opportunities for improvement along Gordonton Road as part of the considerations of providing safe access to the Huntington Community. This report was discussed at the 28 March 2017 Growth and Infrastructure Committee.
13. It was noted that while there were opportunities for minor safety improvements along the route, in the case of the intersection of Thomas and Gordonton roads, the next step required was for transformational improvements, and this work was to be promoted forward into year 1 of the approaching 2018-28 10-Year Plan.
14. It was agreed that funding via the Discretionary Transport Programme would be utilised to undertake short term minor improvements via shoulder widening and installation of street lighting along Gordonton Road.

15. Subsequent to the approval of the Discretionary Transport Programme the committee considered a report on proposed changes to Speed Limits Bylaw for a number of sites throughout the city and agreed to commence consultation on these changes.
16. Based on the increasing number of crashes being reported at the intersection of Thomas and Gordonton roads and community input, a proposed variable intersection speed limit of 60km/h was added to the list of proposed speed limit changes.
17. Staff have worked with the NZ Transport Agency to get the necessary approval for the variable speed limit which has now been installed.
18. Pending the installation of the variable speed limit signs, orange 'hit sticks' were installed in the intersection, signs warning of the site being a high risk intersection and various newspaper articles have been highlighting the poor safety record of this site.
19. While the variable speed limit on Gordonton Road is expected to result in a decrease in speeds and consequently a decrease in the number and severity of crashes at the intersection with Thomas Road, this is only considered to be a short term solution.
20. As discussed in the report to the 28 March 2017 Committee meeting, though further investigations are ongoing, all minor improvement options have been exhausted and staff believe that there is a urgent need to proceed with the investigation and detailed design of a longer term transformational improvement.
21. **Medium-Long Term Upgrade**
22. It has been previously identified that improvements to Gordonton Road at the intersections of Thomas Road and Puketaha Road (linking in St James) would be required, both likely in the form of roundabouts.
23. Funding for these intersection upgrades is currently included in the 2015-2025 10-Year Plan for construction in years 2021/22 and 2022/23.
24. As part of current 2018-28 10-Year Plan development, advancement of construction funding for the upgrade of the Thomas-Gordonton intersection to years 1 & 2 will be promoted for consideration (Option 1).
25. Early indicative estimates to complete the upgrade of the Thomas-Gordonton intersection are \$6m. Once the investigation and detailed design is complete this will be able to be refined.
26. There is currently no funding available to commence investigation and design work this financial year, however there is an opportunity to accelerate the project if some funding was made available in the 2017/18 financial year for design and potentially land procurement, which would enable earlier commencement and completion of the intersection upgrade (Option 2).

27. The options and associated anticipated delivery timeframes are outlined below:

	17/18	18/19	19/20	Comments
Option 1 Commence design in 2018/19 – Year 1 of 2018-28 10-Year Plan		\$1,000k Investigation, Design, Consenting and Land Purchase*	\$5,000k Construction	Anticipate completion by mid 2020
Option 2 Advancement of design in 2017/18	\$400k Investigation, Design and Consenting	\$5,600k Land Purchase* & Construction		Anticipate construction commencement in late 2018, completion by mid 2019.

*Note land purchase timing is third party dependent, timing is indicative only.

28. Due to the current high crash risk at the Thomas-Gordonton intersection site, option 2 is recommended to enable an intersection upgrade to be implemented as soon as practically possible.
29. A roundabout intersection is deemed appropriate for the site as appropriately designed roundabouts have a demonstrated safety advantage over signalised intersections in high speed rural environments. A roundabout treatment is also consistent with other nearby corridor intersections (ie/ Thomas-St James and Gordonton-Wairere), and would best enable a potential future fourth leg to the east at the time of future development of the future R2 growth area. Although currently favoured, the proposed roundabout solution will be tested as part of the investigation and design process.
30. It is noted that in scoping the intersection upgrades and other corridor works the role in the long term transport network of Gordonton Road and associated connections such as Thomas Road would need to be considered in conjunction with the development of the broader Ruakura area and the timing of the city boundary change for the area north of Greenhill Rd (R2).
31. At the Thomas-Gordonton site it is probable that property purchase from the adjacent Waikato District rural land and utility service relocations will be required to enable construction. The potential impact on utility services is currently unknown, however there are a number of key strategic services in the vicinity including Transpower transmission line.
32. Given the high ranking of this site on the NZ Transport Agency list of High Risk Intersections and strategic linkage to the existing Access Hamilton programme, staff believe that there is a strong case for gaining funding subsidy to a value of 51% of the project cost from the Agency for this work.
33. If Option 2 is preferred - to immediately progress upgrade design work, staff propose to in parallel engage with NZTA to investigate project subsidy opportunities. This will likely involve development of an NZTA business case, which HCC would encourage to consider the entire Gordonton Road corridor including the identified Gordonton-Puketaha intersection.

Financial Considerations

34. There is currently no funding available for any work to be undertaken on investigating or designing the long term upgrade in the 2017/18 financial year, however there is an opportunity to accelerate the project if funding was able to be approved at this time in accordance with Option 2 as outlined above.

35. In accordance with the recommended Option 2, approval is currently only being sought at this stage for \$400k this financial year to progress investigation and design of an intersection upgrade, however depending on progress staff may at a later date seek approval for additional funds to further advance land purchase and detailed design. Completing the preliminary design will enable us to more accurately define the scope and cost of the subsequent phases of the project.
36. Any consequential operational and associated asset depreciation costs will be further understood pending design confirmation and will be included for consideration in the 2018-28 10-Year Plan.
37. As noted there is an opportunity to gain NZTA funding subsidy to a value of 51% of the project cost which staff will further explore and apply for at the time the project commences. In the case of the Option 2 advancement scenario subsidy approvals will not be in place at the time of commencing intersection design, however there may be potential for costs to be retrospectively subsidised if a subsidy application is successful.

Risks

38. The likelihood of further serious crashes has been decreased with the installation of the variable speed limit through the intersection, but it is just a short term measure and permanent solution will need to be quickly progressed in-order to mitigate the developing safety risk on this section of the network.
39. The only other option now available to address safety issues at this intersection will be limiting access onto Gordonton Road from Thomas Road to left in and left out only. This is seen as highly undesirable given the large number of traffic movements that occur at this intersection on a daily basis.
40. There are potential land purchase, designation and consenting risks that will involve third parties and which may introduce program delays.
41. The property, design and construction cost estimates are currently indicative only and will be confirmed through the preliminary and detailed design phases.
42. The extent of required service relocations is currently unknown. Service relocation requirements could significantly impact on project costs and potentially introduce program delays.

Significance & Engagement Policy

Significance

43. Staff considered the following factors under the Significance and Engagement Policy:
 - Community interest is high
 - The form of engagement used in the past for similar proposals and decisions
 - The portion of the community affected by the proposal or decision
44. Based on these factors, staff have assessed that the matters in this report have medium significance. This means that there will be a need to engage with the community early in the all stages of this project to ensure that the final design meets the needs of all parties.
45. Specific consultation requirements will need to be followed if designation or land purchase is required by this project.

Engagement

46. While there has not been specific engagement with the community undertaken with regard to this intersection in regard to its layout and performance, as part of the consultation process on the proposed speed limit changes, there have been submissions made in regard to the proposed variable speed limit on Gordonton Road at the intersection of Thomas Road.
47. While there was majority support for the installation of the lower variable speed limit, there were a number of comments regarding the need for a more permanent solution at this site. Full results on the speed limit consultation will be presented at the Regulatory and Hearings Committee meeting on 1 November 2017.

Attachments

Attachment 1 - Thomas Road / Gordonton Road Intersection - Location Plan .

Attachment 1

Council Report

Item 12

Committee: Growth and Infrastructure Committee
Date: 24 October 2017
Author: Christopher Barton
Authoriser: Chris Allen
Position: Project Development Manager
Position: General Manager City Infrastructure
Report Name: Hamilton Ring Road - Cobham Drive Connection Update

Report Status	<i>Open</i>
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Purpose

1. To inform the Committee on the final stage of the Hamilton Ring Road project extending Wairere Drive to Cobham Drive.
2. To seek the Committee's approval to award contracts for enabling works commencement in early 2018, consistent with 20 June 2017 Committee resolutions.

Staff Recommendation

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) delegates authority to the Chief Executive to award a direct appointment contract with WEL for electrical service relocations at the Wairere/Cobham intersection to an approved contract sum of \$500k;
- c) delegates authority to the Chief Executive to award a direct appointment contract with FirstGas for gas utility service relocations at the Wairere/Cobham intersection to an approved contract sum of \$500k; and
- d) delegates authority to the Chief Executive to award Contract 17142 for enabling works of the Wairere Drive extension to Cobham Drive, subject to the Approved Contract Sum not exceeding \$4m.

Executive Summary

3. The final section of the Hamilton Ring Road project involves the extension of Wairere Drive from Cambridge Road to Cobham Drive, including a new intersection at Cobham Drive.
4. As previously reported to Council on 28 July 2016 and Committee on 20 June 2017, councils preferred intersection form for the new intersection is a grade separated intersection (traffic overbridge) which enables future connection to the Peacockes growth area.
5. Design works for the extension to Cobham Drive are currently underway with an overall program to commence main construction in the 2018/19 summer construction season.

6. Over the current 2017/18 summer construction season a program of enabling works is also proposed including key water, stormwater, power and gas service relocations, utilising existing funding allocated for 2017/18.
7. Staff recommend that Committee approve contract engagements to commence enabling works in early 2018 in accordance with delegated authority.
8. The service relocations can be lengthy and It's important that these are undertaken in advance of the main contract works. Access to the site is difficult and the enabling works allow early access to be constructed for both service relocations and the main works.
9. This intersection is entirely consistent with the future Peacock arterial and the bridge over the Waikato River.
10. It is considered necessary to construct and complete the Wairere/Cobham Drive overbridge project ahead of the Peacocke arterial so that future construction traffic for the Waikato River Bridge will have a safe access off Cobham Drive.
11. Previous reports to Council, and the indications coming back from Council are to progress this project to be ready for a Construction start in 2018. In order to do this, the enabling works need to be awarded prior to this date.
12. Staff consider the matters in this report have low significance and that the recommendations comply with the Council's legal requirements.

Background

13. The Wairere Drive Extension from Cambridge Road to Cobham Drive (SH1) is the final section of the Hamilton Ring Road network, and the final stage of the Hamilton Ring Road project. The scope includes the length from Cambridge Road/Naylor Street intersection through to Cobham Drive.
14. On 28 July 2016 Council confirmed its preferred intersection form for the Wairere Drive/Cobham Drive connection as a grade-separated intersection (traffic overbridge), which would enable a future connection to the Peacockes growth area.
15. Following preliminary design work on the traffic over bridge concept as shown in Attachment One, on 20 June 2017 the Growth & Infrastructure Committee received a report on the project and resolved to:
 - *approve the Concept Design and the project urban design scope for the Wairere/Cobham intersection;*
 - *request staff to progress detailed design and construction drawings, construction tender documents, major service relocations and other enabling works necessary for construction to begin in 2018, using the funding allocated for 2017/18;*
 - *request staff to include the currently unfunded additional local share requirements of \$9m to \$14m for consideration in the 2018-28 10 Year Plan; and*
 - *request staff continue to engage with NZTA and progress a funding subsidy application for construction.*
16. At the Finance Committee meeting of 26 September 2017, staff were asked to confirm that they were progressing the project as quickly as possible and undertook to provide a progress report back through the Growth and Infrastructure Committee.
17. This project is also included in the scope of the current central government HIF application for the Peacocke area, and is both critical for effective current transportation network operation and to facilitate Peacocke development.

Discussion

18. As resolved in the 20 June 2017 Committee meeting, detailed design for the Wairere Drive extension from Cambridge Road to Cobham Drive is currently underway. Detailed designs are due to be complete by April 2018, which would enable procurement for main physical works to commence in the 2018/19 summer construction season.
19. In the interim, a package of site enabling works has been identified which includes power, gas and water service relocations and installation of new storm water services. Undertaking these works in advance of the main construction works in 2017/18 will enable main physical works to progress faster and also potentially reduce overhead costs. Funding is available in the 2017/18 Annual Plan to complete the enabling works package.
20. In accordance with HCC procurement policy and delegated authority, contracts for power and gas service relocations with WEL and FirstGas respectively are identified as direct appointment contracts which require Committee approval when in excess of \$250k. Accordingly, it is recommended that contracts are approved with WEL & FirstGas to complete service relocation works. No alternatives exist as we must engage the service providers to complete required relocations.
21. The remaining enabling works are proposed to undertaken by a separate contract. The works include water relocations and undertaking sensitive gully and stream diversion and stabilisation works including the installation of a new large diameter storm water culvert under Cobham Drive.
22. The overall enabling works package is anticipated to be up to \$4m, and will be procured via a public Request for Tender (RFT) process. It is anticipated that the conclusion of the RFT stage and associated identification of a preferred tenderer will be in December 2017.
23. Due to the break in Council & Committee meetings over the summer holiday period, in order to expedite the contract award process and enable works commencement in early in 2018 to maximise use of the summer construction season it is recommended that authority for contract award is delegated to the Chief Executive. Alternatively, unless the tender price is within the financial delegation of the Chief Executive, a subsequent contract award report will be provided to the first Finance Committee meeting in 2018, however this would likely result in a program delay of up to two months.
24. The proposed overall project program is outlined below:

	2016/17	2017/18	2018/19	2019/20	Comments
Design					Design due to be complete April 2018.
Enabling Works					Enabling works undertaken from January 2018 to June 2018.
Construction					Commence October 2018, estimate completion by mid 2020.

25. If the enabling works package is not approved, the construction program will be extended by a period of up to 6 months, as early works will need to complete service relocation and stormwater realignment works. It will also reduce the opportunity for leveraging the 2018/19 construction season to complete bulk earthworks and require more earthworks and pavement construction to be completed over the winter period. This would likely result in project completion in late 2020 and potentially increased overall project costs.

Financial Considerations

26. This project is currently funded to a gross value of \$7,822k in the 2017/18 financial year, which is sufficient to deliver the planned design and enabling works scope.
27. As shown in the below table, the current estimated total local share cost to complete the connection to Cobham Drive is \$18.62m (gross cost \$38m – subsidised by NZTA at 51%).

Capital Expenditure	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Phase	Design	Design & Enabling Works	Construction			
HCC Local Share Component (49%)	\$193k	\$2,870k	\$5,880k	\$8,820k	\$857k	\$18,620k
NZTA Subsidy (51%)	\$200k	\$2,987k	\$6,120k	\$9,180k	\$893k	\$19,380k
Gross Capex	\$393k	\$5,857k	\$12,000k	\$18,000k	\$1,750k	\$38,000k

28. Of the \$18.62m HCC cost component, \$4.026m is funded in the 2016/17 and 2017/18 Annual Plans, and the balance of \$14.549m is unfunded.
29. As resolved at the 20 June 2017 Committee meeting, the currently unfunded local share component will be included for consideration in the 2018-28 10 Year Plan, and staff are continuing to engage with NZTA to progress construction stage subsidy.

Risks

30. Any delays to this project could also subsequently delay the delivery of any HIF infrastructure, which is dependent on this connection being in place by the end of 2020 to further develop the adjacent new Waikato River bridge and associated arterial transport networks.
31. Land procurement and access agreements for enabling works and construction are not yet in place. Although it is anticipated that access agreements will be available, any delays will impact on construction timeframes.

Significance & Engagement Policy

Significance

32. Staff considered the following factors under the Significance and Engagement Policy:
- Community views are already known, including the community's preferences about the form of engagement.
33. Based on these factors, staff have assessed that the matters and recommendations in this report have low significance. This means that for the purpose of progressing with enabling works as outlined in this report, no additional consultation work is required.

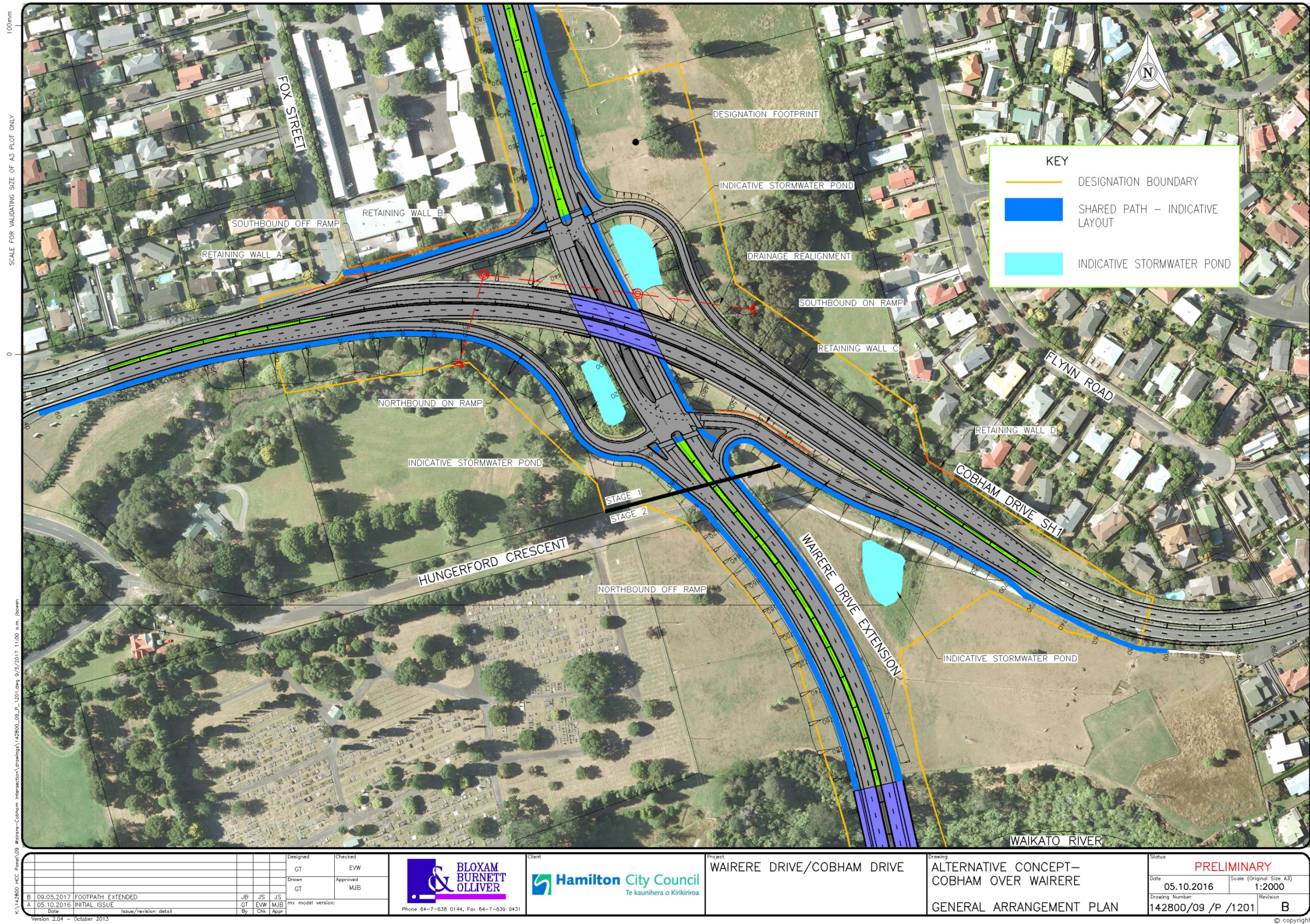
Engagement

34. Community views and preferences are already known to the Council through project planning and consenting processes as well as consultation of the 2015-25 10 Year Plan & 2017/18 Annual Plan.

35. Regular communication will be undertaken with newsletters and an open day. There is ongoing consultation with Hamilton Gardens, Parks and Open Spaces and iwi.
36. Staff recommend that no further engagement on this matter is required because community and stakeholder views are already known, and the enabling works package does not preclude any future options.

Attachments

Attachment 1 - Wairere Drive Extension - Cobham Drive Intersection Concept Plan .



Council Report

Item 13

Committee: Growth and Infrastructure Committee

Date: 24 October 2017

Author: Dawn Shannon

Authoriser: Chris Allen

Position: Project Engineer

Position: General Manager City Infrastructure

Report Name: Additional LED light opportunities

Report Status	<i>Open</i>
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Purpose

1. To inform the Growth and Infrastructure Committee on further opportunities to advance stages 3, 4, and 5 of the LED Upgrade Programme to take advantage of NZTA financial assistance and other cost saving opportunities as requested by the Committee.
2. To note stages 3, 4, and 5 of the LED Upgrade Programme will be considered for approval in the 2018-28 10-Year Plan.

Staff Recommendation

3. That the Growth and Infrastructure Committee:
 - a) receives the report.
 - b) notes that stages 3- 5 of the LED upgrade programme outlined in this report, to replace decorative and amenity lights in the road corridor and to install additional infill lighting to improve lighting levels in specified areas will be considered as part of the 2018-28 10-Year Plan.

Executive Summary

4. Staff reported a 5 stage programme to convert road corridor lighting to Light Emitting Diodes (LED) to the September 2017 Growth and Infrastructure Committee.
5. The Transport Agency has recently introduced a time limited enhanced financial assistance rate (FAR) of 85% (usually 51%) to allow councils across the country to accelerate the replacement of existing non-LED luminaries. The increased 85% FAR is only available until 30 June 2018, after which it will return to 51%.
6. Staff were asked at the September Growth and Infrastructure Committee to report back on opportunities to advance stages 3, 4, and 5 to take advantage of enhanced financial assistance, but found that this introduces increased risk for no appreciable benefits. The stage 4 amenity lights are also not eligible for NZTA subsidy.
7. Stages 3 to 5 are proposed for consideration in the 2018-28 10 Year Plan.

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

Background

9. Staff reported to the Growth and Infrastructure Committee on 12 September 2017 on the benefits of Light Emitting Diodes (LED) luminaries, which are now an attractive lighting alternative to traditional lamp technologies. Some of the key advantages of LEDs over our current HPS's include:
 - Maintenance and power-saving costs
 - More economic and environmentally-sustainable lighting solutions
 - Future proofed to enable smart technology
 - Better lighting quality will improve safety, and the perception of safety for residents.
10. On 12 September 2017, the Growth and Infrastructure Committee approved the implementation of stage 1 of the overall programme (the replacement of approximately 7,500 luminaires on residential streets with LED fittings), under existing 2017/18 transport budgets and also the implementation of stage 2 (the replacement of approximately 5,500 luminaires on arterial roads excluding state highways with LED fittings).
11. On the recommendation of Growth and Infrastructure Committee, Council at its 21 September 2017 meeting approved an additional local share funding of \$194,000 in 2017/18 (to complete the supply of the stage 2 luminaires) through Risk and Opportunities and Council committed to prioritise the installation costs of stage 2 (\$279,000) in 2018/19 under the 10-Year Plan.
12. The Growth and Infrastructure Committee asked staff to report back to Council on further opportunities to advance stages 3, 4, and 5.

Discussion

13. Staff have confirmed a programme for the introduction of LED lighting in five stages:
 - **Stage 1; Residential lighting.** Underway, with an 85% FAR subsidy.
 - **Stage 2; Arterial lighting** (excluding State Highways). Funding approved. Supply at 85% FAR; installation at 51% FAR.
 - **Stage 3; Decorative lighting.** Supply and install 2,200 LED luminaires as part of the Street Light Renewal activity in 2019/20 (subject to inclusion in the 2018-28 LTP).
 - **Stage 4; Amenity lighting.** Supply and install 1,100 LED luminaires as part of the Street Light Renewal activity in 2020/21 (subject to inclusion in the 2018-28 LTP).
 - **Stage 5; Infill lighting.** A potential issue due to 'lighting gaps' in the network following the installation of LED lighting, will be addressed through an annual 'upgrade' programme of infill lights as part of the Street Light Renewal activity between years 2 – 6 of the 2018-28 10 Year Plan, subject to approval.
14. In order to assist Road Controlling Authorities in making the change to LED, the Transport Agency has introduced an increased financial assistance rate (FAR) of 85% (usually 51%) for the replacement of existing non-LED luminaries only – this does not include poles, new infill lighting or amenity lighting. The increased 85% FAR is available until 30 June 2018. This opportunity makes it very affordable to replace the residential and arterial street luminaires under stages 1 and 2.

15. As the 85% FAR has attracted national demand, the industry is under unprecedented pressure. The Infrastructure Alliance has managed to procure resources to deliver the recommended programme, but is unlikely to be able to acquire further resource before early 2019. The timing of the programme has been developed to optimise available resources for the installation of the lighting.
16. Stage 1 is underway.
17. Stage 2 is proposed for 2017/18 and 2018/19, to maximise benefit from 85% FAR from the Transport Agency, and comprises the replacement of 5,500 luminaires on the city's arterial roads. Conditions of this special rate require that the purchase be completed within 2017/18 and that the installation of those luminaires be completed before 31 December 2018. The 85% FAR would only apply to the purchase cost.
18. NZTA may potentially extend the 85% FAR beyond 30 June 2018. Should this occur, the recommended programme would ensure that HCC is well placed to take advantage of further subsidy for the installation of the stage 2 luminaires, and possible advancement of stage 3 decorative lighting.
19. Stage 3 is proposed for 2019/20 and will comprise the replacement of 2,200 decorative street light luminaires. The benefits include reduced maintenance and reduced electricity. The 85% FAR is not currently available for decorative lighting as there is not an NZTA M30 Specification approved decorative luminaire. This approval ensures the product has been fully tested and will therefore provide value for money and best whole of life cost.
20. Stage 4 is proposed for 2020/21 and will comprise the replacement of under verandah lighting in the central city. Upgrading the under verandah lighting provides benefits due to reduced maintenance, reduced electricity, increased public safety, increased property security and a more attractive city environment. There is no incentive to advance this work as it does not attract any subsidy from NZTA. However, this stage can be advanced to 2019/20 if desired.
21. Stage 5 is proposed for the five years 2019/20 to 2023/24 and comprises the provision and installation of new infill street lighting (including poles and electrical wiring) to address lighting deficiencies against the standards which may be compounded by the installation of LED lighting. This risk has been mitigated to an extent by staff through a number of factors including on-road trials, wattages, range of units, colour and street by street design input.

Financial Considerations

22. Estimated Project Costs and proposed time table in 2018-28 10-Year Plan

Stage 2 Project Funding (Approved)

Year	Description	Total Cost	FAR	HCC Share
2017/18	Purchase 5,500 LEDs	2,380,000	85%	357,000
2018/19	Install 5,500 LEDs	570,000	51%	279,000
TOTALS:		2,946,000		636,000

Stages 3-5 Project Funding

Year	Description	Total Cost	FAR	HCC Share (Unfunded)
2019/20	Stage 3 - Decorative supply (2,200 lanterns)	1,540,000	51%	754,600
	Stage 3 - Decorative installation	365,000		178,900
	Stage 5 - Infill supply and install poles and luminaires	204,000	51%	100,000
2020/21	Stage 4 - Amenity LED lighting (under verandah) supply	250,000	---	250,000

Year	Description	Total Cost	FAR	HCC Share (Unfunded)
	Stage 4 - Amenity installation & power supply	200,000		200,000
	Stage 5 - Infill supply and install poles and luminaires	204,000	51%	100,000
2021/22	Stage 5 - Infill supply and install poles and luminaires	204,000	51%	100,000
2022/23	Stage 5 - Infill supply and install poles and luminaires	204,000	51%	100,000
2023/24	Stage 5 - Infill supply and install poles and luminaires	204,000	51%	100,000
TOTALS:		3,375,000		1,883,500

22. Stages 3-5 of the programme outlined in the table above, and are proposed in the 2018-28 10-Year Plan. The benefits of these stages are tabled below.

23. Consequential Savings

Annual Consequential Savings

Stage	Renewal Savings	Electricity Savings	Maintenance Savings	Total Annual Savings
Stage 2; Arterial lighting	-5,000	-119,900	-220,200	-345,100
Stage 3; Decorative lighting	-10,000	-25,600	-111,700	-147,300
Stage 4; Amenity lighting	-15,000	-20,000	-6,000	-41,000
TOTALS:	-30,000	-165,500	-337,900	-533,400
Net Annual Savings to HCC	-22,400	-91,300	-168,600	-282,300

24. Installation of Stage 5 Infill Lighting will generate consequential opex costs of approximately \$3,800 pa total for each year's installation of up to 120 new street lights.
25. The estimated payback period for the full project costs of stage 2 alone is 10.7 years. The payback period for HCC is 4.7 years, based on HCC share of cost and of consequential savings.
26. The estimated payback period for the full project costs of stages 1-5 is 15.0 years. The payback period for HCC is 9.7 years, based on HCC share of cost and of consequential savings.
27. Staff have run scenarios for advancing stages 3-5 to improve economic return. The most feasible option proved to be advancing stages 3 and 4 by one year, which has minimal benefit (1.8%). The risks and total economics in delivering the project earlier outweigh this benefit.

Sustainability Considerations

28. Stages 3-5 of this LED project contributes to the sustainable management focus of Access Hamilton which provides a long-term strategic vision to meet the changing travel demands of the city by providing a sustainable transport system. Specifically it contributes to Hamilton's environmental sustainability objectives by increasing the efficiency with which we use energy.
29. This project delivers on the sustainability principles adopted by HCC specifically principle 7 'Council works to improve the resource efficiency and health of homes, businesses and infrastructure in our city'.

Risks

30. Due to the national demand for cashing in on the 85% FAR, the industry is under unprecedented pressure. Should HCC choose to advance the programme further than recommended in this report, it is unlikely that we will be able to acquire the necessary resources to complete the installation.

31. Should the Stage 2 installation local share budget of \$279,000 not be approved for 2018/19 under the 10 Year Plan, HCC will no longer be eligible for the 85% FAR on the purchase price and will be required to refund \$791,200 to NZTA (the difference between 51% and 85%).
32. The replacement decorative luminaires under stage 3 may differ in appearance and aesthetic appeal from the existing luminaires, and thereby generate customer dissatisfaction.
33. Should Stage 5 (infill lighting) not be approved, there may be an issues regarding compliance with minimum lighting standards.
34. The implementation of the accelerated citywide programme of work over a compressed timeframe could result in a 'bow wave' effect in 15-20 years' time in terms of renewals which would need to be managed through future 10 year plan applications for transportation street lighting renewals.

Significance & Engagement Policy

Significance

35. 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

36. Given the low level of significance, staff will prepare a communication plan for stages 3-5 in line with the Plan used for the Stages 1 and 2 roll out.

Attachments

Attachment 1 - LED Project Funding Spreadsheet .

LED Advanced Renewal Project Costs - Full Project

LED Programme	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	
EXPENDITURE:												
Project management costs & contingency	334,000											
Stage 1 - P Cat supply (7,500 lanterns)	1,854,000											
Stage 1 - P Cat installation	730,000											
Stage 2 - V Cat supply (5,500 lanterns)	2,209,255											
Stage 2 - V Cat installation		570,000										
Stage 3 - Decorative supply (2,200 lanterns)			1,540,000									
Stage 3 - Decorative installation			365,000									
Stage 4 - Amenity LED lighting (under verandah) supply				250,000								
Stage 4 - Amenity installation & power supply				200,000								
Stage 5 - Infill supply and install poles and luminaires			204,000	204,000	204,000	204,000	204,000					
TOTAL EXPENDITURE	5,127,255	570,000	2,109,000	654,000	204,000	204,000	204,000	0	0	0	0	9,072,255
REVENUE:												
NZTA Subsidy	-4,358,167	-290,700	-1,075,590	-104,040	-104,040	-104,040	-104,040	0	0	0	0	
Business Case subsidy on \$20K	-17,000											
Past Years' renewals Subsidy incr to 85%	-38,080											
TOTAL REVENUE	-4,413,247	-290,700	-1,075,590	-104,040	-104,040	-104,040	-104,040	0	0	0	0	-6,195,697
PROJECT NET COST TO COUNCIL:	714,008	279,300	1,033,410	549,960	99,960	99,960	99,960	0	0	0	0	2,876,558
Existing Funding	520,000											
HCC REQUIRED FUNDING:	194,008	279,300	1,033,410	549,960	99,960	99,960	99,960	0	0	0	0	2,356,558

CONSEQUENTIAL SAVINGS (Gross):												
Consequential Renewal		-15,000	-20,000	-30,000	-45,000	-45,000	-45,000	-45,000	-45,000	-45,000		
Consequential Opex - Mtce		-91,251	-311,448	-423,098	-429,098	-429,098	-429,098	-429,098	-429,098	-429,098		
Consequential Opex - Electricity		-117,082	-236,975	-262,577	-282,577	-282,577	-282,577	-282,577	-282,577	-282,577		
TOTAL CONSEQUENTIAL SAVINGS (Gross)	0	-223,333	-568,423	-715,675	-756,675	-756,675	-756,675	-756,675	-756,675	-756,675		-6,047,481
Less NZTA Share	0	113,900	289,896	364,994	385,904	385,904	385,904	385,904	385,904	385,904		
TOTAL CONSEQUENTIAL SAVINGS (Net)	0	-109,433	-278,527	-350,681	-370,771	-370,771	-370,771	-370,771	-370,771	-370,771		-2,963,266
OVERALL NET COST TO COUNCIL:	194,008	169,867	754,883	199,279	-270,811	-270,811	-270,811	-370,771	-370,771	-370,771		-606,707
CUMULATIVE FUNDING INVESTMENT	194,008	363,875	1,118,758	1,318,037	1,047,226	776,416	505,605	134,834	-235,937	-606,707		

Project Payback Period (years)	15.0
HCC Payback Period (years)	9.7
HCC Payback Period - Unfunded (years)	8.0

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. Rotokauri Park and Ride Land) 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 maintain legal professional privilege	Section 7 (2) (g)
	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h)
	to enable Council to carry out negotiations	Section 7 (2) (i)