

Service Delivery Committee Public Agenda - 21 March 2023

Council Chambers
101 Bank Street
Te Awamutu



Chairperson
CS St Pierre

Members

Her Worship the Mayor SC O'Regan, AW Brown, LE Brown, PTJ Coles, RDB Gordon, ML Gower, MG Montgomerie, MJ Pettit, T Stirling, EM Stolwyk, BS Thomas

21 March 2023 09:00 AM

Agenda Topic	Presenter	Time	Page
1. Apologies	Chairperson	09:00 AM-09:01 AM	3
2. Disclosures of Members' Interests	Chairperson	09:01 AM-09:02 AM	4
3. Late Items	Chairperson	09:02 AM-09:03 AM	5
4. Confirmation of Order of Meeting	Chairperson	09:03 AM-09:04 AM	6
5. Confirmation of Open Minutes - 21 February 2023	Chairperson	09:04 AM-09:05 AM	7
5.1 Service Delivery Committee Unconfirmed Open Minutes - 21 February 2023	Chairperson		8
6. Water Services Activity Report to February 2023	Martin Mould	09:05 AM-09:20 AM	17
7. Cambridge Connections Strategic Case (Draft)	Rachel Algar	09:20 AM-09:40 AM	29
8. Passenger Transport - Kihikihi Bus Depot - Local Purpose Reserve Revocation	Erik Van Der Wel / Sergey Shutov	09:40 AM-09:55 AM	93
9. Waipa Community Facilities Trust report to 31 December 2022	Matt Horne	09:55 AM-10:15 AM	100

10.	27-19-15 Tree Maintenance Services Contract - Increase to Approved Contract Sum	Matt Johnston / Angela Mathiesen	10:15 AM-10:30 AM	122
11.	Cambridge Cycling Festival 2023 - Request for Temporary Road Closure	Jennifer Braithwaite	10:30 AM-10:32 AM	127
12.	Dragon Boat Festival - Pink Parade 2023 - Request for Temporary Road Closure	Jennifer Braithwaite	10:32 AM-10:34 AM	133
13.	ANZAC Day Cambridge 2023 - Request for Temporary Road Closure	Jennifer Braithwaite	10:34 AM-10:36 AM	140
14.	ANZAC Day Te Awamutu 2023 - Request for Temporary Road Closure	Jennifer Braithwaite	10:36 AM-10:38 AM	145
15.	Contracts Signed Under Delegation	Dawn Inglis	10:38 AM-10:40 AM	150
16.	Resolution to Exclude the Public	Chairperson	10:40 AM-10:41 AM	153



APOLOGIES



DISCLOSURE OF MEMBERS' INTERESTS

Members are reminded to declare and stand aside from decision making when a conflict arises between their role as an elected member and any private or other external interest they may have.



LATE ITEMS

Items not on the agenda for the meeting require a resolution under section 46A of the Local Government Official Information and Meetings Act 1987 stating the reasons why the item was not on the agenda and why it cannot be dealt with at a subsequent meeting on the basis of a full agenda item. It is important to note that late items can only be dealt with when special circumstances exist and not as a means of avoiding or frustrating the requirements in the Act relating to notice, agendas, agenda format and content.



CONFIRMATION OF ORDER OF MEETING

Recommendation

That the order of the meeting be confirmed.

COMMITTEE AGENDA



To: The Chairperson and Members of the Service Delivery Committee
From: Governance
Subject: **CONFIRMATION OF OPEN MINUTES**
Meeting Date: 21 March 2023

1 EXECUTIVE SUMMARY – WHAKARĀPOPOTOTANGA MATUA

The local authority, its committees, subcommittees and any local and community boards must keep minutes of their proceedings. These minutes must be kept in hard or electronic copy, authorised by a Chairperson’s manual or electronic signature once confirmed by resolution at a subsequent meeting. Once authorised the minutes are the prima facie evidence of the proceedings they relate to.

The only topic that may be discussed at a subsequent meeting, with respect to the minutes, is their correctness

2 RECOMMENDATION – TŪTOHU Ā-KAIMAHI

That the open minutes of the Service Delivery Committee meeting held on 21 February 2023, having been circulated, be taken as read and confirmed as a true and correct record of that meeting.

3 ATTACHMENT – ĀPITITANGA

Service Delivery Minutes – 21 February 2023

COMMITTEE MINUTES



Committee: Service Delivery
Time: 9.00am
Date: Tuesday 21 February 2023
Venue: Council Chambers, Waipā District Council,
101 Bank Street, Te Awamutu

PRESENT

Chairperson

CS St Pierre

Members

Her Worship the Mayor SC O'Regan, AW Brown, LE Brown, PTJ Coles, RDB Gordon, MG Montgomerie, MJ Pettit, T Stirling, EM Stolwyk, BS Thomas

1 APOLOGIES

RESOLVED

15/23/01

That the apology for non-attendance from Councillor Gower who was assisting with the Cyclone Gabrielle recovery in Wairoa be received.

Councillor Coles / Councillor Thomas

2 DISCLOSURE OF MEMBERS' INTERESTS

Councillor Stolwyk – Item 9

3 LATE ITEMS

Nil



4 CONFIRMATION OF ORDER OF MEETING

RESOLVED

15/23/02

That the Service Delivery Committee confirms the order of the meeting.

Councillor A Brown / Mayor O'Regan

5 CONFIRMATION OF MINUTES

RESOLVED

15/23/03

That the open minutes of the Service Delivery Committee meeting held on 6 December 2022, having been circulated, be taken as read and confirmed as a true and correct record.

Councillor L Brown / Councillor A Brown

6 TRANSPORTATION ACTIVITY REPORT

The purpose of this report was to provide the Service Delivery Committee with information on the activities pertaining to the Transportation Team's operations from 1 November 2022 to 31 January 2023, and projects for the current financial year.

The Committee requested that a copy of the Passenger Contractor – Patronage Data grid which showed the average occupancy on each bus departure be circulated to the members.

RESOLVED

15/23/04

That the Service Delivery Committee receives the report of Bryan Hudson, Manager Transportation, titled Transportation Activity Report (document number 10954941).

Councillor Gordon / Councillor L Brown

COMMITTEE MINUTES



7 LIGHT MOTOR VEHICLE PROHIBITION REGISTER

The purpose of this report was to seek approval from the Committee to consult on roads for inclusion in a light motor vehicle prohibition register to help address antisocial driving issues.

RESOLVED

15/23/05

That the Service Delivery Committee

- a) *Receives the report of Bryan Hudson, Manager Transportation, titled Light Motor Vehicle Prohibitions Register (document 10953225);*
- b) *Approves the commencement of public consultation with residents and property owners on the proposal for the following roads being subject to the light vehicle prohibition under clause 29.1 of the Public Places Bylaw 2018:*
 - *Gudex Road*
 - *Appleby Road*
 - *Wells Place – from Waikato Expressway to Moemoea Place*
 - *Specified roads in the Bond Road industrial area*
 - *Specified roads in the Harrison Drive industrial area*
 - *Bank Road (Lake Ngā Roto)*
 - *Puahue Road-Parklands Road-Chamberlain Road loop*
 - *Specified roads in the Arapuni and Bulmers Landings area*
 - *Specified roads in the Hamilton Airport area*
 - *Specified roads in the Rukuhia area,*

as detailed further in the report.

Councillor A Brown / Councillor Stolwyk

8 TE AWAMUTU WESTERN ARTERIAL PARTIAL UPLIFT AND ALTERATION TO DESIGNATION DN154

The purpose of this report was to seek endorsement for the partial uplift of the northern section of the Te Awamutu Western Arterial designation DN154, and minor removal of parts of the southern section of the designation.

COMMITTEE MINUTES



RESOLVED

15/23/06

That the Service Delivery Committee

- a) *Receives the report of Bryan Hudson, Manager Transportation, titled Te Awamutu Western Arterial Partial Uplift and Alteration to Designation DN154 (document number 10954343);*

- b) *Approves the commencement of stakeholder engagement and then notice to affected landowners before notice to Waipā District Council as the Local Authority for uplift of the northern section of the Te Awamutu Western Arterial designation DN154, and minor removal of parts of the southern section of the designation from the District Plan in accordance with Section 182 of the Resource Management Act 1991.*

Councillor A Brown / Councillor L Brown

9 MAADI CUP PARADE 2023 – REQUEST FOR TEMPORARY ROAD CLOSURE

The purpose of this report was to seek approval to temporarily close a public road for an event.

RESOLVED

15/23/07

That the Service Delivery Committee

- a) *Receives the report of Jennifer Braithwaite, Operations Team Leader, titled Maadi Cup Parade 2023 – Request for Temporary Road Closure, ECM 10912818;*

- b) *Approves the temporary closure of:*
 - **Wilson Street** – *between Duke Street and Victoria Street*
 - **James Street** – *whole street*
 - **Victoria Street (northbound only)** – *between Wilson Street and Alpha Street*

between 12:30pm and 1:00pm on Sunday 26 March 2023
in accordance with Sections 319(h) and 342, and Section 11 of Schedule 10 of the Local Government Act 1974;



- c) *Authorises public notification of the approved road closure before the event, as required by the Local Government Act 1974.*

Councillor Coles / Councillor Gordon

10 HEAD AND STOKES ROADS BENT SPRINT 2023 – REQUEST FOR TEMPORARY ROAD CLOSURE

The purpose of this report was to seek approval to temporarily close a public road for an event.

The Committee sympathised with the objector of the road closure and requested in future event organisers provide more notice to residents.

RESOLVED

15/23/08

That the Service Delivery Committee

- a) *Receives the report of Jennifer Braithwaite, Operations Team Leader, titled Head and Stokes Roads Bent Sprint 2023 – Request for Temporary Road Closure, ECM 10912575;*
- b) *Approves the temporary closure of:*
- **Stokes Road** – *between Maungatautari Road and Head Road*
 - **Head Road** – *between Stokes Road and Maungatautari Road*
- between 9.00am and 5.00pm on Sunday, 12 March 2023;
in accordance with Sections 319(h) and 342, and Section 11 of Schedule 10 of the Local Government Act 1974;*
- c) *Authorises public notification of the approved road closure before the event, as required by the Local Government Act 1974.*

Councillor L Brown/ Councillor Pettit

11 REQUEST FOR NEW ROAD NAMES AND A RESERVE NAME – SP/0125/20, SP/0108/21

COMMITTEE MINUTES



The purpose of this report was to seek approval for the proposed public road names and a reserve name for new subdivisions located at 52 Frontier Road, Te Awamutu, and to seek approval for private road names at 1894 Cambridge Road, Cambridge.

RESOLVED

15/23/09

That the Service Delivery Committee

- a) *Receives the report of Jane Zhang, Development Engineer, titled ‘Request for New Road Names and a Reserve Name – SP/0125/20, SP/0108/21’ (document number 10956887);*
- b) *Approves*
 - i. *the public road name of **Manaia Road, Kotare Rise, and Korimako Drive** for the Kotare Heights development (SP/0125/20);*
 - ii. *the name of **Korimako Reserve** for use as a recreation reserve name for the Kotare Heights development (SP/0125/20);*
 - iii. *the private road name of **Te Ia Terrace and Te Au Lane** for the Cambridge Road development (SP/0108/21).*

Councillor Stolwyk / Councillor Coles

12 27-19-01 DISTRICT WIDE STORMWATER OPERATIONS AND MAINTENANCE CONTRACT - INCREASE TO APPROVED CONTRACT SUM

The purpose of this report was to seek approval for an increase to the approved contract sum for the District Wide Stormwater Operations and Maintenance Contract.

RESOLVED

15/23/10

That the Service Delivery Committee

- a) *Receives the report of Atif Rizvi, Project Engineer – Water Services, titled 27-19-01 District Wide Stormwater Operations and Maintenance Contract – Increase to Approved Contract Sum (document number 10936885);*
- b) *Approves an increase to the approved contract sum for contract 27-19-01 District Wide Stormwater Operations and Maintenance Contract, from TWO MILLION SEVEN HUNDRED AND FOUR THOUSAND, EIGHT HUNDRED AND SEVENTY NINE DOLLARS AND TWENTY THREE CENTS (\$2,704,879.23), excluding GST, to TWO MILLION, EIGHT HUNDRED AND TEN THOUSAND, AND THIRTY SEVEN DOLLARS AND EIGHTY FIVE CENTS (\$2,810,037.85), excluding GST, to be funded from PR2582 Parks and Reserves Vegetation Maintenance and PR2337*



District Wide Stormwater Renewals budgets included in the 2021-2031 Long Term Plan.

Councillor L Brown / Councillor A Brown

13 COMMUNITY SERVICES REPORT TO 31 DECEMBER 2022

The purpose of this report was to provide information on the activities of the Community Services Unit from 1 July to 31 December 2022 (YTD).

This report contained matters that were of a purely administrative nature or information that did not require a decision from Council. As such, this report did not address any matters that were significant in terms of Council's obligations as set out in the Local Government Act 2002.

Manager Community Services, Brad Ward provided an update on the tree clean-up work around Cambridge and Leamington after Cyclone Gabrielle.

The Committee members thanked all those staff and contractors involved in the work undertaken with the clean up following Cyclone Gabrielle and acknowledged that it was still on-going and could be for an extended length of time.

RESOLVED

15/23/11

That the Service Delivery Committee receives the report of Brad Ward, Manager Community Services, titled Community Services Report to 31 December 2022 (document number 10944230).

Councillor Pettit / Councillor Stolwyk

14 DRAFT WAIPĀ CEMETERY CONCEPT PLANS

The purpose of this report was to provide an overview of the project and key components of the Draft Waipā Cemetery Concept Plans (concept plans) and seek approval to progress mana whenua, key stakeholder and community engagement on the concept plans.

COMMITTEE MINUTES



Xyst Senior Consultant, Anna McElrea and Field and Flora Owner and Landscape Architect, Liz Oldfield presented to the Committee.

RESOLVED

15/23/12

That the Service Delivery Committee

- a) *Receives the report of Anna McElrea, titled Draft Cemetery Concept Plans (document number 10958870); and*
- b) *Approves the draft Waipā Cemetery Concept Plans (document number 10960047) attached as Appendix 1 for mana whenua, key stakeholder and community engagement in February and March 2023.*

Councillor L Brown / Councillor Pettit

15 RESOLUTION TO EXCLUDE THE PUBLIC

RESOLVED

15/23/13

THAT the public be excluded from the following parts of the proceedings of this meeting.

The general subject of the 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 are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
16. <i>Confirmation of Public Excluded Minutes – 6 December 2022</i> 17. <i>Public Transport – Bus Contract Funding</i>	<i>Good reason to withhold exists under section 7 Local Government Official Information and Meetings Act 1987</i>	<i>Section 48(1)(a)</i>

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, or Sections 6, 7 or 9 of the Official Information Act 1982, as the case may be, which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, are as follows:

Item No.	Section	Interest
16,17	Section 7(2)(i)	<i>To enable the Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</i>

Councillor Stolwyk / Councillor A Brown

The meeting went into Public Exclude at 10.29am
 There being no further business the meeting closed at 11.14am

CONFIRMED AS A TRUE AND CORRECT RECORD

CHAIRPERSON: _____

DATE: _____

COMMITTEE REPORT



INFORMATION ONLY

To: The Chairperson and Members of the Service Delivery Committee
From: Manager Water Services
Subject: **Water Services Activity Report to February 2023**
Meeting Date: 21 March 2023

1 EXECUTIVE SUMMARY – WHAKARĀPOPOTOTANGA MATUA

The purpose of this report is to provide information on the activities of the Water Services Team for the period from the previous report (December 2022) to the end of February 2023. All graphs are updated to the end of February 2023.

Of particular note:

- The effects of Cyclone Gabrielle resulted in minor non-compliance at Cambridge Wastewater Treatment Plant. A great effort from the team responding to issues (mainly power outages) across the district ensured no interruption to water supply or wastewater conveyance.
- Full compliance with Drinking Water Standards (2022) this reporting period.

2 RECOMMENDATION – TŪTOHU Ā-KAIMAHI

That the Service Delivery Committee receives the report of Martin Mould, Manager Water Services, titled Water Services Activity Report to February 2023 (document number 10966963).

3 COMMENTARY - KŌRERO

3.1 COMPLIANCE & DEMAND MANAGEMENT

Compliance Activity Updates

Drinking Water Compliance Update

- Waipā District Council's Water Safety Plans are currently under 'rapid review' by Taumata Arowai, the outcome of which will decide whether a more detailed audit is required.
- Compliance against the Drinking Water Standards (2022) is now reported to Taumata Arowai (commenced 1 January 2023), with the first tranche of data reported through to Taumata Arowai in early March.
- Increased levels of online monitoring and sampling continue in order to achieve compliance with the new rules.

Resource Consent Compliance – Wastewater

- The Cambridge and Te Awamutu wastewater treatment plants have seen a significant amount of flow over the past few months due to large rainfall events occurring in quick succession, which resulted in a flow breach at Cambridge.
- Water Services has been proactively communicating on an ongoing basis with the Waikato Regional Council regarding the operational and compliance status of the wastewater treatment plants.

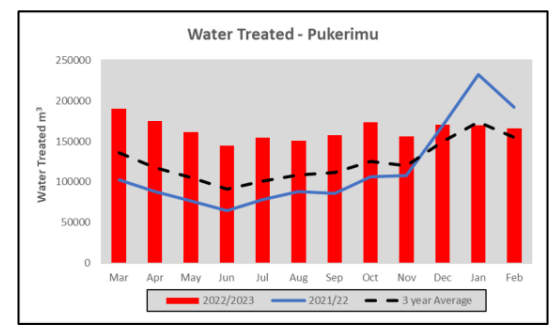
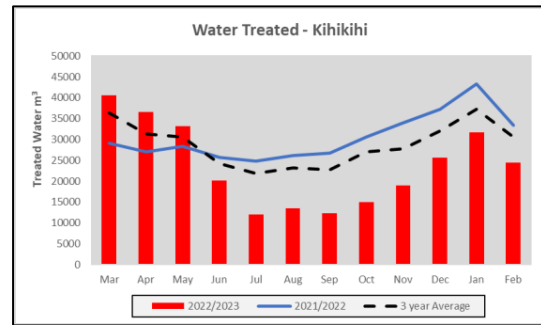
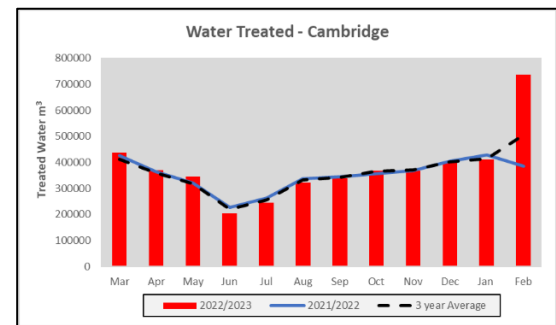
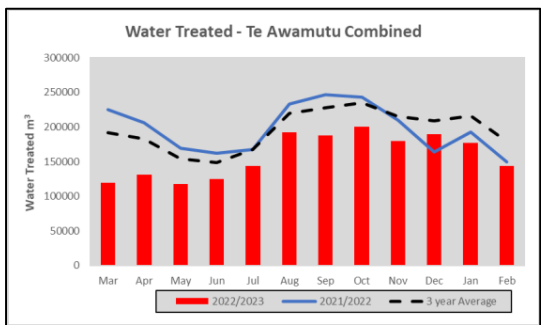
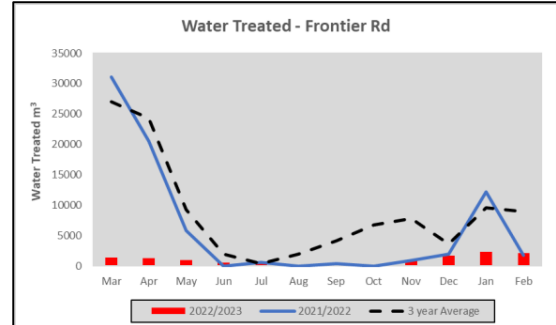
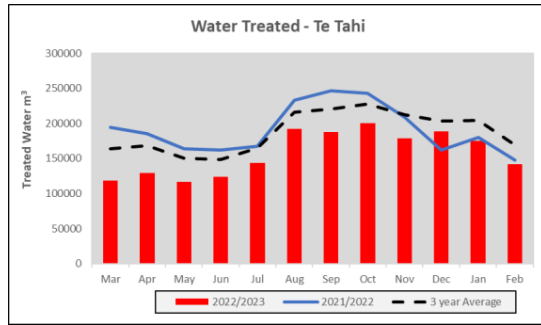
Resource Consent Compliance - Stormwater

- The abatement notice received in June from Waikato Regional Council with regard to sediment discharge from the Kihikihi Domain remains in place whilst Kihikihi Speedway completes silt control and stormwater discharge upgrades.

Smart Water Education

- Smart Water is continuing to focus on the year-round water conservation campaign.
- The launch of Smart Water's water conservation and educational resources is scheduled to be rolled out across April and May, targeting primary and intermediate teachers across Waipā, Hamilton and Waitomo.

3.2 WATER TREATED (TOTAL TAKES)



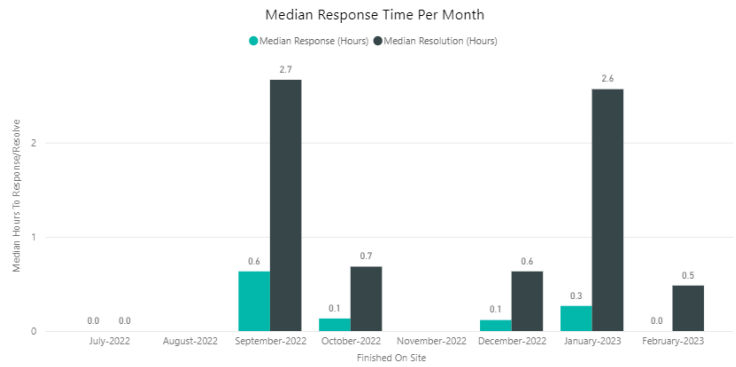
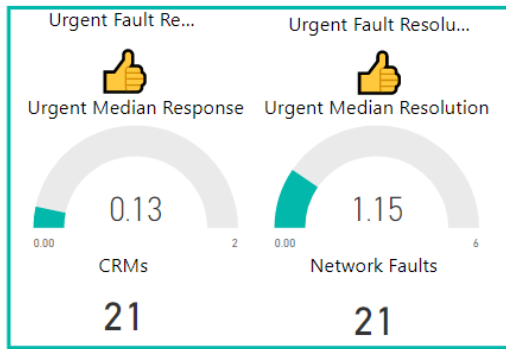
3.3 LEVELS OF SERVICE & PERFORMANCE MEASURES

The Customer Request based measures shown below are part of the Department of Internal Affairs (DIA) Non-Financial Performance Measures.

3.4 Water

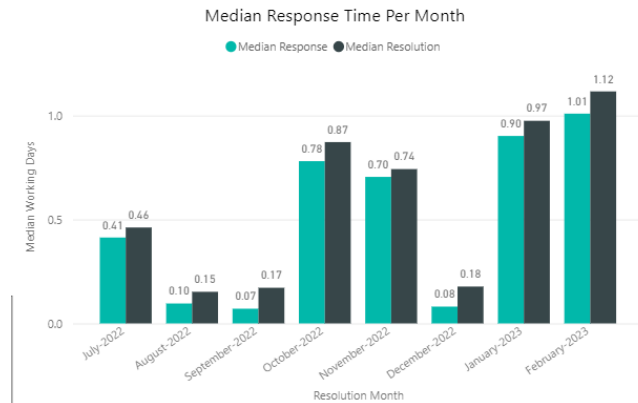
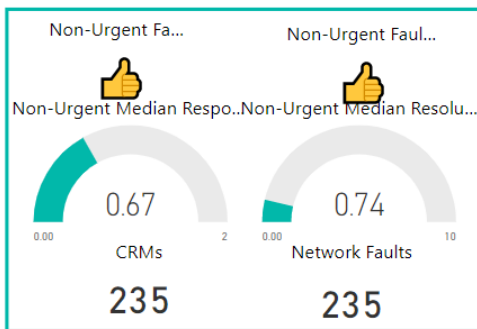
Urgent Water Network Faults

Median response and resolution time (hours) for call-outs in response to a fault of unplanned interruption to the network: urgent



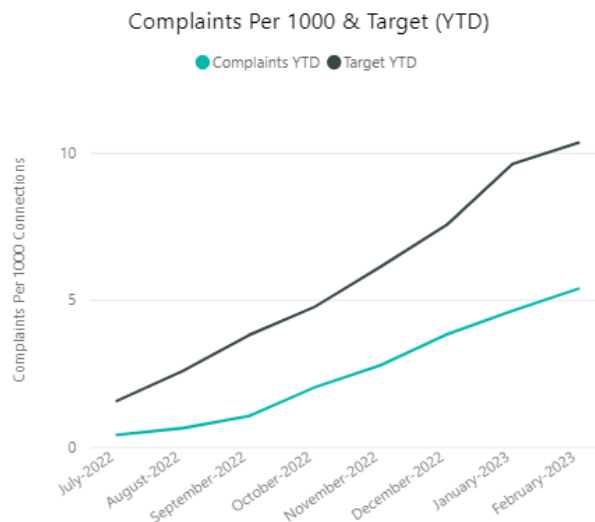
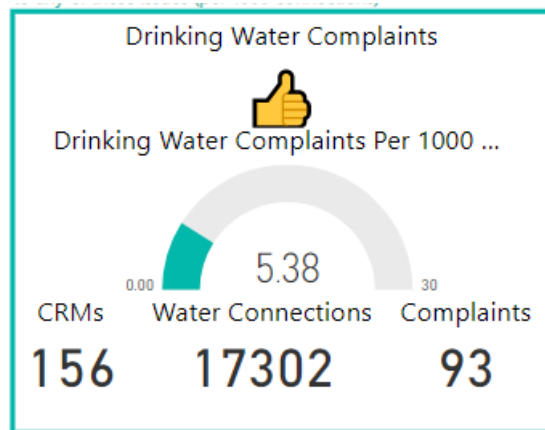
Non-Urgent Water Network Faults

Median response and resolution time (days) for call-outs in response to a fault of unplanned interruption to network: non-urgent



Drinking Water Complaints (Per 1000 Connections)

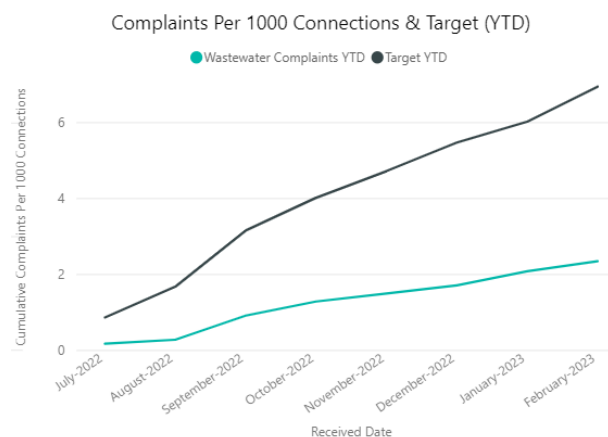
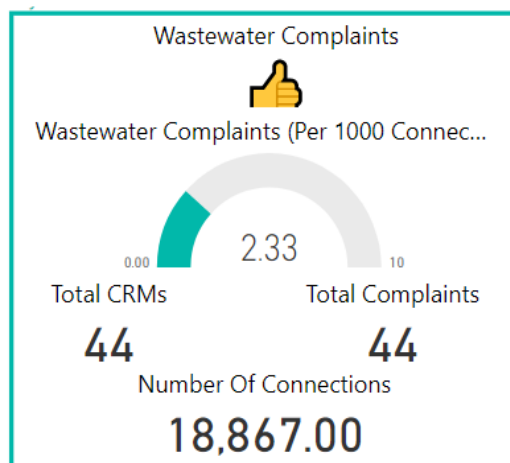
The total number of complaints received about any of the following: odour, system faults, blockages, and response to any of these issues (per 1000 connections)



3.5 Wastewater - Dry Weather Sewerage Overflows and Response to Call Outs

Wastewater Complaints (Per 1000 Connections)

The number of complaints received about any of the following: odour, system faults, blockages, and the response to any of these issues

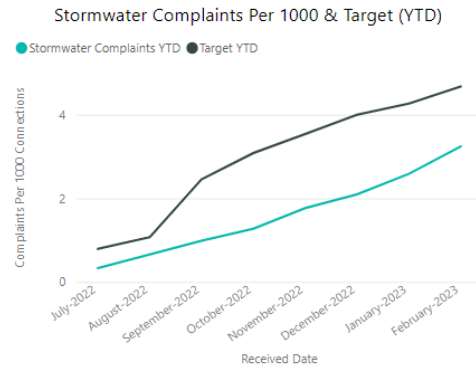
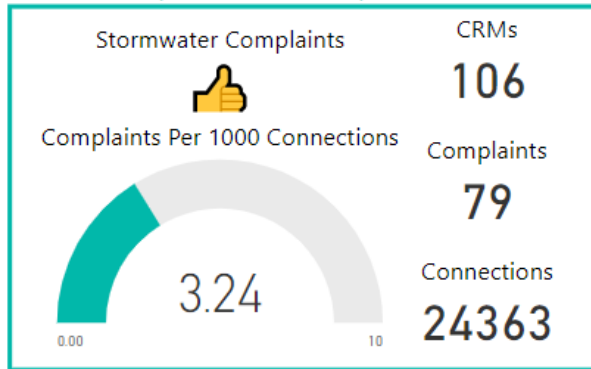


Every overflow is now reported to Waikato Regional Council; no overflows have entered any water course or stormwater network. All were minor, contained on site and resolved within required time frames.

3.6 Stormwater

Stormwater Complaints (Per 1000 Connections)

The number of complaints received about the performance of the stormwater system (per 1000 connections)



3.7 Compliance – Drinking Water Standards

Water Supply Drinking Water Standards (KPI Measures) – Treatment Plants

Treatment Plants		Bacterial Compliance 2022/23												
		July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	YTD 2022/23
Cambridge	Alpha St	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	-	-	-	-	Yes
	Karapiro	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	-	-	-	-	Yes
Te Awamutu & Pirongia	Te Tahi	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	-	-	-	-	Yes
	Frontier Rd	N/A	N/A	N/A	Yes	Yes	Yes	Yes	Yes	-	-	-	-	Yes
Kihikihi	Rolleston St	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	-	-	-	-	Yes
Ohaupo & Pukerimu	Parallel Rd (new membrane)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Commentary		Yes = All requirements of the Drinking Water Standards, bacterial compliance were met for the water treatment plants. N/A = plant offline/ not in use												

Treatment Plants		Protozoa Compliance 2022/23												
		Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	YTD 2022/23
Cambridge	Alpha St	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	-	-	-	-	Yes
	Karapiro	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	-	-	-	-	No*
Te Awamutu & Pirongia	Te Tahi	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	-	-	-	-	Yes
	Frontier Rd	N/A	N/A	N/A	Yes	Yes	Yes	Yes	Yes	-	-	-	-	Yes
Kihikihi	Rolleston St	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	-	-	-	-	Yes
Ohaupo & Pukerimu	Parallel Rd (new membrane)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Commentary		Yes = All requirements were tested and met compliance N/A = plant offline/ not in use No*= Karāpiro WTP: Elevated turbidity within one of the plant’s filters resulted in a technical non-compliance. There was no risk to public health in the treated water distributed.												

Water Supply Drinking Water Standards (KPI Measures) – Reticulation Zones

Reticulation Zones	Bacterial Compliance 2022/23												
	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	YTD 2022/23
Cambridge	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	-	-	-	-	Yes
Karāpiro Village	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	-	-	-	-	Yes
Kihikihi	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	-	-	-	-	Yes
Ōhaupō	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	-	-	-	-	Yes
Pirongia	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	-	-	-	-	Yes
Pukerimu	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	-	-	-	-	Yes
Te Awamutu	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	-	-	-	-	Yes
Commentary:													

Wastewater Consent Compliance (KPI Measures)

	Target	YTD (2022/23)
Abatement Notices	0	0
Infringement Notices	0	0
Enforcement Orders	0	0
Convictions	0	0
Commentary:		

Stormwater Consent Compliance (KPI Measures)

	Target	YTD (2022/23)
Abatement Notices	0	1
Infringement Notices	0	0
Enforcement Orders	0	0
Convictions	0	0
Commentary:	<i>One abatement notice was received during the 2021/22 financial year, which remains in force.</i>	

3.8 ACTIVITY MANAGEMENT**3.9 Asset Planning****Strategic Planning**

We have continued recalibration of our water hydraulic models so they can continue to give detailed support to development, growth and operational improvements. Following the urban flood hazard mapping exercise over the last couple of years, we have commenced a lower level exercise for the rural areas in association with Waikato Regional Council (WRC), which holds data for river flood extents. The intention is to map flood prone rural areas only in terms of deep or fast flowing areas. We are looking to

co-ordinate with Waikato Regional Council in regard to river flood extents especially around Te Awamutu, Ōhaupō and Hautapu.

With the submission of our new application for a Comprehensive Stormwater Discharge Consent (CSWDC) for the urban areas to WRC, we have commenced work on the associated implementation plan for stormwater systems (based on flood prone areas and protecting the environment from our discharges); the Leamington catchment/ Shelly Street outlet being the initial area of more detailed consideration. Initial budget cost estimates for rectification of the Leamington catchment are significant and in excess of that presently available in the Long Term Plan (staff have flagged the estimated future costs of the implementation plan to the Department of Internal Affairs (DIA) as part of our returns to them).

The preliminary design of a water booster pumpstation at Taylors Hill reservoir is progressing well. The pumpstation is to improve fire flow / level of service to Te Awamutu generally, and also to ensure we can service the small additional development in the Greenhill boosted zone at the top of the hill in Greenhill Drive. Construction is planned for summer 2023/24 in association with pipe renewal / reconfiguration from Taylors Hill reservoirs to Racecourse Road.

The Team continues to support various developer requests and growth cell developments in terms of the capacity and capability of the present reticulation to ensure this is well understood before growth elements are considered.

Asset Management

In association with the CSWDC, which will require more significant maintenance of green infrastructure, in particular due to its water treatment capacity and also with a view to water reform and ensuring assets continue to be maintained appropriately, we have commenced a process of identification of roadside swales and culverts in Pirongia.

In association with Council's Finance Department, staff are in the middle of asset revaluation. The asset database has been frozen whilst this occurs. Staff did a lot of work to ensure all significant new assets were recorded and included for the revaluation. Staff continue to work through more minor and historic data updates, for example, stormwater outlets and above ground assets, to ensure the data set to be transferred to Entity B in due course is in a good state.

The Team is currently updating the process for identification of asset criticality which, in association with asset condition / material / age, will be used to refresh the pipe renewal programmes (usual task in preparation for new Long Term Plan, but in this case, to give robust evidence to the DIA of Waipā's future needs) once the asset revaluation process is complete.

Staff are continuing to collaborate with DIA in terms of information supply to inform the Entity B Asset Management Plan.

Fluoridation of Cambridge Water Supply

Staff have submitted the funding application to Manatu Hauora and await feedback.

3.10 Maintenance, Project & Service Contracts

Water Services (Contract Delivery)

Shelley Street, Cambridge

As noted earlier, this project involves the control and management of stormwater along Shelley Street, Cambridge with the construction of new pipes and inspection pits to control the flow of water. Waipa Civil is progressing well and is on track to complete the project on programme and to budget.

Racecourse Road and Ohaupō Road (SH3), Te Awamutu

This project involves the renewal and upgrade of a water supply trunk main from Racecourse Road down Ohaupō Road, under Arawata Street Bridge and into the Te Awamutu CBD to assist fire flow and levels of service to Te Awamutu. Design of the project is currently underway and will take several months to complete. Staff are also working with Waka Kotahi (NZTA) on gaining approval for construction within the State Highway corridor.

Stormwater Maintenance Contract

This contract covers the general maintenance of swales, ponds, culverts, pipes and any other stormwater assets within the district.

Pekerau Reserve / Cambridge Road, Te Awamutu

This project involves the feasibility assessment, planning, design and construction of a new wastewater main in Te Awamutu to service Growth Cells T9 and T11. Working with the Community Services Team, this will also involve the construction of a new pumpstation within Pekerau Reserve. The project may also involve the approval of several resource consents and land easements before construction can begin in late 2023.

Watkins Road / St Kilda Road

This project involves the construction of a new trunk water main directionally drilled under Robinson Street and Watkins Road, ending at Wells Place pumpstation to improve fire flow and the level of service for water supply within the St Kilda area. In addition, the water supply between Alan Livingston Drive and Thornton Road will also be upgraded to improve the level of service, and provide continuity of supply for the area. The project has recently started construction and is progressing on programme.

Albert Street Pumpstation, Cambridge

This project involves the re-lining of a wastewater pumpstation on Albert Street in Cambridge. Unfortunately, the project has been delayed due to restrictions in supply of plant as a result of Cyclone Gabrielle.

Cambridge Wastewater Treatment Plant

The Cambridge Wastewater Treatment Plant discharge consent was submitted to WRC December 2022. WRC has indicated there will be no further information requests and they will advise shortly if public notification is required.

The detailed design of the new plant continues at pace and in this regard the contract awards for membrane and inlet works equipment plus the main civil contractor will be presented to Council to approve. This will enable the suppliers and contractor to input to completion of the detailed design so it is optimised for costs and also ease of construction.

Project Delivery (Contract Delivery)

T1/2 Growth Cell water pressure booster pumpstation has been constructed and is undergoing commissioning to the water network.

Phase 3 and 4 of the four phase swale construction in Cambridge North is currently in progress via Infrastructure Works Agreements with Summerset and AHS Construction (Cambridge Health Hub) respectively. Both have completion programmed prior to June 2023.

Scoping and detailed engineering design of the stormwater pond in C8 growth cell which will mitigate Allwill Drive flooding has started, with a view to completion of construction during summer 2023/24.

The water and wastewater pipe renewal contracts continue.

3.11 NETWORKS TEAM – OPERATIONS UPDATE

- Lutra (water treatment consultant) is currently trialling a new ceramic membrane at Alpha Street Water Treatment Plant. They are utilising our site for the trial as it represents a common source water. The outcome of the trial could provide benefit to future water treatment in New Zealand.
- MyNoke biosolids contract is going well. Building consent for the building over the biosolid load hook bins and load out area has come through, and work has started.
- Te Awamutu and Cambridge Wastewater Treatment Plants have had several slips after the very high rainfall and river flows. Staff are working with Waikato Regional Council on remedial work over this summer but to date this has been delayed due to the wet weather.
- The new HighLift pumps replacement at Karāpiro Water Treatment Plant was completed in December.
- The Programmable Logic Controller (PLC) replacement at Karapiro Water Treatment Plant was completed in February.
- Watkins Road (Cambridge North) Reservoir bladder is showing signs of more leaks.
- Fire hydrants have been installed around the water treatment plants for Fire and Emergency New Zealand (FERNZ) for chlorine gas events and a chlorine gas

shutdown system installed at Alpha Street. All sites now have automated shutdowns.

- High flows into the Cambridge Wastewater Treatment Plant during the cyclone weather event resulted in discharge exceedance for the 14 day rolling average.
- Reticulation Team has started installing the temporary de-sludge line from the Sludge Lagoon for Cambridge Wastewater Treatment Plant in preparation for the new plant.

3.12 COLAB – SHARED SERVICES

Smart Water

Smart Water education projects are discussed earlier in this report under Section 3: Demand Management.

Trade Waste

There were 11 non-compliances detected over the reporting period December 2022 – February 2023. All of the non-compliances reported to, and investigated by, the Trade Waste team were responded to within the timeframe set. In the same reporting period, 100% of all non-compliances were resolved or a non-compliance response plan was received and approved within the timeframes set by the Trade Waste team.

Trade Waste summary:

- 395 active customers in Waipā, including 211 Controlled/Pre-Treatment, 22 Conditional, 155 Permitted, and seven tankered customers.
- 27 audits undertaken during the period across Waipā.
- 267 audits undertaken during the period across the Waikato region.

Sampling and Analysis:

The Sampling and Analysis Team collected 2,792 samples and completed 23,161 tests on those samples across the regions during the period December 2022 – February 2023.



Martin Mould

MANAGER WATER SERVICES



Approved by Dawn Inglis

GROUP MANAGER SERVICE DELIVERY

COMMITTEE REPORT



INFORMATION ONLY

To: The Chairperson and Members of the Service Delivery Committee
From: Transportation Planner
Subject: **Cambridge Connections Strategic Case (Draft)**
Meeting Date: 21 March 2023

1 EXECUTIVE SUMMARY – WHAKARĀPOPOTOTANGA MATUA

The Cambridge Connections programme business case focuses on the long-term planning of Cambridge’s transport system in line with managing growth. The project will assess Cambridge’s transport system and the function of its roads, streets, bridges and intersections and develop a programme of interventions to ensure it continues to function effectively into the future.

The work will also develop initiatives to encourage an increase in mode shift towards more walking, cycling and public transport to reduce transport emissions and meet national climate change targets. Cambridge Connections follows the Waka Kotahi NZ Transport Agency Business Case approach to ensure any future funding opportunities are maximised.

The Cambridge Connections work is well underway with the completion of the draft ‘Strategic Case’, included as Appendix 1. The Strategic Case is an important part of the programme business case and provides the background supporting evidence, stakeholder agreed problems and benefits and investment objectives.

The next phase of the project is underway to review the long list of options to address the problems as identified through the Project Stakeholder Group and key stakeholder information sessions, and develop a short list of options to test with the Project Stakeholder Group and stakeholders in April and May 2023.

The purpose of this report is to table the draft Strategic Case for information and provide an update on the next steps for the project.

2 RECOMMENDATION – TŪTOHU Ā-KAIMAHI

That the Service Delivery Committee receives the report of Rachel Algar, Transportation Planner, titled Cambridge Connections Strategic Case (Draft) (document number 10955490).

3 COMMENTARY - KŌRERO

Background

The Waipā Transport Strategy 2022-2052 was adopted in May 2022. The Strategy concluded that some parts of the Cambridge transport network are coming under increasing pressure from the impacts of growth. The Waipā Transport Strategy also formally confirmed the need for additional river crossing capacity in Cambridge once the Victoria Street Bridge can no longer carry vehicles. It was concluded that a business case was essential, noting that without securing government funding, the full cost of any additional river crossing in Cambridge will be borne by all Waipā ratepayers.

At the August 2022 Service Delivery Committee, it was resolved that staff would commence the business case (known as Cambridge Connections), following the Waka Kotahi NZ Transport Agency Programme Business Case approach to maximise future funding opportunities.

The programme business case is well underway with Invisio Limited as principle advisor, and support from Beca Limited, engaged to assist with the technical business case requirements for the project. The draft Strategic Case has been completed and is included as Appendix 1. It is noted that the draft Strategic Case will evolve as the programme business case develops. There are also some information gaps to be updated as data becomes available, including transport modelling maps, crash data maps, Bluetooth data for journey times (origin-destination data captured from in vehicle Bluetooth signals), baseline measures and document references as highlighted in the report. In addition supporting information included in Appendix A (One Network Framework), Appendix C (ILM document), Appendix D (Communications framework) and Appendix E (additional documentation) will form part of the final draft programme business case expected to be completed by July 2023.

The Strategic Case

The Strategic Case provides the background supporting evidence, stakeholder agreed problems and benefits and investment objectives. Specifically, the Strategic Case for Cambridge Connections has included the following:

- Alignment with key policies, strategies and plans at the national, regional and district wide level.
 - At the national level this includes the Government Policy Statement on Land Transport 2021/22-2030/31 which prioritises safety, better travel options, improving freight connections and addressing climate change; the Emissions Reduction Plan which has a strong focus on increasing walking, cycling and public transport; and the National Policy Statement on Urban Development that enables more growth and more density within Cambridge.
 - At the regional level the Hamilton Waikato Metro Spatial plan has a strong focus on walking, cycling and public transport and a resilient freight and movement road network.
 - At the district level the Ahu Ake Waipā Community Spatial Plan outlines how Cambridge proposes to grow over the next 30 plus years; Waipā Transport Strategy, Waipā Public Transport Business Case, and the Waipā Urban Mobility Business Case.
- Cambridge's current transport system and transport related data including population and growth projections, census data (transport mode share, journey to work by mode), Waikato Regional Transport Model data, Bluetooth data, fatal and serious road crashes and previous community engagement.

In addition, the Strategic Case includes the following important sections:

Defining the problems and benefits

The draft problems and benefits were tabled for information at the December 2022 Service Delivery Committee¹. The two key problems with five benefit statements for Cambridge’s transport network are:

Problems	Benefits
<p>Problem 1: A car dependent transport system, exacerbated by growth results in increasing congestion and poor transport choices.</p>	<ol style="list-style-type: none"> 1. Improved accessibility by active modes and public transport. 2. Reduced greenhouse gas emissions. 3. Improved amenity in the town centre.
<p>Problem 2: Over-reliance on key connections to perform multiple functions results in conflicts, reduced amenity, and poor system resilience.</p>	<ol style="list-style-type: none"> 1. Improved amenity in the town centre (as above noting both problem statements have linkages to improved amenity). 2. Improved safety and perception of safety for active modes. 3. Improved system resilience.

Problem 1 refers to Cambridge’s high dependence on cars and that all our ‘transport choices’ are heavily weighted towards private car use and the need for investment in more transport choices. Without investment in transport choices, growth in Cambridge will result in increasing vehicles, congestion and emissions which will harm our economic and social outcomes.

Problem 2 refers to the problem that Cambridge relies heavily on a few ‘key connections’ (e.g., Victoria Street and the bridge crossings) which are required to perform multiple functions. With the effects of high growth this will result in congestion and increased vehicle emissions, real and perceived safety conflicts, reduced amenity, and poor system resilience.

Investment objectives

Investment objectives were developed based on the identified problems and likely benefits for the Programme. The investment objectives are:

1. To improve accessibility by active modes and public transport by improving access to key destinations and mode share
2. To reduce greenhouse gas emissions by reducing distance travelled by private cars
3. To improve amenity in the town centre by improving mode share, and the perception of amenity
4. To improve safety for active modes by reducing deaths and serious injuries, and improving the perception of safety and ease, and
5. To improve system resilience by reducing the risk and consequences of events.

¹ December 2022 Service Delivery Resolution: That the Service Delivery Committee receives the report of Rachel Algar, Transportation Planner, titled ‘Cambridge Connections - Project Update on Transport Problems and Benefits and Next Steps (document number 10915779).

The investment objectives will be measured through the KPIs, measures and baselines (refer to Appendix 1, Cambridge Connections Strategic case section 1.7).

These five investment objectives are the primary reasons staff are proposing to invest in Cambridge Connections and are the key success criteria any investment needs to align with.

A critical success factor for this programme business case is that the proposed investment is consistent with, and builds towards, the Waipā Transport Strategy outcomes.

One Network Framework (ONF)

To help inform future planning and investment, the Waka Kotahi One Network Framework (ONF) classification was applied to assess Cambridge's existing transport network and discuss desirable changes by 2050. The ONF is a useful tool for defining road and street functions by 'movement' and 'place'². For example, Hamilton Road connecting to Hamilton has a strong 'movement' function compared to streets which have an important 'place' function, such as Victoria Street, Cambridge's main street.

Activity streets are defined under the ONF classification and have a role in both traffic movement but also a strong place function due to the activities that occur along them (e.g. shops, parks, community facilities, trades and businesses). For example: Many of the roads adjacent to the green belts are defined as activity streets as they provide for a through movement while managing access and increasing use of open space. For example, Vogel Street and Lamb Street.

Broadly, the changes seek to enhance the sense of place and amenity through ensuring we design roads and streets effectively as Cambridge continues to grow, while protecting the movement function of important corridors.

The desired ONF is outlined under section 1.2.6 of the Cambridge Connections draft Strategic Case in Appendix 1.

Partners and key stakeholders

Waipā District Council recognises the importance of its transport partners and stakeholders. The partners and stakeholders identified for this project are:

- Waka Kotahi NZ Transport Agency is a partner to ensure investment opportunities for subsidised funding and partnership opportunities are maximised. The Agency has a strong focus on projects that improve travel choice, reducing car dependency and greenhouse gas emissions to increase the wellbeing of New Zealand's cities and towns. Waka Kotahi is also a road controlling authority responsible for the State Highway network.
- Ngāti Korokī Kahukura, Ngāti Hauā and Waikato Tainui are the local iwi and mana whenua partners. They have a special cultural and spiritual relationship with the environment of Cambridge and the Waikato River.
- A Project Stakeholder Group (PSG) has been established with the purpose to assist and agree on the transport problems, benefits and transport options moving forward. The PSG) has representatives from Iwi/Mana Whenua, Waka Kotahi NZ Transport

² Waka Kotahi (2020) *Movement and Place Classification, High Level Concepts*, April 2020, <https://www.nzta.govt.nz/assets/Road-Efficiency-Group/docs/ONF-draft-movement-and-place-classification-high-level-concepts.pdf>

Agency, heavy freight/truck industry, Waikato Regional Council, Council Elected Members and staff (urban mobility, passenger transport and spatial planning). Since the project commenced there have been two PSG meetings, with the next meeting scheduled at the end of April 2023.

- Key stakeholder consultation through stakeholder information ‘drop-in’ sessions was completed at the end of November/early December 2022 to provide feedback on the problems, benefits, constraints and options. Stakeholder Information ‘drop-in’ sessions are planned in May 2023 to test the short list of options.

It is noted that public engagement on the preferred programme identified in the business case will be included in the draft 2024-34 Long-Term Plan consultation during March-April 2024.

All background information as well as frequently asked questions for Cambridge Connections is on the Council website at:

<https://www.waipadc.govt.nz/your-waipa/majorprojects/cambridge-connections-our-future-transport-plan>.

4 UPDATED PROGRAMME AND NEXT STEPS

The latest Cambridge Connections programme is included as Appendix 2, noting that the programme is slightly delayed with the final draft programme business case expected to be completed by July 2023. The next phase of the programme includes the following tasks:

- Development of an initial long list and short list of programme options to test with stakeholders (currently underway)
- Project Stakeholder Group workshop 3 – the long list and short list options (proposed at the end of April 2023)
- Stakeholder engagement with stakeholder information sessions to test short list options (proposed May 2023)
- Development of the preferred programme (May/June 2023).

4 APPENDICES – ĀPITITANGA

No:	Appendix Title
1	Cambridge Connections draft Strategic Case
2	Cambridge Connections Programme update – March 2023



Rachel Algar
TRANSPORTATION PLANNER



Reviewed by Bryan Hudson
MANAGER TRANSPORTATION



Approved by Dawn Inglis
GROUP MANAGER SERVICE DELIVERY

APPENDIX 1

Cambridge Connections Draft Strategic Case (*document number: 10956755*)



DRAFT Programme Business Case

March 2023



Invisio and Beca



DOCUMENT CONTROL

Document version history

Version	Date	Author	Changes
A	08 March 2022	Nathan Harper	Draft Strategic Case

Document review

Role	Name	Signature	Sign-off date
Project Manager	Rachel Algar		
Project Sponsor	Bryan Hudson		
Business Owner	Dawn Inglis		

CONTENTS

1.0	Strategic Case.....	1
1.1	Introduction	1
1.1.1	Purpose	1
1.1.2	Objectives.....	2
1.1.3	Complementary activities	2
1.2	Cambridge Context	3
1.2.1	Land use and growth.....	3
1.2.2	Transport mode share.....	4
1.2.3	Trip length distribution	4
1.2.4	Public transport services	5
1.2.5	Cycle network.....	6
1.2.6	One Network Framework.....	8
1.2.7	River crossings.....	10
1.2.8	Greenhouse gas emissions.....	14
1.2.9	Opportunity for mode shift.....	15
1.2.10	Summary of previous engagement.....	18
1.3	Strategic Context.....	19
1.3.1	Government Policy Statement on Land Transport 2021/22 – 2030/31	19
1.3.2	Emissions Reduction Plan.....	20
1.3.3	National Policy Statement on Urban Development	20
1.3.4	Hamilton-Waikato Metropolitan Spatial Plan	21
1.4	Local context.....	22
1.4.1	Waipā Transport Strategy 2022-2052.....	22
1.4.2	Hamilton-Waikato Metropolitan Spatial Plan Transport Programme Business Case.....	23
1.4.3	Ahu Ake Waipā Community Spatial Plan	24
1.4.4	Waipā Public Transport Business Case	25
1.4.5	Urban Mobility Business Case – Draft.....	25
1.5	Defining the problem/opportunity	27
1.5.1	Problem One.....	28
1.5.2	Problem Two	31
1.6	Partners and key stakeholders	37
1.6.1	Partners.....	37
1.6.2	Project Steering Group.....	37
1.6.3	Key stakeholders.....	38
1.7	Benefits and opportunities	39

Inviser and Beca



1.8 Investment objectives40
1.9 Key constraints, dependencies and assumptions41

Appendices

- Appendix A – One Network Framework paper
- Appendix B – National and regional policy alignment
- Appendix C – Investment Logic Map
- Appendix D – Communications framework
- Appendix E – **XXX**

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EXECUTIVE SUMMARY TBC

1.0 STRATEGIC CASE

1.1 Introduction

Cambridge's people need to go places safely, efficiently and reliably every day, and these journeys use a variety of modes of travel with most people using private car to get around, causing congestion on the streets at peak times. With high growth predicted in the next 30 years and onward, Cambridge needs to act before congestion and emissions from transport become crippling to everyday travel and the economy.

“Our transport system is essential for our daily lives. It is vital for helping shape and provide for growing and vibrant communities, and preparing for climate change. It allows our communities to be connected and provides access to work, education, services and shops. It also allows the safe and efficient transport of goods and services to support the economy. The transport system can also support health and well-being through the provision of ‘active modes’ such as walking and cycling.” **Waipā Transport Strategy 2022-2052¹**

People rely on a small number of key transport connections to travel around Cambridge, and trips made by walking, cycling and public transport are a very small proportion of those made by car. Investment in providing more travel choices and resilient infrastructure will help to mitigate future investment in road capacity for cars, improve people's safety and health, improve the resilience of the transport system to disruption, and help to make Cambridge more liveable for its people.

“We need more transport options to connect our people with the places they love. It is essential we future proof our transport system to protect against climate change and the extraordinary growth we're facing”
Former Mayor of Waipā Jim Mylchreest²

1.1.1 Purpose

Waipā District Council's Transport Strategy 2022-2052³ identified the need to prioritise low carbon solutions, improve people's access and mobility, provide safe transport routes, and support community and stakeholder aspirations. The strategy also recommended planning for additional river crossing capacity in Cambridge once the Victoria Street Bridge reaches the end of its economic life for carrying vehicles.

'Cambridge Connections' – Our Future Transport Plan focuses on long term planning to evolve Cambridge's transport system to manage growth. The Programme Business Case (PBC) assesses Cambridge's transport system and the function of the town's streets and intersections to ensure they continue to function effectively into the future.

The Cambridge Connections PBC follows the Waka Kotahi NZ Transport Agency Business Case Approach processes to ensure any future funding opportunities are maximised. The work also considers initiatives to encourage mode shift towards walking, cycling (and other wheeling) and passenger transport to reduce transport emissions and meet national climate change targets.

¹ Waipā District Council (2022) *Waipā is Moving with the Times, Transport Strategy 2022-2052*, https://www.waipadc.govt.nz/repository/libraries/id:26zgz4o7s1cxbvk7hfo7/hierarchy/our-council/haveyoursay/Transport%20Strategy/24500%20Waipa%20DC%20Transport%20Strategy%2022%20Doc_FA_WEB.pdf

² Waipā District Council (2022) *Waipā is Moving with the Times, Transport Strategy 2022-2052*, https://www.waipadc.govt.nz/repository/libraries/id:26zgz4o7s1cxbvk7hfo7/hierarchy/our-council/haveyoursay/Transport%20Strategy/24500%20Waipa%20DC%20Transport%20Strategy%2022%20Doc_FA_WEB.pdf

³ Waipā District Council (2022) *Waipā is Moving with the Times, Transport Strategy 2022-2052*, https://www.waipadc.govt.nz/repository/libraries/id:26zgz4o7s1cxbvk7hfo7/hierarchy/our-council/haveyoursay/Transport%20Strategy/24500%20Waipa%20DC%20Transport%20Strategy%2022%20Doc_FA_WEB.pdf

1.1.2 Objectives

Waipā District Council's objectives for Cambridge Connections are to complete a robust PBC that:

- Provides an evidence-based approach with agreed problems and opportunities for Cambridge's transport network
- Delivers a suite of measures that best achieves the benefits and outcomes identified in this PBC. These include identifying options and determining the preferred location for a third bridge and other road transport improvements needed to ensure Cambridge continues to function effectively in the future
- Considers the role of all transport modes to encourage mode shift towards walking, cycling (and other wheeling) and passenger transport to meet our climate change obligations and national targets, and
- Confirms a recommended programme of transport measures that could be delivered over the short, medium and long-term.

1.1.3 Complementary activities

During the development of the PBC several activities were identified through the long list options identification that were outside the scope, or outside of the ability of Waipā District Council to control or implement. [Section X](#) summarises these 'complementary' activities that are critical to encourage mode shift to walking, cycling and public transport, reduce emissions, decrease reliance on private car travel, and help make the most of the proposed infrastructure investments.

1.2 Cambridge Context

The geographic extent of Cambridge Connections is the existing urban area of Cambridge, and its growth areas as shown in Figure 1.

Figure 1 – Cambridge growth cells⁴

1.2.1 Land use and growth

Population

Waipā District's population was 53,200 in 2018⁵. By 2051 it is anticipated the district will be home to an additional 32,000 people, a 60% increase from 2018⁶. The Waipā population is aging, with the population exceeding 65 years of age expected to double to 30% by 2050⁷. This potentially increases the number of mobility impaired people, and is also likely to increase demand for public transport.

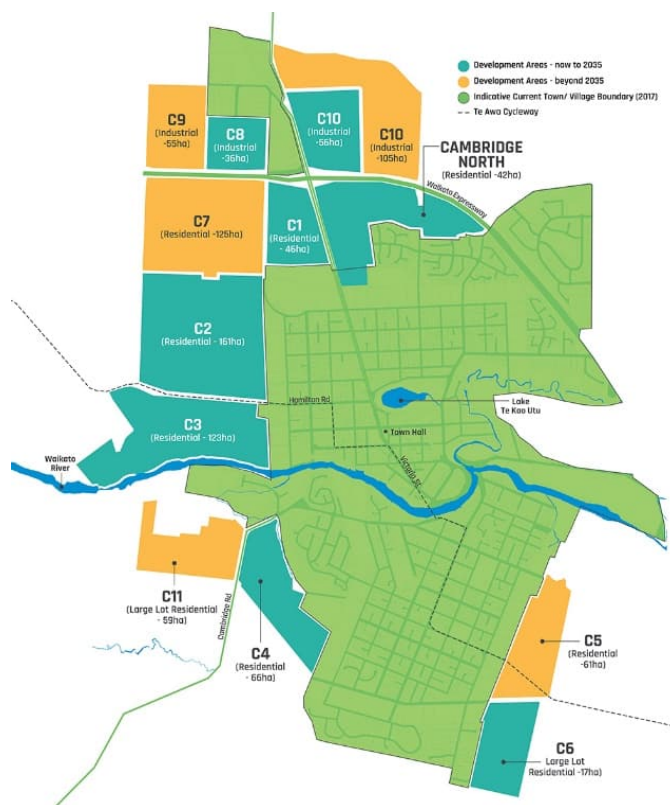
Cambridge's 2018 Census population for the area shown in Figure 1 was 18,700 in 2018⁸, and is projected to grow around 91% to 35,600 by 2051⁹. This population growth relates to more than 7,800 dwellings needed across 800Ha by 2050¹⁰. The majority of greenfield residential growth is planned to the west of Cambridge, north and south of the Waikato River as shown in Figure 1.

The National Policy Statement on Urban Development (NPS-UD)¹¹, summarised in Section 1.3.3, will potentially increase density to 25-35 dwellings per hectare for intensification areas, and 20-25 dwellings per hectare for greenfield developments.

Employment

Waipā District's employment was around 26,800 in 2022¹². This is expected to grow to 45,400 by 2050, an increase of 69%¹³. This increase is driven by growth in service industries, particularly construction and professional, scientific and technical services.

Cambridge's employment was around 8,100 across 2,300 business units in 2022¹⁴. Employment grew 8.1% between 2021 and 2022, well above the New Zealand average of 3%. Employment in Cambridge is predicted to increase about 180% to 22,600 by 2050¹⁵.



⁴ Waipā District Council (2022) *Cambridge Growth*, <https://www.waipadc.govt.nz/your-waipaa/majorprojects/growth/cambridge-growth>

⁵ Statistics NZ (2023) *Waipā District*, <https://www.stats.govt.nz/tools/2018-census-place-summaries/waipaa-district>

⁶ Waipā District Council (2022) *Ahu Ake, Waipā Community Spatial Plan, Future Scenario for the Interim Draft Spatial Plan*, Version 2, 22 November 2022 [https://www.ahuakewaipaa.nz/site_files/31326/upload_files/ECM_10932558_v2_AhuAkeWaipaaCommunitySpatialPlan_FutureScenariofortheInterimDraftSpatialPlan\[finaldraft\(4\)\].pdf?dl=1](https://www.ahuakewaipaa.nz/site_files/31326/upload_files/ECM_10932558_v2_AhuAkeWaipaaCommunitySpatialPlan_FutureScenariofortheInterimDraftSpatialPlan[finaldraft(4)].pdf?dl=1)

⁷ Waipā District Council (2022) *Waipā is Moving with the Times, Transport Strategy 2022-2052*, https://www.waipadc.govt.nz/repository/libraries/id:26zgz4o7s1cxbyk7hfo7/hierarchy/our-council/haveyoursay/Transport%20Strategy/24500%20Waipaa%20DC%20Transport%20Strategy%2022%20Doc_FA_WEB.pdf

⁸ Statistics NZ (2023) *Cambridge*, <https://www.stats.govt.nz/tools/2018-census-place-summaries/cambridge-central>. Cambridge is the combination of 11 Statistical Area 2 areas, being: Cambridge Central, Cambridge East, Cambridge North, Cambridge West, Cambridge Park-River Gardens, Hautapu, Leamington Central, Leamington South, Leamington West, Oaklands-St Kilda.

⁹ Waipā District Council (2022) *Ahu Ake, Waipā Community Spatial Plan, Future Scenario for the Interim Draft Spatial Plan*, Urban Intensification scenario, Version 2, 22 November 2022

¹⁰ [https://www.ahuakewaipaa.nz/site_files/31326/upload_files/ECM_10932558_v2_AhuAkeWaipaaCommunitySpatialPlan_FutureScenariofortheInterimDraftSpatialPlan\[finaldraft\(4\)\].pdf?dl=1](https://www.ahuakewaipaa.nz/site_files/31326/upload_files/ECM_10932558_v2_AhuAkeWaipaaCommunitySpatialPlan_FutureScenariofortheInterimDraftSpatialPlan[finaldraft(4)].pdf?dl=1)

¹¹ Waipā District Council (2022) *Cambridge Growth*, <https://www.waipadc.govt.nz/your-waipaa/majorprojects/growth/cambridge-growth>

¹² Ministry for the Environment (2020) *National Policy Statement on Urban Development 2020*, July 2020, <https://environment.govt.nz/publications/national-policy-statement-on-urban-development-2020/>

¹³ Infometrics (2023) *Regional Economic Profile Waipā District*, <https://ecoprofile.infometrics.co.nz/Waipaa%20District/Employment>

¹⁴ Infometrics (2022) *Economic Outcomes of Five Scenarios for Ahu Ake – Waipā Community Spatial Plan*, Urban Intensification scenario, August 2022.

¹⁵ Infometrics (2023) *Regional Economic Profile Cambridge*, <https://ecoprofile.infometrics.co.nz/Cambridge/Employment>

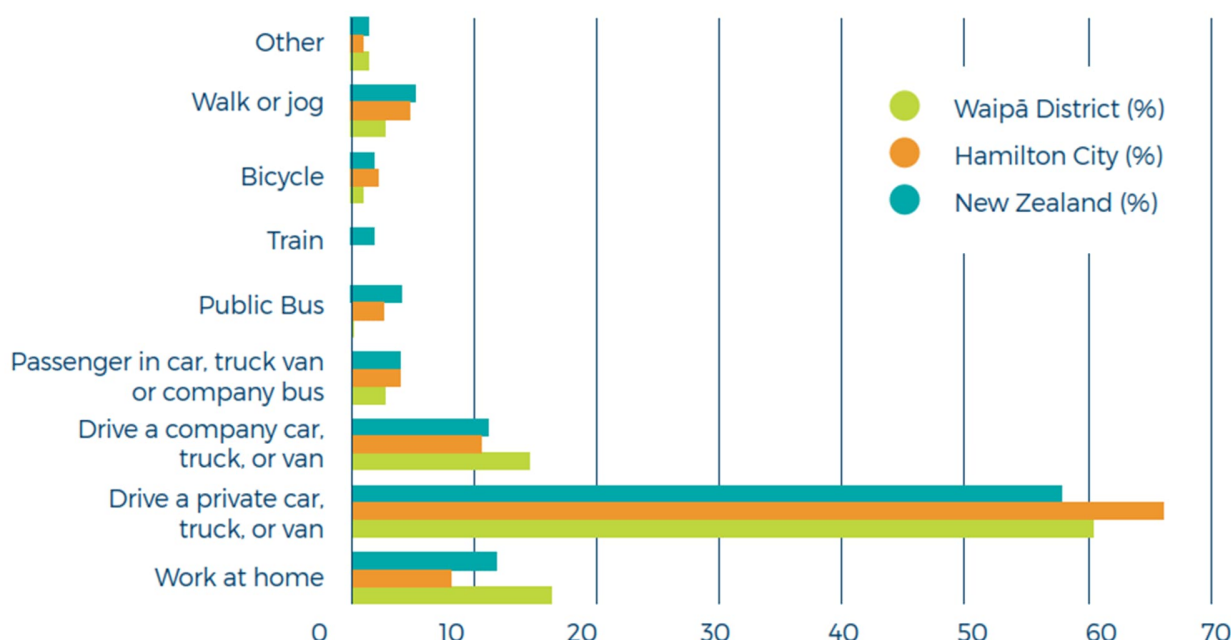
¹⁶ Infometrics (2022) *Economic Outcomes of Five Scenarios for Ahu Ake – Waipā Community Spatial Plan*, Urban Intensification scenario, August 2022.

253Ha of industrial land is proposed at Hautapu and Fencourt¹⁶ in growth cells C8-C10 as shown in Figure 1. This is expected to provide around 5,800 employment opportunities for Cambridge and the wider area by 2051. Industrial development has already started in growth cell C10.

1.2.2 Transport mode share

Waipā District’s transport system is currently car dominated with approximately 78% of people travelling to work by car as shown in Figure 2, which increases to 83% for Cambridge residents¹⁷. Waipā has a lower rate of walking / jogging (2.9%), bicycle (1%) and public transport (0.3%) compared to Hamilton, and New Zealand¹⁸, and these statistics also reflect travel to work from Cambridge residents¹⁹.

Figure 2 – Main means of travel to work²⁰



1.2.3 Trip length distribution

Figure 3 shows the proportion of trips by all modes in one-kilometre distance bands in Hamilton, as a nearby urban example of trip patterns in the Waikato. A similar trip length analysis was attempted for Cambridge, but data restrictions prevented reliable results. Hamilton information is assumed to be broadly reflective of the travel behaviour of Cambridge residents.

Figure 3 shows that walking (light blue line) is most popular for distances less than 2km in Hamilton, with the upper limit at around 4km. Cycling (dark blue line) and micro-mobility trips (orange line) largely follow the same profile as each other, with most trips between 1km and 4km, but a long tail out to around 10km. Most bus trips (yellow line) appear to be between 3km and 7km. Interestingly the largest proportion of car trips are around 2-3km, but cars have the flattest profile of all the modes indicating distance is less limiting than for other modes.

¹⁶ Waipā District Council (2022) *Cambridge Growth*, <https://www.waipadc.govt.nz/your-waipā/maiorprojects/growth/cambridge-growth>

¹⁷ Waka Kotahi (2023) *Explore how we travel*, <https://commuter.waka.app/>

¹⁸ Waipā District Council (2022) *Waipā is Moving with the Times, Transport Strategy 2022-2052*, https://www.waipadc.govt.nz/repository/libraries/id:26zgz4o7s1cxbyk7hfo7/hierarchy/our-council/haveyoursay/Transport%20Strategy/24500%20Waipā%20DC%20Transport%20Strategy%2022%20Doc_FA_WEB.pdf

¹⁹ Waka Kotahi (2023) *Explore how we travel*, <https://commuter.waka.app/>

²⁰ Waipā District Council (2022) *Waipā is Moving with the Times, Transport Strategy 2022-2052*, https://www.waipadc.govt.nz/repository/libraries/id:26zgz4o7s1cxbyk7hfo7/hierarchy/our-council/haveyoursay/Transport%20Strategy/24500%20Waipā%20DC%20Transport%20Strategy%2022%20Doc_FA_WEB.pdf

Figure 3 – Proportion of trips to work and education in Hamilton, by mode and distance²¹

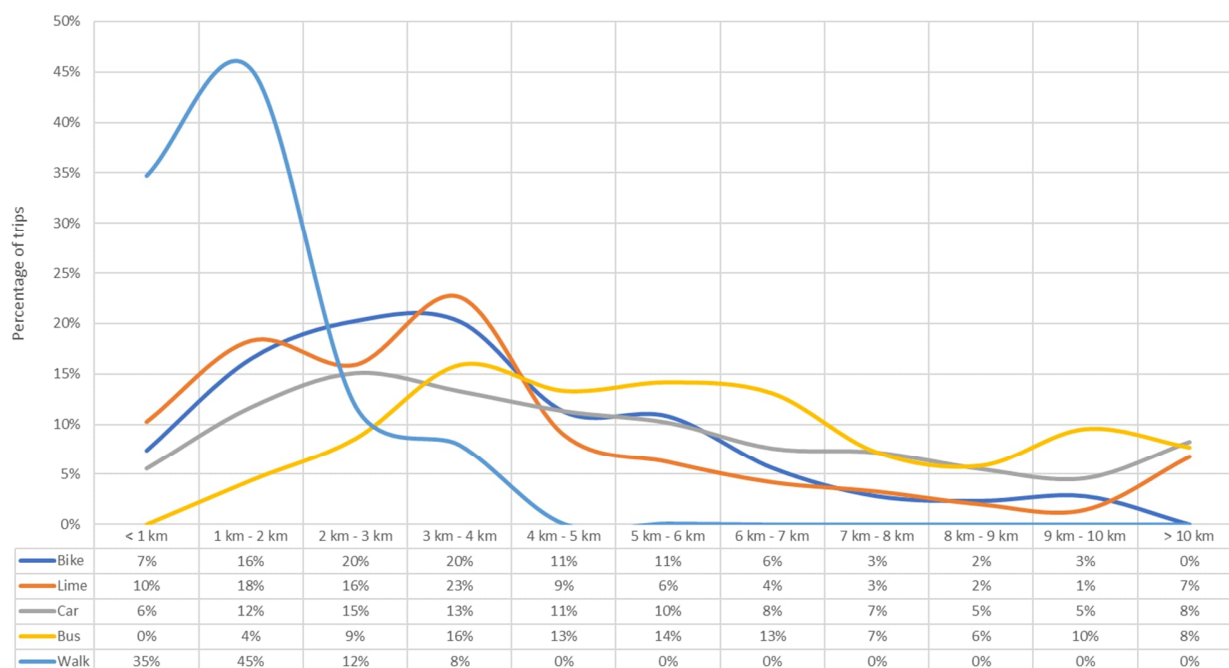


Figure 3 shows that around 60% of all trips in Hamilton are shorter than 5km, which is in the sweet spot for encouraging more walking, cycling and public transport trips. Beyond this bus trips are popular up until around 7km. Assuming these trends apply to Cambridge, the opportunities for encouraging mode shift and increasing more walking, cycling and public transport use in Cambridge are significant.

1.2.4 Public transport services

Route 20 Cambridge

The route 20 bus service travels between Leamington and Hamilton seven days a week as shown in Figure 4²². The service takes between 50 minutes, and 1 hour 10 minutes depending on the time of the day, compared to 25 to 30 minutes travel time by car. Bus use in the year to July 2022 was around 110,000 trips which was lower than 2021 as a result of Covid-19, however early signs for 2023 are for stronger use.

On weekdays the service departs Hamilton at 7:50am, 9:00am, 10:15am, 12:15pm, 2:20pm, 3:30pm, 5:15pm and 6:15pm, and departs Cambridge at 6:50am, 7:10am, 9:10am, 10:10am, 12:15pm, 2:15pm, 3:30pm and 5:15pm²³. The 7:50am bus from Hamilton stops at Cambridge High School on weekday mornings.

A new nine-year public transport contract will commence in January 2024, which will:

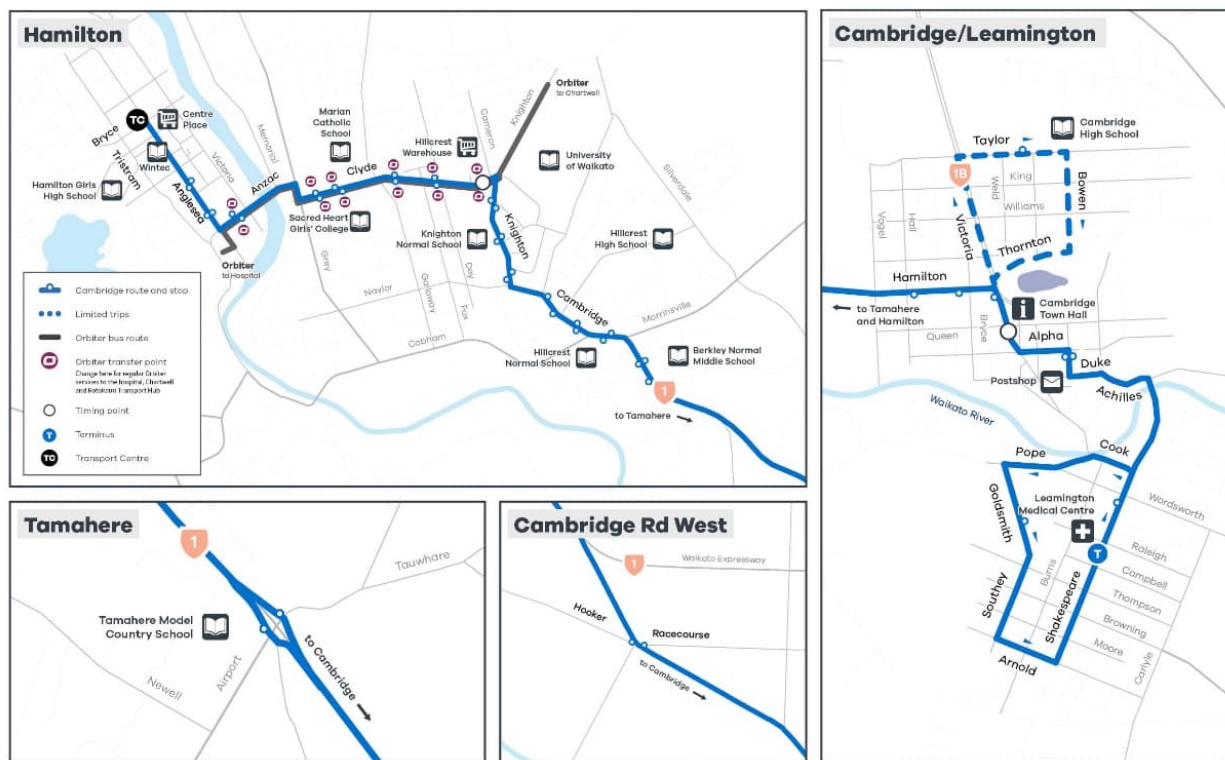
- Increase service frequencies to hourly between 6:00am and 7:00pm on weekdays
- Increase service frequencies to two hourly between 9:00am and 6:00pm on weekends
- Use electric zero emission buses, and
- Include the Cambridge High School and Taylor Street northern loop in the:
 - Cambridge bound service, departing Hamilton Transport centre at 7:50am, and
 - Hamilton bound service departing Pope Terrace at 3:15pm.

²¹ Hamilton City Council (2022) *Biking and Micro-mobility Programme, Single Stage Business Case*, Final, Revision F, 1 July 2022.

²² Waikato Regional Council (2023) *20 Cambridge*, <https://www.busit.co.nz/regional-services/cambridge/>

²³ Waikato Regional Council (2023) *20 Cambridge*, <https://www.busit.co.nz/regional-services/cambridge/>

Figure 4 – Route 20 Cambridge bus service²⁴



InterCity

InterCity inter-regional buses stop in Cambridge, with links to Auckland, Tauranga, New Plymouth, Rotorua, Taupo and locations further south on the route to Wellington.

Total mobility

The total mobility service is a nationwide scheme aimed at giving people with disability mobility options, with a 50% discount on taxi fares up to a maximum subsidy of \$12.50 in Waipā.²⁵ The scheme started in May 2019, and grew 23% (from 2,230 to 2,751 trips) in the year to July 2022 despite limited taxi services available in Waipā. With an aging population, demand for total mobility is expected to increase in the future.

1.2.5 Cycle network

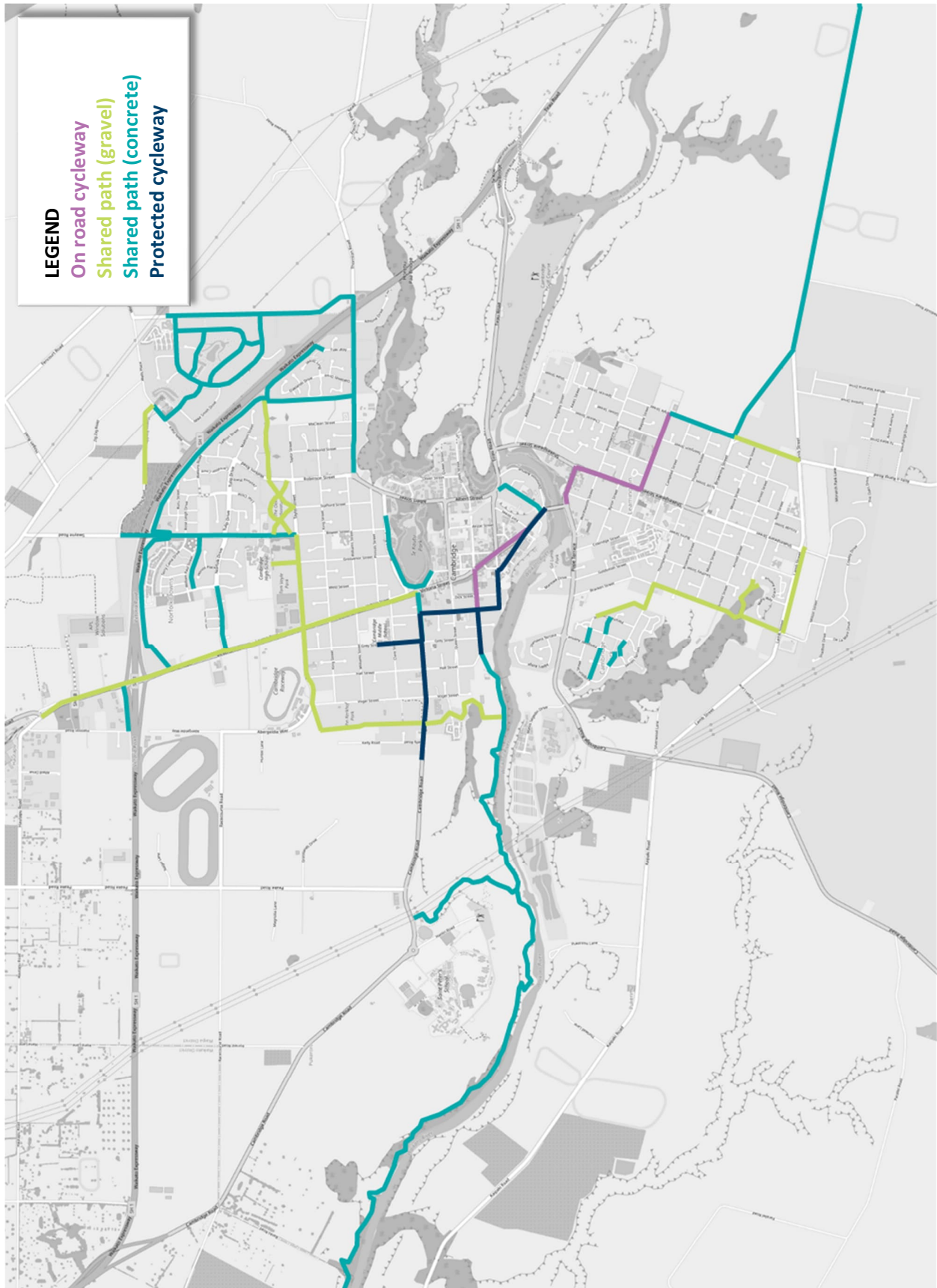
The existing cycle network in Cambridge is shown in Figure 5.

Figure 5 also includes the committed extension of the Wilson Street cycleway along Duke Street, Bryce Street and Grey Street to Cambridge Middle School. This extension is being co-funded by the Climate Emergency Response Fund (CERF) funding and is due to be completed in 2024.

²⁴ Waikato Regional Council (2023) 20 Cambridge, <https://www.bustit.co.nz/regional-services/cambridge/>

²⁵ Bustit (2023) Total Mobility, <https://www.bustit.co.nz/travelling-with-us/total-mobility/>

Figure 5 – Existing cycle network + CERF committed projects



1.2.6 One Network Framework

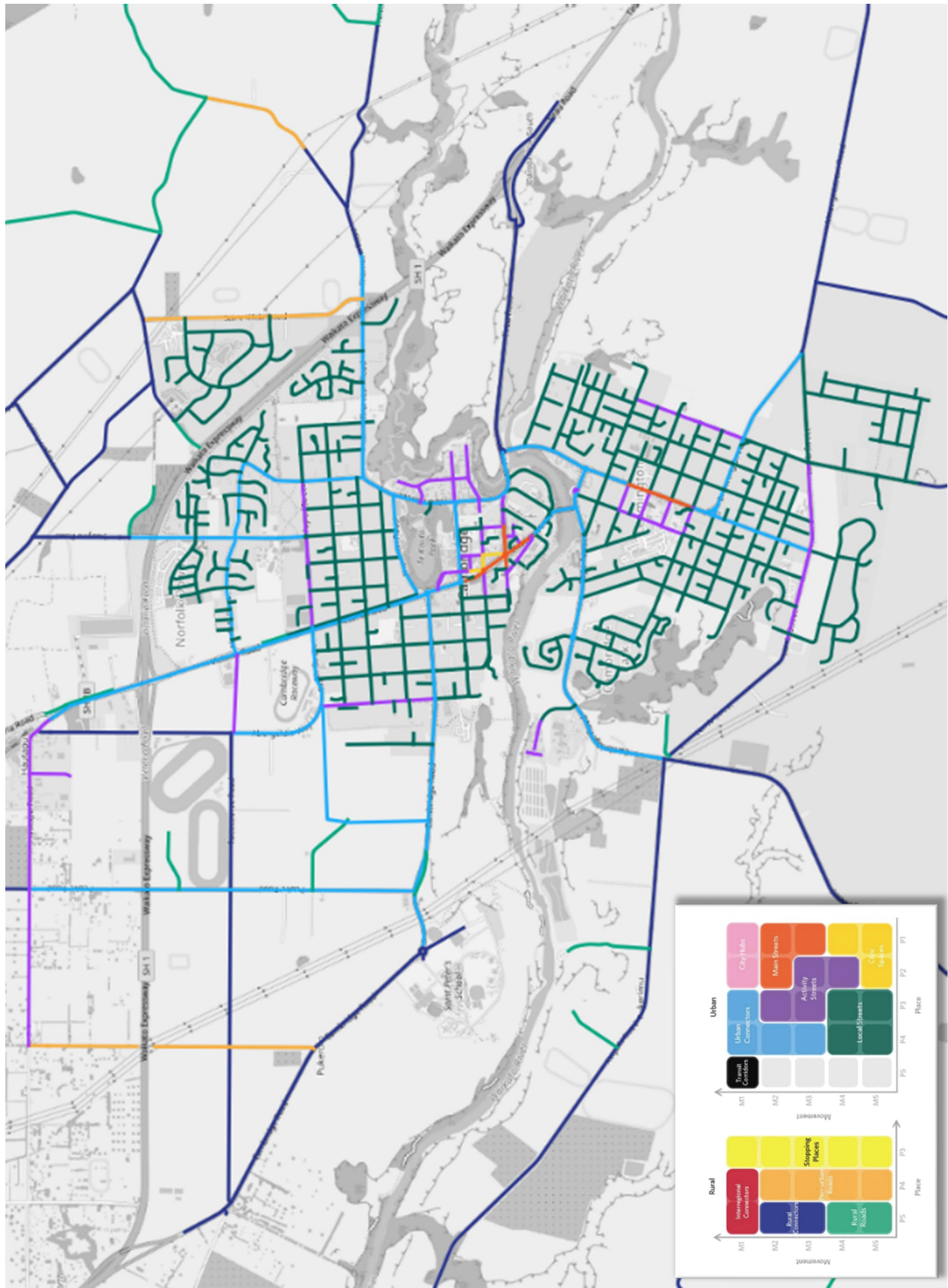
The Waka Kotahi One Network Framework (ONF) classification is a two-dimensional classification tool focused on defining the road and street functions by 'movement' and 'place'²⁶. The ONF acknowledges the transport network has a 'place' function, and that roads and streets are destinations for people, as well as transport corridors. Appendix A outlines the process for determining the ONF for the existing transport system in Cambridge.

To help inform the future planning of Cambridge's transport system, a project team workshop was held on 14 November 2022 to review the existing ONF and discuss desirable changes by 2050. Figure 6 shows the 'desired' ONF for Cambridge based on the workshop findings to inform Cambridge Connections, to ensure that both movement and place are considered in the development of the future transport system. Broadly the changes seek to enhance the sense of place and amenity of selected streets as Cambridge continues to grow, while protecting the movement function of important connectors.

Appendix A summarises the outcomes of the workshop and the changes made to reflect the desired ONF.

²⁶ Waka Kotahi (2020) *Movement and Place Classification, High Level Concepts*, April 2020, <https://www.nzta.govt.nz/assets/Road-Efficiency-Group/docs/ONF-draft-movement-and-place-classification-high-level-concepts.pdf>

Figure 6 – Desired 2050 Cambridge One Network Framework classification



1.2.7 River crossings

Travel between Cambridge and Leamington, and beyond to Te Awamutu and rural areas needs to cross the Waikato River, which occurs either at Victoria Bridge or via Fergusson Bridge and Achilles Avenue Bridge as shown in Figure 7. The next crossing 13km west of Cambridge is the Narrows Bridge on SH21 Airport Road. Karapiro Dam is 6.5km to the east and has limited one lane capacity with traffic signal control.

Figure 7 – Cambridge Waikato River crossings



Daily traffic counts on these two bridges are shown in Table 1.

Table 1 – Waikato River crossing daily traffic count (2022)

Location	Average Daily Traffic Count
Victoria Bridge	13,300 (47%)
Fergusson Bridge	14,800 (53%)
Total river crossings	28,100

Table 1 shows that around 28,100 vehicles per day cross the Waikato River in Cambridge, split 53% to Fergusson Bridge and 47% to Victoria Bridge. Victoria Bridge provides direct access into Victoria Street, which is the main street of Cambridge’s town centre and the centre of retail and commercial activity.

A three-tonne maximum weight limit on Victoria Bridge mean that all buses and trucks must use the Archilles Avenue and Fergusson Bridges route, which is also the High Productivity Motor Vehicle (HPMV) heavy truck route as shown in Figure 7. As a result of this sole reliance on the Archilles Avenue and Fergusson Bridges route for heavy commercial traffic, Cambridge’s transport system is not resilient against

major disruption due to slips or crashes, and when the historic Victoria Bridge requires planned or urgent repairs.

There are narrow footpaths and no dedicated cycle facilities on Victoria Bridge, and the Archilles Avenue and Fergusson Bridges route. The community sees these bridges as barriers to encouraging walking and cycling along this route for those crossing between Cambridge and Leamington.

Bluetooth origin and destination analysis

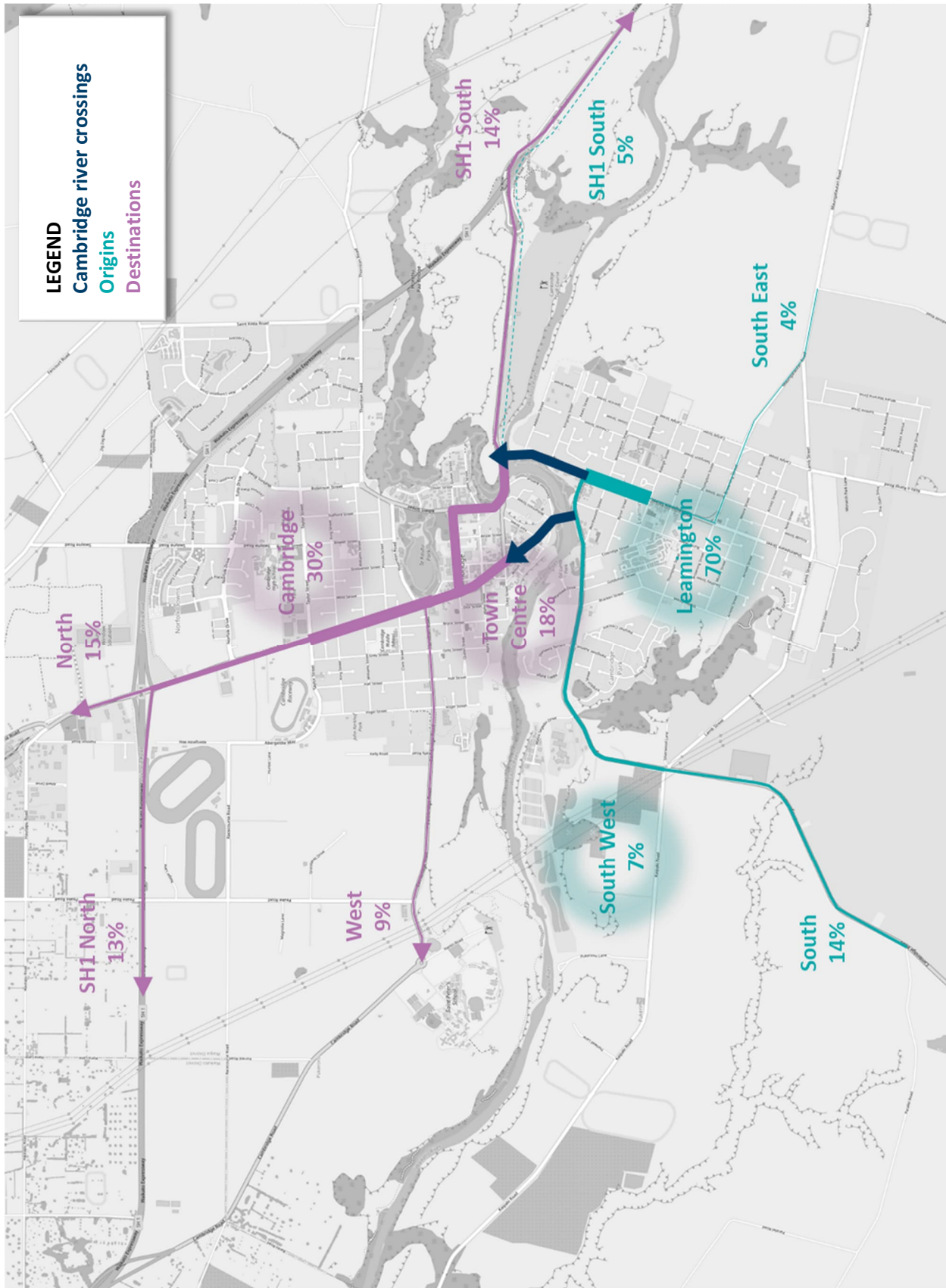
Figure 8 shows Bluetooth origins and destinations for northbound trips over Cambridge's two river crossings in the morning peak between 7:00am and 10:00am, on an average weekday between 24 February and 30 March 2022. Figure 15 shows that 70% of traffic across the Waikato River originates in Leamington, with 14% from south of Cambridge.

30% of traffic crossing the river goes to destinations in the suburbs of Cambridge, 18% to the town centre, and 9% west to St Peter's School and beyond. This indicates that more than half of river crossings come from Leamington, and have local destinations in and around Cambridge, rather than travelling beyond.

Strategic destinations to the north (15%), SH1 south (14%) and SH1 north (13%) are more balanced than is anecdotally expected, showing that links to the north and south are just as important as SH1 north towards Hamilton and beyond.

The Bluetooth data shows that the two Cambridge river crossings have a critical role in the transport system connecting Leamington and south, to Cambridge town centre, northern suburbs, Hautapu, and SH1 north and south.

Figure 8 – Cambridge river crossings northbound Bluetooth origins and destinations, 2022 AM Peak



Bridge condition

The condition of the existing bridges in Cambridge is summarised in the following paragraphs.

Victoria Bridge

Victoria Bridge opened in 1907 and spans the Waikato River. It is colloquially known as the 'high level bridge' and has Heritage New Zealand Pouhere Taonga Category 1 status. Victoria Bridge has a narrow two lane carriageway restricted to light vehicles only (less than 3 tonnes) and has a speed restriction of 30km/hr. The bridge has narrow footpaths on both sides which were widened in 2013/2014. The bridge currently being repainted, which will be completed in 2023.



Victoria Bridge is currently in 'fair' condition and needs ongoing maintenance to stay safe. Its remaining life is estimated to be 25 to 30 years, and significant maintenance will be needed around 2045 or earlier. Depending on deterioration there may be a need to remove car traffic from Victoria Bridge, or invest significant amounts to maintain vehicle load carrying capacity into the future.



Achilles Avenue Bridge

Achilles Avenue Bridge lies on Tirau Road (formerly SH1) crossing Karapiro Stream. It has two narrow traffic lanes with substandard shoulders and side barriers, and is on the HPMV route. There is a narrow footpath on the southern side of the bridge, but no cycle provision.

The condition of the bridge is typical for its age, with general maintenance being carried out as required. Protection work was recently carried out to remove scour risks. The bridge is prone to disruption from slips.

Fergusson Bridge

Fergusson Bridge on Shakespeare Street is known locally as the 'low level bridge'. It has two traffic lanes with substandard narrow shoulders and side barriers, and has been strengthened for HPMV use. There are narrow footpaths on both sides of the bridge, but only the downstream side path is connected to on street paths. There is no cycle provision.

The condition of the bridge is typical for its age, with general maintenance being carried out as required. There are scour risks at this location.



1.2.8 Greenhouse gas emissions

Through the Climate Change Response (Zero Carbon) Amendment Act 2019, New Zealand has committed to “reduce net emissions of all greenhouse gases (except biogenic methane) to zero by 2050”.²⁷ Transport contributes to over 20% of greenhouse emissions and 47% of carbon dioxide CO₂ emissions in New Zealand.

The Waikato Region has the second highest carbon emission profile in the country²⁸, with transportation being the second largest contributor providing 16% of the region’s emissions²⁹. On-road petrol and diesel from motorised vehicle use contribute to almost all the transportation emissions. Table 2 shows the overall emission estimates for the Waikato Region as well as adjacent territorial local authorities including Waipā District.

Table 2 – Overall emissions by type by territorial authorities (2018/2019) (t CO₂e)

Emissions	Waikato Region	Hamilton City	Matamata-Piako	Waikato District	Waipā District
Stationary energy	1,601,427	277,392	133,351	450,305	102,836
Transportation	2,001,658	635,615	131,961	297,225	208,351
Waste	291,708	30,999	6,596	47,438	33,386
Industry	143,213	50,732	10,775	23,914	16,821
Agriculture	8,608,976	6,257	1,475,468	1,721,291	1,148,353
Forestry	-5,530,909	-752	14,318	-350,870	-25,254
Total net (incl. forestry)	7,116,073	1,000,243	1,772,469	2,189,304	1,484,493
Total gross (excl. forestry)	12,646,982	1,000,995	1,758,151	2,540,173	1,509,747

Table 2 shows that Waipā District makes up about 21% of net emissions (including forestry) in the Waikato Region. Agriculture is by far Waipā’s biggest contributor to emissions at 76%. The transportation sector is the second highest contributor at 17% of net Waipā emissions, which is around 10% of the region’s transport emissions, much of which could be transitioned to low carbon transport modes³⁰.

As part of the Environmental Champions ‘community outcome’, Waipā District Council has committed to responding to climate change³¹. The Waipā Transport Strategy reinforces this commitment, with preparing for climate change included as an ‘external strategic priority’ as a focus in the 2021-2031 Long Term Plan.³²

²⁷ Ministry of Environment (2019) *Climate Change Response (Zero Carbon) Amendment Act 2019*, 13 November 2019, <https://environment.govt.nz/acts-and-regulations/acts/climate-change-response-amendment-act-2019/>

²⁸ Waka Kotahi (2020) *Arataki Version 2 – Waikato*, August 2020, <https://www.nzta.govt.nz/assets/planning-and-investment/arataki/docs/regional-summary-waikato-august-2020.pdf>

²⁹ Waikato Regional Council (2020) *Waikato Region Greenhouse Gas Emissions Inventory, for the period July 2018 to June 2019*, April 2020, <https://www.waikatoregion.govt.nz/assets/WRC/WRC-2019/Waikato-Region-GHG-Inventory-18-19.pdf>

³⁰ Waikato Regional Council (2020) *Waikato Region Greenhouse Gas Emissions Inventory, for the period July 2018 to June 2019*, April 2020, <https://www.waikatoregion.govt.nz/assets/WRC/WRC-2019/Waikato-Region-GHG-Inventory-18-19.pdf>

³¹ Waipā District Council (2023) *Our vision - what we stand for*, <https://www.waipadc.govt.nz/our-council/vision>

³² Waipā District Council (2022) *Waipā is Moving with the Times, Transport Strategy 2022-2052*, https://www.waipadc.govt.nz/repository/libraries/id:26zgz4o7s1cxbyk7hfo7/hierarchy/our-council/haveyoursay/Transport%20Strategy/24500%20Waipā%20DC%20Transport%20Strategy%2022%20Doc_FA_WEB.pdf

1.2.9 Opportunity for mode shift

Cambridge has significant opportunities to evolve its transport system to encourage more walking, cycling and public transport use:

- **Positive attitudes** – Many Cambridge residents strongly support more public and active transport, and desire improved walking and cycling connections³³. 37% of primary and middle school children use active transport to get to school, and 87% of children want to walk or bike to school more³⁴.
- **Flat geography** – Cambridge is relatively compact and has a flat geography, so walkers and cyclists do not need to go up and down hills to get around, making travel by walking and cycling more attractive.
- **Short trips** – 32% of car trips in Cambridge are shorter than 6km³⁵, which is in the sweet spot for moving to cycling and public transport.
- **20 minute walking town** – 80% of homes are within 20 minutes' walk of the town centre³⁶, as shown in Figure 9.
- **8 minute cycling town** – On average it takes 8 minutes to cycle to Cambridge amenities, and 80% of residents live within a 10 minute cycle time³⁷, as shown in Figure 10.
- **The home of cycling** – Cambridge is home to the Grassroots Trust Velodrome, a world class 250m wooden velodrome known as the 'home of cycling', which attracts elite athletes from New Zealand and internationally to reside in Cambridge, and
- **Te Awa River Ride** – Te Awa River Ride is a 65km (mostly) off road shared pathway alongside the Waikato River between Lake Karapiro and Ngāruawahia. This facility has resulted in a significant growth in recreational cycling and e-biking in Cambridge.

These factors show that the opportunities for encouraging mode shift towards walking, cycling and public transport use in Cambridge are significant.

³³ Waipā District Council (2019) *Cambridge Town Concept Plan Refresh*, September 2019, <https://www.waipadc.govt.nz/repository/libraries/id:26zgz4o7s1cxbyk7hfo7/hierarchy/our-council/documentsandpublications/21912%20Waipā%20DC%20Be%20Bold%20Concept%20Plan%20WEB.pdf>

³⁴ CCASM (2018) *Safe Ways to School Cambridge, Community Insight Report V2, Version 2*, 18 June 2020, https://streetsforpeople.rocketspark.co.nz/site_files/25078/upload_files/SafeWaystoSchoolCambridgeProject2018.pdf?dl=1

³⁵ Waipā District Council (2022) *Waipā is Moving with the Times, Transport Strategy 2022-2052*, https://www.waipadc.govt.nz/repository/libraries/id:26zgz4o7s1cxbyk7hfo7/hierarchy/our-council/haveyoursav/Transport%20Strategy/24500%20Waipā%20DC%20Transport%20Strategy%2022%20Doc_FA_WEB.pdf

³⁶ Waipā District Council (2022) *Waipā is Moving with the Times, Transport Strategy 2022-2052*, https://www.waipadc.govt.nz/repository/libraries/id:26zgz4o7s1cxbyk7hfo7/hierarchy/our-council/haveyoursav/Transport%20Strategy/24500%20Waipā%20DC%20Transport%20Strategy%2022%20Doc_FA_WEB.pdf

³⁷ <https://projects.urbanintelligence.co.nz/x-minute-city/>

Figure 9 – Walking catchment analysis

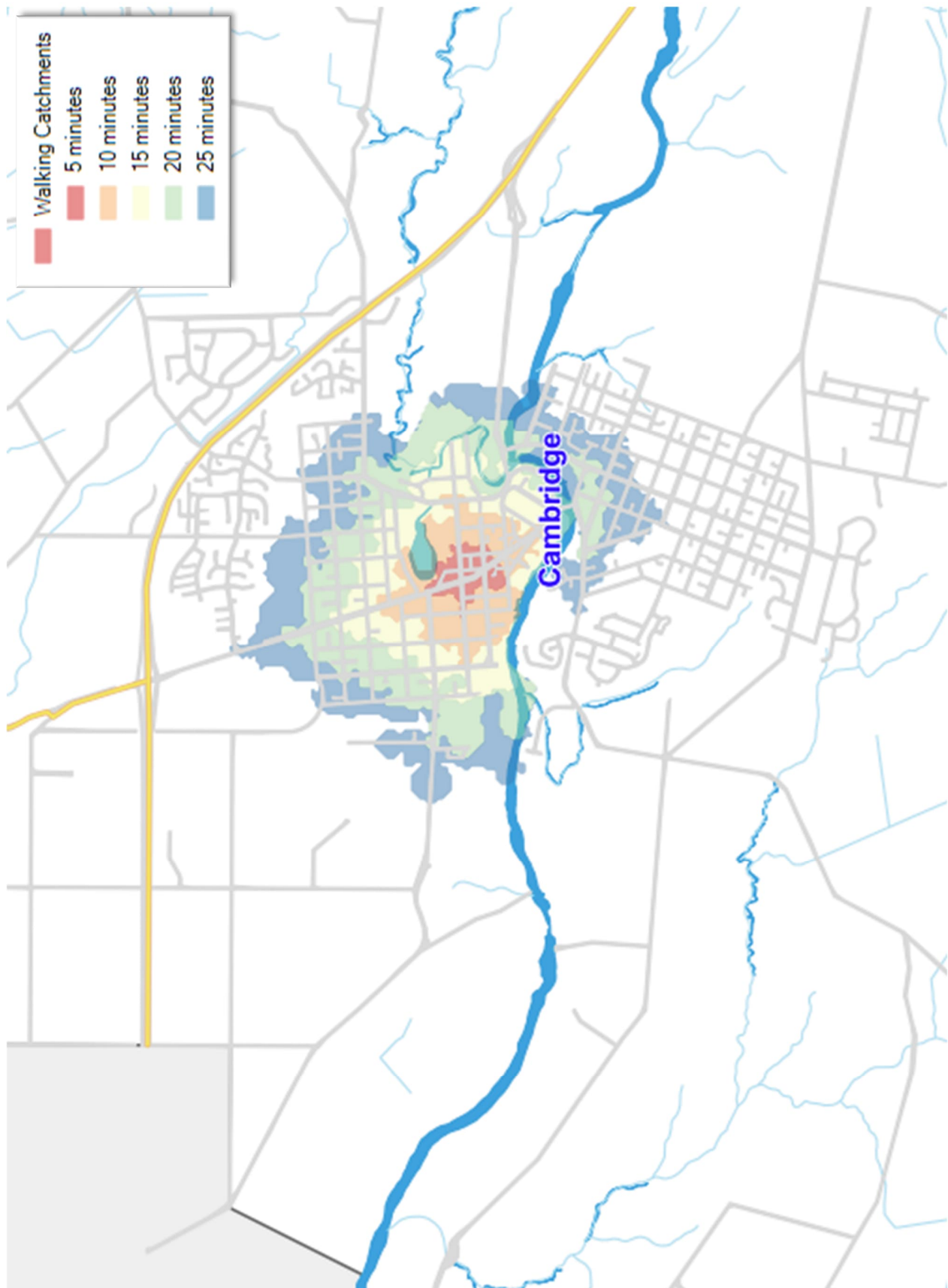
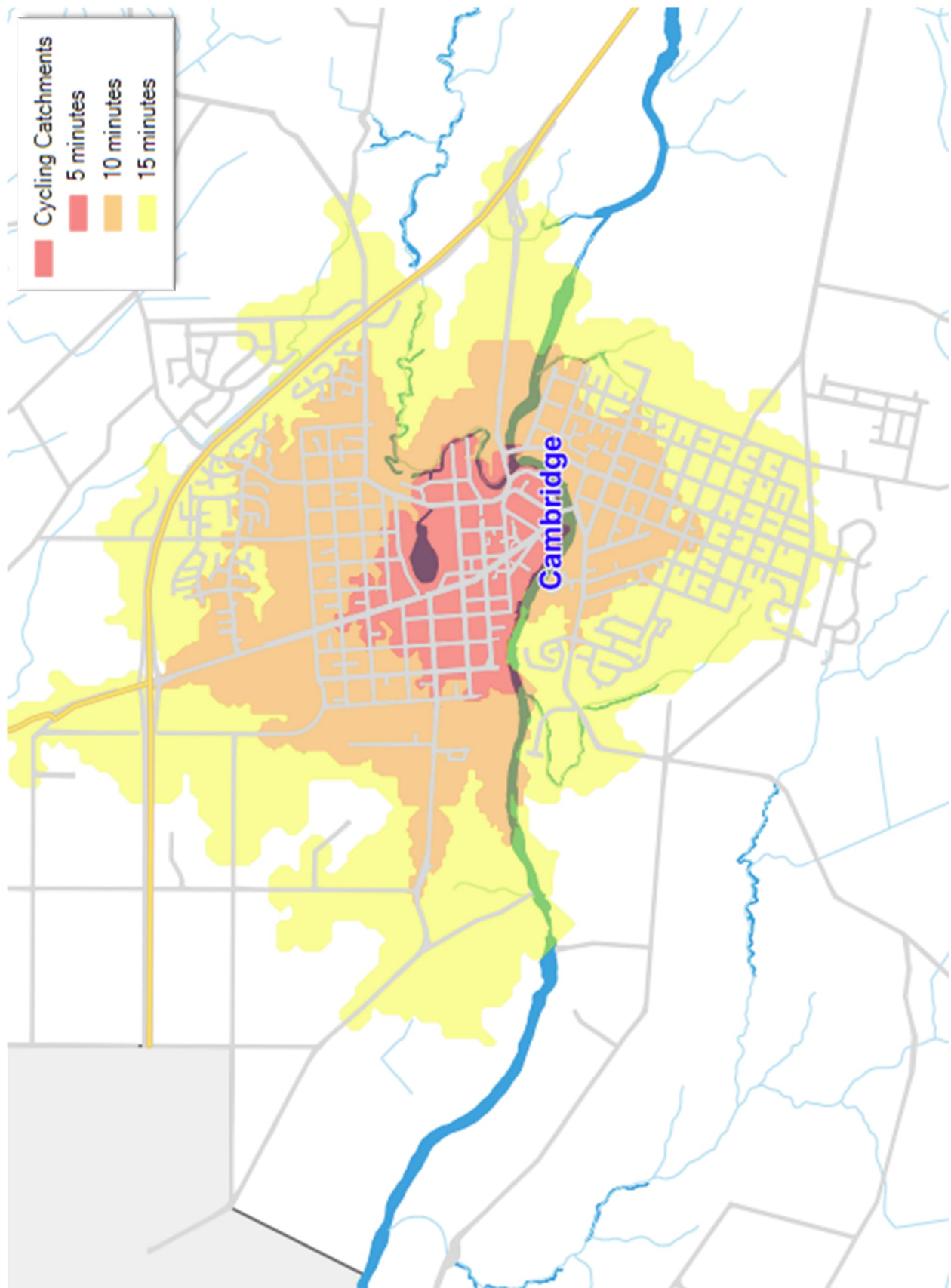


Figure 10 – Cycling catchment analysis



1.2.10 Summary of previous engagement

Waipā District Council engages with residents and key stakeholders on various projects. A summary of relevant survey information predating Cambridge Connections is summarised in the following paragraphs, focusing on community views on Cambridge's transport system.

Safe Ways to School 2018

Summary outcomes from the 2018 Safe Ways to School survey³⁸ included:

- 67% of respondents use a car to get to school
- 27% use walking and cycling for health and convenience reasons
- 73% of parents said they wanted their kids to walk or bike to school but ONLY if it was safe, and
- 87% of children wanted to walk or bike to school, with safety and convenience the primary barriers.

Waipā District Council Annual Resident's Survey 2021/2022

Residents expect Council to build more footpaths and cycleways. Satisfaction in the availability of footpaths decreased from 60% in 2019 to 35% in 2022, and satisfaction in the availability of cycleways decreased from 51% to 39% over the same period³⁹.

Cambridge Town Concept Plan Refresh 2019

Key community priority areas in the Cambridge Town Concept Plan Refresh⁴⁰ include:

- Rank 2: Enhance Victoria Street though the town centre as a people-friendly place
- Rank 4: Make walking and cycling the best way to move around the town centre and encourage through-traffic (commuters) to go around the town centre
- Rank 6: Strengthen the traffic, walking and cycling links between the north and south across the river, and
- Rank 12: Create a new loop bus service that connects through town to link key destinations with a regular scheduled service.

Waipā is Moving with the Times, Transport Strategy 2022-2052

Submissions on the Waipā Transport Strategy⁴¹ indicated:

- Strong support for more cycle pathway connections, and pathways between main towns
- Ensuring safe crossing points for the elderly, people with disabilities and mobility scooters, and safety of footpaths and conflicts with cyclists
- Strong desire for better public transport including extending bus services in towns and between towns to provide more frequent and wider coverage
- Concern there was not enough parking in Cambridge including convenient parking for the elderly, as well as parking for rural people coming into town to shop
- Many sought to see action taken for a third bridge in Cambridge, a few noted a third bridge should be put off as long as possible. 22% of submissions were on this topic, and
- Support for Victoria Bridge being pedestrian and cycle only, if there was an alternative bridge crossing for vehicles.

³⁸ CCASM (2018) *Safe Ways to School Cambridge, Community Insight Report V2, Version 2*, 18 June 2020, https://streetsforpeople.rocketspark.co.nz/site_files/25078/upload_files/SafeWaysToSchoolCambridgeProject2018.pdf?dl=1

³⁹ Waipā District Council (2022) *Waipā District Council Annual Resident's Survey 2021/2022*, September 2022, <https://www.waipadc.govt.nz/our-council/haveyoursay/annualresidentssurvey>

⁴⁰ Waipā District Council (2019) *Cambridge Town Concept Plan Refresh*, September 2019, <https://www.waipadc.govt.nz/repository/libraries/id:26zgz4o7s1cxbyk7hfo7/hierarchy/our-council/documentsandpublications/21912%20Waipa%20DC%20Be%20Be%20Bold%20Concept%20Plan%20WEB.pdf>

⁴¹ Waipā District Council (2022) *Waipā is Moving with the Times, Transport Strategy 2022-2052*, https://www.waipadc.govt.nz/repository/libraries/id:26zgz4o7s1cxbyk7hfo7/hierarchy/our-council/haveyoursay/Transport%20Strategy/24500%20Waipa%20DC%20Transport%20Strategy%2022%20Doc_FA_WEB.pdf

1.3 Strategic Context

Appendix A provides an overview of national and regional scale policies and other documents, and how these support investment in improved accessibility, mode shift and resilience. The consistent messages for Cambridge include:

- Mode shift toward walking, cycling and public transport is essential to improving wellbeing and liveability in our cities, and reduce emissions from transport
- Mode shift supports good urban form, that enables intensification and affordable housing outcomes
- A resilient transport system is needed for the movement of people and freight
- Investment into safe, and well-connected footpaths and cycleways is required to enable Vision Zero road safety ambitions
- Transition to a low carbon transport system under 'net zero' requires a significant step change in walking, cycling and public transport rates to achieve the 20% reduction in Vehicle Kilometres Travelled (VKT) and carbon emissions. VKT is a measure of the overall distance travelled by all vehicles on the transport network in a year.

The following sections summarise the key strategic documents for transport investment in Cambridge.

1.3.1 Government Policy Statement on Land Transport 2021/22 – 2030/31

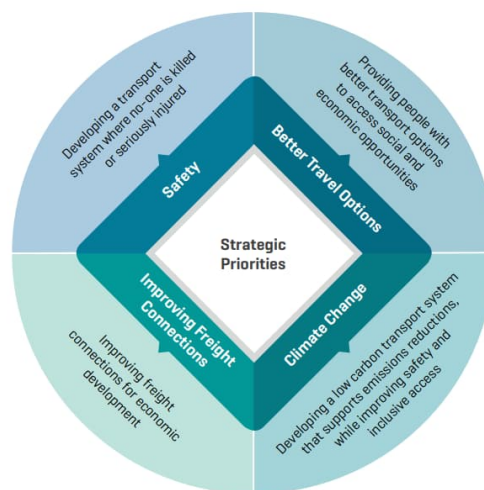
The Government Policy Statement on Land Transport (GPS 2021)⁴² outlines four strategic priorities for land transport in New Zealand: safety, better travel options, improving freight connections, and climate change. The GPS seeks to develop a low carbon transport system that supports emissions reductions, while improving safety and inclusive access, with resilient connections for the movement of people and freight.

Nearly 20% of New Zealand's domestic greenhouse gas emissions come from transport, with 90% of these emissions from road transport. New Zealand has committed to reduce greenhouse gas emissions to 30% below 2005 levels by 2030 under the Paris Agreement on Climate Change. As a result, government investment decisions should support the rapid transition to a low carbon transport system and contribute to a resilient transport sector that reduces harmful emissions. To achieve this GPS 2021 outlines that mode shift in urban areas from private vehicles to public transport, walking, and cycling as an action to support efforts to reduce emissions.

A low carbon transport system requires measures to manage travel demand, and resilient infrastructure interconnected to encourage walking, cycling and the use of public transport. Cities need to be places where people can safely and enjoyable travel by low emissions transport modes such as walking, cycling, and emissions-free public transport.

Several indicators will be measured to monitor the progress in achieving the strategic priorities, such as:

- Tonnes of greenhouse gases emitted per year from land transport
- Vehicle Kilometres Travelled (VKT), and
- Distance per capita travelled in single occupancy vehicles.



⁴² Ministry of Transport (2020) *Government Policy Statement on Land Transport 2021/22 – 2030/31*, September 2020, <https://www.transport.govt.nz/assets/Uploads/Paper/GPS2021.pdf>

This is important for the investment in improving access in Cambridge as shifting people to walking, cycling and public transport modes will reduce the VKT travelled by single occupancy vehicles, and reduce carbon emissions by transport.

1.3.2 Emissions Reduction Plan

The Government is committed to reducing emissions, with the Zero Carbon Act requiring ‘net zero’ emissions of all greenhouse gases other than biogenic methane by 2050.⁴³ The Emissions Reduction Plan (ERP) sets the direction for climate action for the next 15 years and outlines the policies and strategies New Zealand will take to meet the first emissions budget.⁴⁴

Transport is predicted to deliver some of the greatest emissions reductions. The key target relevant to the investment in transport choice is Target One: *“Reduce vehicle kilometres travelled (VKT) by cars and light vehicles by 20% by 2035 through providing better travel options, particularly in our largest cities.”*

The ERP requires a significant step change in walking, cycling and public transport rates to achieve the 20% reduction in VKT and therefore carbon emissions. This cannot be achieved by delivering car dominated transport infrastructure in Cambridge as we have done in the past. The ERP supports local government to accelerate widespread road space reallocation to support public transport, active travel and placemaking.

1.3.3 National Policy Statement on Urban Development

The National Policy Statement on Urban Development (NPS-UD)⁴⁵ was prepared under the Resource Management Act 1991 (RMA). Main changes resulting from the NPS-UD include:

1. No more parking minimums in the district plan
2. Requires changes to the district plan to zone for a lot more density in existing urban areas:
 - a. No density limits in the central city
 - b. Up to six stories zone enabled in a walkable catchment to the central city
 - c. Medium density in and around major commercial centres, and
3. Medium Density Residential Standards apply to the general residential zone. This enables, without a resource consent, up to three units on any existing residential property in the city creating the potential for more redevelopment and infill.

NPS-UD enables more growth and more density within Cambridge, faster than was previously permitted in the Waipa District Plan. Unless there is an urgent investment in public transport, walking, and cycling infrastructure, the increased densities and the sustained population growth forecast for Cambridge will result in a significant increase in VKT, congestion and greenhouse gas emissions.

Plan Change 26

Plan Change 26 (PC26) will enable urban intensification in line with NPS-UD within Waipā, anticipated to complete the RMA statutory process in 2023. PC26 identifies infrastructure constraints, particularly water and stormwater, that could constrain intensification in existing ‘brownfield’ areas, which may lead to a more “pepper-pot” approach to intensification around Cambridge. This may put more pressure on greenfield residential growth areas over the next 30 years.

⁴³ Waka Kotahi (2020) *Arataki, Section C Key Drivers*, Version 1.1, <https://www.nzta.govt.nz/assets/planning-and-investment/docs/arataki/key-drivers.pdf>

⁴⁴ Ministry for the Environment (2021) *Te hau marohi ke anamata Transitioning to a low-emissions and climate-resilient future*, October 2021, <https://environment.govt.nz/publications/emissions-reduction-plan-discussion-document/>

⁴⁵ Ministry for the Environment (2020) *National Policy Statement on Urban Development 2020*, July 2020, <https://environment.govt.nz/publications/national-policy-statement-on-urban-development-2020/>

1.3.4 Hamilton-Waikato Metropolitan Spatial Plan

The Hamilton-Waikato Metropolitan Spatial Plan (MSP) is a vision and framework for how Hamilton and the neighbouring communities within Waipā and Waikato districts will grow and develop over the next 100 + years, creating one of the most liveable places and sought-after places to live in New Zealand.⁴⁶ The metro area will be a place where people can easily access employment, education and health facilities, serviced by reliable and efficient transport connections and great places.

The MSP identified a transformational move for a “*radical transport shift*” for a multi modal transport network⁴⁷, including:

- **Key move one:** “*A place shaping integrated rapid public transport network linking major growth centres*”
- **Key move two:** “*An appropriately scaled freight and movement road network providing convenient and reliable access for the region’s economic activity hubs*”
- **Key move three:** “*an active mode network that improves the health and wellbeing of people, communities and environment*”.

The MSP clearly supports investment in walking, cycling and public transport, and a resilient freight and movement road network to contribute towards a radical transport shift. MSP also supports the creation of an integrated public transport, and walking and cycling network that safely connects where people want to travel, making travel easy and attractive, and improving the health and wellbeing of Cambridge’s people.

⁴⁶ Future Proof (2020) *Hamilton-Waikato Metropolitan Spatial Plan*, September 2020, <https://futureproof.org.nz/assets/FutureProof/H2A/Metro-Spatial-Plan/Hamilton-Waikato-Metropolitan-Spatial-Plan-Final-Low-Res.pdf>

⁴⁷ Future Proof (2020) *Hamilton-Waikato Metropolitan Spatial Plan*, September 2020, <https://futureproof.org.nz/assets/FutureProof/H2A/Metro-Spatial-Plan/Hamilton-Waikato-Metropolitan-Spatial-Plan-Final-Low-Res.pdf>

1.4 Local context

Waipā District has been seeking to change transport outcomes in Cambridge for some time, including ambitions for:

- A safer transport system
- Improved transport choices by public transport, walking and cycling
- A compact urban form to accommodate growth
- A resilient transport system for the movement of people and freight, and
- Reduced carbon emissions from transport.

The following sections further summarise key documents for transport investment in Cambridge.

1.4.1 Waipā Transport Strategy 2022-2052

Vision – People and freight in Waipā have access to an integrated, safe, sustainable transport system that provides a range of travel choices.

The Waipā Transport Strategy 2022-2052⁴⁸ is the parent document that this programme needs to align with, and seeks key targets of:

- Reduce carbon emissions from the transport sector on the path to net carbon zero by 2050
- Continuing to monitor future growth and transport patterns
- A 40% reduction in deaths and serious injuries from 2018 levels by 2030
- Year on year, trips per capita by public transport and active modes significantly increase while trips per capita by private motor vehicle decreases, and
- Continue to monitor and implement (where appropriate) future technological advancements.

Key outcomes and objectives supporting these targets are outlined in Table 3.

Table 3 – Waipā Transport Strategy key outcomes and objectives

Targets	Key outcomes and objectives
Climate change	<ul style="list-style-type: none"> • A transport system that achieves regional emissions targets, emissions targets set out in the Climate Change Response (Zero Carbon) Amendment Act 2019 and by the Climate Change Commission 2021 recommendations. • Walking, wheeling, cycling and public transport are preferred transport modes for all people. • Our network is resilient to natural hazards, extreme weather events and a hotter climate.
Supporting growth, economic wellbeing and regional connections	<ul style="list-style-type: none"> • An efficient and resilient transport system that connects people and freight across the district, Waikato region and upper North Island. • A well-planned transport system that provides a range of transport modes for new growth areas and developments. • A well-defined network to plan, manage and operate the transport network and protect key transport corridors.
Road Safety	<ul style="list-style-type: none"> • A safe transport system in the Waipā district where no one is killed or seriously injured. • A well-connected, safe active mode network in urban areas that encourages people to walk, wheel or cycle as their primary transport mode.

⁴⁸ Waipā District Council (2022) *Waipā is Moving with the Times, Transport Strategy 2022-2052*, https://www.waipadc.govt.nz/repository/libraries/id:26zgz4o7s1cxbyk7hfo7/hierarchy/our-council/haveyoursay/Transport%20Strategy/24500%20Waipa%20DC%20Transport%20Strategy%2022%20Doc_FA_WEB.pdf

Targets	Key outcomes and objectives
Access and mobility	<ul style="list-style-type: none"> • People choose to move around using a range of safe active modes and convenient public transport. • A transport system that promotes physical and mental health. • Everyone in the community has the freedom to choose how and when to get around using a range of convenient and affordable transport options.
Embracing technology	<ul style="list-style-type: none"> • A transport system that embraces technological innovation and advancements to enable a safe and efficient transport network.

1.4.2 Hamilton-Waikato Metropolitan Spatial Plan Transport Programme Business Case

Following on from the MSP as summarised in Section 1.3.4, the investment objectives from the MSP Programme Business Case (PBC) are⁴⁹:

- To reduce deaths and serious injuries resulting from the transport systems
- To provide reliable and efficient key freight tasks
- To deliver alternative mode options that are preferable to private cars for the majority of trips
- To support the MSP's compact and quality compact urban form with supportive and capable transport systems that make best use of existing infrastructure and reduces environmental impacts and protect Taonga
- To reduce carbon emissions to achieve net zero transport by 2050, and
- To provide equitable transport and mobility choices for all.

The recommended multi-modal 30 year programme includes rapid transit, land use intensification, walking and cycling, freight hubs, shared bus and freight lanes, and supporting interventions. Specific to Waipā are:

- Long term aspirations for fast and frequent rapid public transport connections between Te Awamutu and Hamilton (RT4), and Cambridge and Hamilton (RT2) as shown in Figure 11
- Completion of walking and cycling networks within Cambridge and Te Awamutu, and
- A potential park and ride location near Cambridge.

Investment in Cambridge Connections will support the MSP PBC programme by supporting the rapid transit services to Hamilton through active mode provision and potentially feeder public transport services around Cambridge. Both programmes will integrate to improve safety, encourage mode shift, support a more compact urban form, improve resilience, and reduce carbon emissions from transport.

Growth impacts on Vehicle Kilometres Travelled (VKT)

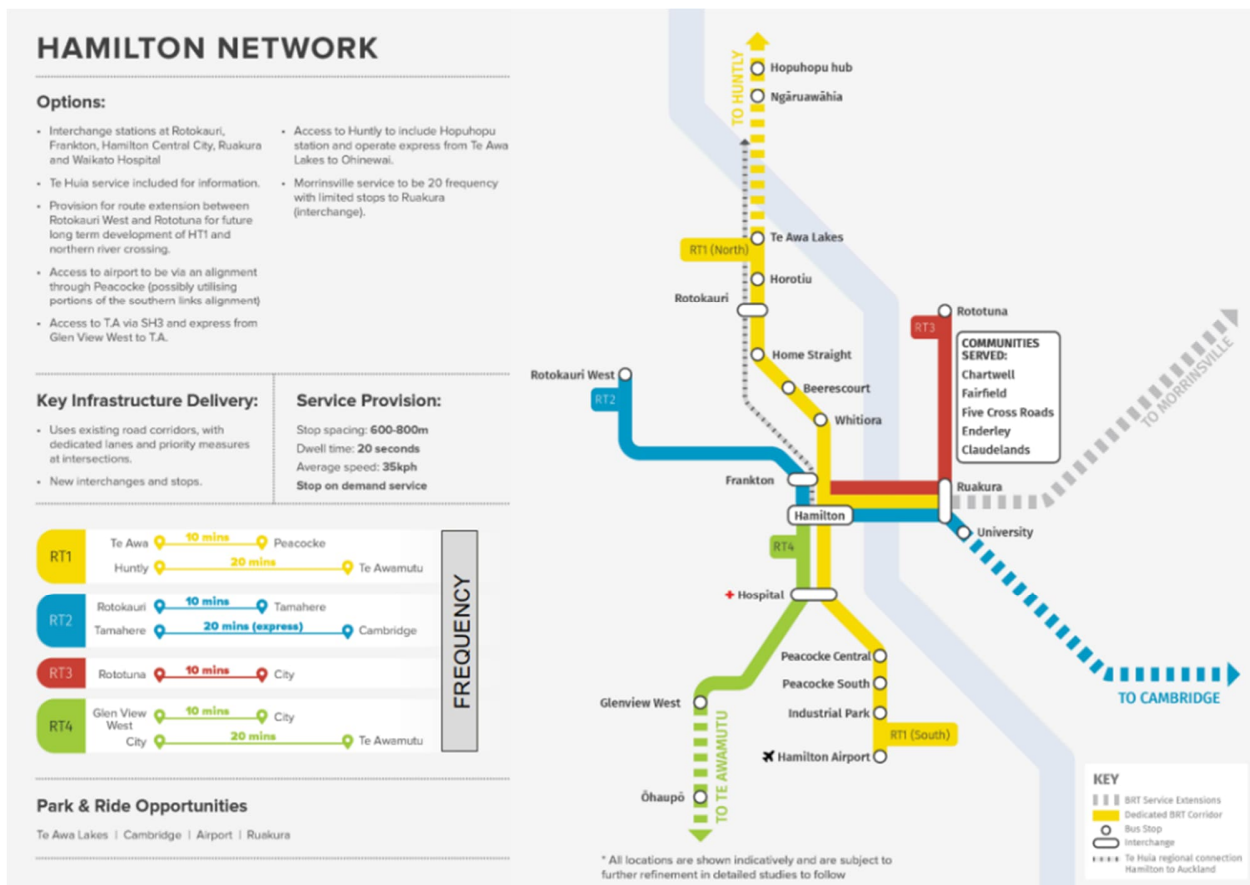
Based on the MSP PBC growth predictions, Cambridge's population is forecast to grow 87% between 2018 and 2051⁵⁰. As a result of this growth in the Region, in the 2051 AM peak period VKT will be 46% higher than in 2013⁵¹. Therefore, if Waipā enables the MSP land use growth and increased density as it has done in the past, travel will continue to be dominated by private cars, VKT and congestion will increase, and emissions from these vehicles will get significantly worse.

⁴⁹ Future Proof (2022) *Hamilton-Waikato Metro Spatial Plan Transport Programme Business Case, Programme Business Case Report – Executive Summary*, Revision C, 16 August 2022, <https://futureproof.org.nz/h2a/metrosatialplan/>

⁵⁰ Future Proof (2022) *Hamilton-Waikato Metro Spatial Plan Transport Programme Business Case, Programme Business Case Report – Part A, B & C*, Revision D, 09 September 2022, <https://futureproof.org.nz/h2a/metrosatialplan/>

⁵¹ Future Proof (2022) *Hamilton-Waikato Metro Spatial Plan Transport Programme Business Case, Programme Business Case Report – Part A, B & C*, Revision D, 09 September 2022, <https://futureproof.org.nz/h2a/metrosatialplan/>

Figure 11 – MSP Proposed Rapid Transit Corridors (long term concept)⁵²



1.4.3 Ahu Ake Waipā Community Spatial Plan

Ahu Ake is Waipā’s spatial blueprint for the next 30+ years, mapping out what its towns and villages will look like, how people will move around, what services will be available, and how Waipā will care for the environment. The draft Ahu Ake preferred scenario will be confirmed after community consultation in early 2023⁵³. Ahu Ake’s vision is that:

“By 2050, people and freight in Waipā have access to an integrated, safe, sustainable transport system that provides a range of travel choices. Walking, wheeling, cycling, and public transport are the preferred mode by 2050.”⁵⁴

Ahu Ake ‘bottom lines’ relevant to Cambridge’s transport system include:

- Our roads are safe
- People can access the services they need
- Day-to-day needs are either a 10 minute walk or bike ride away
- Greenhouse gas emissions have been lowered
- We prefer to walk, cycle and use public transport, reducing vehicle kilometres travelled (VKT) throughout Waipā, and

⁵² Future Proof (2022) *Hamilton-Waikato Metro Spatial Plan Transport Programme Business Case, Programme Business Case Report – Executive Summary*, Revision C, 16 August 2022, <https://futureproof.org.nz/h2a/metrosatialplan/>

⁵³ Waipā District Council (2022) *Ahu Ake, Waipā Community Spatial Plan, Future Scenario for the Interim Draft Spatial Plan*, Version 2, 22 November 2022 [https://www.ahuakewaipa.nz/site_files/31326/upload_files/ECM_10932558_v2_AhuAkeWaipaCommunitySpatialPlan_FutureScenariofortheInterimDraftSpatialPlan\[finaldraft\(4\)\].pdf?dl=1](https://www.ahuakewaipa.nz/site_files/31326/upload_files/ECM_10932558_v2_AhuAkeWaipaCommunitySpatialPlan_FutureScenariofortheInterimDraftSpatialPlan[finaldraft(4)].pdf?dl=1)

⁵⁴ Waipā District Council (2022) *Ahu Ake, Waipā Community Spatial Plan, Future Scenario for the Interim Draft Spatial Plan*, Version 2, 22 November 2022 [https://www.ahuakewaipa.nz/site_files/31326/upload_files/ECM_10932558_v2_AhuAkeWaipaCommunitySpatialPlan_FutureScenariofortheInterimDraftSpatialPlan\[finaldraft\(4\)\].pdf?dl=1](https://www.ahuakewaipa.nz/site_files/31326/upload_files/ECM_10932558_v2_AhuAkeWaipaCommunitySpatialPlan_FutureScenariofortheInterimDraftSpatialPlan[finaldraft(4)].pdf?dl=1)

20. We manage growth so it is affordable.

Ahu Ake key moves for transportation in Cambridge include:

- Future frequent public transport corridors as part of the Hamilton-Waikato Metro Spatial Plan (see Section 1.4.2).
- Cambridge river crossings, and north onramp to SH1 (refers to Cambridge Connections)
- Urban mobility networks, and
- Mode shift priority locations will be identified as Cambridge and Leamington, as well as school walking/biking catchments.

1.4.4 Waipā Public Transport Business Case

The Waipā Public Transport Business Case⁵⁵ considered public transport route and service level options to meet the growth and access needs of Waipā's residents. The business case presents a short to medium term programme to increase patronage to around 300,000 passengers per annum.

The recommended programme includes four stages, three of which affect travel in Cambridge:

- **Stage 1 – Regular services:** Increased hours of operation, with hourly services on weekdays and two-hourly on weekends. Increase coverage to Cambridge High School for those services where school based demand is high.
- **Stage 2 – Expanded services:** Increased coverage to Leamington East.
- **Stage 3 – Coverage services:** New hourly bus service between Cambridge and Te Awamutu from 9:00am to 3:00pm, seven days a week.

Stage 4 envisages a new express service between Hamilton and the Airport.

Stage 1 reflects the new nine year public transport service contract being implemented in 2023. The implementation of Stages 2 and 3 will be dependent on the community response to Stage 1 and available funding.

1.4.5 Urban Mobility Business Case – Draft

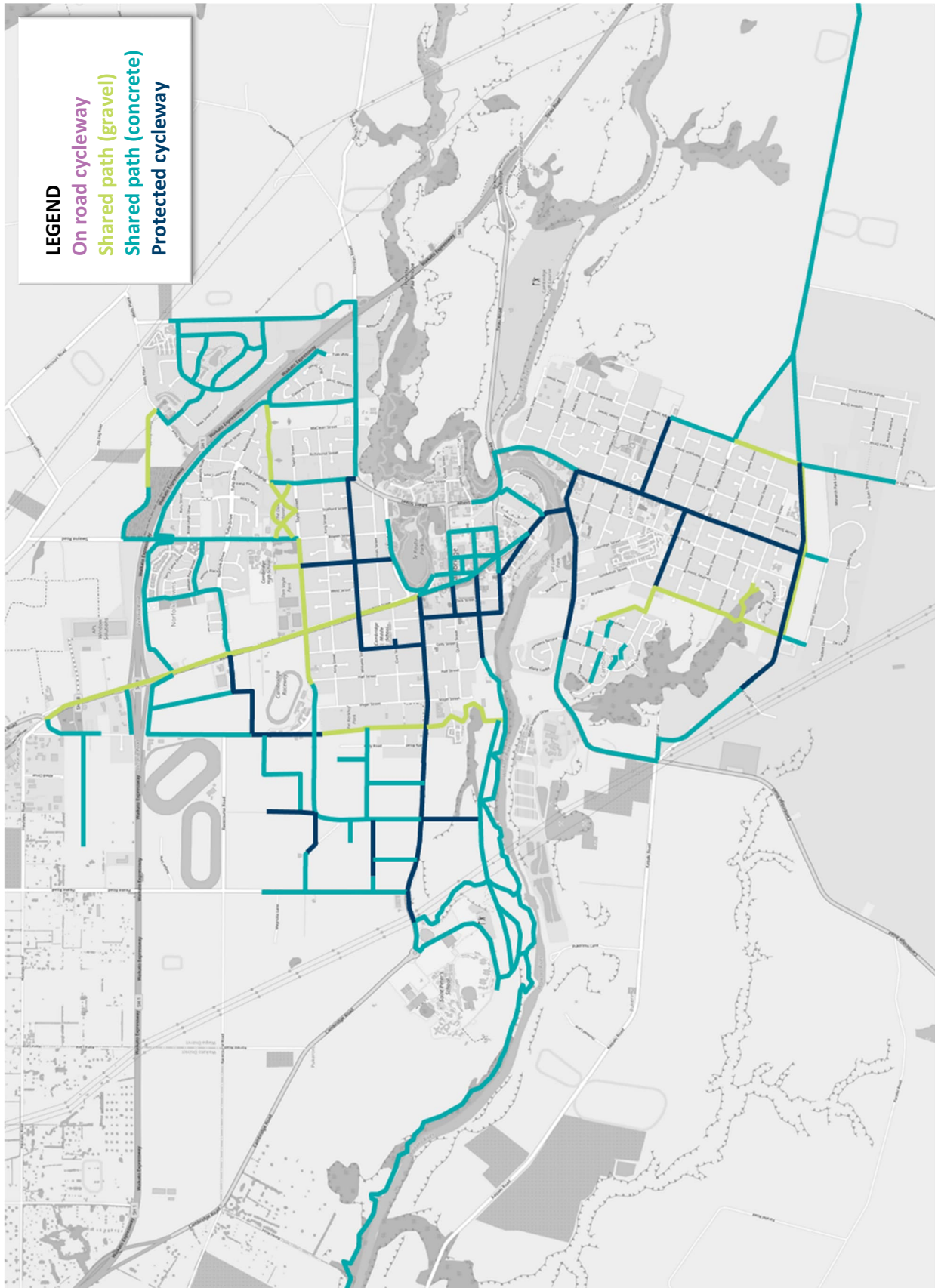
The draft Urban Mobility Single Stage Business Case⁵⁶ seeks to transition towards a transport system that favours walking and cycling in Cambridge and Te Awamutu. The long term desired cycle network for Cambridge is shown in Figure 12, and includes an expansion of key routes to well frequented destinations. The programme seeks to improve safety, health and increase use of walking and cycling.

The Urban Mobility Business Case is currently under review by Waka Kotahi with a view to funding of the 10 year programme 2021-2031. The 10 year programme will build towards the full strategic cycle network as shown in Figure 12, which relates to a 2050 or later investment.

⁵⁵ Ian Wallis Associates (2020) *Waipā Public Transport Business Case*, Final Report, 24 January 2020.

⁵⁶ Waipā District Council (2022) *Urban Mobility Single Stage Business Case*, Version 2, 9 May 2022

Figure 12 – Urban Mobility strategic cycle network (2050+)



1.5 Defining the problem/opportunity

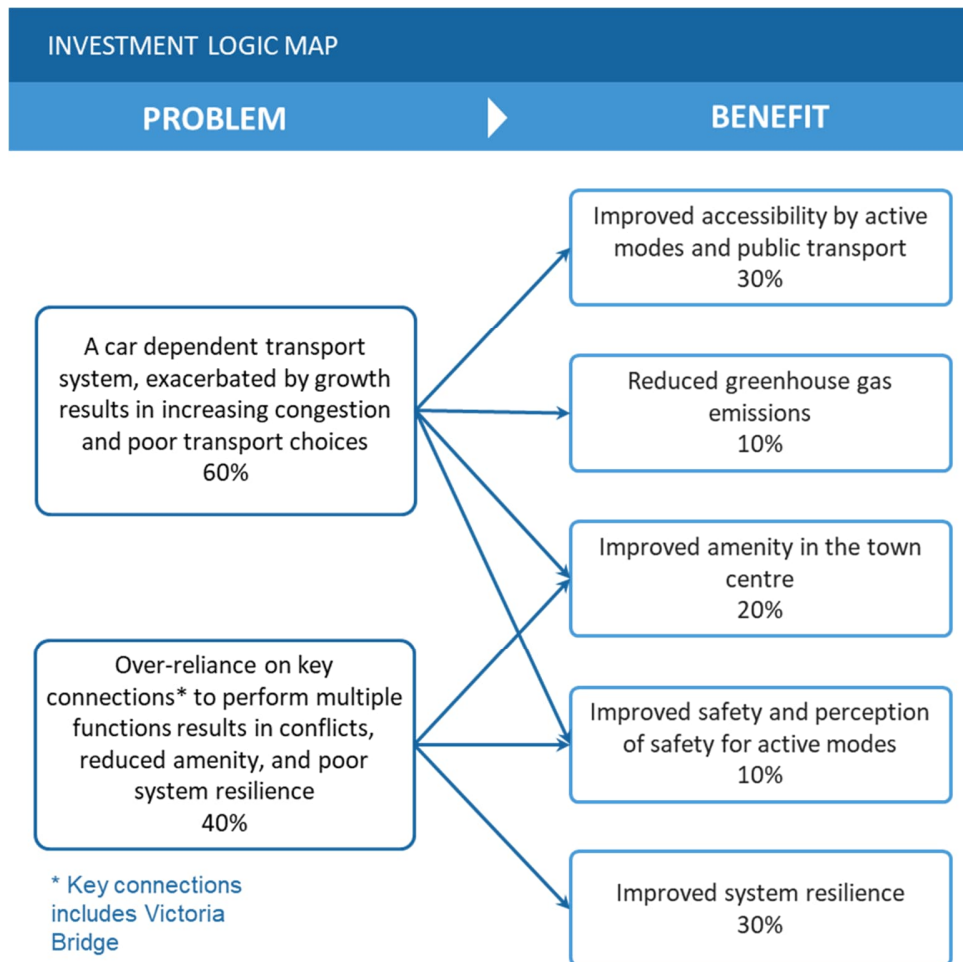
An Investment Logic Mapping (ILM) workshop was held on 9 November 2022 with the Project Steering Group (PSG), which includes Waipā District Council, Waka Kotahi, and key stakeholders. At this session the PSG reviewed and discussed background information on current issues and needs, and agreed the following key problems:

- **Problem One:** A car dependent transport system, exacerbated by growth results in increasing congestion and poor transport choices (60%), and
- **Problem Two:** Over-reliance on key connections* to perform multiple functions results in conflicts, reduced amenity, and poor system resilience (40%).

* Key connections includes Victoria Bridge

The ILM titled “Evolving Cambridge’s Transport System to Manage Growth” is shown in Figure 13, and included in Appendix C for reference. The following sections summarise the evidence for the cause and effect of the problem statements.

Figure 13 – Cambridge Connections Investment Logic Map



1.5.1 Problem One

A car dependent transport system, exacerbated by growth results in increasing congestion and poor transport choices

Car dependency

Figure 2 shows that 78% of people travel to work by car in Waipā District. 83% of Cambridge residents travel to work by car⁵⁷, clearly demonstrating that the transport system is car centric and ‘car dependent’. Cambridge’s transport network has poor consideration for other transport modes, meaning there is little realistic mode choice for most than to get around by car.

Poor transport choices

Like many towns and cities in New Zealand Cambridge was built on car culture, and all our ‘transport choices’ are heavily weighted towards private car use. Waipā has a lower rate of walking / jogging (2.9%), bicycle (1%) and public transport (0.3%) travel to employment compared to Hamilton, and New Zealand⁵⁸. These statistics also reflect travel to work from Cambridge residents⁵⁹, and demonstrate that walking, cycling and public transport are not considered viable ‘transport choices’.

There is a bus service between Cambridge and Hamilton (see Section 1.2.4), however this is infrequent, and the route does not encourage travel between places within Cambridge.

Increasing congestion

Figure 14 shows Waikato Region Transport Model (WRTM) modelled congestion for the 2018 two hour PM Peak. Figure 14 shows that Cambridge is already experiencing congestion on key corridors and intersections. With 87% population growth anticipated by 2051, congestion is forecast to be ‘exacerbated’ as shown in Figure 15.

The WRTM is a strategic model of the whole Waikato Region, and by nature generally underestimates peak congestion in Cambridge, for a variety of reasons. Bluetooth travel time data for a snapshot of travel in 2022 shows that the WRTM underestimates existing delays. Therefore congested travel in the future will likely be worse than is predicted by the WRTM. **Add peak hour Bluetooth data to reinforce this statement, including reference.**

As a result of high growth forecast in the MSP Transport PBC, in the 2051 AM peak period VKT will be 46% higher than in 2013⁶⁰ for the Waikato Region. Therefore, if growth continues as it has under the NPS-UD ‘high growth’ land use and increased density, future travel will continue to be dominated by private cars. VKT and congestion will increase as a result, and carbon emissions from these vehicles will get significantly worse.

Summary

The evidence shows that Cambridge’s transport system is car centric, meaning there is little realistic transport choice for most than to get around by car. If we don’t change this, growth in Cambridge will result in increasing VKT, crippling future congestion and emissions which will harm our economic and social outcomes.

⁵⁷ Waka Kotahi (2023) *Explore how we travel*, <https://commuter.waka.app/>

⁵⁸ Waipā District Council (2022) *Waipā is Moving with the Times, Transport Strategy 2022-2052*, https://www.waipadcc.govt.nz/repository/libraries/id:26zgz4o7s1cxbyk7hfo7/hierarchy/our-council/haveyoursay/Transport%20Strategy/24500%20Waipā%20DC%20Transport%20Strategy%2022%20Doc_FA_WEB.pdf

⁵⁹ Waka Kotahi (2023) *Explore how we travel*, <https://commuter.waka.app/>

⁶⁰ Future Proof (2022) *Hamilton-Waikato Metro Spatial Plan Transport Programme Business Case, Programme Business Case Report – Part A, B & C*, Revision D, 09 September 2022, <https://futureproof.org.nz/h2a/metrospatialplan/>

Figure 14 – Congestion in Cambridge 2018 PM Peak **PLACEHOLDER**

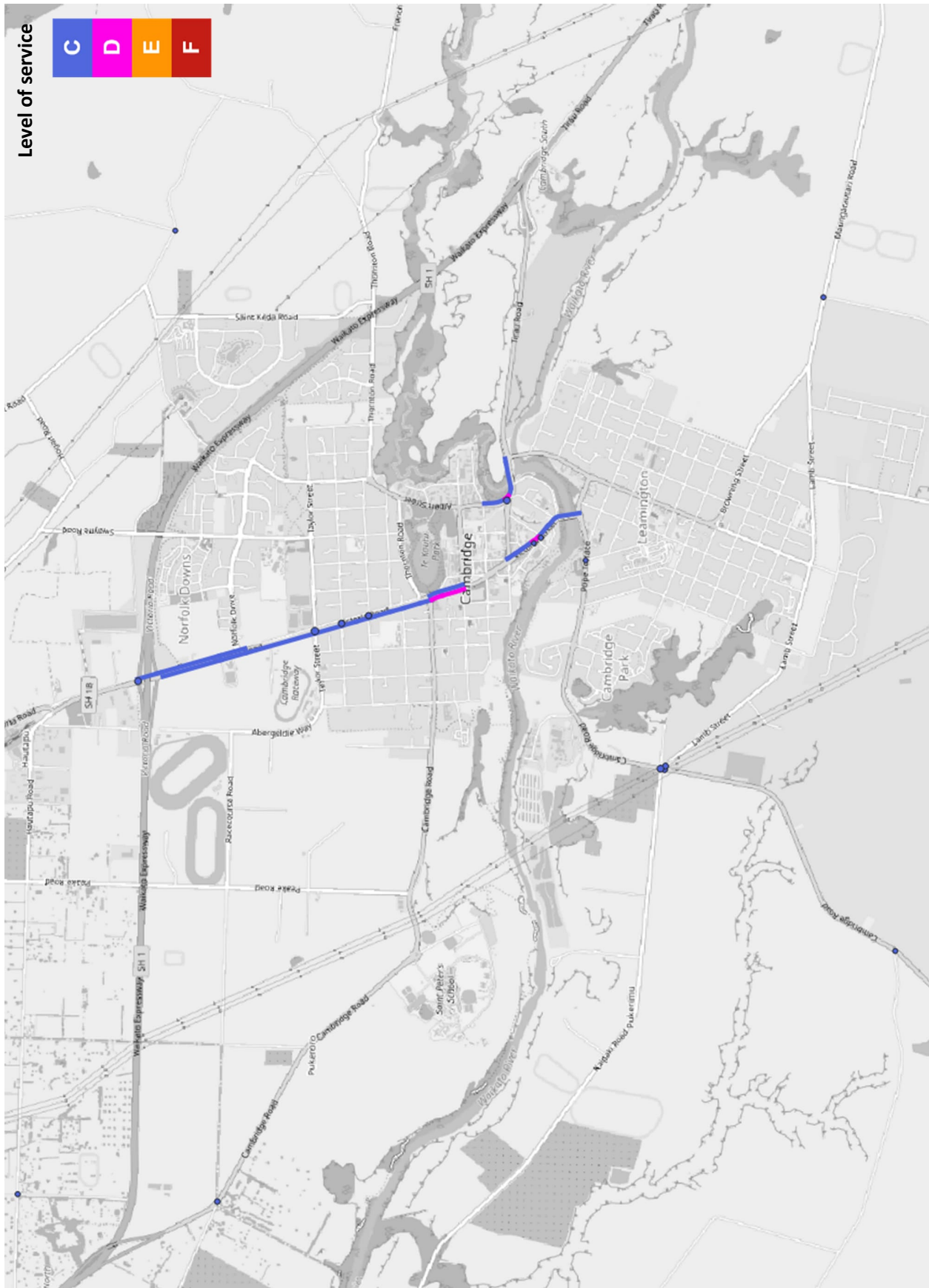
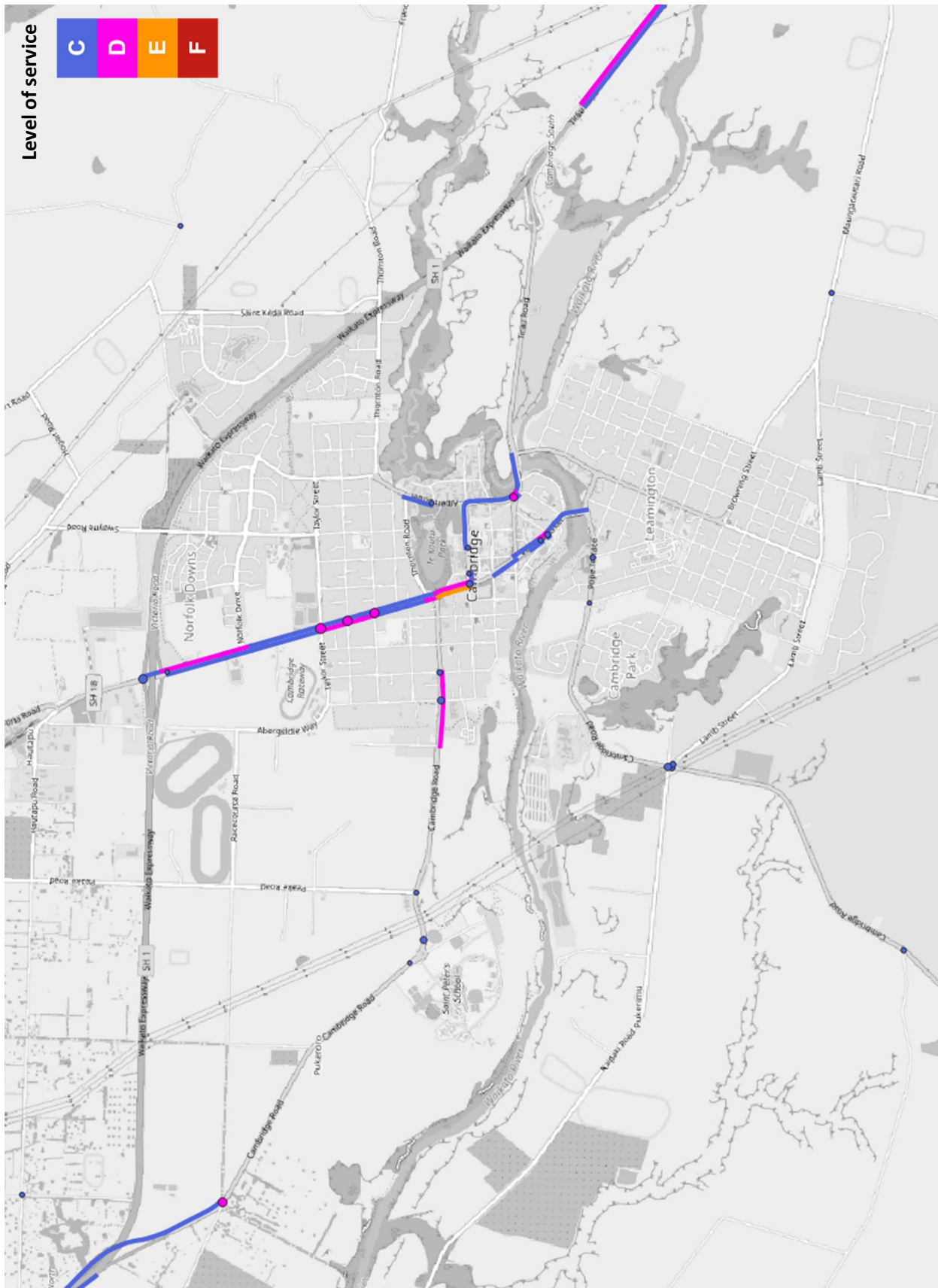


Figure 15 – Congestion in Cambridge 2041 PM Peak PLACEHOLDER



1.5.2 Problem Two

Over-reliance on key connections to perform multiple functions results in conflicts, reduced amenity, and poor system resilience

Over reliance on key connections

The ONF summarised in Section 1.2.5 shows that Cambridge relies heavily on a few 'key connections' to provide both movement and place functions.

Travel between Cambridge and Leamington and further south is heavily reliant on the vulnerable Victoria Bridge and Fergusson / Achilles Waikato River 'key connections' as summarised in Section 1.2.7. Heavy commercial vehicles and HPMV's can only use the Shakespeare Street / Achilles Avenue route, which is at risk of slip and crash closures. Neither river crossing has safe cycling facilities. The nearest detour river crossing for heavy vehicles is SH21 Airport Road which is an additional 35km. The nearest detour for light vehicle traffic is the Karapiro Dam which is an additional 15km. Karapiro Dam is single lane with signalised controls, which has very limited capacity to accommodate diverted traffic flows.

Victoria Street (ONF Main Street) is a key example of movement and place conflict on a 'key connection'. It is the main retail and commercial centre for Cambridge with parking, cycling and foot traffic, but also provides a movement function between Leamington and the town centre and north. This is often a cause of congestion through the town centre and produces safety conflicts, which restricts retail activity and affects the economy of the town centre during key business hours.

Access north to SH1 and Hamilton from Leamington must use the two river crossings, which converge on Victoria Road (ONF Main Street) between Queen Street and Hamilton Road intersection. Effectively all travel with destinations to the north relies on this single 'key connection', which also has adjacent retail and parking functions to fulfil. Victoria Road is forecast to be over capacity within 20 years if current travel patterns continue, as shown in Figure 15.

Figure 16 shows Bluetooth origins and destinations for northbound trips that pass through this section of Victoria Road in the morning peak between 7:00am and 10:00am, on an average weekday between 24 February and 30 March 2022. Figure 16 shows that 62% of traffic on this section originates in Leamington, 12% from the town centre, and 9% from south of Cambridge. 45% of traffic goes to destinations in the suburbs of Cambridge, 22% on SH1 north towards Hamilton, 21% north towards Hautapu, and 12% west to St Peter's School and beyond. The data shows that this section of Cambridge Road has a critical role in the transport system connecting Leamington and the town centre to Cambridge, Hautapu, and SH1 north.

Section 1.5.1 outlines that if high future growth in Cambridge is enabled using car dominated strategies, this will result in increasing traffic, VKT and congestion on these 'key connections'. This will further compromise the ability of these corridors to cope with the movement and place issues outlined above, and growth will further exacerbate these problems in decades to come.

Conflicts

Reported crashes from the Waka Kotahi Crash Analysis System between 2018 and 2022 for urban Cambridge are shown in Table 4.

Table 4 – Reported crashes in urban Cambridge 2018 – 2022

	All vehicles	Cycle	Cycle %
Total crashes	328	32	10%
DSIs	18	7	39%
DSI %	5%	22%	

Figure 16 – Cambridge Road northbound Bluetooth origins and destinations, 2022 AM Peak

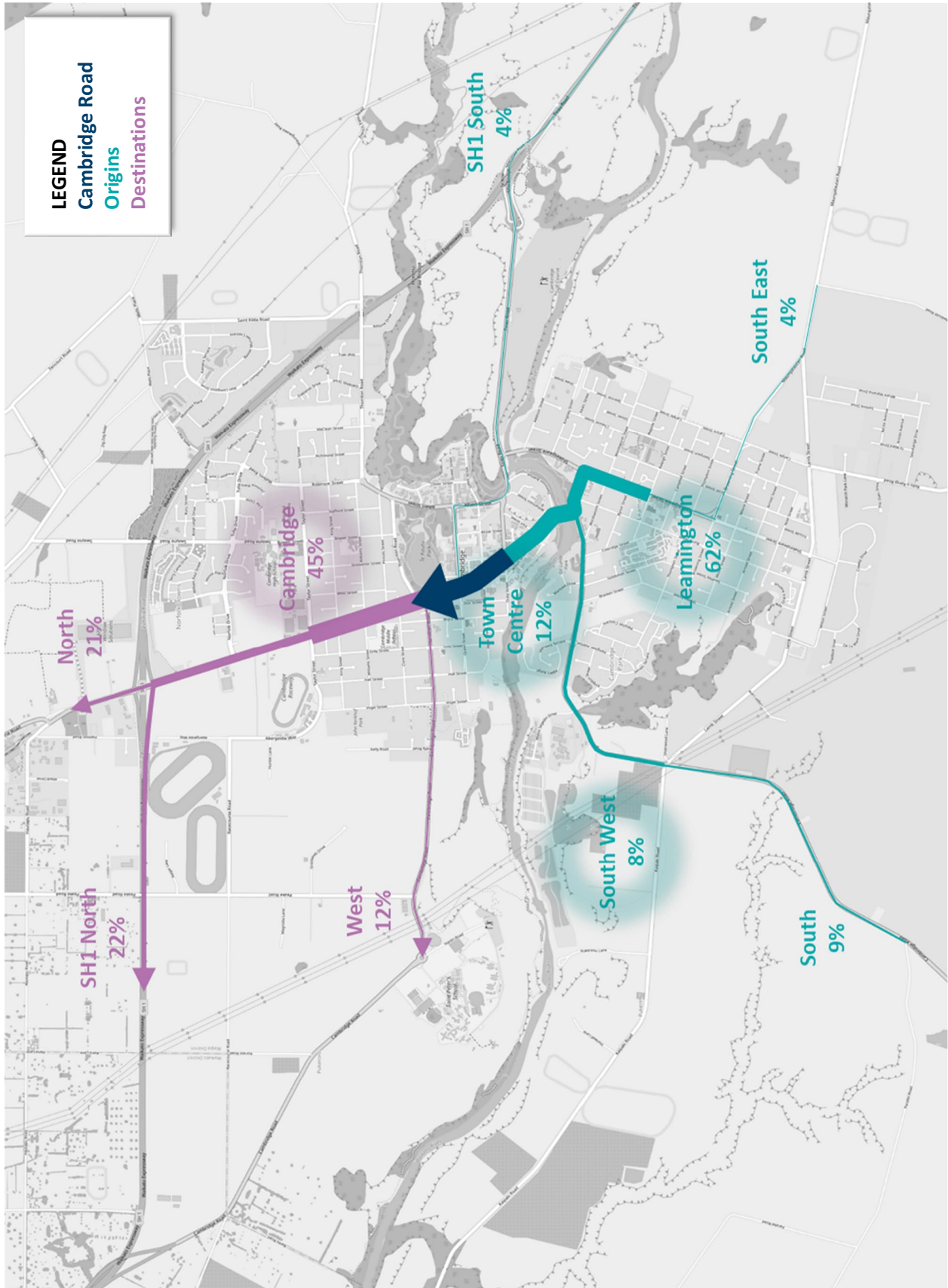
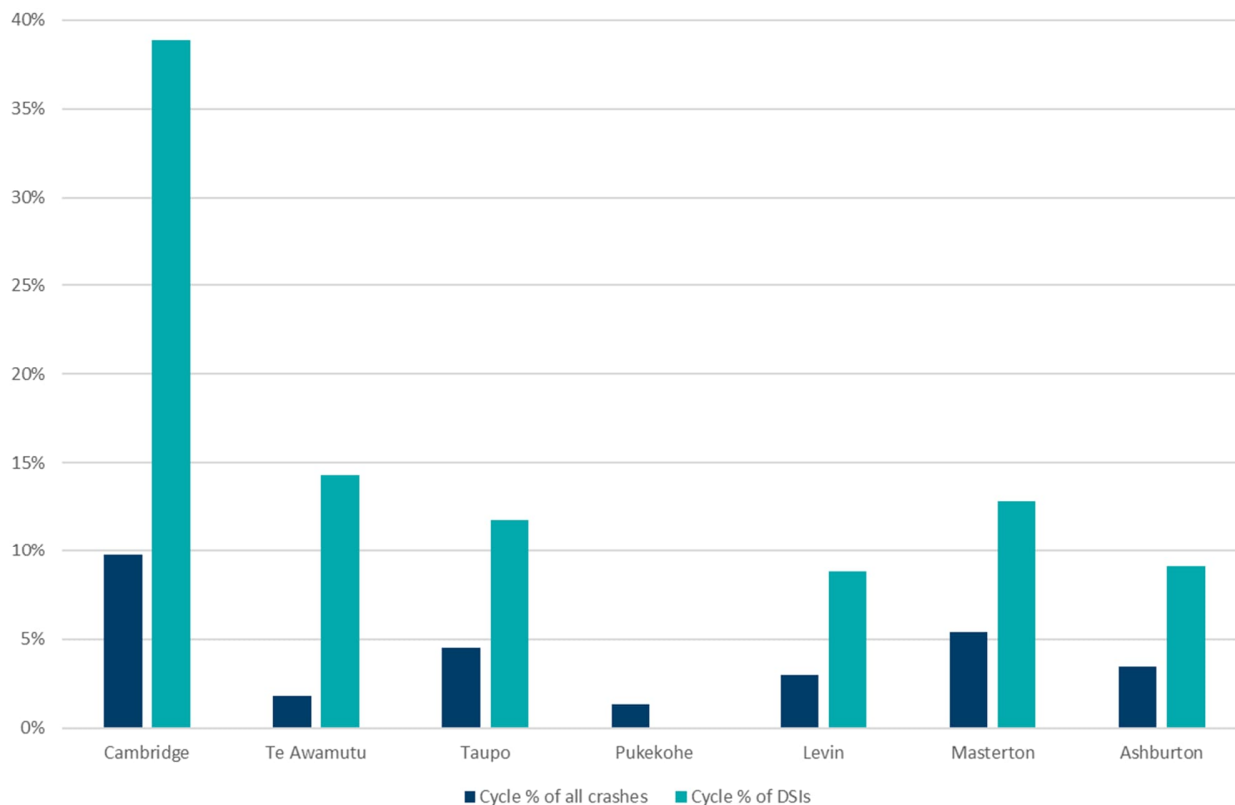


Table 4 shows that 328 crashes were reported in Cambridge over the last five years, which was the second lowest out of seven towns of a comparable size around New Zealand. Te Awamutu the lowest at 279 crashes and Ashburton was the highest at 957 crashes, roughly three times higher. 5% of crashes in Cambridge were Deaths and Serious injuries (DSIs), which is about average against this comparison group.

Table 4 shows that cycle related crashes comprise 10% of all crashes, but 39% of DSIs. Therefore, people on bikes are almost four times more likely to be killed or seriously injured in a crash than motorists in Cambridge.

Figure 17 shows that Cambridge is an outlier, however as ‘the home of cycling’ Cambridge is a popular cycling location, and the number of cyclists is likely to be higher than the towns in the comparison group. Nevertheless Figure 17 shows that cycle safety is a concern to be addressed by Cambridge Connections.

Figure 17 – Cambridge cycle crash proportions against the comparison group



The locations of fatal and serious crashes in Cambridge are shown in Figure 18, with minor and non-injury crashes shown as a heatmap. Walking and cycling related crashes are shown in Figure 19.

Figure 19 shows that walking and cycling crashes generally occur in the urban area, particularly around Victoria Street and at intersections, showing this is a risk area for these people. The predicted increase in VKT from growth will result in increasing safety ‘conflicts’ between modes, more bike related crashes, and injuries and deaths will inevitably increase as a result.

However, for cycling, crash records do not tell the whole story. Not feeling safe riding a bike has been a consistent community feedback theme for Cambridge as summarised in Section 1.2.10. Therefore the ‘perception’ of safety is a critical consideration for people deciding to get on their bikes, or not. Without both actual and perceived safety large numbers of people will not choose to bike.

Figure 18 – Cambridge crashes 2017-2021 PLACEHOLDER

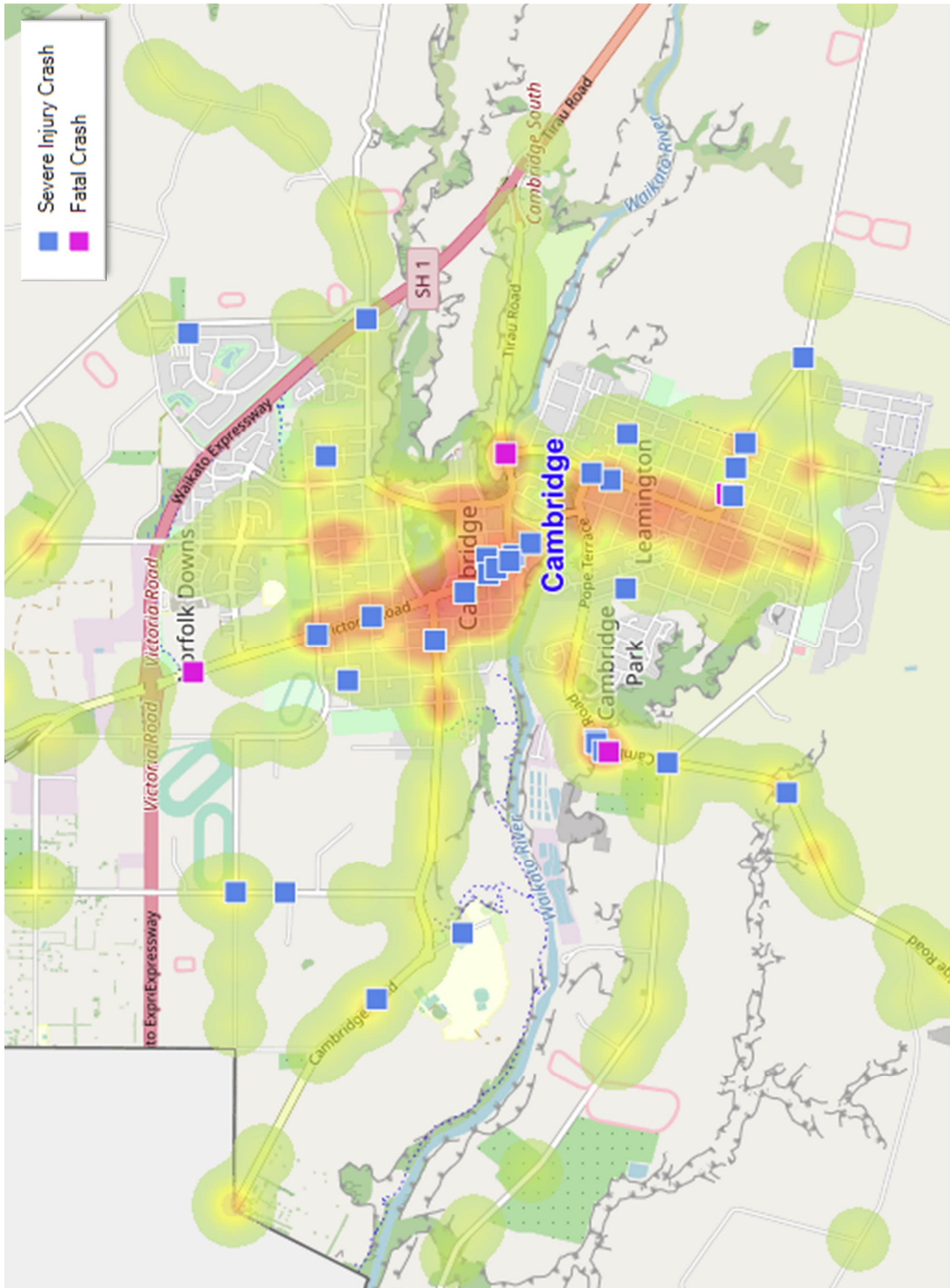
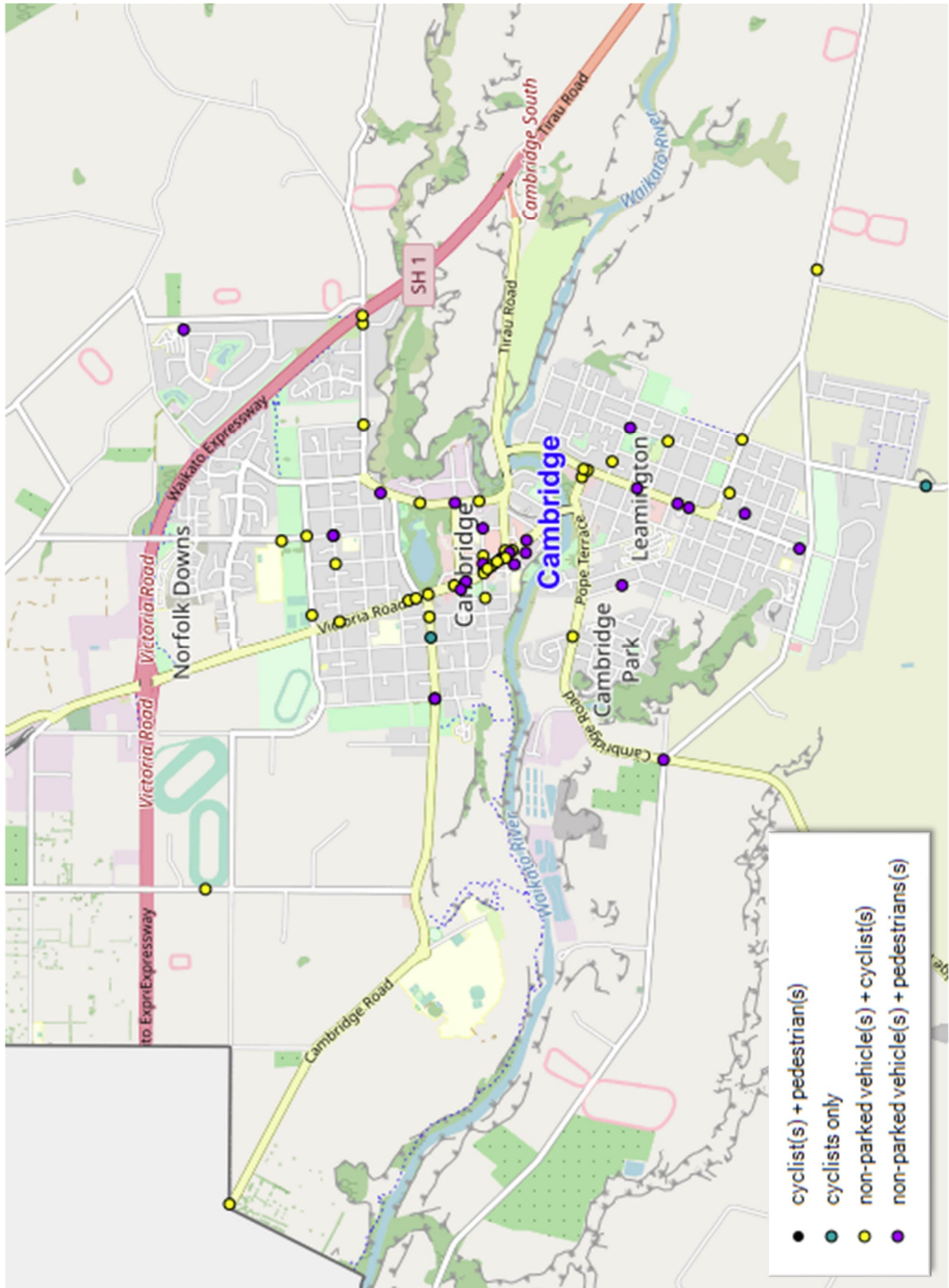


Figure 19 – Cambridge pedestrian and cyclist crashes 2017-2021 PLACEHOLDER



Reduced amenity

Amenity is defined as *“a feature or service that makes a place pleasant, comfortable or easy to live in”*⁶¹. Cambridge is well known throughout the Waikato and New Zealand as a desirable and attractive town to live in close proximity to Hamilton and location in the upper North Island, with high amenity and a corresponding high demand for housing.

As outlined earlier, travel in Cambridge is heavily reliant on a few key corridors with conflicting functions, which results in real and perceived safety conflicts which ‘reduce amenity’. These issues will be further exacerbated with high forecast growth and resulting congestion and emissions on key routes, which makes these corridors unpleasant places to travel through and dwell. This is particularly critical on Victoria Street as the main retail and commercial centre for Cambridge, where businesses rely on foot traffic, and outdoor dining at cafes and restaurants etc, will be increasingly affected by congestion and vehicle emissions.

Congestion on the movement corridors will result in drivers using local and residential streets ‘rat running’ to avoid congested links and intersections, which will also ‘reduce amenity’ on local streets.

Poor system resilience

The evidence in this section shows that travel on key connections through Cambridge will be increasingly vulnerable to ‘poor system resilience’ disruption from crashes and congestion, which will result in unreliable journeys for residents and visitors as Cambridge grows.

The two Cambridge river crossings are likely contributors of closures and ‘poor system resilience’ for travel in Cambridge. Victoria Bridge is nearing the end of its service life carrying traffic, which if it needs to close for crashes, maintenance, or structural reasons, leaves only one available crossing of the Waikato River. Cambridge with only one available vehicle crossing is very plausible in the not-too-distant future. This will likely result in crippling congestion on the remaining Shakespeare Street / Achilles Avenue route, which itself is at risk of slips and crash closures.

Summary

The evidence shows that Cambridge overly relies on a few key connections, which are required to perform multiple functions. With the effects of high growth this will result in congestion and increased vehicle emissions, real and perceived safety conflicts, reduced amenity, and poor system resilience.

⁶¹ <https://www.oxfordlearnersdictionaries.com/definition/english/amenity>

1.6 Partners and key stakeholders

This section identifies the partners and key stakeholders for Cambridge Connections. The project communications framework is included in Appendix D for reference.

1.6.1 Partners

Waipā District Council – Waipā District Council is responsible for fully managing the local road network that forms, with the adjacent state highways, the land transport network for Waipā and Cambridge, and is responsible for public transport infrastructure. Investment by Waipā is required to improve the local road network and other complementary improvements to address the problems identified in this Strategic Case.

Waka Kotahi – Waka Kotahi is a partner to this business case and is fundamentally concerned with improving travel choice, reducing car dependency and greenhouse gas emissions to increase the wellbeing of New Zealand’s cities and towns. Investment in the transport system may be needed to help solve the problems identified in this Strategic Case and fully realise the benefits of investing. Waka Kotahi is also an RCA and will be concerned with any impact that this investment proposal will have on the state highway network.

Iwi and mana whenua – Ngāti Korokī Kahukura, Ngāti Hauā and Waikato Tainui are the local iwi and mana whenua partners. They have a special cultural and spiritual relationship with the environment of Cambridge and the Waikato River.

1.6.2 Project Steering Group

Table 5 identifies the Project Steering Group (PSG) representatives guiding Cambridge Connections.

Table 5 – Project Steering Group representatives and focus areas

Key Stakeholders	Focus areas
Iwi and mana whenua	Iwi and mana whenua partners. Representatives from: Ngāti Korokī Kahukura, Ngāti Hauā and Waikato Tainui.
Te Kanohi representative	Iwi and mana whenua partners. Representing mana whenua interests across Waipā District.
Waka Kotahi NZ Transport Agency	State Highway road controlling authority and investment funding partner.
Waipā District Councillors	Councillors representing and liaising with the community. Deputy Mayor Liz Stolywyk (Cambridge Ward), Councillor Roger Gordon (Cambridge Ward), and Councillor Clare St Pierre (Pironga-Kakepuku Ward).
Cambridge Community Board	Community Board members can share project information with the community. Representative - Andrew Myers.
Road Transport Association	Representing trucking and heavy freight industry.
Waikato Regional Council	Public transport integration, and regional transport coordination through the RLTP.
Waipā District Urban Mobility Project	Key internal stakeholder representing Council’s Urban Mobility Programme for Cambridge.
Waipā District Planning Team	Internal stakeholder representing land use planning and the District Plan.

1.6.3 Key stakeholders

Table 6 summarises the key stakeholder groups with an interest in Cambridge Connections.

Table 6 – Key stakeholders and focus areas

Key Stakeholders	Focus areas
Cambridge Chamber of Commerce	Cambridge Chamber of Commerce to be kept informed to share information with its members.
Wider Cambridge residents	Cambridge residents and ratepayers need to be informed of the business case and the next steps.
Ministry of Education	Wellbeing and safety of students and staff. Consultation regarding projected growth and plans, and proposed new schools in Cambridge.
Kāinga Ora	Consultation regarding public housing plans in Cambridge.
Department of Conservation	Protection of the environment, flora and fauna. Consultation regarding any ecological sites of significance.
Members of Parliament	Representing Cambridge residents, interested in land use and transportation changes.
Emergency services	Fire, Police, Ambulance services attending callouts in and routing around / through Cambridge.
Truck Freight	Companies with Heavy Commercial Vehicles routing around and through Cambridge.
Fieldays	Annual event at Mystery Creek, interested in transportation and access changes.
Hamilton Airport	Interested in transportation and access changes around the Airport.
Heritage NZ	Interested in protecting Victoria Bridge and other archaeological sites.
Waipā District Developers Forum	Share project information and potential land use changes in Cambridge.
Waipā District Elected members and Service Delivery Committee	Project updates through normal committee reporting channels.
Waipā District staff	Delivering programme of infrastructure and network operations activities, achieving aligned outcomes (e.g. speed management).
Biking special interest groups	Improved biking outcomes and getting more people biking.

1.7 Benefits and opportunities

The benefits of investing to resolve the problems were identified and agreed as part of the 9 November 2022 ILM workshop summarised in Section 1.5. The ILM, showing the alignment between the problem statements agreed for Cambridge Connections and the potential benefits of investment is shown in Figure 13, and included in Appendix C for reference.

Table 7 shows the alignment of the potential benefits to Key Performance Indicators (KPI's) and measures of these KPIs consistent with the Waka Kotahi Land Transport Benefits Framework⁶².

Table 7 – Benefits, KPI's, and measures

Benefit	KPI	Measure	Baseline
Improved accessibility by active modes and public transport 30%	Improved mode share 15%	10.2.10 Mode share	X% mode share
	Improved accessibility 15%	10.3.1 Access to key destinations	X
Reduced greenhouse gas emissions 10%	Reduced emissions 10%	8.1.1 Mode shift from light private vehicles	X VKT
Improved amenity in the town centre 20%	Improved mode share 10%	10.2.10 Mode share	X% mode share
	Positive impact on townscape 10%	11.3.1 Perception of amenity	X
Improved safety and perception of safety for active modes 10%	Improved safety 5%	1.1.3 Number of deaths and serious injuries	X DSI's per annum
	Improved perception of safety 5%	2.1.1 Perception of safety and ease	X
Improved system resilience 30%	Reduced vulnerability 30%	4.1.2 Levels of service and risk	X

⁶² <https://www.nzta.govt.nz/assets/planning-and-investment/docs/Land-Transport-Benefits-Framework-overview-table.pdf>

1.8 Investment objectives

Investment objectives were developed based on the identified problems and likely benefits for the Programme as part of the 9 November 2022 ILM workshop, as summarised in Sections 1.5 and 1.7.

The investment objectives:

1. To improve accessibility by active modes and public transport by improving access to key destinations and mode share
2. To reduce greenhouse gas emissions by reducing distance travelled by private cars
3. To improve amenity in the town centre by improving mode share, and the perception of amenity
4. To improve safety for active modes by reducing deaths and serious injuries, and improving the perception of safety and ease, and
5. To improve system resilience by reducing the risk and consequences of events

The investment objectives are measured through the KPI's, measures and baselines as summarised in Table 7.

These five investment objectives are the primary reasons we are investing in Cambridge Connections and are the key success criteria any investment needs to align with to form part of the programme Vision and 10 year programme. A critical success factor for this PBC is that the proposed investment is consistent with and builds towards the Waipā Transport Strategy outcomes.

1.9 Key constraints, dependencies and assumptions

Investment in Cambridge Connections is subject to the constraints, dependencies and assumptions as shown in Table 8. Management strategies have been developed to record management of these and they will need to be carefully monitored and managed during the implementation of the programme.

Table 8 – Key constraints, dependencies and assumptions

	Constraints	Notes
C1	Implementation funding	The Cambridge Connections programme is likely to include a significant amount of investment, and funding from the NLTF is oversubscribed. Obtaining funding for transport investment in Cambridge also needs to compete with other local and national investment priorities.
C2	Capacity to deliver	High staff workloads limits Waipā's ability to deliver an expanded investment programme resulting from Cambridge Connections.
C3	NIMBY sentiment	The community are generally in support of walking, cycling and public transport, but directly impacted communities don't want to make the necessary changes, i.e. removal of parking, reallocation of road space etc.
	Dependencies	Notes and management strategies
D1	Ahu Ake Waipā Community Spatial Plan	Cambridge Connections needs to integrate with the vision, objectives and actions of the Ahu Ake Waipā Community Spatial Plan. The draft Ahu Ake preferred scenario will be confirmed after community consultation in early 2023, and Cambridge Connections will continue to work with Ahu Ake to ensure alignment between this PBC and the Spatial Plan.
D2	Urban Form	The Hamilton-Waikato Metro Spatial Plan and the NPS Urban Development both influence Cambridge's planning and policies towards a quality, compact town which is more reliant on active travel and public transport modes. Integrate the strategic intent of these influences on the urban form, and continue to evolve the programme to respond to these directions.
	Assumptions	Notes and management strategies
A1	Greenfield growth areas	Funding to build the internal transport infrastructure within growth areas is assumed to come from those programmes.
A2	Information accuracy and currency	We have assumed that information provided to Cambridge Connections is current, and we will continue to update the PBC when new information becomes available.
A3	Implementation is feasible	The level of this PBC, time and available budget has meant that the practicality of implementing new infrastructure on the identified roads and streets within the transportation network has not been assessed. The investment programme recommends further investigations and business case stages which will investigate the issues and constraints within those corridors to resolve these uncertainties.

APPENDIX A

One Network Framework paper

APPENDIX B

National and regional policy alignment

National and regional policy alignment

Document	Intent	Relevance to this project
National scale documents		
Living Standards Framework 2021	<p>The three levels of the living standards framework:</p> <ul style="list-style-type: none"> • Our individual and collective wellbeing • Our institutions and governance • The Wealth of Aotearoa New Zealand 	<i>Travel choices and resilience of the transport system underpins the movement of people to access key services and amenities core to wellbeing, such as employment, health, education, and cultural locations etc.</i>
MOT Transport Outcomes Framework	<p>To improve our wellbeing and liveability, transport needs to make a positive contribution across the 5 core outcomes.</p> <ul style="list-style-type: none"> • Inclusive access • Healthy and safe people • Economic prosperity • Environmental sustainability • Resilience and security 	<i>Investment in public transport, walking and cycling, and improving resilience contributes to all core outcomes.</i>
GPS on Land Transport (2021)	<p>Sets out the Government's strategic direction for the land transport system over the next 10 years. Strategic priorities include:</p> <ul style="list-style-type: none"> • Safety – developing a transport system where no-one is killed or seriously injured • Better travel options – providing people with better transport options to access social and economic opportunities • Improving freight connections – the transport system needs to support the movement of freight, by increasing resilience • Climate change – developing a low carbon transport system 	<p><i>The GPS on Land Transport encourages activities to improve uptake of walking, cycling and public transport.</i></p> <p><i>A resilient transport system is needed to support freight connections.</i></p>
Keeping Cities Moving	<p>Waka Kotahi's plan to improve travel choice and reduce car dependency to increase the wellbeing of New Zealand's cities. Priorities: shaping urban form, making public transport, walking and cycling more attractive, influencing travel demand and transport choices.</p>	<i>Improved travel choice involves optimising the existing system, investment in new infrastructure and services, and providing better connections between public transport and walking and cycling..</i>
2050 Climate Change Response (Zero Carbon) Amendment Act	<p>The Government has committed to reaching Net Zero emissions of long-lived gases by 2050. There needs to be much more walking, cycling and use of public and shared transport.</p>	<i>Investing in making walking, cycling and public transport easier aligns with intent of Net Zero by 2050. Investment Objective 3 around greenhouse gas reduction represents this.</i>

Invises and Beca



Arataki – Version 2	Waka Kotahi NZ Transport Agency 10 year view in response to the GPS 2021. Priorities: improve urban form, transform urban mobility, significantly reduce harms, tackle climate change & support regional development.	<i>Transport investment in safety, walking, cycling and public transport makes these travel choices more attractive and reinforces a quality compact urban form.</i>
Road to Zero: New Zealand’s road safety strategy 2020– 2030	Road to Zero vision is “a New Zealand where no one is killed or seriously injured in road crashes”. It is based on Vision Zero and sets out a target to target to reduce road user death and serious injuries by 40% by 2030.	<i>Transport investment should target reductions in deaths and serious injuries.</i>
Urban Growth Agenda	Remove barriers to the supply of land and infrastructure and make room for cities to grow up and out. Wider objectives to improve choices for location and type of housing, improve access to opportunities, assist emission reductions, and enable quality urban environments without unnecessary urban sprawl.	<i>Improved accessibility and travel choices will help support wider objectives. Emphasis on connecting people with opportunities and enabling quality compact urban form.</i>
NPS-Urban Development 2020	Identifies policies to support well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future. Encourages greater urban intensification in areas with higher accessibility or demand. Removes the use of minimum carparking requirements, except for accessible carparks, in District Plans.	<i>Walking, cycling and public transport will be increasingly important to supporting well-functioning compact urban environments. Removal of car parking minimums could support mode shift outcomes over time. Focus is towards town centre intensification within walkable catchments.</i>
Rautaki Hanganga o Aotearoa NZ Infrastructure Strategy 2022 – 2051	Key strategic objectives: enabling a net-zero carbon Aotearoa (reducing carbon emissions), supporting towns and regions to flourish, building attractive and inclusive cities with good public transport, and strengthening resilience to shocks and stresses.	<i>Investing in making walking, cycling and public transport easier aligns with intent of Net Zero. Good public transport supports compact urban form. Strengthening resilience of the transport system.</i>

Regional scale documents		
<p>Future Proof Strategy: Planning for Growth (2022)</p>	<p>A 30-year growth management and implementation plan specific to the Hamilton, Waipa and Waikato sub-region. Supports planning for an integrated rapid public transport network linking major employment and residential hubs, as well as ensuring that neighbourhoods are designed to integrate public transport use, walking and cycling.</p> <p>For Waipā district, approximately 90 per cent of growth will be within the identified urban areas of Cambridge, Te Awamutu and Kihikihi. As a stretch target approximately 20 per cent of growth within urban environments will be within existing parts of the townships, preferably in areas close to centres and current and future public transport stops.</p>	<p><i>Cambridge will continue to intensify. Walking, cycling and public transport are core parts of the intended urban mobility solution to support this growth.</i></p>
<p>Hamilton-Waikato Metropolitan Spatial Plan</p>	<p>The Hamilton Waikato Metropolitan Spatial Plan (MSP) is a vision and framework for how Hamilton City and the neighbouring communities within Waipā and Waikato districts will grow and develop over the next 100 + years creating one of the most liveable places in New Zealand. Six transformational moves are noted, including ‘a radical transport shift’ and ‘a vibrant metro core and lively metropolitan centres’.</p> <p>The plan identifies an urban form to cater for growth supported by a multi-modal rapid and frequent transport system to improve access. Specific to Waipā are fast and frequent connections proposed between Te Awamutu and Hamilton and Cambridge and Hamilton.</p>	<p><i>More walking, cycling and public transport will support the intended transport shift and sought-after wellbeing outcomes.</i></p> <p><i>Success indicators include increasing cycling trips, and decreasing private vehicle kilometres travelled.</i></p>
<p>Hamilton-Waikato - Waka Kotahi Mode Shift Plan</p>	<p>Supplements the Urban Growth Agenda, and long-term transport and spatial planning. Spatial planning confirms the need to use appropriate public transport and walking and cycling investment to deliver affordable growth in employment and housing.</p> <p>Prioritises walking and cycling networks in Te Awamutu and Cambridge, future growth locations, and gradual increases in peak hour bus services to Hamilton City.</p>	<p><i>Identifies there are lots of short trips that can move to walking, cycling and public transport.</i></p> <p><i>For cycling the key barrier to mode shift is safety.</i></p> <p><i>Focusing on schools trips can encourage wider mode shift.</i></p>

Invisive and Beca



<p>Waikato Regional Land Transport Plan (RLTP) 2021-2051</p>	<p>The RLTP articulates how the Waikato Region will align with the NZTS and GPS and sets the long-term strategic direction for the next 30 years.</p> <p>Priority objectives are to advance economic wellbeing and support liveable urban areas, no-one is killed or seriously injured on the regional transport system, and that the land transport system provides an inclusive range of integrated and safe travel choices. These are supported by secondary objectives to reduce carbon emissions from transport and integrate land use planning.</p> <p>Relevant headline targets:</p> <ul style="list-style-type: none"> • A 40% reduction in deaths and serious injuries from 2018 levels by 2030. • Reduce carbon emissions from the transport sector by a minimum of 30% by 2030 (from 2018/19 levels) on the path to net carbon zero by 2050. • Year on year, trips per capita by public transport and walking and cycling significantly increase, while trips per capita by private motor vehicle decreases. 	<p><i>Transport investment in safety, walking, cycling and public transport makes these travel choices more attractive, reduces carbon emissions and reinforces a quality compact urban form.</i></p> <p><i>Enhanced long term route security and resilience to the effects of climate change.</i></p>
<p>Waikato Regional Public Transport Plan (2018-2028)</p>	<p>Main mechanism for the delivery of public transport services in the Waikato Region.</p>	<p><i>Investment in public transport will need to integrate with the plan.</i></p>
<p>Tai Timu, Tai Pari, Taiao Waikato Tainui Environmental Plan</p>	<p>Develop and manage transportation infrastructure to provide for social, cultural, spiritual, economic, and environmental needs. Sustainable transport options should be incorporated into subdivisions and developments including options for public transport, carpooling, walking, and cycling.</p>	<p><i>Investment in walking and cycling and public transport supports the intended management approach.</i></p>
<p>Ngaati Haua Environmental Management Plan</p>	<p>Identifies a need to manage the potential effects of urban development and improve air quality, including reducing reliance on motor vehicles.</p>	<p><i>Air quality and mode shift are important indicators.</i></p>

APPENDIX C

Investment Logic Map

APPENDIX D

Communications framework

APPENDIX E

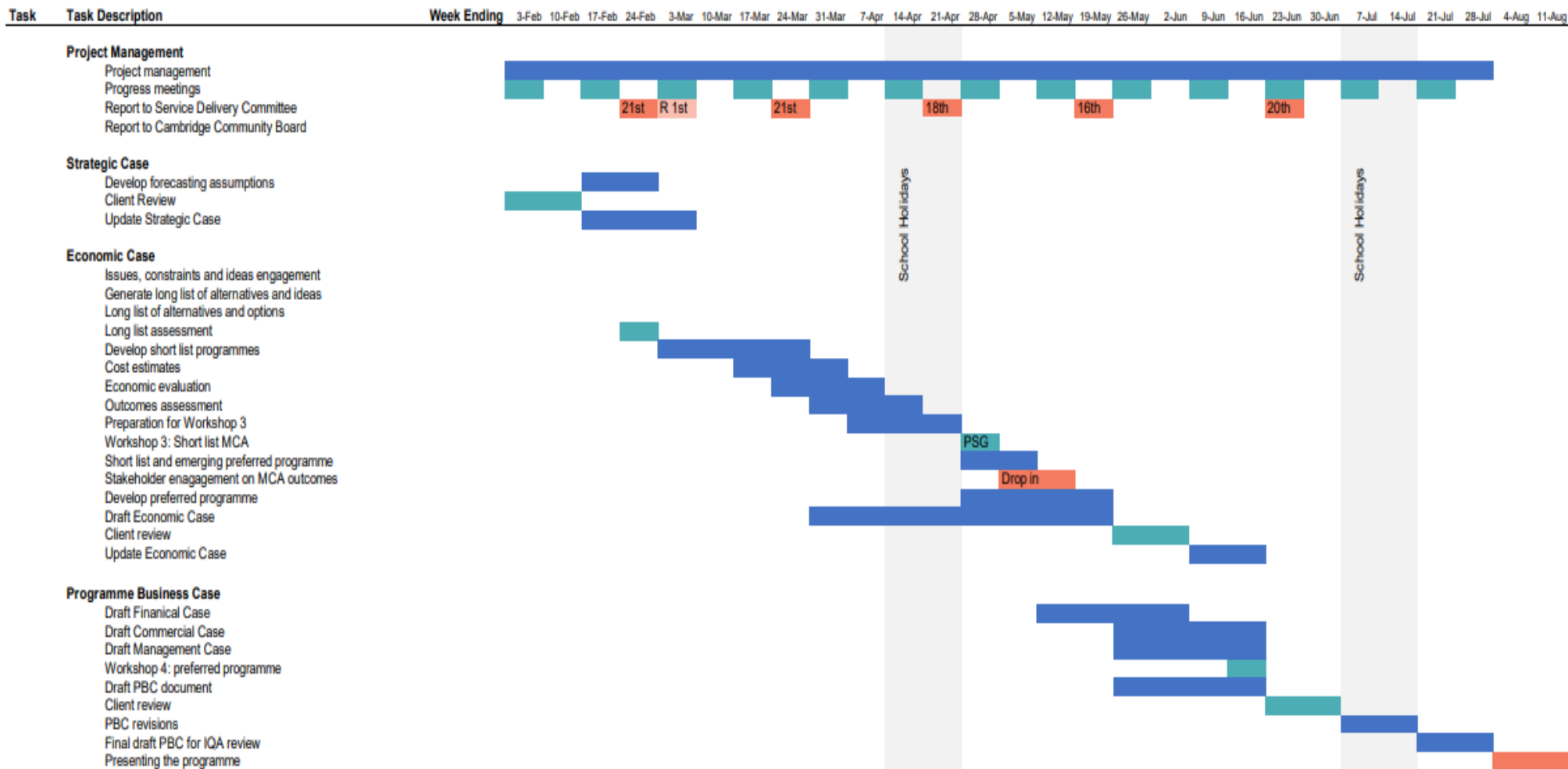
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APPENDIX 2

Cambridge Connections Programme update – March 2023 (*document number: 10928684*)

Waipa DC Cambridge Connections PBC Programme

Programme



COMMITTEE REPORT



To: The Chairperson and Members of the Service Delivery Committee
From: Programme Engineer – Transportation
Subject: **Passenger Transport - Kihikihi Bus Depot – Local Purpose Reserve Revocation**
Meeting Date: 21 March 2023

1 PURPOSE - TAKE

The purpose of this report is to seek the Committee’s approval to revoke the local purpose reserve status of part of the land at 29 Havelock Street Kihikihi to enable the establishment and operation of a bus depot.

2 EXECUTIVE SUMMARY – WHAKARĀPOPOTOTANGA MATUA

In order to ensure that part of the site is available for the purpose of a public transport depot for the Te Awamutu/Kihikihi/Hamilton bus service, the local purpose reserve status will need to be revoked from part of the following parcels of land.

- Allotment 399 Kihikihi Town – Local purpose reserve (for the purposes of a pound)
- Lot 1 DPS 91963 – Local purpose reserve (for the purposes of a works depot)

The area of land containing the existing dog pound facility will retain Local Purpose Reserve status and this is the area identified as Section 1 in the plan attached as Appendix 2. In order to revoke the local purpose reserve status, the process set out in section 24 of the Reserves Act 1977 must be followed. This includes obtaining the approval of the Minister of Conservation.

3 RECOMMENDATION – TŪTOHU Ā-KAIMAHI

That the Service Delivery Committee

- a) *Receives the report of Erik Van Der Wel, Programme Engineer – Transportation, titled Passenger Transport - Kihikihi Bus Depot - Local Purpose Reserve Revocation (document number 10976062);*
- b) *Notes that Council has proposed that land at 29 Havelock Street, Kihikihi be leased to Waikato Regional Council for a bus depot;*

- c) *Notes that the proposed parcels of land forming part of the proposed bus depot (“Depot Land”) are designated as local purpose reserve under the Reserves Act 1977 as follows:*
- i) *Lot 1 DPS 91963 comprises 880m2 more or less: Local Purpose Reserve (works depot);*
 - ii) *Allotment 399 Town of Kihikihi comprises 4047m2 more or less: Local Purpose Reserve (Pound), **excluding** the existing dog pound site on this parcel as shown as section 1 in Appendix 2; and*
- d) *Approves, pursuant to section 24(1)(b) of the Reserves Act 1977, the reservation of the Depot Land being revoked:*
- i) *because the Depot Land is no longer required for its stated purposes; and*
 - ii) *to ensure that the Depot Land can be lawfully used as a bus depot, and for flexibility over the management of the land going forward; and*
- e) *Delegates to the Group Manager Service Delivery authority to notify the Commissioner, liaise as required with the Minister and Department of Conservation, to issue any required public notices, and to provide and sign such documentation as required to enable the revocation of the reserve status of the Depot Land to be made pursuant to section 24 the Reserves Act 1977, subject to notifying the Committee of the outcome of the process.*

4 BACKGROUND – KŌRERO WHAIMĀRAMA

Council has previously considered and approved the land adjacent and behind the current dog pound in Havelock Street, Kihikihi, for overnight charging of an electric bus service contract, commencing in January 2024 (*document number 10813584*).

The proposed land forming part of the bus depot is as follows:

- Lot 1 DPS 91963 comprises 880m2 more or less. This is designated as Local Purpose Reserve (works depot);
- Allotment 399 Town of Kihikihi comprises 4047m2 more or less. This is designated as Local Purpose Reserve (Pound). The land forming part of this parcel that forms the existing dog pound site is not needed for the bus depot.

While the proposed bus depot land is currently designated as Local Purpose Reserve (Works Depot) and Local Purpose Reserve (Pound), the land proposed for the depot has not been needed for these purposes for a number of years. The land sits in an industrial area and has a low-level of community interest and no community use. However, it is an ideal size and location for a bus depot. Council is the administering body, and owner of this reserve land.

As the land is designated as local purpose reserves for purposes that are not related to being a bus depot, to enable any long-term lease to be entered into with Waikato

Reginal Council for the land, and to ensure flexibility going forward, it is necessary to revoke the reserve status of the two parcels of land (excluding the current dog pound site). There is a process under section 24 of the Reserves Act 1977 that must be followed in order to do this.

The first step in the process is to make a resolution to approve the revocation of the reserve status. This is then notified to the Commissioner. Following this, the Minister may approve the revocation. There is a public notice process that must be followed first before doing this, subject to exceptions under that provision.

A survey office plan has been prepared (Appendix 2) which identifies the two parts of this land, Section 1 which is the existing dog pound which will retain Local Purpose Reserve status, and Section 2 which will form the new bus depot and from which Local Purpose Reserve status would be removed.

5 SIGNIFICANCE & ENGAGEMENT – KAUPAPA WHAI MANA ME NGĀ MATAPAKINGA

Staff have considered the key considerations under the Significance and Engagement Policy, in particular sections 7 and 8 and have assessed that the matters in this report have a low level of significance. This is because the land is of very little community use or value. In addition, the proposal would ensure that the land remains in Council ownership and continues to provide an important public service. In addition, there are provisions under section 24 of the Reserves Act for the Minister to consider public views of the proposal before the Minister’s final decision on revocation is made.

6 OPTIONS – NGĀ KŌWHIRINGA

Option	Advantages	Disadvantages
<p>Option 1: Do nothing</p>	<ul style="list-style-type: none"> No staff or other Council resources required 	<ul style="list-style-type: none"> Unable to deliver on transport zero carbon emissions goals Reputational risk Cost implications (e.g. carbon offsetting, increasing compliance costs) Risk of high prices of diesel in the future, leading to higher costs to ratepayers and bus users
<p>Option 2: Approve Local Purpose Reserve Revocation</p>	<ul style="list-style-type: none"> Deliver on transport carbon emissions reduction goals Site close to route start 	

The recommended option is Option 2. The reason for this is that facilitation of electric bus services will improve community transport accessibility and wellbeing, and is in line with Council’s Transportation Strategy 2022-52.

7 OTHER CONSIDERATIONS – HEI WHAIWHAKAARO

Council’s Vision and Strategic Priorities

A new public transport contract is based on the 2021-2031 Long Term Plan (LTP) and Waipā District Council Transportation Strategy 2022-2052 that has a vision of: People and freight in Waipā have access to an integrated, safe, sustainable transport system that provides a range of travel choices.

One of the key targets includes:

- Reduce carbon emissions from the transport sector on the path to net carbon zero by 2050.

Legal and Policy Considerations – Whaiwhakaaro ā-Ture

Staff confirm that this proposal complies with Council’s legal and policy requirements.

Financial Considerations – Whaiwhakaaro ā-Pūtea

The total cost to complete this revocation is in the order of \$15,000 (consultant and survey fees). This amount is budgeted for in the current year forecast when the costs will be incurred.

Risks - Tūraru

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

Climate Change – Hurihanga Āhuarangi (delete if not required)

The transition of the current diesel bus fleet to a zero-emission electric fleet is in line with the New Zealand Climate Change Response (Zero Carbon). To achieve this ambitious goal, the public transport fleet, which accounts for approximately 10,000 tons of carbon emissions per annum, has to become carbon neutral. Any delays in achieving this transition will jeopardise the set-out goals.

8 NEXT ACTIONS

Action	Responsibility	By When
Proceed with the revocation legal process.	Programme Engineer Transportation	After decision

9 APPENDIX - ĀPITITANGA

No:	Appendix Title
1	Aerial plan of the land
2	Title Plan – SO 561874 (draft)



Erik Van Der Wel
PROGRAMME ENGINEER – TRANSPORTATION



Reviewed by Bryan Hudson
MANAGER TRANSPORTATION



Approved by Dawn Inglis
GROUP MANAGER SERVICE DELIVERY

APPENDIX 1

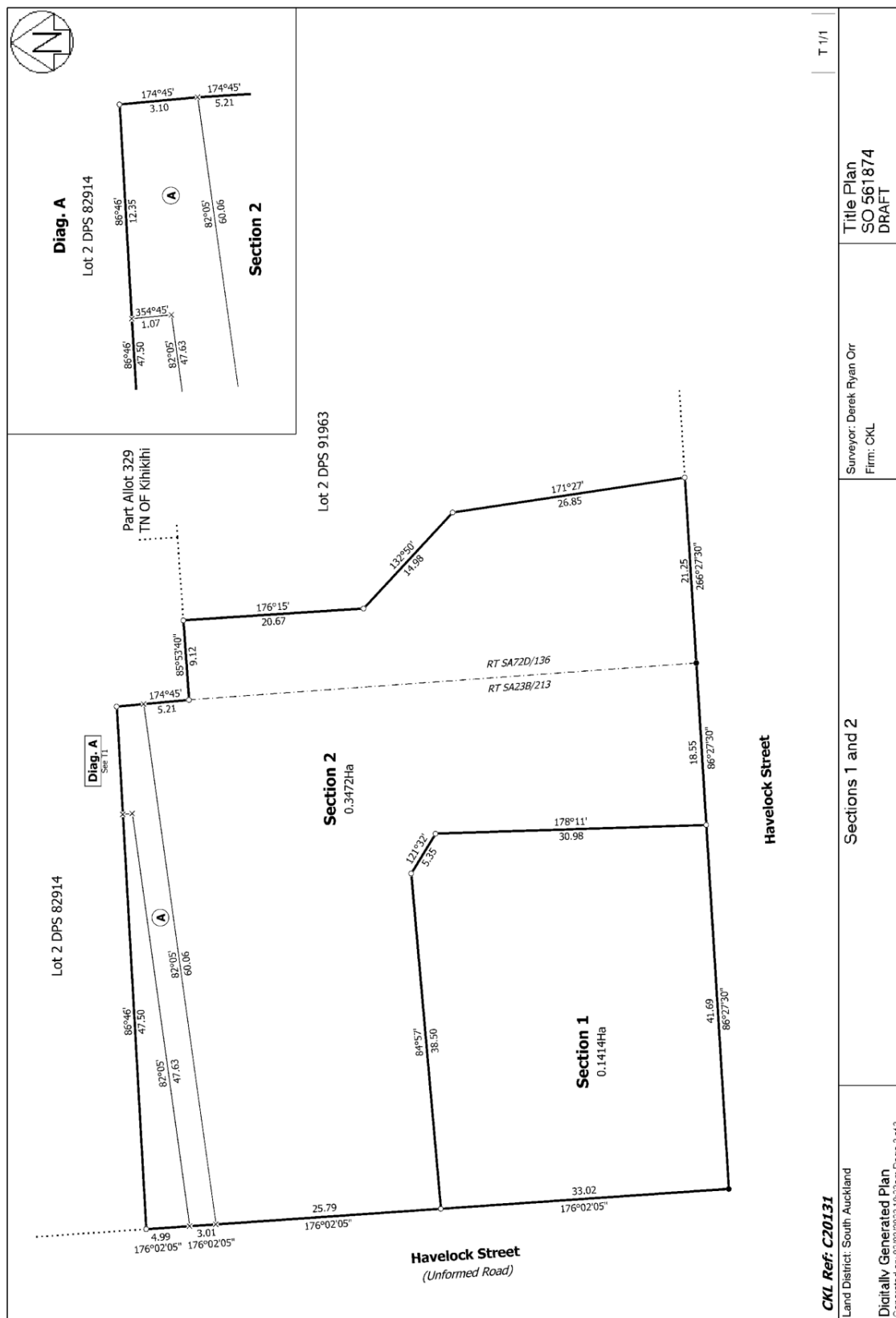
Aerial plan of the land



<p>Corporate Property Advisors and Negotiators</p>	<small>Imagery sourced from: LINZ Data Services Property boundaries sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas. Coordinate Systems: NZGD 2000 New Zealand Transverse Mercator Datum: NZGD 2000 // This map was produced with ArcGIS Pro (Esri).</small>		Kihikihī Dog Pound - 29 Havelock Street, Kihikihī		
	<small>PREPARED BY</small> JK Bellamkonda	<small>DATE</small> 12/10/2020	<small>SHEET</small> 1 OF 1	<small>TPO REF</small> 716683	

APPENDIX 2

Title Plan – SO 561874 (draft)



COMMITTEE REPORT



INFORMATION ONLY

To: The Chairperson and Members of the Service Delivery Committee
From: Group Manager Customer and Community Services
Subject: **Waipa Community Facilities Trust 6-monthly report to 31 December 2022**
Meeting Date: 21 March 2023

1 EXECUTIVE SUMMARY – WHAKARĀPOPOTOTANGA MATUA

Waipā District Council has contracted Waipā Community Facilities Trust (the Trust) to operate the Te Awamutu Events Centre and Perry Aquatic Centre. A Services Agreement sets out roles and responsibilities for both parties. Under the Service Agreement in line with Schedule 6 S6/2, the Trust has obligations to provide Council with various reports and updates.

Matt Horne, Chief Executive and members of the Trust will be present at the meeting to provide their update.

2 RECOMMENDATION – TŪTOHU Ā-KAIMAHI

That the Service Delivery Committee receive the report of Sally Sheedy, Group Manager Customer and Community Services, titled Waipa Community Facilities Trust 6-monthly report to 31 December 2022 (document number 10973743);

3 COMMENTARY - KŌRERO

The Trusts six monthly report to 31 December 2022 provides a progress update on operational and financial activity at the Te Awamutu Events Centre and Perry Aquatic Centre.

Since their last update to the Committee in September 2023, a report was presented to Council at the 13 December 2022 regarding the development of a café proposal at the Perry Aquatic Centre. Council approval was provided at this meeting for the Trust to proceed with their proposal.

4 APPENDIX/APPENDICES (remove one) ĀPITITANGA

No:	Appendix Title
1	Waipa Community Facilities Trust 6-Monthly Report to 31 December 2022 (document number 10974001)



Sally Sheedy
GROUP MANAGER CUSTOMER AND COMMUNITY SERVICES

APPENDIX 1

Waipa Community Facilities Trust 6-Monthly Report to 31 December 2022
(document number 10974001)

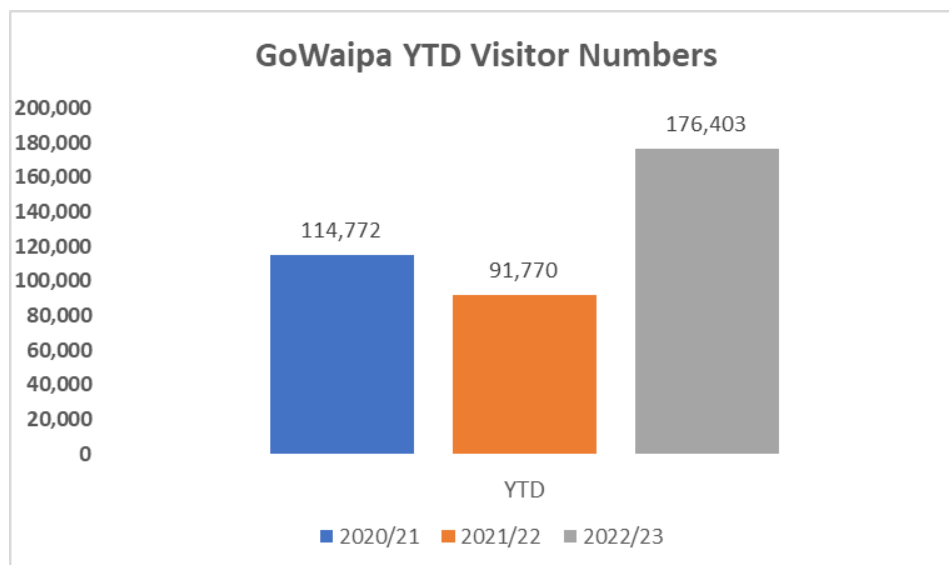
Waipa Community Facilities Trust Monthly Non-Financial Report

July - December 2022

1. SUMMARY

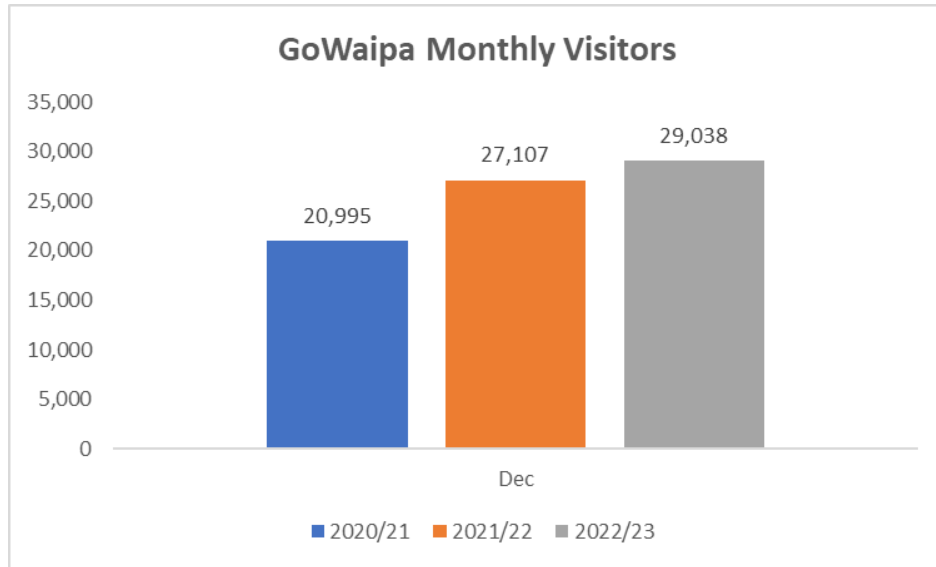
December was our third month without any government COVID restrictions. Staffing levels are improving with the availability of university students but staff absenteeism (COVID) continues to stretch departments to maintain normal operating hours and expected levels of services.

YTD our visitor numbers are tracking better than last year but down against 2020/2021 if you compare TAEC only figures.



2020/2021	114,772*
2021/2022	91,770
2022/2023	176,403

*TAEC only



Monthly visits are up 1,931 or 7% however December 2021 government restrictions were much stricter (Delta Alert Levels 3 step 3). The breakdown of the monthly visits was - Perry Aquatic Centre 12,311 (42%) and TAEC 16,727 (58%) patrons through in December.

2. OPERATIONS

Staff recruitment and maintaining levels of service continue to be our key focus. We are experiencing boiler issues at TAEC and are awaiting parts to arrive from overseas and were expected to arrive in December but are now delayed until late Feb/early Mar. Bookings across all departments are historically low as patrons focus on Christmas and the new year period.

2.1. VISITOR NUMBERS – TAEC SUMMARY

TAEC YTD Visitor Numbers 2022 – 110,154

TE AWAMUTU EVENT CENTRE									
LIVINGSTONE AQUATICS	SWIM WAIPA				CLUB WAIPA AQUATIC	SWIMMING SUB TOTAL	ASB STADIUM	CLUB WAIPA	TAEC TOTAL
	LTS	#TASC	SWIM 4 LIFE	HP					
53,513	12,128	949	570	288	1,078	68,526	16,590	25,038	110,154

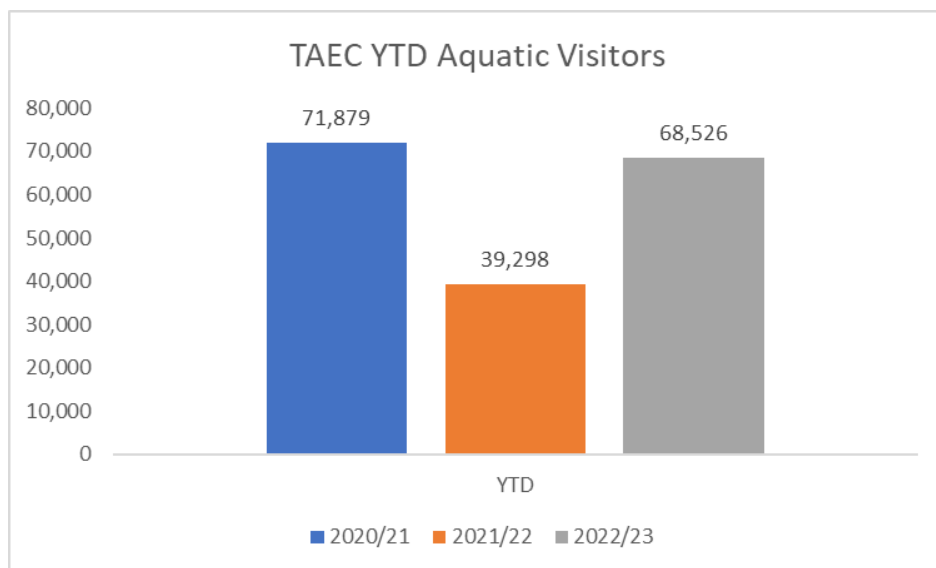


2020 Dec	114,772
2021 Dec	55,682
2022 Dec	110,154

Overall YTD visits to TAEC are up against last year by 54,472 or 98% though 2021 was under heavy restrictions, however we were down-4,618 or -4% against 2020.

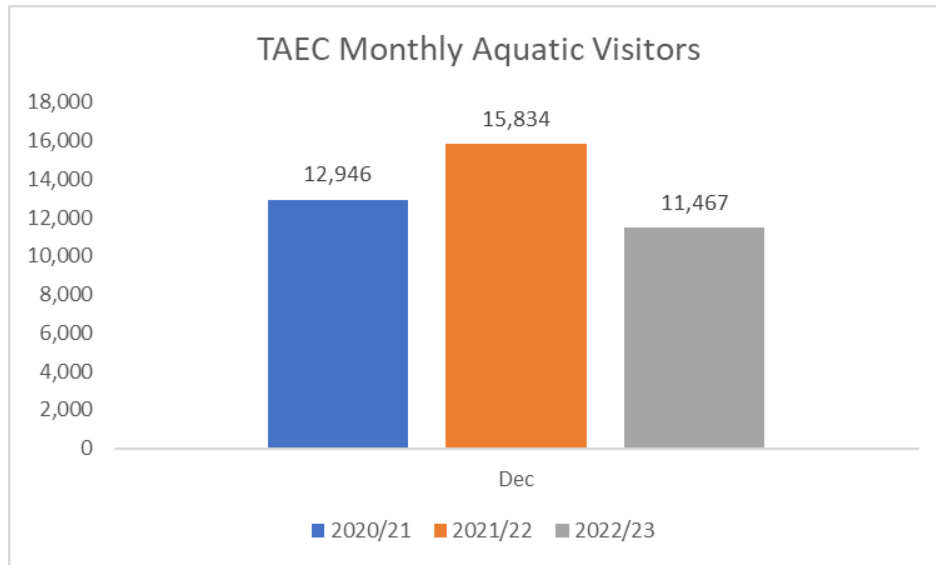
2.2. VISITOR NUMBERS –TAEC AQUATIC

YTD Aquatic visits are up 29,228 or 74% but down slightly -3,353 or -4.6% against 2020.



2020	YTD 71,879
2021	YTD 39,298
2022	YTD 68,526

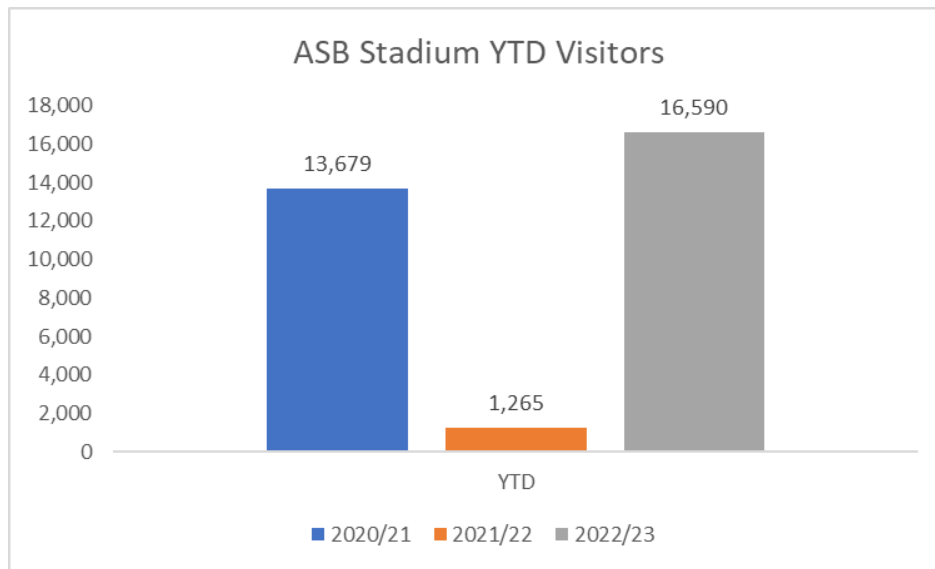
After a record month (November) December attendance down against the 2 previous periods we measure against -4,367 or -28% last year and -1,479 or 11.4% against 2020.



2020 Dec 12,946
2021 Dec 15,834
2022 Dec 11,467

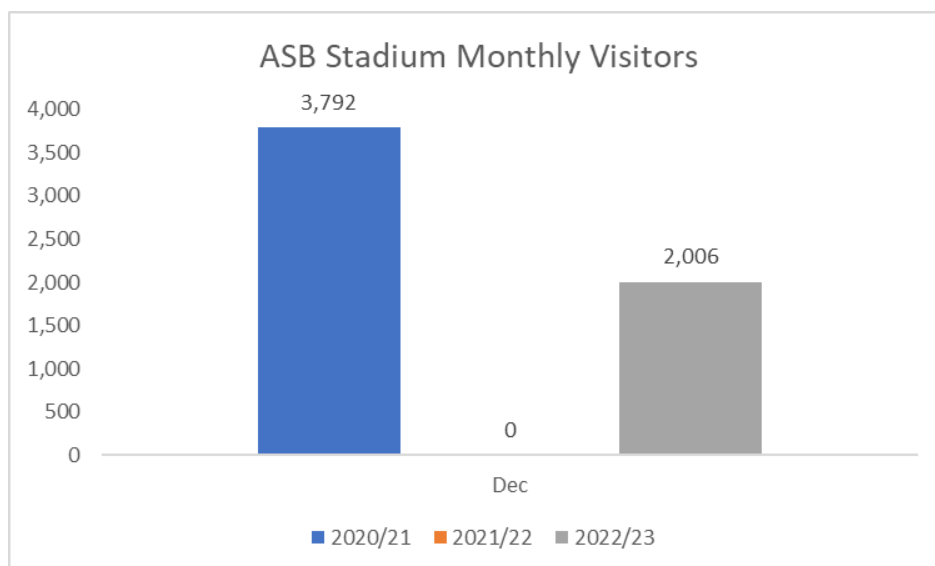
2.3. VISITOR NUMBERS – YTD – ASB STADIUM

ASB Stadium has been the most affected service the Trust provides for the past 2 years by COVID. The Government gathering restrictions and physical distancing mandates have been a challenge for the Trust and users. For the 2022-2023 year we have had 12 key bookings additional to our regular community groups. 3 yearly resurfacing of the stadium floor is scheduled January 2023.



2020 YTD 13,679
 2021 YTD 1,265
 2022 YTD 16,590

YTD visits are also up 15,325 or 1211% due to Govt COVID-19 restrictions and up 2,911 visits or 21% over December 2020. Monthly visits show the effect of heavy government restrictions in 2021 but we were down against the same period in 2020 -1,786 visits or -47%.



2020 Dec 3,792
 2021 Dec 0
 2022 Dec 2,006

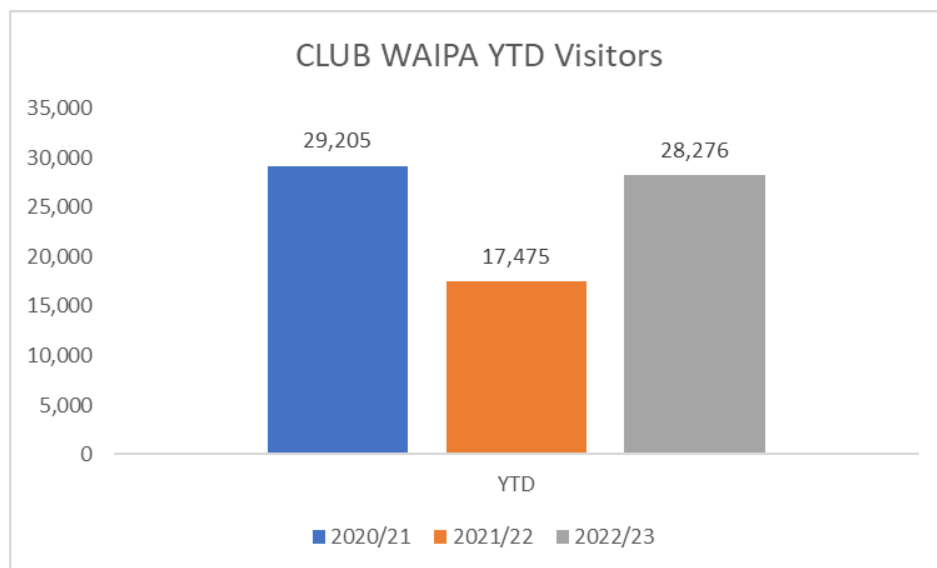
BOOKINGS	HOURS OCCUPIED	TOTAL HOURS	OCCUPANCY RATE (%)
Stadium	17.5		4.08
Court 1	16.25		3.79
Court 2	7		1.63
Meeting Room	4		0.93
TOTAL	44.75	429	10.43

Dec 2020 18.47% Hours used – 76.00
 Dec 2021 0% Hours used – 0
 Dec 2022 44.75% Hours used – 10.43

2.4. VISITOR NUMBERS – YTD – TAEC CLUB WAIPA

December gym membership has decreased from 839 to 808 -31 or 3.7% against our previous month (Nov) but up 47 members against the same period last year (Dec 2021) from 761 to 808 members or 6% increase. We are currently tracking at an average membership of 799 members for 2022-2023 which is up against 2021-2022 where the average was 758.

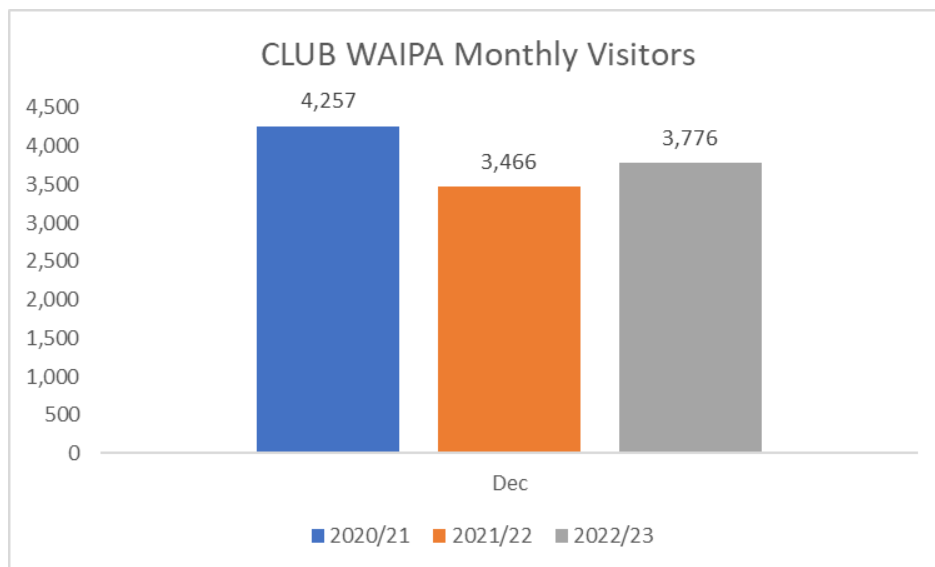
Overall YTD attendance is up 10,801 or 62% against Dec 2021 but down -929 visits or -3.2% in Dec 2020. While almost halfway through the year, retention is sitting at 32% which is well above last year’s average of 22% and slightly above 2020’s average of 30%.



2020 YTD 29,205
 2021 YTD 17,475

2022 YTD 28,276

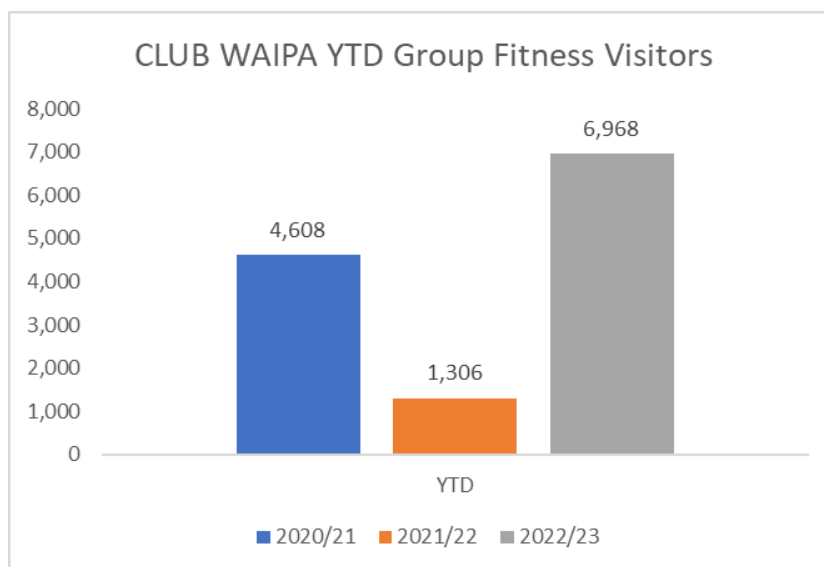
Club Waipa monthly visits also reflect the increase in membership with attendance up 310 or 9% over last year but down -481 or -1.2% in Dec 2020



2020 Dec 4,257
 2021 Dec 3,466*
 2022 Dec 3,776

*Dec 2021 Club Waipa was under Delta Alert Levels 3 and Step 3.

Group Fitness classes continue to see regular attendance levels being maintained with 981 attendees for Dec and a total 6,968 attendees YTD.



Group Fitness (GF)

2020 YTD 6,968 (2022) compared to 4,608 (2020) up 2,360 visits or 51%
 2021 YTD 6,968 (2022) compared to 1,306* (2021) up 5,662 visits or 434%
 2022 Dec 981 (2022) compared to 680 (2021) up 301 44% and 629 (2020) up 352 or 56%

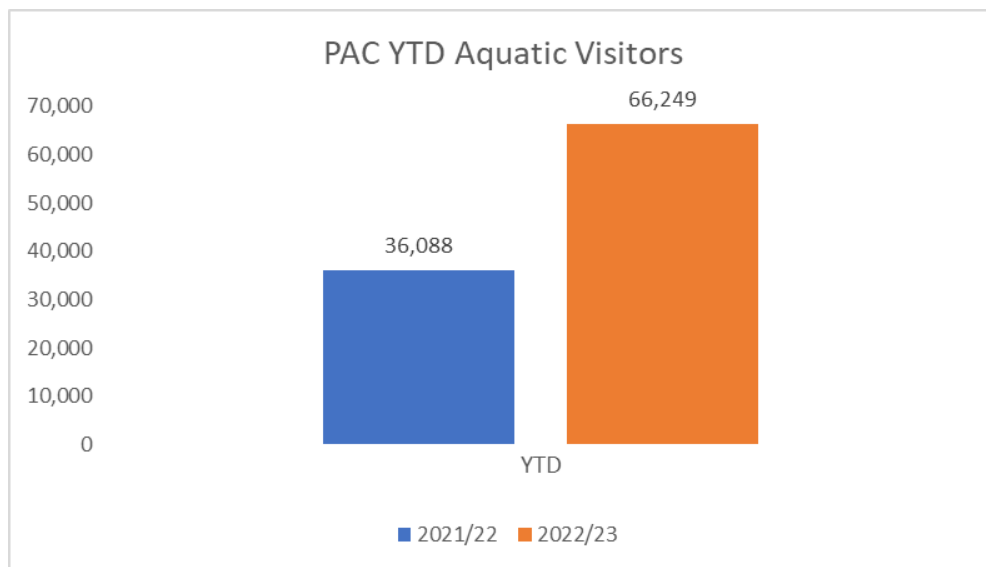
2.5. VISITOR NUMBERS – YTD – CAMBRIDGE

December is our third month of no government restrictions and has seen an increase in overall attendance. The outdoor 50m Pool and splash pad are popular options for our patrons especially with the increase in school bookings.

Overall YTD our attendance is up 26,136 or 94% but we were also up 10,657 or 384% for November which is solely due to previous restrictions. We hope we will continue to make steady increases as the warmer months arrive and bookings start coming in.

PAC YTD Visitor Numbers 2022 – 66,249

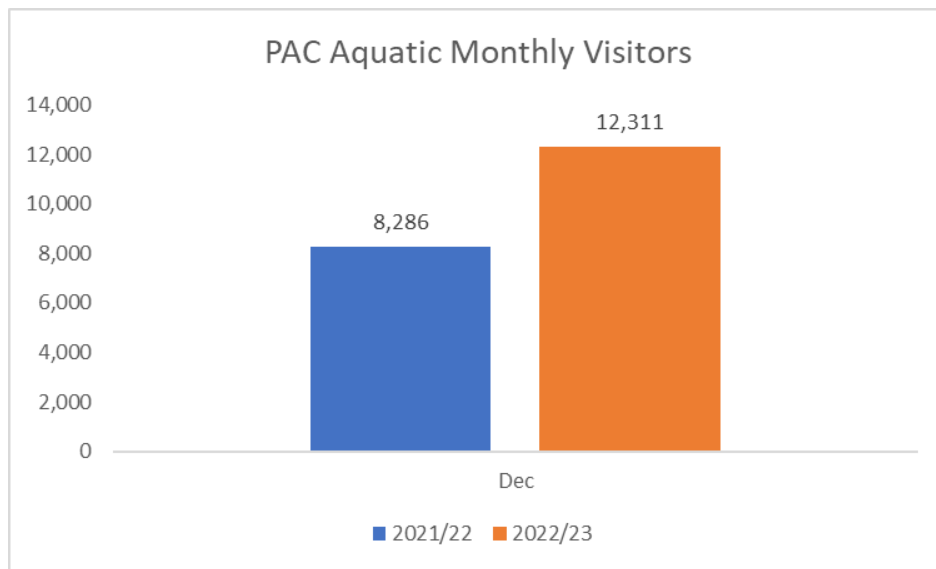
PERRY AQUATIC CENTRE						
AQUATICS	SWIM WAIPA				CLUB WAIPA AQUATIC	PAC TOTAL
	LTS	#CSC	SWIM 4 LIFE	HP		
50,202	11,519	1,494	182	186	2,666	66,249



As stated above December attendance was well above the same period last year which is hard to compare due to different government restriction levels.

PAC December Visitor Numbers 2022 – 12,311

PERRY AQUATIC CENTRE						
AQUATICS	SWIM WAIPA				CLUB WAIPA AQUATIC	PAC TOTAL
	LTS	#CSC	SWIM 4 LIFE	HP		
10,126	1,489	164	128	0	404	12,311



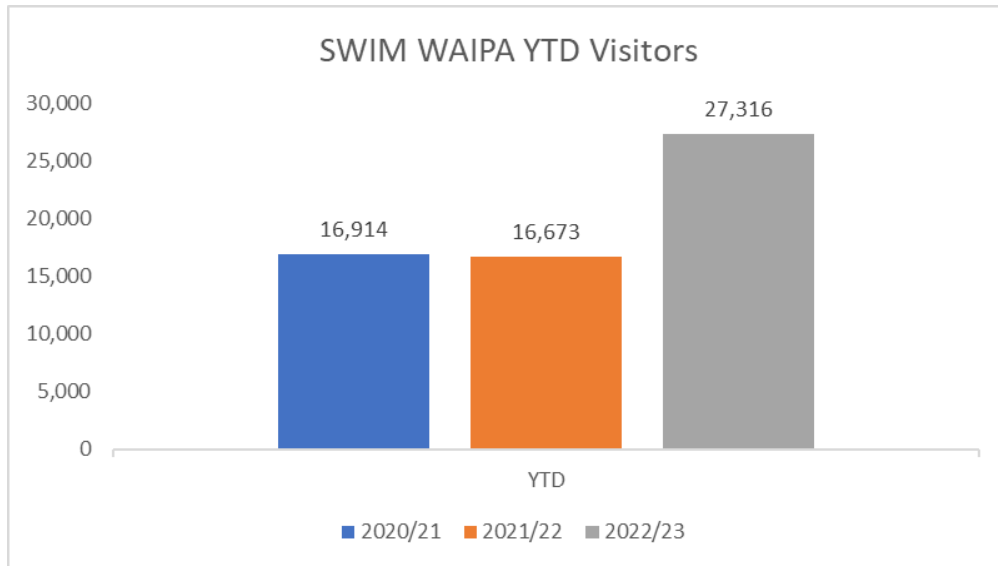
2021 Dec 8,286*

2022 Dec 12,311

* Delta Alert Level 3 step 3

2.6. VISITOR NUMBERS – YTD – TAEC SWIM WAIPA

Swim Waipa finished on the 16th Dec and the squad wound down for the year to have a well-deserved break before the start of the long course season and Jan events.

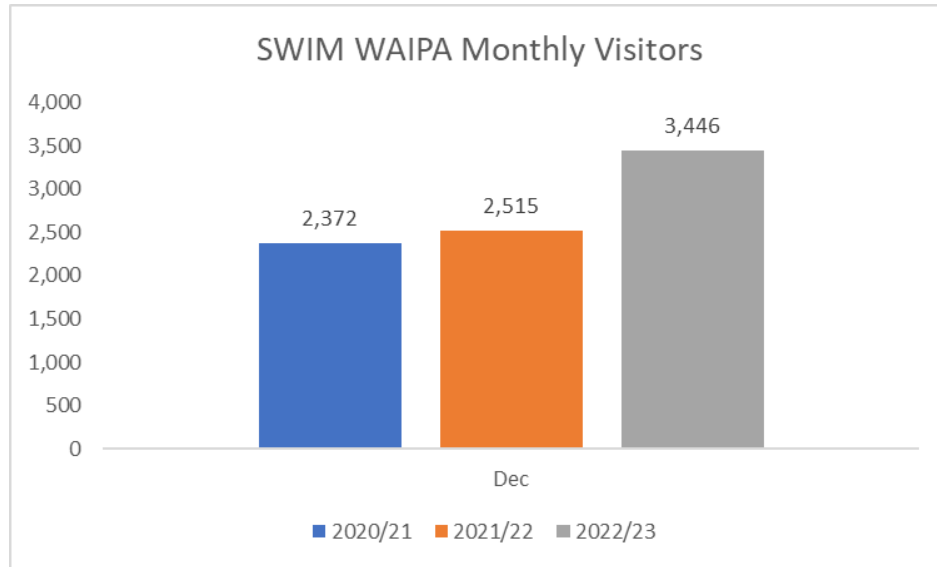


YTD Swim Waipa attendance is up 10,643 or 64% over last year and 10,402* over 2020.

2020 YTD*	16,914	13,708 SW	1,876 CB	773 SP	557 HP
2021 YTD	16,673	14,652 SW	1,650 CB	36 SP	335 HP
2022 YTD	27,316	23,647 SW	2,443 CB	752 SP	474 HP

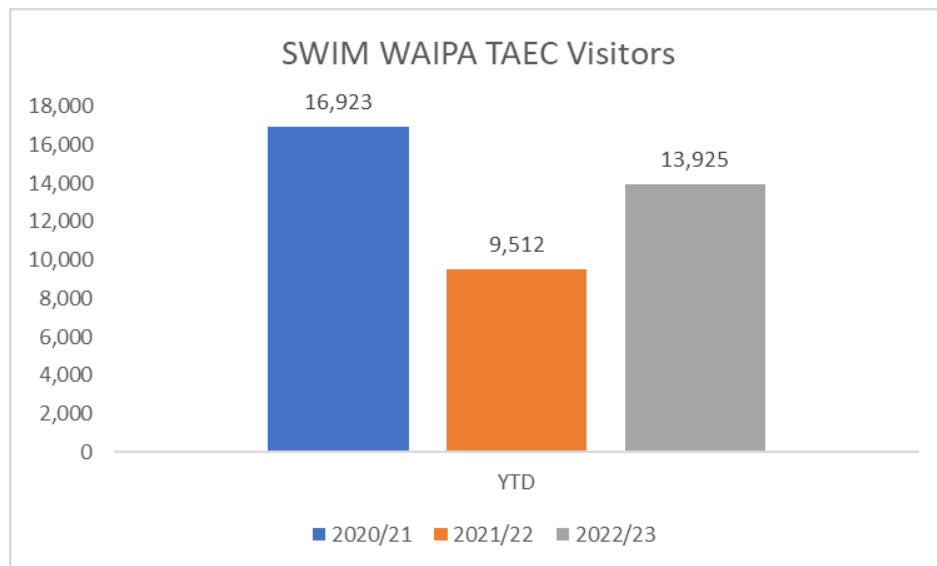
*TAEC Only

While we are tracking better overall monthly attendance is down if you compared December TAEC SW attendance against 2020 when we had no restrictions, we are tracking lower 1,665 (2022) compared with 2,372 (2020) -707 or -30%. This may be due to Cambridge patrons now using PAC as their preferred LTS option.

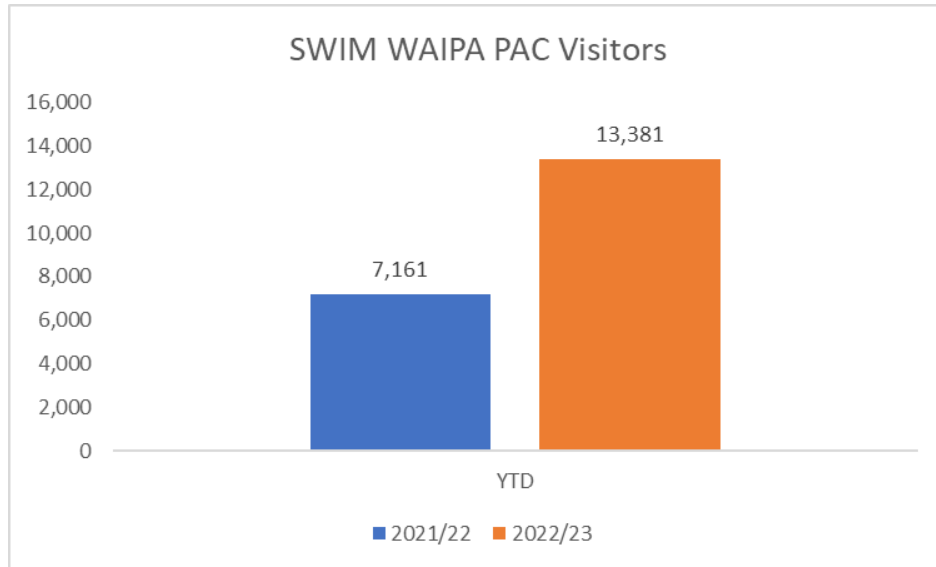


2020 Dec	2,372
2021 Dec	2,515*
2022 Dec	3,446

Overall YTD TAEC Swim Waipa attendance is up 4,413 or 46% against last year but down - 2,998 or -18% 2020.



Overall YTD PAC Swim Waipa attendance is up against last year by 6,220 or 87% as the programme is now had a year to establish itself and under less restriction over the 6-month period.



3. HEALTH & SAFETY – YTD

We had 0x Notifiable Events, 3x Ambulance, 53x Accidents, 27x Incidents, 47x Contaminations and 2x Near Misses and 8x Trespassed.

December

December has been a big month for H&S events based against the number of people through both facilities.

We had 0x Notifiable Events, 0x Ambulance, 17x Accidents, 8x incidents, 9x Contaminations, 2x Near Misses and 1x Trespassed.

3.1 Notifiable Events (0)

Nil to report

3.2 Ambulance (0) – TAEC (0) PAC (0)

Nil to report

3.3 Accidents (17) – TAEC (5) PAC (12)

1x graze – patron slipped while running on pool concourse (TAEC)

1x cut – patron tripped on ladder exiting the pool cutting toe (TAEC)

1x cut – patron cut toe walking on pool grating (TAEC)

1x graze – patron slipped running to hydroslide grazing elbow and hitting head (TAEC)

1x medical – patron with predisposition to dislocation, dislocated their shoulder while swimming (TAEC)

1x cut – child presented cut toe to LG (PAC)

1x bump – child slipped racing on inflatable hurting shoulder (PAC)

1x graze – child grazed leg exiting pool (PAC)

1x graze – child grazed knees after slipping on concourse wearing shoes on wearing feet (PAC)

1x bump – child bumped head on railing exiting 25m pool (PAC)

1x bump – child slipped bumping head while walking on orange water feature (PAC)

1x cut – child playing in changing room cut head on toilet partition (PAC)

- 1x graze – child tripped on hose scraping knees (PAC)
- 1x cut – mum had her child step on her hand cutting it (PAC)

Staff provided first aid for all accidents and concourse areas cleaned where slips were indicated.

3.4 Incidents (8) – TAEC (2) PAC (6)

- 1x wet rescue – child got out of their depth in 25m (TAEC)
- 1x dry rescue – child jumped in deep side of Hydrotherapy Pool and was out of their depth (TAEC)
- 1x plant failure – power trip to some lights of the 25m Pool (PAC)
- 1x plant failure – lost power to VSDs after lightning strike to 50m, 25m and Toddler Pools (PAC)
- 1x plant failure – lost power to VSDs after power surge to 50m Hydrotherapy, Toddler Pools, and Spray Park (PAC)
- 1x power surge – set alarm off to Toddler Pool (PAC)
- 1x wet rescue – 2x children out of their depth saved by LG in 25m at the same time (PAC)
- 1x inappropriate behaviour – group of 10 people asked to leave after being asked multiple times to follow the rules (PAC)

3.5 Contaminations (9) TAEC (4) PAC (5)

TAEC (4)

- LTS/ Hydrotherapy Pool – 3x vomit
- Toddler Pool – 1x vomit
- 25m Pool – 0
- Spa Pool – 0

PAC (5)

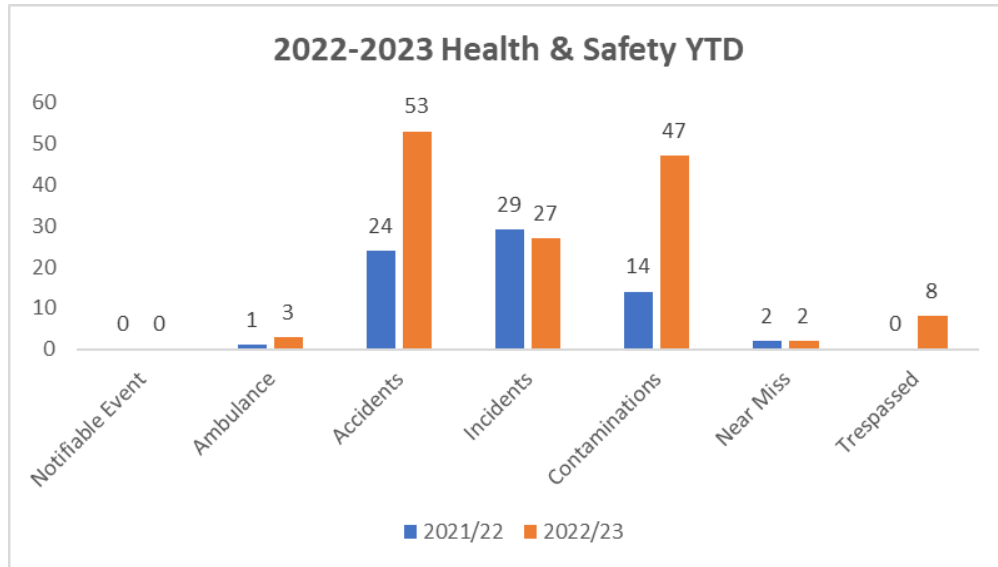
- LTS/Hydrotherapy Pool – 0
- Toddler Pool – 2x solid
- 25m Pool – 1x solid
- Spa Pool - 0
- 50m Pool – 1x solid, 1x vomit

3.6 Near Miss (2) TAEC (1) PAC (1)

- 1x poor supervision – child going under water next to parent who did not notice until called to by LG (TAEC)
- 1x lost of balance – patron slipped lost balance on doorway metal capping but managed to rebalance themselves (PAC)

3.7 Trespass/Banned (1)

- 1x special need patron removed for touching themselves inappropriately in Spa Pool (TAEC)



Health and Safety – 2022 – 2023 YTD Comparison (Dec)

	YTD 2021/22	YTD 2022/23	VARIANCE
Notifiable Event	0	0	-
Ambulance	1	3	2
Accidents	24	53	29
Incidents	29	27	-2
Contamination	14	47	33
Near Miss	2	2	-
Trespassed/Banned	0	8	8

Concourse Slips Trips and Falls (0)

Nil to report

3.8 POOL WATER QUALITY

The Operational Team has maintained YTD pool water quality average at 93% at Livingstone Aquatics and 95% at the Perry Aquatic Centre tracking above the recommended minimum Pool Water Quality Standard of 85% average. We are having issues with the boiler not being able to reach temperature at TAEC and are wait for parts to arrive from Europe.

3.9 WATER QUALITY – YEARLY AVERAGE (TARGET: 85%)**Water Quality Results 2020/2021**

Month	TAEC	Cambridge
July	94%	97%
August	92%	94%
September	94%	92%
October	94%	93%
November	94%	96%
December	92%	98%
January		
February		
March		
April		
May		
June		

3.9 POOL TEMPERATURES

Pool Temps	TAEC Therapy Pool	TAEC 25m Pool	TAEC TOTS Pool	TAEC Spa Pool	PAC Therapy Pool	PAC 25m Pool	PAC TOTS Pool	PAC Spa Pool	PAC 50m Pool
	31-33°c	25-28°c	30-33°c	38-40°c	31-33°c	25-28°c	30-33°c	38-40°c	27-29°c
July	32.8	27.8	32.2	37.7	33.3	28.3	32.6	38.3	
Aug	32.7	27.8	32.2	37.4	33.2	28.3	32.1	37.9	
Sept	32.6	27.7	32.0	36.4	33.2	28.3	32.4	38.0	
Oct	32.6	27.7	32.1	38.0	33.2	28.3	32.2	38.1	28.5
Nov	32.8	27.9	32.1	38.4	33.3	28.3	32.2	38.6	28.3
Dec	32.7	27.8	32.2	37.9	33.2	28.4	32.3	38.2	29.0
Jan									
Feb									
Mar									
Apr									
May									
June									
Total Average	32.7	27.8	32.1	37.6	33.2	28.3	32.3	38.2	28.6

4. CUSTOMER FEEDBACK

For Nov we had 0x Compliments, 1x Valid Complaint, 2x Non-valid Complaint and 1x Suggestions.

4.1 Compliments (0) TAEC (0) PAC (0)

Nil to report

4.2 Complaints Valid (1) TAEC (1) PAC (0)

1x Customer behaviour – Gym member complained about other members gym etiquette. Gym staff did a campaign on social media to remind members of protocols - TAEC

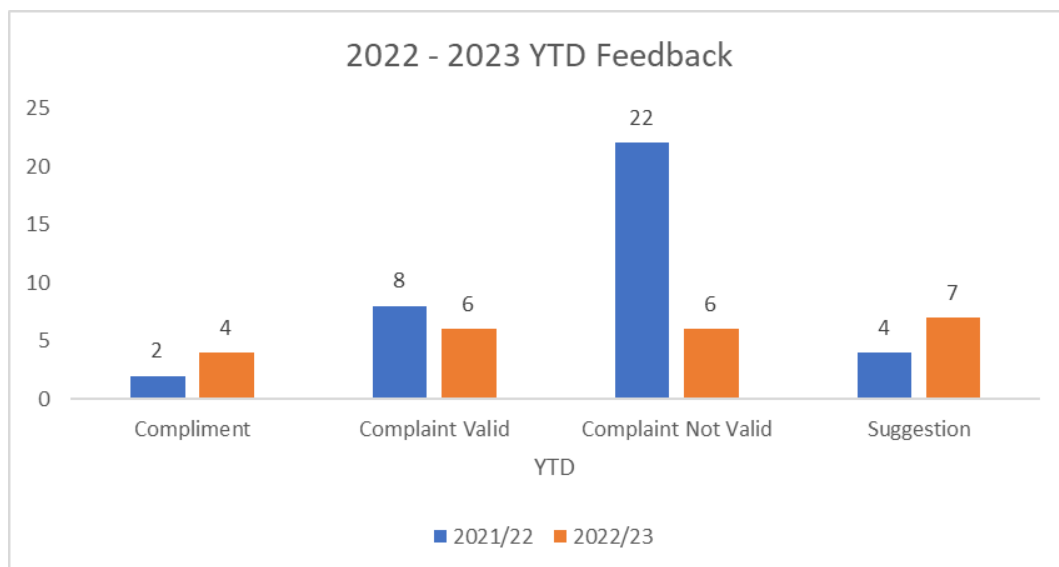
4.3 Complaint Not Valid (2) TAEC (1) PAC (1)

1x Customer behaviour – customer abused staff and complained about his concession card expiring after 12 months which is part of the terms and conditions on purchasing the concession – PAC

1x Slide policy – Patron was disappointed the slide would not open for their child. A minimum demand of 8 people is required for the slide to operate (TAEC)

4.5 Suggestions/ Request (1) TAEC (0) PAC (1)

1x request – patron requested clock available by the spa (PAC)



YTD Feedback Comparison

	2021/22	2022/23	Variance
Compliment	2	4	2
Complaint Valid	8	6	-2
Complaint Not Valid	22	6	-16
Suggestion	4	7	3

5. CAPITAL NEW AND RENEWAL ASSET MANAGEMENT PROJECTS

- Carpet Reception and back offices (TAEC) – \$5,436
- Window Tint to LTS/Hydrotherapy Pool (PAC) – \$4,010
- New reception price board (TAEC) – \$3,672

WCFT

- Café (PAC) - TBC

6. GENERAL BUSINESS

Bookings

Dec

1	Leamington Primary School - PAC
1	Te Mata Primary School – Livingstone Aquatics
2	Te Wharekura O Purapura – Livingstone Aquatics
6	Pokuru School – Livingstone Aquatics
7	Pirongia School – Livingstone Aquatics
8	Te Miro School – PAC
9	Te Wharekura o Kirikiriroa – Livingstone Aquatics
12	TA Intermediate – Livingstone Aquatics
13	Ngati Haua Schools – PAC
13	St Patricks Te Awamutu – Livingstone Aquatics
13	Pirongia School – Livingstone Aquatics
14	Bankwood School – Livingstone Aquatics
14	Cambridge Girl Guiding – Livingstone Aquatics
14	Pirongia School Prizegiving – ASB Stadium
15	Nawton Primary School – Livingstone Aquatics
16	Kiwi Kids Club – Livingstone Aquatics
16	Kidzone – Livingstone Aquatics

Upcoming Key Dates/Bookings

Jan

10-13	Liz van Welie Swimming Club - PAC
10-14	Parnell Swimming Club - PAC
10	YMCA Holiday Programme – Livingstone Aquatics
12	Pukete Neighbourhood House – Livingstone Aquatics
16	Kiwi Kids Club – Livingstone Aquatics
18	Safe and Happy Club – Livingstone Aquatics
22	Swimming Waikato – PAC
23	Safe and Happy Club – Livingstone Aquatics
24	Wind and the Willows – Livingstone Aquatics
25	KidsZone – Livingstone Aquatics
25	Kiwi Kids Club – Livingstone Aquatics
27	Te Whare Kokanga HP – Livingstone Aquatics

7. FINANCIAL

Total revenue (WCFT & WDC) is up slightly \$24,570 overall but WCFT revenue received YTD is down -\$29,849 which is partially due to Government COVID restrictions and the transitioning of the community back to normal. WCFT has received \$44,525 in outside funding which is shown below.

Apprenticeship Boost Subsidy	\$ 6,500
WSNZ & Others Grants	\$ 20,870
COVID Support Subsidy	\$ 14,995
MSD Flexi Subsidy	<u>\$ 2,160</u>
TOTAL	<u>\$ 44,525</u>

2022-2023 WCFT Financial Progress Update 1 July - 31 Dec 2022.			
Income YTD (Dec)	2020-2021	2021-2022	Diff
WCFT	\$1,331,673	\$1,301,824	-\$29,849
WDC Op Funding	\$1,264,264	\$1,318,683	
	<hr/>	<hr/>	
	\$2,595,937	\$2,620,507	\$24,570
Capital Renewal	\$102,505**	\$0	
	<hr/>	<hr/>	
	\$0	\$0	
Total Revenue	<hr/>	<hr/>	
	\$2,698,442	\$2,620,507	-\$77,935
Expenditure YTD (Dec)	<hr/>	<hr/>	
	\$2,125,928	\$2,466,468	-\$340,540
Difference	<hr/>	<hr/>	
	\$572,514	\$154,039	
Surplus (Deficit) before Tax	<hr/>	<hr/>	
	<u>\$572,514</u>	<u>\$150,039</u>	-\$422,475
** TAEC and PAC OP Funding			

Please note - WDC Capital Renewal Funding has been placed on hold and is yet to be finalised.

8. Appendices

8.1. Visitor Numbers – Monthly & YTD Breakdown

2021/22	GOWAIPA YTD VISITS												
Month	Livingstone Aquatics	Swim Waipa				Swim Waipa Total	Club Waipa - Aquatic	Swimming Sub-Total	ASB Stadium	Club Waipa Non-Aquatic	TAEC Total	Cambridge Aquatic	Grand Total
		Swim Waipa Learn to Swim	Swim Waipa Club	Swim Waipa Schools Programme	Holiday Programme								
July	8,528	1,242	103	0	240	1,585	203	10,316	1,894	4,448	16,658	8,362	25,020
August	6,518	2,811	222	0	0	3,033	319	9,870	3,067	4,793	17,730	10,576	28,306
September	7,186	2,464	167	93	0	2,724	109	10,019	2,362	4,224	16,605	10,439	27,044
October	10,116	1,233	108	202	48	1,591	127	11,834	1,229	4,139	17,202	11,127	28,329
November	11,500	2,935	239	163	0	3,337	183	15,020	6,032	4,180	25,232	13,434	38,666
December	9,665	1,443	110	112	0	1,665	137	11,467	2,006	3,254	16,727	12,311	29,038
January													
February													
March													
April													
May													
June													
YTD Totals	53,513	12,128	949	570	288	13,935	1,078	68,526	16,590	25,038	110,154	66,249	176,403

COMMITTEE REPORT



To: The Chairperson and Members of the Service Delivery Committee

From: Matt Johnston, Parks Operations Team Leader

Subject: **27-19-15 Tree Maintenance Services Contract – Increase to Approved Contract Sum**

Meeting Date: 21 March 2023

1 PURPOSE - TAKE

The purpose of this report is to seek approval for an increase to the Approved Contract Sum (ACS) for the Tree Maintenance Services Contract.

2 EXECUTIVE SUMMARY – WHAKARĀPOPOTOTANGA MATUA

Contract 27-19-15 Tree Maintenance Services Contract (the Contract) is a measure and value contract. The Contract was awarded to Treescape Limited on 1 August 2019 for four years, with no provision for extended periods. The ACS is set at \$2,293,430.00 excluding GST. Staff propose to increase the contract sum to cover additional costs incurred, including variations to the contract to maximise contract rates and remedial work following recent cyclones.

An increase in the ACS of \$498,109.68 is sought. The increase to the ACS is proposed to be covered by a mix of existing budgets and use of the general insurance reserve and is outlined in further detail within the report.

3 RECOMMENDATION – TŪTOHU Ā-KAIMAHI

That the Service Delivery Committee

- a) *Receives the report of Matt Johnston, Park Operations Team Leader, titled Tree 27-19-15 Maintenance Services Contract – Increase to Approved Contract Sum (document number 10969547);*

- b) *Approves an increase to the Approved Contract Sum for contract 27-19-15 Tree Maintenance Services Contract, from TWO MILLION, TWO HUNDRED AND NINETY-THREE THOUSAND, FOUR HUNDRED AND THIRTY DOLLARS (\$2,293,430.00), excluding GST, to TWO MILLION, SEVEN HUNDRED AND NINETY-ONE THOUSAND, FIVE HUNDRED AND THIRTY-NINE DOLLARS AND SIXTY-EIGHT CENTS.(\$2,791,539.68), excluding GST; and*
- c) *Approves up to THREE HUNDRED THOUSAND DOLLARS (\$300,000) of this increase in Approved Contract Sum to be funded from the General Insurance Reserve, with the balance to be funded from the PR2360 Tree Maintenance Services budget.*

4 BACKGROUND – KŌRERO WHAIMĀRAMA

The Contract scope includes maintenance of street trees in urban areas (under 80km/hour) and park trees throughout the district. The works comprises routine tree inspection, maintenance, inputting and updating the asset data base, emergency works and responding to customer requests.

The Contract currently has a budget of approximately \$630,000 per annum and the service has been provided by Treescape since 2019 (who have held consecutive contracts with WDC for many years) and ends 1 October 2023.

The schedule included a contingency sum of \$432,610.

Over the Contract term to date, additional work outside the initial scope of the Contract has been included for efficiency and affordability. Large scale responses to weather related climate change events have also occurred. Some of the scheduled and reactive services include:

- The number of surveyed trees increased from 6,000 to 12,000 due to reserve trees being added to the Contract work, including Lake Te Koo Utu and Memorial Parks
- Approximately 400 trees in new developments across Waipā have been included in scheduled maintenance over the past two years following a two-year maintenance period delivered by the developers
- Emergency work resulting from Cyclone Dovi in February 2022, and the significant storm event in May 2022 amounted to approximately \$75,000 more than forecast
- Cyclone Gabrielle's remedial work is estimated to be circa \$300,000.

As a result, the revised Approved Contract Sum is now estimated to be \$2,791,539.68 excluding GST – an increase to the ACS of \$498,109.68. The increase is comprised of the average contract spend for the remaining seven months of the Contract and an estimate of the clean-up works generated by Cyclone Gabrielle.

Contract Commitment:	
Current Approved Contract Sum	\$ 2,293,430
<i>Cost of Contract Works Estimated Additional Spend</i>	\$ 498,109.68
Total Revised Contract Sum	\$ 2,791,539.68

Officers note Council has built up a substantial balance in its General Insurance Reserve, this amounted to \$526,000 at last balance date of 30 June 2022.

This is a special fund, created by Council, from insurance premiums being less than budget over multiple years. The express purpose of this reserve account is to enable *“Provision to pay call-ups and to fund increase in deductibles of claims as well as to help to pay future premium increases”*.

The suggested use of up to \$300,000 of this reserve to assist with meeting the costs of cyclone damage is not consistent with that stated purpose. However, in view of the quantum and unexpected nature of the cyclone related costs, the level the reserve has built up to over time, and Council being unable to insure trees, officers believe it is appropriate in this instance to use this reserve - particularly at this time when budgets are under pressure and this can be a means to shelter ratepayers from these unanticipated costs.

5 SIGNIFICANCE & ENGAGEMENT – KAUPAPA WHAI MANA ME NGĀ MATAPAKINGA

Staff have considered the key considerations under the Significance and Engagement Policy, in particular sections 7 and 8 and have assessed that the matter(s) in this report has a low level of significance.

6 OPTIONS – NGĀ KŌWHIRINGA

Option	Advantages	Disadvantages
Option 1: Do nothing	<ul style="list-style-type: none"> No further staff or Council resources required 	<ul style="list-style-type: none"> Unable to pay contractors who have completed emergency work Cyclone Gabrielle remediation and clean-up will need to cease Scheduled tree maintenance will need to cease Residents' safety may be compromised Unable to fulfil the Contract obligations Risk to Council's reputation as contracted emergency work will not be paid.

Option	Advantages	Disadvantages
Option 2: Approve the increase to the approved contract sum	<ul style="list-style-type: none"> ▪ Level of Service will be maintained ▪ Council is able to fulfil its contractual requirements ▪ Response to Cyclone Gabrielle can continue ▪ Planned maintenance ensures trees are inspected, maintained and emergency work carried out to ensure the safety of the community. 	<ul style="list-style-type: none"> ▪ Budget to cover the addition costs are realigned from other areas.

The recommended option is Option 2. The reason for this is to ensure the contractor can continue with the required inspection and maintenance of trees, and complete remedial work after Cyclone Gabrielle.

7 OTHER CONSIDERATIONS – HEI WHAIWHAKAARO

Council’s Vision and Strategic Priorities

The recommendation is aligned with the current parks activity management plan. The extension of this contract scope is in line with Council’s procurement objectives to seek the most effective and efficient method for service delivery.

Legal and Policy Considerations – Whaiwhakaaro ā-Ture

Staff confirm that Option 2 complies with Council’s legal and policy requirements.

Financial Considerations – Whaiwhakaaro ā-Pūtea

The increase in contract sum of \$498,109.68 will be funded from the Tree Maintenance Contract (PR2360) through the 2022/2023 and 2023/2024 budgets.

Staff reassigned budget to complete the work required this financial year. This budget was found within existing Community Services budget and the General Insurance Reserve. The use of these budgets will not have an impact on Level of Service and means the additional costs from the recent cyclone and storm events will not have an impact on rates.

Risks - Tūraru

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

Iwi and Mana Whenua Considerations - Whaiwhakaaro ki ngā Iwi me ngā Mana Whenua (delete if not required)

Iwi interests, values and aspirations are not affected by the extra work.



Matt Johnston
PARKS OPERATIONS TEAM LEADER



Brad Ward
MANAGER COMMUNITY SERVICES



Sally Sheedy
GROUP MANAGER CUSTOMER & COMMUNITY SERVICES

COMMITTEE REPORT



To: The Chairperson and Members of the Service Delivery Committee
From: Operations Team Leader - Transportation
Subject: **Cambridge Cycling Festival 2023 – Request for Temporary Road Closure**
Meeting Date: 21 March 2023

1 PURPOSE - TAKE

The purpose of this report is to seek approval to temporarily close a public road for the Cambridge Cycling Festival event.

2 EXECUTIVE SUMMARY – WHAKARĀPOPOTOTANGA MATUA

Council has been asked, using its powers under the Local Government Act 1974, to approve the following temporary road closures for the Cambridge Cycling Festival 2023 event.

The temporary closures will start from 10am and finish by 6pm. This includes most Cambridge central business district streets.

3 RECOMMENDATION – TŪTOHU Ā-KAIMAHI

That the Service Delivery Committee

a) *Receives the report of Jennifer Braithwaite, Operations Team Leader Transportation, titled Cambridge Cycling Festival 2023 – Request for Temporary Road Closure (document number 10930913);*

b) *Approves the temporary closure on **Tuesday 25 April 2023** for the following roads:*

Between 10am and 6pm for:

- **Queen Street** – between Bryce Street and Victoria Street
- **Alpha Street** – between Bryce Street and Victoria Street
- **Dick Street** – between Queen Street and Duke Street
- **Commerce Street** – between Victoria Street and Duke Street (access to Milicich Street car park via Fort Street only)

- **Empire Street** – between Alpha Street and Victoria/Duke Streets
- **Duke Street** – between Hallys Lane and Anzac Street
- Victoria and Alpha Street exits from Hally’s Lane

And from 11am to 6pm for:

- **Victoria Street** – between Whitaker Street and Queen Street (southbound)
- **Victoria Street** – between Queen Street and Wilson Street
- **Queen Street** – between Victoria Street and Lake Street (eastbound)
- **Lake Street** – between Kirkwood Street and Victoria Street
- **Alpha Street** – between Victoria Street and Empire Street

in accordance with Sections 319(h) and 342, and Section 11 of Schedule 10 of the Local Government Act 1974;

- c) Authorises public notification of the approved road closure before the event, as required by the Local Government Act 1974.

4 BACKGROUND – KŌRERO WHAIMĀRAMA

Bicycle Revolution Cambridge Inc has applied to temporarily close the following roads to vehicle traffic on **Tuesday 25 April 2023**:

between **10am and 6pm**

- **Queen Street** – between Bryce Street and Victoria Street
- **Alpha Street** – between Bryce Street and Victoria Street
- **Dick Street** – between Queen Street and Duke Street
- **Commerce Street** – between Victoria Street and Duke Street (access to Milicich Street car park via Fort Street only)
- **Empire Street** – between Alpha Street and Victoria/Duke Streets
- **Duke Street** – between Hallys Lane and Anzac Street
- Victoria and Alpha Street exits from Hally’s Lane

between **11am and 6pm**

- **Victoria Street** – between Whitaker Street and Queen Street (southbound)
- **Victoria Street** – between Queen Street and Wilson Street
- **Queen Street** – between Victoria Street and Lake Street (eastbound)
- **Lake Street** – between Kirkwood Street and Victoria Street
- **Alpha Street** – between Victoria Street and Empire Street

as shown in Figure 1 below.

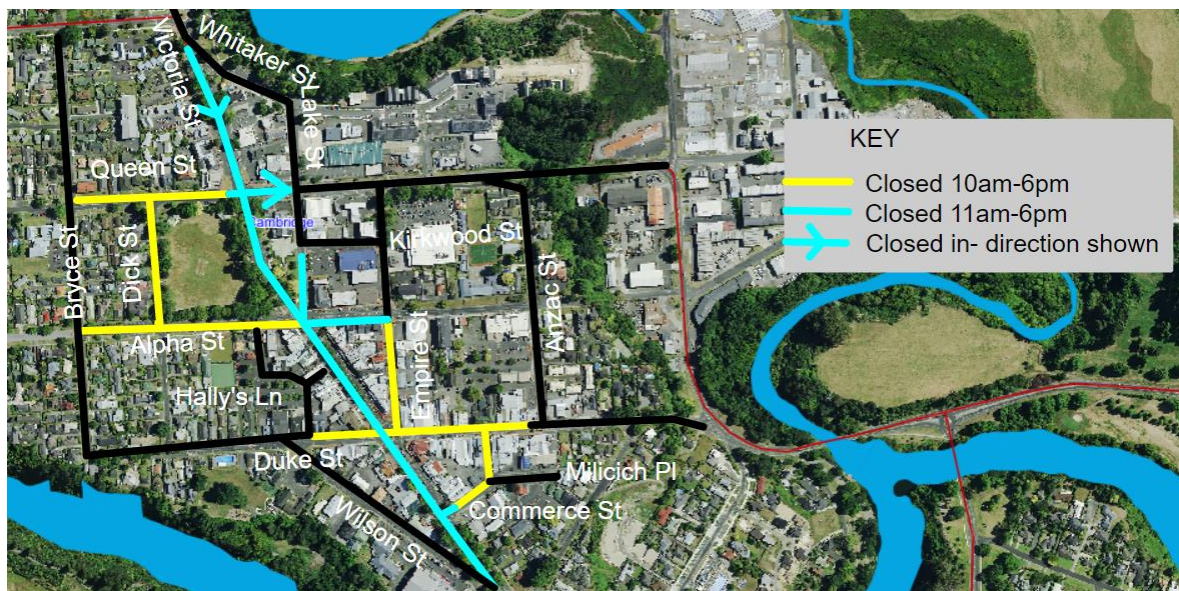


Figure 1 – Proposed road closures for the Cambridge Cycling Festival 2023

Parking restrictions will also be in place on sections of Victoria, Alpha, Queen, and Dick Streets between 10am and 6pm.

The proposed closure is for the Cambridge Cycling Festival 2023 and was advertised publicly in the Te Awamutu News on Thursday 2 March 2023. Objections to the road closure close at 4.00pm on Thursday 16 March. At the time of preparing the report, no objections had been received. A verbal update will be provided at the meeting should any objections be received.

Police, Waka Kotahi (NZTA), and emergency services were consulted and have not raised any concerns. Police and other emergency services will have priority access to all areas of the closed roads at all times.

Bicycle Revolution Cambridge Inc’s application has been reviewed and can proceed to approval. Council Officers are satisfied it meets the criteria set out in the Local Government Act 1974 and the Code of Practice for Temporary Traffic Management.

This festival and the associated road closures are an annual event. No problems or unreasonable inconvenience to traffic were reported to Council from previous events and organisers work with the local ANZAC Day event organisers to ensure set up does not interfere with commemoration ceremonies and parades earlier in the day.

We anticipate this temporary road closure, if approved, will not unduly cause any major disruption to the public. Event organisers are also instructed to notify all affected properties of the closure details to minimise inconvenience.

5 SIGNIFICANCE & ENGAGEMENT – KAUPAPA WHAI MANA ME NGĀ MATAPAKINGA

Staff have considered the key considerations under the Significance and Engagement Policy, in particular sections 7 and 8 and have assessed that the matter in this report has a low level of significance.

6 OPTIONS – NGĀ KŌWHIRINGA

Option	Advantages	Disadvantages
Option 1: Defer consideration of the application		<ul style="list-style-type: none"> Potential cancellation of the event if there is insufficient time to undertake further work on the application and bring it back before the Committee
Option 2: Approve the application	<ul style="list-style-type: none"> Community benefits of the event going ahead Safety benefits of separating participants and traffic during the event 	<ul style="list-style-type: none"> Inconvenience to residents and other road users
Option 3: Decline the application	<ul style="list-style-type: none"> No disruption or inconvenience to residents and other road users 	<ul style="list-style-type: none"> Adverse impacts on event organisers and participants if the event is unable to go ahead Road safety risks if the event goes ahead without road closures

The recommended option is Option 2. The reasons for this are:

- A road closure will help ensure the safety of event staff and participants and the general public
- Staff have not identified any issues with the application and the event and its closures have not previously caused any known problems or unreasonable inconvenience.

7 OTHER CONSIDERATIONS – HEI WHAIWHAKAARO

Council's Vision and Strategic Priorities

Council's vision is: Waipā Home of Champions – Building Connected Communities. Events like this connect people and contribute to Waipā being a great place to live, work, play and invest. Supporting these types of events supports the work done by the community groups which organise them, and contributes to a high quality of life by encouraging community vibrancy.

Legal and Policy Considerations – Whaiwhakaaro ā-Ture

Staff confirm that Option 2 – Approve the application – complies with Council’s legal and policy requirements.

Local Government Act 1974 and 2002

Council’s powers to temporarily close roads are set out in Section 319(h), Section 342, and Schedule 10 (Section 11) of the Local Government Act 1974. Under the Local Government Act 2002, Waipa District Council has delegated powers to the Committee to approve temporary road closures, where legislative requirements are met.

The legal implications of Option 2 and how these have been addressed are noted below:

Under section 11A of Schedule 10 of the Act, Council must:

- give public notice of its intention to consider closing any road or part of a road under clause 11(e); and
- give public notice of any decision to close any road or part of a road under that provision.

The Act defines a ‘public notice’ as a notice published in a newspaper circulating generally in the district to which the subject matter of the notice relates.

The first of these obligations has been met by publication of a notice outlining the proposed road closures published in the Cambridge News on Thursday, 2 March 2023. If the closures are approved, the second obligation will be met by publication of the approved closures in the Cambridge News on Thursday, 16 April 2023.

Both notices will also be published on the Council’s website.

Financial Considerations – Whaiwhakaaro ā-Pūtea

The costs to process this road closure are approximately:

- \$300 (including GST) to publish the two public notices
- \$200 (including GST) to review the traffic management plan

These are not currently funded and are invoiced to the event organisers, meaning this will not have an impact on rates. The staff time involved in creating and reviewing the associated documents is budgeted for in the current year forecast when the costs will be incurred.

Risks - Tūraru

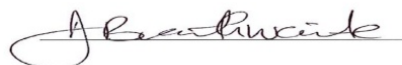
There are no known significant risks associated with the decisions required for this matter.

Climate Change – Hurihanga Āhuarangi

This cycling event aims to encourage cycling at all levels – from children and families to elite cyclists. This supports Waipā District Council’s objectives around promoting alternative modes of transport to reduce climate change and our reliance on private motor vehicles under the Transportation Strategy.

8 NEXT ACTIONS

Action	Responsibility	By When
Inform organiser their application has been approved	Events team	Within five working days
Work with organisers to approve a compliant Traffic Management Plan	Transportation team	Before the event date
Publicly notify the approved temporary road closure in the Cambridge News	Transportation team	Approximately 10 days before the event



Jennifer Braithwaite
OPERATIONS TEAM LEADER - TRANSPORTATION



Dawn Inglis
GROUP MANAGER SERVICE DELIVERY

COMMITTEE REPORT



To: The Chairperson and Members of the Service Delivery Committee
From: Operations Team Leader – Transportation
Subject: **Dragon Boat Festival – Pink Parade 2023 – Request for Temporary Road Closure**
Meeting Date: 21 March 2023

1 PURPOSE - TAKE

The purpose of this report is to seek approval to temporarily close a public road for a parade associated with a Dragon Boat Festival event.

2 EXECUTIVE SUMMARY – WHAKARĀPOPOTOTANGA MATUA

Council has been asked, using its powers under the Local Government Act 1974, to approve the following temporary road closures for the 2023 IBCPC (International Breast Cancer Paddling Committee) Participatory Dragon Boat Festival – Pink Parade event.

The temporary closures will start from 1.30pm and finish by 6.30pm. They will affect four roads in Cambridge CBD.

One written objection was received, which was subsequently resolved - (see Appendix 1).

3 RECOMMENDATION – TŪTOHU Ā-KAIMAHI

That the Service Delivery Committee

- a) *Receives the report of Jennifer Braithwaite, Operations Team Leader Transportation, titled Dragon Boat Festival – Pink Parade 2023 – Request for Temporary Road Closure (document number 10950867);*
- b) *Approves the temporary closure of the following roads on **Friday 14 April 2023:***
Between 1.30pm and 6.30pm
 - ***Dick Street** – between Queen Street and Alpha Street and from Alpha Street to Duke Street*

- **Alpha Street** – between Dick Street and Victoria Street (closed to eastbound traffic)

Between 2.30pm and 4pm (will likely reopen earlier once the parade has passed through):

- **Wilson Street** – between Duke Street and Victoria Street

Between 2.30pm and 6.30pm (may reopen earlier):

- **Victoria Street** – between Alpha Street and Queen Street

in accordance with Sections 319(h) and 342, and Section 11 of Schedule 10 of the Local Government Act 1974;

- c) Authorises public notification of the approved road closure before the event, as required by the Local Government Act 1974.

4 BACKGROUND – KŌRERO WHAIMĀRAMA

Aotearoa Wahine Toa Ora Trust and the International Breast Cancer Paddlers Commission Festival Organising Committee have applied to temporarily close the following roads to vehicle traffic on **Friday 14 April 2023**:

Between 1.30pm and 6.30pm

- **Dick Street** – between Queen Street and Alpha Street and from Alpha Street to Duke Street
- **Alpha Street** – between Dick Street and Victoria Street (closed to eastbound traffic)

Between 2.30pm and 4pm (will likely reopen earlier once the parade has passed through):

- **Wilson Street** – between Duke Street and Victoria Street

Between 2.30pm and 6.30pm (may reopen earlier):

- **Victoria Street** – between Alpha Street and Queen Street

The parade will move from Wilson Street up Victoria Street using rolling closures that do not require Council authorisation. The Alpha Street to Queen Street block of Victoria Street will be officially closed to accommodate post-parade activities.

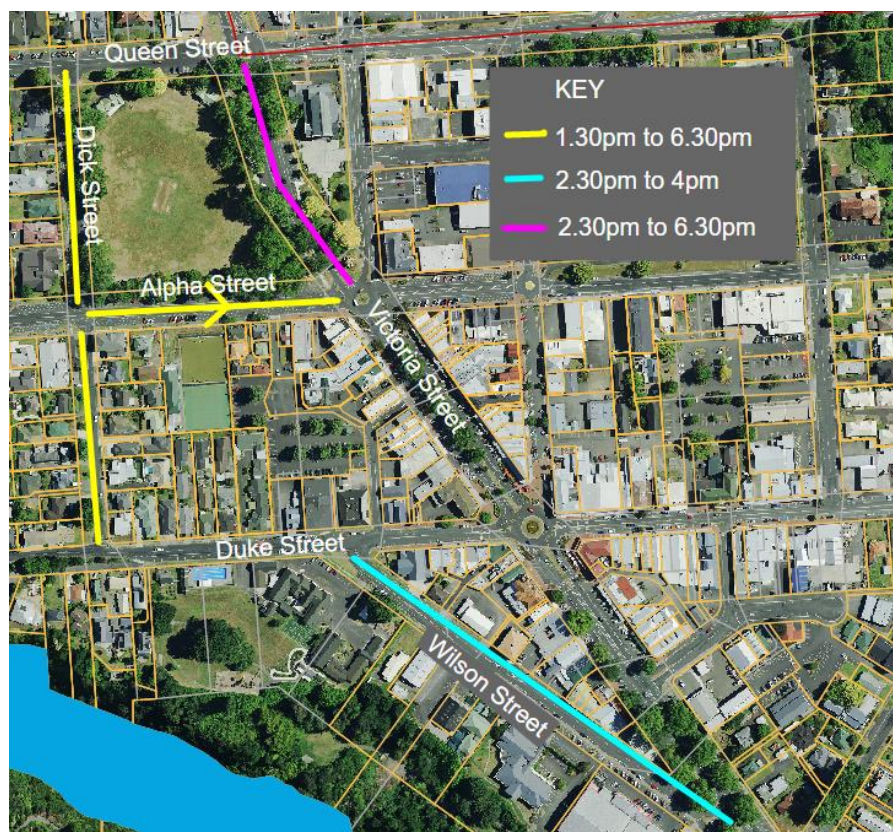


Figure 1 – Proposed road closures for the Dragon Boat Festival – Pink Parade

The proposed closure is for the 2023 IBCPC Participatory Dragon Boat Festival – Pink Parade and was advertised publicly in the Cambridge News on Thursday 9 February 2023. Objections by affected parties were invited, closing at 4.00pm on Friday, 24 February 2023.

One objection was received (see Appendix 1 - the Objector's name and address has been redacted to protect their privacy). The Objector was concerned with the inconvenience to their clients, with the road being closed and restricting parking outside their business on a Friday, being their busiest day of the week. Subsequently the organiser's traffic control company has offered a plan (as outlined below), which has been accepted by the Objector and will ensure customers can park and access the business during the road closure:

- I. Traffic management company will create a lane along the parking bays on the non-parking side of Dick Street. Customers will be able to enter the lane once cleared from Alpha Street, which will be manned and then park off road.
- II. Staff parking for customers will be on the road, out from the driveway towards Queen Street.
- III. Traffic management company will create a pass to be displayed in the staff car windows. Staff will be instructed which way to exit at the end of the day if the road is still closed.
- IV. Traffic management company will also supply a map to the Business next week, outlining the above plan, which can then be sent on to clients.

Police, Waka Kotahi (NZTA), and emergency services were consulted and have not raised any concerns. Police and other emergency services will have priority access to all areas of the closed roads at all times.

This application has been reviewed and can proceed to approval. Council Officers are satisfied it meets the criteria set out in the Local Government Act 1974 and the Code of Practice for Temporary Traffic Management.

This parade and the associated road closure are a new event, however the traffic management company involved has run similar parades previously with no problems or unreasonable inconvenience to traffic.

With the solutions put in place as discussed to mitigate the Objector's parking concerns, we anticipate the temporary road closures, if approved, will not unduly cause any major disruption to the public. Event organisers are also instructed to notify all affected properties of the closure details to minimise inconvenience.

5 SIGNIFICANCE & ENGAGEMENT – KAUPAPA WHAI MANA ME NGĀ MATAPAKINGA

Staff have considered the key considerations under the Significance and Engagement Policy, in particular sections 7 and 8 and have assessed that the matter in this report has a low level of significance.

6 OPTIONS – NGĀ KŌWHIRINGA

Option	Advantages	Disadvantages
Option 1: Defer consideration of the application		<ul style="list-style-type: none"> Potential cancellation of the event if there is insufficient time to undertake further work on the application and bring it back before the Committee
Option 2: Approve the application	<ul style="list-style-type: none"> Community benefits of the event going ahead Safety benefits of separating participants and traffic during the event 	<ul style="list-style-type: none"> Inconvenience to residents and other road users
Option 3: Decline the application	<ul style="list-style-type: none"> No disruption or inconvenience to residents and other road users 	<ul style="list-style-type: none"> Adverse impacts on event organisers and participants if the event is unable to go ahead Road safety risks if the event goes ahead without road closures

The recommended option is Option 2. The reasons for this are:

- *A road closure will help ensure the safety of event staff and participants and the general public*
- *Staff have not identified any issues with the application and the event and its closures have not previously caused any known problems or unreasonable inconvenience.*

7 OTHER CONSIDERATIONS – HEI WHAIWHAKAARO

Council’s Vision and Strategic Priorities

Council’s vision is: Waipā Home of Champions – Building Connected Communities. Events like this connect people and contribute to Waipā being a great place to live, work, play and invest. Supporting these types of events supports the work done by the community groups who organise them and contributes to a high quality of life by encouraging community vibrancy.

Legal and Policy Considerations – Whaiwhakaaro ā-Ture

Staff confirm that Option 2 – Approve the application – complies with Council’s legal and policy requirements.

Local Government Act 1974 and 2002

Council’s powers to temporarily close roads are set out in Section 319(h), Section 342, and Schedule 10 (Section 11) of the Local Government Act 1974. Under the Local Government Act 2002, Waipa District Council has delegated powers to the Committee to approve temporary road closures, where legislative requirements are met.

The legal implications of Option 2 and how these have been addressed are noted below:

Under section 11A of Schedule 10 of the Act, Council must:

- give public notice of its intention to consider closing any road or part of a road under clause 11(e); and
- give public notice of any decision to close any road or part of a road under that provision.

The Act defines a ‘public notice’ as a notice published in a newspaper circulating generally in the district to which the subject matter of the notice relates.

The first of these obligations has been met by publication of a notice outlining the proposed road closures published in the Cambridge News on Thursday 9 February 2023. If the closures are approved, the second obligation will be met by publication of the approved closures in the Cambridge News on Thursday 6 April 2023.

Both notices will also be published on the Council’s website.

Financial Considerations – Whaiwhakaaro ā-Pūtea

The costs to process this road closure are approximately:

- \$300 (including GST) to publish the two public notices
- \$200 (including GST) to review the traffic management plan

These are not currently funded and are invoiced to the event organisers, meaning this will not have an impact on rates. The staff time involved in creating and reviewing the associated documents is budgeted for in the current year forecast when the costs will be incurred.

Risks - Tūraru

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

8 NEXT ACTIONS

Action	Responsibility	By When
Inform organiser their application has been approved	Events team	Within five working days
Work with organisers to approve a compliant Traffic Management Plan	Transportation team	Before the event date
Publicly notify the approved temporary road closure in the Cambridge News	Transportation team	Approximately 10 days before the event



Jennifer Braithwaite
OPERATIONS TEAM LEADER - TRANSPORTATION



Dawn Inglis
GROUP MANAGER SERVICE DELIVERY

APPENDIX 1

Objection to Road Closure

NOTICE OF INTENTION TO CONSIDER TEMPORARY ROAD CLOSURES

We have received notification that Dick Street, the road in which our office is situated, will be closed between 1:30pm and 6:30pm on Friday 14th April.

Fridays are the busiest days of the week as they are when most of our [REDACTED] [REDACTED] A large proportion of our clients are elderly and some are disabled.

We wish to register our objection to the road closure. We note that you have stated that Maadi Cup have done similar events in the past years and this is true, but as far as we can ascertain, these road closures occurred at weekends rather than weekdays.

We fully support the Dragon Boat Festival and would be happy if it occurred on the following day which is a Saturday.

COMMITTEE REPORT



To: The Chairperson and Members of the Service Delivery Committee
From: Transportation Safety Officer
Subject: ANZAC Day Cambridge 2023 – Request for Temporary Road Closure
Meeting Date: 21 March 2023

1 PURPOSE - TAKE

The purpose of this report is to seek approval to temporarily close a public road for an event.

2 EXECUTIVE SUMMARY – WHAKARĀPOPOTOTANGA MATUA

Council has been asked, using its powers under the Local Government Act 1974, to approve the following temporary road closures for the ANZAC Day commemorations in Cambridge.

The temporary closures will start from 5.30am and finish by 11.00am. They will include Victoria, Lake, Alpha and Empire Streets in Cambridge CBD.

At the time of preparing this report, Council had received no public objections to the advertised closures; a verbal update will be provided at the meeting if any objections are received.

3 RECOMMENDATION – TŪTOHU Ā-KAIMAHI

That the Service Delivery Committee

- a) *Receives the report of Jennifer Braithwaite, Operations Team Leader – Transportation, titled ANZAC Day Cambridge 2023 – Request for Temporary Road Closure, ECM 10951154;*
- b) *Approves the temporary closure of the following roads on Tuesday 25 April 2023:*

Between 5.30am and 11.00am:

- *Victoria Street - between Queen Street and Alpha Street*
- *Lake Street - between Queen Street and Alpha Street*

Between 8.00am and 9.00am:

- *Alpha Street - between Empire Street and Lake Street*
- *Empire Street - between Kirkwood Street and Alpha Street*

in accordance with Sections 319(h) and 342, and Section 11 of Schedule 10 of the Local Government Act 1974.

- c) *Authorises public notification of the approved road closure before the event, as required by the Local Government Act 1974.*

4 BACKGROUND – KŌRERO WHAIMĀRAMA

The Cambridge Community Board ANZAC Day Organising Committee has applied to temporarily close the following roads to vehicle traffic on **Tuesday 25 April 2023**:

Between **5.30am and 11.00am**:

- **Victoria Street** - between Queen Street and Alpha Street
- **Lake Street** - between Queen Street and Alpha Street

Between **8.00am and 9.00am**:

- **Alpha Street** - between Empire Street and Lake Street
- **Empire Street** - between Kirkwood Street and Alpha Street

as shown in Figure 1 below.



Figure 1 – Proposed road closures for the ANZAC Day commemorations in Cambridge

The proposed closure is for the ANZAC Day commemorations and was advertised publicly in the Cambridge News on Thursday, 2 March 2023. Objections by affected

parties were invited, closing at 4.00pm on Thursday, 16 March 2023. At the time of this report being prepared, no objections had been received. However, a verbal update will be provided at the meeting if any objections are received.

Police, Waka Kotahi (NZTA), and emergency services were consulted and raised on concerns. Police and other emergency services will have priority access to all areas of the closed roads at all times.

The Cambridge Community Board's application has been reviewed and can proceed to approval. Council Officers are satisfied it meets the criteria set out in the Local Government Act 1974 and the Code of Practice for Temporary Traffic Management.

These commemorations and the associated road closures are an annual event. No problems or unreasonable inconvenience to traffic were reported to Council from previous events.

We anticipate this temporary road closure, if approved, will cause only limited disruption to the public. However, event organisers will be instructed to notify all affected properties of the closure details to minimise inconvenience.

5 SIGNIFICANCE & ENGAGEMENT – KAUPAPA WHAI MANA ME NGĀ MATAPAKINGA

Staff have considered the key considerations under the Significance and Engagement Policy, in particular sections 7 and 8 and have assessed that the matter in this report has a low level of significance.

6 OPTIONS – NGĀ KŌWHIRINGA

Option	Advantages	Disadvantages
Option 1: Defer consideration of the application		<ul style="list-style-type: none"> Potential cancellation of the event if there is insufficient time to undertake further work on the application and bring it back before the Committee
Option 2: Approve the application	<ul style="list-style-type: none"> Community benefits of the event going ahead Safety benefits of separating participants and traffic during the event 	<ul style="list-style-type: none"> Inconvenience to residents and other road users
Option 3: Decline the application	<ul style="list-style-type: none"> No disruption or inconvenience to residents and other road users 	<ul style="list-style-type: none"> Adverse impacts on event organisers and participants if the event is unable to go ahead Road safety risks if the event goes ahead without road closures

The recommended option is Option 2. The reasons for this are:

- *A road closure will help ensure the safety of event staff and participants and the general public*
- *Staff have not identified any issues with the application and the event and its closures have not previously caused any known problems or unreasonable inconvenience.*

7 OTHER CONSIDERATIONS – HEI WHAIWHAKAARO

Council’s Vision and Strategic Priorities

Council’s vision is: Waipā Home of Champions – Building Connected Communities. Events like this connect people and contribute to Waipā being a great place to live, work, play and invest. Supporting these types of events supports the work done by the community groups which organise them, and contributes to a high quality of life by encouraging community vibrancy.

Legal and Policy Considerations – Whaiwhakaaro ā-Ture

Staff confirm that Option 2 – Approve the application – complies with Council’s legal and policy requirements.

Local Government Act 1974 and 2002

Council’s powers to temporarily close roads are set out in Section 319(h), Section 342, and Schedule 10 (Section 11) of the Local Government Act 1974. Under the Local Government Act 2002, Waipā District Council has delegated powers to the Committee to approve temporary road closures, where legislative requirements are met.

The legal implications of Option 2 and how these have been addressed are noted below:

Under section 11A of Schedule 10 of the Act, Council must:

- give public notice of its intention to consider closing any road or part of a road under clause 11(e); and
- give public notice of any decision to close any road or part of a road under that provision.

The Act defines a ‘public notice’ as a notice published in a newspaper circulating generally in the district to which the subject matter of the notice relates.

The first of these obligations has been met by publication of a notice outlining the proposed road closures published in the Cambridge News on Thursday 2 March 2023. If the closures are approved, the second obligation will be met by publication of the approved closures in the Cambridge News on Thursday 16 April 2023.

Both notices will also be published on the Council’s website.

Financial Considerations – Whaiwhakaaro ā-Pūtea

The costs to complete this temporary event road closure are the staff time involved in creating and reviewing the associated documents and approximately:

- \$300 (including GST) to publish the two public notices
- \$200 (including GST) to review the traffic management plan
- \$5000 to cover traffic management costs.

This amount is budgeted for in the current year forecast when the costs will be incurred.

Risks - Tūraru

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

8 NEXT ACTIONS

Action	Responsibility	By When
Inform organiser their application has been approved	Events team	Within five working days
Work with organisers to approve a compliant Traffic Management Plan	Transportation team	Before the event date
Publicly notify the approved temporary road closure in the Cambridge News	Transportation team	Approximately 10 days before the event



Jennifer Braithwaite
OPERATIONS TEAM LEADER - TRANSPORTATION



Dawn Inglis
GROUP MANAGER SERVICE DELIVERY

COMMITTEE REPORT



To: The Chairperson and Members of the Service Delivery Committee
From: Operations Team Leader - Transportation
Subject: **ANZAC Day Te Awamutu 2023 – Request for Temporary Road Closure**
Meeting Date: 21 March 2023

1 PURPOSE - TAKE

The purpose of this report is to seek approval to temporarily close a public road for an event.

2 EXECUTIVE SUMMARY – WHAKARĀPOPOTOTANGA MATUA

Council has been asked, using its powers under the Local Government Act 1974, to approve the following temporary road closures for the Te Awamutu ANZAC Day commemorations.

The temporary closures will start from 5.30am and finish by 12.30pm. They will include four streets near ANZAC Green and Memorial Park.

3 RECOMMENDATION – TŪTOHU Ā-KAIMAHI

That the Service Delivery Committee

a) *Receives the report of Jennifer Braithwaite, Operations Team Leader Transportation, titled ANZAC Day Te Awamutu 2023 – Request for Temporary Road Closure, ECM 10951257;*

b) *Approves the temporary closure of the following roads on **Tuesday 25 April 2023:***

Between 5.30am and 7.30am:

- ***Alexandra Street*** - between Churchill Street and Mutu/Rewi Street
- ***Mutu Street*** - between Alexandra Street and Christie Avenue
- ***War Memorial Drive*** - first 100m from Mutu Street

Between 9.30am and 12.30pm:

- **Bank Street** - between Alexandra Street and Vaile Street
- **Teasdale Street** - between Bank Street and Vaile Street

in accordance with Sections 319(h) and 342, and Section 11 of Schedule 10 of the Local Government Act 1974.

- c) Authorises public notification of the approved road closure before the event, as required by the Local Government Act 1974.

4 BACKGROUND – KŌRERO WHAIMĀRAMA

Te Awamutu and District Memorial RSA Incorporated has applied to temporarily close the following roads to vehicle traffic on **Tuesday 25 April 2023**:

Between 5.30am and 7.30am:

- **Alexandra Street** - between Churchill Street and Mutu/Rewi Street
- **Mutu Street** - between Alexandra Street and Christie Avenue
- **War Memorial Drive** - first 100m from Mutu Street

Between 9.30am and 12.30pm:

- **Bank Street** - between Alexandra Street and Vaile Street
- **Teasdale Street** - between Bank Street and Vaile Street

as shown in Figure 1 below.



Figure 1 – Proposed road closures for the Te Awamutu ANZAC Day commemorations

The proposed closure is for the ANZAC Day commemorations and was advertised publicly in the Te Awamutu News on Thursday 2 March 2023. Objections to the road closure closed at 4.00pm on Thursday 16 March. At the time of preparing this report, no objections had been received; a verbal update will be provided at the meeting should any objections be received.

Police, Waka Kotahi (NZTA), and emergency services were consulted and have not raised any concerns. Police and other emergency services will have priority access to all areas of the closed roads at all times.

Te Awamutu and District Memorial RSA Incorporated's application has been reviewed and can proceed to approval. Council Officers are satisfied it meets the criteria set out in the Local Government Act 1974 and the Code of Practice for Temporary Traffic Management.

These commemorations and the associated road closures are an annual event. No problems or unreasonable inconvenience to traffic were reported to Council from previous events.

We anticipate this temporary road closure, if approved, will cause only limited disruption to the public. However, event organisers will be instructed to notify all affected properties of the closure details to minimise inconvenience.

5 SIGNIFICANCE & ENGAGEMENT – KAUPAPA WHAI MANA ME NGĀ MATAPAKINGA

Staff have considered the key considerations under the Significance and Engagement Policy, in particular sections 7 and 8 and have assessed that the matter in this report has a low level of significance.

6 OPTIONS – NGĀ KŌWHIRINGA

Option	Advantages	Disadvantages
Option 1: Defer consideration of the application		<ul style="list-style-type: none"> Potential cancellation of the event if there is insufficient time to undertake further work on the application and bring it back before the Committee
Option 2: Approve the application	<ul style="list-style-type: none"> Community benefits of the event going ahead Safety benefits of separating participants and traffic during the event 	<ul style="list-style-type: none"> Inconvenience to residents and other road users
Option 3: Decline the application	<ul style="list-style-type: none"> No disruption or inconvenience to residents and other road users 	<ul style="list-style-type: none"> Adverse impacts on event organisers and participants if the event is unable to go ahead

Option	Advantages	Disadvantages
		<ul style="list-style-type: none"> ▪ <i>Road safety risks if the event goes ahead without road closures</i>

The recommended option is Option 2. The reasons for this are:

- *A road closure will help ensure the safety of event staff and participants and the general public*
- *Staff have not identified any issues with the application and the event and its closures have not previously caused any known problems or unreasonable inconvenience.*

7 OTHER CONSIDERATIONS – HEI WHAIWHAKAARO

Council’s Vision and Strategic Priorities

Council’s vision is: Waipā Home of Champions – Building Connected Communities. Events like this connect people and contribute to Waipā being a great place to live, work, play and invest. Supporting these types of events supports the work done by the community groups which organise them, and contributes to a high quality of life by encouraging community vibrancy.

Legal and Policy Considerations – Whaiwhakaaro ā-Ture

Staff confirm that Option 2 – Approve the application – complies with Council’s legal and policy requirements.

Local Government Act 1974 and 2002

Council’s powers to temporarily close roads are set out in Section 319(h), Section 342, and Schedule 10 (Section 11) of the Local Government Act 1974. Under the Local Government Act 2002, Waipā District Council has delegated powers to the Committee to approve temporary road closures, where legislative requirements are met.

The legal implications of Option 2 and how these have been addressed are noted below:

Under section 11A of Schedule 10 of the Act, Council must:

- give public notice of its intention to consider closing any road or part of a road under clause 11(e); and
- give public notice of any decision to close any road or part of a road under that provision.

The Act defines a ‘public notice’ as a notice published in a newspaper circulating generally in the district to which the subject matter of the notice relates.

The first of these obligations has been met by publication of a notice outlining the proposed road closures published in the Te Awamutu News on Thursday 2 March 2023. If the closures are approved, the second obligation will be met by publication of the approved closures in the Te Awamutu News on Thursday 16 April 2023.

Both notices will also be published on the Council’s website.

Financial Considerations – Whaiwhakaaro ā-Pūtea

The costs to complete this temporary event road closure are the staff time involved in creating and reviewing the associated documents are approximately:

- \$300 (including GST) to publish the two public notices
- \$200 (including GST) to review the traffic management plan
- \$7000 to cover traffic management costs.

This amount is budgeted for in the current year forecast when the costs will be incurred.

Risks - Tūraru


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

8 NEXT ACTIONS

Action	Responsibility	By When
Inform organiser their application has been approved	Events team	Within five working days
Work with organisers to approve a compliant Traffic Management Plan	Transportation team	Before the event date
Publicly notify the approved temporary road closure in the Te Awamutu News	Transportation team	Approximately 10 days before the event



Jennifer Braithwaite
OPERATIONS TEAM LEADER - TRANSPRTATION



Dawn Inglis
GROUP MANAGER SERVICE DELIVERY

COMMITTEE REPORT



To: The Chairperson and Members of the Service Delivery Committee
From: Manager Service Delivery
Subject: **CONTRACTS SIGNED UNDER DELEGATION**
Meeting Date: 21 March 2023

1 PURPOSE - TAKE

The purpose of this report is to inform the Service Delivery Committee of recent contracts signed under delegated authority.

2 EXECUTIVE SUMMARY – WHAKARĀPOPOTOTANGA MATUA

Council policy and delegated authority provides for tender and contract documents to be signed by Council staff on behalf of Council, subject to financial limits.

The Group Manager Customer and Community Services has authority to approve either capital or operational expenditure and to authorise the commencement of authorised works/services, including for any multi-year contracts, which have been budgeted for in Council's Long Term Plan and/or Annual Plan up to a total value or total project value of **TWO HUNDRED AND FIFTY THOUSAND DOLLARS (\$250,000)** excluding GST.

The Group Manager Service Delivery has authority to approve either capital or operational expenditure and to authorise the commencement of authorised works/services, including for any multi-year contracts, which have been budgeted for in Council's Long Term Plan and/or Annual Plan up to a total value or total project value of **FIVE HUNDRED THOUSAND DOLLARS (\$500,000)** excluding GST.

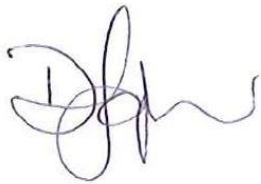
The Chief Executive has authority to approve either capital or operational expenditure and to authorise the commencement of authorised works/services, including for any multi-year contracts, which have been budgeted for in Council's Long Term Plan and/or Annual Plan up to a total value or total project value of **ONE MILLION DOLLARS (\$1,000,000)** excluding GST.

3 RECOMMENDATION – TŪTOHU Ā-KAIMAHI

That the Service Delivery Committee receives the report of Dawn Inglis, Group Manager Service Delivery, titled Monthly Schedule of Contracts Signed under Delegated Authority (document number 10890460).

4 APPENDIX – ĀPITITANGA

No:	Appendix Title
1	Contracts Signed Under Delegated Authority



Dawn Inglis
GROUP MANAGER SERVICE DELIVERY

APPENIDX 1

Contracts Signed Under Delegated Authority

Monthly Schedule of Service Delivery Contracts Awarded:

Contract No.	Contract Name	Contract Awarded to:	Date Contract Awarded	Activity Type	Accepted Tender Sum	Approved Contract Sum	Difference between Sums
290697	Keeley's Reserve River Bank Scour Remediation	Keir Landscaping and Structures Limited	23/01/2023	Community Services	\$112,615.00	\$127,615.00	Contingency

COMMITTEE AGENDA



To: The Chairperson and Members of the Service Delivery Committee
From: Governance
Subject: **RESOLUTION TO EXCLUDE THE PUBLIC**
Meeting Date: 21 March 2023

1 EXECUTIVE SUMMARY – WHAKARĀPOPOTOTANGA MATUA

A local Authority may, by resolution, exclude the public from the whole or any part of the proceedings of any meeting under section 48(1) of the Local Government Official Information and Meetings Act 1987.

2 RECOMMENDATION – TŪTOHU Ā-KAIMAHI

THAT the public be excluded from the following parts of the proceedings of this meeting.

The general subject of the 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 are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
17. Confirmation of Public Excluded Minutes – 21 February 2023 18. 297024 Cambridge Wastewater Treatment Plant Membranes and Peripherals – Contract Award 19. 290725 Cambridge Wastewater Treatment Plant	<i>Good reason to withhold exists under section 7 Local Government Official Information and Meetings Act 1987</i>	<i>Section 48(1)(a)</i>

<p><i>Main Construction – Contract Award 20. 290726 Cambridge Wastewater Treatment Plant Inlet Works Equipment and Peripherals – Contract Award 21. 290091 C2/C3 Cambridge Road Intersection and Corridor Upgrade – Contract Award</i></p>		
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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, or Sections 6, 7 or 9 of the Official Information Act 1982, as the case may be, which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, are as follows:

Item No.	Section	Interest
17,18,19,20,21	Section 7(2)(i)	<i>To enable the Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</i>