

## Strategic, policy and regulatory considerations for CTU partnership proposals.

Council sets its vision, strategic priorities and direction to ensure the activities we carry out are effectively delivering on community outcomes and to support fiscally responsible management. When considering entering any infrastructure partnership it is essential it:

- Will contribute to Council and community strategic objectives.
- Does not contradict any existing regulatory or legislative requirements.

This document identifies key Council, regional and national strategic plans that influence transportation activity and other aligned areas. It also lists relevant policy, regulatory and legislative requirements which define boundaries within which Council must act.

Staff will consider every partnership proposal in terms of how it fits within and contributes to our strategic objectives and the overall strategic environment we operate within. Depending on the type of infrastructure or partnership being considered, there may be additional specific strategies or policies that are relevant but not included in detail here.

### Strategic context and alignment

#### *Hamilton City Council strategic imperatives*

[Access Hamilton](#) is the key strategy that informs what we do in the transport space. Any partnerships entered into relating to transport infrastructure must align with and ideally actively support delivery of the objectives and outcomes within this strategy as summarised [here](#).

There are a range of Council strategies that link with, inform, support or are supported by Access Hamilton and transport activity (found [here](#)). These are noted in the diagram below and, depending on the type of infrastructure partnership being proposed, may be relevant to consider when setting partnership outcomes and assessing whether proposals align with our strategic objectives.



## *Regional strategic imperatives*

The Hamilton – Waikato Metro Spatial Plan (MSP) guides how the wider Hamilton metropolitan area will grow and develop over time. It describes infrastructure investment necessary to enable, support, and shape this growth. It has four key directives for transport:

- Offer a viable and attractive alternative to private vehicles by providing and expanding rapid, frequent, high-quality public transport networks.
- Plan and protect efficient freight network operations and interregional corridors.
- Connect transport and resident hubs, linking growth centres by public transport and active modes.
- Plan and design neighbourhoods to make public transport use, walking, and cycling easy and attractive.

The [Waikato Regional Land Transport Plan \(RLTP\)](#) sets out the strategic policy framework for what the region wants to achieve for its' land transport system over 10 to 30 years. Full information on regional strategic drivers, objectives and targets that inform our planning are in the plan. Other relevant regional strategies on public transport, road safety, walking and cycling are [here](#).

## *National strategic imperatives*

The [Government Policy Statement \(GPS\)](#) outlines “the Crown’s ten year land transport investment strategy, the objectives and outcomes the Crown is seeking from the land transport system, and guides Waka Kotahi and local authority investment”. The draft GPS as at January 2024 is [here](#).

[NZ Transport Agency \(NZTA\)](#) has a 30 year transport plan called Arataki (found [here](#)).

Arataki provides guidance for 14 regions in Aotearoa New Zealand. Each regional section includes a high-level summary, context, and outlook based on:

- An assessment of the impact of the key drivers, current state, and performance of the land transport system.
- The scale of effort required in each region to achieve the future desired state for each outcome over the next 10 years.

These directions indicate where effort should be focused and direct conversations with partners about priority outcomes in each region. The objectives for the Waikato can be found in the plan link above.

Climate change: There are a range of national level climate focused documents that may be relevant depending on the infrastructure and specific objectives of the proposal:

- [Climate change Amendment Act 2019](#)
- [Climate Commission report](#)
- [Carbon Neutral Government programme](#)
- [Emissions Reduction Plan](#)

## Regulatory and policy environment

### *Bylaws and policies*

Existing bylaws and policies that may be relevant to partnership proposals include:

- [Public Places Bylaw](#)
- [Trading in Public Places Policy](#)
- [Traffic Bylaw](#)
- [Parking policy](#) NB this is due for amendment in 2024)
- Encroachment Policy: [D-2908803](#)
- External Funding Applications Policy: [D-4958077](#)
- [Risk Management Policy](#)
- [Significance and Engagement Policy](#)

- [Climate Change Policy](#)
- [Development Contributions Policy 2023](#)
- [Growth Funding Policy](#)

All council policies, bylaws and relevant legislation can be found on the website [here](#).

### *District Plan*

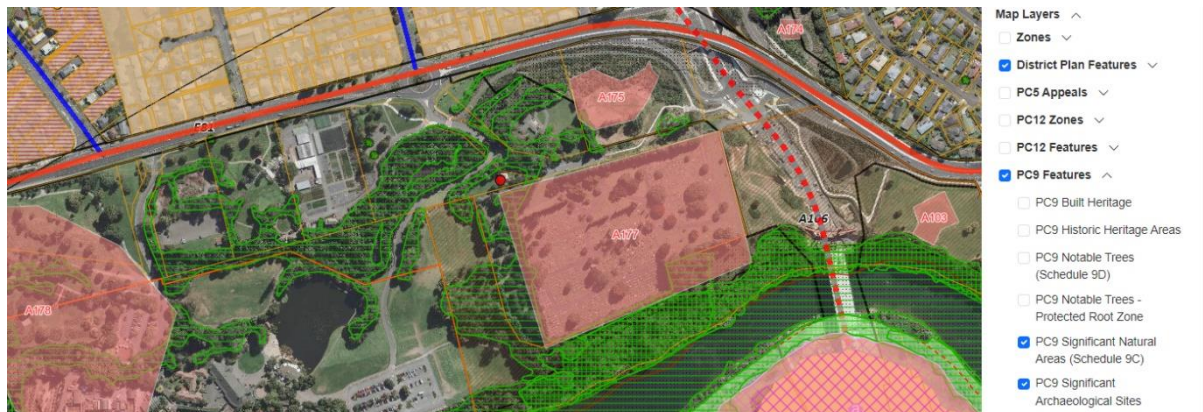
Depending on the type of infrastructure/partnership proposal there are likely to be District Plan rules that apply. These may relate to sign dimensions or placement restrictions within roading corridors for example.

The full Operative District Plan is [here](#). Sections applicable to infrastructure partnerships include:

- [Chapter 18 Transport corridor zone](#)
- [Chapter 19.2.4 - Archaeological and cultural sites](#) (check for these sites on the ODP and if you're unsure talk to the HCC duty planner).
- [Section 25.14 Transportation](#)
- [Section 25.10 Signs](#)
- [Appendix 1.3 Assessment Criteria](#)
- [Chapter 20 Natural Environments](#) (where transport corridor may contain notable scheduled trees or a Significant Natural Area)
- [Chapter 22 Natural Hazards](#) (where transport corridor is within the Waikato Riverbank Gully Hazard or Flood Hazard Overlay Areas)
- [Chapter 25.3 – Events and Temporary Activities](#) (where proposal is for these activities within the Transport Corridor)
- [Chapter 25.7 – Network Utilities and the Electricity Corridor](#)

Make sure to check for any recent or upcoming changes to the ODP [here](#).

The [ODP interactive map](#) below shows designations and is useful for easily identifying sites of cultural significance, flood or hazard zones for example. Remember to turn on the PC9 (Plan Change 9) Features as this has updated information.



### Useful links and resources

- Ministry of Justice Crime Prevention through Environmental Design (CPTED) principles: [Cover part1 v5.indd \(justice.govt.nz\)](#).
- [Universal design principles | Waka Kotahi NZ Transport Agency \(nzta.govt.nz\)](#)
- EV Supply Equipment (EVSE) related:
  - Waka Kotahi NZ Transport Agency [general guidance for EVs](#).
  - Worksafe [electric-vehicle-charging-safety-guidelines](#)
  - Ministry of Transport [electric-vehicles-programme](#)
- [What is Universal Design | Centre for Excellence in Universal Design](#)
- Electricity and EVSE related:

- Standards for commercial use: <https://www.standards.govt.nz/shop/snz-pas-60102021/>
- Standards for residential: <https://www.standards.govt.nz/get-standards/sponsored-standards/electric-vehicle-ev-chargers-for-residential-use/>
- [Electricity \(Safety\) Regulations 2010 \(SR 2010/36\) \(as at 18 July 2022\) Contents – New Zealand Legislation](#)