

## Notice of Meeting:

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

**Date:** Wednesday 1 November 2017  
**Time:** 9.30am  
**Meeting Room:** Council Chamber  
**Venue:** Municipal Building, Garden Place, Hamilton

Richard Briggs  
Chief Executive

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## Regulatory and Hearings Committee OPEN AGENDA (Speed Limit Bylaw Hearing)

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### Membership

**Chairperson:** Cr Angela O'Leary

**Deputy Chairperson:** Cr Leo Tooman

**Membership:** The Mayor and all Councillors  
(The composition of any Regulatory Hearings Committee for quorum purposes to be determined by the Chairperson)

**Meeting frequency:** As required

**Quorum:** Three members

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Claire Guthrie  
Committee Advisor

**26 October 2017**

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## **Purpose:**

1. To conduct fair and effective hearings and make determinations on a range of the Council's quasi-judicial functions under legislation and other matters as referred to the Committee.
2. To convene and coordinate Task Force groups on matters referred by other Committees.

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| <b>The Committee is delegated the following Terms of Reference and powers:</b> |
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## **Terms of Reference:**

1. Hear and determine any statutory or regulatory hearings under relevant legislation unless otherwise delegated by Council, including (but without limitation):
  - objections under the Dog Control Act 1996;
  - matters regarding drainage and works on private land under the Local Government Act 1974 and Local Government Act 2002;
  - proposals for temporary closure of any road.
2. Consider and determine changes to the registers and parking restrictions in the Traffic Bylaw 2015, including hearing any submissions relating to those proposed changes.
3. Hear and determine matters arising under current bylaws, including applications for dispensation from compliance with the requirements of bylaws, unless such matters are otherwise delegated by Council.
4. Hear and determine other matters that require hearings or submissions, as referred by Council or other Committees.
5. To convene Task Force groups and carry out the terms of reference approved and referred by Council or other Committees.

## **The Committee is delegated the following powers to act:**

- Approval of matters determined by the Committee within its Terms of Reference.
- Approval of activities and expenses relating to Task Force groups consistent with their terms of reference and approved Task Force group budget.

## **The Committee is delegated the following recommendatory powers:**

- The Committee may make recommendations to Council.
- The Committee may make recommendations to Committees.

## **Special Notes:**

- The Committee may request expert advice through the Chief Executive when necessary.
- The Committee may appoint additional members for hearings where the relevant terms of reference specify the requirement for expert or external representation.

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**1 Apologies**

**2 Confirmation of Agenda**

The Committee to confirm the agenda.

**3 Declaration of Interest**

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

# Council Report

Item 4

**Committee:** Regulatory and Hearings Committee

**Date:** 01 November 2017

**Author:** Claire Guthrie

**Authoriser:** Becca Brooke

**Position:** Committee Advisor

**Position:** Governance Team Leader

**Report Name:** Regulatory and Hearings Committee Open Minutes 31 August 2017

|                      |             |
|----------------------|-------------|
| <b>Report Status</b> | <i>Open</i> |
|----------------------|-------------|

## Staff Recommendation

That the Regulatory and Hearings Committee confirm the Open Minutes of the Committee Meeting held on 31 August 2017 as a true and correct record.

## Attachments

Attachment 1 - Regulatory and Hearings Committee Open Minutes 31 August 2017 .

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## Regulatory and Hearings Committee (Parking Restrictions and Traffic Bylaw Register Changes)

### OPEN MINUTES

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Minutes of a meeting of the Regulatory and Hearings Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton on Thursday 31 August 2017 at 1.00pm.

#### PRESENT

|                             |  |
|-----------------------------|--|
| <b>Chairperson:</b>         | Cr Angela O'Leary  |
| <b>Deputy Chairperson:</b>  | Cr Leo Tooman  |
| <b>Membership:</b>          | Cr Mark Bunting<br>Cr James Casson<br>Cr Siggie Henry<br>Cr Rob Pascoe   |
| <b>In Attendance:</b>       | Robyn Denton – Network Operations Team Leader                            |
| <b>Governance Advisors:</b> | Claire Guthrie – Committee Advisor<br>Rebecca Watson – Committee Advisor |

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**1. Apologies** (Crs O'Leary/Tooman)

That the apologies for Mayor King and Crs Southgate and Taylor be received and accepted.

Cr Yeung - approved leave of absence till 23 November 2017.

**2. Confirmation of Agenda**

**Resolved:** (Crs O'Leary/Bunting)

That the agenda is confirmed.

**3. Declarations of Interest**

No members of the Council declared a Conflict of Interest.

**4. Public Forum**

The three speakers for the public forum spoke to the relevant item during the presentation of the staff report.

**5. Regulatory and Hearings Committee Open Minutes 3 August 2017**

**Resolved** (Crs O'Leary/Pascoe)

That the Regulatory and Hearings Committee confirms the Open Minutes of the Regulatory and Hearings Committee Meeting (Special Housing Areas (SHA)) held on 3 August 2017 as a true and correct record.

## 6. Parking Restrictions and Traffic Bylaw Register Changes

The Network Operations Team Leader explained that the proposed changes were required to be approved by Council resolution as they were not legally enforceable until then.

Three members of the public affected by proposed changes at Quentin Drive and McKee Road spoke to the Committee.

- **Mr Aaron Jack spoke to the proposed changes for Quentin Drive.**  
Mr Jack said he owned Jack House Transit Ltd and spoke in favour of the original changes proposed for Quentin Drive. Mr Jack said they had requested No Stopping restrictions because of the large number of truck movements on this road and asked for No Stopping for the full length of one side of the road to allow enough room for trucks to use the road safely.
- **Mr Colin Jones spoke to the proposed changes for Quentin Drive.**  
Mr Jones (Blackberry Developments Ltd) spoke in favour of the proposed No Stopping changes. Mr Jones said he was the property manager for 2 Quentin Drive which has three commercial tenants with around 200 vehicle movements per day and he was also authorised to speak for Truck Stops, an adjacent business. He said that with the recent changes to truck size there were problems for trucks turning onto Quentin Drive if there were cars parked on the western side of the road.
- **Mr Paul Wade spoke to the proposed changes in McKee Street.**  
Mr Wade spoke in support of No Stopping restrictions in McKee Street. He said that there were a lot of large trucks servicing businesses in the cul-de-sac and that it was impossible for them to turn when cars were parked on the road. He explained that the trucks had to back down the street and around the roundabout at the corner which could take an hour.

Elected Members asked that a small number of carparking spaces be retained in relation to Quentin Drive.

**Resolved:** (Crs O'Leary/Pascoe)

2. That the Regulatory and Hearing Committee:

a) approves the changes to parking restrictions and controls as set out below:

| Parking Restrictions to be installed |  |
|--------------------------------------|--|
| Location                             | Description of proposed change and reason  |
| Quentin Drive                        | Installation of 150m of No Stopping on the west side of Quentin Drive (between Kahikatea Drive and Quail Place) with <b>an additional 25m of No Stopping including and south of 21 Quentin Drive.</b>  |
| McKee Street                         | Installation of <b>84m</b> of No Stopping at the head of the cul de sac  |
| Eastridge Terrace                    | Installation of 75m of No Stopping at the head of the cul de sac   |
| Dey Street                           | Installation of 54.5m of No Stopping on the west side of Dey Street outside # 281, 283, 285 Dey Street   |
| Te Rapa – Metro Motors               | Gazetting of 89.5m of No Stopping (east side) of Te Rapa Road between Vardon Road and #400 Te Rapa.  |
| Te Rapa Road – Guthrie Bowron        | Installation of 28m of No Stopping on the west side of Te Rapa Road (#631) outside Guthrie Bowron.   |
| Wellington Street                    | Installation of 5.5m of No Stopping over the driveway of #5 Wellington Street  |
| Jones Cres & Beatty Street           | Installation of 17m(#11 Beatty St), 18.5m (#15 Beatty St), 13m (#31 Beatty St) and 8m (#33 Beatty St) of No Stopping on Beatty Street and 9m (#11 Beatty St), 9m (#15 Beatty St), 6m (#31 Beatty St) and 6m (#33 Beatty St) of No Stopping on Jones Cres |
| Duke Street                          | Installation of 85m at of No Stopping at the head of the cul de sac and  |

|                    |  |
|--------------------|--|
|                    | 18m of No Stopping at the corner of Ellis Street and #40 Duke Street   |
| Islington Street   | Installation of 22.5m of No Stopping at the head of the cul de sac   |
| Barrington Drive   | Installation of 14.5m (#85 Barrington), 17m (#74 Barrington), 12.5m (#1 The Ford) and 13m (Te Manatu Park) of No Stopping on Barrington Drive  |
| Strowan Ave        | Installation of 13.5m of No Stopping between two driveways of #26 & 28 Strowan Avenue.   |
| 430 Borman Road    | Installation of 17m of No Stopping between #430 & 432 Borman Rd  |
| Liston Cres        | Installation of 13m of No Stopping around the corner of north side Liston Crescent and Helena Road (outside #43)   |
| River Road         | Installation of 24m of No Stopping at the northern side of the Alandale Village entrance and River Road  |
| Seddon Road        | Installation of 44m of No Stopping on the east side of Seddon Road at the crossing of the Western Rail Trail   |
| Lake Road          | Installation of No Stopping - 44m on the western & 38m on the eastern side of Lake Road at the crossing of the Western Rail Trail  |
| Lake Crescent      | Installation of 17.5m of No Stopping between 48-54 Lake Cres   |
| Lake Crescent      | Gazette the existing 17.5m (#48 Lake Rd) & 35m (#54 & 58 Lake Rd) of P120 Time Restriction   |
| Brooklyn Road      | Gazette the existing 19.0m (#28 Brooklyn Rd) and 16m (#30A Brooklyn Rd) of No Stopping on the corner of Brooklyn Road and Pearsons Ave.  |
| Brooklyn Road      | Gazette the existing 16m (#18 Brooklyn Rd) of No Stopping on the corner of Brooklyn Road and Young Street  |
| Brooklyn Road      | Gazette the existing 151.5m of No Stopping on east side of Brooklyn Road from the intersection of Peachgrove Road to #38 Brooklyn Road.  |
| Te Manatu Drive    | Gazette the existing 24m (#1 Te Manatu Dr) and 25m (#2 Parkside Dr) of No Stopping on the corner of Te Manatu Drive and Thomas Road.   |
| De Vere Cres       | Gazette the existing 14.5m of No Stopping at # 27 & 30 De Vere Crescent.   |
| Anglesea Street    | Installation of 22m of P120 parking restriction and 107m of No Stopping at #193 Anglesea St.   |
| Enderley Ave       | Gazette the existing 21m of No Stopping #230 Enderley Ave at the intersection of Peachgrove Road   |
| Glen Lynne Ave     | Gazette the existing 30m of No Stopping outside #99 Glen Lynne Ave at the intersection of Glen Lynne Ave and Hukanui Road  |
| Horsham Downs Road | Gazette existing length of 102m of No Stopping outside #47 to #55 Horsham Downs Road to match the current road markings  |
| Hukanui Road       | Gazette existing length of No Stopping - 52m outside Westfield Shopping Centre on Hukanui Road and 261.5 between #202 Hukanui Rd and Chedworth Ave on Hukanui Rd to match the current road markings. |
| Transport Centre   | Installation of a P180 time restriction on the existing Mobility Parks that are at the Transport Centre.   |
| Camellia Place     | Gazette the existing No Stopping on the corner of Camellia Place and Hibiscus Avenue - 15m at #14 Hibiscus and 14m at #1 Camellia.   |
| Seddon Road        | Gazette the existing No Stopping on Seddon Road - 13m & 20.5m outside the FMG Stadium and 432.5m outside #133 – 169 Seddon Rd  |
| Caro Street        | Installation of two P60 Electric car charging carparks for the new charging station  |
| London Street      | Installation of 13.5m of No Stopping, P120 time restriction of 10m and a 11m P5 Loading Zone.  |
| Endeavour Ave      | Installation of a 15m caged Bus stop outside #94 Endeavour Ave   |
| Ulrich Ave         | Installation of a 15m caged Bus stop outside #20 Ulrich Ave  |
| 34 Morris Road     | Installation of a new 15m Bus Stop only outside 34 Morris Road   |
| 66 Morris Road     | Installation of a new 15m Bus Stop only outside 6 Morris Road  |
| Ruakura Road       | Installation of a new 15m Bus Stop only just east of Innovation Park   |

|              |  |
|--------------|--|
| Ruakura Road | entrance<br>Installation of a new 15m Bus Stop only adjacent to #26 Nobleman Place on Ruakura Road |
|--------------|--|

**Resolved:** (Crs Pascoe/Bunting)

b) approves the changes to parking restrictions and controls as set out below:

| Parking Restrictions to Rescind |   |
|---------------------------------|---|
| Location                        | Description of proposed change  |
| Seddon Road                     | Rescind 34m of No Stopping  |
| Lake Crescent                   | Rescind 70m P120 parking restriction  |
| Brooklyn Road                   | Rescind 24m to of No Stopping on the corner of Brooklyn Road and Young Street   |
| Brooklyn Road                   | Rescind 12.1 and 4.7m at the corner of Pearsons Ave                             |
| Brooklyn Road                   | Rescind 72m and 36m of No Stopping at the corner of Brooklyn and 5 Cross Roads  |
| 193 Anglesea Street             | Rescind 111m of No Stopping and P120 of 18.5m                                   |
| Enderley Ave                    | Rescind 6m of No Stopping   |
| Glen Lynne Ave                  | Rescind 15m of No Stopping  |
| Horsham downs road              | Rescind 82m of No Stopping  |
| Hukanui Road                    | Rescind 61m, 52m, 49m, 30m and 169m of No stopping                              |
| Seddon Road                     | Rescind 300m and 48m of No Stopping   |
| London Street                   | Rescind 6m of No Stopping, 11m of Loading Zone and 14m of P120 time restriction |
| 11 Beaumont Street              | bus stop to be removed on 1 October 2017  |
| 18 Beaumont Street              | bus stop to be removed on 1 October 2017  |
| 3 Greensboro Street             | bus stop to be removed on 1 October 2017  |
| 6 Greensboro Street             | bus stop to be removed on 1 October 2017  |

| CBD Parking Restrictions to Rescind                                    |   |
|--|---|
| Location   | Description of proposed change  |
| London Street – Anglesea Street to eastern end                         | Rescind the current time limits and parking charges in place for the metered carparks |
| Bryce Street – Anglesea Street to eastern end                          |   |
| Liverpool Street – Victoria Street to Anglesea Street                  |   |
| Ward Street – Tristram Street to Anglesea Street                       |   |
| Ward Street – Worley Place to Victoria Street                          |   |
| Caro Street – Anglesea Street to Alexandra Street                      |   |
| Collingwood Street – Tristram Street to Victoria Street                |   |
| Hood Street – Anglesea Street to Victoria Street                       |   |
| Knox Street - Anglesea Street to Victoria Street – north side only     |   |
| Alma Street – Victoria Street to eastern end                           |   |
| Sapper Moore Jones Place - Victoria Street to eastern end              |   |
| Clarence Street – Anglesea Street to Tristram Street                   |   |
| Anglesea Street – Bryce Street to Liverpool Street – eastern side only |   |
| Anglesea Street – Collingwood Street to Anzac Parade                   |   |
| Barton Street – London Street to Bryce Street                          |   |
| Worley Place – Ward Street to Alexandra Street                         |   |
| Alexandra Place – Caro Street to Hood Street                           |   |
| Victoria Street – Liverpool Street to Grantham Street                  |   |

|  |  |
|--|--|
| Victoria Street – Grantham Street to Age Concern – eastern side only |  |
| Harwood Street – London Street to Liverpool Street                   |  |
| Princes Street – Victoria Street to Harwood Street                   |  |
| Rostrevor Street – Victoria Street to Harwood Street                 |  |

| CBD Parking Restrictions – new changes                               |   |
|--|---|
| Location   | Description of proposed change  |
| London Street – Anglesea Street to end                               | <b>Introduce New CBD Zone Parking Charges:</b> <ul style="list-style-type: none"> <li>• Free parking at all metered spaces for the first 2 hours to apply 8am to 8pm, Monday to Saturday only.</li> <li>• After the first 2 hours the prescribed fee per hour thereafter must be paid.</li> <li>• Prescribed fee is \$6 per hour</li> <li>• Sundays and public holidays have no fees.</li> <li>• Effective from 1 October 2017</li> </ul> |
| Bryce Street – Tristram Street to eastern end                        |   |
| Ward Street – Tristram Street to Anglesea Street                     |   |
| Ward Street – Worley Place to Victoria Street                        |   |
| Caro Street – Anglesea Street to Alexandra Street                    |   |
| Collingwood Street – Tristram Street to Victoria Street              |   |
| Hood Street – Anglesea Street to Victoria Street                     |   |
| Knox Street - Anglesea Street to Victoria Street – north side only   |   |
| Alma Street – Victoria Street to eastern end                         |   |
| Sapper Moore Jones Place - Victoria Street to eastern end            |   |
| Clarence Street – Anglesea Street to Tristram Street                 |   |
| Anglesea Street – Bryce Street to Liverpool Street – east side only  |   |
| Anglesea Street – Collingwood Street to Anzac Parade                 |   |
| Barton Street – London Street to Bryce Street                        |   |
| Worley Place – Ward Street to Alexandra Street                       |   |
| Alexandra Place – Caro Street to Hood Street                         |   |
| Harwood Street – London Street to Liverpool Street                   |   |
| Princes Street – Victoria Street to Harwood Street                   |   |
| Rostrevor Street – Victoria Street to Harwood Street                 |   |
| Liverpool Street – Victoria Street to Anglesea Street                |   |
| Victoria Street – Liverpool Street to Grantham Street                |   |
| Victoria Street – Grantham Street to Age Concern – eastern side only |   |

#### Cr Tooman Dissenting.

**Resolved:** (Crs Bunting/Henry)

- c) approves the changes to the Hamilton Traffic Bylaw 2015 as set out below:
- i. add the following sites to the Part 3: U Turns list within the Turning Restrictions Register:
    - Wairere Drive at Ruakura Road (south bound)
    - Ruakura Road just west of Wairere Drive (west bound)
    - Victoria Street between Claudelands Road and Bryce Street (north bound).
  - ii. remove all references to Bridge Street and replace with Anzac Parade in the following registers:
    - Cycle Paths Register
    - Special Vehicle Lanes Register
    - Turning Movements Register
    - Turning Restrictions Register

**Update on Monitoring**

Staff provided an update on the results of monitoring of previously approved parking and traffic changes for Poaka Avenue, Ellicott Road and Beale Street.

It was noted that the resource consent for Poaka Avenue had included monitoring as a requirement and that the regulatory team would be notified that this monitoring had been completed.

**7. Temporary closure of Hood Street for 'Distinguished Gentleman's Ride event**

The Network Operations Team Leader took her report as read and advised the Committee that the event organisers had consulted affected businesses and that some businesses were taking part in the event.

In response to a question from Elected Members it was noted that although applicants were not legally required to provide evidence of consultation with affected parties; staff agreed it would be good practice to request this information as part of the process for future applications. The consultation process would be adjusted to include such evidence in the future.

**Resolved:** (Crs Bunting/Casson)

That the Regulatory and Hearings Committee:

- a) approves the closure of Hood Street (between Victoria Street and Alexandra Street) to accommodate the Distinguished Gentleman's Ride on 24 September 2017 between 10.00am and 4.00pm; and
- b) approves the issue of a Notice of Decision stating Council's decision to close Hood Street (between Victoria Street and Alexandra Street) to accommodate the Distinguished Gentleman's Ride on 24 September 2017 between 10.00am and 4.00pm.

**The meeting was declared closed at 2.05pm.**

# Council Report

Item 5

**Committee:** Regulatory and Hearings Committee  
**Date:** 01 November 2017

**Author:** Robyn Denton  
**Authoriser:** Chris Allen

**Position:** Network Operations Team Leader  
**Position:** General Manager City Infrastructure

**Report Name:** Proposal for Amendments to Speed Limit Bylaw 2013 - Hearing Report

|                      |             |
|----------------------|-------------|
| <b>Report Status</b> | <i>Open</i> |
|----------------------|-------------|

## Purpose

1. To inform the Committee on the submissions received in response to Council's proposal to amend the Hamilton City Speed Limit Bylaw 2013 and to assist the hearing process and subsequent deliberations and decision making.

## Staff Recommendations

2. That the Regulatory and Hearings Committee:
  - a) hear the submitters wishing to present in support of their submission;
  - b) consider the submissions received and staff analysis of these submissions;
  - c) provide direction for the preparation of a Deliberation and Adoption report in regard to proposed changes to the Hamilton City Speed Limit Bylaw 2013; and
  - d) note that based on the results of this hearing, a Deliberation and Adoption Report for proposed changes to the Hamilton City Speed Limit Bylaw 2013 will be presented at the 5 December 2017, Growth and Infrastructure Committee.

## Executive Summary

3. The Growth and Infrastructure Committee approved the Statement of Proposal for Proposed Amendments to the Hamilton City Speed Limit Bylaw 2013 for public consultation on 1 August 2017.
4. The public consultation opened on 8 August 2017 and closed on 24 September 2017.
5. The consultation resulted in 142 submissions in relation to the 11 proposed changes. Generally the submissions were supportive. Analysis of the results for each site has been completed and these along with a sample of verbatim comments have been collated into a submission summary report which is included in this report as Attachment One.
6. A full copy of all of the submissions is included in Attachment Two.
7. Seven of the submitters indicated that they wished to be heard in support of their submission.
8. Once these submissions have been heard, and the analysis of the results considered, the committee will need to provide staff direction for the preparation of a Deliberation and

Adoption Report which will be presented to the Growth and Infrastructure Committee meeting on 5 December 2017.

9. Staff recommendations for each of the 11 proposed changes are included in the Submission Summary Report (Attachment One).
10. Staff consider the matters in this report have low significance and that the recommendations comply with the Council's legal requirements.

## Background

11. At the 28 March 2017 meeting of the Growth and Infrastructure Committee, a report regarding Speed Management in the city was considered. Approval to undertake stakeholder and community engagement on a number of speed limit changes was given.
12. The results of the engagement process were reported to the 1 August 2017 meeting of the Growth and Infrastructure Committee. The report also set out the next steps that were required to complete the legal process of changing speed limits contained in the Hamilton City Speed Limit Bylaw 2013.
13. A Statement of Proposal which set out the proposed amendments to the bylaw and reasons for those changes was approved by the Committee at the August 2017 meeting, along with approval to commence the consultation process.

## Engagement Process

14. In accordance with the Local Government Act 2002 Special Consultative Procedure and the Land Transport Rule: Setting of Speed Limits (both 2003 & 2017), submissions on the proposed amendments to the bylaw were invited over four weeks, with the closing date for submissions being 24 September 2017.
15. The consultation process included the following:
  - Letters explaining the proposed speed limit changes and seeking feedback were hand delivered to every property where a speed limit change was being proposed.
  - Key stakeholders were provided with information on the proposed changes and feedback from them sought.
  - A public notice was placed in the Hamilton Press in early August 2017 and notices were also posted on Council's website and Facebook (which included on boost).
  - The Statement of Proposal information packs were made available at all public libraries, the main municipal building, and on the Council website.
  - A media release was made at the time of the consultation opening and a notice included in City News 'In Brief' in the September 2017 edition.
16. Submissions were able to be made in a number of ways including:
  - online via the Hamilton City website 'Have your Say'
  - by sending in letters or completed submission forms to Council
  - by posting letter or completed submission forms in the boxes provided at each of the public libraries.
17. The submission process was split into 11 parts relating to the proposed changes for each of the locations listed below:

| # | Location    | Proposed change and reason for change                                    |
|---|-------------|--|
| 1 | Knox Street | Introduction of a 30km/h speed limit for the full length of Knox Street. |

|    |  |  |
|----|--|--|
| 2  | Endeavour Avenue   | Introduction of a permanent 40km/h speed restriction in front of Endeavour School  |
| 3  | North City Road and Borman Road (at Hector Drive)                | Introduction of a permanent 50km/h speed limit in the section of North City Road from Borman Road to north of Bourn Brook Drive.<br><br>Extension of the existing variable school speed limit (40km/h) north along North Ridge Drive and east along Borman Road past Hector Drive. |
| 4  | Kimbrae Drive  | Introduction of a 40km/h variable school speed limit north along Kimbrae Drive for the length of the Rototuna High School frontage.  |
| 5  | Borman Road and Hare Puke Drive                                  | Introduction of a 40km/h variable school speed limit for the new Sylvester Primary school which will be operational in 2019.   |
| 6  | Gordonton Road   | Introduction of a variable speed intersection zone (60km/h) at the intersection of Thomas Road.  |
| 7  | Rotokauri Road   | Introduction of a section of 60km/h speed limit to accommodate a new roundabout which is currently being constructed to provide access into a new development.   |
| 8  | Te Kowhai Rd East  | Introduction of a 50km/h speed limit for the full length of Te Kowhai Road East (from Te Rapa Road through to its western end).  |
| 9  | Baverstock Road  | Replacement of the existing section of 70km/h speed limit with a 50km/h speed limit.   |
| 10 | Wairere Drive  | Extension (85m) of the current 60km/h speed limit on Wairere Drive north of Ruakura Road.  |
| 11 | Masters Avenue, Silverdale Road, Barrie Crescent and Morris Road | Enabling Hillcrest High school to be able to use the variable 40km/h speed limit that is already in place for Silverdale Primary on Master Avenue, Silverdale Road, Barrie Crescent and Morris Road.   |

18. Submitters were asked whether or not they agreed with each of the proposed changes and then provided with an opportunity to provide comments to support their decision for each site.

### Summary of submissions

19. A total of 142 submissions were received, and seven submitters indicated a wish to be heard in support of their submission. These submitters were:

| Submission Number | Submitter Name                                       | Page of Submission in Attachment 2 |
|-------------------|--|------------------------------------|
| #048              | Not provided   | 99                                 |
| #067              | Mark   | 137                                |
| #086              | Nicola Walker  | 175                                |
| #093              | Andrew Hill (on behalf of the Ministry of Education) | 189                                |
| #123              | Aaron Wong   | 250                                |
| #133              | Frances McComb                                       | 276                                |

|      |               |     |
|------|---------------|-----|
| #140 | Richard Brown | 290 |
|------|---------------|-----|

20. Analysis of the submissions for each proposed change can be found in Attachment One of this report. The analysis report includes the following for each site:
- the results (for and against) each proposed change,
  - the key themes of the comments provided by submitters (both for and against the proposal) and staff comments on those themes
  - a sample of verbatim comments (both for and against the proposal)
  - a staff summary and recommendation
21. A full copy of all submissions is included in this report as Attachment Two (under separate cover).
22. The following table provides a summary of the key themes raised in the comments provided in submissions that were in support of the proposed changes:

| Key themes from comments in support of the proposed speed limit changes                                     | Staff response  |
|---|---|
| Safer for pedestrians and cyclists  | Reduced speed reduces both the severity and likelihood of crashes occurring. The proposed changes are generally associated with areas of increasing growth in development, traffic and associated changing demands for provision of safe walking and cycling. |
| Reduce speeding / inappropriate behaviour. Will reduce crashes, will be safer                               | Reduced speed reduces both the severity and likelihood of crashes occurring.  |
| Appropriate for the location (eg intersection, growth area, school)   | The proposed changes are generally associated with areas of increasing growth in development, traffic and associated changing demands for provision of safe walking and cycling.  |
| Need good signage   | The signage will be in accordance with the national specifications and consistent with the other speed limit signage throughout the city.   |
| Speed limit extent or value should be different to that proposed ( eg lower, higher, permanent or variable) | The proposed limits and their format (fixed or variable) have been determined based on the function and nature of the road, along with the activities that are occurring at that location eg schools or new development                                       |
| Consistency of approach around schools  | The provision of 40km/h speed limits in front of schools (either via variable or permanent) is in place at the majority of schools in the city  |

23. The following table provides a summary of the key themes raised in the comments provided in submissions that were against the proposed changes:

| Key themes from comments against the proposed speed | Staff response |
|---|----------------|
|---|----------------|

| limit changes   |  |
|---|--|
| Too slow, inconvenient and inhibits flow, keep traffic moving   | The proposed speed limit reductions will have minimal impact on travel times or traffic flow for motorists, but good safety benefits for all road users including people walking or on bikes.  |
| Confusing having lots of speed limits, no one takes any notice, will have low levels of compliance  | The proposed changes are generally associated with areas of increasing growth in development, traffic and associated changing demands for provision of safe walking and cycling.   |
| Not enough reason to change, not appropriate on this type of road given its function and design   | The proposed changes are generally associated with areas of increasing growth in development, traffic and associated changing demands for provision of safe walking and cycling.   |
| <p>People know how to drive to the conditions, drivers should be responsible and pay more attention.</p> <p>Students should be responsible, and read conditions. High school students should know the rules</p> | Anyone can make mistakes – but they shouldn't result in serious injuries. Having lower speeds reduces the likelihood of crashes occurring and the severity of any injuries.  |
| Would support a different limit or extent of change (higher, lower, permanent or variable)  | The proposed limits and their format (fixed or variable) have been determined based on the function and nature of the road, along with the activities that are occurring at that location eg schools or new development  |
| Timing of when limit should come into effect  | For site #5 Sylvester School there was concern that the speed limits would be operational prior to the school being built. As the variable limit is controlled by the school it will only become operational once the school is built.   |
| Do not agree with 40km limits around schools  | The provision of 40km/h speed limits in front of schools (either via variable or permanent) is in place at the majority of schools in the city.  |
| Need to upgrade or change the environment instead. Underpasses would be better.   | In many cases, the proposed speed limit changes are being supported by engineering works or to the adjacent environment via development (industrial and residential).  |
| Would make location more dangerous, creates too much traffic and crashes  | Having lower speeds reduces the likelihood of crashes occurring and the severity of any injuries.  |
| Slow zones are intrusive and unnecessary in most places with the exception of schools   | <p>The changes proposed are generally around schools or at locations where there is a safety reason to change the limit. Other locations are where there is work or development that has or soon will change the environment.</p> <p>Having lower speeds reduces the likelihood of crashes</p> |

|  |   |
|--|---|
|  | occurring and the severity of any injuries. |
|--|---|

24. The following table is a summary of the staff recommendations taken from the Submissions Analysis Report (Attachment 1) for each of the proposed speed limit changes.

| #  | Location   | %age of submissions in support of the proposal | Staff recommendation   |
|----|--|--|--|
| 1  | Knox Street  | 70%  | Proceed with proposed changes as per consultation and table in clause 16 of this report. |
| 2  | Endeavour Avenue   | 89%  | Proceed with proposed changes as per consultation and table in clause 16 of this report. |
| 3  | North City Road and Borman Road (at Hector Drive)                | 87%  | Proceed with proposed changes as per consultation and table in clause 16 of this report. |
| 4  | Kimbrae Drive  | 93%  | Proceed with proposed changes as per consultation and table in clause 16 of this report. |
| 5  | Borman Road and Hare Puke Drive                                  | 93%  | Proceed with proposed changes as per consultation and table in clause 16 of this report. |
| 6  | Gordonton Road   | 75%  | Proceed with proposed changes as per consultation and table in clause 16 of this report. |
| 7  | Rotokauri Road   | 79%  | Proceed with proposed changes as per consultation and table in clause 16 of this report. |
| 8  | Te Kowhai Rd East  | 76%  | Proceed with proposed changes as per consultation and table in clause 16 of this report. |
| 9  | Baverstock Road  | 76%  | Proceed with proposed changes as per consultation and table in clause 16 of this report. |
| 10 | Wairere Drive  | 66%  | Proceed with proposed changes as per consultation and table in clause 16 of this report. |
| 11 | Masters Avenue, Silverdale Road, Barrie Crescent and Morris Road | 91%  | Proceed with proposed changes as per consultation and table in clause 16 of this report. |

25. As part of the submission process, there were other issues/points raised by submitters. These have been addressed in the Submission Analysis Report (Attachment 1), and are summarised below:

- ***Requests for additional sites to be considered.***

There were a number of other locations identified by submitters where they also wished to see speed limits reviewed. These requests will be collated and presented to the Speed Management Taskforce for consideration as part of the Speed Management Plan development and any subsequent changes to the Hamilton Speed Limit Bylaw.

- ***Legality of the proposed speed limits – NZ Transport Agency***

During the consultation period, the Land Transport Rule: Setting of Speed Limits 2017 came into effect (21 September 2017) replacing Land Transport Rule: Setting of Speed Limits 2003.

While the Hamilton City Speed Limit Bylaw 2013 is made using the powers of the Local the Land Transport Rule: Setting of Speed Limits 2003, and various other relevant statues, it also specifically allows for ‘amendments to those Acts’.

All of the proposals, early engagement and subsequent formal consultation were undertaken in accordance with the Draft Land Transport Rule: Setting of Speed Limits 2017. There were no major changes made to this document as a result of the consultation that was undertaken.

- **Waikato District Council – proposed speed limit change Rotokauri Road**

The Waikato District Council are working through the consultation process for proposed speed limit changes within their network including a section of Rotokauri Road which has a boundary which is shared by both Hamilton City and Waikato District councils.

If this change proceeds, there will be a need to reflect this in Schedule 11 (Roads located in neighbouring authorities included in this bylaw) of the Hamilton City Speed Limit Bylaw for accuracy and completeness.

The Waikato District Speed Limit Bylaw review is proposed for adoption by the Waikato District Council on 11 December 2017.

We will be able to incorporate any change via a verbal update from staff at the Adoption of the proposed Hamilton City Speed Limit Bylaw 2013 (Amended 2017) at the 12 December 2017 Council meeting.

### **Financial Considerations**

26. Funding for the completion of the speed limit changes (signage etc) was approved as part of the Discretionary Transport Programme presented to the Growth and Infrastructure Committee on 1 August 2017.

### **Legal and Policy Considerations**

27. A Deliberation and Adoption report will be presented to the Growth and Infrastructure Committee at the 5 December 2017 meeting. This report will provide a summary of the outcome of consultation process and this hearing. Final recommendations with regard to the content of the bylaw for adoption based upon the outcomes of this hearings meeting will be made at that time.
28. Any proposed changes will then be adopted by Council at the 12 December 2017 meeting, with the speed limit changes to come into effect on 30 January 2018 in time for the new school year.

### **Risks**

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

### **Significance & Engagement Policy**

#### **Significance**

30. Staff considered the following factors under the Significance and Engagement Policy:
- There is a legal requirement to engage with the community.
31. The consultation for the proposed changes to the Hamilton City Speed Limit Bylaw 2013 has been completed in accordance with the legal requirements, and staff have therefore assessed that the matters in this report have low significance.

## **Attachments**

Attachment 1 - Submissions Analysis Report

Attachment 2 - Copy of submissions (*Under Separate Cover*)

**Item 5**

## Submissions Analysis Report Speed Limit Bylaw 2013 - changes proposed August 2017

### Overview

- Purpose of this report**

This report provides a summary of the main themes and points included in submissions to the Proposed Amendment to the Hamilton City Speed Limit Bylaw 2013.

- Key information**

|                      |                               |
|----------------------|-------------------------------|
| Submission Period:   | 8 August to 24 September 2017 |
| Total Submissions:   | 142                           |
| Hearing Requests:    | 7                             |
| Hearing Dates:       | 1 and 2 November 2017         |
| Implementation Date: | 31 January 2018               |

- Summary of proposed speed limit changes**

The Statement of Proposal requested feedback on the following speed limits changes:

| # | Location  | Proposed change  | Pages |
|---|---|--|-------|
| 1 | Knox Street                                       | Introduction of a 30km/h speed limit for the full length of Knox Street  |       |
| 2 | Endeavour Avenue                                  | Introduction of a permanent 40km/h speed restriction in front of Endeavour School  |       |
| 3 | North City Road and Borman Road (at Hector Drive) | Introduction of a permanent 50km/h speed limit to the section of North City Road from Borman Road to north of Bourn Brook Drive.<br><br>Extension of the existing variable school speed limit (40km/h) north along North Ridge Drive and east along Borman Road past Hector Drive. |       |
| 4 | Kimbrae Drive                                     | Introduction of a 40km/h variable school speed limit north along Kimbrae Drive for the length of the Rototuna High School frontage.  |       |
| 5 | Borman Road and Hare Puke Drive                   | A 40km/h variable school speed limit for new Sylvester Primary school which will be operational in 2019.   |       |
| 6 | Gordonton Road                                    | Introduction of a variable speed intersection zone (60km/h) at the intersection of Thomas Road.  |       |
| 7 | Rotokauri Road                                    | Introduction of a section of 60km/h speed limit to accommodate a new roundabout which is currently be constructed to access into a new development.  |       |
| 8 | Te Kowhai Rd East                                 | Introduction of a 50km/h speed limit for the full length of Te Kowhai Road East (from Te Rapa Road through to its western end).  |       |
| 9 | Baverstock Road                                   | Replacement of the existing section of 70km/h speed limit with a 50km/h speed limit.   |       |

|    |  |  |  |
|----|--|--|--|
| 10 | Wairere Drive  | Extension (85m) of the current 60km/h speed limit on Wairere Drive north of Ruakura Road.  |  |
| 11 | Masters Avenue, Silverdale Rd, Barrie Cres and Morris Rd | Enabling Hillcrest High school to be able to use the variable 40km/h speed limit that is in place for Silverdale Primary on Master Avenue, Silverdale Road, Barrie Crescent and Morris Road. |  |

Locations of sites with proposed speed limit changes



• **Analysis of Proposals**

The following sections provide analysis of each of the proposed changes including:

- the themes in the submissions received,
- staff comments on those themes,
- a sample of verbatim comments from the submitters and
- a summary and recommendation by staff

**Summary of submissions for Knox Street (Site 1)**

It was proposed to introduce of a 30km/h speed limit for the full length of Knox Street.



Of the 92 submitters who answered this question, 64 (70%) were in favour of the proposed change.

- **Comments in support of the proposal**

For the 64 submitters who were in support of the proposal, 28 (44%) provided comment.

- General themes

| Theme                                     | # of comments on theme | Staff comment  |
|---|------------------------|--|
| Safer for pedestrians                     | 16                     | Reduced speed reduces both the severity and likelihood of crashes occurring. 30km/h desirable maximum for crashes involving pedestrians  |
| Reduce speeding / inappropriate behaviour | 5                      | Increased number of carparks (via introduction of angle parking) is expected to increase both vehicle and pedestrian numbers. Vehicles will need to back out into travelling lanes to exit carparks  |
| Appropriate for this type of street       | 7                      | Increased number of carparks (via introduction of angle parking) is expected to increase both vehicle and pedestrian numbers. Vehicles will need to back out into travelling lanes to exit carparks. |

- Sample of verbatim comments

*Becoming a higher pedestrian area and thus making it a safer area especially for people at night*

*An expanded slow speed area in the CBD should encouraged to create better opportunities for walking and cycling and create better parking supply.*

*I agree with reducing speeds in general for safety reasons, but I am concerned that the proposed change to angle parking in Knox St will increase the risk of accidents.*

- **Comments in Opposition to the proposal**

For the 28 submitters who opposed the proposal, 17 (60%) provided comment.

- General themes

| Theme                                      | # of comments on theme | Staff comment  |
|--|------------------------|--|
| Too slow, inconvenient and inhibits flow   | 2                      | Reduced speed reduces both the severity and likelihood of crashes occurring. 30km/h desirable maximum for crashes involving pedestrians  |
| Street not busy enough                     | 6                      | Increased number of carparks (via introduction of angle parking) is expected to increase both vehicle and pedestrian numbers. Vehicles will need to back out into travelling lanes to exit carparks  |
| Confusing having lots of speed limits      | 2                      | General CBD area is already 30km/h and this is an extension to that area   |
| Not enough reason to change                | 6                      | Increased number of carparks (via introduction of angle parking) is expected to increase both vehicle and pedestrian numbers. Vehicles will need to back out into travelling lanes to exit carparks. |
| People know how to drive to the conditions | 1                      | Reduced speed reduces both the severity and likelihood of crashes occurring. 30km/h desirable maximum for crashes involving pedestrians  |

- Sample of verbatim comments

*People know to drive to conditions natural traffic flow slows this area any way*

*If HCC wants to encourage shoppers back into the city, introducing a 30km speed zone will have the OPPOSITE EFFECT. A 30km speed zone is one I will avoid.*

*I find that having so many changes of speed limits gets very confusing, especially if you don't use a certain road very often. What is more important is asking people to drive to the conditions.*

*It's not a busy road and doesn't have high foot traffic.*

- **Staff summary and recommendation**

The introduction of angle parking on the southern side of Knox Street will increase the number of carparks and will require vehicles to back out into and manoeuvre in the travelling lanes. It is expected that there will be an increase in the number of pedestrians crossing Knox Street as a result of the increased car parking activity. There is general support for the proposed change of speed limit which ties into other 30km/h speed limits within the CBD.

It is recommended that the 30km/h speed limit in Knox Street be introduced with supporting engineering works.

**Summary of submissions for Endeavour Ave (Site 2)**

It was proposed to introduce a permanent 40km/h speed limit on Endeavour Ave between Cashmere Place and Spinnaker Drive.



Of the 95 submitters who answered this question, 85 (89%) were in favour of the proposed change.

- **Comments in support of the proposal**

For the 85 submitters who were in support of the proposal, 35 (41%) provided comment.

- General themes

| Theme   | # of comments on theme | Staff comment   |
|---|------------------------|---|
| safer for pedestrians and cyclists around schools | 28                     | Reduced speed reduces both the severity and likelihood of crashes occurring. School frontages are a busy location at the start and end of the school day. This location is also a link for general community use through the park to the shopping area. |
| reduce speeding / inappropriate behaviour         | 2                      | Installation of pedestrian platforms to link the walkway from the park and shops to the school will assist to reinforce the lower speed limit.  |
| appropriate for the street                        | 5                      | This location is also a link for general community use through the park to the shopping area. There is a lot of on street parking associated with the school activities.  |

- Sample of verbatim comments

*Increased safety for children crossing the road when going to and from school, it will also benefit older and disabled pedestrians who need to cross Endeavour Avenue.*

*All schools should have 40km speed limits in place.*

*provides a safer area for children and makes drivers aware of the school*

*Drivers always tend to drive fast and disregard others, time to slow the inner city traffic down.*

*Because the cars that park there during school hours make a lot of blind spots for residents*

- **Comments in Opposition to the proposal**

For the 7 submitters who opposed the proposal, 5 (71%) provided comment.

- General themes

| Theme   | # of comments on theme | Staff comment  |
|---|------------------------|--|
| would support variable limit instead                      | 4                      | This is a local residential street and a permanent lower speed limit is considered appropriate given its function. Variable signage is more expensive to install and operate and not considered necessary for this location. |
| drivers should be responsible, and read conditions        | 1                      | The location is busy with young children crossing the road before and after school. Reduced speed reduces both the severity and likelihood of crashes occurring.   |
| Will lead to more bad behaviour including overtaking etc  | 1                      | Reduced speed reduces both the severity and likelihood of crashes occurring.   |
| Incomplete comments or comments don't relate to this site | 2                      | Comment referred to Gordonton Rd or was incomplete.  |

- Sample of verbatim comments

*It's OK to have a lower speed limit close to schools but only during school hours. Why should we slow down to 40km/h at midnight? If there's a kid on the street at that time then a vehicle doing 50km/h is the least of my worries.*

*People need to be responsible for their own ability to read the conditions we need to keep traffic flowing there are enough inhibitors around to decrease the speeds*

- **Staff summary and recommendation**

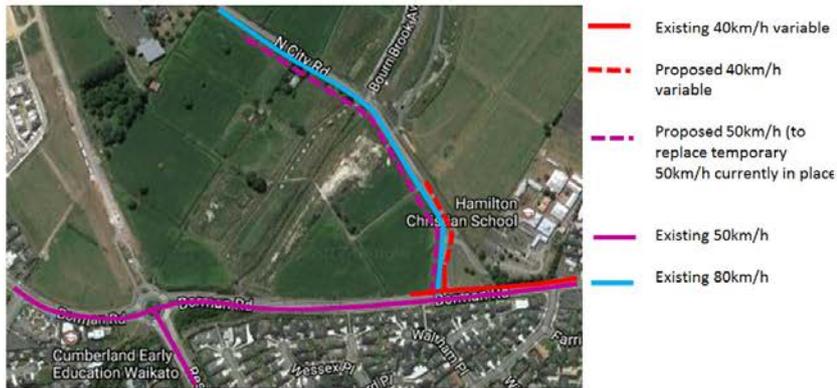
There is general support for the proposed lower speed limit which is consistent with the approach used at other schools within the city. A permanent speed limit is considered appropriate for this location as it is a local residential street, and the NZTA Speed Management maps indicate that 40km/h is a safe and appropriate speed.

It is recommended that the 40km/h speed limit in Endeavour Avenue between a point 40m northeast of Cashmere Place to 95m south of Spinnaker Drive be introduced along with supporting engineering work in the form of pedestrian platforms.

**Summary of submissions for North City Road and Borman Road (Site 3)**

It was proposed to introduce:

- A 50km/h speed limit in North City Road between Borman Road to north of Bourn Brook Drive
- An extension of the current 40km/h variable school speed limit northwards on North City Road (past the school entrance)



- An extension of the current 40km/h variable school speed limit eastwards on Borman Rd (past Hector Drive)



Of the 90 submitters who answered this question, 78 (87%) were in favour of the proposed change.

• **Comments in support of the proposal**

For the 78 submitters who were in support of the proposal, 29 (37%) provided comment.

- General themes

| Theme  | # of comments on theme | Staff comment  |
|--|------------------------|--|
| Need good signage                                | 2                      | The existing electronic signage will be relocated to the new extents. This meets national standards and is consistent with other similar locations throughout the city.  |
| Safer for pedestrian and cyclists around schools | 17                     | Reduced speed reduces both the severity and likelihood of crashes occurring. School frontages are a busy location at the start and end of the school day and this area has three schools in the immediate vicinity |
| Will reduce speeding and inappropriate behaviour | 6                      | The variable speed limit will be highly visible and will operate at the times when there are large numbers of pedestrians and cyclists in the area.  |
| A permanent limit would be less confusing        | 1                      | Borman Road is a minor arterial and a variable speed limit is considered appropriate for the function of the road while providing safety at the key times that lower speeds are needed.                            |
| Appropriate for the streets                      | 3                      | Reduced speed reduces both the severity and likelihood of crashes occurring.   |

- Sample of verbatim comments

*ALL schools should have variable limits and should not require a bylaw to enact these. If there's a new school it should have variable limits automatically approved as part of the planning process. Don't wait until after it's complete to play belated catch-up!*

*I support safer speed limits near schools to improve safety for our most vulnerable road users.*

*Its a very busy part of town with traffic volumes increasing over time. The more speed controls the better.*

*Too much traffic and in too much hurry*

- **Comments in Opposition to the proposal**

For the 12 submitters who opposed the proposal, 6 (50%) provided comment.

- General themes

| Theme  | # of comments on theme | Staff comment  |
|--|------------------------|--|
| slow zones are inconvenient and inhibit traffic flow | 3                      | The proposed variable speed limit minimises delays by only being operational when there is a safety need and traffic flow is congested by the high number of pedestrians and cyclists in the area. |
| not appropriate on this type of road                 | 1                      | A variable speed limit is considered appropriate for a minor arterial such as Borman Road  |

|  |   |  |
|--|---|--|
| Only supported lower speed limits around schools during school hours | 1 | The proposed lower speed limits will only be operational before and after school when there are high number of pedestrians and cyclists in the area.   |
| Only supported lower speed limit from Bourn Brook Rd south           | 1 | The extent of the 50km/h limit on North City Road has been determined by the available sight distances to the proposed change point and ensures that lower speeds are achieved at the Bourn Brooke Drive intersection where there are large numbers of turning vehicles. |

- Sample of verbatim comments

*Lets keep the city moving!!! Slow zones everywhere are an inconvenience.*

*Borman Rd will become a main road in the future, unless government can build another main road which allow people travel through from west to east easily*

- **Staff summary and recommendation**

Over the last 2-3 years there has been significant growth in development in this area.

The proposed extensions of both permanent 50km/h on North City Road and 40km/h variable school speed limits on North City Road and Borman Road reflect the changing environment due to growth, increasing numbers of children walking and cycling to the adjacent schools and the function of these roads in the long term transportation network for the area.

It is recommended that the following speed limits be introduced:

- 50km/h speed limit in North City Road between Borman Road to north of Bourn Brook Drive
- A extension of the current 40km/h variable school speed limit northwards on North City Road (past the school entrance) and eastwards on Borman Rd (past Hector Drive)

**Summary of submissions for Kimbrae Drive (Site 4)**

It was proposed to introduce a variable 40km/h school speed limit in front of Rototuna High School in Kimbrae Drive.



Of the 96 submitters who answered this question, 89 (93%) were in favour of the proposed change.

- **Comments in support of the proposal**

For the 89 submitters who were in support of the proposal, 34 (38%) provided comment.

- General themes

| Theme   | # of comments on theme | Staff comment  |
|---|------------------------|--|
| safer for pedestrians and cyclists around schools | 30                     | Reduced speed reduces both the severity and likelihood of crashes occurring. School frontages are a busy location at the start and end of the school day.                |
| appropriate for the street                        | 2                      | In the longer term Kimbrae Drive will be a collector road and provide access to a retirement village which is currently being developed, along with residential housing. |
| need good signage                                 | 1                      | Standard electronic signage will be used at this site which is consistent with the national standards and other locations throughout the city.                           |
| speed limit should be lower                       | 1                      | Variable 40km/h school speed limit that is proposed is consistent with national standards and for other similar locations throughout the city.                           |

- Sample of verbatim comments

*It is safer for the children if speed limits around their schools are lower.*

*School/children - no brainer*

*Absolutely. Please could you **\*\*clearly\*\*** indicate where the school zone is (ON BOTH SIDES) and **\*\*WHEN\*\*** it is enforced!! Better still, have traffic calming measures on that road and have a permanent 40 kph speed limit.*

*This would make all schools relatively the same within the city*

• **Comments in Opposition to the proposal**

For the 7 submitters who opposed the proposal, 5 (71%) provided comment.

- General themes

| Theme   | # of comments on theme | Staff comment   |
|---|------------------------|---|
| would support permanent limit instead               | 2                      | In the longer term Kimbrae Drive will be a collector road and provide access to a retirement village which is currently being developed, along with residential housing   |
| students should be responsible, and road conditions | 2                      | Reduced speed reduces both the severity and likelihood of crashes occurring. School frontages are busy location at the start and end of the school day and both drivers and students can make mistakes – but they shouldn't result in serious injuries.   |
| creates too much traffic and crashes                | 1                      | School frontages are typically busy at the start and end of the school day. This location has very high numbers of pedestrians and cyclists. Being a variable limit, it will only be operating at the times when these vulnerable road users are most prominent at the beginning and end of the school day. |

- Sample of verbatim comments

*Why variable? The school is basically the only thing on the road at this point. Make it a fixed 40km/h speed limit - saves money and is easier to enforce.*

*High school students should know when it is safe to cross/ be around the road*

• **Staff summary and recommendation**

Over the last 2 years there has been significant growth in development in this area with the opening of the Rototuna Junior High School in 2016 and then the Senior High School in 2017.

The proposed extension of Kimbrae Drive through to the eastern end of the Borman Rd (that has recently been extended) is expected to be completed in early 2018. This will then allow traffic to circulate through this location and it is expected that there will be an increasing number of vehicles mixing in with the very high numbers of children walking and cycling in the area.

There is a very high level of support for this proposal which is consistent with other schools in the city. It is recommended that a 40km/h variable school speed limit on Kimbrae Drive be introduced for the length in front of the Rototuna High School.

**Summary of submissions for Borman Road and Hare Puke Drive for Sylvester Primary School (Site 6)**

It was proposed to introduce a 40km/h variable school speed limit for the Sylvester School in Borman Road and Hare Puke Drive.



Of the 92 submitters who answered this question, 86 (93%) were in favour of the proposed change.

**Comments in support of the proposal**

For the 86 submitters who were in support of the proposal, 29 (34%) provided comment.

- General themes

| Theme   | # of comments on theme | Staff comment   |
|---|------------------------|---|
| Safer for pedestrians and cyclists around schools | 26                     | Reduced speed reduces both the severity and likelihood of crashes occurring. School frontages are a busy location at the start and end of the school day. |
| Consistency of approach around schools            | 3                      | The provision of 40km/h speed limits in front of schools (either via variable or permanent) is in place at the majority of schools in the city.           |

- Sample of verbatim comments

*Safety for children walking and cycling and climbing out of other vehicles.*

*Totally agree, all schools should have a lower speed limit and I'd be happy with 30km/h speed limit around schools.*

*All schools should have the reduced 40 Km in and around them. Children's safety must come first.*

*This would make all schools relatively the same within the city*

**Comments in Opposition to the proposal**

For the 6 submitters who opposed the proposal, 4 (67%) provided comment.

- General themes

| Theme  | # of comments on theme | Staff comment  |
|--|------------------------|--|
| Wait until the school is built               | 2                      | The variable limits are operated by the school and will only become operational once the school is built.  |
| Do not agree with 40km limits around schools | 1                      | The provision of 40km/h speed limits in front of schools (either via variable or permanent) is in place at the majority of schools in the city.  |
| Underpasses would be better                  | 1                      | There is insufficient room at this location to install an underpass. There is also a high cost associated with building an underpass which can often be a location that has anti-social behaviour and not considered a desirable location for young primary children |

- Sample of verbatim comments

*Do it when school is built.*

*Underpasses, instead of crossings too much of bottle neck on main road*

- **Staff summary and recommendation**

The Ministry of Education are currently in the final stages of planning and designing the Sylvester Primary School which will be located on the currently vacant property on the corner of Borman Road and Hare Puke Drive. The school is due to open in 2019.

A 40km/h variable school speed limit has been proposed for the areas where there are expected to be high numbers of pedestrians and cyclists crossing the road. The variable speed limits will be operated by the school for the periods before and after school, and are also able to be turned on at any time where there are large numbers of pedestrians crossing the road eg school trips.

There is a high level of support for this proposed speed limit which is consistent with the treatment used for other schools in the city.

It is recommended that the 40km/h variable school speed limit in Borman Road and Hare Puke Drive be introduced.

**Summary of submissions for Gordonton Road (Site 6)**

It was proposed to introduce a variable intersection speed limit of 60km/h in Gordonton Road either side of Thomas Road intersection.



Of the 102 submitters who answered this question, 76 (75%) were in favour of the proposed change.

- **Comments in support of the proposal**

For the 76 submitters who were in support of the proposal, 41 (54%) provided comment.

- General themes

| Theme   | # of comments on theme | Staff comment  |
|---|------------------------|--|
| reduce limit further and make permanent   | 3                      | The variable speed limit (LED lights) will be very visible and operational at the times when the lower speeds are needed – ie traffic is turning within the intersection. A permanent limit is not expected to have a high level of compliance without significant engineering work. |
| will reduce crashes, will be safer  | 29                     | Evidence from other variable intersection speed limits installed throughout the country has shown a good reduction in the travel speeds and as a result the number of deaths, serious injuries and crashes.  |
| appropriate for the intersection as a short term fix - need something more permanent though | 9                      | Plans for a major intersection improvement at this location are being progressed as part of the development of the Long Term Plan.   |

- Sample of verbatim comments

*60kph needs to be from the top of the hill on Gordonton Road or further North to at least Puketaha Road. In fact you might as well make Gordonton Road all the way to the Wairere Roundabout 60kph.*

*This should be a top priority. So sick of seeing flashing lights and ambulances at this intersection. Action to change this needs to happen immediately before someone loses their life there.*

*This is a horrible junction where a lower speed limit will help but a better long term solution is needed.*

*I feel a round about would be much more valuable as this is a continual site for accidents and bottle neck traffic and I don't think just a speed limit will achieve very much.*

- **Comments in Opposition to the proposal**

For the 26 submitters who opposed the proposal, 19 (73%) provided comment.

- General themes

| Theme  | # of comments on theme | Staff comment  |
|--|------------------------|--|
| would support permanent limit instead - and greater coverage | 5                      | The variable speed limit (LED lights) will be very visible and operational at the times when the lower speeds are needed – ie traffic is turning within the intersection. A permanent limit is not expected to have a high level of compliance without significant engineering work. |
| need to upgrade/ change intersection layout                  | 5                      | Plans for a major intersection improvement at this location are being progressed as part of the development of the Long Term Plan. The variable limit is a short term and immediate solution.  |
| wont have good compliance/ too confusing                     | 1                      | The variable speed limit (LED lights) will be very visible and operational at the times when the lower speeds are needed – ie traffic is turning within the intersection.  |
| Keep traffic moving  | 1                      | There is a crash problem at this intersection that needs to be addressed. The variable limit will only be operational at the times when the lower speeds are needed – ie traffic is turning within the intersection.   |
| drivers need to pay more attention                           | 2                      | There is a crash problem at this intersection that needs to be addressed. People do make mistakes and the current speed through the site is resulting in serious injuries.   |
| would make intersection more dangerous                       | 1                      | Evidence from other variable intersection speed limits installed throughout the country has shown a good reduction in the travel speeds and as a result the number of deaths and serious injuries and crashes.   |

- Sample of verbatim comments

*This is a residential area, with lots of sport activities and daily walkers. There are a lot of distractions in place already. A constant speed limit (say 50 or 40) will be better than having a variable speed limit*

*Use this intersection several times per day, and have never felt unsafe, people however need to pay attention and use indicators rather than speed issues. Those who speed won't change.*

*Deal with the real safety issue - too much traffic volume for that intersection design. A roundabout would be much more appropriate in that setting.*

*Gordonton Rd / Puketaha Rd needs a full upgrade to reflect the amount of traffic it carries. In its current form it's dangerous for cars, and virtually unusable for bikes and pedestrians. A speed limit change is merely trying to cover up a grossly substandard road.*

- **Staff summary and recommendation**

The intersection of Thomas and Gordonton roads has been the location of an increasing crash problem over recent years. Despite minor works being undertaken in recent times the increasing traffic volumes through this intersection and resulting congestion means that there is a need for a more permanent and long term solution to be delivered.

As an interim safety improvement measure a variable speed limit on Gordonton Road (60km/h down from 80km/h) which is triggered any time that a vehicle is about to make a turning movement in the intersection has recently been installed.

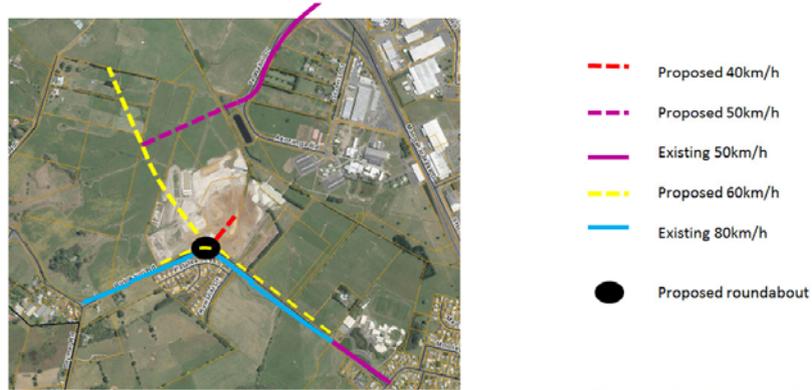
Further interim safety improvement options are also currently being investigated by a team of road safety experts and it is intended to have funding for long term solution included in the Long Term Plan.

There is a reasonably high level (75%) of support for this proposal. In addition there were some who did not support the proposal, but did wish to see a permanent lower limit instead. The variable limit is already operational due to the safety concerns that were being experienced at this site.

It is recommended that a 60km/h variable intersection speed limit on Gordonton Road be formalised for the length through the Thomas Road intersection.

**Summary of submissions for Rotokauri Road (Site 7)**

It was proposed to introduce a 60km/h speed limit on Rotokauri Road from the Nga Taiatea Wharekura school through to 310m past Kawariki Drive.



Of the 68 submitters who answered this question, 54 (79%) were in favour of the proposed change.

- Comments in support of the proposal**

For the 54 submitters who were in support of the proposal, 13 (24%) provided comment.

- General themes

| Theme  | # of comments on theme | Staff comment   |
|--|------------------------|---|
| too much speeding in this area                 | 2                      | The installation of a major roundabout at the new intersection in conjunction with urbanisation of the approaching sections of Rotokauri Road will help to support the lower speed limit.   |
| slower speeds are safer                        | 3                      | The installation of a major roundabout at the new intersection in conjunction with urbanisation of the approaching sections of Rotokauri Road will help to support the lower speed limit and safer movements through this area by all road users. |
| appropriate for the area given upcoming growth | 8                      | It is expected that the new intersection and associated improvements to the road network in this area will be completed in early 2018. The lower limit will be appropriate for the long term network.   |

- Sample of verbatim comments

*Yes, with Rotokauri one of the next areas to see mixed-use development and intensification, speed limits should be adjusted accordingly.*

*With the ongoing development in this area, we are seeing an increase of families with children. It is important for kids to be able to "play in their neighborhoods" as we all did as children (going to friends houses, biking etc) and also be able to safely cross roads.*

*Slower speeds are safer for everyone.*

- **Comments in Opposition to the proposal**

For the 14 submitters who opposed the proposal, 9 (64%) provided comment.

- General themes

| Theme  | # of comments on theme | Staff comment   |
|--|------------------------|---|
| not sure where this is                                       | 1                      | The roundabout is not yet complete, but construction is well underway and expected to be complete in early 2018.  |
| too many speed limits to watch out for                       | 1                      | This is an area of increasing growth in residential development and associated changing demands for provision of safe walking and cycling. The new intersection and associated urbanisation will make the lower limit self evident.               |
| slower limits are inconvenient and inhibit traffic flow      | 2                      | This is an area of increasing growth in residential development and associated changing demands for provision of safe walking and cycling.  |
| larger interchanges needed so as not to disturb traffic flow | 1                      | The installation of a major roundabout at the new intersection in conjunction with urbanisation of the approaching sections of Rotokauri Road will help to support the lower speed limit and safer movements through this area by all road users. |
| would like limit lower and road upgraded                     | 3                      | The urbanisation of sections of Rotokauri Road either side of the roundabout are being completed as part of the work. 60km/h is considered an appropriate limit given the role of this road in the network (minor arterial).                      |
| Proposed limit too slow                                      | 1                      | 60km/h is considered an appropriate limit given the role of this road in the network (minor arterial) and the new roundabout that is currently being constructed.   |

- Sample of verbatim comments

*Because seems to me that we are driving around looking to see if there are new speed limits instead of watching the road or the cars in the front. These new speed limit areas are a distraction in my opinion.*

*I disagree not because I am against lowering the speed limit, but because I think it should be lower than 60, perhaps 50 instead. I feel this should be done because I live right off that road, and there are frequently cars speeding across the road, creating a lot of noise pollution. I also feel the need to*

*express the lack of lampposts along the road, it is very dangerous walking back on that road in late afternoon/evening when cars are going 80+. As I'm a student and have epilepsy, I cannot drive and often have to walk back which always worries me.*

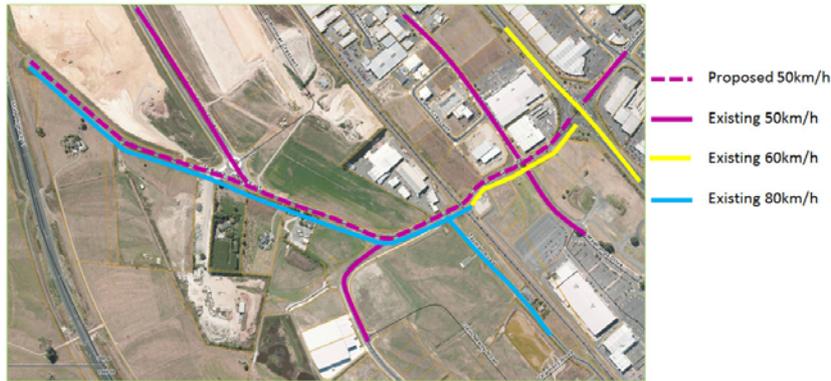
- **Staff summary and recommendation**

The installation of a major roundabout is a key step in the opening up of additional residential housing opportunities in Rotokauri Rise. The construction of the roundabout is well underway, and there will be immediately adjacent sections of Rotokauri Road will be urbanised at the same time. This work is expected to be completed in early 2018.

It is recommended that the 60km/h speed limit in Rotokauri Road be introduced from the northern boundary of the Nga Taiatea Wharekura school through to 310m past Kawariki Drive.

**Summary of submissions for Te Kowhai Road East (Site 8)**

It was proposed to introduce a permanent 50km/h speed limit on Te Kowhai Road East for its full length.



Of the 68 submitters who answered this question, 52 (76%) were in favour of the proposed change.

**Comments in support of the proposal**

For the 52 submitters who were in support of the proposal, 13 (25%) provided comment.

- General themes

| Theme  | # of comments on theme | Staff comment  |
|--|------------------------|--|
| slower speeds are safer                        | 5                      | The current speed limits in this area vary a lot and create confusion.   |
| appropriate for the area given upcoming growth | 7                      | There is growth in industrial development in area resulting in increasing numbers of heavy vehicles.                             |
| make sure there is good signage                | 1                      | The signage will be in accordance with the national specifications, and will be reflective of the increasingly busy environment. |

- Sample of verbatim comments

*With the increased usage of heavy vehicles and a mix of smaller vehicles like nz posts newer electric delivery vehicles. It is important that space can be shared safely. An increase of road usage in this area also requires traffic to move at a safe speed.*

*Slower speeds are safer for everyone.*

- **Comments in Opposition to the proposal**

For the 16 submitters who opposed the proposal, 6 (38%) provided comment.

- General themes

| Theme  | # of comments on theme | Staff comment   |
|--|------------------------|---|
| Why - not enough justification   | 2                      | The current speed limits in this area vary a lot and create confusion.  |
| not appropriate for this type of road and its use now and in the future. | 3                      | There is growth in industrial development in area resulting in increasing numbers of heavy vehicles.  |
| slower limits are inconvenient and inhibit traffic flow                  | 1                      | The speed limit will be reflective of the increasingly busy environment. The slower speed will have minimal impact on the travel times or traffic flow. |

- Sample of verbatim comments

*It's quite a long road and the higher speed limit should apply*

*This area is going to be busy with large trucks and courier vans. It should be dual lane roads around here...short term vision by who ever approved the new roads. You should design it properly the first time instead of reducing speed limits after the fact.*

- **Staff summary and recommendation**

Te Kowhai Road was severed by the construction of the Te Rapa Bypass several years ago. The section to the east of the bypass and through to Te Rapa Road was renamed Te Kowhai Road East. Development in the area has continued with the connection of Arthur Porter Drive occurring to the north and south of this road.

This road currently has three speed limits (50, 60 and 80km/h) along its 1.5km length which is creating confusion. Development of the industrial land in the area is continuing at a fast pace.

In the longer term, the upgrade of Te Kowhai Road East to industrial standards with a link under the Te Rapa Bypass to open up Rotokauri Stage 2 is in the Long Term Plan for 10+ years.

It is recommended that the 50km/h speed limit in Te Kowhai Road East be introduced.

**Summary of submissions for Baverstock Road (Site 9)**

It was proposed to remove the existing 1.2km length of 70km/h in Baverstock Road and replace it with a 50km/h limit.



Of the 68 submitters who answered this question, 52 (76%) were in favour of the proposed change.

**• Comments in support of the proposal**

For the 52 submitters who were in support of the proposal, 14 (27%) provided comment.

- General themes

| Theme                          | # of comments on theme | Staff comment   |
|--------------------------------|------------------------|---|
| slower speeds are safer        | 7                      | Reduced speed reduces both the severity and likelihood of crashes occurring.  |
| appropriate for the road       | 6                      | The residential development along this road has progressed over the last few years such that the all of the road now has residential properties fronting it. There are increasing numbers of people walking and cycling in this area. |
| please consider 60km/h instead | 1                      | There have been strong calls for 50km/h from the residents and this is consistent with the speed limits on the adjacent road network.   |

- Sample of verbatim comments

*Is now a part of the major city and should not be treated as rural*

*We live at the top of the eastern hill on Baverstock road and have had numerous lucky escapes leaving and entering our property due to speeding traffic. Our entrance cannot be seen until you are nearly on top of it*

*People cross Baverstock to access the stops for bus services, a lower speed will make it safer for them to do this.*

- **Comments in Opposition to the proposal**

For the 16 submitters who opposed the proposal, 7 (44%) provided comment.

- General themes

| Theme   | # of comments on theme | Staff comment   |
|---|------------------------|---|
| Don't know the area or the problem  | 1                      | The residential development along this road has progressed over the last few years such that the all of the road now has residential properties fronting it.  |
| slower limits are inconvenient and inhibit traffic flow                           | 3                      | Reduced speed reduces both the severity and likelihood of crashes occurring. There are increasing numbers of people walking and cycling in this area.   |
| road should be urbanised first  | 1                      | Minor improvements including new footpaths, street lighting and pedestrian refuge islands will be installed in support of the lower speed limit.  |
| not appropriate for this type of road and its use now and don't want speed humps. | 1                      | The residential development along this road has progressed over the last few years such that the all of the road now has residential properties fronting it. There are increasing numbers of people walking and cycling in this area. Speed humps are not proposed. |
| It's a main road around Nawton  | 1                      | The residential development along this road has progressed over the last few years such that the all of the road now has residential properties fronting it. There are increasing numbers of people walking and cycling in this area.                               |

- Sample of verbatim comments

*I do not agree to this change being made now in the current state that this part of the road is in. Extensive work needs to be completed that should include widening of a portion of the current 70km/h area, footpaths, drainage and lighting before the speed limit should be reduced. While this work is being constructed the speed limit will obviously need to be reduced. Motorists will get used to a lower speed limit during construction and then when all the work is completed the 50km/h should be put in place.*

*Please keep traffic MOVING. Low speed limits cause driver frustrations, which lead to road rage, and risk taking.*

- **Staff summary and recommendation**

The residential development along this road has progressed over the last few years such that the all of the road now has residential properties fronting it. There are increasing numbers of people walking and cycling in this area. There have been submissions made to Council requesting the lower limit, which will be supported by Minor improvements including new footpaths, street lighting and pedestrian refuge islands. There is no funding immediately available for full urbanisation of this section of road.

It is recommended that a 50km/h speed limit in Baverstock Road be introduced for its full length.

**Summary of submissions for Wairere Drive (Site 10)**

It was proposed to extend the 60km/h limit on Wairere Drive by a further 85m to continue to a point 185m north of Ruakura Road (just past the Mitre 10 entrance).



Of the 97 submitters who answered this question, 64 (66%) were in favour of the proposed change.

- Comments in support of the proposal**

For the 64 submitters who were in support of the proposal, 30 (47%) provided comment.

- General themes

| Theme   | # of comments on theme | Staff comment  |
|---|------------------------|--|
| slower speeds are safer   | 15                     | While the change is only very short in length, it will encourage lower speeds for south bound vehicles approaching the Ruakura intersection, and for north bound vehicles moving past or into the new slip lane installed as part of the Mitre 10 development.   |
| appropriate for the area given the activities in the area eg Mitre 10 entrance, intersection, pedestrians | 12                     | While the change is only very short in length, it was a recommendation from a Safety Audit for the new slip lane installed as part of the Mitre 10 development. The intersection is a very busy location and having south bound vehicles approaching vehicles the intersection slow prior is an appropriate message. |
| Would like the reduced limit extended to the north  | 3                      | The section north of Ruakura Rd (and the Mitre 10 slip lane) has been designed and built to the safety standards necessary for an 80km/h speed limit and a change beyond that proposed is not considered necessary.  |

- Sample of verbatim comments

*Slower speeds will reduce the risk of crashes near and at the intersection*

*Yes, with the Mitre 10 Mega entrance nearby, 80 km/h is too fast. The proposed change is only for a short stretch and won't significantly affect travel times.*

*Strongly agree to an area just north of the Powells Rd lights to get traffic to slow down*

- **Comments in Opposition to the proposal**

For the 33 submitters who opposed the proposal, 21 (64%) provided comment.

- General themes

| Theme  | # of comments on theme | Staff comment   |
|--|------------------------|---|
| not appropriate for this type of road given its function and design.   | 13                     | The change is only very short in length (85m) and it was a recommendation from a Safety Audit for the new slip lane installed as part of the Mitre 10 development. It is in close proximity to a major signalised intersection and the impact will be minimal on existing operating speeds.   |
| slower limits are inconvenient and traffic flow is slow enough already | 2                      | While the change is only very short in nature, it was a recommendation from a Safety Audit for the new slip lane installed as part of the Mitre 10 development.   |
| 80km.h limit should be extended  | 1                      | The section of Wairere Dr south of the Ruakura Road intersection is 60km/h because it is narrower, has only single lanes in each direction and no central median island to separate the opposing traffic. It is not safe to have an 80km/h limit extended beyond its current point.   |
| Why - not enough justification   | 3                      | The proposed change was a recommendation from a Safety Audit for the new slip lane installed as part of the Mitre 10 development. The existing legal location for the sign would be immediately prior to the slip lane and could be considered by some drivers to be an indication that the slip lane is safe to use at 80km/h – which it is not. |

- Sample of verbatim comments

*I have not experienced any accidents or circumstances in which speed was a factor at this location. Subsequently, I am not convinced of the reason why such a change is required.*

*This was supposed to be the great Hamilton ring road when did it become another little street*

*The construction of the ring road should be adequate to support the current 80 km/h speed. Further bottlenecks and speed reductions will reduce the efficiency of the ring road and result in diverting more traffic to suburban streets having the opposite effect to the desired one.*

- **Staff summary and recommendation**

The development of the Mitre 10 site on the corner of Ruakura Road and Wairere Drive has occurred in the past year or so. As part of the development, a slip lane was constructed off Wairere Drive to provide access to the site. Safety audits of these types of changes are a standard requirement to ensure that the changes to the transport network are safe and operate in safely. The post construction safety audit has recommended that the 80km/h signage be moved north of the slip lane into Mitre 10 to avoid any possibility that a driver may believe that this is an indication that the slip lane is safe to use at 80km/h – which it is not. The proposed change is only moving the 60/80 speed limit change point 85m north of its current legal location.

It is recommended that the 60km/h speed limit in Wairere Drive been extended by 85m further north of the Ruakura Road intersection.

**Summary of submissions for Masters Ave, Silverdale Road, Barrie Crescent and Morris Road for Hillcrest High School (Site 11)**

It was proposed to allow the Hillcrest High School to operate the existing 40km/h variable school speed limit that is currently in place for the Silverdale Primary.



Of the 93 submitters who answered this question, 85 (91%) were in favour of the proposed change.

- **Comments in support of the proposal**

For the 85 submitters who were in support of the proposal, 37 (44%) provided comment.

- General themes

| Theme   | # of comments on theme | Staff comment  |
|---|------------------------|--|
| safer for pedestrians and cyclists around schools                       | 24                     | Reduced speed reduces both the severity and likelihood of crashes occurring. School frontages are a busy location at the start and end of the school day and this change will provide the additional time for covering the slightly different hours of operation that the high school has. |
| include extra streets also to reduce speeding / inappropriate behaviour | 4                      | The proposed change is for the existing variable signage that is already in place for the Silverdale Primary. Additional locations for permanent speed limits can be considered in future speed limit reviews.   |
| consistency for all schools   | 5                      | The provision of 40km/h speed limits in front of schools (either via variable or permanent) is in place at the majority of schools in the city.  |

|                          |   |  |
|--------------------------|---|--|
| why not make permanent?  | 2 | The proposed change is for the existing variable signage that is already in place for the Silverdale Primary. The variable limit provides safer speeds at key times that there are high numbers of students moving in and out of the school grounds. |
| Only during school hours | 1 | The proposed change is for the existing variable signage that is already in place for the Silverdale Primary which only operates before and after school.  |

- Sample of verbatim comments

*Much safer for this busy area near library, parks, shops and schools. The corner adds to the danger so a slower speed sounds like a great idea.*

*This is a very busy area at that time of day and not having the lower limit until now for the high schools is very dangerous. The amount of vehicles parked in the area and pick up and drop off areas block a significant amount of vision of pedestrians and slowing down (if properly monitored) will assist. I feel that the limit should have been further extended along Silverdale road between the two primary schools. Using the road between 3pm and 3.30pm the pedestrian traffic from all the schools is also a hazard.*

- **Comments in Opposition to the proposal**

For the 8 submitters who opposed the proposal, 4 (50%) provided comment.

- General themes

| Theme   | # of comments on theme | Staff comment   |
|---|------------------------|---|
| slow zones are intrusive and unnecessary in most places with the exception of schools | 1                      | The proposed change is associated with a school and is just providing the authority to the High School to operate the existing variable signs that are in place already. Will result in lower limit being in place an additional 15-20 minutes each school day. |
| no one takes any notice   | 1                      | The High School have requested this change. They see a difference in driver behaviour when the signs switch off.  |
| area too large to implement   | 1                      | The proposed change is just providing the authority to the High School to operate the existing variable signs that are in place and already being used by the Silverdale Primary.   |
| High school students should know the rules  | 1                      | Reduced speed reduces both the severity and likelihood of crashes occurring. School frontages are a busy location at the start and end of the school day and both drivers and students can make mistakes – but they shouldn't result in serious injuries.       |

- Sample of verbatim comments

*Nobody observes these anyway from experience a waste of signage*

*The 40 km zones are already intrusive and not necessary in the bulk of places they already exist, with the exception of around schools. Is there any evidence to show the changes are needed?*

- **Staff summary and recommendation**

The existing 40km/h variable school speed limit has been in place and successfully operated by the Silverdale Primary school for many years. The electronic signs are turned on by the school each day and operate for a set time that is specified in the bylaw and national guidance.

The Hillcrest High School have students who are walking and cycling in the areas that are covered by the extents of 40km/h variable school speed limit, but due to their different hours and days of operation, the lower speed limit is not always in operation when the high school students need the lower speed limits to be in place.

This change to the bylaw will enable the Hillcrest High School to operate the existing variable signage at the times when they have large groups of students using the local transport network and is a result of a request from the High School.

It is recommended that the delegation to operate the existing 40km/h variable school speed limit in Masters Avenue, Silverdale Road, Barrie Crescent and Morris Road be extended to Hillcrest High School.

### Other key points raised by submitters

- **Requests for additional sites to be considered**

There were a number of requests made by submitters for Council to consider extensions to proposed speed limit changes, and to consider new locations for speed limit changes.

It is not possible to include those requests in this process because there is a need for full engagement and consultation on any changes to be made prior to making a change to any existing speed limit.

The Speed Management Taskforce will be able to consider these requests as part of the development of a Speed Management Plan for the city.

- **Legality of the Speed Limit Bylaw**

The NZ Transport Agency submission #131 (Page 272 of Attachment 2) noted the following:

*'Please note that the new Land Transport Rule: Setting of Speed Limits 2017 comes into force on 21 September 2017, before your consultation period finished on 24 September. As your speed limits change process will be finalised under the new Rule, the Agency advice to Council is to seek legal advice to confirm that the speed limits will be legal.'*

*'Please note that the new Rule reinforces the new approach set out in the Speed Management Guide and the information in the maps provided to RCA's by the Agency.'*

The Hamilton City Speed Limit Bylaw 2013 is made using the powers of the Local Government Act 2002, the Land Transport Act 1998, and the Land Transport Rule: Setting of Speed Limits 2003, the amendments to those Acts, and any other relevant statutes.

At the time of commencing this speed limit bylaw review process it was not known when the rule may come into effect, but all of the proposals, the early engagement and subsequent formal consultation was undertaken in accordance with the Draft Land Transport Rule: Setting of Speed Limits 2017. There were no major changes made to this document as a result of the consultation that was undertaken. Staff are therefore comfortable that the speed limit changes that are proposed will be legal.

The final statement in the letter from the Agency is supportive of that view.

*'With regard to the specific proposals detailed in the Statement of Proposal: Proposed Amendments Hamilton city Speed Limits Bylaw 2013 ..... I can confirm*

*that the Transport Agency view is that they are consistent with the requirements of the new Rule and the Speed Management Guide.'*

- **Waikato District Council – proposed speed limit change Rotokauri Road**

There are several roads which are jointly managed on the outer edges of the city as the boundary between Hamilton City and Waikato District run down the centreline of the road.

The Waikato District Council are working through the consultation process for proposed speed limit changes within their network, and in their submission (#142 page 294 of Attachment 2) they have highlighted a proposed change they are making to a section of Rotokauri Road.

If this change proceeds, then we need to reflect this in Schedule 11 (Roads located in neighbouring authorities included in this bylaw) of the Hamilton City Speed Limit Bylaw for accuracy and completeness.

The timeline for the Waikato District Speed Limit Bylaw review is for adoption by the Waikato District Council on 11 December, with approved changes coming into effect on 30 January 2018.

This means that while we won't be in a position to formally include this proposed change in the reports to the Regulatory and Hearings Committee or the Growth and Infrastructure Committee, we will be able to incorporate any change via a verbal update from staff at the adoption stage (12 December 2017 Council meeting).

The date that the new limits come into effect is the same for both Councils.