

## Notice of Meeting:

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

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

Richard Briggs  
Chief Executive

---

# Growth and Infrastructure Committee OPEN AGENDA

---

## Membership

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

**Quorum:** A majority of members (including vacancies)

**Meeting Frequency:** Six weekly

---

Lee-Ann Jordan  
Governance Manager

**26 July 2017**

Telephone: 07 838 6727  
Lee-Ann.Jordan@hcc.govt.nz  
www.hamilton.govt.nz

## **Purpose**

The Growth and Infrastructure Committee is responsible for:

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

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

### **Terms of Reference:**

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

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

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

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

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

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

**Oversight of Policies**

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

*Streetscape Beautification and Verge Maintenance Policy*

<b>ITEM</b>	<b>TABLE OF CONTENTS</b>	<b>PAGE</b>
1	Apologies	5
2	Confirmation of Agenda	5
3	Declarations of Interest	5
4	Public Forum	5
5	Growth and Infrastructure Unconfirmed Minutes - 20 June 2017	6
6	Chair's Report - 1 August 2017	18
7	General Managers' Report	21
8	Waikato Regional Council Update on Passenger Transport Services and Initiatives	69
9	HCC's Draft 1 Submission to the Draft Future Proof Strategy - Phase One (May 2017).	71
10	Proposed Speed Limit Bylaw Changes - Determination Report	79
11	Statement of Proposal - Amendment to Speed Limit Bylaw 2013	83
12	Discretionary Transport Programme 2017/18	157
13	Approval of the 2018-24 Waste Management and Minimisation Plan vision, goals and objectives	167
14	Temple View Growth Cell and WA	174

**1 Apologies**

**2 Confirmation of Agenda**

The Committee to confirm the agenda.

**3 Declaration of Interest**

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

**4 Public Forum**

As per Hamilton City Council's Standing Orders, a period of up to 30 minutes has been set aside for a public forum. Each speaker during the public forum section of this meeting may speak for three minutes or longer at the discretion of the Chair.

Please note that the public forum is to be confined to those items falling within the terms of the reference of this meeting.

Speakers will be put on a Public Forum speaking list on a first come first served basis in the Council Chamber prior to the start of the Meeting. A member of the Council Democracy Team will be available to co-ordinate this. As many speakers as possible will be heard within the allocated time.

If you have any questions regarding Public Forum please contact Democracy by telephoning 07 838 6439.

# Council Report

Item 5

**Committee:** Growth and Infrastructure Committee

**Date:** 01 August 2017

**Author:** Amy Viggers

**Authoriser:**

**Position:** Committee Advisor

**Position:**

**Report Name:** Growth and Infrastructure Unconfirmed Minutes - 20 June 2017

---

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

## Staff Recommendation

That the Growth and Infrastructure Committee confirm the Open Minutes of the Growth and Infrastructure Committee Meeting held on 20 June 2017 as a true and correct record.

## Attachments

Attachment 1 - Growth and Infrastructure Unconfirmed Minutes - 20 June 2017

---

## Growth and Infrastructure Committee

### OPEN MINUTES

---

Minutes of a meeting of the Growth and Infrastructure Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton on Tuesday 20 June 2017 at 9.30am.

#### PRESENT

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

In Attendance:	Richard Briggs – Chief Executive
	Kelvyn Eglinton – General Manager City Growth
	Chris Allen – General Manager City Infrastructure
	Emily Botje – Facilities Manager
	Jason Harrison – City Transportation Manager
	Maire Porter – City Waters Manager
	Debra Stan-Barton – Planning Guidance Unit Manager
	Luke O'Dwyer – Economic Growth and Planning Unit Manager
	Riki Manarangi – Corporate Policy Specialist
	Nicola Walsh – Communications Advisor
	Susan Henderson – Principal Planner
	Robyn Denton – City Transportation Operations Manager
	Andrew Parsons – City Development Manager
	Alice Morris – City Planning Policy Team Leader

Governance Advisors:	Lachlan Muldowney – City Barrister
----------------------	------------------------------------

---

Lee-Ann Jordan – Governance Manager  
 Becca Brooke – Governance Team Leader  
 Amy Viggers – Committee Advisor

---

**1. Apologies**

**Resolved:** (Crs Macpherson/Taylor)

That the apology from Councillor Yeung is accepted.

**2. Confirmation of Agenda**

**Resolved:** (Cr Macpherson/Cr Bunting)

That the agenda is confirmed noting the following points:

- Item 9 (HCC's Draft 1 submission to the NZTA's draft Land Transport Rule: Setting Speed Limits (2017)) to be taken after Item 7 (General Manager's Report) to accommodate external guests.
- Item 16 (Te Rapa North Growth Cell) to be taken after Item 9 (HCC's draft submission to the NZTA's draft Land Transport Rule: Setting Speed Limits (2017)) to accommodate external guests.

**3. Declarations of Interest**

No members of the Council declared a Conflict of Interest.

**4. Public Forum**

- 1) Philip Head, Martin Miller, Ian Sutherland, Dr Bryan Bang, and Laurie Weake – Spoke to Item 7 (General Manager's Report) regarding Harrowfield Development.

They noted their disappointment with the process followed regarding notification of the resource consent to affected parties. The raised concerns that the development had very limited parking and a small driveway which could potentially cause access issues for emergency services.

- 2) Sian Wilson and Mike Hayward – Spoke to Item 6 (Chair's Report) and Item 9 (HCC Draft Submission to the NZTA's draft Land Transport Rule: Setting Speed Limits (2017)) regarding Kay Road.

They asked that Council implement some traffic calming measures for Kay Road as they were concerned about the unsafe speed of drivers in the area.

- 3) Jennie Gallagher and Max Vernon – Spoke to Item 6 – (Chairs Report) and Item 9 (HCC Draft Submission to the NZTA's draft Land Transport Rule: Setting Speed Limits (2017)) regarding Baverstock Road.

They stressed their concerns around the lack of safety measures on Baverstock road and noted that they were worried there would be further fatalities on the road, especially for pedestrians as there were an increasing number of people walking on the road to access the Hamilton Zoo if nothing was done. They asked that Council consider implementing measures to improve safety such as reducing the speed limit, putting in footpaths and lighting.

- 4) Thomas Gibbons (Property Council Representative) – Spoke to Item 8 (Draft Special Housing Area Policy).

Mr Gibbons outlined that the Property Council were largely supportive of the Policy but had some suggestions for improvements, mainly concerning better alignment of the policy to the principles of the Housing Accord to afford a more balanced perspective. The Property Council noted they would like Council to carry out further engagement with the public on this matter.

He responded to questions from Elected Members concerning his suggestions for changes to the draft policy and the preferred engagement method.

5. **Growth and Infrastructure Committee - Open Minutes - 9 May 2017**

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

That the Growth and Infrastructure Committee confirm the Open Minutes of the Growth and Infrastructure Committee Meeting held on 9 May 2017 as a true and correct record.

6. **Chair's Report**

The Chair took his report as read. He noted that Staff would be covering a number of the points in the Chair's Report as part of the discussion and questioning of Item 7 (General Manager's Report).

Staff responded to questions from Committee Members concerning:

- definition of 'chokepoints',
- traffic calming evidence and trials,
- long term projects that should be considered and looked at as part of the 10 Year Plan process, and
- the process for considering long term projects as part of the 10 Year Plan.

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

That the Growth and Infrastructure Committee receives the report.

7. **General Managers' Report**

Items were taken in the order of the report. Items that received updates were discussed.

- **Local Alcohol Policy (LAP) update:**  
The General Manager City Growth summarised this section of the report. He and the City Barrister responded to questions concerning progress on the LAP and the process Council was following.  
  
Committee Members raised concerns around Central Government resourcing, the slowness of the Alcohol Regulatory and Licensing Authority (ARLA), and asked questions concerning LAP cases currently being reviewed by the courts.
- **Harrowfield Drive Petition:**  
GM City Growth clarified the process under the Resource Management Act (RMA) concerning notification of effected parties. Staff responded to questions concerning the process for affected stakeholders, given petitions have no standing under the RMA.
- **Response to Public Forum matters:**  
*The Chair invited staff to respond to matters raised during the Public Forum regarding speed/traffic concerns at the following areas:*

Growth and Infrastructure Committee 20 JUNE 2017 - OPEN

- Harrowfield Drive,
- Baverstock Road,
- Kay Road (*it was noted that the General Manager City Infrastructure would arrange a meeting with concerned residents to discuss issues and possible solutions*), and
- Thomas Road.

The General Manager City Infrastructure advised that there was an NZTA process for changing speed limits that was required by law. Mechanisms available to Council included implementing traffic calming measures and working with NZ police on monitoring affected areas.

- **Richmond Park School Update:**  
The GM City Growth advised the Committee that he was working towards convening a meeting with the Ministry of Education and other stakeholders to discuss the future of the School.
- **Strategic Regional Collaboration**  
Staff responded to questions from Committee Members concerning HCC's discussions with Waikato District Council and Auckland City Council over the water CCO model and how this would be reported back to Council.
- **Housing Infrastructure Fund (HIF) Update:**  
The General Manager City Infrastructure provided an update concerning the Government timeline for the allocation of the fund. He noted that the Government allocation panel had commended HCC staff on the quality of their proposal.  
Staff responded to questions from Committee Members regarding developers' willingness to be involved if the HIF proceeded and the connection between the Special Housing Area (SHA) Policy and the HIF.
- **Waste Hamilton Taskforce:**  
Staff provided a verbal update and responded to questions from Committee Members concerning the phases as outlined in the report and contract methodology.
- **Valley Terrace Stormwater Remedial Works Update:**  
Staff noted they were currently working through remedial options and carrying out consultation with neighbours. Discussions were positive.
- **Waikato District Council Southern Districts Water Supply Agreement:**  
A further report will be coming to the 1 August 2017 G & I Committee regarding this matter.
- **Central City Parking Control Taskforce Update:**  
Committee Members sought clarification on principles and scope being covered by the taskforce in the future.
- **Cobham Drive Underpass:**  
Committee Members raised questions concerning the footpath connectivity to the Hamilton Gardens from the NZTA funded underpass. Staff advised that the project was going to be put on the list to be considered for funding from the discretionary transport fund.

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

That the Growth and Infrastructure Committee:

- a) receives the report; and
- b) approves an extension for the Central City Parking Control Task Force to December 2017 to report back to the Committee.

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

That Council formally write to the Minister of Health, Hon Jonathan Coleman, expressing our concern with the lengthy delay in the Alcohol Regulatory Licensing Authority (ARLA) decision on the Hamilton Provisional Local Alcohol Policy.

*The meeting adjourned (10.55am - 11.08am) during the discussion of the above item.*

*Item 9 (HCC's Draft 1 Submission to the NZTA's Draft Land Transport Rule: Setting of Speed Limits (2017) was taken ahead of Item 8 (Draft Hamilton Special Housing Area Policy) to better align with topics discussed during the General Manager's Report.*

**9. HCC's Draft 1 Submission to the NZTA's Draft Land Transport Rule: Setting of Speed Limits [2017]**

The City Transportation Manager spoke to the report. Staff responded to questions from Committee Members concerning the pros and cons of increasing the 100km speed limit on specific roads and the process for consultation on changes to speed limits.

**Motion:** (Crs Taylor/Macpherson)

That the Growth and Infrastructure Committee amends the HCC submission to oppose the proposed increase in speed to 110km/h.

**The motion was put.**

**Those for the motion:** Councillors Gallagher, Macpherson and Taylor.

**Those against the motion:** Mayor King, Councillors Bunting, Casson, Henry, Mallett, O'Leary, Pascoe, Southgate and Tooman.

**The motion was declared lost.**

**Further Motion:** (Crs Casson/Gallagher)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) approves Hamilton City Council's Draft 1 submission to the NZTA's Draft Land Transport Rule: Setting of Speed Limits [2017];

Growth and Infrastructure Committee 20 JUNE 2017 - OPEN

- c) notes the approved submission will be sent to the NZTA by 21 June 2017; and
- d) notes the approved submission will be uploaded to Hamilton City Council's website.

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

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) approves Hamilton City Council's Draft 1 submission to the NZTA's Draft Land Transport Rule: Setting of Speed Limits [2017] with a comment on 'lowering the tolerance of speeds over the speed limit';
- c) notes the approved submission will be sent to the NZTA by 21 June 2017; and
- d) notes the approved submission will be uploaded to Hamilton City Council's website.

**The Amendment was then put.**

**Those for the Amendment:** Councillors Bunting, Casson, Gallagher, Henry, Macpherson, Mallett, Pascoe, Southgate and Taylor

**Those against the Amendment:** Mayor King, Councillors O'Leary and Tooman.

**The Amendment was declared carried.**

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

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

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) approves Hamilton City Council's Draft 1 submission to the NZTA's Draft Land Transport Rule: Setting of Speed Limits [2017] with a comment on 'lowering the tolerance of speeds over the speed limit';
- c) notes the approved submission will be sent to the NZTA by 21 June 2017; and
- d) notes the approved submission will be uploaded to Hamilton City Council's website.

*The meeting adjourned 1.25pm – 2.00pm*

#### 8. Draft Hamilton Special Housing Area (SHA) Policy

A replacement attachment with tracked changes for this report was circulated to Committee Members prior to the meeting. The replacement attachment would also be made available via the

Hamilton City Council website after the meeting.

Staff took the report as read and responded to questions from Committee Members concerning the following:

- the principles of the SHA Policy,
- the relationship of the SHA Policy, the RMA and the District Plan,
- affordability criteria and floor size as a proxy measure, and
- whether the SHA Policy covered social housing and HCC engagement with Housing NZ and other social housing providers.

**Resolved:** (Mayor King/Cr Casson)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) approves the draft Hamilton Special Housing Areas Policy for public consultation for a period of three weeks (22 June 2017 to 14 July 2017); and
- c) notes that the consultation also addresses stakeholder views as to whether council should have Hamilton Special Housing Area Policy at all.

*Item 16 (Te Rapa North Growth Cell) was taken next to accommodate availability of staff.*

#### 16. Te Rapa North Growth Cell

The report was taken as read. Staff responded to questions from Committee Members concerning clarification on the process for private plan changes and other process matters concerning the District Plan.

**Resolved:** (Mayor King/Cr Mallett)

That the Growth and Infrastructure Committee receives the report.

*Cr Southgate left the meeting (3.41pm) during the above item. She was not present when the matter was voted on.*

#### 10. HCCs Draft 1 Submission to the NZTA's Draft Long-Term Strategic View

The report was taken as read. Staff responded to questions from Committee Members concerning a number of points of greater emphasis to be considered as part of the submission:

- rail for commuter travel,
- increasing different transport modes rather than just reducing cars, and
- positioning the Regional Transport Strategy.

**Resolved:** (Crs Macpherson/Southgate)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) approves Hamilton City Council's **Draft 1** submission to the NZTA's April 2017 Draft Long-Term Strategic View; noting the comments from Committee Members be incorporated in the submission.
- c) notes the approved submission will be sent to the NZTA by the 30 June 2017 submission closing date; and
- d) notes the approved submission will be uploaded to Hamilton City Council's website.

**Cr Mallett Dissenting.**

*Cr Southgate re-joined the meeting (3.46pm) during the above item. She was present when the matter was voted on.*

#### 11. Access Hamilton Strategy

The General Manager took the report as read and responded to questions from Committee Members concerning arguments for 'eliminating' as opposed to 'reducing' road fatalities.

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

That the Growth & Infrastructure Committee express Hamilton City Council's road death target in 10 year's time as zero in the Access Hamilton Programme 2017.

**Those for the Motion:** Councillors Bunting, Gallagher, Henry, Macpherson, Taylor and Tooman.

**Those against the Motion:** Mayor King, Councillors Casson, Mallett, Pascoe and Southgate.

**The Motion was declared carried.**

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

That the Growth & Infrastructure Committee express Hamilton City Council's road death target in 10 year's time as zero in the Access Hamilton Programme 2017.

*Cr O'Leary left the meeting (4.12pm) during the above item. She was not present when the above motion was voted on. She rejoined the meeting (4.14pm) prior to the below vote.*

**Motion:** (Crs Mallett/Henry)

That the Growth & Infrastructure Committee:

- a) receives the report; and
- b) pursues a programme of work to ensure the safest, most efficient and effective transport system possible utilising both private and public modes.

**Amendment:** (Crs Macpherson/Pascoe)

That the Growth & Infrastructure Committee:

- a) receives the report;
- b) approves the problems, benefits and transport objectives as per attachment one; and
- c) approves the preferred programme direction, paragraph 27.

**The Amendment was put.**

**Those for the Amendment:** Mayor King, Councillors Bunting, Casson, Gallagher, Macpherson, O'Leary, Pascoe, Taylor and Tooman.

**Those against the Amendment:** Councillors Henry and Mallett.

**The Amendment was declared carried.**

**The amendment as the substantive motion was then put and declared carried.**

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

That the Growth & Infrastructure Committee:

- a) receives the report;
- b) approves the problems, benefits and transport objectives as per attachment one; and
- c) approves the preferred programme direction, paragraph 27.

**Crs Mallett and Henry Dissenting.**

*Cr Southgate retired from the meeting (4.20pm) during the above Item. She was not present when the above motion was voted on.*

*Item's 13 (Hamilton Ring Road – Cobham Drive Connection Update) and 14 (Refuse Transfer Station & Hamilton Organic Centre - Proposed Increase of Gate Fees 2017/18) were taken next to accommodate administrative requirements concerning Item 12 (Hamilton to Auckland Passenger Rail Transport including Park and Ride).*

### **13. Hamilton Ring Road - Cobham Drive Connection Update**

The report was taken as read. Staff responded to questions from Committee Members concerning:

- timing continuity between the proposed Cobham and Peacockes Bridges, and
- consultation with Iwi and clarification on costs, noting the purchase of land costs was unknown.

**Resolved:** (Crs Mallett/Tooman)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) approves the Concept Design and the project urban design scope for the Wairere/Cobham intersection as shown in Attachments 1 and 2;
- c) request staff to progress detailed design and construction drawings, construction tender documents, major service relocations and other enabling works necessary for construction to begin in 2018, using the funding allocated for 2017/18;
- d) requests staff to include the currently unfunded additional local share requirements of \$9m to \$14m for consideration in the 2018-28 10 Year Plan; and  
requests staff continue to engage with NZTA and progress a funding subsidy application for construction.

**14. Refuse Transfer Station & Hamilton Organic Centre - Proposed Increase of Gate Fees 2017/18**

The report was taken as read. Staff responded to questions from Committee Members concerning illegal dumping of rubbish and previous fee increases.

**Resolved:** (Mayor King/Cr Casson)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) notes the increase in Refuse Transfer Station gate fees proposed by Waste Management to be implemented 1 July 2017 and declines the opportunity to offer a Council funded subsidy of these gate fees; and
- c) approves the increase in Hamilton Organic Centre gate fees proposed by Waste Management to be implemented 1 July 2017 and declines the opportunity to offer a Council funded subsidy of these gate fees.

**15. Hamilton Trade Waste and Wastewater Bylaw Amendment – Recommendation to Council**

The report was taken as read.

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

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) recommends to Council to approve the amendment to clause 6.1 of the Hamilton Tradewaste and Wastewater Bylaw 2016 so that it refers to section 177 of the Local Government Act 2002; and
- c) recommends to Council that the amended Hamilton Tradewaste and Wastewater Bylaw 2016 be adopted.

*The following motion to extend the time of the meeting beyond six hours was moved at 4.34pm.*

**Resolved:** (Crs Macpherson/Mayor King)

That the meeting be extended to continue beyond 6 hours as per Standing Order 3.2.7

**12. Hamilton to Auckland Passenger Rail Transport including Park and Ride**

The report was taken as read. Staff responded to questions from Committee members concerning future proofing opportunities for Park and Ride by securing the necessary land, and the costs of developing a business case.

It was confirmed that more information would come to a future meeting concerning potential sites in Hamilton and likely timing.

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

That the Growth & Infrastructure Committee:

- a) receives the report;
- b) agrees to advise the Regional Transport Committee that Hamilton City Council wishes to develop and agree an Advocacy Plan with the Waikato Regional Council and Waikato District Council prior to implementing action 2.2.1 of the Waikato Plan which relates to advocating for passenger rail between Auckland and Hamilton.
- c) agrees to advise the Regional Transport Committee of Hamilton City Councils preference to pursue Option 3 to undertake a Strategic Business Case in relation to the Waikato Regional Council report on Hamilton to Auckland Passenger Rail in conjunction with implementing the agreed advocacy Plan; and
- d) notes the actions required to preserve the opportunities for future passenger rail stops in Hamilton.

*Cr Bunting retired from the meeting (4.57pm) during the above Item. He was not present when the matter was voted on.*

*Cr Mallett retired from the meeting (5.00pm) during the above Item. He was not present when the matter was voted on.*

**The meeting was declared closed at 5.09pm.**

# Council Report

Item 6

**Committee:** Growth and Infrastructure Committee  
**Date:** 01 August 2017  
**Author:** Amy Viggers  
**Authoriser:**  
**Position:** Committee Advisor  
**Position:**  
**Report Name:** Chair's Report - 1 August 2017

---

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

## Attachments

Attachment 1 - Chair's Report - 1 August 2017



## Chair's Report

---

### Traffic Safety Issues

My thanks to the members of the public who have contacted Council in recent weeks over some of the sites where there are significant traffic safety problems.

You will see in the GM's Report some of the work staff are planning to do in the very near future to put in place temporary safety improvements in areas like Gordonton Rd and Baverstock Rd.

I'd particularly like to thank Crs O'Leary, Casson & Bunting for jumping in and helping ensure the pressure goes on to get quick action. Some people have suggested we should just wait for the 'business-as-usual' processes to get round to fixing these problem areas - I don't hold with that, as we could be waiting for years for some improvements, and I believe elected members have a duty of care to see that unsafe sites and speeds are addressed. If we don't, and someone gets hurt, or worse, we will have let the travelling public down.



*Corner of Gordonton & Thomas Rds - 2 people injured in crash there 2 weeks ago*

A week ago, I attended an 'on-site' community meeting at the corner of Onion and Holmes Rd, just a few metres outside the city boundary at Horotiu. Boy racers have been causing mayhem in the area, with threatened violence and property damage occurring. The meeting was large, with about 100 present, including some boy (and girl) racers, and several possible 'solutions' were discussed. I undertook that our Council would work with Waikato and Waipa Districts, as well as Police & NZTA, on possible solutions, and staff have begun these discussions.

I'd also like to thank transport staff, who have proactively been working on short and long-term solutions for some of these problem sites.

#### **Conference Attendance**

I am proposing below that Council send official delegates to 2 upcoming conferences (see below), but that all Councillors be encouraged to attend, and the approved delegates' 'Conference by Resolution' funds be split across all Councillors attending, with the balance of each Councillor's costs to come from their own 'Conference by Choice' training allowance.

Example: if we approve 1 delegate for Conference A, and 3 Councillors attend' One-third of the expense for each of the 3 Councillors comes from the 'Conference by Resolution' budget, and two-thirds from their Training allowance.

#### **Trafinz Conference**

This is a valuable conference for elected members and staff to attend, where NZTA reps, MP's, elected members and Transport policy and operations staff all mix, and consider new transport ideas and policies, and build networks in this field.

The 2017 Conference - '*Transport for People*' - is being held in Nelson from 8-10 November, and I propose HCC funds 2 delegates. Early Bird cost for Councillors \$576.

#### **Australian Smart Cities and Infrastructure Conference**

15-17 November, in Sydney. This forum will be the platform to bring together government agencies, city councils and industries to discuss strategies that can help you to identify and create the competitive edge in transforming into a smart city. Early-Bird cost \$1995.

#### **Recommendation**

That Growth and Infrastructure approves funding for two delegates to the 2017 Trafinz Conference, and one delegate to the 2017 Smart Cities & Infrastructure Conference.

Councillor Dave Macpherson  
Hamilton City Council  
+64 21 477 388  
[dave.macpherson@xtra.co.nz](mailto:dave.macpherson@xtra.co.nz)

# Council Report

Item 7

<b>Committee:</b>	Growth and Infrastructure Committee	<b>Date:</b>	01 August 2017
<b>Authors:</b>	Chris Allen and Luke O'Dwyer	<b>Authorisers:</b>	Luke O'Dwyer and Chris Allen
<b>Positions:</b>	General Manager City Infrastructure and Acting General Manager City Growth	<b>Positions:</b>	Acting General Manager City Growth and General Manager City Infrastructure
<b>Report Name:</b>	General Managers' Report		

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

## Purpose

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

## Staff Recommendation

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

## Speed Management Taskforce Update (GM City Infrastructure)

3. The Speed Management Taskforce met on Friday 16 June 2017.
4. A presentation was provided which looked at the impact of speed, the safe systems approach to road safety, an overview of the Speed Management Guide and finally the proposed submission on the Land Transport Rule: Setting of Speed Limits 2017.
5. The next meeting of the taskforce is being organised for 31 July 2017.

## Project Watershed (GM City Infrastructure)

6. Waikato Regional Council (WRC) has established Project Watershed (as set out within the WRC Project Watershed Funding Policy Document 2002), to provide an integrated river and catchment programme across the whole Waikato River Catchment. The programme provides for the coordination, assistance, and direct provision of flood protection, river management and catchment works and services.
7. Project Watershed is concerned with three main areas:
  - 1) River management - active involvement in river processes to ensure rivers and streams are stable and flow appropriately
  - 2) Soil Conservation - management of land to maintain soil and water resources and provide the widest range of sustainable benefits in the long term.

- 3) Flood protection - that work which protects land and assets from natural flood events.
8. Hamilton City Council is responsible for the collection, transfer and treatment of stormwater, which is generated through the urbanisation of land within the City boundaries.
9. The Waikato River and streams form part of the stormwater network, providing substantial public health, economic and community benefits to the residents of Hamilton by preventing flooding of land and buildings, thus allowing community facilities, businesses and private residences to operate under adverse weather conditions.
10. In recognition of common interests in managing the effects of stormwater, Project Watershed funding is made available from the Waikato Regional Council to the Hamilton City Council for the management of the Waikato River main channel and key tributary streams within the Hamilton City boundary under the Project Watershed Service Level Agreement. The agreement provides for:
  - Ensuring streams and rivers remain free flowing to reduce the effects of flooding.
  - Management of flood protection and erosion management assets including provision of new assets.
  - Riverbank and stream stability and protection activities.
  - A financial contribution, typically 33%, towards remedial works required after erosion has occurred (specifically excluding where works are required to protect public utility assets, such as water and wastewater pipes).
11. Key principles to be achieved in the Project Watershed level of service agreement include:
  - Hamilton City Council and Waikato Regional Council will work together to achieve agreed outcomes through integrated planning and prioritisation using mechanisms such as the Central Waikato Zone Plan, Future Proof, Hamilton City Structural Plan, Long Term Plans and annual planning processes.
  - Based on those outcomes and priorities, Hamilton City Council delivers an agreed programme of work which meets the objectives of Project Watershed including channel stability, channel capacity and environmental enhancement and integrated planning.
  - Waikato Regional Council provides support in terms of financial, advisory and information services including the promotion of the integrated catchment management approach, hazard management considerations and overall environment enhancement.

### **Valley Terrace Update (GM City Infrastructure)**

12. Following on from the update provided in the GM Report at the 20 June 2017 Growth and Infrastructure committee meeting, progress has continued to be made towards determining a preferred technical solution.
13. Meetings with the property owners at 10 and 14 Valley Terrace to seek their feedback on their preferred outcomes in relation to the potential options for the Valley Terrace Stormwater pipe remedial works (returning the pipe to an open channel and pipe replacement) were completed in late June as scheduled. Feedback from these meetings has indicated their preference is currently more towards the open channel option; however they have not completely discounted a pipe solution. Discussions are continuing to fully understand what is driving their preference and what they would require for a piped solution to be considered as an acceptable option for them.

14. Engagement with the wider Valley Terrace gully community on the proposed stormwater pipe remedial works is proposed to be undertaken before the end of July 2017, however it will be dependent on obtaining the confirmed outcome of the directly affected property owners from 10 and 14 Valley Terrace.
15. Early contractor involvement has also been completed to assess possible construction considerations associated with both potential options. This has provided more information around access constraints and routes and possible construction risks. This information will be valuable in the ongoing discussions with 10 and 14 Valley Terrace and additionally during the engagement with the wider Valley Terrace gully community about the proposed works in the Gully system.
16. Regular fortnightly updates are continuing to be provided to the property owner of 12 Valley Terrace to ensure they are kept informed of progress towards confirming the preferred technical solution, consenting processes and completion of remedial works.
17. Due to the delays associated with the confirmation of feedback on options from the property owners at 10 and 14 Valley Terrace, a full report outlining the preferred technical solution, confirmation of costs and timing of physical works following the technical expert review, engagement with affected property owners and wider community is now proposed to be presented at the 12 September 2017 Growth and Infrastructure Committee meeting.

### **Heritage Update 2016-2017 Review and Implementation of the deliverables for the Heritage Plan (GM City Growth)**

18. Background
19. As part of the of the 2015-25 10 Year Plan an annual Heritage Fund of \$100,000 was established to be available from the 2016-17 financial year.
20. Council adopted the Heritage Plan and the Historic Heritage Funding Guidelines on 31 March 2016. The Heritage Plan was developed to set out Council's approach to celebrate the City's heritage and to outline actions for the Council to achieve to ensure the identification, protection and use of heritage occurred. The Plan's vision is:
 

*Ka whakamiri noa au I nga taonga tuku iho; kia tuhononono ait e pito onehe kit e pito o naiane.*

*To recognise the contribution heritage makes to Hamilton's identity, sense of place and belonging. The City celebrates its past by identifying, protecting and showcasing its heritage for future generations.*
21. The Historic Heritage Fund Guidelines set out the criteria for eligibility for the heritage fund and how the fund is to be allocated. Providing the fund is one way Council is acknowledging the contribution heritage makes to the City's identity as well as assisting with protection, conservation and restoration. It is also an action in the Heritage Plan.
22. Heritage sites (buildings, structures and archaeological) that are eligible for funding are those that are listed in the district plan and which are privately owned.
23. The Heritage Advisory Panel (2013-16), made up of representatives from local government, iwi, national organisations (e.g. Regional Council, Waikato Tainui, the Property Council and Heritage New Zealand) and technical members, was established to provide advice to Council of matters relating to the City's heritage and its protection. The Panel met regularly over the 3-year term to craft the Heritage Plan, provide heritage advice to Council projects (e.g. the Hamilton East and West Cemetery Management Plans and the Frankton and Hamilton East Neighbourhood Plans). The Heritage Advisory Panel worked with staff on the process and formulation of the information needs for allocating the first round of the heritage fund.

24. Heritage Plan Actions

25. Over the next three financial years there are 23 actions to be undertaken. Attachment 1 sets those actions against the relevant financial year. The actions that Council staff have either completed or commenced during the first financial year (2016/17) are:
26. Provision of statutory and non-statutory incentives (e.g. Heritage Fund and establishing the wavering of resource consent lodgement fees);
27. Upgrading the heritage webpage;
28. Providing a list of specialists and web links to other organisations (i.e. Heritage New Zealand; Ministries of Environment and Culture and Heritage);
29. Commenced the spatial and thematic heritage project to update the heritage schedule of protected buildings, structures and sites;
30. Preparation of management plans for Council owned buildings (e.g. Frankton Hall; Arts Post);
31. Commenced the investigation of the Victoria Street southern heritage precinct between Garden Place to Hood Street;
32. Developed a design guide for the protection of heritage.
33. The funding allocation process
34. As per the Historic Heritage Funding Guidelines, all applications are reviewed by staff and require the approval of full Council. Prior to October 2016, the former Heritage Advisory Panel undertook the review and made recommendations on the inaugural funding round.
35. The call for applications occurred twice during the 2016/17 financial year. The first round was in July 2016 and the second in March 2017. Staff engaged with all owners of eligible heritage listed buildings and sites in the City before each round of funding opened.
36. Of the 80 eligible Heritage sites (buildings, structures and archaeological) a total of 22 applications were made for funding during the 2016/17 funding year, 16 in July 2016 and 8 in March 2017. From that total, 17 were offered funding and 13 took up that offer. Only four were not considered to meet the funding criteria due to a lack of supporting information or because the proposed works did not protect the heritage values of the subject building.
37. A total of \$639,248.68 was sought in the 2016/17 year exceeding the \$100,000 of available funding. As at 30 June 2017 a total of \$88,432.50 of the \$100,000 funding was distributed.
38. Attachment 2 sets out the applications received and detail of the works the funding has supported. Note that of the 17 successful applications, five were unable to take up the opportunity at this time. This is one of the main issues that arose during the first round of funding. This matter is discussed further in the 'outcomes' section of this report.
39. The July 2016 applications were reviewed by staff, and then recommendations were made by the Heritage Advisory Panel which were presented to and adopted by Council in September 2016. Following the local government elections in October 2016, the second round was managed and reviewed by City Planning staff. At the March 2017 Council meeting those staff recommendations were adopted.
40. The 2016-17 funding has been used for both private residences and commercial premises. Most of the funding this year has gone towards supporting the preparation of necessary reports to inform future physical works, such as earthquake strengthening, major repairs and maintenance. The other works completed have been:
41. Removing sizable trees that were or potentially would impact on the heritage building (H63, 11 O'Neill St, Claudelands);
42. assisting with the cost of earthquake strengthening (H4, 51 Victoria Street and H10, 47 Clyde Street);

43. assisting with the cost of repairing and repainting the ornate plaster work on a commercial building (H79, 231-249 Commerce St, Frankton);
44. repairing decorative leadlight windows (H49, 129 Cambridge Road, Hillcrest);
45. fumigating for borer (H115, 44 Brookfield Street, Hamilton East);
46. removing rotten timber and the replacing with like materials (H29, 8 Sheridan Street, Silverdale and H111, 111 Peachgrove Road).
47. To promote the availability of the Heritage Fund the majority of the sites whose owners have received funding displayed signage (refer to Attachment 3) during the month of July 2017. It is intended that this practice will continue over the next round.
48. Permanent signage (a plaque or interpretative panel) identifying and providing information on each listed heritage site and building is a future action in the Heritage Plan.
49. Outcomes from the first funding allocations
50. There is support and interest in the fund, however:
51. The existing fund does not cover the amount of eligible funding sought.
52. Some parties were not able to take advantage of the funding allocated to their project. The main reason for this situation being the difficulty in assuring the completion of the proposed works by the end of the financial year and/or the short supply of suitably qualified technical expertise.
53. Not all owners are aware of the heritage expertise they can use or need to engage to ensure their projects are either accepted for funding or can be completed by the end of the financial year in which the funding has been allocated.
54. Early engagement is key, as well as ensuring adequate time for applicants to prepare and submit robust applications and plan their work programme.
55. Staff have the in-house capability to assess and make recommendations on all applications. Nevertheless, the ability to access a panel of expertise to provide independent heritage advice and direction to both staff and owners of heritage sites would have been of assistance.
56. 2017/18 Funding Round
57. The actual number of applications received will be provided verbally at Growth and Infrastructure's 1 August 2017.
58. The 6-week application period (20 June 2017 – 31 July 2017) has provided applicants greater time to prepare their applications and to engage with staff.
59. Staff will review all applications and recommendations will be presented to Council in September 2017.

### **Growth Indicator (GM City Growth)**

60. The quarterly growth indicator reports to the end of June, "Hamilton's Housing Market and Economy" (Attachment 5) and "Hamilton's Business Economy" (Attachment 6) are attached.
61. Hard copies will be provided to elected members.
62. The next update will be provided to the Committee in October.

### **Local Alcohol Policy (GM City Growth)**

63. At the 20 June 2017 meeting of the Growth and Infrastructure Committee, a list of on or off licences granted since 2014 was requested. This is attached (Attachment 4).

## Discussion

64. This report relates to the following plans or strategies:

- Hamilton Plan
- Central City Transformation Plan (CCTP)
- Economic Development Agenda
- Access Hamilton

## Financial Considerations

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

## Legal and Policy Considerations

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

## Cultural Considerations

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

## Sustainability Considerations

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

## Risks

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

## Significance & Engagement Policy

### Significance

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

### Engagement

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

## Attachments

Attachment 1 - Heritage Fund - Actions

Attachment 2 - Heritage Fund Application Tracking

Attachment 3 - Heritage Fund Notice for website

Attachment 4 - Alcohol On/Off Licences granted since 2014

Attachment 5 - Quarterly Growth Indicator Report - June 2017 - Residential

Attachment 6 - Quarterly Growth Indicator Report - June 2017 - Commercial

ATTACHMENT 1 - HERITAGE PLAN ACTIONS:

Heritage Plan Actions						
Goals	Financial year					
	2016/17		2017/18		2018/19	
	Action	Progress	Action	Progress	Action	Progress
<b>Identification</b>	Develop a process for the identification and assessment of all Hamilton's heritage.	completed	Spatial and thematic heritage projects.	active	Update the heritage inventory lists within the District Plan.	not active
	Identification and scoping of spatial and thematic heritage projects.	completed				
<b>Protection</b>	Establish criteria for the use of encumbrances, heritage orders, covenants and the vesting of reserves and esplanade strips.	not active (transfer to 17/18 yr.)	Develop a heritage overlay within the central city.	active	Implement a heritage overlay within the central city.	not active
	Develop design guides and information sheets for protection of heritage.	completed			Update the District Plan relating to heritage.	not active
<b>Promotion</b>	Give heritage more prominence on the Council website.	completed			Identify heritage through the use of plaques and interpretive signage.	not active
					Develop heritage trails in key heritage areas.	not active

	2016/17	2017/18	2018/19	2016/17	2017/18	2018/19
	Action	Progress	Action	Action	Progress	Action
<b>Sustainability &amp; Use</b>	Establish a heritage specialist list to assist owners of heritage places.	completed	Establish a working group to investigate the sustainable use of heritage within the central city.	active		
			Develop design guides that encourage sustainability and appropriate use.	active		
			Develop statutory and non-statutory incentives to encourage the use of heritage places.	active		
			Investigate the establishment of an acquisition fund to acquire heritage that is under threat or risk.	not active		
<b>Implementation and Monitoring</b>	Secure funding to support the promotion, protection and management of heritage.					On- going
	The Council follows best practice when it comes to the conservation and protection of the heritage it owns or manages.					
	Ensure relevant heritage expertise is available within the Council.					
	Develop and implement a training programme for staff.					
	Monitor the effectiveness of the plan and implementation of its actions.					
	Develop stronger working relationships with owners of heritage sites, Waikato-Tainui, Mana Whenua, Heritage New Zealand, Waikato Regional Council and other parties involved in the protection and management of heritage.					

**Attachment 2 - Heritage Fund – Applicants**

**Table A: Funding allocations for 2016/17 financial year**

Funding allocation breakdown							
Funding Round	Heritage fund		Total amount of funding sought	2016-17 fund amount allocated	Unused funds reallocated to March 2017 round	Funds paid	Unused funds at 30 June 2017
	annual amount	Remaining fund available					
<b>September 2016 Funding allocation breakdown</b>	\$100,000		\$510,334.93	89,600.00	\$25,690	\$63,910	10,400
<b>March 2017 Funding allocation breakdown</b>	-	\$25,690	\$128,913.75	\$25,690	-	\$24,522.50	\$1,167.50
<b>Overall Funding allocation breakdown for the 2016/17 financial year:</b>	Annual Heritage Fund \$100,000.00		Total amount of funding sought \$639,248.68		Funds Paid \$88,432.50		Un-used funds \$11,567.50

Table B: Detailed breakdown of funding allocations for 2016/17 financial year

Colour key :		Green: funded and works completed	Orange : funded but unable to complete works	Blue not funded					
Heritage Fund – Applicants September 2016									
Applicant	Address	Heritage #	Proposed Works	Funding sought	Recommendation		Project Update		
					Reason	Funding	Actions	Paid	
2016 HF002 G Robertshaw	179 Victoria Street	H 71 Howdens Jewellers	Earthquake strengthening	\$5,400	Funding recommended for earthquake strengthening if heritage input included	\$5,400	Contract signed.  May 2017 applicant advised Council they were no longer in a position to take up the funding opportunity at this time.	\$0.00	This funding amount remains unallocated.
2016 HF004 St Mary's Convent Chapel Charitable Trust	47 Clyde Street	H 10 St Mary's Convent Chapel	Conservation works in accordance with existing Conservation Plan	\$10,000	Funding recommended, subject to the preparation of a heritage impact report.	\$10,000	Contract signed.  Works completed and checked.	\$10,000	
2016 HF007 Hamilton East Community Trust	Waikato River	A 28 Graham Island	Preparation of a Management Plan	\$6,290	Rejected as applicant not the owner; HCC responsible for the preparation of a management plan	\$0.00	Not Funded	-	
2016 HF008 J Lundy	131 Victoria	H 34 Barton &	Earthquake strengthening	\$22,373	Funding recommended to undertake a	\$10,000	March 2017 applicant advised	\$10,000	

	Street	Ross Building			conservation assessment as well a contribution towards earthquake strengthening		Council they were no longer in a position to take up the funding opportunity at this time.	The \$10,000.00 was reallocated in the March 2017 round.
2016 HF009 F Petchey	11 O'Neill Street	H63 Ingleholm House	Tree assessment and removal	\$3,190	Funding recommended to assist with an arborists report and a heritage analysis of the contribution the trees make or not to the heritage value of the site.	\$2,000	<ul style="list-style-type: none"> <li>• Contract signed.</li> <li>• Works completed.</li> </ul>	\$1,610.00.  The remaining \$390.00 was reallocated in the March 2017 round
2016 HF010 V Sandford	111 Peachgrove Road	H 111	Repair works	\$5,000	Funding recommended	\$5,000	<ul style="list-style-type: none"> <li>• Contract signed.</li> <li>• Works completed.</li> </ul>	\$5,000
2016 HF011 Nine Ocean Ltd (P Weir)	121 Grey Street	H 117	Repair works to tile roof and tree removal	\$37,638.99	Funding recommended for building repairs only; on condition of first obtaining profession heritage advice on repairs and replacement materials	\$7,500	<ul style="list-style-type: none"> <li>• Contract signed.</li> <li>• Building report, Heritage report completed.</li> </ul>	\$7,500
2016 HF013 A Ryan	82 Grey Street	H116 House	Repairs	\$65,500	Rejected due to lack of information	\$0.00	<ul style="list-style-type: none"> <li>• Not funded</li> </ul>	-
2016 HF014	17 Hood	H 18	Engineering	\$32,000	Funding recommended	\$5,000	<ul style="list-style-type: none"> <li>• March 2017</li> </ul>	\$0.00

L Wright	Street	Kaiapoi House/ Petals Florist	works		to assist with the preparation of a conservation plan that will inform future engineering works		applicant advised Council they no longer wished to take up the funding opportunity.	The \$5,000.00 was reallocated in the March 2017 round.
2016 HF015 A Bennett	28 Pembroke Street	H137 Bishopscourt YWCA	Installation of a heat pump	\$10,000	Rejected as proposed works are not heritage related	\$0.00	• Not funded	-
2016 HF016 P Hart	129 Cambridge Road	H 49 Waipahihi House	Repair of bespoke windows	\$3,967.39	Funding recommended	\$4,000	• Contract signed. • Works completed and heritage assessment report submitted.	\$4,000
2016 HF017 Shaigan Integer Ltd (S Shaigan)	221 Victoria Street	H 73 Alexandra Building	Repair and earthquake strengthening	\$100,000	Funding recommended for the preparation of a conservation plan only to guide any future earthquake strengthening work	\$5,000	• Contract signed. • Heritage advisor engaged and report presented to Council May 2017.	\$5,000
2016 HF018 L Vowles	14 Bridge Street (known)	H48 Former Waikato	Roof repairs	\$39,675	Rejected at that time, recommended further information provided	\$0.00	• Not funded	-

	ANZAC Parade)	Brewery			and clarification on which building area is requiring reroofing and reapply.			
2016 HF019 Diocese of Waikato & Taranaki (W Turnwald)	51 Victoria Street	H 4 St Peters Cathedral	Earthquake strengthening	\$20,000	Funding recommended for earthquake strengthening subject to the updating of the existing conservation plan	\$20,000	<ul style="list-style-type: none"> <li>• Contract Signed.</li> <li>• Review and updating of conservation plan completed.</li> <li>• Preliminary assessment works relating to the preparation of the planning for the physical works to undertake earthquake strengthening completed.</li> </ul>	\$20,000
2016 HF020 VR Hamilton Limited (A Saluja)	237 Victoria Street	H 37 Wesley Chambers	Earthquake strengthening and repair	\$63,330	Funding recommended for the preparation of a conservation plan.	\$10,800	<ul style="list-style-type: none"> <li>• Contract signed</li> <li>• Heritage conservation plan completed.</li> </ul>	\$10,000
2016 HF021	610	H 42	Repair and	\$85,970.55	Funding recommended	\$5,000	<ul style="list-style-type: none"> <li>• Contract not</li> </ul>	\$0.00

Freedom in Peace Trust (G Stevenson)	Victoria Street	Public Trust Building	restoration of internals		for the preparation of a conservation plan to determine the age of the internals of the building		<p>sighed.</p> <ul style="list-style-type: none"> <li>• Staff tried numerous times to engage with and check progress. No detail was forthcoming.</li> <li>• No uptake of the allocated fund.</li> </ul>	This funding amount remains unallocated.
--------------------------------------	-----------------	-----------------------	--------------------------	--	--	--	---	--

HERITAGE FUND – APPLICANTS MARCH 2017								
Applicant	Address	Heritage #	Proposed Works	Funding sought	Recommendation		Project Update	
					Reason	Funding	Actions	
2017 HF001 Ms R Coffin	44 Brookfield Street, Hamilton East	H115 B Ranked	Funds sought for essential repairs to preserve the front façade including repair to windows, roof and borer treatment.	\$15,000	Partial funding: At this time funding for borer treatment (\$1,500.00) of the dwelling is supported to commence the protection of the overall structural integrity of the dwelling. The additional funding provided is for the preparation of a building assessment report to enable the owner to prioritise the works needed on the dwelling and assist with future funding applications.	\$3,200	<ul style="list-style-type: none"> <li>Contract signed.</li> <li>Work completed.</li> </ul>	\$2,032.50  The remaining \$1,167.50 of this funding amount remains unallocated.
2017 HF002 Dr F Petchey	11 O'Neill Street, Claudelands	H63 B Ranked	The removal of trees that are impacting on the heritage fabric	\$3,668.50	Full funding: The removal of these trees will ensure the heritage value of the heritage building's	\$3,668.50	<ul style="list-style-type: none"> <li>Contract signed.</li> <li>Works completed</li> </ul>	\$3,668.50

			of the site.		setting maintained. The proposed works have been reviewed and supported through previous reports from both arboriculture and heritage professionals.			
2017 HF003 Ms T Williams	126 Forest Lake Road	H57 B Ranked	Seek funding for the completion of a Building Assessment Report	\$603.75	Full Funding: Support the preparation of a building assessment report to initially understand the state of the building and what work would be required to be undertaken to ensure protection of the building.	\$603.75	<ul style="list-style-type: none"> <li>• Contract signed.</li> <li>• Works completed</li> </ul>	\$603.75
2017 HF005 Mr KC Shin	65 Victoria Street	H70 B Ranked	Funding being sought for the repainting of the interior and exterior of the building, repair window frames; unblock and	\$10,000	No Funding: It is recommended that the applicant undertakes to prepare heritage conservation plan for their building and reapply for funding in the 2017-18	\$0.00	<ul style="list-style-type: none"> <li>• Not funded</li> </ul>	-

			replace guttering; internal renovations.		funding round.			
2017 HF006 Ms K Doughty on behalf of Body Corporate 81026	231-249 Commerce Street, Frankton	H79 B Ranked	Façade and parapet Repair	\$95,541.50	Partial Funding: The majority of the works proposed go beyond the available funding. Also, pre plaster/painting preparation works have already commenced so those costs cannot be considered for funding in accordance with the Heritage Fund Guideline. Nevertheless, at this time, with the detailed information provided on the costs (\$27,625.00) relating to the plaster work needed to protect and retain the heritage aspects of the building some of the costs of that	\$14,117.75	<ul style="list-style-type: none"> <li>• Contract signed.</li> <li>• Works Completed.</li> </ul>	\$14,117.75

					work can be supported via funding allocation. It is recommended also that the applicant undertake to prepare a heritage conservation plan to inform the on-going maintenance of the building. This information will then assist with any future funding applications (e.g. the 2017-18 funding round when the funding available is up to \$100,000.00).			
2017 HF007 Ms S Moore	8 Sheridan Street, Silverdale	H29 A Ranked	Repair and maintenance to building	\$4,100	Full Funding: The photo evidence indicates the need for repair of rotten window frames and verandah are essential repairs to protect the heritage integrity of the listed heritage building. However, there does	\$4,100	<ul style="list-style-type: none"> <li>• Contract signed.</li> <li>• Builder's report completed; physical works completed.</li> </ul>	\$4100

				<p>need to be a clear building approach to how the repairs are undertaken to ensure the heritage value of the building is retained.</p> <p>Therefore, as part of the provision of the funds for the window and verandah repairs a portion of the fund money is to be utilised for the preparation of a building report to set out the actual works proposed and approved before physical works are commenced.</p>			
--	--	--	--	---	--	--	--



CONSERVATION WORK TO THIS BUILDING  
IS PROUDLY SUPPORTED BY THE

# HERITAGE FUND

Hamilton celebrates its past by identifying, protecting and showcasing Hamilton's heritage for future generations. The Heritage Fund helps owners of listed heritage buildings and archaeological sites by supporting the protection, conservation, restoration and continued use of both built heritage and archaeological sites within Hamilton.

[hamilton.govt.nz/heritagefund](http://hamilton.govt.nz/heritagefund)

 **Hamilton City Council**  
Te kaunihera o Kirikiriroa



**New Licences 2014 to present**

	2014	2015	2016	2017 to 21/5
*New On Licences existing use – new owner	35	25	30	14
*New Off licences existing use new owner	1	4	5	3
*New Club licences	0	0	0	0
TOTAL	36	29	35	17
<b>**New On licences new premises (Restaurant)</b>	<b>9</b>	<b>6</b>	<b>12</b>	<b>1</b>
<b>**New On licences new premises (Functions/other) other main activity</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>***New On licences new premises (Tavern/Hotel)</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>
<b>****New Off licences new premises – bottle stores</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>****New Off licences new premises – attached to taverns</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>New off licences new premises – supermarket / grocery store</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>
<b>New off licences new premises – other (remote – gift shops)</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>New club licences new premises</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	<b>14</b>	<b>13</b>	<b>16</b>	<b>1</b>
GRAND TOTAL	50	42	51	YTD 18

\*No change to the status quo – if the use is the same. If it becomes a restaurant to a tavern I have included in the lower list

\*\* The principle purpose of a restaurant is food – and must always be that way both in turnover and observation. Functions centres do not have regular hours – just open for functions (ie weddings / conferences / shows etc). Generally these premises all have a risk rating of Low to medium.

\*\*\* Under the Act Taverns and Hotels are classed principally for drinking – for a hotel obviously this would only be part. Of interest the new ‘taverns’ actually have food as a priority. Generally these premises have a risk rating of medium to high.

– 2014 (2) - Lone Star Rototuna / Good Neighbour Rototuna

- 2015 (1) - Sandsbar Collingwood St – but has since closed and relicensed to a restaurant

- 2016 (3) – Roaming Giant Claudelands / Quadrant Victoria St (replaced a restaurant) / Bralais Nightclub (replaced a restaurant – now closed again)

\*\*\*\* All new bottle stores have been in newly developed areas

- 2014 (1) Liquorland Rototuna

And bottlestores attached to Taverns are boutique with their own restrictions

- 2014 (1) Good Neighbour Rototuna

**SUMMARY - 44 New Licensed premises in 3 ½ years**

ON LICENCES (37)

- 28 restaurants
- 3 function centres (and 2 of those are within the redeveloped sky city)
- 6 Taverns (but 2 have already since closed – only one in CBD)

OFF LICENCES (7)

- 1 new full bottleshop
- 1 attached to a tavern selling their own boutique beers
- 1 supermarket and 3 large grocery stores
- 1 remote gift hampers

# Hamilton's Housing Market and Economy

## Growth Indicator Report

---

August 2017

Item 7

Attachment 5



[hamilton.govt.nz/growth](http://hamilton.govt.nz/growth)

 **Hamilton City Council**  
Te kaunihera o Kirikiriroa

## Contents

---

3. Introduction
4. New Residential Building Consents
5. New Residential Sections and Titles (224c)
5. New Completed Dwellings (CCC)
6. Residential Resource Consents by Type
6. Housing Market
7. Residential House Prices and Sales Volumes
9. Housing Affordability
10. Migration
11. Map of Hamilton's Residential Zones



**DISCLAIMER**

*This document provides general information on the economic growth of Hamilton, and is not intended to be used as a basis for any particular course of action or as a substitute for financial advice. The views and opinions expressed are those of the relevant authors, and do not necessarily reflect the views of the Hamilton City Council. Hamilton City Council disclaims all liability in connection with any action that may be taken in reliance of this document, and for any error, deficiency, flaw or omission contained in it.*

## Introduction

This report presents the latest summary information about Hamilton's residential development and housing market. It uses Hamilton City Council (HCC) data and provides analysis of recent and historical trends in Hamilton's residential consenting and development activity, and in the wider housing market.

### Key findings

- Over the last few years, Hamilton has experienced its strongest residential housing boom since the financial crisis in 2008 in both house sales prices and number of new dwellings consented.
- 1198 new dwellings were approved through 808 consents in the year to December 2016. The six months to June 2017 has 611 dwellings consented in 361 consents.
- The majority of new dwellings approved this year to date were houses (303), followed by flats, units and townhouses (295) and apartments (13).
- However, while many of the indicators remain strong there is some evidence of a slowdown emerging. Between January and June 2017, a total of 364 residential freehold sections and 168 units were titled. This indicates a significant decrease of 51 per cent in the number compared to the same period in 2016.
- Consents have increased, especially land use and subdivision consents. This activity is strongly connected to the current housing market, reflected in high levels of development activity in the city.
- House prices continue to increase across the whole city, but sales volumes decreased in all areas with the exception of Peacocke, Newstead, Frankton and Dinsdale North.
- The average value of houses in Hamilton increased by 9.5 per cent between June 2016 and June 2017. The value increase for the same period was 14.6 per cent for Tauranga, 7.1 per cent for Auckland area and 8.1 per cent for all of New Zealand.
- The average house value in Hamilton as at the end of June 2017 was \$539k; compared to Tauranga (\$687k) and Auckland (\$1.228m).
- Housing affordability in Hamilton has deteriorated with the rise in house prices, however it is still more affordable compared to other north island centers like Auckland and Tauranga.
- The Ministry of Business, Innovation and Employment has introduced a housing affordability measure (HAM). The initial measure shows housing affordability has improved since 2008 for buyers in Hamilton, and decreased for renters.
- Hamilton's net migration numbers have been steadily increasing since 2014. The main driver for this is the high number of people arriving on work visas. This trend has contributed to the increased demand for housing in Hamilton and across New Zealand main centers.

### Key Facts

**Population Estimate** (as at June 2016)

**161,200**

**City Area**

**11,093ha**

**Number of employees** (as at June 2016)

**87,640**

**Number of businesses** (as at June 2016)

**14,424**

**GDP** (year to March 2017)

**\$7.7b**

**Average house value** June 2017

**\$539,357**

SOURCE: STATISTICS NEW ZEALAND MOST RECENT ANNUAL ESTIMATES BASED ON HOUSEHOLD SURVEY RESULTS AND THE 2013 CENSUS AND INFOMETRICS. QV RESIDENTIAL HOUSE VALUES.

# New Residential Building Consents

During the six months to June 2017, 611 new residential dwellings valued at \$139.4m were approved for construction in Hamilton.

This includes houses, apartments, townhouses and units. These were represented in 361 consents – some consents contain more than one dwelling. This represents an increase of 22 per cent in number compared to the same period in 2016. The total number of new residential dwellings consents granted continues its strong trend despite evidence of a slowdown in the housing market.

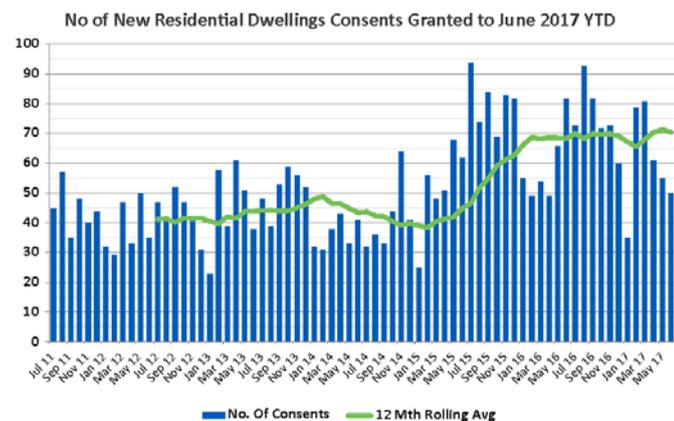
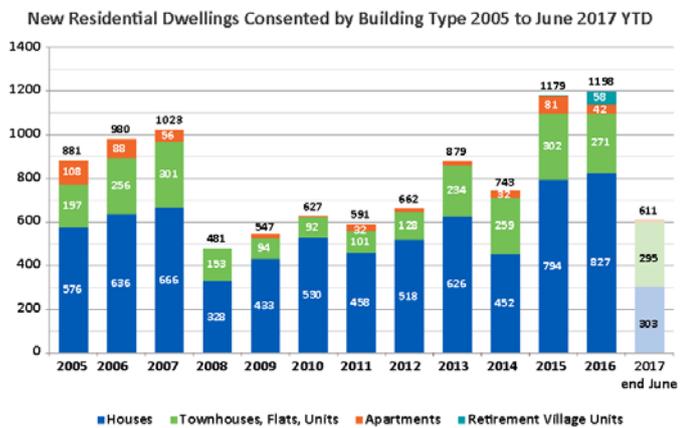
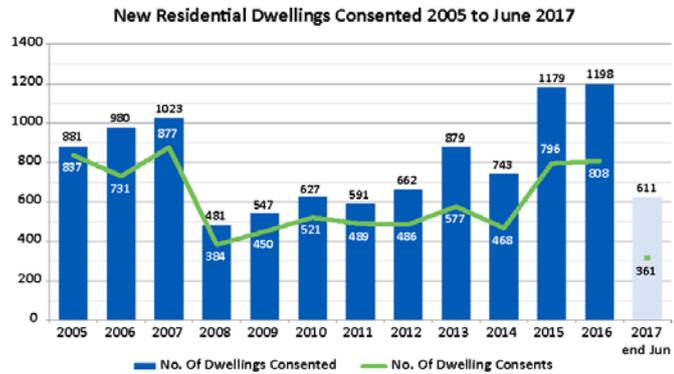
Consents have been increasing over the last five years, apart from a slight dip in 2014. Consents reached a 10 year high in 2015 and 2016 with 1179 and 1198 dwellings consented respectively.

Building consents issued for new houses resulted in the construction of a total floor area of 81,886m<sup>2</sup> during the first six months in 2017, a decrease of 10 per cent from the previous year. In the six months ended June 2017, a total of 611 new houses were authorised for construction, meaning numbers are tracking slightly ahead of the previous 12 months.

The increasing trend of high density dwellings (townhouses, flats, and units) in 2014 and 2015 flattened in 2016 however it seems to pick up again in 2017. The total number of high density dwellings (295) in the first six month 2017 has already exceeded the number of the previous full 12 month period in 2016 (271).

The 12-month rolling average graph of monthly new dwelling consents shows a slight increase to around 70 consents per month. This compares to a longer run average between 2012 and 2015 of 40 to 50 consents. A rolling average is used to remove some of the highs, lows and seasonality of monthly data and enable better trend analysis. There is a trough in the number of consents around the January holiday period. By March normal levels resume, but in 2017 the number consented from March to May has reduced each month.

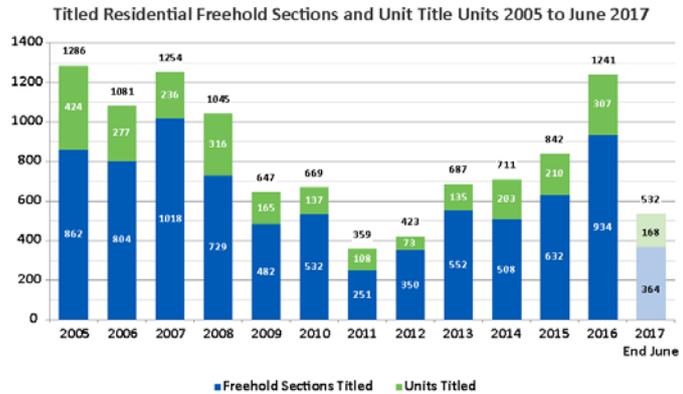
The shortage of skilled workers, increased land prices and the new Reserve Bank's loan to value ratio (LVR) rules are factors that may be stopping the consent volume from increasing further.



SOURCE: HAMILTON QTY COUNCIL

## New Residential Sections and Unit Titles (224C)

Building consents are the most common way to track new residential development activity, but there are other important growth indicators too. A separate title (referred to as a section 224c certificate) will usually be obtained before building, and a Code Compliance Certificate (CCC) will be sought on completion. In conjunction with the consent data above, the graphs on this page help describe this “development cycle”. Note that time lags prevent direct comparisons between building consents, title, and CCC for any given year.



SOURCE: HAMILTON CITY COUNCIL

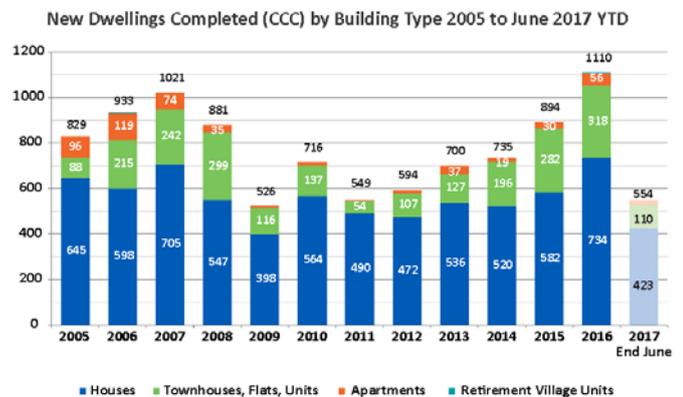
Between January and June 2017, a total of 364 residential freehold sections and 168 units were titled. This indicates a significant decrease of 51 per cent in the number compared to the same period in 2016. Strong demand for sections back in 2015 and 2016 as well as increased land prices have encouraged developers and land owners to progressively release more sections into the market in the last four years. However the decreased market demand, due to the high land price and the housing market cooling down, has resulted in developers reducing the supply.



## New Completed Dwellings (CCC)

Between January and June 2017, a total of 554 Code Compliance Certificates (CCC) were issued to new residential dwellings. This represents an increase of 23 per cent compared to the same period in 2016 and includes standalone houses, apartments, townhouses and units.

The lag time between the granting of building consent and the receiving of CCC typically varies from five to 24 months. From May 2016 to April 2017, on average it took 11 months to complete a residential dwelling from the granting of building consent.



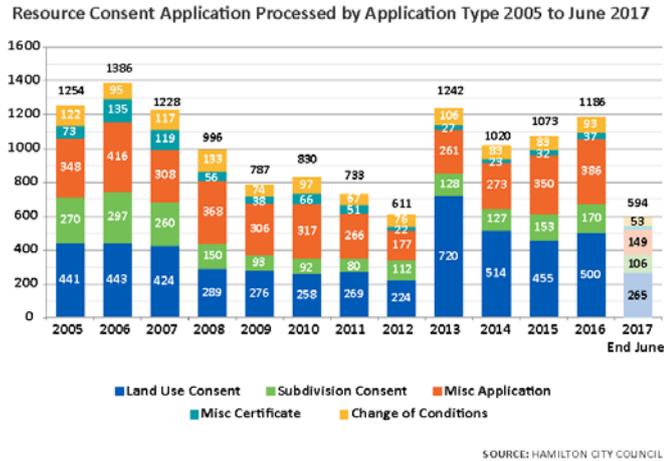
SOURCE: HAMILTON CITY COUNCIL

## All Resource Consents by Type

The total number of consent applications to the Council in the first six months for 2017 increased 12 per cent compared to the same period in 2016.

The large majority of consents are residential, however this data includes commercial and industrial consents.

The increase in volume is mainly from Land Use Consents and Subdivision Consents. The number of Land Use Consents processed increased by 39 applications and Subdivision Consent application increased by 27 from previous year. Increased resource consent activity is strongly connected to the housing market boom in 2015 and 2016. Some caution should be taken in comparing consent totals. While miscellaneous applications may be high in number, they are unlikely to represent growth and development in the way land use and subdivision consents do.



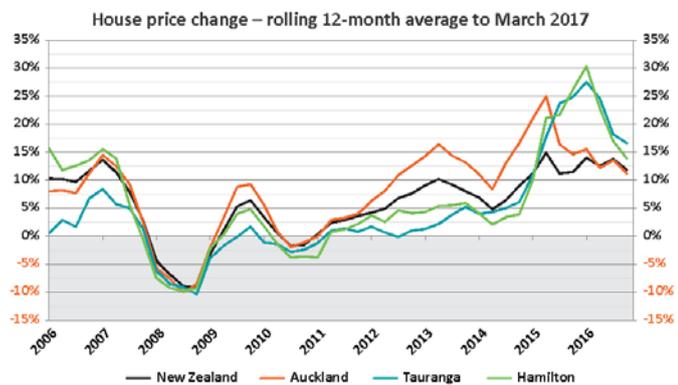
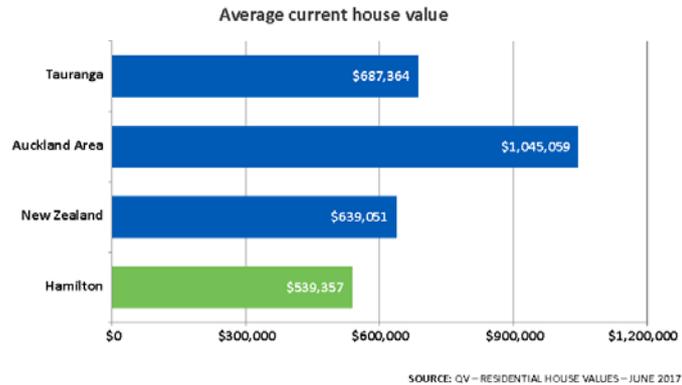
## Housing Market

The average value of houses in Hamilton increased by 9.5 per cent between June 2016 and June 2017. The value increase for the same period was 14.6 per cent for Tauranga, 7.2 per cent for Auckland area and 8.1 per cent for all of New Zealand.

Average house values are lower in Hamilton compared with Tauranga, Auckland and New Zealand despite the rapid growth over the last year.

Despite low income growth, historically low interest rates for mortgages are facilitating higher levels of debt, subsequently driving house prices.

Auckland house price growth has flowed into neighbouring regions, including Hamilton, as a result of the loan to value ratio restrictions and Auckland's sustained increased house prices, it is increasingly hard to save for a house deposit in Auckland. The extent of this flow is difficult to quantify due to data limitations around internal migration and the reasons why people have shifted.



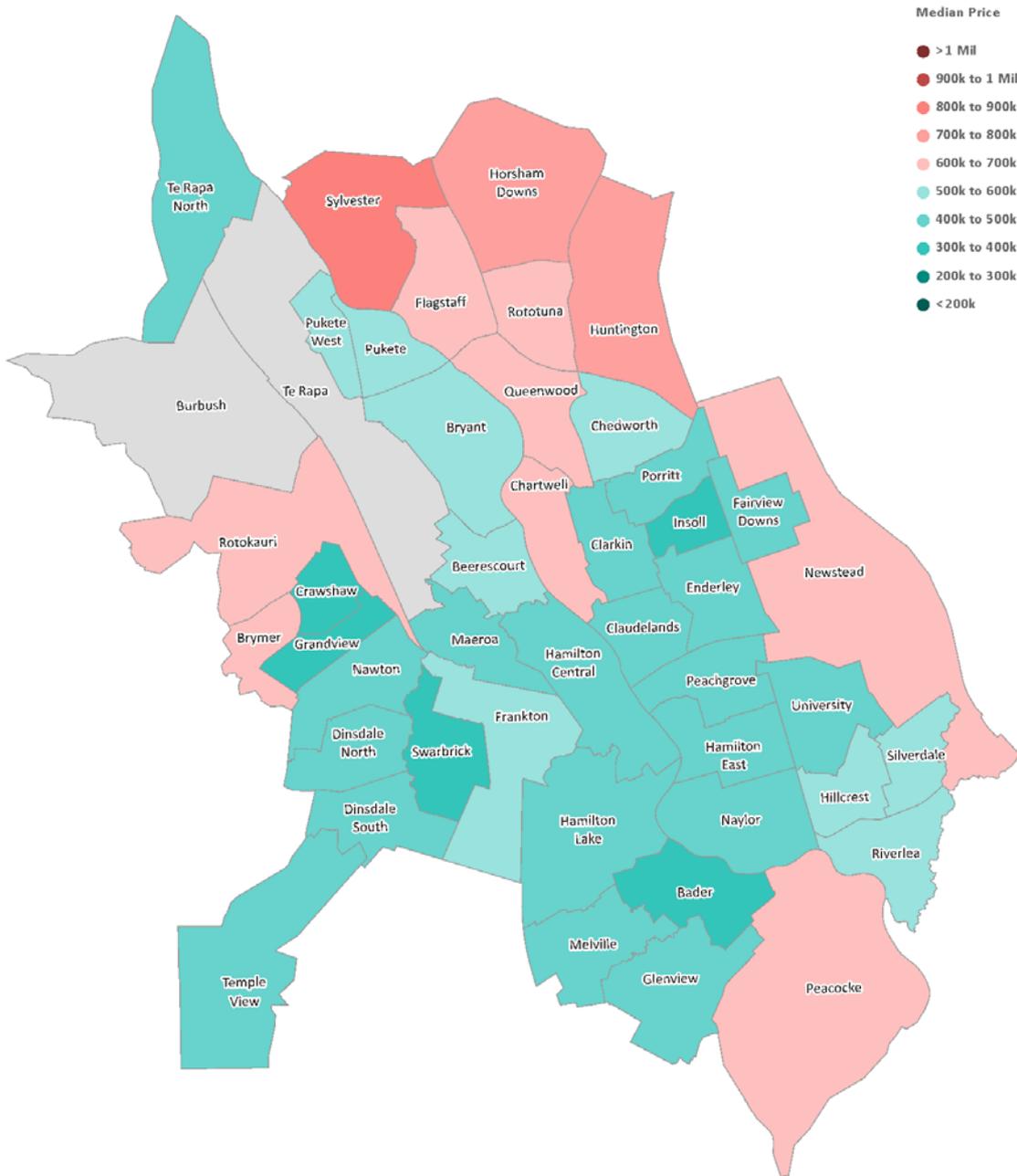
### Median Price by Suburb for Year Ended 30 April 2017

During the year to April 2017, both dwelling sale prices and volumes in Hamilton were higher in northern suburbs (collectively referred to as Rototuna), which is Hamilton’s largest and most mature growth cell.

Sales volumes in Frankton and surrounding suburbs were high, but sales prices were lower than the Hamilton average.

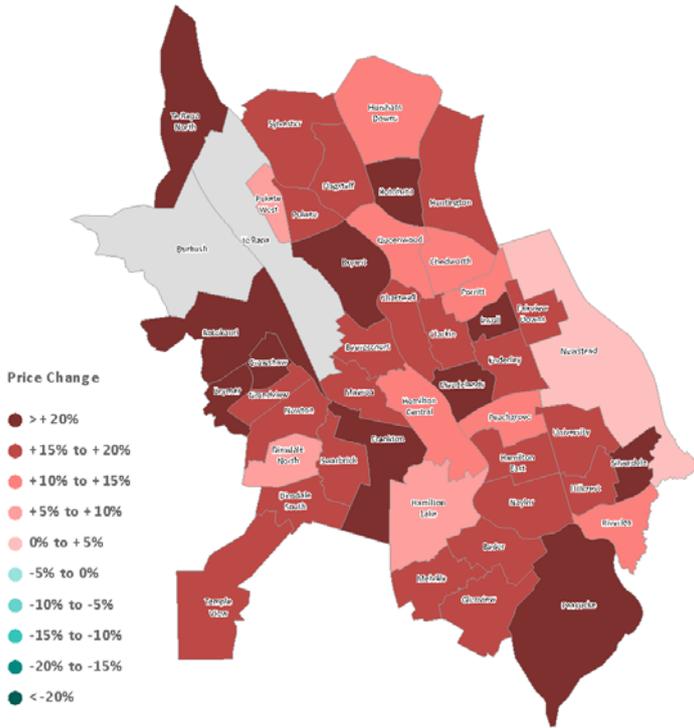
Growth cells in early stages of development such as Rotokauri and Peacocke show low volumes of sales but at relatively high prices. Generally, southern suburbs have lower sales prices and volumes than the northern suburbs.

Data used in this map includes standalone houses, duplexes, apartments, townhouses, and private retirement units.



SOURCE: RATING VALUATION SERVICE

### Per cent Change of Median Price by Suburb April 2017 Compared to April 2016

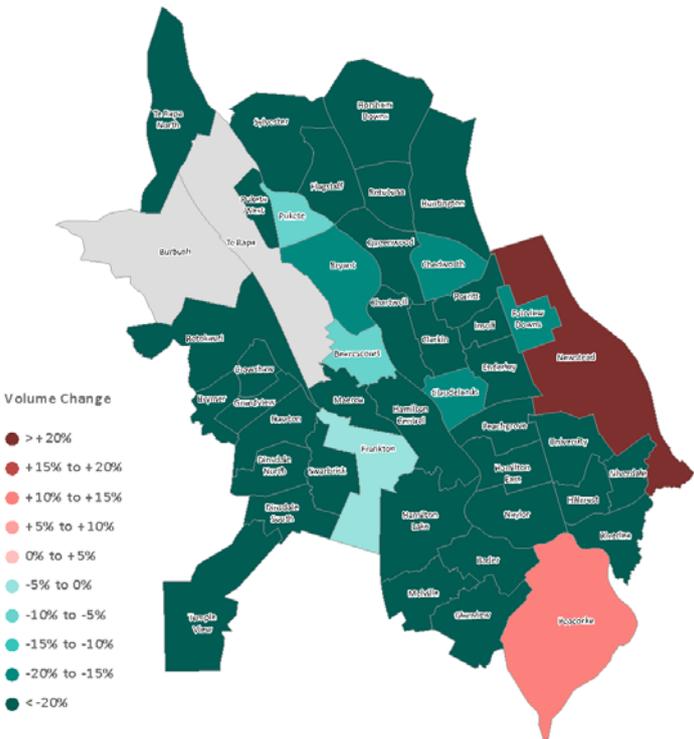


Many Hamilton areas experienced an increase of more than 20 per cent in median house price in the year ended April 2017. This includes the two main upcoming growth cells Peacocke and Rotokauri, and also the more mature growth cell of Rototuna. Suburbs clustered to the east and west of the city showed strong median price increases of greater than 20 per cent. No suburb recorded an average decline in median house price. The grey areas had no sales transactions for the period.

**Median prices have increased city wide**

SOURCE: RATING VALUATION SERVICE

### Per cent Change of Sales by Suburb April 2017 Compared to April 2016



For the 12-months to April 2017 the majority of suburbs have on average experienced a decrease in sales volumes compared to the same period a year before. Whilst we might expect high house prices to subdue sales volumes, the polar difference in this heat map and the previous one points to a potential slowdown in the market. The grey areas had no residential sales transactions for the period.

**Sales volumes have decreased**

SOURCE: RATING VALUATION SERVICE

# Housing Affordability

A new approach to measuring housing affordability has been released by the Ministry of Business, Innovation and Employment (MBIE). The Housing Affordability Measure (HAM) provides a picture of shifts in affordability. It is an income measurement that uses income before tax to look at how much households have left after their basic household costs have been paid.

The first graph shows what portion of potential first home buyers would not be able to afford to buy a modest home. After paying for the mortgage, insurance, and rates a single person would not have \$662 left per week (the National Affordability Benchmark).

The second graph shows what portion of renting households don't have \$662.00 per week left over for a single person after paying rent.

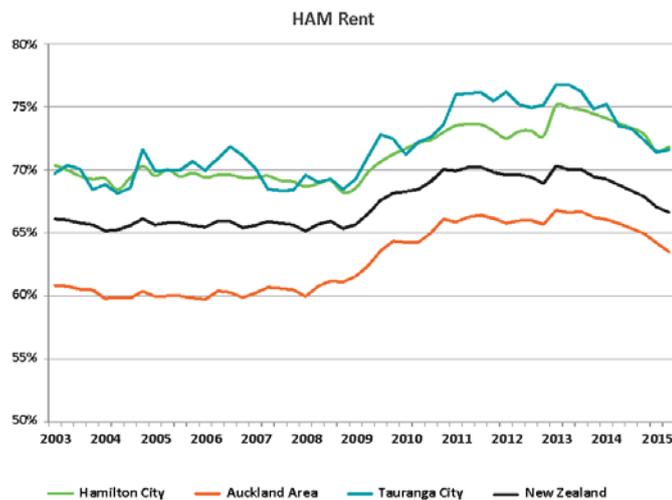
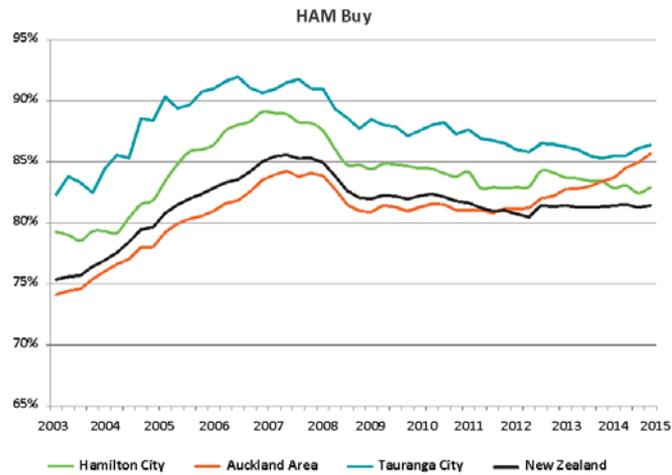
In both of these measures a higher number is less affordable.

HAM for Hamilton shows housing affordability has been increasing since 2008. This is due to interest rates dropping substantially and a post GFC house price decrease.

The data lags and is currently at June 2015. House prices in Hamilton have risen 41.1 per cent between June 2015 to April 2017 while incomes and interest rates have been moderately increased.

Overall this measure shows that the majority of the renting population of Hamilton have unaffordable housing and even less of the same people would be able to afford a modest first house.

Please contact the Council if you would like further information about this new government measure.



SOURCE: MINISTRY OF BUSINESS, INNOVATION AND EMPLOYMENT

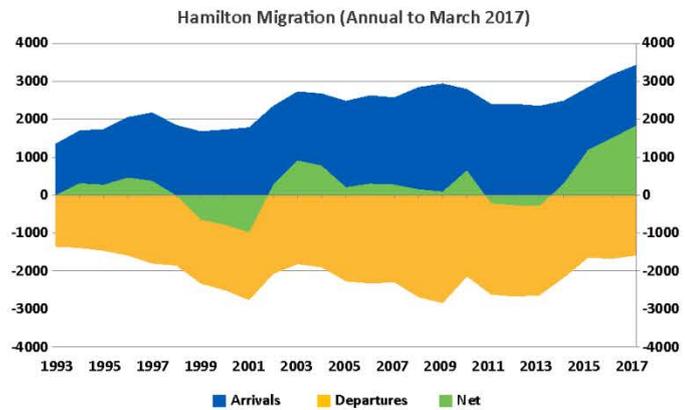


## Migration

Hamilton’s net migration numbers have been steadily increasing since 2014. The city had a net increase of around 1,500 people in the year to March 2016, this increased to approximately 1,800 in the year to March 2017.

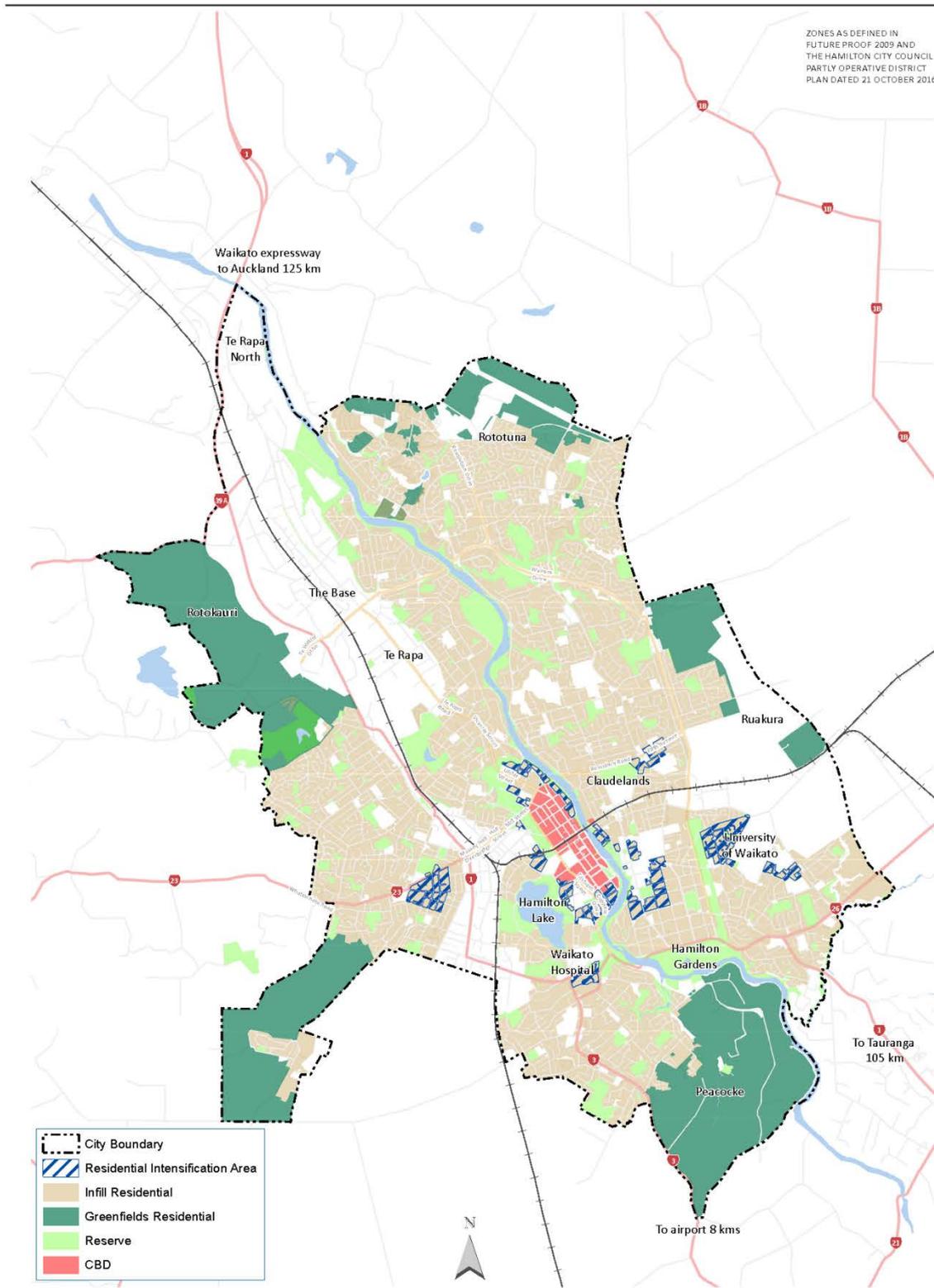
This is consistent with the overall trend for increasing arrivals for New Zealand. The biggest driver of growth in net migration during the past year was the continued increase in people arriving on work visas. Work visa arrivals accounted for almost two thirds of the increase in total arrivals in the March 2017 year. Low numbers of New Zealanders leaving the country have also exacerbated net migration levels.

Note, migration is difficult to track accurately. This data is derived from international visitor arrival cards only a– data on inter-regional migration is even more difficult to source.



SOURCE: STATISTICS NEW ZEALAND

# Hamilton's Residential Zones



**Further information**

Economic Growth and Planning Unit  
Hamilton City Council  
Private Bag 3010, Hamilton

**Phone:** 07 838 6699

**Email:** [investment@hcc.govt.nz](mailto:investment@hcc.govt.nz)

 [/hamiltoncitycouncil](https://www.facebook.com/hamiltoncitycouncil)

 [@CouncilHamilton](https://twitter.com/CouncilHamilton)

2017068

# Hamilton's Business Economy Growth Indicator Report

---

August 2017

Item 7

Attachment 6



[hamilton.govt.nz/growth](http://hamilton.govt.nz/growth)

 **Hamilton City Council**  
Te kaunihera o Kirikiriroa

## Contents

---

3. Introduction
4. New Commercial and Industrial Building Consents
6. Retail
8. Employment
9. Unemployment
9. GDP
11. Map of Hamilton’s Business and Industrial zones



**DISCLAIMER**

*This document provides general information on the economic growth of Hamilton, and is not intended to be used as a basis for any particular course of action or as a substitute for financial advice. The views and opinions expressed are those of the relevant authors, and do not necessarily reflect the views of the Hamilton City Council. Hamilton City Council disclaims all liability in connection with any action that may be taken in reliance of this document, and for any error, deficiency, flaw or omission contained in it.*

## Introduction

This report presents the latest summary information about Hamilton's commercial and industrial economy including consenting and development activity. It primarily uses Hamilton City Council (HCC) data and provides analysis of recent and historical trends.

### Key Findings

- Hamilton's economy grew by 3.2 per cent in the year to March 2017, according to Infometrics' provisional estimate of GDP.
- New commercial and industrial building consents for 2017 are tracking ahead of 2016 so far, in terms of both value and floor space.
- \$211M in new shops, schools, and offices were consented between 2014 and 2016.
- Traffic flows in Hamilton climbed 2.1 per cent in 2017 compared to 2016 based on Infometrics data.
- Retail spend in Hamilton has been steadily increasing year on year, from a total of \$1.3B in 2009 to \$1.7B in 2016. Sales grew 4.2 per cent between March 2016 and March 2017.
- Whilst spending in the central city has decreased in terms of city market share from 44 per cent to 35 per cent since 2009, overall the dollars spent there annually has increased from \$559k to \$616k (up 10 per cent).
- Sub-regional centres, which include Westfield Chartwell Mall and The Base, have shown strong retail growth with a 5 per cent increase in market share and a 67 per cent increase in dollars spent there since 2009.
- Hamilton's population continues to increase consistent with the national trend of increased international net migration. In 2016, Hamilton gained an extra 1670 migrants according to Statistics New Zealand. Population growth continues to drive the demand for residential property and stimulate the city's economy.
- Population growth in Hamilton over the past year has been supported by job creation, both in the city and in neighbouring districts.
- Infometrics' Regional Economic Profile shows 2006 jobs were created in Hamilton over the year to June 2016, while a further 464 and 928 jobs respectively were created in Waipa and Waikato Districts. This represents a significant improvement- employee numbers in Hamilton had been flat over recent years, showing little or no growth from 2009-2014.
- Hamilton's unemployment rate (6.3 per cent) remains above the national average (5.1 per cent). However, youthful populations such as in Hamilton typically have higher unemployment.

### Key Facts

**Population Estimate** (as at June 2016)

**161,200**

**City Area**

**11,093ha**

**Number of employees** (as at 30 June 2016)

**87,640**

**Number of businesses** (as at 30 June 2016)

**14,424**

**Retail sales** (year to December 2016)

**\$1.7B**

**Commercial and industrial building consents granted** (year to June 2017)

**\$102m**

**GDP** (year to March 2017)

**\$7.7b**

**Total Industrial Zoned Area**

**1635ha**

SOURCE: STATISTICS NEW ZEALAND MOST RECENT ANNUAL ESTIMATES BASED ON HOUSEHOLD SURVEY RESULTS AND THE 2013 CENSUS AND INFOMETRICS. HCC DATA, PARTLY OPERATIVE DISTRICT PLAN 2016. MARKETVIEW AND PAYMARK.

# New Commercial and Industrial Building Consents

New commercial and industrial development in Hamilton for the six months to June 2017 was represented in 61,000 square metres of floor space with a total value of \$73m.

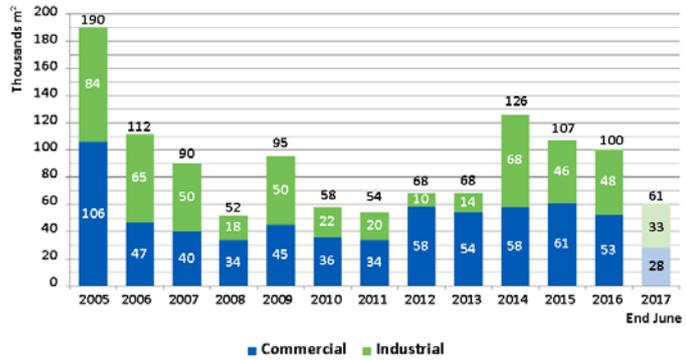
Of this total, industrial development accounted for 33,000 square metres and \$29m, and commercial development of 28,000 square metres and \$44m. Overall for the six months to June 2017, this equates to \$1,571 per square metre for commercial spaces and \$878 per square metre for industrial spaces.

The commercial and industrial consents trend since 2014 has been a decline in floor area and to a lesser extent value. However, consents for the six months to June 2017 is trending ahead of the previous year.

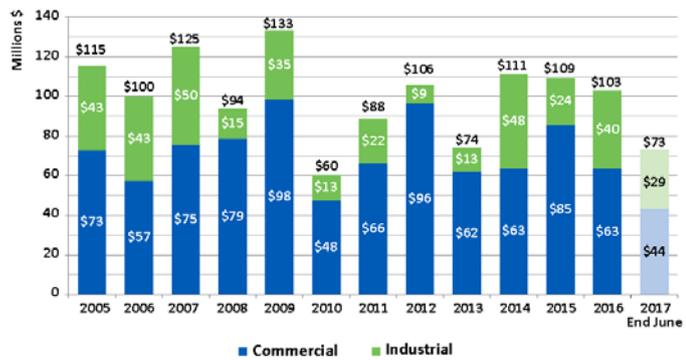
The total value of commercial consents in 2016 was \$63m, significantly lower than the previous year (\$85m) by \$22m or 26 per cent. The most significant drop was in shops and retail, which halved, and health care. Schools remain steady at \$12m, and office and administration an increase of \$3m to \$13m.

During the three year period from 2014 to 2016, shops and retail were the largest category of new commercial building type with almost \$80m in consents granted in total. Schools were the next biggest category with \$35m in new schools consented over the three year period to support the continued residential growth in the city. Office and administration consents valued at \$32m were the next largest category. \$40m in other consents was comprised of new hospices/ retirement homes, supermarkets, food and beverage, pre-schools and health facilities.

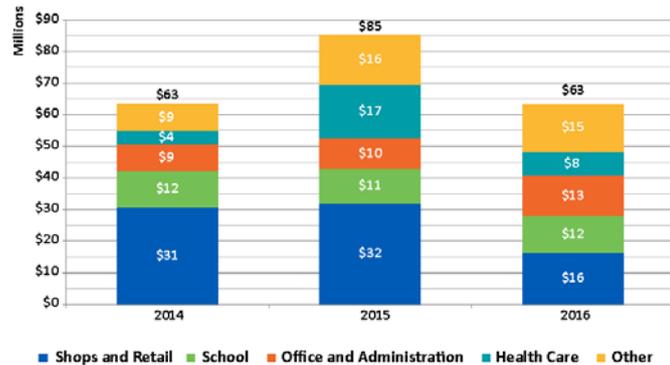
New Building Consent Floor Area (m2) – Commercial & Industrial 2005 to June 2017



New Building Consent Value Granted – Commercial & Industrial 2005 to June 2017



New Commercial Building Value (\$m) by Building Type 2014 to 2016



SOURCE: HAMILTON CITY COUNCIL



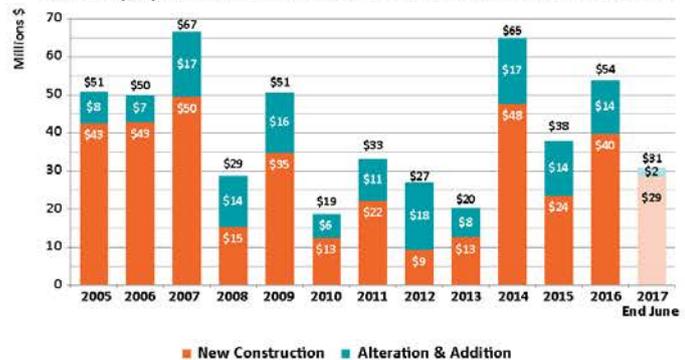
The total value of commercial consents (which includes retail) for the six months to June 2017 was \$68m, represented by \$24m in alterations and \$44m in new constructions. Alterations and additions are additional value added to existing spaces. New construction represents new capacity. From 2005-2010 the average annual value of commercial consents across new construction and alterations and additions was \$151m, with a peak in 2010 of \$221m. This compares to a less volatile period from 2011-2016 where the annual average was \$125m.

Commercial (\$m) – New Construction vs Alteration & Addition 2005 to June 2017



Industrial consents were mostly comprised of new construction in the six months to June 2017- adding \$29m of capacity to Hamilton’s existing industrial facilities. There were \$2m in alterations and additions in the same period. Industrial new construction value historically represented a higher proportion than alterations and additions compared to commercial development.

Industrial (\$m) – New Construction vs Alteration & Addition 2005 to June 2017



SOURCE: HAMILTON CITY COUNCIL



## Retail

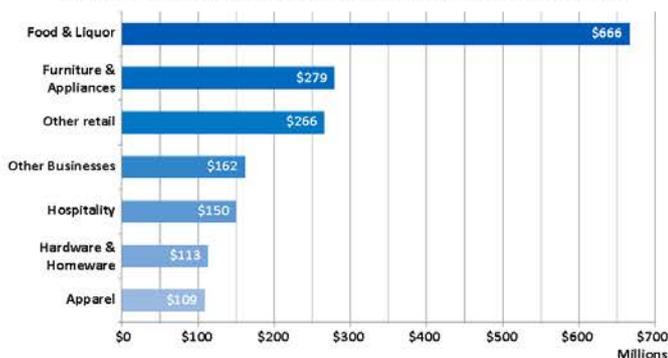
Food and liquor sales of \$666m was easily the largest contributor to total retail spend in Hamilton in 2016 making up 38 per cent total sales and represented by 398 businesses. This approximates to one outlet for every 405 people in Hamilton.

Furniture and appliances were the second largest spend category accounting for \$279m or 16 per cent, but represented by only 60 businesses – reflecting the typically large floor area required for these stores.

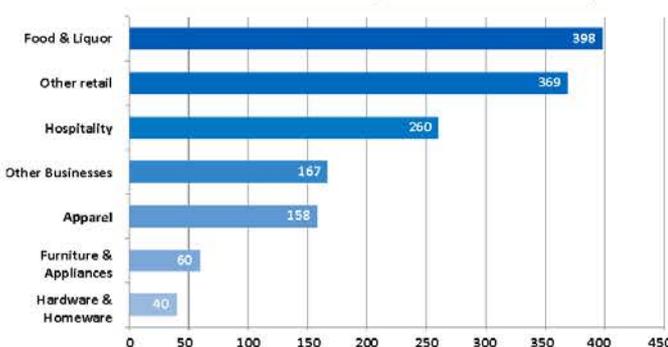
‘Other retail’ contributed \$266m, and is made of businesses like hairdressers, drycleaners, repair shops, jewellery, garden supplies and news agents. The number of businesses (369) that fall in this category is high compared to other categories.

‘Other businesses’ (\$162m and 167 businesses) captures a variety of service related businesses such as medical and dental practices, post shops, lotto, casinos, and gyms. Hardware and Homeware accounted for \$113m but was represented by only 40 businesses, again the typically large floor area stores.

Hamilton Electronic Spending (\$m) by Product & Service Activity 2016



Number of Hamilton Retail Businesses by Product & Service Activity 2016



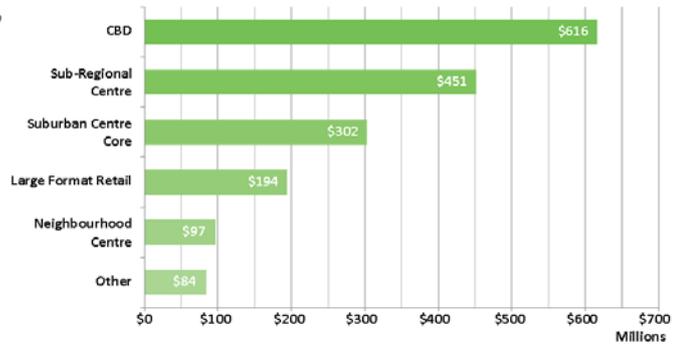
SOURCE: MARKETVIEW AND PAYMARK

### District Plan Zone's explained

- The district plan sets out a business centre hierarchy that defines the business zones across Hamilton. The central city is the dominant commercial, civic and social centre for the city and region and provides for the majority of the city's workforce.
- The Base and Chartwell are identified as being two sub-regional centres. They are principally retail centres, but with limited office, community and other services.
- The city's residential neighbourhoods are served by numerous existing suburban centres, being medium sized shopping centres also supporting community services and facilities. Further centres are proposed as part of planned residential expansion in the Rotokauri, Rototuna, and Peacocke Structure Plan areas. Neighbourhood centres are distributed throughout the residential suburbs. These centres provide a more limited range of 'everyday' goods and services for the immediate residential neighbourhoods.
- Large format retail zones allow for moderate to low intensity commercial use and large format retail (eg Big Save Furniture and Repco). The other category in the bar graph comprises smaller commercial event facility fringe areas which include places like the Frankton commercial area.

The majority of retail spend is concentrated in the central city and the sub regional centres. Retail spend in Hamilton has been steadily increasing year on year, from a total of \$1.3b in 2009 to \$1.7b in 2016.

Hamilton Electronic Spending (\$m) by District Plan Zone 2016



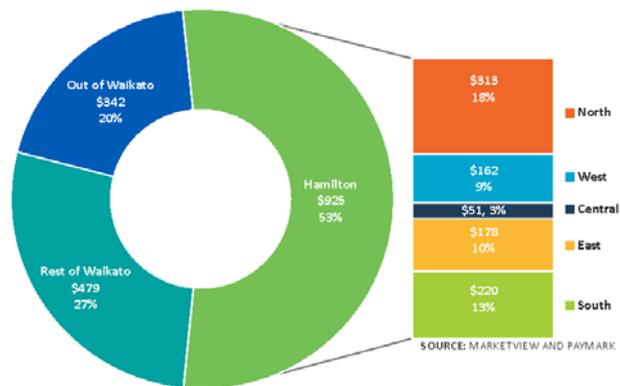
SOURCE: MARKETVIEW, PAYMARK AND PARTLY OPERATIVE DISTRICT PLAN 2016

### Hamilton Electronic Spending by Home Address Calendar Year 2016

In 2016, 53 per cent of all retail spend came from Hamilton residents, with 27 per cent from the greater Waikato and 20 per cent from outside of the Waikato (which includes the rest of New Zealand and overseas). Spending from outside the Waikato has increased by 64 per cent between 2014 and 2016.

a statistically significant representation of the total retail transactions in Hamilton. Card transactions account for about 70 per cent of total sales. Cash and hire purchase transactions are not included in the data.

Hamilton Electronic Spending by Home Address Calendar Year 2016



SOURCE: MARKETVIEW AND PAYMARK

The largest retail spend came from consumers residing in the north of Hamilton who spent \$313m (34 per cent) in 2016. In comparison the southern area of the city accounted for \$220m (24 per cent) in spending. This is at least partly because there is a concentration of retail outlets in the northern areas of the city. The central city is the lowest at 6 per cent reflecting that there are comparatively fewer residents that live in the central city.

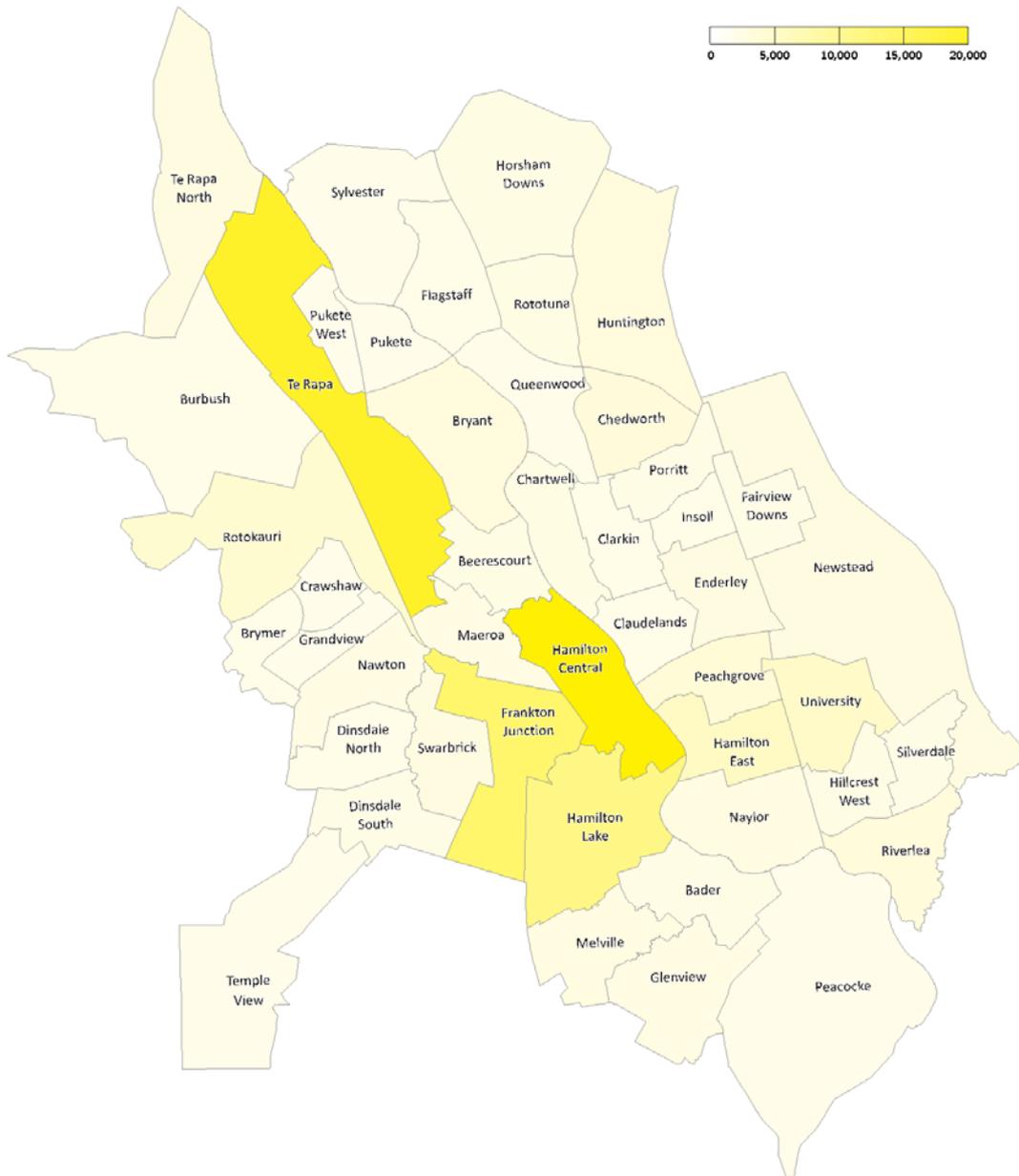
Note on data: Retail spend data was sourced from Marketview and is compiled from EFTPOS data from Paymark, supplemented by transactional data from BNZ. It is estimated that Paymark processes 75 per cent of EFTPOS data and BNZ 20 per cent of all retail bank transactions. In addition to transaction data, BNZ data provides locational information about account holders. The combination of these data sets provides

# Employment

The employment heat map shows the density of Hamilton employment within each Census Area Unit (CAU). CAUs generally represent suburbs. Denser areas are displayed with darker shading.

Employment in Hamilton is concentrated in Hamilton Central (23 per cent of total Hamilton employment) and Te Rapa (19 per cent), with Frankton Junction (12 per cent) and Hamilton Lake (9 per cent) being the other areas with significant employment.

The largest sector contributing to Hamilton Central employment is professional, scientific and technical services followed by public administration. This is in contrast to both Te Rapa and Frankton whose largest employment sector is manufacturing supported by construction and wholesale trade. All three areas have strong retail trade employment. Hamilton Lake employment is primarily health care (71 per cent).

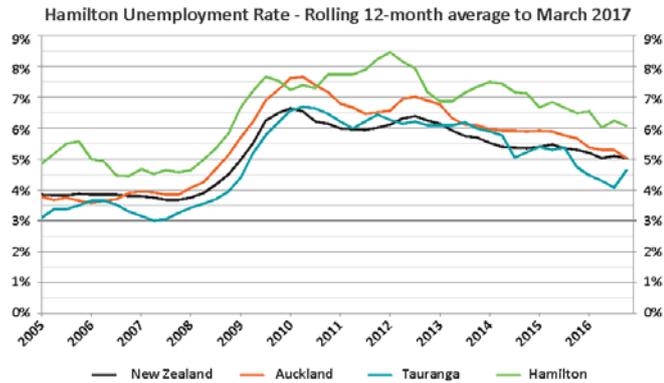


SOURCE: STATISTICS NEW ZEALAND BUSINESS DEMOGRAPHY

## Unemployment

The annual average unemployment rate in Hamilton was 6.1 per cent in March 2017 down from 6.5 per cent a year earlier.

Hamilton's unemployment rate remains higher than New Zealand, Auckland, and Tauranga. It has been trending downwards from its peak in 2012 at 8.5 per cent. Unemployment is dropping despite strong population growth driven by high migration. This is due to strong business conditions driving employment growth.



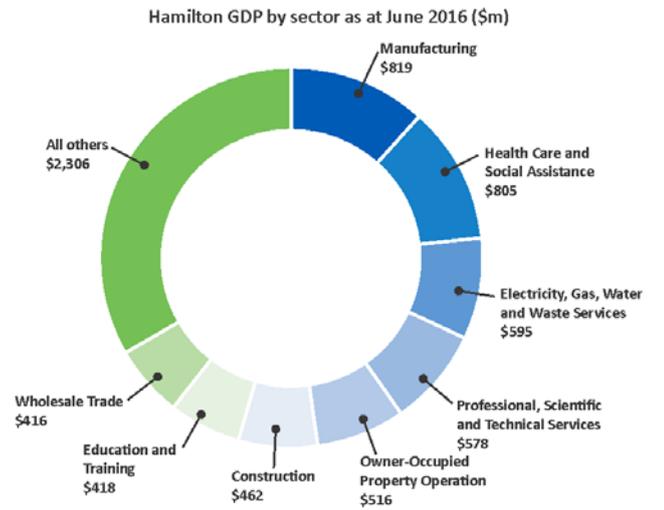
SOURCE: INFOMETRICS - HAMILTON CITY QUARTERLY ECONOMIC MONITOR - MARCH 2017

## Gross Domestic Product

Hamilton's Gross Domestic Product (GDP) for the 12 months ending March 2017 is estimated to be \$7.7b compared to \$7.5b for the previous 12 months (an increase of 3.2 per cent).

Comparatively, New Zealand's GDP increased by 2.9 per cent for the same period. As at the end of the March 2017 quarter, Hamilton has the fourth highest GDP behind Auckland, Christchurch and Wellington.

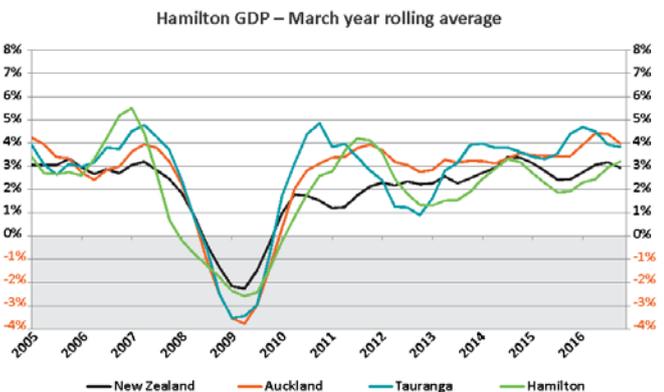
Hamilton's four main sectors are Manufacturing, Health care, (both around \$800m) Electricity, gas and water; and Professional, scientific and technical (both around \$600m). Information, Media and technology continues to exhibit strong growth (14.4 per cent in the year ended 30 June 2016).



SOURCE: INFOMETRICS ANNUAL ECONOMIC PROFILE

A key driver of growth, both in Hamilton and New Zealand, has been a migration-fuelled population increase, which has pushed up consumer demand and is forcing higher levels of construction activity. Tourism has also grown strongly in New Zealand with guest nights up by 3.2 per cent in the year to March 2017. Guest nights in Hamilton for the same period were up 11.6 per cent.

Hamilton's economy has grown strongly over the past 15 years, averaging three per cent per annum. The exception being during the widespread recession following the 2008/09 global financial crisis (GFC).



SOURCE: INFOMETRICS - HAMILTON CITY QUARTERLY ECONOMIC MONITOR - MARCH 2017

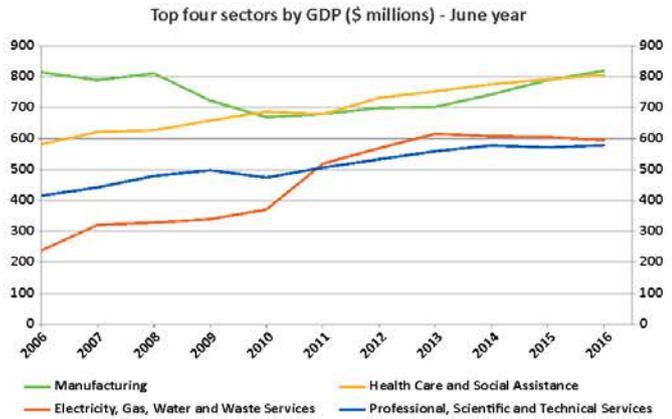
Attachment 6

Hamilton's GDP has been driven over the last five years particularly by the electricity, gas, water and waste services, manufacturing and the healthcare and social assistance sectors. These sectors have increased by \$161m, \$160m and \$121m respectively over this period.

The dairy product manufacturing sector is the biggest exporter within Hamilton comprising approximately 60 per cent of Hamilton's total exports.

Exports were heavily affected by the global financial crisis. As this sector makes up a large portion of both exports and the greater manufacturing sector, this explains why manufacturing had such a sharp decline in GDP from 2008 to 2010.

Productivity in Hamilton has increased by 1.5 per cent per year on average from 2010 to 2015. This is higher than the New Zealand average (1.1 per cent). Productivity in New Zealand is higher than in Hamilton although this can be attributed to our specialisation in labour intensive industries such as healthcare and social assistance.



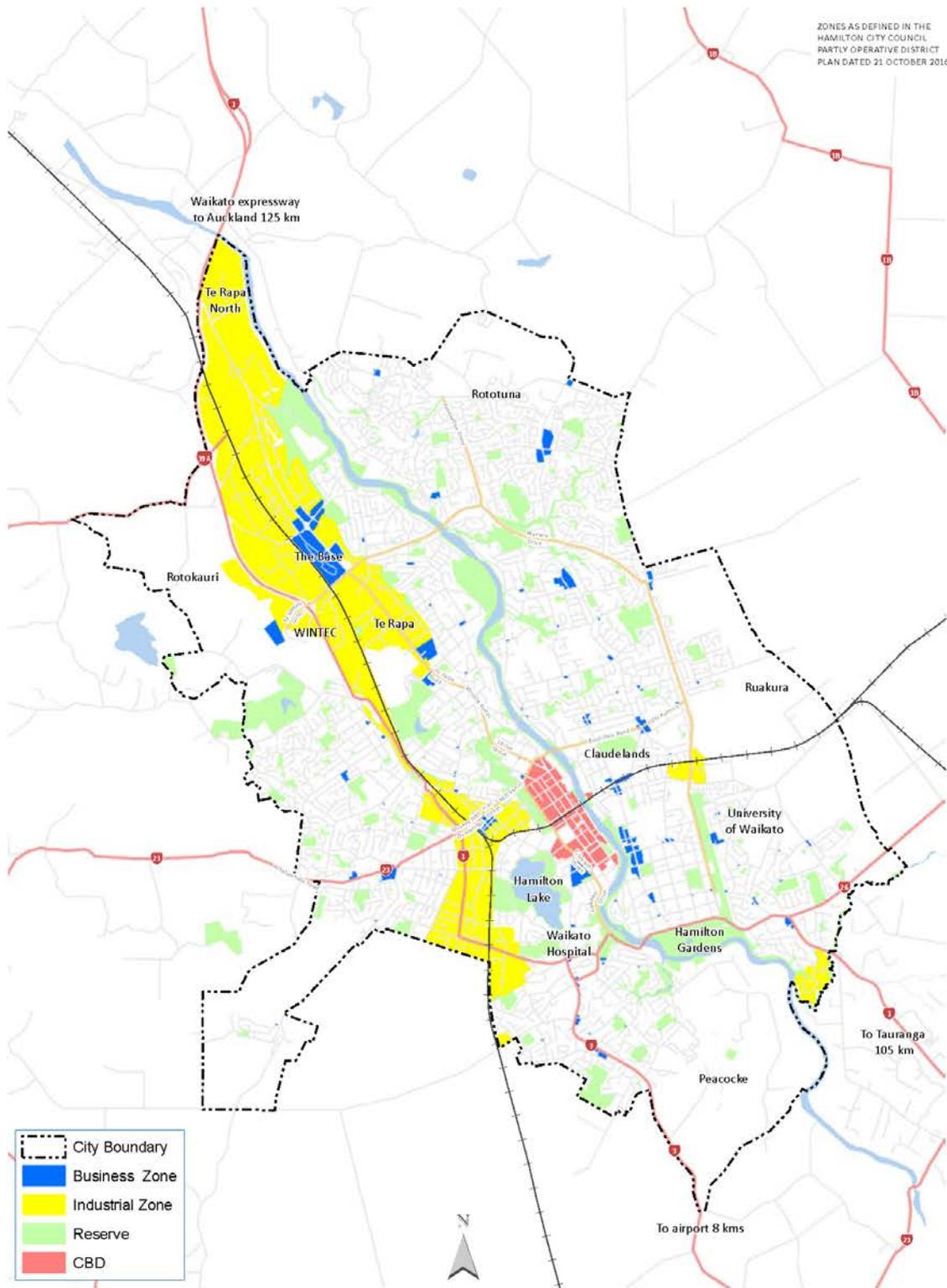
SOURCE: INFOMETRICS - HAMILTON CITY QUARTERLY ECONOMIC MONITOR - JUNE 2016

Item 7

The ten year trend for the top four GDP sectors shows that manufacturing has returned to 2006 levels after dropping to a low in 2010. Health care and social assistance and professional, scientific and technical services continue to grow steadily. Electricity, gas, water and waste services grew by 150 per cent since 2006.



# Hamilton's Industrial and Business Zones



### Further information

Economic Growth and Planning Unit  
Hamilton City Council  
Private Bag 3010, Hamilton

**Phone:** 07 838 6699

**Email:** [investment@hcc.govt.nz](mailto:investment@hcc.govt.nz)

 [/hamiltoncitycouncil](https://www.facebook.com/hamiltoncitycouncil)

 [@CouncilHamilton](https://twitter.com/CouncilHamilton)

2017103

# Council Report

Item 8

**Committee:** Growth and Infrastructure Committee  
**Date:** 01 August 2017

**Author:** Jason Harrison  
**Authoriser:** Chris Allen

**Position:** City Transportation Unit Manager  
**Position:** General Manager City Infrastructure

**Report Name:** Waikato Regional Council Update on Passenger Transport Services and Initiatives

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

## Purpose

1. To inform the Committee on current passenger transport services and future initiatives under consideration for Hamilton through a verbal update from Waikato Regional Council representatives.

## Staff Recommendation

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

## Background

3. Waikato Regional Council (WRC) has been invited to provide an update to the Growth and Infrastructure Committee on the current public transport services, plus highlight any key initiatives that are currently under consideration for Hamilton.
4. The update from WRC will include a power point presentation that will be introduced on the day of the committee meeting.
5. The provision of public transport services and infrastructure is a shared responsibility between Hamilton City Council (HCC) and the WRC, and is over seen by the Hamilton Public Transport Joint Committee.
6. The Hamilton Public Transport Joint Committee has been established to consider and recommend on matters relevant to the implementation and monitoring of the Regional Public Transport Plan as it affects Hamilton.
7. Membership of Hamilton Public Transport Joint Committee includes representatives from HCC and WRC elected members. The HCC representatives are Councillor MacPherson (Deputy Chair) and Councillor Tooman.
8. The Hamilton Public Transport Joint Committee agreement and Terms of Reference are in the process of being amended to include a representative from Waipa and Waikato District Councils on matters relating to satellite services.

## Item 8

9. WRC are responsible for the planning and delivery of public transport services within the Waikato Region. Services within the region can be broadly categorised into three groups - Hamilton urban services, Satellite services and Regional services
10. Hamilton urban services account for about 90 per cent of the region's public transport services and currently comprises of a comprehensive network of 26 routes with most operating Monday to Saturday, with 12 key routes that operate on Sundays and public holidays
11. HCC are responsible for providing the infrastructure or fixed physical assets of the public transport system, which include bus stops, bus shelters, interchanges such as the Transport Centre, and bus priority facilities.

### **Attachments**

There are no attachments for this report.

# Council Report

Item 9

**Committee:** Growth and Infrastructure Committee  
**Date:** 01 August 2017  
**Author:** Susan Henderson  
**Authoriser:** Blair Bowcott  
**Position:** Principal Planner  
**Position:** Executive Director Special Projects  
**Report Name:** HCC's Draft 1 Submission to the Draft Future Proof Strategy - Phase One (May 2017).

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

## Purpose

1. To approve Council's **Draft 1** submission to the Draft Future Proof Strategy - Phase One (May 2017).

## Staff Recommendation

2. That the Committee:
  - a) receives the report;
  - b) approves Hamilton City Council's **Draft 1** submission to the Draft Future Proof Strategy - Phase One (May 2017);
  - c) notes the approved submission will be sent to the Future Proof Subcommittee by 4 August 2017; and
  - d) notes the approved submission will be uploaded to Hamilton City Council's website.

## Background

3. Consultation on Phase One of the Future Proof Strategy Update is currently being undertaken.
4. The Draft Updated Future Proof Strategy was approved by the Future Proof Implementation Committee on 29 May 2017 for the purposes of consultation. The Draft Strategy is available at <http://www.futureproof.org.nz/file/draft-future-proof-strategy-update-120617-final-draft.pdf> and the Draft Summary is available at <http://www.futureproof.org.nz/file/future-proof-p4.pdf>.
5. The Draft Strategy has been updated to reflect changes since it was first adopted in 2009, and in particular the inclusion of the northern Waikato areas of Pokeno and Tuakau, adjustments to reflect the latest growth and demographic data, the implications of the Waikato Expressway and Southern Links projects on urban growth, and the future growth cells in the Strategic Agreement between HCC and Waikato District Council.
6. The Draft Strategy reflects feedback from HCC representatives on the Future Proof Implementation Committee during its development. This includes for example:
  - The inclusion of a Hamilton 'Area of Influence' section which outlines particular HCC interests and reflects the HCC resolutions.

## Item 9

- Further clarification of the role of the strategy and the importance of a co-ordinated and enabling approach to development that aligns with the settlement pattern.
  - Actions around Strategic agreement triggers for HT1, R2, WA, and future strategic agreements around Southern Links and Tamahere land have been included.
  - The HIF applications have been recognised in the settlement pattern tables.
7. The document is Phase One of a 2-phase process. During the development of the Future Proof strategy a number of important initiatives emerged, including the National Policy Statement on Urban Development Capacity (NPS-UDC) and the Waikato Plan.
  8. Phase Two will take into account:
    - The National Policy Statement (Urban Development Capacity) requirements (joint housing and business land assessments);
    - Updated settlement pattern components of the Strategy;
    - Implications of the Housing Infrastructure Fund (HIF) for Hamilton and Waikato;
    - Relevant elements of the Hamilton Housing Accord and Special Housing Areas;
    - Existing and future strategic boundary agreement discussions;
    - Strategic issues raised in submissions on Phase 1;
    - Long term plan considerations for 2018-2028;
    - Drafting of a Regional Policy Statement change/variation to address the National Policy Statement (Urban Development Capacity) requirements and any consequential changes arising from the Phase 2 work.
  9. Matters outlined in paragraphs 6-8 above are also highlighted in the submission.
  10. Elected Members briefing workshops held in February and June 2017, along with a report to the Growth and Infrastructure Committee in March 2017 sought feedback and gave updates on the Strategy update and the important elements for Hamilton and the sub-region, which set the context for HCC's submission. Council's representatives on the Future Proof Implementation Committee and Chief Executive Advisory Group also provided advocacy and input into the submission.
  11. **Draft 1** of HCC's submission was circulated to Elected Members for feedback on 6 July 2017, with feedback requested by 13 July 2017.
  12. As no feedback was received, **Draft 1** remains unchanged (Attachment 1), except for minor editorial changes.
  13. HCC secured an extension to the official 21 July 2017 submission closing date through to 4 August 2017 so as to enable **Draft 1** to be considered and approved at the 1 August 2017 Growth and Infrastructure Committee meeting.

### Attachments

Attachment 1 - HCC s Draft 1 Submission to the Draft Future Proof Strategy - Phase One (May 2017 pdf final)

**DRAFT 1**

**Submission by  
Hamilton City Council**

**Draft Future Proof Strategy - Phase One (May 2017)**

**1 August 2017**

**1 Introduction**

- 1.1 Hamilton City Council (HCC) thanks the Future Proof Implementation Committee for the opportunity to provide feedback on the draft Future Proof Strategy - Phase One (the draft Strategy).
- 1.2 HCC is supportive of the content and direction of the Strategy. The submission contains some suggested amendments to the Strategy to avoid duplication and improve readability, along with some minor suggested amendments to the Strategy for the sake of consistency. The submission also contains suggestions for the focus of the Phase Two review.

**2 Specific Comments**

**2.1 Content of the Draft Strategy**

- 2.1.1 Overall, HCC considers that the draft Strategy reflects previous feedback that HCC has provided through our representation on the Future Proof Implementation Committee, the Future Proof Chief Executive/Strategic Implementation Group, the Future Proof Technical Implementation Group and through resolutions made by our Council. HCC is satisfied that the draft Strategy addresses the changes requested by HCC.
- 2.1.2 HCC supports the enabling framework and strong partnership provided by the Future Proof draft Strategy, which provides a framework to manage growth and enable economic development in a collaborative way for the benefit of the Future Proof sub-region. The Vision and guiding principles provide a sound framework for how the area should develop into the future.
- 2.1.3 HCC supports the intent of the settlement pattern tables and acknowledges that these may need to be amended to address the findings of Phase 2 of the Strategy update.
- 2.1.4 HCC is supportive of a review of the triggers for appropriate development staging to ensure these provide for a flexible approach within agreed criteria, provided that development is in accordance with the draft Strategy.
- 2.1.5 HCC is of the view that the Strategy needs to be easy to read and accessible to all users. Parts of the strategy contain significant detail and there is some degree of repetition throughout the document. As such, HCC seeks changes to the Strategy to increase its

readability and ease-of-use, and to ensure that the document does not contain non-essential content unrelated to growth management. Further detail is provided in Appendix 1 (Part A).

2.1.6 HCC wishes to record its particular support for a number of sections of the draft Strategy, as outlined in the Appendix 1 (Part B) to this submission, and seeks that these sections are retained.

2.1.7 HCC also seeks a number of more minor amendments to the draft Strategy, which are set out in Appendix 1 (Part C) to this submission, for the purpose of improving the clarity of the document.

## 2.2 Phase 2

2.2.1 HCC supports the two-Phase approach to updating the Strategy. HCC is of the view that Phase 2 of the Strategy must address:

- The National Policy Statement (Urban Development Capacity) requirements (joint housing and business land assessments);
- Updated settlement pattern components of the Strategy;
- Implications of the Housing Infrastructure Fund (HIF) for Hamilton and Waikato;
- Relevant elements of the Hamilton Housing Accord and Special Housing Areas;
- Existing and future strategic boundary agreement discussions;
- Strategic issues raised in submissions on Phase 1;
- Long term plan considerations for 2018-2028;
- Drafting of a Regional Policy Statement change/variation to address the National Policy Statement (Urban Development Capacity) requirements and any consequential changes arising from the Phase 2 work.

2.2.2 HCC requests that a detailed project plan and timeline for Phase 2 be developed to ensure that statutory requirements are met especially in relation to the National Policy Statement (Urban Development Capacity) requirements to be included in the Regional Policy Statement by the end of 2018.

## 3 Further Information and Hearings

3.1 Should the Future Proof Implementation Committee require clarification of the points raised in this submission, or further information, please contact Susan Henderson (Principal Planner) on 07 958 5901, email [susan.henderson@hcc.govt.nz](mailto:susan.henderson@hcc.govt.nz) in the first instance.

3.2 HCC **does wish to speak in support** of its written submission to the Future Proof Implementation Committee.

Yours faithfully

**Richard Briggs**  
**CHIEF EXECUTIVE**

**Item 9**

**Attachment 1**

D-2440624

Page 3 of 6

**Appendix 1: Detailed Submission Points:****Part A:**

HCC is of the view that the Strategy needs to be easy-to-read and accessible to all users. As such, HCC seeks the following changes to the Strategy to increase its readability and ease-of-use, and to ensure that the document does not contain non-essential content unrelated to growth management.

Section	Decision sought	Comment
<b>Strategy content</b>	Amend	<p>HCC seeks that the document be edited to ensure it is easy to read and avoids duplication. There are elements of the document that could be more easily located in appendices or on the Future Proof website rather than in the document. Another suggestion may be to separate the implementation plan components (including actions) into a separate volume.</p> <p>For example, sections 1.1, 2.1-2.3 and 3.1-3.3 could be significantly reduced by consolidating the information.</p> <p>HCC is also of the view that non-essential content which does not relate to growth management should be removed from the document.</p>

**Part B:**

HCC wishes to record its specific support for the following draft Strategy sections and seeks that these sections are retained:

Section	Decision sought	Comment
<b>1.2 Vision</b>	Retain	HCC is supportive of the Vision for the draft Strategy.
<b>1.3 Guiding Principles</b>	Retain	HCC is supportive of the Guiding Principles for the draft Strategy which provide the framework for implementing the Strategy.
<b>Section 5 – Elements of the Settlement Pattern</b>	Retain	<p>HCC supports the key principles for the settlement pattern for the sub-region, which will result in a more compact form of development.</p> <p>It will be particularly important in Phase 2 to further define the locations, types, staging and capacity for growth in the vicinity of Hamilton.</p>
<b>Section 6 – settlement pattern tables (and detailed tables in Appendix 1)</b>	Retain	<p>HCC supports the settlement pattern tables but acknowledges that as part of Phase 2 of the Strategy update these may need to be amended to take into account the findings.</p> <p>HCC is particularly supportive of a review of the triggers for appropriate development staging to ensure these provide for a flexible approach within agreed criteria, provided that development is in accordance with the Strategy.</p>
<b>Section 8 – priority actions</b>	Retain	HCC is supportive of the priority actions. In particular, HCC is supportive of and seeks to retain priority actions 7 and 8 relating to the Strategic Agreement areas R2, HT1

		and WA within Waikato District, and future Strategic Agreement areas in Tamahere and on the city-side of the Southern Links designation. These actions reflect HCC resolutions in relation to future growth areas and are supported.
<b>Actions 10.1.12 and 10.1.13 Strategic agreement areas</b>	Retain	Actions 10.1.12 and 10.1.13 relate to the Strategic Agreement areas R2, HT1, and WA and future Strategic Agreement areas in Tamahere and on the city-side of the Southern Links designation. These actions reflect HCC resolutions in relation to future growth areas and are supported.

**Part C:**

HCC seeks the following amendments to the draft Strategy:

Section	Decision sought	Comment
<b>Figure 2 – Future Proof sub-region</b>	Amend	<p>During the original Future Proof Strategy Matamata Piako District Council (MPDC) were involved in the strategy formation. Whilst MPDC have not participated since that time, given the proximity of Morrinsville to the edge of Hamilton, it may be timely to reconsider whether MPDC wish to participate in Strategy implementation in the future, particularly for the Morrinsville area.</p> <p>It is requested that a new action be added to investigate the inclusion of MPDC as a Strategy partner.</p>
<b>Section 5.1 Key assumptions and findings</b>	Amend	<p>The fourth bullet point in Section 5.1 notes that the population is ageing. This is correct, but across the sub-region there are variations. For example, HCC has a relatively youthful population (in 2013, 11.2 percent of the population were aged 65 years and over), which is predicted over time to age at a faster rate than many of the other TAs in the Waikato Region, considering the initially youthful age profile. This poses some unique challenges.</p> <p>As such, an amendment is sought to section 5.1 to note that “The population is ageing. <u>Different parts of the sub-region will experience population ageing at different rates. For example, Hamilton’s population is relatively youthful but it will experience population ageing over time</u>”.</p>
<b>Section 5.1 Key assumptions and findings</b>	Amend	<p>Bullet Point 9 specifies the residential greenfield growth cells for Hamilton City, reflecting the Hamilton Urban Growth Strategy staging of growth cells, with priority given to the Peacocke Stage 2 ahead of Rotokauri Stage 2. The draft Strategy notes that the NPS-UDC, Housing Infrastructure Fund and the Housing Accord may result in changes to zoning and infrastructure staging.</p> <p>As such, HCC seeks the following amendment to section 5.1:  <i>“Rototuna, Rotokauri Stage 1, Peacocke Stage 1 and</i></p>

		<i>Ruakura will be the current residential greenfield growth cells for Hamilton City. Priority will be given to Peacocke Stage 2 ahead of Rotokauri Stage 2 as the next residential growth cell. The NPS-UDC, Housing Infrastructure Fund and the Housing Accord may result in change to zoning and infrastructure staging. If land outside the city is required for future urban development, the agreement between Hamilton City and Waikato District on future urban boundaries provides a framework for this to occur, and future agreements with Waipa and Waikato councils may be negotiated.</i>
<b>Actions 9.5.6 and 10.1.1 – Regional Policy Statement change</b>	Amend	<p>Actions 9.5.6 and 10.1.1 seek the preparation of a change to the RPS to incorporate the Future Proof Strategy and updated settlement pattern. HCC seeks a minor amendment to these actions to ensure it is clear that such an RPS change would occur once the Phase 2 work is undertaken.</p> <p>HCC also requests that project planning is carried out now in order to ensure that the Phase 2 work and subsequent RPS amendment can be delivered in a timely manner to meet statutory deadlines especially in relation to the National Policy Statement (Urban Development Capacity) requirements to be included in the Regional Policy Statement by the end of 2018.</p>
<b>Action 10.1.8 Growth of Rural Villages</b>	Amend	HCC supports more certainty about the type, timing, and amount of growth to be expected in rural villages, particularly in the vicinity of Hamilton. This action should be amended to cross-reference to the Phase 2 updates where this work will occur.
<b>Section 11.1 Transport and action 11.1.6 Transport priorities</b>	Amend	<p>Section 11.1 contains the statement that <i>“For some time the Waikato Expressway has been the Waikato region’s top priority transport project. The Expressway is expected to be completed by 2020. The next priority is the extension of the Expressway from Cambridge to Piarere. This is part of improving road connectivity to and from the Waikato, Auckland and the Bay of Plenty.”</i></p> <p>It is acknowledged that this statement is to be read in the context of the Waikato Expressway priorities, but the statement is not consistent with actions 11.1.5 and 11.1.6 on page 71 which support a number of strategic transport projects including road and rail.</p> <p>As such, an amendment is sought to amend section 11.1 to include reference to the other priority transport projects listed in 11.1.5 and 11.1.6.</p>
<b>Map 2 – Future Proof Settlement Pattern</b>	Amend	Amend the map to indicate the areas to the south of Hamilton, on the city-side of the Southern Links designation in Waipa District and the city-side of the Southern Links and Waikato Expressway designations in the Tamahere area of Waikato District, as future areas for the negotiation of strategic agreements as per draft Strategy actions 10.1.12 and 10.1.13.

# Council Report

Item 10

**Committee:** Growth and Infrastructure Committee  
**Date:** 01 August 2017  
**Author:** Robyn Denton  
**Authoriser:** Chris Allen  
**Position:** Network Operations Team Leader  
**Position:** General Manager City Infrastructure  
**Report Name:** Proposed Speed Limit Bylaw Changes - Determination Report

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

## Purpose

1. To determine whether a bylaw is the most appropriate way of addressing the issues associated with setting speed limits within Hamilton.
2. To seek approval for the preparation of a Statement of Proposal which sets out the proposed amendments to the Hamilton City Speed Limit Bylaw 2013.

## Staff Recommendation

3. That the Growth and Infrastructure Committee:
  - a) determines that a bylaw is the most appropriate mechanism to address issues in relation to setting speed limits in Hamilton;
  - b) approves the preparation of a Statement of Proposal which sets out the proposed amendments to the Hamilton City Speed Limit Bylaw 2013.

## Executive Summary

4. Hamilton City has a Speed Limit Bylaw which sets out all of the speed limits for roads within Hamilton City excluding the State Highway network – which are managed by the NZ Transport Agency.
5. The full Bylaw was last reviewed in 2012 and came into force 1 March 2013. Since that time there has been one amendment made in order to implement speed limit changes in accordance with the resolution of Council (17 September 2013).
6. A review of the bylaw is proposed in order to implement the speed limit changes which were initially considered at the 14 February 2017 meeting of the Growth and Infrastructure Committee.
7. The first step required in the bylaw review process is to determine if a bylaw is the most appropriate mechanism to deal with the perceived problem.
8. A determination of appropriateness has been made. Based on the requirements of the Land Transport Rule: Setting of Speed Limits 2003 it has been determined that a bylaw is the most appropriate format for setting speed limits within Hamilton.

9. The Determination Report is the first step in the bylaw review process. The next steps (Bill of Rights implications and the draft Statement of Proposal) are covered in the Statement of Proposal Report which is presented as a separate report to this committee.

## Background

10. Council last reviewed the Hamilton City Speed Limits bylaw in 2012 as per the Local Government Act 2002 requirements. At the time it was it was determined that the most appropriate format for the setting of speed limits within Hamilton was a bylaw.
11. Hamilton City Council (as the Road Controlling Authority (RCA)) sets the speed limits and designates an Urban Traffic Area (default speed limit of 50km/h) through the bylaw.
12. The bylaw is the mechanism to implement the changes in speed limits at specific locations.

## Hamilton City Speed Limit Bylaw 2013

13. The purpose of this bylaw is to set speed limits on any road within the jurisdiction of Council other than State Highways controlled by New Zealand Transport Agency (the Agency).
14. The bylaw covers:
- all roads (as defined under the Land Transport Act 1998) under the control and/or management of the Council, and such roads under agreement with neighbouring authorities as specified in Schedule 11.
  - the roads or areas described in Schedules in the bylaw or as indicated on the maps referenced are declared to be subject to the speed limits specified in the Schedules.
  - all other roads or areas that are not specifically identified elsewhere within the Schedules but that are located within the Urban Traffic Area indicated in Schedule 5 are deemed to have an urban speed limit of 50km/h.
  - offences, penalties, and fees relating to infringement of speed limits are as provided for in the relevant provisions of the Land Transport Act 1998, the Land Transport (Road User) Rule 2004 and the Land Transport (Offences and Penalties) Regulations 1999.
15. The bylaw is enforced by the New Zealand Police (NZ Police).

## Legislative requirements or legal issues

16. The Land Transport Rule: Setting of Speed Limits 2003 requires a road controlling authority (in this case Council) to designate urban traffic areas and validate speed limits by making a bylaw.
17. The Local Government Act 2002 requires the following two-step process to be used when reviewing bylaws:
- determine if a bylaw is the most appropriate mechanism to deal with the problem; and
  - determine the most appropriate form for the bylaw, and
  - consider if the bylaw gives rise to any implications under the New Zealand Bill of Rights Act 1990.
18. Section 160 of the Local Government Act 2002 states that a local authority must review a bylaw by making a determination.
19. Appropriateness and form is addressed in this report while Bill of Rights implications will be addressed in a subsequent report. It is a requirement of the Act that these matters are dealt with separately.

## Determination of Appropriateness

20. In regard to the requirements related to the setting of speed limits, analysis shows that:
- Council (as the RCA) is required by legislation to designate urban traffic areas and to set speed limits for all roads within the city.
  - A bylaw is required to establish legally enforceable speed limits.
  - Without a bylaw, speed limits in the city would not be legally enforceable and therefore ineffective.
21. It is therefore appropriate that the Speed Limits Bylaw be retained as the mechanism for setting speed limits within Hamilton.

## Options

22. In line with the bylaw review process, the following options have been identified and considered in regard to the next steps for the bylaw:
- **Option 1:** Review and update the Bylaw by amending it
- An amendment to the existing bylaw is appropriate if the changes that are required to the bylaw are minor in nature.
- **Option 2:** Revoke and make a new bylaw
- A new bylaw would be made if the proposed changes to the current bylaw were too significant to be classed as amendments.
23. The proposed changes which were initially identified as part of the report to the February meeting of Growth and Infrastructure along with the subsequent pre-engagement phase are not considered significant enough to warrant revoking the current bylaw and making a new one. Option 1 is considered appropriate at this stage.
24. Once the Land Transport Rule: Setting of Speed Limits 2017 has been formally adopted by the Government, there may be a need to review the bylaw again at this time.

## Financial Considerations

25. The cost of developing and reviewing the Speed Limit bylaw is budgeted for in the City Transportation 'Network Management' operational budget (which receives a 51% subsidy from the NZ Transport Agency). It is estimated that this will cost no more than \$10,000 and no additional budget is requested to complete the review.
26. The review of the bylaw will have consequential capital impacts, for instance updating of speed limit signage (both static and variable) along with some minor improvements such as pedestrian platforms and refuge islands. Capital funding has been allocated through the Discretionary Transport Programme (refer separate report to this committee) and no additional budget is sought.

## Risks

27. There is no significant risk identified with the continued use of a bylaw to set speed limits in Hamilton.
28. There is a safety risk if proposed changes to the bylaw are not implemented particularly around school gates, before and after school.

## **Significance & Engagement Policy**

### **Significance**

**Item 10**

29. Staff considered the following factors under the Significance and Engagement Policy:
  - There's a legal requirement to engage with the community.
30. Based on these factors, staff have assessed that the recommendations in this report have high significance.

### **Engagement and Consultation**

31. Pre-engagement on the proposed amendments to the Speed Limits Bylaw has been undertaken.
32. Formal consultation will need to be undertaken on the proposed changes following Councils adoption of the Statement of Proposal for amendments to the Speed Limit Bylaw.
33. Further information on the engagement and consultation is set out in the 'Statement of Proposal – Amendment to Speed Limit Bylaw 2013' report to this committee.

### **Attachments**

There are no attachments for this report.

# Council Report

Item 11

**Committee:** Growth and Infrastructure Committee  
**Date:** 01 August 2017  
**Author:** Robyn Denton  
**Authoriser:** Chris Allen  
**Position:** Network Operations Team Leader  
**Position:** General Manager City Infrastructure  
**Report Name:** Statement of Proposal - Amendment to Speed Limit Bylaw 2013

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

## Purpose

1. To seek approval to commence the next steps in the review of the Hamilton City Speed Limits Bylaw 2013.

## Staff Recommendation

2. That the Growth and Infrastructure Committee:
  - a) determines that the proposed Hamilton City Speed Limit Bylaw 2013 and proposed amendments is the most appropriate form of bylaw and does not give rise to implications under the New Zealand Bill of Rights Act 1990;
  - b) approves the draft Statement of Proposal which sets out the proposed amendments to the Hamilton City Speed Limit Bylaw 2013 and reasons for those proposed changes; and
  - c) approves the commencement of public consultation in regard to the Statement of Proposal – Amendment to Speed Limit Bylaw 2013.

## Executive Summary

3. In the earlier report to this committee meeting titled 'Proposed Speed Limit Bylaw Changes – Determination Report', it was determined that a bylaw is still the most appropriate mechanism to deal with the setting of speed limits within Hamilton.
4. The proposed amendments are to the bylaw schedules only and staff consider they are not inconsistent with the New Zealand Bill of Rights Act 1990. The amendments are necessary to introduce changes to speed limits for ten sites within the city – primarily associated with schools (40 Km/h) and changes to adjacent roadside development and therefore traffic flows and usage.
5. This report presents a draft Statement of Proposal and Summary of Information for consideration and approval (see Attachment 1).
6. Approval is sought of the draft Statement of Proposal- Amendment to Speed Limit Bylaw 2013 to commence public consultation using the Special Consultative Procedure as set out in section 83 of the Local Government Act 2002 (LGA 2002).

7. Once submissions have been received and considered by the Regulatory and Hearing Committee, a Determination Report will be presented to the Growth and Infrastructure Committee on the 5<sup>th</sup> of December 2017 to recommend to Council the formal adoption of the amended Speed Limits Bylaw.

## Background

8. Following a period of changes to speed limits throughout the city in accordance with the city's Speed Management Policy, a moratorium was put in place by the Strategy and Policy Committee in February 2014 pending the outcome of policy work being completed at a national level.
9. Speed limits have to be set in accordance with Land Transport Rule: Setting of Speed Limits 2003 (the Speed Limits Rule) via the bylaw process which is set out in the Local Government Act 1974. The methodology used to determine a speed limit has been recently reviewed by the NZ Transport Agency (the Agency) and is now set out in the Speed Management Guidelines (<http://www.nzta.govt.nz/safety/speed-management-resources/>).
10. Consultation has recently been undertaken by the Agency with RCA's nationally in regard to changing the Land Transport: Speed Limits Rule 2017 to incorporate this new methodology.
11. The Hamilton City Speed Management Policy developed in 2012 was due for review in November 2015, but was put on hold pending the outcome of the national policy direction.
12. A Speed Management Taskforce has been formed to overview the development of a Speed Management Plan for the 2018-21 period alongside the Discretionary Transport Programme. The taskforce will also be able to review the current Speed Management Policy in light of the new Speed Management Guide.
13. Since then there have been a number of changes to the city's transport network and land use associated with growth, including new roads, new schools and changing traffic patterns.
14. The Growth and Infrastructure Committee meeting on 28 March 2017 approved stakeholder and community engagement on the following speed limit changes proposed for implementation in 2017/18:

Location	Recommended change
Endeavour Avenue	Introduction of a permanent 40km/h limit for the Endeavour Primary School
Kimbrae Drive	Introduction of variable 40km/h limit for the Rototuna High School
North City Rd	Extension in the length of the current variable 40km/h speed limit for the Hamilton Christian School
	Introduction of a permanent 50km/h speed limit between Borman Road to north of Bourn Brook Avenue
Masters Avenue	Addition of Hillcrest High School to the speed limit bylaw list for 40km/h variable speed school zone already in place for Silverdale Primary to enable control by the high school for their operating hours
Te Kowhai Rd East	Review of the existing speed limits in the area with a view to tidy up the existing situation which has multiple short lengths of different speed limits resulting from recent changes to the road network associated with development.
Rotokauri Road	Introduction of 60km/h limit in association with the development of a new roundabout to service the future Rotokauri town centre which will be built later in 2017
Knox Street	Introduction of 30km/h limit to improve safety and allow for the introduction of angle parking

Borman Road and Hare Puke Drive	Introduction of a 40km/h variable speed school zone for the Sylvester School (due to open 2019)
Wairere Dr	Extension of the existing 60km/h speed limit north of Ruakura Road to accommodate the new off ramp access into Mitre 10 as recommended by a post construction Safety Audit

15. It was also noted that minor changes were required within the bylaw to reflect changes in speed limits and responsibilities associated with roads located in neighbouring authorities that are included in the Hamilton City Speed Limit bylaw. These changes are administrative only and do not result in a change in the current speed limits that are in place.
16. At the 20 June 2017 Growth and Infrastructure meeting a submission was made by the residents of Baverstock Rd in regard to safety concerns. As a result of this submission, an investigation was completed into short term options until a full urbanisation project can be completed for the section between Lloyd Drive and Brymer Road.
17. A proposal for a change in the speed limit on Baverstock Road (down to 50km/h from the current 70km/h) in conjunction with some minor improvements (footpath, street lighting and two pedestrian refuge islands) was developed and early engagement with key stakeholders undertaken.

### Results of Early Engagement

18. Pre-engagement has been undertaken in regard to the proposed changes and has included:
  - residents/businesses who reside in the streets where speed limit changes are proposed,
  - key stakeholders including the Agency and New Zealand Police (NZ Police),
  - other key interested parties including AA, Road Transport Association (commercial vehicle operators), Living Streets, CCS Disability Action, Cycle Action Waikato, Generation Zero, and the Blind Foundation.
19. Notices were also posted on the Hamilton City website and in the City News, with an online feedback survey made available for general use.
20. Feedback has been received in regard to all of the proposals and was generally supportive of the proposed changes. However, based on feedback received, the proposed changes for two sites have been amended as a result of the early engagement:
  - Te Kowhai Road East – it was proposed to make the full length of Te Kowhai Road East 50km/h to rationalise the various speed limits in this area. This proposal received mixed feedback with a number of alternatives being proposed including introduction of a 60km/h limit for this road and part of Arthur Porter Drive instead, and making no change to the current limits. Further discussions with the Agency have been undertaken and it is felt that the original 50km/h speed limit is still the best compromise solution.
  - Rotokauri Road – the original proposal was going to result in a short length of 80km/h remaining between the Nga Taiatea Wharekura School and the proposed 60km/h associated with the construction of the new roundabout. Feedback was strongly in support of the full length of 80km/h being changed for this section of Rotokauri Road noting that there are a number of pedestrians and cyclists in this area. This has been reflected in the Statement of Proposal.
21. There were also a number of additional locations identified for consideration for speed limit changes in the feedback received. These requests will be added to the register of requests for speed limit changes and will be presented to the Speed Management Taskforce for consideration as part of the development of a Speed Management Plan for the city.

22. Due to the timeframes involved, responses to the engagement undertaken in regard to Baverstock Road had not all been received at the time of writing this report and will be presented verbally to the Growth and Infrastructure Committee. Early responses indicated support for the proposed change.

**Legislative requirements**

23. The Land Transport Rule: Setting of Speed Limits 2003 requires a road controlling authority (in this case Council) to designate urban traffic areas and validate speed limits by making a bylaw.
24. Section 156 of the Local Government Act 2002 (LGA) sets out the procedure for making, amending, or revoking a bylaw made under this Act.
25. The attached Statement of Proposal has been prepared in accordance with Council’s obligations under section 83 of the LGA 2002. The decision making process will be carried out in accordance with section 77 of the LGA 2002.
26. Under the LGA 2002, Council must consider whether the proposed bylaw is the most appropriate form of bylaw and whether it gives rise to any implications under the New Zealand Bill of Rights 1990.
27. The Land Transport Rule: Setting of Speed Limits 2003 defines Council’s powers in respect to bylaw making as a road controlling authority for the purpose of setting speed limits. The LGA 2002 also provides bylaw-making powers for protecting public health and safety.
28. The proposed Hamilton City Speed Limit Bylaw 2013 does not exceed the prescribed powers or contradict those of the Land Transport Rule: Setting of Speed Limits 2003 or the Local Government Act 2002 in any way. Accordingly staff consider they are not inconsistent with the Bill of Rights.

**Options**

- 29.

Issue	Identified Problem	Options
Content of the speed limit schedules require updating	Development has occurred which requires changes to the speed limits in order to maintain safety	<ol style="list-style-type: none"> <li>1. Do Nothing</li> <li>2. Review Bylaw schedules (PREFERRED)</li> </ol>

**Implementation and Enforcement**

30. The adopted bylaw will be communicated to all affected parties, the Agency and the NZ Police to ensure all parties are aware of the changes and enable effective enforcement to commence at the date of adoption of the bylaw.
31. Offences, penalties, and fees relating to infringement of speed limits are provided for in the relevant provisions of the Land Transport Act 1998, the Land Transport (Road User) Rule 2004 and the Land Transport (Offences and Penalties) Regulations 1999. The bylaw is enforced by the NZ Police.

**Financial and Resourcing Implications**

32. The costs associated with the implementation of proposed changes to the bylaw will be met through the Discretionary Transport Programme. These are included in the recommendations made to this committee meeting in the Discretionary Transport Programme report.

## Risks

33. The changes in the proposed bylaw mainly relate to the speed limits contained in the schedules. The proposed changes are able to be undertaken within the existing legislative frameworks and therefore pose little legislative or financial risk.
34. The recommended engagement process meets the legislative requirements under section 82 of the LGA.
35. There is a safety risk if proposed changes to the bylaw are not implemented.

## Significance & Engagement Policy

### Significance

36. Staff considered the following factors under the Significance and Engagement Policy:
  - A legal requirement to engage with the community.
37. Based on this factor, staff have assessed that the recommendations in this report have high significance and hence the Special Consultative Process requirements from the LGA 2002 are required.

### Engagement and Consultation Requirements

38. Sections 82-82A of the LGA set out the principles of consultation. Sections 82-82A require Council to provide those affected or interested reasonable access to the bylaw proposal (including the reason for the bylaw, its purpose, an analysis of options and an outline of changes where a previous version existed) and a draft of the proposed bylaw.
39. A further requirement includes encouraging and giving reasonable opportunity to those affected or interested to present their views in a format appropriate to their needs and preferences ((ss 82(1)(b)&(d)).
40. If the bylaw concerns a matter identified as significant under the Significance and Engagement Policy or if there is likely to be a significant impact on the public, then a Special Consultative Procedure is required (s 156(1)(a)).
41. Significance is defined under s5 as a matter that has a high degree of importance regarding its impact and consequence on the district; any persons likely to be particularly affected by the bylaw, and the capacity of council to perform its role.
42. The Hamilton City Speed Limits Bylaw is considered significant due to its impact and consequence on:
  - a. The district:
    - i. Speed management is a crucial component of road safety delivery in the city.
  - b. The persons affected by the bylaw:
    - i. The bylaw provides the regime by which enforcement related to travel speeds within the city is undertaken by NZ Police.
  - c. The capacity of council to perform its role:
    - i. The Land Transport Rule: Setting of Speed Limits 2003 requires a road controlling authority (in this case Council) to designate urban traffic areas and validate speed limits by making a bylaw.
43. Therefore it is recommended that the Hamilton City Speed Limit Bylaw is considered significant and requires a Special Consultative Procedure (SCP).

## Legislative requirements – SCP Consultation Process

Item 11

44. Council must not only inform a person (wishing to present their view) when this can be done but must also make publically available:
  - An adopted statement of proposal (SOP) and a summary of the SOP if Council deemed it necessary to enable public understanding (ss 83(1)(a) & 83(1)(b)(i)).
  - Details of how views can be presented in a manner that enables reasonable opportunity for spoken interaction between the person and Council (or any representatives where an appropriate delegation has been made) (s 83(1)(b)(ii) & s83(1)(e).
  - A statement detailing the specific period (minimum 4 weeks) in which views can be presented (s 83(1)(b)(iii)).
45. A draft SOP and a draft amended Hamilton City Speed Limit bylaw have been prepared and are attached (refer Attachment 1 and 2).
46. Included within the draft SOP are:
  - The issues which proposed to be addressed via the proposal
  - The options available to council in regard to addressing the issues.
  - The details of the proposed changes and reasons for them
  - Feedback options available
  - The consultation period.
47. The outcome of the consultation process will be presented to the Regulatory and Hearing Committee meeting in late October 2017. An opportunity for submitters to verbally present their submissions will also be provided at this meeting
48. A Deliberation and Adoption report will be presented to the Growth and Infrastructure Committee in December 2017. This report will provide a summary of the outcome of the consultation and hearing processes and make final recommendations in regard to the content of the bylaw to reflect these processes for adoption.

## Attachments

Attachment 1 - Draft Statement of Proposal - Proposed Amendment Hamilton City Speed Limits Bylaw 2013

Attachment 2 - Draft Hamilton City Speed Limit Bylaw 2013 amendments 1.8.17

---

## Proposed Amendments Hamilton City Speed Limits Bylaw 2013

---



---

## STATEMENT OF PROPOSAL

---

## Statement of Proposal: Proposed Amendments Hamilton City Speed Limit Bylaw 2013

Hamilton City Council (the Council) is seeking feedback on the proposed amendments to the speed limit schedules within the Hamilton City Speed Limit Bylaw 2013 to set speed limits on any road within the jurisdiction of the Council other than State Highways, which are controlled by New Zealand Transport Agency.

The Council determined it is appropriate that the Hamilton City Speed Limit Bylaw 2013 be retained as the mechanism for setting speed limits within Hamilton in accordance with the Land Transport Rule: Setting of Speed Limits 2003.

### BACKGROUND

The full Hamilton City Speed Limit Bylaw was last reviewed in 2012 as per the Local Government Act 2002 requirements and came into force 1 March 2013. At the time it came into force it was determined the most appropriate format for the setting of speed limits within Hamilton was a bylaw. Since that time there has been one amendment made in order to implement speed limit changes in accordance with a Council resolution on 17 September 2013.

### WHY ARE WE DOING THIS?

The Council (as the Road Controlling Authority [RCA]) sets the speed limits and designates an Urban Traffic Area through the bylaw.

Development around the city has occurred which requires changes to the speed limits in order to maintain safety.

The bylaw is the mechanism to implement the changes in speed limits at specific locations.

### OPTIONS

#### Option 1: No changes

Option 1 would make no amendments to the current bylaw schedules. Under this option no changes to speed limits would be made. Having applied a combination of data and local insight, this option will not ensure key road risks are being adequately addressed by the Council nor that Council are adequately responding to community requests for safer and more efficient travel.

#### Option 2: Review Bylaw schedules

Option 2 would make amendments to the bylaw schedules. The amendments are in response to a continual and consistent assessment of our roads, under the NZ Transport Agency Speed Management Guide, combined with local community insight into how people use our roads. This process has determined that the amendments proposed will improve road safety and network efficiency in our city. Research has shown small changes in speed will not necessarily cost drivers noticeable amounts of time but will improve the safety outcomes for other road users, such as pedestrians or people on bikes, particularly in locations around schools where there are higher numbers of vulnerable road users biking or walking.

Under this option the following changes to speed limits would be made.

#### CITY CENTRE AREA

##### 1. Knox St

Introduction of a 30km/h speed limit for the full length of Knox St.

#### NORTHERN AREA

##### 2. Endeavour Ave

Introduction of a permanent 40km/h speed restriction in front of Endeavour School.

##### 3. North City Rd and Borman Rd

Extend the length of the current variable 40km/h speed limit on Borman Rd and North City Rd.

Introduction of a permanent 50km/h speed limit to a section of North City Rd.

##### 4. Kimbrae Dr

Introduction of a variable school zone 40km/h speed limit in front of the Rototuna High Schools.

##### 5. Borman Rd and Hare Puke Dr

Add the future Sylvester School to the speed limit bylaw list for 40km/h variable speed school zones.

## Statement of Proposal: Proposed Amendments Hamilton City Speed Limit Bylaw 2013

### NORTH WESTERN AREA

#### 6. Rotokauri Rd

Introduction of a section of 60km/h speed limit in conjunction with a new roundabout.

#### 7. Te Kowhai Rd East

Introduction of a 50km/h speed limit for the full length of Te Kowhai Rd East.

#### 8. Baverstock Rd

Replacement of the current section of 70km/h speed limit with a 50km/h speed limit.

### EASTERN AREA

#### 9. Wairere Dr

Short extension of the current 60km/h speed limit north of Ruakura Rd.

#### 10. Masters Ave, Silverdale Rd, Barrie Cres and Morris Rd

Enable Hillcrest High School to operate the existing 40km/h variable speed school zone in place for Silverdale Primary.

A detailed table of the proposed amendments is included in Pages 5 – 9 in this document.

### TELL US YOUR THOUGHTS ON THE AMENDMENTS

Before making any final decisions, we'd like to have your input.

You can give us feedback from **8 August 2017 to 24 September 2017**.

#### How to give feedback

There are a number of ways you can give your feedback:

- Fill out a feedback form online at [hamilton.govt.nz/haveyoursay](http://hamilton.govt.nz/haveyoursay)
- Fill out the feedback form included in this Statement of Proposal and send to Hamilton City Council, c/- Strategy Unit, Private Bag 3010, Hamilton 3240.
- Fill out the feedback form and deliver it to the Municipal Building Reception Lounge (Pop-up Library) or one of the Council's other libraries.

Feedback forms and the proposed bylaw amendments are available from all Hamilton City Council libraries, and from the Ground Floor reception of Council's Municipal Building in Garden Place.

For any queries please ring 07 838 6699.

## Statement of Proposal: Proposed Amendments Hamilton City Speed Limit Bylaw 2013

**QUICK FACTS****What is speed management?**

Speed management involves continual and consistent assessment of our roads, and how people use our roads, to determine how to reduce risk and make them safer for everyone.

**Is this all about reducing speed limits?**

The Council is using the NZTA Speed Management Guide to contribute to safer and more efficient travel. Applying the combination of data and local insight means this might result in road improvements, speed limit changes or no change at all; the Guide helps to prioritise where to make changes to ensure key road risks are being addressed.

**What is the Speed Management Guide?**

The Speed Management Guide has been developed by the NZ Transport Agency and outlines a new approach to managing speed that is based on the function of the road and safety risk for all users. Using new technology and data gives us the tools we need to review our road network and engage constructively with our community about proposed changes.

**How will the Guide benefit Hamilton?**

Using the Guide will help the Council improve road safety and network efficiency in our city. It will mean the decisions we make about speed are well-informed, accurate and consistent. It also has an emphasis on community engagement which means local knowledge about roads can be tapped into right from the start.

**Won't speed changes cost me time?**

Not necessarily. New research shows going faster doesn't save as much time as we think. Waiting for lights to change, traffic to move or other drivers, as well as different road conditions mean total travel times don't vary much — even if you drive 10 km/hr faster. For drivers a speed change may mean a few seconds of travel time, but for people on bikes or pedestrians in the area it could mean a safer environment.

**Speed isn't a problem, bad drivers are. Why aren't you focusing on them?**

Even the most skilled drivers make mistakes, and most drivers understand New Zealand's roads

can be challenging. Many of the roads in our city have a variety of users, e.g. people on bikes, pedestrians and school kids scootering. Not just people driving vehicles. Good speed management ensures drivers have the necessary cues about the safe and appropriate speed for the road and for the conditions. As well as looking at speed we also look at potential roading improvements, road user education and awareness campaigns while working collaboratively with our partners such as the New Zealand Police and NZ Transport Agency. This way we approach road risk in a holistic way, rather than just focusing on one issue.

**Why have a variable lower speed limit outside some schools, not a permanent lower speed limit?**

Schools are built on all kinds of roads and some of these roads support a permanent lower speed limit and some do not. Where a road is designed to be a major or minor arterial and is not primarily residential it makes more sense for the lower speed limit to only be in place when school is beginning and ending, and there are lots of pedestrians and people on bikes around. If a school is in a residential area where there are going to be more pedestrians and people on bikes throughout the day and on weekends, then a permanent lower speed limit might make more sense, especially to the road users and residents in the area.



#	Location	Proposed change and reason for change	Proposed change to bylaw (indicated in red text and underlined)	Page in bylaw
4	Kimbrae Dr	<p>Proposed introduction of a variable school speed limit (40km/h) north along Kimbrae Dr for the length of the Rototuna High School frontage.</p> <p>With the proposed extension of Kimbrae Dr to link to the recent extension of Borman Rd, east of Hector Dr traffic will be moving past the High School. There are large numbers of number of pedestrians and people on bikes.</p>	<p><b>Amend Schedule 12: Roads with a variable speed limit</b> <b>By the following addition to the schedule</b></p> <p><u>Rototuna High School</u></p> <p><u>Kimbrae Drive: from a point 30m east of the intersection of Bourn Brook Drive extending in an easterly direction to a point 595m east of Bourn Brook Drive.</u></p>	50
5	Borman Rd and Hare Puke Dr	A new primary school (Sylvester) is being designed currently and will be operational in 2019. Variable speed school zones will be necessary for both roads to provide safe access to the school by parents and children.	<p><b>Amend Schedule 12: Roads with a variable speed limit</b> <b>By the following addition to the schedule</b></p> <p><u>Sylvester Primary School</u></p> <p><u>Borman Road: from a point 260m west of Hare Puke Drive to a point 110m south east of Hare Puke Drive.</u></p> <p><u>Hare Puke Drive: from a point 95m north of Borman Road to a point 10m north of Wetherby Road.</u></p>	51
6	Rotokauri Rd	Proposed introduction of a section of 60km/h speed limit to accommodate a new roundabout that is to be constructed to provide access into a new development. The design of the roundabout is for 60km/h (which is the long term desired speed limit in this area) and the current speed limit is 80km/h.	<p><b>Amend Schedule 6: Designation Areas and Roads with a speed limit of 60 km/h.</b></p> <p><b>By the addition of the following to the schedule:</b></p> <p><u>Rotokauri Road - From a point 310m west of Karariki Drive to a point 300m north west of Baverstock Road.</u></p> <p><b>Amend Schedule 8: Designation Areas and Roads with a speed limit of 80 km/h.</b></p> <p><b>By the following change to the schedule:</b></p> <p>Rotokauri Road - <u>From a point 310m west of Karariki Drive to 250m south west of Exelby Road.</u> <u>300m north-west of Baverstock Road to City Boundary</u></p>	37  40

#	Location	Proposed change and reason for change	Proposed change to bylaw (indicated in red text and underlined)	Page in bylaw
7	Te Kowhai Rd East	<p>Proposed introduction of a 50km/h speed limit for the full length of Te Kowhai Rd East (from Te Rapa Rd through to its western end.</p> <p>With the changes to the roading network associated with the construction of the Te Rapa Bypass and ongoing development of Arthur Porter Dr there are short lengths of varying speed limits in this area that create confusion and result in complaints from the community.</p>	<p><b>Amend</b> Schedule 6: Designation Areas and Roads with a speed limit of 60 km/h</p> <p><b>By the removal of the following from the schedule:</b>  <u>Te Kowhai Road East – Te Rapa Road Tasman Road</u></p>	37
			<p><b>Amend</b> Schedule 8: Designation Areas and Roads with a speed limit of 80 km/h.</p> <p><b>By the removal of the following from to the schedule:</b>  <u>Te Kowhai Road East – Tasman Road to end (W)</u></p>	41
8	Baverstock Rd	<p>Proposed replacement of the existing 70km/h speed limit with a 50km/h speed limit. The proposed lowering of the speed limit is to improve safety for the increasing number of pedestrians and people on bikes using this road for recreation, access to Waiwhakareke reserve and Hamilton Zoo.</p>	<p><b>Amend</b> Schedule 7: Designation Areas and Roads with a speed limit of 70 km/h.</p> <p><b>By the removal the following from the schedule:</b>  <u>Baverstock Road – 1200 m north east of Brymer Road to Brymer Road.</u></p>	37
9	Wairere Dr	<p>Proposed extension (85m) of the current 60km/h speed limit on Wairere Dr north of Ruakura Rd. The introduction of a slip lane into Mitre 10 has meant the current location of the speed limit sign is in the middle of the off-ramp and a safety audit has recommended the sign (and therefore the legal limit) be moved north to be clear of the off-ramp.</p>	<p><b>Amend</b> Schedule 6: Designation Areas and Roads with a speed limit of 60 km/h.</p> <p><b>By the following change to the schedule:</b>  Wairere Drive: <u>50m 135m</u> north of Ruakura Road to the southern end.</p>	37
			<p><b>Amend</b> Schedule 8: Designation Areas and Roads with a speed limit of 80 km/h.</p> <p><b>By the following change to the schedule:</b>  Wairere Drive - Arthur Porter Drive to <u>50m 135m</u> north Ruakura Road.</p>	41

#	Location	Proposed change and reason for change	Proposed change to bylaw (indicated in red text and underlined)	Page in bylaw
10	Masters Ave, Silverdale Rd, Barrie Cres and Morris Rd	Hillcrest High school wishes to be able to use the variable 40km/h speed limit that is in place for Silverdale Primary on Master Ave, Silverdale Rd, Barrie Cres and Morris Rd to provide coverage for their students also.	<b>Amend Schedule 12: Roads with a variable speed limit</b> <b>By the following changes to the schedule</b>  <b>Silverdale Primary School <u>and Hillcrest High School.</u></b>	<b>50</b>
	Various	New speed limit map which reflects the proposed changes.	<b>Amend Schedule 15: Hamilton City Speed Limits Map</b> <b>By the removal</b> of the old map from the schedule and replacement with a new map	<b>55</b>
	Various	Minor changes to correct spelling throughout.	<b>All schedules</b>	
	Various	Update to correctly reflect changes in boundaries and sharing of speed limit responsibilities with neighbouring authorities.  These changes do not have any impact on the current speed limits which are in place.	<b>Amend Schedule 8: Designation Areas and Roads with a speed limit of 80 km/h</b> <b>By the following changes to following schedule:</b>  Brymer Road <del>425m north of Baverstock Road</del> to <u>75m south of Rotokauri Road to Rotokauri Road.</u>  Exelby Road - Rotokauri Road to <u>340m north west of Lee Road, Te Kowhai Road</u>  Horsham Downs Road - 10m north of North Ridge Drive to <u>155m north of Borman Road, Kay Road</u>  <u>Rotokauri - From a point 310m west of Karariki Drive to 250m south west of Exelby Road. 300m north west of Baverstock Road to City Boundary</u>	<b>38</b> <b>38</b> <b>39</b> <b>40</b>
			<b>Amend Schedule 11: Roads Located in Neighbouring Authorities included in this bylaw.</b>	

			<b>By the following changes to following schedule:</b>	
			<u>Brymer Road - 45m west of Farnborough Drive 425m north of Baverstock Road.</u>	42
			<u>Exelby Road - 340m north west of Lee Road to Te Kowhai Road.</u>	42
			<u>Greenhill Road 1115m east of Gordonton Road (with Waikato District Council)</u>	42
			<u>Horsham Downs Road - Kay Road to 155m north of Borman Road (with Waikato District Council</u>	43
			<u>Kay Road - Horsham Downs Road to 10m east of Osborne Road (with Waikato District Council.</u>	43
			<u>Kay Road – Osborne Road to River Road (with Waikato District Council)</u>	43
			<u>Rotokauri Road (50km/h) - From city boundary to a point 235m northeast of Bagust Road (with Waikato District Council).</u>	43
			<u>Rotokauri Road (100km/h) - From a point 250m south west of Exelby Road to a point 235m northeast of Bagust Road (with Waikato District Council).</u>	43
			<u>Saxby Road - McDonald Road to end (with Waipa District Council).</u>	43

### FEEDBACK FORM

#### PROPOSED Amendments to the Hamilton City Speed Limit Bylaw 2013

Hamilton City Council is proposing to amend the schedules of the Hamilton City Speed Limit Bylaw 2013. Tell us what you think.

You can give feedback on as many or as few of the proposed speed amendments as you would like.

#### CENTRAL CITY AREA:

1. KNOX STREET - We are proposing to introduce a 30km/h speed limit for the full length of Knox St. Do you agree?

Yes

No

Reasons (Please print clearly) \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

#### NORTHERN AREA:

2. ENDEAVOUR DRIVE - We are proposing to introduce a permanent 40km/h speed limit in front of Endeavour School. Do you agree?

Yes

No

Reasons (Please print clearly) \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

3. NORTH CITY ROAD AND BORMAN ROAD - We are proposing to introduce a permanent 50km/h speed limit to a section of North City Rd and extend the current variable school zone 40km/h speed limit on Borman Rd and North City Rd. Do you agree?

Yes

No

Reasons (Please print clearly) \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

4. **KIMBRAE DRIVE** - We are proposing to introduce a variable school zone 40km/h speed limit in front of Rototuna High Schools. Do you agree?

Yes

No

Reasons (Please print clearly) \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

5. **BORMAN ROAD** - We are proposing to add Sylvester School (to be built) to the speed limit bylaw list for a variable school zone 40km/h speed limit in Borman Rd and Hare Puke Dr. Do you agree?

Yes

No

Reasons (Please print clearly) \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**NORTH WESTERN AREA:**

6. **ROKOKAURI ROAD** - We are proposing to introduce a section of 60km/h speed limit on Rotokauri Rd in conjunction with the construction of a new roundabout. Do you agree?

Yes

No

Reasons (Please print clearly) \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

7. **TE KOWHAI ROAD** - We are proposing to introduce a 50km/h speed limit for the full length of Te Kowhai Rd East. Do you agree?

Yes

No

Reasons (Please print clearly) \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Statement of Proposal: Proposed Amendments Hamilton City Speed Limit Bylaw 2013

\_\_\_\_\_  
\_\_\_\_\_

8. **BAVERSTOCK ROAD** - We are proposing to remove the existing 70km/h speed limit and introduce a 50km/h speed limit for all of Baverstock Rd. Do you agree?

Yes

No

Reasons (Please print clearly) \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**EASTERN AREA:**

9. **WAIRERE DRIVE** - We are proposing to extend the current 60km/h speed limit for a short section of Wairere Dr, north of Ruakura Rd. Do you agree?

Yes

No

Reasons (Please print clearly) \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

10. **MASTERS AVENUE, SILVERDALE ROAD, BARRIE CRESCENT AND MORRIS ROAD** - We are proposing to add Hillcrest High School to the speed limit bylaw list for the existing variable school zone 40km/h speed limit in these areas. Do you agree?

Yes

No

Reasons (Please print clearly) \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**SECTION 2 – Can you tell us about yourself: (Please print your details clearly)**

**11. Where do you live?**

Street Name: \_\_\_\_\_ Suburb: \_\_\_\_\_

I live outside the Hamilton boundary, my town is: \_\_\_\_\_

**12. Can you tell us your age group?**

16-24  25-35  36-50  51-64  65-80  80+

**13. Which best describes your household?**

- Living Alone  
 Family or couple with dependants (children or other family)  
 Family or couple with no dependants  
 Living with others that are not family

**SECTION 3**

**14. The Regulatory and Hearings Committee will hear any verbal submissions that the community and organisations wish to make in support of their written submissions and feedback on .**

**Do you wish to be heard in support of your submission or feedback?**

No  Yes  *Please ensure you give us your contact details below.*

**15. Contact Details: (Please print your details clearly)**

Name: \_\_\_\_\_

Organisation (where applicable): \_\_\_\_\_

Postal Address: \_\_\_\_\_

City: \_\_\_\_\_ Post code: \_\_\_\_\_

Phone: (day) \_\_\_\_\_ (evening) \_\_\_\_\_

Email: \_\_\_\_\_

Are you responding as a: resident / business / other stakeholder interest? (please circle one)

*Please note all submissions will be treated as public documents and will be loaded on to the Council's website with the names and contact details of submitters included.*

**Please get your feedback to us by 24 September 2017.**

Feedback after this date may not be included in the feedback summary to Councillors.

**Feedback can be:**

- Completed online at [hamilton.govt.nz/haveyoursay](http://hamilton.govt.nz/haveyoursay)
- Posted to: Freepost 172189, C/- Strategy Unit, Hamilton City Council, Private Bag 3010, Hamilton 3240
- Dropped off to a Council library or the main reception, ground floor of Council (Municipal) Building, Garden Place.

**Hamilton City Council  
BYLAWS**

<b>Approved By:</b> Council	<b>Date Adopted :</b> 13 December 2012
<b>Date In Force:</b> 1 March 2013	<b>Review Date:</b> 1 March 2018
<b>Date Amended:</b> 26 September 2013	<b>Amendments recorded :</b> Agenda and Minutes of Council meeting 17 September 2013
<b>Date Amendments come in to force:</b> 1 March 2014	
<p><b>Proposed bylaw for consultation purposes only as at 1 August 2017</b>  <u>All proposed changes to the bylaw are shown in red and underlined, with yellow highlight</u></p>	

**HAMILTON CITY SPEED LIMIT BYLAW 2013**

This bylaw 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.

**TABLE OF CONTENTS**

1. SHORT TITLE..... 2

2. REVOCATION ..... 2

3. PURPOSE..... 2

4. SCOPE AND ENFORCEMENT ..... 2

5. DEFINITIONS ..... 2

6. INTERPRETATION..... 3

7. SETTING OF SPEED LIMITS..... 3

8. LIST OF SCHEDULES ..... 3

SCHEDULE 1: DESIGNATED AREAS OR ROADS WITH A SPEED LIMIT OF 10KM/H ..... 5

SCHEDULE 2: DESIGNATED AREAS AND ROADS WITH A SPEED LIMIT OF 20KM/H..... 5

SCHEDULE 3: DESIGNATED AREAS AND ROADS WITH A SPEED LIMIT OF 30 KM/H..... 6

SCHEDULE 4: ROADS WITH A SPEED LIMIT OF 40KM/H ..... 8

SCHEDULE 5: ROADS WITH AN URBAN TRAFFIC AREA SPEED LIMIT OF 50 KM/H ..... 36

SCHEDULE 6: ROADS WITH A SPEED LIMIT OF 60KM/H ..... 37

SCHEDULE 7: ROADS WITH A SPEED LIMIT OF 70KM/H ..... 37

SCHEDULE 8: ROADS WITH A SPEED LIMIT OF 80KM/H ..... 38

SCHEDULE 9: ROADS WITH A SPEED LIMIT OF 90KM/H ..... 41

SCHEDULE 10: ROADS WITH A RURAL SPEED LIMIT OF 100KM/H ..... 42

SCHEDULE 11: ROADS LOCATED IN NEIGHBOURING AUTHORITIES INCLUDED IN THIS BYLAW ..... 42

SCHEDULE 12: ROADS WITH A VARIABLE SPEED LIMIT ..... 44

## Hamilton City Council BYLAWS

SCHEDULE 13: ROADS WITH A HOLIDAY SPEED LIMIT.....	54
SCHEDULE 14: ROADS WITH A MINIMUM SPEED LIMIT.....	54
SCHEDULE 15: CITY OF HAMILTON SPEED LIMITS MAP.....	55

### 1. SHORT TITLE

- 1.1. This bylaw may be cited as the Hamilton City Speed Limit Bylaw 2013.

### 2. REVOCATION

- 2.1. This bylaw revokes and replaces the Hamilton City Speed Limit Bylaw Amendment 2011.  
 2.2. All matters and proceedings commenced under the bylaw listed in section 2.1 and pending or in progress on the coming into operation of this bylaw may be continued, completed and enforced under this bylaw.  
 2.3. All bylaws previously made by Council relating to speed limits or any matter dealt within this bylaw or inconsistent with this bylaw are hereby revoked.

### 3. PURPOSE

- 3.1. The purpose of this bylaw is to set speed limits on any road within the jurisdiction of Council other than State Highways controlled by New Zealand Transport Agency.

### 4. SCOPE AND ENFORCEMENT

- 4.1. This bylaw applies to all roads under the control and/or management of the Council and such roads under agreement with neighbouring authorities as specified in Schedule 11.  
 4.2. The roads or areas described in Schedules appended to this bylaw or as indicated on the maps referenced are declared to be subject to the speed limits specified in the Schedules. All other roads or areas that are not specifically identified elsewhere within the Schedules but that are located within the Urban Traffic Area indicated in Schedule 15 are deemed to have an urban speed limit of 50km/h.  
 4.3. Every person commits an offence against this bylaw who operates a vehicle in excess of the bylaw speed limits set within the attached Schedules.  
 4.4. The enforcement of this bylaw is undertaken by the Police in accordance with the Land Transport Act 1998, the Land Transport (Road User) Rule 2004 and the Land Transport (Offences and Penalties) Regulations 1999.  
 4.5. Offences, penalties, and fees relating to infringement of speed limits are as provided for in the relevant provisions of the Land Transport Act 1998, the Land Transport (Road User) Rule 2004 and the Land Transport (Offences and Penalties) Regulations 1999.

### 5. DEFINITIONS

- 5.1. For the purpose of this bylaw the following definitions shall apply:

<b>Council</b>	The Hamilton City Council or any officer authorised to exercise the authority of the Council.
<b>Road</b>	Has the same meaning as in the Land Transport Act 1998 and shall, where the context requires, include a street but does not include State Highways controlled by the New Zealand Transport Agency.
<b>Rural Area</b>	Has the same meaning as in the Land Transport Rule: Setting of Speed Limits 2003.
<b>Speed Limit</b>	Has the same meaning as in the Land Transport Rule: Setting of Speed Limits 2003.

## Hamilton City Council BYLAWS

**Urban Traffic Area** Has the same meaning as in the Land Transport Rule: Setting of Speed Limits 2003.

### 6. INTERPRETATION

- 6.1. When interpreting this bylaw use the definitions set out in 5 unless the context requires otherwise. If you see a reference to a repealed enactment read that as a reference to its replacement.
- 6.2. For the purpose of this bylaw, the word 'shall' refers to practices that are essential for compliance with this bylaw, while the word 'should' refers to practices that are advised or recommended.

### 7. SETTING OF SPEED LIMITS

- 7.1. The roads or areas described in the attached Schedules or as shown on a map referenced in the Schedules are declared to have the speed limits specified in the Schedules and maps, which are part of this bylaw.
- 7.2. Council may only set a speed limit or designate an Urban Traffic Area if it has complied with the relevant requirements of the Land Transport Rule: Setting of Speed Limits 2003 and completed the Special Consultative Procedure of the Local Government Act 2002.

### 8. LIST OF SCHEDULES

Schedule 1:	Designated Areas or Roads with a Speed Limit of 10km/h
Schedule 2:	Designated Areas and Roads with a Speed Limit of 20km/h
Schedule 3:	Designated Areas and Roads with a speed limit of 30 km/h
Schedule 4:	Roads with a Speed Limit of 40km/h
Schedule 5:	Roads with an urban traffic area speed limit of 50 km/h
Schedule 6:	Roads with a speed limit of 60 km/h
Schedule 7:	Roads with a speed limit of 70 km/h
Schedule 8:	Roads with a speed limit of 80 km/h
Schedule 9:	Roads with a speed limit of 90 km/h
Schedule 10:	Roads with a rural area speed limit of 100 km/h
Schedule 11:	Roads located in neighbouring authorities included in this bylaw
Schedule 12:	Roads with a variable speed limit
Schedule 13:	Roads with a holiday speed limit
Schedule 14:	Roads with a minimum speed limit
Schedule 15:	City of Hamilton Speed limits map

The COMMON SEAL of the HAMILTON CITY COUNCIL  
was hereunto affixed in the presence of:

Councillor:

Hamilton City Council  
BYLAWS

Councillor: .....

Chief Executive:

**Hamilton City Council  
BYLAWS**

**SCHEDULE 1: DESIGNATED AREAS OR ROADS WITH A SPEED LIMIT OF 10KM/H**

The roads or areas described in this Schedule or as shown on a map referenced in this Schedule are declared to have a speed limit of 10 km/h.

SPEED LIMIT (km/h)	DESIGNATED AREAS OR ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
10					

**SCHEDULE 2: DESIGNATED AREAS AND ROADS WITH A SPEED LIMIT OF 20KM/H**

The roads or areas described in this Schedule or as shown on a map referenced in this Schedule are declared to have a speed limit of 20km/h.

SPEED LIMIT (km/h)	DESIGNATED AREAS OR ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
20					

## Hamilton City Council BYLAWS

### SCHEDULE 3: DESIGNATED AREAS AND ROADS WITH A SPEED LIMIT OF 30 KM/H

The roads or areas described in this Schedule or as shown on a map referenced in this Schedule are declared to have a speed limit of 30 km/h.

SPEED LIMIT (km/h)	DESIGNATED AREAS OR ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
30	Alexandra Street	Hood Street to Caro Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2010
30	Alma Street	Victoria Street to the end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2010
30	Barton Street	Bryce Street to London Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	
30	Bryce Street	Anglesea Street to eastern end	1 March 2013	Hamilton Speed Limit Bylaw 2013	
30	Caro Street	Alexandra Street to Anglesea Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2010
30	Collingwood Street	Victoria Street to Anglesea Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2010
30	Commerce Street	High Street to Lake Road	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
30	Garden Place	Victoria Street to Worley Place	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed limit Bylaw Amendment 2011
30	Gate 1 - Hamilton Gardens	Hungerford Terrace to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2009
30	Gate 2 – Hamilton Gardens	10m south of Cobham Drive to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2009

## Hamilton City Council BYLAWS

30	Hood Street	Victoria Street to Anglesea Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2010
30	Hungerford Terrace	10m south of Cobham Drive to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2009
30	Kent Street	Rawhiti Street to Commerce Street	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
<u>30</u>	<u>Knox Street</u>	<u>Victoria Street to Anglesea Street</u>	<u>30 January 2018</u>	<u>Hamilton Speed Limit Bylaw 2013 (Amended) date to be confirmed</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
30	Lynden Court	Comries Road to Hukanui Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed limit Bylaw Amendment 2011
30	Sapper Moore-Jones Place	Victoria Street to the end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2010
30	Victoria Street	10m south of Hood Street to 10m north of Bryce Street.	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2011
30	Ward Lane	Ward Street to Worley Place	1 March 2013	Hamilton Speed Limit Bylaw 2013	
30	Ward Street	Victoria Street to Worley Place	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2010
30	Worley Place	Ward Street to Caro Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2010

## Hamilton City Council BYLAWS

### SCHEDULE 4: ROADS WITH A SPEED LIMIT OF 40KM/H

The roads or areas described in this Schedule or as shown on a map referenced in this Schedule are declared to have a speed limit of 40 km/h.

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
40	Abbotsford Street	Willoughby Street to Ulster Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Aberdeen Drive	Rifle Range Road to Dinsdale Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Aberfoyle Street	Ellicott Road to End (N)	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Aberfoyle Street	Rifle Range Road to End (S)	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Albert Street	Macfarlane Street to Galloway Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Alford Place	Heathfield Avenue to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Alfred Street	Heaphy Terrace To Peachgrove Road	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Amethyst Place	Bankwood Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Ansford Place	Pine Avenue To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Anson Avenue	Ingleton Terrace to Fairfield Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Anson Avenue	Ingleton Terrace to Woodstock Road	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Anthony Crescent	Pine Avenue To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Arcus Street	Delamare Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Armitage Place	Tranmere Road To End	1 March 2014	Hamilton Speed Limit Bylaw 2013	

## Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
				(Amended) 26/9/13	
40	Arran Road	River Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Arthur Place	Ruapehu Street to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Ashington Grove	The Ford to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Ashley Street	Delamare Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Ashwick Terrace	Hartford Terrace to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Aspiring Crescent	Bellmont Avenue to Tongariro Street	1 March 2013	Hamilton Speed Limit Bylaw Amendment 2013	Hamilton Speed Limit Bylaw 2013
40	Azimuth Place	Endeavour Avenue to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Bailey Avenue	Peachgrove Road To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Balfour Crescent	Hudson Street to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Balloch Street	Winter Street to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Balmoral Rise	Balmoral Street to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Balmoral Street	Fend Street to Balmoral Rise	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Banbury Crescent	River Road To Fairfield Road	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Barrington Drive	Thomas Road to Borman Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw

## Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
					Amendment June 2011
40	Barwick Place	Hartford Terrace to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Beatty Street	Normandy Avenue to Ohaupo Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Beaumaris Place	Glamis Avenue to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Bellmont Avenue	Tongariro Street to Comries Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Berkley Avenue	Morrinsville Road (SH 26) to End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Beverley Crescent	Eton Drive to End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Bettina Road	Heaphy Terrace to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Bishopsworth Way	Alford Place to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Blackburn Street	Duke Street to Killarney Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Blake Street	Insoll Avenue To Shakespeare Avenue	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Bledisloe Terrace	Jellicoe Drive to Macfarlane Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Bowen Place	Forsyth Street to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Braithwaite Ave	River Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	

## Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
40	Bretton Terrace	Flynn Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Brighton Grove	Percival Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Brookfield Street	Dey Street to Western End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Brough Place	Morrow Avenue to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Brown Street	Galloway Street to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Buchanan Place	Cranmore Avenue to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Burgundy Court	Coleraine Drive to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Burn-Murdoch Street	Ashley Street to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Burns Court	Coleridge Drive To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Burrows Place	Paterson Street to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Butler Place	Yeats Crescent To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Byron Road	Spenser Road To Wordsworth Crescent	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Cabernet Close	Coleraine Drive to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Caernarvon Street	Dinsdale Road to Whatawhata Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Callard Place	Howell Avenue to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw

## Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
					Amendment June 2011
40	Campbell Street	Rhode Street to Killarney Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Casey Avenue	Boundary Road to Ranfurly Avenue	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Cattanach Street	Madill Road to Delamare Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Chalgrove Road	Barrington Road to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Chamberlain Place	Snell Road to end	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Charmaine Crescent	Donny Avenue to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Chartwell Crescent	River Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Chelsea Place	Donny Avenue to Ends	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Chequers Avenue	Comries Road to Wymer Terrace	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Cherrywood Street	Delamare Road (W) to Delamare Road (E)	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Chesterman Road	Hudson Street to Howell Avenue	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Chestnut Place	Delamare Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	

## Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
40	Claremont Avenue	Lamont Street to Ruapehu Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Clarence Street	Ruakiwi Road to Pembroke Street	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Claude Street	Heaphy Terrace To Peachgrove Road	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Cleeve Close	The Ford to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Cleveland Street	Dermont Street To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Coates Street	Firth Street to Nixon Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Coleraine Drive	Hukanui Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Coleridge Drive	Spenser Road To Wordsworth Crescent	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	College Place	Bankwood Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Colquhoun Place	Aberdeen Drive to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Commodore Avenue	River Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Compton Grove	Barrington Road to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Conway Place	Donny Avenue to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Cook Street	Dey Street to Western End	1 March 2013	Hamilton Speed Limit Bylaw 2013	

## Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
40	Cotter Place	Nixon Street to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Cotton Road	Heath Street to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Courtney Avenue	Maple Avenue to Aberdeen Drive	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Cranmore Avenue	Somerton Drive to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Cranwell Place	Berkley Avenue to End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Croall Crescent	full length	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Cussen Street	River Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Dalethorpe Avenue	Clarkin Road To Woodstock Road	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Dallinger Street	Madill Road to Ashley Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Dalmont Place	Hukanui Road to Claremont Avenue	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Davey Place	Holland Road To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Delamare Road	Sandwich Road to Totara Drive	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Dermont Street	Pine Avenue To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Dey Street	Clyde Street to Naylor Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Dey Street	Naylor Street to southern End	1 March 2013	Hamilton Speed Limit Bylaw 2013	

## Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
40	Dinsdale Road	Rifle Range Road to Newcastle Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Donny Avenue	River Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Douglas Crescent	Kenney Crescent To Clarkin Road	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Dovedale Place	Lachlan Drive to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Dover Road	Hilton Road to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Dryden Road	Tennyson Road To Tennyson Road	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Duke Street	Lethborg Street to Higgins Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Dunvegan Place	Newcastle Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Earls Court	Piccadilly Lane to End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	East Ridge Grove	SH 26 to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	East Street	Peachgrove Road to Wairere Drive	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Eastridge Terrace	New Borman Road to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Eddlewood Court	Kingfisher Place to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Edwin Street	Madill Road to Delamare Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	

## Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
40	Egmont Street	Claremont Avenue to Belmont Avenue	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Eliot Street	Shakespeare Avenue To Shakespeare Avenue	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Emerald Place	Bankwood Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Emerson Place	Dryden Road To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
<u>40</u>	<u>Endeavour Avenue</u>	<u>From a point 40m northeast of Cashmere Place to a point 95m southeast of Spinnaker Drive</u>	<u>30 January 2018</u>	<u>Hamilton Speed Limit Bylaw 2013 (Amended) date to be confirmed</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
40	Enderley Avenue	Peachgrove Road To Tramway Road	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Ensign Place	Endeavour Avenue to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Esmae Place	Lachlan Drive to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Eton Drive	Berkley Avenue to End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Evelyn Court	Kahikatea to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Farleigh Close	Barrington Road to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Fend Street	Ngaere Avenue to St Pauls Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Fergusson Street	Jellicoe Drive to Ends	1 March 2013	Hamilton Speed Limit Bylaw 2013	

## Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
40	Findlay Street	Galloway Street to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Firth Street	Brookfield Street to Clyde Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Flynn Road	Cambridge Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Forster Avenue	Flynn Road to Vectis Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Forsyth Street	Vardon Road to Mahana Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Fox Lane	Fox Street to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Fox Street	Clyde Street to Fox Lane	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Frederick Drive	Rifle Range Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Freemont Street	Claremont Avenue to Belmont Avenue	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Freyberg Street	Graham Street to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Galway Avenue	Jellicoe Drive to Plunket Terrace	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Gardiner Place	Fairfield Road to End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Garthwood Road	Flynn Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Geoffrey Place	Howell Avenue to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	George Street	Piako Road to O'Neill Street	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Glading Place	Sandwich Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	

## Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
40	Glamis Avenue	Caernarvon Street to Newcastle Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Glasgow Street	Forsyth Stree to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Glendale Drive	Aberdeen Drive (N) to Aberdeen Drive (S)	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Glengoyne Place	Strathmore Drive to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Glenmorgan Place	Aberdeen Drive to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Golden Place	Clarkin Road To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Goodall Street	Aberdeen Drive to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Gordon Street	Mullane Street to End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Graham Street	Naylor Street to Sillary Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Grassy Downs Place	Madill Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Grenache Place	Coleraine Drive to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Gudex Court	Jamieson Cressent to Bryant Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Halberg Crescent	Snell Drive To Snell Drive	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Halcione Close	Commodore Avenue to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	

## Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
40	Halifax Street	Enderley Avenue To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Halyard Close	Endeavour Avenue to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Hammond Street	Palmerston Street to Horne Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2009
40	Hampton Place	Vardon Road to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Harlech Place	Caernarvon Street to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Hartford Terrace	Barrington Road to New Borman Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Haultain Street	Fairfield Road To Clarkin Road	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Hawkridge Rise	Somerton Drive to The Ford	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Hazelwood Avenue	Aberdeen Drive to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Heath Street	Vardon Road to Bryant Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Heathfield Avenue	Barrington Road to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Henley Court	Holford Place to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Henry Street	Fox Street to Dey Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	

## Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
40	Hill Street	Ruakiwi Road to Tristram Street	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Hilton Road	Heath Street to Taylor Terrace	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Hockin Place	Kenney Crescent To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Holcroft Place	Te Manatu Drive to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Holford Place	Somerton Drive to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Horne Street	Selwyn Street to Hammond Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2009
40	Houhere Place	Totara Drive to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Howden Road	Winter Street to Heaphy Terrace	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Howell Avenue	Cobham Drive to Cambridge Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Hudson Street	Riverlea Road to Howell Avenue	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Huia Avenue	Walsh Street To Tui Avenue	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Hume Place	Holland Road To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Hunter Street	Pembroke Street to Clarence street	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	

## Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
40	Hyde Avenue	Grandview Road To Ellicott Road	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Ingleton Terrace	River Road to Anson Place	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Irene Crescent	Michael Avenue to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Irvine Street	Duke Street to Killarney Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Jamieson Crescent	Bryant Road to Heath Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Jellicoe Drive	Macfarlane Street to Plunket Terrace	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Jessica Court	Kahikatea to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	John Street	Fifth Avenue To Enderley Avenue	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Johnson Street	Rifle Range Road to Rothwell Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Johnsview Terrace	Howell Avenue to Cobham Drive	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Jones Crescent	Beatty Street (W) to Beatty Street (E)	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Karen Crescent	Kahikatea Drive to Lethborg Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Karen Crescent	Kahikatea Drive to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Keats Crescent	Blake Street To Shakespeare Avenue	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	

## Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
40	Kelly Place	Pollock Drive to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Kenilworth Place	Glamis Avenue to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Kenney Crescent	Holland Road To Clarkin Road	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Kensington Place	Hukanui Road To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Kingfisher Place	Te Manatu Drive to Plover Court	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Kitchener Street	Thames Street To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Kiwi Avenue	Walsh Street To Tui Avenue	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Knapdale Mews	Heathfield Avenue to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Krippner Place	Aberdeen Drive to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Lachlan Drive	Aberdeen Drive to Dinsdale Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Lake Domain Drive	120m south of Killarney Road to 50m north of Gilbass Avenue.	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton City Speed Limit Bylaw 2004.
40	Lamont Street	Bellmont Avenue to Claremont Avenue	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Landmark Court	Shrulle Place to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011

## Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
40	Le Quesne Place	Clarkin Road To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Lee Place	Rawlings Street To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Lemon Street	Blackburn Street to Irvine Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Leonard Place	Lachlan Drive to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Lethborg Street	Kahikatea Drive to Duke Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Linthorpe Place	Berkley Avenue to End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Lockhart Place	Strathmore Drive to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Louise Place	Malcolm Street to Howell Avenue	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Lydiard Place	Halberg Crescent To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Lysander Place	Berkley Avenue to End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	MacCallum Court	Strathmore Drive to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Macfarlane Street	Wellington Street to Sillary Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Madill Road	Sandwich Road to Delamare Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	

## Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
40	Magee Place	Snell Drive To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Magenta Place	Russleigh Drive to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Mahana Road	80 meters North East of Norris Avenue to Heath Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Maitland Street	Killarney Road to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Malbec Place	Coleraine Drive to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Malcolm Street	Hudson Street to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Maple Avenue	Aberdeen Drive to Ellicott Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Marlowe Place	Shakespeare Avenue To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Marnane Terrace	Sandwich Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Marne Street	Boundary Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Marshall Street	Heaphy Terrace To Peachgrove Road	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Martin Street	McNicol Street to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Masefield Drive	Shakespeare Avenue To Shakespeare Avenue	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Mayfair Avenue	Donny Avenue to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	

## Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
40	McCracken Avenue	Johnsview Terrace to Cambridge Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	McIntosh Street	Magee Place To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	McNicol Street	Clarkin Road to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Mcpherson Place	Douglas Crescent To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Melanie Court	Kahikatea to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Meridian Place	Endeavour Avenue to Ends	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Merlot Place	Coleraine Drive to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Michael Avenue	Aberfoyle Street to Aberdeen Drive	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Moncrieff Avenue	Heaphy Terrace to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Montana Place	Whatawhata Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Moore Street	Forest Lake Road to End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Morrow Avenue	Sandwich Road to Totara Drive	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Moule Place	Casey Avenue to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Mountbatten Place	Whatawhata Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	

## Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
40	Mullane Street	Morrinsville Road (SH 26) to End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Naylor Street	Grey Street to Macfarlane Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Nelson Street	Clyde Street to Cook Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Newall Street	Graham Street to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Newbury Place	Parkside Drive to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Newport Place	Orchard Avenue To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Ngaere Avenue	Bankwood Road to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Nixon Street	Cobham Drive to Clyde Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Norma Place	Chesterman Road to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Oakley Avenue	River Road To Boundary Road	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Odette Street	Pine Avenue To Normandy Avenue	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Ohaupo Road Service Lane	Normandy Avenue To Ohaupo Road	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Oldfield Court	Barrington Road to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Olwyn Green	Olwyn Terrace to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	

## Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
40	Olwyn Terrace	Rifle Range Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Olympia Place	Chesterman Road to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	O'Neill Street	Heaphy Terrace To River Road	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Onslow Street	Macfarlane Street to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Opal Place	Bankwood Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Orchard Avenue	End To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Oxford Street	Heaphy Terrace To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Page Place	Clyde Street to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Park Terrace	Horne Street to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2009
40	Parkside Drive	Te Manatu Drive to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Paterson Street	Killarney Road to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Patricia Avenue	Scott Avenue to Wilson Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Paul Crescent	Holland Road To Holland Road	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Pearl Place	Chequers Avenue to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Pembroke Lane	Pembroke Street to Thackeray Street	1 March 2014	Hamilton Speed Limit Bylaw 2013	

## Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
				(Amended) 26/9/13	
40	Pennant Place	Meridian Place to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Perindale Drive	River Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Perry Place	Rawlings Street To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Piako Road	Heaphy Terrace To River Road	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Piccadilly Lane	Berkley Avenue to End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Pine Avenue	Bader Street To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Plover Court	Kingfisher Place to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Plunket Terrace	Jellicoe Drive (N) to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Pollen Crescent	Pine Avenue To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Pollock Drive	Arran Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Prescott Place	Cambridge Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Rachel Place	Duke Street to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Raddington Way	Hawkridge Rise to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Ramsay Street	Blackburn Street to Higgins Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw

## Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
					Amendment June 2011
40	Ranfurly Avenue	Casey Avenue to Fairfield Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Ranui Street	Ellicott Road to Aberfoyle Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Rawlings Street	Willis Street To Odette Street	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Rhode Street	Paterson Street to Blackburn Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Richardson Road	Odette Street To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Richmond Street	Willoughby Street to Ulster Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Rigter Place	East Street To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Riverview Terrace	River Road to Tamihana Avenue	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Robert Grigg Place	Patricia Avenue to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Robyn Place	Dinsdale Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Ross Crescent	Holland Road To Holland Road	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Ross View Terrace	Russleigh Drive (E) to Thomson Avenue	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Rothsay Place	Caernarvon Street to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	

## Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
40	Rothwell Street	Johnson Street to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Ruapehu Street	Claremont Avenue to Belmont Avenue	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Rumney Street	McNicol Street to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Russleigh Drive	Aberdeen Drive to Ross View Terrace (W)	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Sale Street	Howden Road to Bettina Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	San Clemento Way	Hukanui Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Sandalwood Drive	Aberdeen Drive to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Sandringham Road	Tramway Road To Orchard Avenue	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Sapphire Place	Emerald Place to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Sare Crescent	Heaphy Terrace To Clarkin Road	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Sayer Street	Paterson Street to Higgins Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Scott Avenue	Peachgrove Road to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Seamer Place	Bryant Road to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Searancke Place	Heaphy Terrace To End	1 March 2014	Hamilton Speed Limit Bylaw 2013	

## Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
				(Amended) 26/9/13	
40	Sefton Crescent	Tongariro Street to Sefton Crescent (via loop)	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Selwyn Street	Pembroke Street to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2009
40	Shakespeare Avenue	Mardon Road To Mardon Road	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Sheila Place	Lethborg Street to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Shelley Court	Coleridge Drive To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Shelley Jane Place	Kahikatea Drive to Ends	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Sheriff Place	Malcolm Street to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Shiraz Place	Coleraine Drive to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Shrule Place	Te Manatu Dr to Limerick Lane	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Sillary Street	End (W) to End (E)	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Silva Crescent	Hudson Street to Malcolm Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Somerton Drive	Thomas Road to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Somme	Knighton Road to Ends	1 March 2013	Hamilton Speed Limit Bylaw 2013	

## Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
	Crescent				
40	Sovereign Isle Lane	Hukanui Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Spenser Road	Fifth Avenue To Wordsworth Crescent	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Springfield Crescent	Insoll Avenue To Peachgrove Road	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	St Lukes Place	Odette Street To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	St Pauls Road	Bankwood Road to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Stanley Street	Heaphy Terrace To Oakley Avenue	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Stanton Place	Eastridge Terrace to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Stewart Place	Ohaupo Road Service Lane To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Stirling Place	Glendale Drive to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Strathmore Drive	Hukanui Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Strowan Avenue	Dalethorpe Avenue To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Summit Terrace	Russleigh Drive to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Sutton Crescent	Vectis Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	

## Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
40	Sycamore Place	Delamare Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Tamihana Avenue	River Road to Casey Ave	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Taunton Court	Cranmore Avenue to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Taylor Terrace	Braid Road to northern end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Te Ironui Place	New Borman Road to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Te Manatu Drive	Thomas Road to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Tennyson Road	Mardon Road To Peachgrove Road	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Thackeray Street	Ruakiwi Road to Pembroke Street	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Thames Street	Heaphy Terrace To River road	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	The Ford	Barrington Road to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Thomson Avenue	Aberdeen Drive to Dinsdale Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Tidd Street	Pembroke Street to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2009
40	Tiffiney Place	Perindale Drive to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	

## Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
40	Tongariro Street	Bankwood Road to Hukanui Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Tramway Road	Fifth Ave to southern end	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Tranmere Road	Heaphy Terrace To Haultain Street	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Treloar Street	Casey Ave to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Tristram Street	Mill Street to Willoughby Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Tui Avenue	Forest Lake Road Extension To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Union Street	Thames Street To Piako Road	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Urlich Avenue	Ohaupo Road To Pine Avenue	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Valley Terrace	Park Terrace to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2009
40	Vectis Road	Forster Avenue to Bretton Terrace	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Verel Street	Heaphy Terrace to Balloch Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Vincent Place	Lachlan Drive to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Vista Terrace	Garthwood Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Walker Terrace	Rifle Range Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Walsh Street	Forest Lake Road to End	1 March 2014	Hamilton Speed Limit Bylaw 2013	

## Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
				(Amended) 26/9/13	
40	Walter Street	Alfred Street To Holland Road	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Warwick Avenue	Sandwich Road to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Wedgewood Place	Michael Avenue to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Wellington Street	Macfarlane Street to Dey Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Westbury Mews	Somerton Drive to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Wilfred Street	Madill Road to Delamare Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Williams Place	Holland Road To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Willis Street	Bader Street To Rawlings Street	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Willoughby Street	Mill Street to Richmond Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Willowfield Place	Delamare Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Winning Terrace	Kahikatea to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Winter Street	Heaphy Terrace to Balloch Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Wiremu Street	Naylor Street to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	

## Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
40	Woodstock Road	Fairfield Road To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Wordsworth Crescent	Tennyson Road To Mardon Road	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Wymer Terrace	Comries Road to River Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Yeats Crescent	Marshall Street To Marshall Street	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	

### SCHEDULE 5: ROADS WITH AN URBAN TRAFFIC AREA SPEED LIMIT OF 50 KM/H

The roads or areas described in this Schedule or as shown on a map referenced in this Schedule are declared to be urban traffic areas that have a speed limit of 50 km/h, except for those roads or areas that are:

- a) Described as having a different speed limit in the appropriate Schedule of this Bylaw; or
- b) Shown on a map as having a different speed limit, as referenced in the appropriate Schedule of this Bylaw.

SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
50	N/A	Hamilton Urban Traffic Area Map	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011

## Hamilton City Council BYLAWS

### SCHEDULE 6: ROADS WITH A SPEED LIMIT OF 60KM/H

The roads or areas described in this Schedule or as shown on a map referenced in this Schedule are declared to have a speed limit of 60km/h.

SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
60	<a href="#">Rotokauri Road</a>	<a href="#">From a point 310m west of Karariki Drive to a point 300m northwest of Baverstock Road</a>	<a href="#">30 January 2018</a>	<a href="#">Hamilton Speed Limit Bylaw 2013 (Amended) date to be confirmed</a>	<a href="#">Hamilton Speed Limit Bylaw 2013</a>
60	Ruakura Road	Wairere Drive to 55 metres east of Silverdale Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	
60	<a href="#">Te Kowhai Road East</a>	<a href="#">Te Rapa Road-Tasman Road</a>	<a href="#">1 March 2013</a>	<a href="#">Hamilton Speed Limit Bylaw 2013</a>	
60	Te Rapa Road	Forest Lake Road to 290 metres north of Te Kowhai Road East	1 March 2013	Hamilton Speed Limit Bylaw 2013	Notice in the NZ Gazette, 8 January 2004, No.1 Pg 46 and HCC Road traffic bylaw 1996
60	Ulster Street	Mill Street to Forest Lake Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	Notice in the NZ Gazette, 8 January 2004, No.1 Pg 46 and HCC Road traffic bylaw 1996
60	Wairere Drive	<a href="#">50m 135m</a> north of Ruakura Road to the southern end	<a href="#">30 January 2018</a>	<a href="#">Hamilton Speed Limit Bylaw 2013 (Amended) date to be confirmed</a>	<a href="#">Hamilton Speed Limit Bylaw 2013</a>

### SCHEDULE 7: ROADS WITH A SPEED LIMIT OF 70KM/H

The roads or areas described in this Schedule or as shown on a map referenced in this Schedule are declared to have a speed limit of 70km/h.

SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
70	<a href="#">Baverstock Road</a>	<a href="#">1200 m north east of Brymer Road to</a>	<a href="#">1 March 2013</a>	<a href="#">Hamilton Speed Limit</a>	<a href="#">Notice in the NZ Gazette, 8 January 2004, No.1 Pg 46 and</a>

## Hamilton City Council BYLAWS

[Brymer Road](#)

[Bylaw 2013](#)

[HCC Road traffic bylaw 1996](#)

### SCHEDULE 8: ROADS WITH A SPEED LIMIT OF 80KM/H

The roads or areas described in this Schedule or as shown on a map referenced in this Schedule are declared to have a speed limit of 80km/h.

SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
80	Bern Road	Te Rapa Road to end (Waikato Expressway)	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Borman Road	Horsham Downs Road to a point 450m east of Horsham Downs Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2009
80	Borman Road	New Borman Road to Gordonton Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Brymer Road	<a href="#">425m north of Baverstock Road to 75m south of Rotokauri Road to Rotokauri Road</a>	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Burbush Road	Exelby Road to Te Kowhai Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Cobham Drive	Normandy Ave to 60m south-east of Bridge Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	Notice in the NZ Gazette, 8 January 2004, No.1 Pg 46 and HCC Road traffic bylaw 1996
80	Echo Bank Place	Weston Lea Drive to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw 2007
80	Errol Close	Te Kowhai Road to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Exelby Road	<a href="#">Rotokauri Road to 340m north west of Lee Road Te Kowhai Road</a>	1 March 2013	Hamilton Speed Limit Bylaw 2013	

## Hamilton City Council BYLAWS

SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
80	Gainsford Road	Peacockes Road to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Gordonton Road	Wairere Drive to City Boundary	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Greenhill Road	Gordonton Road to 1115m east of Gordonton Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Hall Road	Ohaupo Road (SH 3) to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Horsham Downs	10m north of North Ridge Drive to <u>155m north of Borman Road Kay Road</u>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2011
80	Hutchinson Road	Te Rapa Road to the end	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Koura Drive	Onion Road to Te Kowhai Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Lee Road	Exelby Road to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Meadow View Lane	Pukete Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	Waikato District Council Speed Limit Bylaw 2011
80	North City Road	<u>From a point 220m north of Bourn Brook Drive Berman Road to Kay Road</u>	<u>30 January 2018</u>	<u>Hamilton Speed Limit Bylaw 2013 (Amended) date to be confirmed</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
80	Old Ruffell Road	Ruffell Road to the end	1 March 2013	Hamilton Speed Limit Bylaw 2013	

## Hamilton City Council BYLAWS

SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
80	Onion Road	Ruffell Road to 20m south of Redoaks Close	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Peacockes Lane	Peacockes Road to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Peacockes Road	90m north-east of Waiora Terrace to Raynes Road.	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2009
80	Percival Road	Ruakura Road to the City Boundary	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Powells Road	40 m east of Aldona Place to the City Boundary	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Pukete Road	10m north of Millthorpe Crescent to Te Rapa Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed limit Bylaw Amendment June 2011
80	Raynes Road	Ohaupo Road (SH 3) to Peacockes Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Resolution Drive	Wairere Drive to the City Boundary	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
80	River Road	15m north of Te Huia drive to City Boundary	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2011
80	Rotokauri Road	<u>From a point 310m west of Karariki Drive to 250m south west of Exelby Road</u> <u>300m north-west of Baverstock Road to City Boundary</u>	<u>30 January 2018</u>	<u>Hamilton Speed Limit Bylaw 2013 (Amended)</u> <u>date to be confirmed</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
80	Ruakura Road	55m North East of Silverdale Road to City Boundary	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2011

## Hamilton City Council BYLAWS

SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
80	Ruffell Road	Te Rapa Road to end (Waikato Expressway)	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Ryburn Road	Percival Road to the City Boundary	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Stubbs Road	Peacockes Road to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Tasman Road	Avalon Drive Overbridge to Te Kowhai Road East	1 March 2013	Hamilton Speed Limit Bylaw 2013	
<del>80</del>	<del>Te Kowhai Road East</del>	<del>Tasman Road to end (W)</del>	<del>1 March 2013</del>	<del>Hamilton Speed Limit Bylaw 2013</del>	
80	Te Kowhai Road	Koura Drive to end (E)	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Tuhikaramea Road	410m south-west of Foster Road to Koromatua Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Wairere Drive	Arthur Porter Drive to <del>50m</del> <u>135m</u> north Ruakura Road	<u>30 January 2018</u>	<u>Hamilton Speed Limit Bylaw 2013 (Amended) date to be confirmed</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
80	Weston Lee Drive	Peacockes Road to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw 2007
80	Westbrook Place	Peacockes Road to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	

### SCHEDULE 9: ROADS WITH A SPEED LIMIT OF 90KM/H

The roads or areas described in this Schedule or as shown on a map referenced in this Schedule are declared to have a speed limit of 90km/h.

## Hamilton City Council BYLAWS

SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
90					

### SCHEDULE 10: ROADS WITH A RURAL SPEED LIMIT OF 100KM/H

The roads or areas described in this Schedule or as shown on a map referenced in this Schedule are declared to be rural areas that have a speed limit of 100km/h.

Speed Limit (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
100	Onion Road	20m south of Redoaks Close to the City Boundary	1 March 2013	Hamilton Speed Limit Bylaw 2013	
100	Redoaks Close	Onion Road to the city Boundary	1 March 2013	Hamilton Speed Limit Bylaw 2013	

### SCHEDULE 11: ROADS LOCATED IN NEIGHBOURING AUTHORITIES INCLUDED IN THIS BYLAW

The roads or areas described in this Schedule or as shown on a map referenced in this Schedule are declared to be roads that Council has shared responsibility with other local authorities (Council to administer speed limit) specified in this Schedule.

SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
50	<a href="#">Brymer Road</a>	<a href="#">45m west of Farnborough Drive 425m north of Baverstock Road (with Waikato District Council)</a>	<a href="#">1 March 2013</a>	<a href="#">Hamilton Speed Limit Bylaw 2013</a>	
80	Brymer Road	425m north of Baverstock Road to 75m south of Rotokauri Road (with Waikato District Council)	1 March 2013	Hamilton Speed Limit Bylaw 2013	
50	Collins Road	45m west of Lilac Street to 470 m west of Lilac Street (with Waipa District Council)	1 March 2013	Hamilton Speed Limit Bylaw 2013	Notice in the NZ Gazette, 4 February 1982, No 10 P.330

## Hamilton City Council BYLAWS

<u>80</u>	<u>Exelby Road</u>	<u>340m north west of Lee Road to Te Kowhai Road (with Waikato District Council)</u>	<u>1 March 2013</u>	<u>Hamilton Speed Limit Bylaw 2013</u>	
50	Foster Road	550m west of Deseret Road (City Boundary) to End (with Waipa District Council)	1 March 2013	Hamilton Speed Limit Bylaw 2013	Notice in the NZ Gazette, 24 November 1994 No 124,p.3660 (Waipa District)
<u>80</u>	<u>Greenhill Road</u>	<u>1115m east of Gordonton Road (with Waikato District Council)</u>	<u>1 March 2013</u>	<u>Hamilton Speed Limit Bylaw 2013</u>	<u>Hamilton Speed Limit Bylaw Amendment 2011</u>
<u>80</u>	<u>Horsham Downs Road</u>	<u>Kay Road to 155m north of Borman Road (with Waikato District Council)</u>	<u>1 March 2013</u>	<u>Hamilton Speed Limit Bylaw 2013</u>	
<u>80</u>	<u>Kay Road</u>	<u>Horsham Downs Road to 10m east of Osborne Road (with Waikato District Council)</u>	<u>1 March 2013</u>	<u>Hamilton Speed Limit Bylaw 2013</u>	
<u>100</u>	<u>Kay Road</u>	<u>Osborne Road to River Road (with Waikato District Council)</u>	<u>1 March 2013</u>	<u>Hamilton Speed Limit Bylaw 2013</u>	<u>Hamilton Speed Limit Bylaw Amendment 2011</u>
80	River Road	City Boundary to Kay Road (with Waikato District Council)	1 March 2013	Hamilton Speed Limit Bylaw 2013	
<u>50</u>	<u>Rotokauri Road</u>	<u>From city boundary to a point 235m northeast of Bagust Road (with Waikato District Council)</u>	<u>1 March 2013</u>	<u>Hamilton Speed Limit Bylaw 2013</u>	
<u>100</u>	<u>Rotokauri Road</u>	<u>From a point 250m south west of Exelby Road to a point 235m northeast of Bagust Road (with Waikato District Council)</u>	<u>1 March 2013</u>	<u>Hamilton Speed Limit Bylaw 2013</u>	
50	Saxby Road	McDonald Road to end (with Waipa District Council)	1 March 2013	Hamilton Speed Limit Bylaw 2013	Notice in the NZ Gazette, 24 November 1994 No 124,p.3660 (Waipa District)
80	Tuhikaramea Road	260m south-west of Pygmalion Place to 540 m north-east of Foster Road (with Waipa District Council)	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2011

## Hamilton City Council BYLAWS

### SCHEDULE 12: ROADS WITH A VARIABLE SPEED LIMIT

The roads or areas described in this Schedule or as shown on a map referenced in this Schedule are declared to have a variable speed limit as specified in this Schedule.

SPEED LIMIT (km/h)	ROAD NAME / DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
40/50 km/h variable speed limit	<p>Variable Speed School Zones:</p> <p>School zones marked on the map entitled "Hamilton City Speed Limits as at 24 May 2010", and identified in the legend as having a variable speed limit of 40km/h, subject to the following conditions:</p> <ol style="list-style-type: none"> <li>1. The speed limit is 40 km/h when the variable speed limit signs are operating and the numerals "40" are displayed.</li> <li>2. The times during which the variable speed limit signs are permitted to operate are limited to:               <ol style="list-style-type: none"> <li>(a) 35 minutes before the start of school until the start of school;</li> <li>(b) 20 minutes after the end of school, commencing no earlier than 5 minutes before the end of school;</li> <li>(c) 10 minutes at any other time during a school day when at least 50 children cross the road or enter or leave a vehicle at the roadside.</li> </ol> </li> <li>3. The speed limit is 50 km/h at all times when the variable speed limit signs are not operating.</li> </ol>	<del>1 March 2013</del>	<del>Hamilton Speed Limit Bylaw 2013</del>	<del>Hamilton Speed Limit Bylaw Amendment JUNE 2011</del>
	<p><b>Bankwood Primary School</b></p> <p>Bankwood Road: From a point 60m north of Amethyst Place and extending in a northerly direction to a point 50m south of Comries Road.</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw 2007

## Hamilton City Council BYLAWS

SPEED LIMIT (km/h)	ROAD NAME / DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
	<p><b>Crawshaw Primary School</b></p> <p>Crawshaw Drive: From intersection of Lloyd Drive to a point 70m west of Breckons Avenue.</p> <p>Pringle Place: From the intersection with Crawshaw Drive to a point 30m north of Crawshaw Drive.</p> <p>Aileen Place: From the intersection with Crawshaw Drive to a point 30m north of Crawshaw Drive</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
	<p><b>Deanwell Primary School</b></p> <p>Collins Road: From a point 60m west of Guy Place and extending in a westerly direction to a point 170m east of Rhonda Avenue.</p> <p>Deanwell Avenue: From the intersection of Collins Road extending southerly to a point 30m north of Joanna Place.</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw 2007
	<p><b>Fairfield College</b></p> <p>Bankwood Road: From a point 25m south of St Pauls Road running south to a point 10m north of Coldwell Place.</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
	<p><b>Fairfield Primary / Intermediate School</b></p> <p>Clarkin Road: From a point 60m east of Augusta Street and extending in an easterly direction to a point 30m east of Kenney Crescent.</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw 2007
	<p><b>Forest Lake Primary School</b></p> <p>Storey Avenue: From Mitcham Avenue to 80m east of Garnett Avenue.</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2009

## Hamilton City Council BYLAWS

SPEED LIMIT (km/h)	ROAD NAME / DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
	Mitcham Avenue: From Storey Avenue 60m south of Westney Place. Westney Place: From Mitcham Avenue to the end.			
	<b>Frankton Primary School</b> Rifle Range Road: From the intersection of Dinsdale Road extending in a northerly direction to a point 200m north of Johnson Street.	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw 2007
	<b>Fraser High School</b> Ellicott Road: From a point 20m west of Aberfoyle Street running northeast to a point 40m northeast of Waimarie Street. Waimarie Street: From the intersection with Ellicott Road running Northwest to Livingstone Ave. Nyanza Street: All of Nyanza Street.	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
	<b>Glenview Primary School</b> Bruce Avenue: 130m northeast of Richan Street to 30m northeast of Jeanette Street. Lewis Street: 85m southwest of Garden Heights Avenue to 30m northeast of Jeanette Street.	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2009
	<b>Hamilton Christian School and Te Totara Primary</b> Borman Road: 90m west of Northcity Road to <del>10m</del> 60m east of Hector Drive Hector Drive: From Borman Road north to the end of Hector Drive Moonlight Drive: From Borman Road to 60m south of Borman Road	<u>30 January 2018</u>	<u>Hamilton Speed Limit Bylaw 2013 (Amended) date to be confirmed</u>	<u>Hamilton Speed Limit Bylaw 2013</u>

## Hamilton City Council BYLAWS

SPEED LIMIT (km/h)	ROAD NAME / DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
	Northcity Road: From Borman Road to 50m 150m north of Borman Road Chesham Street: From Borman Road to 40m north of Borman Road Johnnybro Place: Borman Road to end			
	<b>Hamilton East Primary School</b> Grey Street: From the intersection of Beale Street and extending in a northerly direction to a point 140m north of Dawson Street. Dawson Street: From the intersection of Grey Street extending to a point 175m west of Grey Street. Von Tempsky Street: From Dawson Street to 50m south of Dawson Street.	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw 2007
	<b>Hamilton Girls High School</b> Tainui Street: From a point 90m North of Lake Road to the Ward Street Intersection. Seddon Road: From Tainui Street intersection to a point 20m North of Marama Street. Ward Street: From Tainui Street intersection to the Tristram Street Intersection.	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
	<b>Hukanui Primary School</b> Hukanui Road: From a point 40m south of Bankwood Road and extending in a southerly direction to a point 160m south of Pickering Crescent. Pickering Crescent: From the intersection of Hukanui Road extending in an easterly direction to the intersection of Rutherford Street. Rutherford Street: From the intersection of Pickering Crescent extending in a southerly direction to appoint 30m north of Fleming.	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw 2007

## Hamilton City Council BYLAWS

SPEED LIMIT (km/h)	ROAD NAME / DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
	<p><b>Insoll Avenue Primary School</b></p> <p>Tramway Road: From a point 400m south of Snell Drive and extending in a southerly direction to a point 80m south of Alderson Road.</p> <p>Insoll Avenue: From the intersection of Tramway Road extending in a westerly direction to a point 50m east of Blake Street.</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw 2007
	<p><b>Knighton Normal Primary School</b></p> <p>Knighton Road: 10m south of Helena Road to 60m southeast of Edinburgh Road.</p> <p>Clyde Street: Knighton Road to 195m south of Knighton Road.</p> <p>Edinburgh Road: From Knighton Road to 35m east of Knighton Road.</p> <p>Brocas Avenue: From Knighton Road to 40m east of Knighton Road</p> <p>Cameron Road: From Clyde Street to 45m north of Clyde Street</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
	<p><b>Maeroa Intermediate School</b></p> <p>Maeroa Road: From a point 70m north of Rimu Street and extending in a northerly direction to the intersection of Ridout Street.</p> <p>Churchill Avenue: From the intersection of Maeroa Road extending in an easterly direction to the intersection of Stokes Crescent.</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw 2007
	<p><b>Marian School</b></p> <p>Clyde Street: From a point 90m east of Grey Street and extending in an easterly direction to the intersection of Nixon Street.</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
	<p><b>Melville High School</b></p>	1 March 2013	Hamilton Speed Limit	Hamilton Speed Limit

## Hamilton City Council BYLAWS

SPEED LIMIT (km/h)	ROAD NAME / DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
	Collins Road: From the intersection with Ohaupo Road running west to a point 60m west of Guy Place.		Bylaw 2013	Bylaw Amendment June 2011
	<b>Melville Intermediate</b> Mountview Road: Ohaupo Road to 350m west of Ohaupo Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2010
	<b>Newton Primary School</b> Grandview Road: 150m southwest of Roy Street to 60m southwest of Grange Avenue. Holmes Street: Grandview Road to Livingstone Avenue. Livingstone Avenue: 100m southwest of Roy Street to Holmes Street. Grange Avenue: Grandview Road to 65m northwest of Grandview Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2009
	<b>Nga Taiatea Wharekura School</b> Rotokauri Road: From the intersection with Odlin Crescent to a point 300m north west of Baverstock Road. Baverstock Road: From the intersection with Rotokauri Road to a point 175m south west of Rotokauri Road.	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
	<b>Peachgrove Intermediate School</b> Peachgrove Road: From the intersection of Wilson Street and extending in a northerly direction to a point 30m south of James Street.	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw 2007
	<b>Pukete Primary School</b> Pukete Road: From a point 90m north of Wairere Drive and extending in a northerly direction to a point 100m north of Sherwood Drive.	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw 2007

## Hamilton City Council BYLAWS

SPEED LIMIT (km/h)	ROAD NAME / DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
	<p>Cullimore Street: From the intersection of Pukete Road extending in an easterly direction to the intersection of Camden Place.</p> <p>Camden Place: From Cullimore Street to 40m south of Cullimore Street.</p> <p>Sherwood Drive: From Pukete Road to 50m west of Pukete Road.</p>			
	<p><b>Rototuna High School</b></p> <p><u>Kimbrae Drive: from a point 30m east of the intersection of Bourn Brook Drive extending in an easterly direction to a point 595m east of Bourn Brook Drive.</u></p>	<u>30 January 2018</u>	<u>Hamilton Speed Limit Bylaw 2013 (Amended) date to be confirmed</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
	<p><b>Rototuna Primary School</b></p> <p>Horsham Downs Road: From the intersection of Kirk Close and extending in a northerly direction to the intersection of Thomas Road.</p> <p>Strathmore Drive: From the intersection of Horsham Downs Road to the end</p> <p>Thomas Road: From the intersection of Horsham Downs Road and extending to a point 420m East of Horsham Downs Road.</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw 2007
	<p><b>Silverdale Primary School and Hillcrest High School</b></p> <p>Silverdale Road: From the intersection of Ashbury Avenue and extending in a northerly direction to a point 170m south of Crosher Place.</p> <p>Masters Avenue: From the intersection of Silverdale Road extending in a westerly direction to the intersection of Defoe Avenue.</p> <p>Barrie Crescent: From Silverdale Road to 35m east of Silverdale Road.</p> <p>Morris Road: From Masters Avenue to 35m south of Masters Avenue.</p>	<u>30 January 2018</u>	<u>Hamilton Speed Limit Bylaw 2013 (Amended) date to be confirmed</u>	<u>Hamilton Speed Limit Bylaw 2013</u>

## Hamilton City Council BYLAWS

SPEED LIMIT (km/h)	ROAD NAME / DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
	<p><b><u>Sylvester Primary School</u></b></p> <p><u>Borman Road: from a point 260m west of Hare Puke Drive to a point 110m south east of Hare Puke Drive.</u></p> <p><u>Hare Puke Drive: from a point 95m north of Borman Road to a point 10m north of Wetherby Road</u></p>	<u>30 January 2018</u>	<u>Hamilton Speed Limit Bylaw 2013 (Amended) date to be confirmed</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
	<p><b>Southwell School</b></p> <p>Peachgrove Road: From the intersection with Enderley Ave to a point 10m north of Bailey Avenue.</p> <p>Daisy Street: From the intersection with Peachgrove Road to a point 45m south of Peachgrove Road.</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
	<p><b>St Columba's School</b></p> <p>Rifle Range Road: 70m north of Weka Street to 20m north of Olwyn Terrace.</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2009
	<p><b>St Johns College</b></p> <p>Hillcrest Road: From a point 10m south of O'Donoghue Street running south to a point 35m north of Edinburgh Road.</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
	<p><b>St Joseph's School</b></p> <p>Clarkin Road: From a point 30m east of Dalethorpe Avenue and extending in an easterly direction to the intersection of Haultain Street.</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw 2007
	<p><b>St Pauls Collegiate</b></p> <p>Hukanui Road: From a point 15m north of Kensington Place and extending in a</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	

## Hamilton City Council BYLAWS

SPEED LIMIT (km/h)	ROAD NAME / DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
	northerly direction to a point 120m south of Tongairio Street			
	<b>Te Kura Kaupapa Maori O o Toku Mapihi Maurea</b> Silverdale Road: Carrington Avenue to 300m north of Carrington Avenue.	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2010
	<b>Te Kura Kaupapa Maori o Te Ara Rima School</b> Fifth Avenue: 85m northeast of Peachgrove Road to 15m southwest of John Street.	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2009
	<b>Te Rapa Primary School</b> Ashurst Avenue: Moreland Avenue to 330m south of Moreland Avenue. Minnie Place: Ashurst Avenue to 40m west of Ashurst Avenue.	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2009
	<b>Vardon Primary School</b> Vardon Road: From the intersection of Te Rapa Road and extending in an easterly direction to a point 80m west of Kingsley Street. Cunningham Road: From the intersection of Vardon Road extending southerly to a point 70m south of Alanbrooke Place. Alanbrooke Place: From Cunningham Road to 40m north-east of Cunningham Road. Hampton Place: From Vardon Road to 40m north-west of Vardon Road.	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw 2007
	<b>Waikato Diocesan School</b> River Road: From a point 25m north of Braithwaite Avenue running south to a point 100m north of Cussen Street.	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011

**Hamilton City Council  
BYLAWS**

SPEED LIMIT (km/h)	ROAD NAME / DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
	<p><b>Woodstock Primary School</b></p> <p>Fairfield Road: From a point 170m east of Woodstock Road and extending in an easterly direction to a point 60m west of Haultain Street.</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw 2007

**Hamilton City Council  
BYLAWS**

**SCHEDULE 13: ROADS WITH A HOLIDAY SPEED LIMIT**

The roads or areas described in this Schedule or as shown on a map referenced in this Schedule are declared to have a holiday speed limit as specified in this Schedule.

SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT

**SCHEDULE 14: ROADS WITH A MINIMUM SPEED LIMIT**

The roads or areas described in this Schedule or as shown on a map referenced in this Schedule are declared to have a minimum speed limit as specified in this Schedule.

SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT



# Council Report

**Committee:** Growth and Infrastructure Committee  
**Date:** 01 August 2017  
**Author:** Robyn Denton  
**Authoriser:** Chris Allen  
**Position:** Network Operations Team Leader  
**Position:** General Manager City Infrastructure  
**Report Name:** Discretionary Transport Programme 2017/18

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

## Purpose

- To seek approval for the projects and associated allocation of the Discretionary Transport Programme budgets for 2017/18.

## Staff Recommendation

- That the Growth and Infrastructure Committee approves the proposed allocation of the Discretionary Transport Programme budgets for the 2017/18 as set out below:
  - DRAFT Minor Improvements Programme.

Location	Proposed Treatment
Intersection of Queens Avenue & Killarney Road	Install mini- roundabout
Intersection of Huntington (west) & Wairere Dr	Reconfigure traffic islands to replace trial traffic management
Gordonton Road – Wairere Drive to Thomas Road	Localised shoulder widening to accommodate right turning traffic and street lighting at intersections
Cobham Drive – just south of Palmerston St overbridge	Install electronic 'Hidden Queue' warning signs for both directions of traffic
Intersection of Clarkin Road & Heaphy Terrace	Install appropriate traffic calming measures

- DRAFT Integrated Transport Initiatives Programme

Location	Proposed Treatment
Baverstock Rd (Lloyd Drive to Brymer Road)	Install pedestrian islands (2), new footpath (crushed asphalt), and street lights to support lower speed limit
Various sites - Speed Limit changes	Signage changes (both static and variable) along with pedestrian platforms and kerb extensions to implement speed limit changes

Intersection of Te Rapa Road, Ulster Street & Forest Lake Road	Additional pedestrian crossing points, improved cycle facilities.
Hamilton Gardens	New footpath installed as part of the underpass project
Cycle Facilities at Roundabout	Install off road cycle facilities at multilane roundabouts on each quadrant to improve safety
Cycle Pinch Points	Trial of cycle lane separators to encourage vehicles to stay out of cycle lanes
Cycle Directional Signage	Install directional signage to support the Hamilton Biking Plan. Associated with a funding grant from Vibrant Hamilton Trust (\$50k)
Norris Ward Park connection from Western Rail Trail to CBD	Install bike phase at Ward & Tristram intersection. Green markings and judder bars at driveways to alert motorists to people on bikes on new shared path
Ruakura Rd - east of Innovation Park	Install recessed bay for a bus stop (southern side) and alter existing area (northern side) to accommodate passenger needs.
Adshel Shelter Relocations	Relocation of refurbished Adshel Shelters to new sites
Anglesea Street & Anzac Parade corner	Alter roundabout, to create a dedicated left turn lane for public transport
Frankton Rail Village	Install appropriate traffic calming measures as developed by community working group.
New Footpaths - Throughout the city	new footpaths in agreed locations
New VMS Trailer	New VMS trailer with speed radar
Bankwood Rd - Outside Fairfield High School	Upgrade the crossing. Traffic Signals or raised platform and retain zebra.
Caro Street	Opportunities for increased parking and pedestrian improvements.

## Executive Summary

2. The Discretionary Transport Programme is used to address safety issues on the transport network along with improvements to walking, cycling and public transport infrastructure. The projects delivered via this programme are determined by Council annually to respond to community requests and safety issues.
3. Funding for the Discretionary Transport Programme is via three programmes in the 2015-25 10 Year Plan:
  - Bus Stop Infrastructure
  - Minor Improvements to the Transport Network
  - Integrated Transport Initiatives
4. The Access Hamilton Taskforce has considered the individual projects for 2017/18 financial year and approval is sought for this programme of works for two of the discretionary transport programmes being the Integrated Transport Initiatives and Minor Improvements programmes. Bus Stop Infrastructure will be considered by the Joint PT committee at their meeting scheduled for September 2017.

## Background

5. There are three programmes broadly referred to as the Discretionary Transport programme in the 2015-25 10-Year Plan. These programmes have annual funding provisions that allow minor transport network improvements (<\$300,000 per site). These programmes are:
  - Bus Stop Infrastructure
  - Minor Improvements to the Transport Network
  - Integrated Transport Initiatives
6. The Minor Improvements to the Transport Network and Integrated Transport Improvements programmes are normally considered on an annual basis and are dependent largely on the input that Council gets from the community through the Annual Plan submissions and other feedback/requests throughout the preceding year.
7. Each year, the final programme of projects that are to be delivered are approved by Council.

## Discussion

8. The following describes the intended scope of the three programmes:
  - *Bus Stop Infrastructure*: the budget allows installation of new bus stops and new shelters and retrofit of bus stop kerbs to a full wheelchair accessible standard ('Kirsty Kerbs').
  - *Minor Improvements*: the budget allows for miscellaneous (mostly safety) minor improvement projects and for new minor road infrastructure assets
  - *Integrated Transport Initiatives*: the budget allows for the provision of new and improved infrastructure to grow the walking, biking and public transport mode share, and to respond to the community needs in these areas.
9. The prioritisation of Bus Stop Infrastructure programme is undertaken in consultation with the Waikato Regional Council who manage the public transport services. The final list of sites will be presented to the next Joint Passenger Transport Committee meeting in September 2017 for approval.
10. A summary of the strategic framework used as guidance for prioritisation of projects by staff within these three programmes is included in a table identifying the key drivers and expected results (Attachment 1).
11. The Access Hamilton Taskforce have been involved in considering the project allocation within the Minor Improvement and Integrated Transport Initiatives programmes. A copy of the draft programmes of work is included in Attachment 2 to this report.

## Financial Considerations

11. The allocation of funding for each of these programmes over the ten years in the 2015-25 10-Year Plan is set out below (un escalated \$2015/16):

Type of Costs	2017/18 Year			Future Years	NZTA Subsidy?
<b>Capital Expenditure</b>	Approved budget	Costs incurred	Forecast Spend	In 2015/25 10 Year Plan	
Bus Stop Infrastructure	\$112,500	\$500	\$112,500	\$112,500 pa	Yes - 51%
Minor Improvements	\$637,900	\$1,000	\$637,900	\$637,900 pa	Yes – 51%
Integrated Transport Initiatives	\$900,000	\$1,000	\$900,000	\$900,000 pa	No
<b>Total Capex</b>	<b>\$1,650,400</b>	<b>\$2,500</b>	<b>\$1,650,400</b>	<b>\$1,650,400 pa</b>	
<b>Operating Expenditure</b>					
Depreciation	\$0	\$0	\$0	\$22,000 pa	
Consequential Opex	\$0	\$0	\$0	\$10,000 pa	
<b>Total Opex</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,000 pa</b>	

13. If the chosen projects within the individual programmes meet New Zealand Transport Agency (the Agency) criteria then they may qualify for a funding subsidy. It is normal for the Bus Stop Infrastructure and Minor Improvement (safety) programmes to qualify and the Annual Plan has been built on the assumption that there will be a subsidy. The figures in the table above are gross figures and include the subsidy assumption.
14. NZTA subsidy is not always available for projects within the Integrated Transport Initiative programme and so no subsidy assumption is built into the 10-Year Plan. Staff assess all of the projects within this programme and apply for a subsidy if the works meet specified criteria.
15. Minimal costs have been incurred against these budgets via a small amount of time cost associated with staff preparation of the programme and concept design development during July 2017.

## Significance & Engagement Policy

### Significance

16. Staff considered the following factors under the Significance and Engagement Policy:
  - The form of engagement used in the past for similar proposals and decisions.
17. Based on these factors, staff have assessed that the recommendations in this report have low significance.

### Engagement and Consultation

18. A part of the delivery of the projects within this programme, engagement and consultation will be undertaken with adjacent property owners and residents/businesses along with key stakeholders including:
  - the Agency
  - Road Transport Association
  - AA
  - CCS Disability Action
  - Blind Foundation
  - Cycle Action Waikato
  - Generation Zero

19. This consists of writing to each of these parties and providing an early concept plan of the proposed works. This often involves face to face meetings with parties who have identified issues that need to be addressed in this final stage. Based on the feedback received, the final designs are then produced the work tendered.
20. A full list of sites and information is made available on the Hamilton City website throughout this process, with the plans being updated as they are developed.
21. Notification of pending work is then issued by the Contract immediately prior to work commencing.

## **Attachments**

Attachment 1 - Strategic Framework for prioritisation of programmes

Attachment 2 - Discretionary Transport Programme 2017/18



**Strategic Framework for Expenditure  
Discretionary Transport Programme**

	<b>Integrated Transport Initiatives</b>	<b>Minor Traffic Improvements</b>	<b>Bus Stop Infrastructure</b>
<b>Prioritisation Mechanism</b>	<ul style="list-style-type: none"> <li>Severity of need from Accessibility Mapping Tool</li> <li>Scale of need from Neighbourhood Accessibility Plans (NAPS)</li> <li>Alignment with rollout with PT Strategic Network for the city</li> <li>Emerging outputs of Network Operating Plan</li> <li>Biking Plan</li> </ul>	<ul style="list-style-type: none"> <li>Severity of need based on NZTA scoring sheet</li> </ul>	<ul style="list-style-type: none"> <li>Potential to attract new patrons</li> <li>Improvement of facilities to retain existing patrons</li> <li>Number of patrons affected</li> <li>Alignment with roll out of PT Strategic Network city</li> </ul>
<b>Expected Results</b>	<ul style="list-style-type: none"> <li>Improving convenience for pedestrians, cyclists and public transport patrons</li> <li>Removing barriers to walking and cycling</li> <li>Provide safe linkages across busy roads and between Safer Speed Areas</li> <li>Improved access to public transport services</li> <li>Safer footpath routes to primary schools</li> <li>Safe routes for cycling to intermediate, secondary schools, commuting to work</li> <li>Improved pedestrian crossing facilities</li> <li>More efficient bus movements</li> </ul>	<p>NZTA criteria as listed below:</p> <ul style="list-style-type: none"> <li>Improving transport mode choice</li> <li>Reducing death and serious injuries</li> <li>Easing severe urban congestion</li> <li>Resilient and secure network</li> <li>Optimising existing network</li> <li>Efficient freight supply chains</li> <li>Reducing adverse environmental effects</li> <li>Traffic volumes</li> <li>Responding to legitimate community needs</li> </ul>	<ul style="list-style-type: none"> <li>Growth in patronage and mode share by:</li> <li>Removal of all barriers – providing access for all</li> <li>Improved ease of getting to bus</li> <li>Improved desirability of taking bus</li> <li>Improved customer experience</li> </ul>
<b>Typical Types of Activity</b>	<ul style="list-style-type: none"> <li>Signalised crossings on arterial routes</li> <li>Main road crossing points</li> <li>Connecting walking routes to bus stops</li> <li>Short lengths of new footpath to complete networks</li> <li>Way finding signage</li> <li>Improvements for mobility impaired and visually impaired</li> <li>Intersections</li> <li>Providing continuity of key routes</li> <li>Way finding signage</li> <li>On-road improvements integrates with road maintenance programme</li> <li>Signal pre-emption for buses</li> <li>Dedicated lanes for buses</li> </ul>	<ul style="list-style-type: none"> <li>Work value for each project &lt;\$300,000</li> <li>Pedestrian refuge islands</li> <li>Minor intersection improvements</li> <li>Splitter islands</li> <li>Stock underpasses (if any)</li> <li>Guard railing etc</li> <li>Lighting improvements for safety intersections</li> </ul>	<ul style="list-style-type: none"> <li>More shelters and seats for protection from elements</li> <li>Accessible bus stops</li> <li>Education, marketing and public consultation</li> <li>Faster trips in peak times</li> </ul>



## Draft Discretionary Transport Programme 17/18

### Approval by Growth and Infrastructure Committee at 1 August 2017 meeting

#### DRAFT Minor Improvements Programme.

Location	Problem Description	Proposed Treatment
Intersection of Queens Avenue & Killarney Road	Confusing intersection, near hits	Install roundabout
Intersection of Huntington (west) & Wairere Dr	Crash location with trial traffic management in place.	Reconfigure traffic islands to replace trial traffic management
Gordonton Road – Wairere Drive to Thomas Road	Emerging crash problem with increased traffic flow in the area	Variable speed limit electronic signage. Localised shoulder widening and street lighting at intersections
Cobham Drive – just south of Palmerston St overbridge	Cars often rear ending the traffic queues in morning and evening peaks	Install electronic 'Hidden Queue' warning signs for both directions of traffic
Intersection of Clarkin Road & Heaphy Terrace	signage/roadmarking/protection for houses from vehicles losing control through the roundabout	Install appropriate traffic calming measures

#### DRAFT Integrated Transport Initiatives Programme.

Location	Problem Description	Proposed Treatment
Baverstock Rd (Lloyd Drive to Brymer Road)	Lack of safe crossing facilities, no footpath available and no streetlights	Install pedestrian islands (2), new footpath (crushed asphalt) and street lights
Various sites - Speed Limit changes	Changes needed implement the speed limit changes proposed as part of Hamilton City Speed Limit Bylaw review.	Signage changes (both static and variable) along with pedestrian platforms and kerb extensions
Intersection of Te Rapa Road, Ulster Street & Forest Lake Road	Lack of pedestrian crossing points on all roads.	Additional pedestrian crossing points, improved cycle facilities.
Hamilton Gardens	New Cobham Drive underpass linking Sillary Street to Hamilton Gardens – requires a footpath link down into the gardens area	New footpath installed as part of the underpass project
Cycle Facilities at Roundabout	Lack of safe space for people on bikes at roundabouts	Install off road cycle facilities at multilane roundabouts on each quadrant.

Location	Problem Description	Proposed Treatment
Cycle Pinch Points	Cycle lanes being encroached by turning vehicles creating pinch points for people on bikes.	Trial of cycle lane separators to encourage vehicles to stay out of cycle lanes
Cycle Directional Signage	Lack of clear signage for people on bikes on primary cycle routes.	Install directional signage to support the Hamilton Biking Plan.  Associated with a funding grant from Vibrant Hamilton Trust (\$50k)
Norris Ward Park connection to CBD	lack of good cycle facilities to connect to Western Rail Trail to CBD	Install bike phase at Ward & Tristram intersection. Green markings and judder bars at driveways to alert motorists to people on bikes on new shared path
Ruakura Rd - east of Innovation Park	Lack of suitable location for bus stop (at Innovation Park) to accommodate proposed Orbiter route changes	Install recessed bay for a bus stop (southern side) and alter existing area (northern side) to accommodate passenger needs.
Adshel Shelter Relocations	Old Adshel Shelters need to be relocated by HCC	Relocation of refurbished Adshel Shelters to new sites
Anglesea Street & Anzac Parade corner	buses being held up in Anglesea Street queues at the roundabout	Alter roundabout, to create a dedicated left turn lane for buses
Frankton Rail Village	Inappropriate vehicle speeds and anti-social behaviour through the area	Install appropriate traffic calming measures as developed by community working group.
New Footpaths - Throughout the city	Footpaths not continuous at various points around the city requiring pedestrians to either walk on road or grass berms	New footpaths – locations to be agreed via Access Hamilton taskforce
New VMS Trailer	opportunity for road user education at new works and as part of road safety education	New VMS trailer with speed radar
Bankwood Rd - Outside Fairfield High School	Zebra crossing becoming unsafe due to number of vehicles and pedestrians	Upgrade the crossing. Traffic Signals or raised platform and retain zebra.
Caro Street	CCTP has identified this street for changes to increase parking.	Minor changes to increase parking and improve pedestrian facilities

# Council Report

Item 13

**Committee:** Growth and Infrastructure Committee  
**Date:** 01 August 2017

**Author:** Trent Fowles  
**Authoriser:** Chris Allen

**Position:** Compliance Manager  
**Position:** General Manager City Infrastructure

**Report Name:** Approval of the 2018-24 Waste Management and Minimisation Plan vision, goals and objectives

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

## Purpose

1. To seek approval from the Growth and Infrastructure Committee for the Waste Taskforce's proposed 2018-2024 Waste Management and Minimisation Plan vision, goals and objectives.

## Staff Recommendation

2. That the Growth and Infrastructure Committee approves the vision, goals and objectives set out below so that the Waste Taskforce can continue to work towards a final recommendation to Council:
  - a) the vision '*Hamilton: where waste minimisation and resource recovery are an integral part of our lifestyle and economy*' for the 2018-2024 Waste Management and Minimisation Plan
  - b) the goals for the 2018-2024 Waste Management and Minimisation as:
    - (i) reduced quantity of all material entering the waste stream, and increased resource recovery
    - (ii) increased innovation and opportunity from waste resources
    - (iii) Hamilton community is leading in waste minimisation
    - (iv) waste and resource recovery infrastructure meets Hamilton's growing needs
    - (v) recognise and celebrate innovation in waste minimisation and avoidance
  - c) the objectives for the 2018-2024 Waste Management and Minimisation as:
    - (i) Hamiltonians are choosing to engage in waste minimisation
    - (ii) Hamilton's waste diversion is continually increasing
    - (iii) all Hamiltonians have access to affordable and resilient waste and resource recovery services
    - (iv) Hamilton City Council is leading by example in minimising waste
    - (v) Hamilton City Council is partnering with others to achieve efficient and effective waste minimisation and management

(vi) Hamilton City Council is influencing Central Government's commitment to waste minimisation

(vii) all Hamilton City Council's regulatory decision making considers responsible waste and resource recovery

## Executive Summary

3. Council is required by the Waste Minimisation Act 2008 to review and develop an updated Waste Management and Minimisation Plan (WMMP) by April 2018. The WMMP must articulate Hamilton's plan to promote waste management and minimisation.

4. The WMMP is made up of two key parts:

- The Strategy - vision, goals and objectives
- Action plan

The strategy sets out the outcomes that implementation of the WMMP is seeking to achieve.

5. On the 20 July 2017 the Waste Taskforce endorsed the proposed vision, goals and objectives developed for the 2018-24 WMMP. The vision, goals and objectives align to the Hamilton Plan outcomes of building a stronger economy and a more attractive city for families.

6. Staff are seeking endorsement of the proposed vision, goals and objectives from the Growth and Infrastructure committee to enable the Waste Taskforce to progress the development of the 2018-24 WMMP proposed actions that will articulate the activities that Council will undertake over the next 6 years.

7. Proposed actions will be drafted and presented to the Growth and Infrastructure Committee for endorsement on the 12<sup>th</sup> September 2017.

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

## Background

9. The Waste Minimisation Act 2008 required Council to adopt a Waste Management & Minimisation Plan by 1 July 2012 that articulates Hamilton's plan to promote waste management and minimisation.

10. In April 2012 Council adopted the Waste Management & Minimisation Plan (WMMP).

11. The WMMP provides the policy context for the current review of the kerbside rubbish and recycling service and guides the work delivered by Council's waste minimisation advisors.

12. Council is required to review and develop a Waste Management and Minimisation Plan every 6 years. The Waste Minimisation Act 2008 (WMA) outlines the process and content that must be included in the WMMP. Hamilton's current WMMP is valid until April 2018.

13. On 28 March 2017 the Growth and Infrastructure committee resolved that a Waste Taskforce be established to ensure political oversight and guidance on rubbish and recycling in the city including providing guidance on the development of the updated 2018-24 WMMP.

14. The timeline for delivery of the 2018-24 WMMP is set out in Attachment 1.

15. The WMMP must outline the actions that Council will take to meet our obligations to "*promote effective and efficient waste management and minimisation*" (WMA, Section 42). Waste levy funding received by Council from the Ministry for Environment must be spent on activities listed in the WMMP. There are no penalties associated with not meeting the vision, goals and objectives of the WMMP.

16. In developing and implementing the WMMP Council must have regard for the waste hierarchy – reduction, reuse, recycling, recovery, treatment and disposal.
17. Definitions of waste specific terminology are outlined in Attachment 2.

### Proposed Vision, Goals and Objectives

18. The vision, goals and objectives set out what outcomes Council is seeking to achieve through the implementation of the WMMP.
19. The proposed vision, goals and objectives were workshopped and drafted by a WMMP subgroup that was established by the Waste Taskforce. The WMMP subgroup membership consists of staff and the following Elected Members and External Stakeholders:
  - i. Elected Members: Cnr Mark Bunting (Chair), Cnr Paula Southgate, Cnr Siggie Henry
  - ii. External Stakeholders: Nicola Turner (Waikato Regional Council), SoniaFursdon/Anna Casey Cox (Waikato Environment centre) and Rachel Goddard (Waikato University).
20. The proposed vision endorsed by the Waste Taskforce was selected as it is inspiring and reflects the ambition of Hamilton to mainstream waste minimisation. It provides a good starting point for a conversation with the community on waste management and minimisation:
  - *Hamilton: where waste minimisation and resource recovery are an integral part of our lifestyle and economy*
21. The proposed goals and objectives endorsed by the Waste Taskforce articulate the medium and short term outcomes, respectively, that Council will be seeking to achieve through delivery of the WMMP.
  - i. Proposed Goals:
    - (1) Reduced quantity of all material entering the waste stream, and increased resource recovery
    - (2) Increased innovation and opportunity from waste resources
    - (3) Hamilton community is leading in waste minimisation
    - (4) Waste and resource recovery infrastructure meets Hamilton’s growing needs
    - (5) Recognise and celebrate innovation in waste minimisation and avoidance
  - ii. Proposed Objectives:
    - (1) Hamiltonians are choosing to engage in waste minimisation
    - (2) Hamilton’s waste diversion is continually increasing
    - (3) All Hamiltonians have access to affordable and resilient waste and resource recovery services
    - (4) Hamilton City Council is leading by example in minimising waste
    - (5) Hamilton City Council is partnering with others to achieve efficient and effective waste minimisation and management
    - (6) Hamilton City Council is influencing Central Government’s commitment to waste minimisation
    - (7) All Hamilton City Council’s regulatory decision making considers responsible waste and resource recovery
22. The proposed vision, goals and objectives are aligned to the Hamilton Plan outcomes of building a stronger economy and a more attractive city for families. They also provide context and support for the delivery of the rubbish and recycling components of the 10 Year Plan.

## Timeframes

23. The timeline for delivery of the 2018-24 WMMP is set out in Attachment 1.
24. Should the proposed vision, goals and objectives be endorsed by the Growth and Infrastructure Committee on the 1 August 2017, the final stage of developing the draft action plan that Council will take over the next 6 years will commence at the next Waste Taskforce meeting scheduled for the 4<sup>th</sup> August 2017.
25. The proposed actions will be presented to the Growth and Infrastructure Committee for endorsement on the 12<sup>th</sup> September 2017.
26. On the 12<sup>th</sup> September 2017 staff will be seeking approval from the Growth and Infrastructure Committee to commence consultation with the community on the proposed draft 2018-24 WMMP.

## Financial Considerations

27. This is a regular operating activity funded through the 10 Year Plan and Waste Levy Funding.
28. The funding for implementation of the WMMP is primarily from the Waste Levy Funding. In 2016/17 Hamilton City Council's waste levy funding was \$570,000.
29. The vision, goals and objectives have no direct funding requirements. Funding requirements for the delivery of the WMMP will be articulated in the report to the 12<sup>th</sup> September 2017 Growth and Infrastructure Committee for consideration following endorsement by the Waste Taskforce.
30. The funding for the endorsed actions will be met by the Waste Levy Funding and included in the 2018-28 10 Year Plan.
31. The financial implications of not adopting the WMMP by April 2018 are that external funding from Ministry for Environment for waste minimisation staff and programs will cease until the WMMP is adopted.

## Legal and Policy Considerations

32. Staff confirm that the staff recommendation complies with the Council's legal and policy requirements.

## Cultural Considerations

33. The vision, goals and objectives are broad and high level, detailed engagement with iwi will be through the draft WMMP later in the year.

## Sustainability Considerations

34. The WMMP primarily supports delivery of the Council's Sustainability Principles, namely, Principle 10 – Council works with its communities to minimise the production of waste and maximise opportunities to recycle. It also supports Sustainability Principles 2 and 6.

## Risks

35. If the proposed vision, goals and objectives are not endorsed, the timeline for delivery of the WMMP may be impacted. To be compliant with the Waste Minimisation Act 2008 the 2018-2024 WMMP must be adopted by April 2018. Prior to Council adopting the WMMP Hamilton City Council must consult with the community through the special consultative procedure set out in Section 83 of the Local Government Act 2002. The timeline for delivery of the WMMP is set out in Attachment 1.

## Significance & Engagement Policy

### Significance

36. Staff considered the following factors under the Significance and Engagement Policy:
- The form of engagement used in the past for similar proposals and decisions.
37. Based on these factors, staff have assessed that the recommendations in this report have low significance.

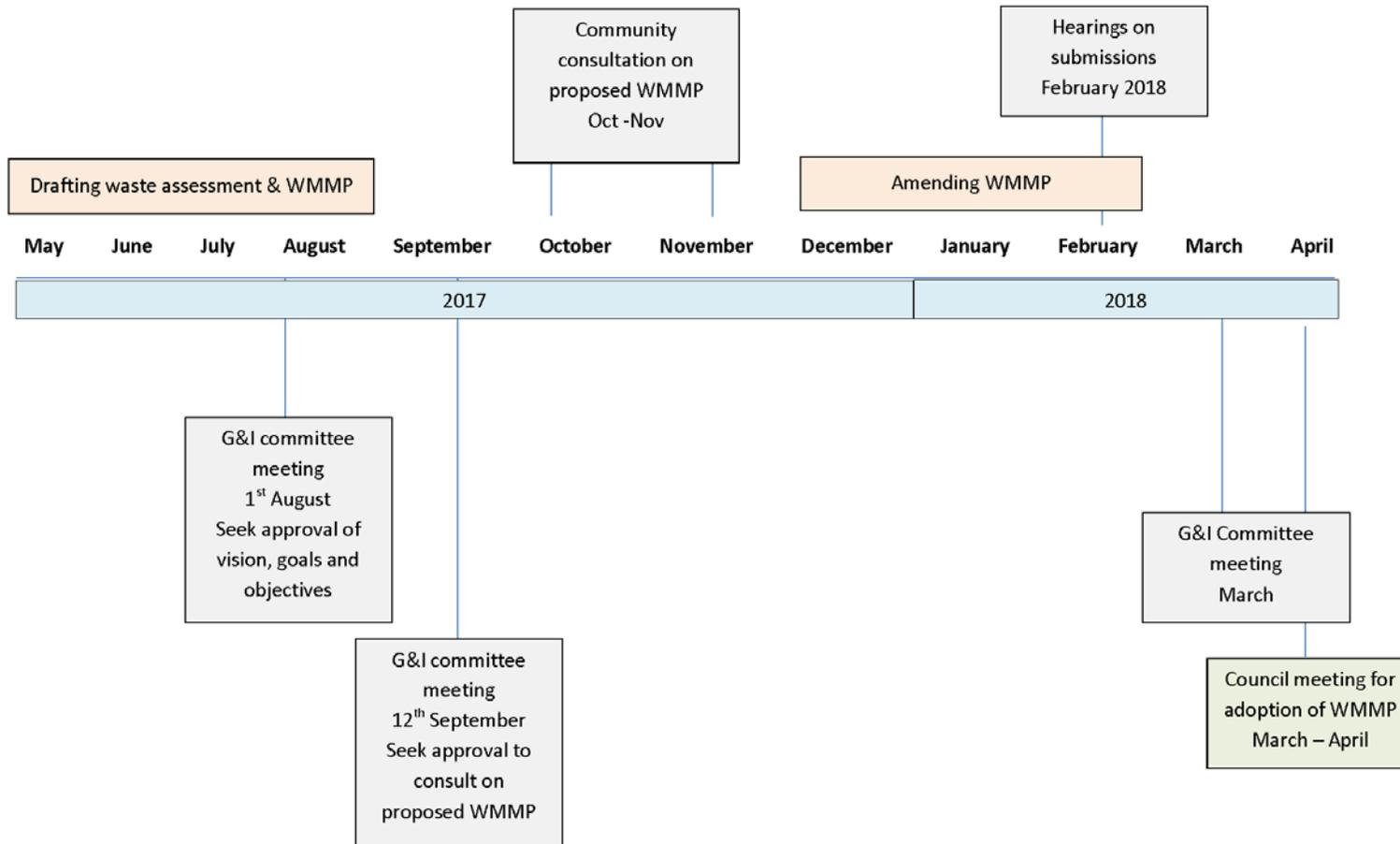
### Engagement

Community views and preferences gathered through engagement on the proposed rubbish and recycling services review and from the external stakeholders in the WMMP subgroup have informed the vision, goals and objectives. 39. Staff recommend that no further engagement on the vision, goals and objectives in isolation is required because in October 2017 and November 2017 there will be a comprehensive special consultation process for the draft 2018-24 WMMP, which will include the 2018-24 WWMP vision, goals, objectives and actions.

### Attachments

Attachment 1 - Timeline for WMMP Development

Attachment 2 - Glossary of Waste Terms



### Glossary of Terms – Waste Management and Minimisation Plan

Disposal	Final deposit of waste into or onto land, or incineration
Diverted Material	Anything that is no longer required for its original purpose and, but for commercial or other waste minimisation activities, would be disposed of or discarded.
Landfill	Tip or dump. A disposal facility as defined in S.7 of the Waste Minimisation Act 2008, excluding incineration. Includes, by definition in the WMA, only those facilities that accept 'household waste'. Properly referred to as a Class 1 landfill
Resource Recovery	<ul style="list-style-type: none"> <li>a) extraction of materials or energy from waste or diverted material for further use or processing; and</li> <li>b) includes making waste or diverted material into compost</li> </ul>
Recycling	The reprocessing of waste or diverted material to produce new materials
Reduction	<ul style="list-style-type: none"> <li>a) lessening waste generation, including by using products more efficiently or by redesigning products; and</li> <li>b) in relation to a product, lessening waste generation in relation to the product</li> </ul>
Reuse	The further use of waste or diverted material in its existing form for the original purpose of the materials or products that constitute the waste or diverted material, or for a similar purpose
Rubbish	Waste, that currently has little other management options other than disposal to landfill
Treatment	<ul style="list-style-type: none"> <li>a) means subjecting waste to any physical, biological, or chemical process to change its volume or character so that it may be disposed of with no or reduced adverse effect on the environment; but</li> <li>b) does not include dilution of waste</li> </ul> <p>Means, according to the WMA:</p>
Waste	<ul style="list-style-type: none"> <li>a) Anything disposed of or discarded, and</li> <li>b) Includes a type of waste that is defined by its composition or source (for example, organic waste, electronic waste, or construction and demolition waste); and</li> <li>c) To avoid doubt, includes any component or element of diverted material, if the component or element is disposed or discarded.</li> </ul>
Waste Assessment (WA)	A document summarising the current situation of waste management in a locality, with facts and figures, and required under the Waste Minimisation Act. A Waste Assessment must be completed whenever a WMMP is reviewed
Waste diversion	Means diverting waste from landfill and accessing the economic opportunity from the resource
Waste Hierarchy	A list of waste management options with decreasing priority – usually shown as 'reduce, reuse, recycle, recovery, treat, dispose'
Waste minimisation	Means the reduction of waste; and the reuse, recycling, and recovery of waste and diverted material.
WMMP	A Waste Management and Minimisation Plan as defined by s43 of the Waste Minimisation Act 2008
Waste resources	Means any waste material that has value that can be recovered, reused or recycled
Waste stream	Has the same definition as Waste

# Council Report

Item 14

**Committee:** Growth and Infrastructure Committee  
**Date:** 01 August 2017  
**Author:** Alice Morris  
**Authoriser:** Luke O'Dwyer  
**Position:** City Planning Policy Team Leader  
**Position:** Acting General Manager City Growth  
**Report Name:** Temple View Growth Cell and WA

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

## Purpose

1. To inform the Growth and Infrastructure Committee on the planning and investment framework for the Temple View growth cell area ('Temple View') and the area known as WA.

## Staff Recommendation

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

## Executive Summary

3. The total combined area of Temple View and WA (467.8ha) can be described as being adjacent to, or bounded by Wallace Road, Tuhikaramea Road, Koromatua/Collins Road and Whatawhata Road (Attachment 1: – Locality Plan, Maps A and B).
4. Temple View, an area of approximately 442.8 hectares, protrudes from the City's western boundary, south-west of the suburb of Dinsdale and north-east of Koromatua within Waipa District. The substantial portion of the Temple View area (428.8 ha) was brought into the City from Waipa District in July 2004 and another 14ha in July 2014.
5. The 'WA' area (25ha) is located to the south of Whatawhata Road (SH23) and between Wallace Road and the boundary of Hamilton City.
6. The 25 hectare 'WA' area is presently in Waikato District. However, it is identified in the 2005 Strategic Agreement between Waikato District Council ('WDC') and Hamilton City Council ('Council'), the Waikato Regional Policy Statement ('WRPS') and the Future Proof Strategy ('Future Proof') as an area that will become part of the City's future urban limit once adequate infrastructure is available.
7. The combined area (Temple View and WA) contains a variety of zonings under the Partly Operative District Plan ('PODP'), the Waipa District Plan and the Waikato District Plans. Nevertheless, the majority of the area being rural in nature.
8. There is wastewater investment planned in the 2015-25 10-Year Plan to increase capacity in the western wastewater interceptor, which will benefit Temple View and WA. There are no other infrastructure (e.g. water, transport, stormwater, recreational) investments planned for, or identified in either the existing or proposed 10-year plan, or the 30-year Infrastructure Strategy.

9. No structure plan process has been initiated; however, in accordance with the 2015 Environment Court settlement Council undertook a preliminary scoping exercise in 2016.

## Background

10. Temple View has been under the jurisdiction of Hamilton City since 2004. The following is a snap shot chronology of events:

Chronology of Events between 2000 - 20017	
Date	Event
2000	Temple View Ratepayers Association requested boundary adjustment.
2000-2004	Boundary Adjustment progressed through Local Government Commission process.
2003	Temple View settlement connected to Hamilton's sewage network.
2004	Temple View transferred to Hamilton City.
2005	Waikato District and Hamilton City Councils signed the Strategic Agreement on Future Urban Boundaries. This is where WA was recognised.
2007	Variation 7 to the 2001 Proposed District Plan notified.
2009	Decisions to Variation 7 released. Church College Closed.
2011	Appeals to Variation 7 resolved and Temple View provisions in the District Plan operative.
2012	Proposed District Plan ('PDP') notified – planning provisions for Temple View aligned with Variation 7 provisions. Submissions and appeals to the PDP were resolved 2015.
2014	The Church of Jesus Christ of Latter Day Saints made application for a minor boundary alteration to bring the whole of the Former Church College campus into the City. This was gazetted and transferred in July 2014.
2012 – 2017	Resource Consents within the residential settlement of Temple View for: <ul style="list-style-type: none"> <li>• Additions of, and alterations to dwellings; and</li> <li>• Subdivision.</li> </ul> Residential subdivision at Amanda Avenue. Resource Consents within the Former Church College Site for: <ul style="list-style-type: none"> <li>• Road and infrastructure redevelopment;</li> <li>• Removal and replacement of housing;</li> <li>• Subdivision;</li> <li>• Repurposing and earthquake strengthening of heritage buildings;</li> <li>• Construction of the Stake Centre and associated site development;</li> <li>• Demolition of a heritage building;</li> <li>• Construction of residential dwellings and a commercial node.</li> </ul>

	<p>Resource Consents within the Temple Site for:</p> <ul style="list-style-type: none"> <li>• Road and infrastructure redevelopment;</li> <li>• Reconfiguration of the vehicle entrance.</li> </ul>
2016 -2017	<p>Staff prepared a scoping study for the Temple View and WA area.</p> <p>Staff commenced the preparation of a plan change to incorporate the 2014 land area into the district plan.</p>

11. The Temple View and WA area is located on the western side of the City’s boundary. Temple View has a total land area of 442.8 hectares and is accessed from Dinsdale via Tuhikaramea Road. The WA area is 25 hectares, located between the City’s existing western boundary and the eastern side of Wallace Road. The area is accessed via Whatawhata Road and is internally accessed by Wallace Road. (Refer Attachment 1 – Locality Plan, Maps A and B).
12. The majority of the development in the Temple View area is centred around the Temple and the former Church College, all founded by the Church of Jesus Christ of Latter-day Saints in the 1950s. Since the closure of the college in 2009 there has been a substantive redevelopment of this section of Tuhikaramea Road that runs through the urban area of Temple View, the entrance into the Temple and the redevelopment and repurposing of the former Church College campus.
13. The remaining Temple View area is rural (i.e. dairy farm, stock grazing and small rural holding activities), whilst containing pockets of lifestyle development on the fringe of the settlement.
14. The urban area of Temple View is located approximately 2 kilometres south-west from the built urban edge of the City, approximately 4 kilometres from the Dinsdale business area, and approximately 6 kilometres from Hamilton’s Central City area.
15. In 2004 the Temple View area, under the 1997 Waipa District Plan was a mix of residential through to rural zonings, the:
  - Temple View settlement (including the former college and Temple) was zoned residential;
  - Surrounding the settlement were some pockets of rural-residential zoned land to the east; and
  - Balance of the area was zoned rural.
16. Over the past 5-year period, major redevelopment work has occurred within the former Church College site as well as the adjacent residential properties facing Tuhikaramea Road. The extent of Tuhikaramea Road between the open road speed signs has, at the cost of the developer, been fully upgraded, with the introduction of roundabouts for traffic calming and replacement of footpaths and landscaping.
17. The additional land area transferred in 2014 is zoned rural under the 2011 Proposed Waipa District Plan, as it was at the time the land was transferred in July 2014.
18. WA is a rural residential appearance and contains 9 properties ranging in size from 7.2 hectares to 0.5182 hectares. It is located within the Waikato District Council’s boundary and is zoned rural with an Urban Expansion Policy Overlay under the Waikato District Plan. (Attachment 2 – WA land holding, Map A (Zoning) and Map B (Aerial)).
19. 2004 Boundary adjustment – Temple View into Hamilton City
20. During April 2000, Waipa District Council received correspondence from the Temple View Ratepayers Association requesting a boundary realignment between Waipa District and Hamilton City Councils. Following full public consultation and in accordance with the Local Government Commission, the area identified for transfer known as ‘Temple View’ was transferred to Hamilton in July 2004.

21. In accordance with the Resource Management Act, Council undertook a variation to include this newly acquired land into the City's district plan. The variation, known as Variation 7 was notified in 2007 and decisions released in 2009. Appeals to those decisions were settled in 2011. The direction set via these appeal settlements became the basis for the planning provisions for Temple View during the district plan review.
22. 2005 Strategic Agreement
23. The 2005 'Strategic Agreement on Future Urban Boundaries' between Hamilton City and Waikato District Councils enables specifically-identified areas of land within the Waikato District to be incorporated into Hamilton in response to growth demands. The mechanism for future boundary readjustments and the transfer of land is to occur through common and joint approaches between the two councils.
24. The goal of the agreement is:
- "To ensure that the future expansion of Hamilton City takes place rationally in a well ordered and coordinated manner into the most suitably located surrounding areas in the best interests of the present and future inhabitants of the City"*
- Section 3, page 2, Strategic Agreement On Future Urban Boundaries between Hamilton City Council and Waikato District Council, March 2005
25. The key points regarding the future land development the councils agreed on are set out in sections 6 and 7, on pages 3 - 5 of the Strategic Agreement.
26. WA is presently under the jurisdiction of WDC. It is identified in the 2005 Strategic Agreement to be transferred to Hamilton City once the city has the infrastructural capability. The basis of the agreement is for WA to be transferred once the City confirms its capability to service the area for full urban purposes. The provision of services is dependent on the development of a new wastewater interceptor to service the Peacockes area of the City.
27. Note that Council resolved in June 2016 (Council meeting, 20 June 2016) to initiate discussions with WDC for the boundary adjustment to occur earlier.
28. 2014 Boundary Adjustment
29. In March 2014 the Church of Jesus Christ of Latter-day Saints Trust Board applied to the Local Government Commission for a boundary adjustment, to transfer approximately 14 hectares from Waipa to Hamilton. Although this area of land was part of the former College campus in 2004, it was not included during the 2004 boundary adjustment. The 2004 decision of the Local Government Commission was for the new boundaries to be based on existing census meshblocks. This left approximately 14 hectares of land used for college purposes (sports fields, courts and maintenance buildings) under the jurisdiction of Waipa District, while the extensive area of Temple View, including the substantial built area of the College and the Temple, transferred to Hamilton City.
30. The request by the Trust Board sought the boundary adjustment to enable the whole of the former campus area to be managed under one local authority instead of the existing two council regimes. Timing of the request aligned with the triennial review of the general election boundaries. The Local Government Commission advised that the triennial review provided an opportunity to make the proposed boundary adjustment via an administrative change as part of that process. There was no requirement for a public hearing process.
31. The Local Government Commission, Waipa District Council and Hamilton City Council agreed to the transfer. The boundary adjustment was gazetted in June 2014 and the land formally transferred to the City in July 2014.

## Discussion

32. Strategic Policy Documents
33. The Waikato Regional Policy Statement ('WRPS') and Future Proof set out the overarching policy direction for the future growth of the region. The WRPS provides an overview of the resource management issues of the region. The District Plan is required to give effect to the WRPS. Section 6, 'Built Environment' of the WRPS seeks the development of the built environment in an integrated, sustainable and planned manner consistent with the provisions of the regional growth strategy Future Proof.
34. Temple View is included in the descriptor 'existing urban area of the City'. It is not classified as a greenfields area as are Rototuna, Rotokauri, Peacockes and Ruakura. WA is captured as part of the future land resource for Hamilton within the City's urban limits.
35. Accordingly, there is an expectation that Temple View will, over the next 30-year period, be utilised as an existing urban land resource for the City.
36. While WA is dependent on infrastructure availability at the time of transfer, Council, at its 28 March 2017 Growth & Infrastructure meeting, resolved that an implementation action be included in the Future Proof update to negotiate an amendment to the timing of the WA growth cell coming into the City. This would facilitate greater ability for the City to manage its growth needs on the western side of the City earlier, based upon agreed triggers or where circumstances or opportunities exist which may necessitate or warrant a review of the timing.
37. District Plan Provisions for Temple View
38. Following the transfer in 2004, Council undertook a variation to the 2001 Proposed District Plan for Temple View to be included within the City's planning regime. Variation 7 introduced the following key zoning components:
- Community Facilities zoning over the former Church College and Temple sites
  - General Residential zoning over the existing residential settlement
  - The remainder of the land holding zoned Future Urban
  - A Character Overlay was introduced over the former Church College and Temple sites
  - 7 buildings were identified for heritage protection
  - 4 trees identified for protection
  - Archaeological site identification.
39. The fundamentals of this planning framework were:
- Recognizing existing activities and providing the relevant planning provisions for them
  - acknowledging the character and heritage significance of the area, in particular the Church College and Temple, by identifying and protecting key character features, heritage buildings and an archaeological site.
40. This planning framework was retained through the hearing of submissions and the determination of appeals to Variation 7. It also formed the basis of the planning provisions for Temple View in the 2012 Hamilton Proposed District Plan. However, at notification, additional planning provisions were added to provide greater direction and certainty for the community as to what could occur on the former College site in the form of identified comprehensive planning development areas and specific precinct activities similar to those provided for in the Rototuna Town Centre.

41. The fundamental planning direction for the protection and development of the existing urbanised areas of Temple View was again retained through both the submission and appeal processes related to the 2012 Proposed District Plan. However, the planning provisions that had been introduced to add certainty were modified through both the submission and appeal period. The resulting planning provisions retained a comprehensive planning development requirement without the fine-grained precinct provisions. (Refer to Attachment 3 – Figure 4-5: Temple View Comprehensive Plan Areas, PODP)
42. Under the 2016 Partly Operative District Plan ('PODP') the following zoning makes up the Temple View area (excluding the 14 hectares and WA):
- 20.3 hectares of General Residential zoned land, allowing a density minimum of 400m<sup>2</sup>, mainly for single or duplex dwellings
  - 40.15 hectares of Temple View Character Zone, covering the area of the former Church College and the Temple. This zone allows a mix of community, church, commercial and residential activities
  - 0.08 hectares of Business 6 zoned land located in the Temple View Settlement
  - 1.005 hectares of Natural Open Space zoned land
  - 1.48 hectares of Neighbourhood Open Space zoned land within the Settlement of Temple View and containing a playground
  - 317.59 hectares of Future Urban zoned land, which is fragmented into numerous land holdings, either large farm holdings or lifestyle blocks
  - 19.69 hectares of transport corridors.
43. No structure plan is in place for the Temple View area. However, the notion for a structure plan had been raised through submissions to the 2012 Proposed District Plan as well as being appealed by three of Temple View's larger land holders (WD Jolly, WJ & MR Laverty, and The Church of the Latter-day Saints of Jesus Christ). In 2015, all parties agreed via the appeal settlement that Council would prepare a scoping study.
44. The scoping study cumulated in the preparation of the report, 'Temple View Structure Plan Scoping Study Report', prepared by City Planning staff and internally reviewed by City Infrastructure and the Growth Projects Governance Group. The report is a gap analysis of the information known and what would be required if a structure plan were to be undertaken for the Temple View area as a whole.
45. This report was released to the three parties and the New Zealand Temple View Historical Society (who became a party to those appeals) in December 2016 for comment. In early 2017, the outcomes of the scoping study findings were reported to Council, via the General Manager's Report to the February 2017 Growth and Infrastructure Committee.
46. The report sets out the potential constraints and opportunities that would need to be considered if accommodating additional development in this area, the key findings being:
- The completion of the ICMPs (estimated completion by 2019/2020 financial year) for the two catchments that Temple View falls within
  - There is no infrastructure growth investment programmed in either 10-Year Plan or 30-year Infrastructure Strategy
  - Neither Future Proof or HUGs specifically identifies Temple View as being needed for future greenfield residential growth
  - The extent of development opportunities beyond the existing Temple View settlement will be largely determined by environmental constraints such as topology and soil conditions as well as the feasibility of infrastructure servicing
  - The preparation of a structure plan for the area is an appropriate mechanism to investigate and inform the potential for development opportunities as it will assist with funding programming in the future

- There has been ad hoc development on the fringes of Temple View area in the past and the establishment of a structure plan embedded into the District Plan would avoid the inefficiencies that arise from such ad hoc residential development
  - Structure planning of the area would allow the planning framework for the long-term development of the area to be understood and programmed in a comprehensive, sustainable and integrated manner while also meeting the requirements of Future Proof, Waikato Regional Council, HUGs and the indicators in the Partly Operative District Plan.
47. As stated above, it has been identified that structuring planning of this area would enable a comprehensive long-term blueprint for the future development and degree of urbanisation that could be accommodated. To understand what constraints there will be, some initial base line work will commence this financial year. All outcomes will be used for future work such as the preparation of ICMPs and/or future structure planning preparation.
48. District Plan Provisions for WA and the 14 hectares of Temple View
49. The 14 hectares of the Temple View area is zoned rural under the 2016 Partly Operative Waipa District Plan.
50. Under the Waikato District Plan the WA is zoned rural with an Urban Expansion Policy Area overlay. This overlay is in place to protect the land area from future development that would fragment the land holdings before being urbanised following transfer to Hamilton.
51. Strategic Infrastructure Planning and Development
52. Temple View is connected to the City's services along Tuhikaramea Road. In 2011 Council duplicated the water bulk main to provide resilience / security of water supply for the existing Temple View community.
53. Infrastructure connecting into Temple View is limited. However, there is wastewater investment planned in the 2015-25 10-Year Plan to increase capacity in the western wastewater interceptor that will benefit Temple View and WA. There are no other strategic infrastructure network upgrades provided for in the current 10-Year Plan specifically within the Temple View area. Further investment in strategic infrastructure will be required to support the full development of the Temple View and WA area, based on the land use and timing indicated in the 2005 Strategic Agreement release dates, PODP, WRPS and HUGS.
54. As set out in the Temple View Structure Plan Scoping Study Report, significant environmental and infrastructure investigation and assessments would specify the nature, timing and scale of strategic network infrastructure needed to support further growth of both Temple View and the inclusion of the WA area. In particular, an ICMP for the Koromatua and Waitawhiriwhiri catchments would need to be completed before there was any further large-scale urbanisation of the areas. (Attachment 4 – Koromatua and Waitawhiriwhiri catchments).
55. Note that the existing infrastructure developments at Temple View have been developer funded. The Church of Latter-day Saints is providing infrastructure to support the redevelopment of their land holding. These works include:
- Extensive road, and footpath upgrading to Tuhikaramea Road
  - Construction of three roundabouts
  - Landscaping
  - Stormwater, waste Water and water main upgrades (mostly private assets)
  - Stormwater treatment devices.
56. These works have been secured via resource consent conditions and/or Private Developer Agreements. The assets that are not already Council's will be vested upon the completion of the development. The cost of those works is not known until vested for depreciation purposes.

57. Recreational Open Space and Community Facilities
58. The specific open space requirements for this growth cell will be determined at the time of developing either a structure plan, or master planning exercise for the growth cell and will be informed by Council's Open Space Provision Policy (currently under development).
59. Playground renewal at Temple View Reserve is not anticipated to be developed within the timeframe of the current LTP. This playground renewal is scheduled for 2031.
60. Clarification of Development Contributions ('DC')
61. DC charges in Temple View are capped in the DC Policy at the Rotokauri greenfield rate. This is due to the lack of information/certainty around anticipated growth in the absence of a structure plan, which meant that costs to be recovered are spread over very few units of growth leading to disproportionately high charges.
62. Development Capacity for the Growth Cell
63. The development capacity for the Temple View and WA will only be understood following further work (e.g. geo technical engineering).
64. As stated in the Scoping Report, neither Future Proof nor HUGS specifically identifies Temple View as being needed for future greenfield residential growth. However, Future Proof does identify the opportunity for infill housing around the existing settlement.
65. However, there is the requirement through planning, such as a structure plan, to fully understand the constraints of the area, especially infrastructure capacity, geotechnical (e.g. depth and breadth of peat) and landscaping features to understand the actual capacity Temple View and WA have for future urban development.

### **Financial Considerations**

66. There are no financial implications in relation to the information provided in this report. Note, however, long-term the development of a structure plan or alternative planning mechanisms to enable further urban development at Temple View and WA will need to be addressed via the long term planning process.

### **Legal and Policy Considerations**

67. Not applicable, this report is for information purposes only.

### **Cultural Considerations**

68. Not applicable, this report is for information purposes only.

### **Sustainability Considerations**

69. Not applicable, this report is for information purposes only.

### **Risks**

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

## **Significance & Engagement Policy**

### **Significance**

71. Having considered the Significance and Engagement Policy, staff have assessed that the matters outlined in this report are of low significance. This means that until formal planning, boundary alterations or infrastructure work commences no actions are required to be undertaken.

## **Engagement**

72. Community views and preferences are already known to the Council through key stakeholder discussions. Staff have had a long-term relationship with the key land holder and community group in Temple View (the Church of Jesus Christ of Latter-day Saints and members of the New Zealand Temple View Heritage Society) through the planning and development phases for Temple View since its transfer to the City. Ongoing discussions with these and the larger land holders and key community groups within the Temple View area are occurring.
73. Note, however, that there have been no formal discussions with the landowners within the WA area to date.

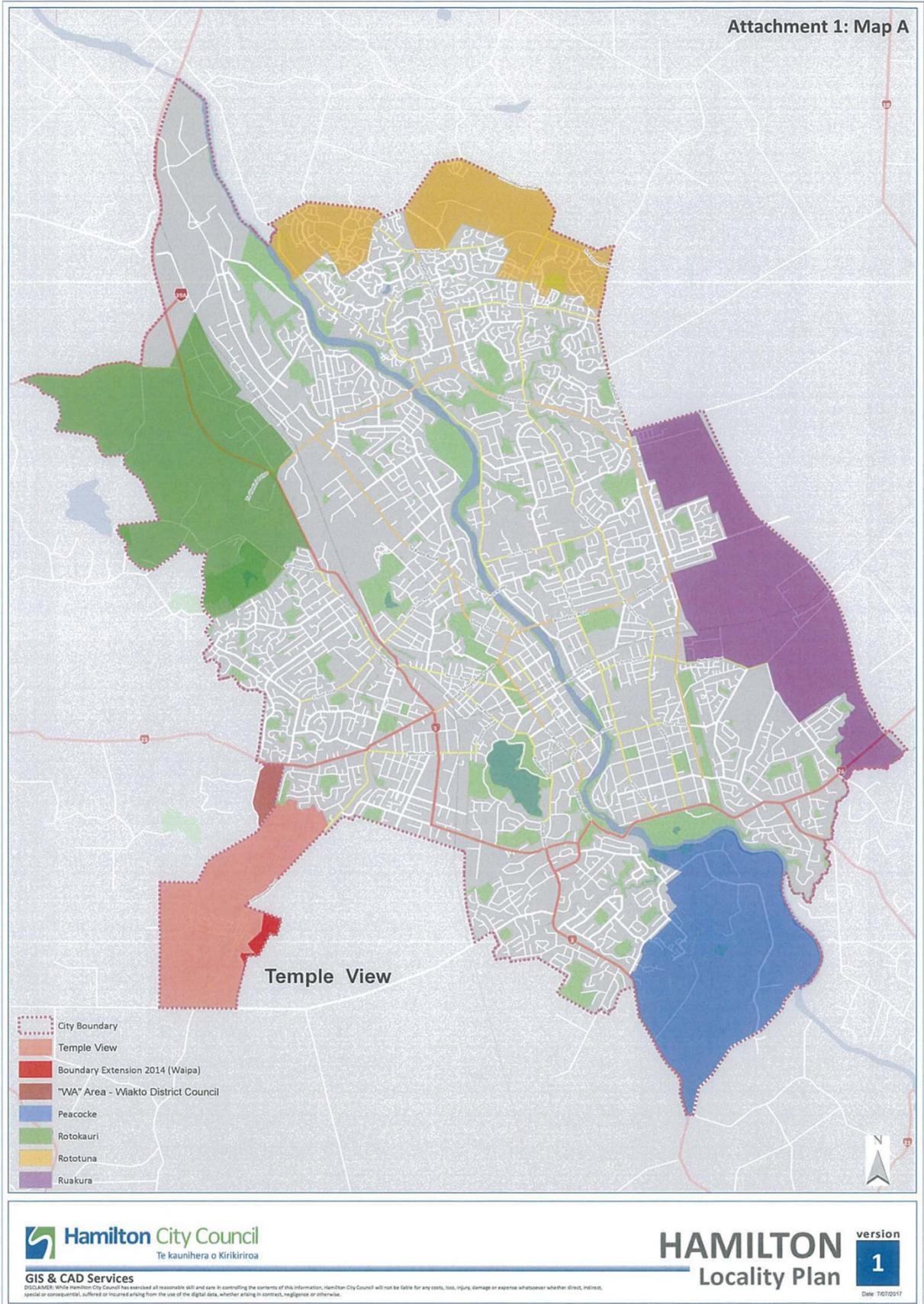
## **Attachments**

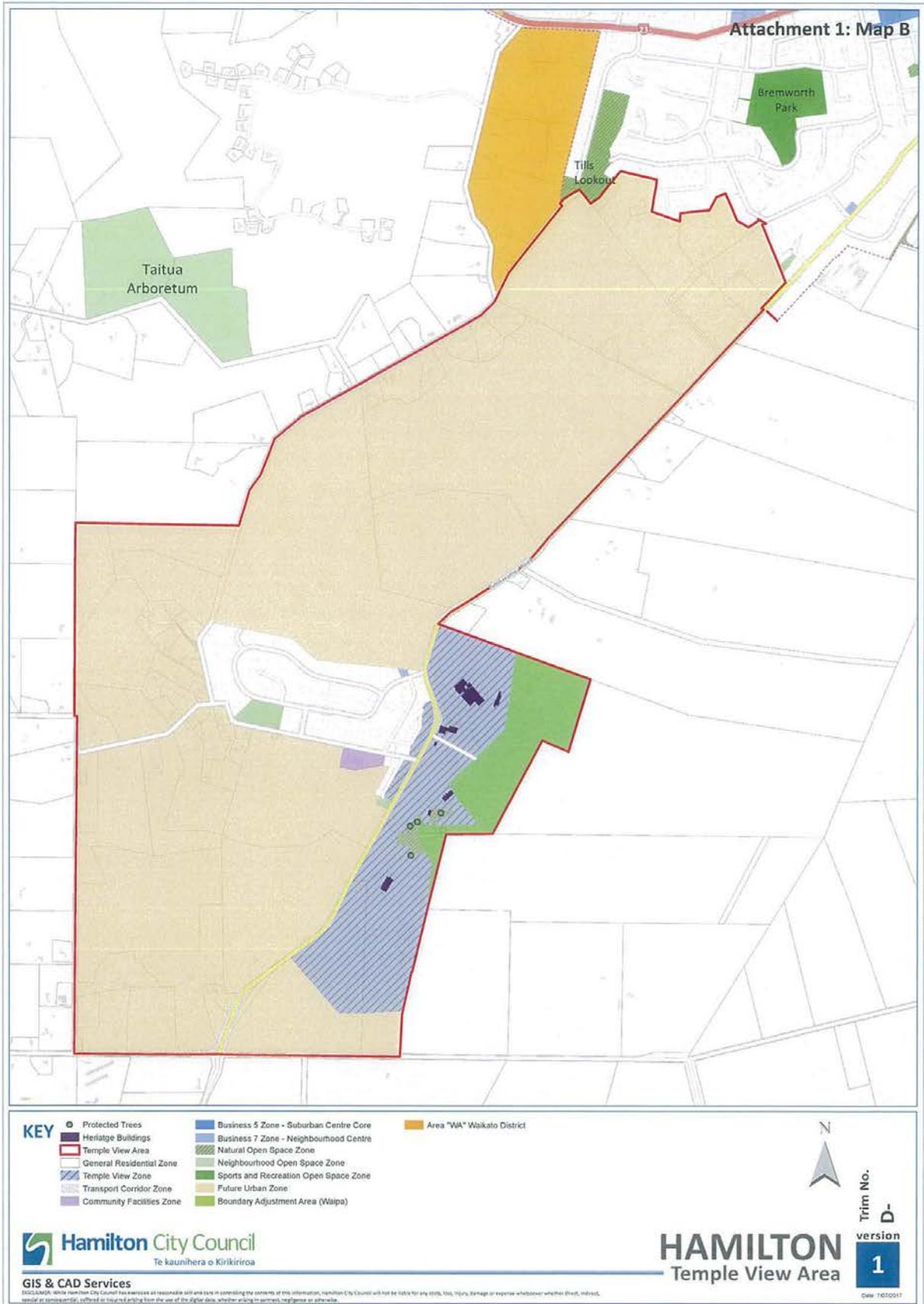
Attachment 1 - Locality Plan: Maps A and B

Attachment 2 - WA Land Holding - Map A (Zoning) and Map B (Aerial)

Attachment 3 - Figure 4-5: Temple View

Attachment 4 - Catchment Boundaries



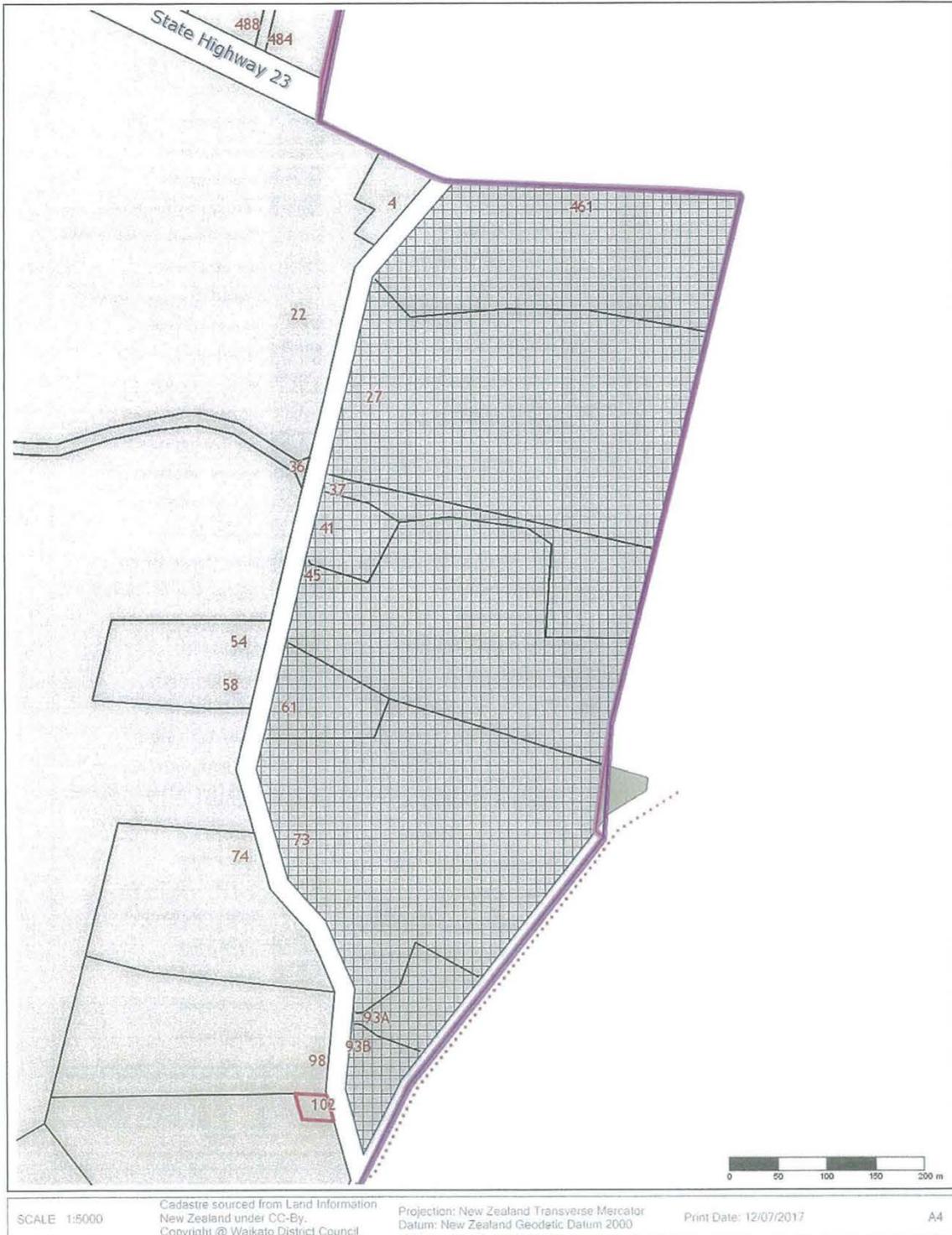




# Waikato District Plan

Item 14

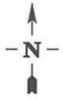
Attachment 2



# Legend

<p><b>Context</b></p> <ul style="list-style-type: none"> <li>Plan Section Divide</li> <li>State Highway</li> <li>Rail</li> <li>Land Parcel</li> <li>Water Body</li> <li>Reserve</li> </ul>	<p><b>Building/Construction</b></p> <ul style="list-style-type: none"> <li>Airport Inner Noise Control Boundary</li> <li>Airport Outer Noise Control Boundary</li> <li>Airport SEL 95 Noise Control Boundary</li> <li>Background Noise Area</li> <li>High Background Noise Area</li> <li>Noise Control Boundary</li> <li>Noise Boundary Distance (m)</li> <li>Airport Obstacle Limitation Surface</li> <li>Area A and B (Pokeno)</li> <li>Area of Interest / Scheduled Area</li> <li>Business Centre Classification</li> <li>Housing Restriction Area</li> <li>Front Yard Control Line</li> <li>Main Frontage Control Line</li> <li>Mixed Use Policy Area</li> <li>Tamahere Commercial Area</li> <li>Town Centre</li> <li>Town Centre Overlay Area</li> <li>Verandah</li> </ul>	<p><b>Infrastructure</b></p> <ul style="list-style-type: none"> <li>Designation</li> <li>Gas Line</li> <li>Transmission Line</li> <li>Indicative Road Intent Important</li> <li>Indicative Road Intent Important Local A</li> <li>Indicative Road Intent Important Local B</li> <li>Indicative Road Location Important</li> <li>Indicative Road Location Important Collector</li> <li>Indicative Road Location Important Service Lane</li> <li>National Walkway</li> <li>Raglan Navigation Beacon</li> <li>Segregation Strip</li> <li>Walkway Cycleway Bridleway</li> </ul>	<p><b>Minerals/Mining</b></p> <ul style="list-style-type: none"> <li>Aggregate Extraction Policy Area</li> <li>Aggregate Resource Policy Area</li> <li>Coal Mine Policy Area</li> </ul>
<p><b>Commercial</b></p> <ul style="list-style-type: none"> <li>Catchment Management Plan Area</li> <li>1% Design Flood Level Flood Limit</li> <li>Flood Risk</li> <li>Huntly East Mine Subsidence</li> <li>Huntly South Assessment 1</li> <li>Land Stability Policy Area</li> <li>Remediation Policy Area</li> <li>River Stability Policy Area</li> </ul>	<p><b>Commercial</b></p> <ul style="list-style-type: none"> <li>Coastal Marine Area</li> <li>Conservation Policy Area</li> <li>Ecological Corridor</li> <li>Environmental Enhancement Overlay Area</li> <li>Environmental Protection Policy Area</li> <li>Gully Area</li> <li>Hauraki Gulf Catchment Area</li> <li>Identified Significant Natural Feature</li> <li>Landscape Policy Area</li> <li>Management Area</li> <li>Proposed Esplanade Reserve</li> <li>Ridgeline Policy Area</li> <li>Schedule 5A Site of Special Wildlife Interest</li> <li>Threatened Species Serious Decline</li> <li>Threatened Species Gradual Decline</li> <li>Whaanga Coast Policy Area</li> </ul>	<p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>Amenity Planting Requirement</li> <li>Anticipated Dwelling Number</li> <li>Concept Plan</li> <li>Papakaianga Policy Area</li> <li>Residential Large Lot Overlay Area</li> <li>Residential Medium Lot Overlay Area</li> <li>Structure Plan Boundary</li> <li>Urban Expansion Policy Area</li> <li>Village Growth Area</li> </ul>	<p><b>Zones</b></p> <p><b>Commercial</b></p> <ul style="list-style-type: none"> <li>Village Business (Franklin)</li> <li>Business (Waikato)</li> <li>Business (Franklin)</li> <li>Forest Conservation (Franklin)</li> <li>Queen's Redoubt Heritage (Franklin)</li> <li>Recreation (Franklin)</li> <li>Wetland Conservation (Franklin)</li> <li>Recreation (Waikato)</li> <li>Heavy Industrial (Waikato)</li> <li>Industrial 2 (Franklin)</li> <li>Industrial Services (Franklin)</li> <li>Light Industrial (Franklin)</li> <li>Industrial Park (Waikato)</li> <li>Light Industrial (Waikato)</li> <li>Industrial (Franklin)</li> <li>Mauro Mining (Franklin)</li> <li>Aggregate Extraction (Franklin)</li> <li>Timber Processing (Franklin)</li> </ul> <p><b>Open Space</b></p> <ul style="list-style-type: none"> <li>Pa (Waikato)</li> <li>Residential (Franklin)</li> <li>Living (Waikato)</li> <li>Residential 2 (Franklin)</li> <li>New Residential (Waikato)</li> <li>Living Zone Te Kauwhata Ecological (Waikato)</li> <li>Living Zone Te Kauwhata West (Waikato)</li> <li>Village (Franklin)</li> <li>Rural-Residential (Franklin)</li> <li>Country Living (Waikato)</li> <li>Coastal (Franklin)</li> <li>Coastal (Waikato)</li> <li>Rural (Franklin)</li> <li>Rural (Waikato)</li> </ul> <p><b>Industrial</b></p> <ul style="list-style-type: none"> <li>Industrial 2 (Franklin)</li> <li>Industrial Services (Franklin)</li> <li>Light Industrial (Franklin)</li> <li>Industrial Park (Waikato)</li> <li>Light Industrial (Waikato)</li> <li>Industrial (Franklin)</li> <li>Mauro Mining (Franklin)</li> <li>Aggregate Extraction (Franklin)</li> <li>Timber Processing (Franklin)</li> </ul> <p><b>Cultural</b></p> <ul style="list-style-type: none"> <li>Pa (Waikato)</li> <li>Residential (Franklin)</li> <li>Living (Waikato)</li> <li>Residential 2 (Franklin)</li> <li>New Residential (Waikato)</li> <li>Living Zone Te Kauwhata Ecological (Waikato)</li> <li>Living Zone Te Kauwhata West (Waikato)</li> <li>Village (Franklin)</li> <li>Rural-Residential (Franklin)</li> <li>Country Living (Waikato)</li> <li>Coastal (Franklin)</li> <li>Coastal (Waikato)</li> <li>Rural (Franklin)</li> <li>Rural (Waikato)</li> </ul> <p><b>Residential</b></p> <ul style="list-style-type: none"> <li>Living (Waikato)</li> <li>Residential 2 (Franklin)</li> <li>New Residential (Waikato)</li> <li>Living Zone Te Kauwhata Ecological (Waikato)</li> <li>Living Zone Te Kauwhata West (Waikato)</li> <li>Village (Franklin)</li> <li>Rural-Residential (Franklin)</li> <li>Country Living (Waikato)</li> <li>Coastal (Franklin)</li> <li>Coastal (Waikato)</li> <li>Rural (Franklin)</li> <li>Rural (Waikato)</li> </ul> <p><b>Agriculture/Production</b></p> <ul style="list-style-type: none"> <li>Rural (Franklin)</li> <li>Rural (Waikato)</li> </ul>
<p><b>Hazard Policies</b></p> <ul style="list-style-type: none"> <li>Catchment Management Plan Area</li> <li>1% Design Flood Level Flood Limit</li> <li>Flood Risk</li> <li>Huntly East Mine Subsidence</li> <li>Huntly South Assessment 1</li> <li>Land Stability Policy Area</li> <li>Remediation Policy Area</li> <li>River Stability Policy Area</li> </ul>	<p><b>Urban Environment</b></p> <ul style="list-style-type: none"> <li>Amenity Planting Requirement</li> <li>Anticipated Dwelling Number</li> <li>Concept Plan</li> <li>Papakaianga Policy Area</li> <li>Residential Large Lot Overlay Area</li> <li>Residential Medium Lot Overlay Area</li> <li>Structure Plan Boundary</li> <li>Urban Expansion Policy Area</li> <li>Village Growth Area</li> </ul>	<p><b>Urban Environment</b></p> <ul style="list-style-type: none"> <li>Amenity Planting Requirement</li> <li>Anticipated Dwelling Number</li> <li>Concept Plan</li> <li>Papakaianga Policy Area</li> <li>Residential Large Lot Overlay Area</li> <li>Residential Medium Lot Overlay Area</li> <li>Structure Plan Boundary</li> <li>Urban Expansion Policy Area</li> <li>Village Growth Area</li> </ul>	<p><b>Map Information</b></p> <p>Copyright &amp; Disclaimer - Cadastre boundaries sourced from Land Information New Zealand under CC-BY. Graphical representations of the District Plan rules have been derived from various sources; the representations are to the best of knowledge. Exact boundaries may require further investigation, please direct enquiries to the Planning and Strategy Team, <a href="mailto:districtplan@waikato.govt.nz">districtplan@waikato.govt.nz</a></p> <p>Map Coordinates - the grid coordinates, provided as easting and northing values, measured in metres, use the New Zealand Transverse Mercator 2000 projection grid coordinates. Eastings are labelled on the top and bottom margins, their values increase towards the east. Northings are labelled on the lateral margin, their values increase towards the north. For example, the value 6894321 is read as 6884 km and 321 m. 1:50 000 maps are marked at 4 km intervals, the area of a grid is 16 square km or 1600 hectares</p> <p>On the overview map the following town abbreviations have been used: Pokeno as Pk, Te Kauwhata as TeK, Huntly as Hun, Ngatawaha as Nga and Raglan as Rag</p>
<p><b>Culture &amp; Heritage</b></p> <ul style="list-style-type: none"> <li>Battlefield View Shaft</li> <li>Heritage Area</li> <li>Heritage Item</li> <li>Notable Tree</li> <li>Schedule BA</li> <li>Site of Significance</li> <li>Urupa</li> <li>Waikato River Catchment</li> </ul>	<p><b>Urban Environment</b></p> <ul style="list-style-type: none"> <li>Amenity Planting Requirement</li> <li>Anticipated Dwelling Number</li> <li>Concept Plan</li> <li>Papakaianga Policy Area</li> <li>Residential Large Lot Overlay Area</li> <li>Residential Medium Lot Overlay Area</li> <li>Structure Plan Boundary</li> <li>Urban Expansion Policy Area</li> <li>Village Growth Area</li> </ul>	<p><b>Urban Environment</b></p> <ul style="list-style-type: none"> <li>Amenity Planting Requirement</li> <li>Anticipated Dwelling Number</li> <li>Concept Plan</li> <li>Papakaianga Policy Area</li> <li>Residential Large Lot Overlay Area</li> <li>Residential Medium Lot Overlay Area</li> <li>Structure Plan Boundary</li> <li>Urban Expansion Policy Area</li> <li>Village Growth Area</li> </ul>	<p><b>Map Information</b></p> <p>Copyright &amp; Disclaimer - Cadastre boundaries sourced from Land Information New Zealand under CC-BY. Graphical representations of the District Plan rules have been derived from various sources; the representations are to the best of knowledge. Exact boundaries may require further investigation, please direct enquiries to the Planning and Strategy Team, <a href="mailto:districtplan@waikato.govt.nz">districtplan@waikato.govt.nz</a></p> <p>Map Coordinates - the grid coordinates, provided as easting and northing values, measured in metres, use the New Zealand Transverse Mercator 2000 projection grid coordinates. Eastings are labelled on the top and bottom margins, their values increase towards the east. Northings are labelled on the lateral margin, their values increase towards the north. For example, the value 6894321 is read as 6884 km and 321 m. 1:50 000 maps are marked at 4 km intervals, the area of a grid is 16 square km or 1600 hectares</p> <p>On the overview map the following town abbreviations have been used: Pokeno as Pk, Te Kauwhata as TeK, Huntly as Hun, Ngatawaha as Nga and Raglan as Rag</p>

Attachment 2: Map B

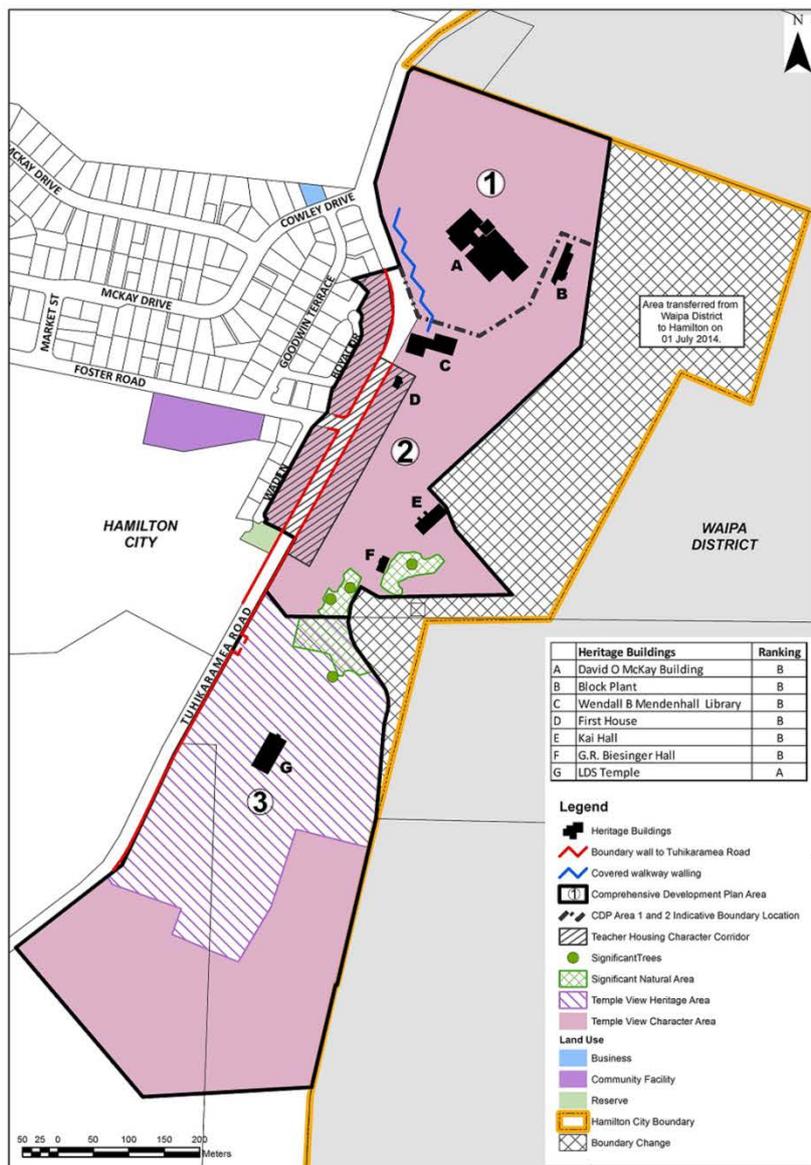


Waikato District Council does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that WDC shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information

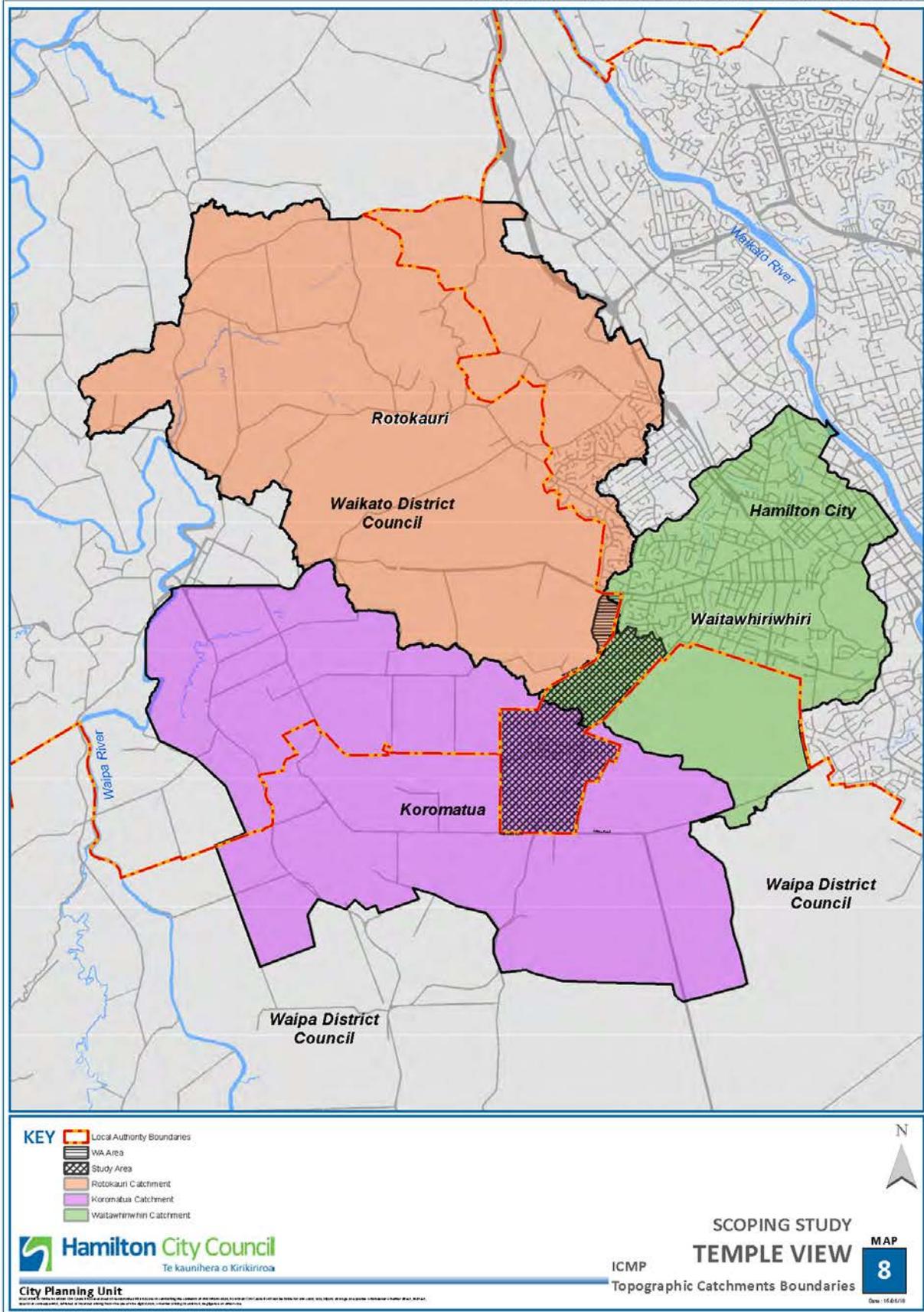


SCALE 1:5000      Cadastre sourced from Land Information New Zealand under CC-BY. Copyright @ Waikato District Council      Projection: New Zealand Transverse Mercator Datum: New Zealand Geodetic Datum 2000      Print Date: 12/07/2017      A4

Figure 4-5: Temple View Comprehensive Development Plan Areas



**Note:** This plan is diagrammatic only. The final position of the boundary between CDP area 1 and CDP area 2 will need to be defined as part of any consent process required under Volume 1, section 5.3.4.1 and Volume 2, section 1.2.2.8.



**Attachment 4**

**Item 14**