

Notice of Meeting:

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

Date: Tuesday 29 May 2018
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 R Hamilton

Quorum: A majority of members (including vacancies)

Meeting Frequency: Six weekly

Lee-Ann Jordan
Governance Manager

23 May 2018

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Purpose

The Growth and Infrastructure Committee is responsible for:

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

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

Terms of Reference:

1. To monitor and provide advice on the development and implementation of urban growth and development strategies, land use, and spatial plans in line with national policy requirements.
2. To provide direction on strategic priorities for core city infrastructure aligned to city development, and oversight of strategic projects associated with those activities.
3. To provide direction and monitor Council's approach to development contributions.
4. To assess proposals for Private Developer Agreements that exceed the Chief Executive's delegations for Unfunded Growth Projects² and, if appropriate for Unfunded Growth Projects, to recommend such agreements to the Council 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 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 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.*

² Unfunded Growth Projects are defined in the Growth Funding Policy as:

- a) Not funded projects
- b) Funded projects but which are proposed to commence earlier than the sequencing and timing established in the 10 Year Plan; and/or

Funded projects but which are now proposed to occur beyond the scale, scope and cost prescribed or anticipated for those projects in the 10 Year Plan.

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1 Apologies

2 Confirmation of Agenda

The Committee to confirm the agenda.

3 Declaration of Interest

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

4 Public Forum

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

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

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

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

Council Report

Committee: Growth and Infrastructure Committee **Date:** 29 May 2018

Author: Amy Viggers **Authoriser:** Becca Brooke

Position: Committee Advisor **Position:** Governance Team Leader

Report Name: Confirmation of Growth and Infrastructure Open Minutes -10 April 2018

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

That the Committee confirm the Open Minutes of the Growth and Infrastructure Committee Meeting held on 10 April 2018 as a true and correct record.

Attachments

Attachment 1 - Growth and Infrastructure Open Unconfirmed Minutes - 10 April 2018

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 10 April 2018 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 R Hamilton

In Attendance:	Jen Baird – General Manager City Growth
	Lance Vervoort – General Manager Community
	Blair Bowcott – Executive Director Special Projects
	Sean Murray – General Manager Venues, Tourism and Major Events
	Eeva-Liisa Wright – City Infrastructure Business Manager
	Robyn Denton – Transportation Operations Team Leader
	Fraser McNutt – Planning Guidance Unit Manager (Acting)
	John Purcell – Parking Enforcement Team Leader
	Andrew Parsons – City Development Manager
	Tracey Buckland – Communications Advisor
	Charlotte Catmur - Waste Minimisation Advisor
	Bridget Morgan – Water Asset Manager
	Trent Fowles – Compliance Manager
	Helen Paki – Community Business Manager
	Alice Morris – City Planning Policy Team Leader
	Kirsty Quickfall – Waste Minimisation Advisor
	Chris Barton – Project Development Manager
	Keith Hornby – Senior Strategic Policy Analyst
	Mike Garrett and Andrew Wilson – Waikato Regional Council Representatives
	Vanessa Williams – HCBA General Manager
	Mike Neale – HCBA Executive Committee Member
	Jason Dawson – Hamilton and Waikato Tourism Chief Executive

Governance Staff: Lee-Ann Jordan – Governance Manager
Becca Brooke – Governance Team leader
Amy Viggers – Committee Advisor

1. Apologies

Resolved: (Crs Macpherson/Hamilton)

That the apologies from Crs Pascoe and Southgate (lateness), and Deputy Mayor Gallagher (early departure) are accepted.

Cr Southgate noted later in the meeting that she would be leaving the meeting early and asked that this be recorded as an apology.

2. Confirmation of Agenda

Resolved: (Crs Macpherson/Casson)

That the agenda is confirmed noting the following:

- Item 19 (Chair's Report) has been circulated under separate cover; and
- There is to be flexibility to order of items to accommodate external guests.

3. Declarations of Interest

No members of the Council declared a Conflict of Interest.

4. Public Forum

Colin Hancock (Trek and Travel) – Spoke to Item 12 (Parking – Central City Trial Update). He noted a positive impact to his business with the free parking trial. He responded to questions from Elected Members regarding the differences he had noticed since the trial started.

Cr Pascoe joined the meeting (9.35am) during the discussion of the above item.

19. Chair's Report

The Chair introduced his report and noted that the 2018 Growth and Infrastructure Committee Schedule of Reports was included within the report. He and staff outlined key points and responded to questions from Elected Members concerning the Central Government's Road Safety Summit and the transport development issues in the North-East of Hamilton.

Resolved: (Cr Macpherson/Deputy Mayor Gallagher)

That the Growth and Infrastructure Committee:

- a) receives the report; and
- b) approves the 2018 Growth and Infrastructure Committee Schedule of Reports.

5. Confirmation of the Growth and Infrastructure Open Minutes - 20 February 2018

Resolved: (Crs Macpherson/Taylor)

That the Committee confirm the Open Minutes of the Growth and Infrastructure Committee Meeting held on 20 February 2018 as a true and correct record.

6. General Managers' Report

The General Manager City Growth took the report as read. Staff responded to questions from Elected Members concerning options to collaborate on projects such as a regional fuel tax, the emerging impact of China's Green Sword policy, and the resource consent process.

Mike Garrett and Andrew Wilson, from Waikato Regional Council, updated Elected Members on regional passenger transport patronage and passenger rail. They responded to questions from Elected Members concerning the new system that would provide more accurate data on the number of people that are using the bus system, and the conversations Waikato Regional Council has had with Central Government about the government owning future rolling stock.

Action: Staff undertook to review the resource consent process to allow for greater Elected Member involvement and then present the process at a future Elected Member Briefing.

Resolved: (Crs Macpherson/Casson)

That the Growth and Infrastructure Committee;

- a) receives the report;
- b) notes that Waipa District Council has declined the opportunity to establish a Shared Waters Management Company and that no further work will be undertaken on this 3-waters collaborative initiative; and
- c) notes that staff will continue to investigate collaborative opportunities as part of asset management planning for the delivery of 3-waters services, with a particular focus on strategic infrastructure solutions, collaboration on Resource Management Act and policy matters and resilience across the greater Hamilton growth area (covering both Hamilton and the growth communities surrounding the city).

Cr Southgate joined the meeting (10.00am) during the discussion of the above item. She was present when the matter was voted on.

Cr Mallett left the meeting (3.00pm) during the discussion of the above item. He was not present when the matter was voted on.

Cr Pascoe left the meeting (3.30pm) during the discussion of the above item. He was not present when the matter was voted on.

The meeting adjourned 10.54am – 11.08am during the discussion of the above item.

Following the above adjournment, Item 7 (Hamilton Central Business Association – Six Monthly Update), Item 12 (Parking – Central City Trial), and Item 8 (Hamilton and Waikato Tourism – Half Year Report to 31 December 2017) were taken next to accommodate external presenters in attendance. Item 6 (General Managers Report) was then resumed following these items.

7. Hamilton Central Business Association - Six-Monthly Update

Vanessa Williams (HCBA General Manager) and Mike Neale (HCBA Executive Committee Member) provided a presentation to the Committee, with an update on HCBA from the last 6 months. They responded to questions from Elected Members concerning how HCBA was working with building owners to lessen the number of empty buildings in the CBD, and the type of data that was being produced from the installation of pedestrian cameras. They noted that they had received largely positive feedback from business owners regarding the central city parking trial.

Resolved: (Crs Macpherson/Casson)

That the Growth and Infrastructure Committee accepts the Hamilton Central Business Association (HCBA) Six-month Report ending 31 December 2017.

12. Parking - Central City Trial Update

Cr Taylor (Chair of the Parking Taskforce) introduced the report, noting that the trial had received a positive response from the central city business owners and that the data collected thus far had provided some valuable information but would benefit from further time. The City Infrastructure Business Manager summarised the report and responded to questions from Elected Members concerning the loss of revenue over the course of the trial period, how the system could be updated to better meet the needs of staff, and what information would be included in the report back to the Growth and Infrastructure Committee on 29 May 2018.

Resolved: (Crs Taylor/Macpherson)

That the Growth and Infrastructure Committee:

- a) receives the report; and
- b) requests staff to report back to the 29 May 2018 Growth and Infrastructure Committee with a further update on the central city on-street parking trial with a recommendation on how to proceed beyond the nominated June 2018 trial period.

Those for the Motion: Mayor King, Crs Macpherson, Bunting, Henry, O'Leary, Pascoe, Taylor and Hamilton.

Those against the Motion: Crs Casson, Mallett and Tooman.

The Motion was declared carried.

Deputy Mayor Gallagher left the meeting (12.00pm) during the discussion of the above item. He was not present when the matter was voted on.

Cr Southgate left the meeting (12.15pm) during the discussion of the above item. She was not present when the matter was voted on.

8. Hamilton and Waikato Tourism - Half Year Report to 31 December 2017

Jason Dawson (Hamilton and Waikato Tourism Chief Executive) provided a presentation to Elected Members on the performance of Hamilton and Waikato Tourism from the past 6 months. He responded to questions from Elected Members concerning how data from AirBnB and Bookabach could be used to better understand the accommodation shortage in the city, and how Hamilton and Waikato Tourism was working with other parties to further activate the region as the 'Home of Kingitanga'.

Resolved: (Crs Macpherson/Henry)

That the Growth and Infrastructure Committee receives the report.

The meeting adjourned (1.33pm – 2.15pm).

Following the above adjournment the meeting resumed with Item 6 (General Managers' Report) before continuing with Item 10 (HCC's Draft 1 Submission to the Draft Waikato Regional Land Transport Plan).

10. HCC's Draft 1 Submission to the Draft Waikato Regional Land Transport Plan

The Transportation Operations Manager introduced the report and noted that an updated copy of attachment 1 (HCC's Draft 2 Submission to WRC's Draft Regional Land Transport Plan) had been circulated to Elected Members with tracked changes and would be attached to these minutes as appendix 1. She responded to questions from Elected Members concerning central government's road safety vision.

Resolved: (Crs Macpherson/Taylor)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) approves HCC's **Draft 2** submission on the Draft 2018 Waikato Regional Land Transport Plan;
- c) notes that staff will update the submission to reflect the discussion at the 10 April 2018 Growth and Infrastructure Committee Meeting; and
- c) notes the approved submission will be sent to Waikato Regional Council by 11 April 2018 and uploaded to Hamilton City Council's website.

Cr O'Leary left the meeting (3.45pm) during the discussion of the above Item. She was not present when the matter was voted on.

11. Speed Management

The Transportation Operations Manager introduced the report and responded to questions from Elected Members concerning the area of Gordonton road that was to be included in the Speed Management Bylaw.

Resolved: (Crs Bunting/Casson)

That the Growth and Infrastructure Committee:

- a) approves the commencement of early engagement with community and key stakeholders on the proposed changes to the Hamilton City Speed Limit Bylaw (enabling changes to speed limits by resolution and the proposed introduction of a 60km/h speed limit on Gordonton Road);
- b) approves a Determination Report and Statement of Proposal be prepared based on the outcome of engagement and be presented to the 29 May 2018 Growth and Infrastructure Committee meeting; and
- c) notes that a Speed Management Plan for Hamilton City will be developed in 2018 in conjunction with community and key stakeholders.

Cr O'Leary returned to the meeting (3.53pm) at the conclusion of the above item. She was not present when the matter was voted on.

13. Gordonton Road Corridor Improvements

The City Development Manager introduced the item. He responded to questions from Elected Members concerning how the design of the corridor would future proof the Gordonton and Thomas Roads intersection, and possible safety solutions for the Puketaha and Gordonton Roads intersection.

Resolved: (Crs Macpherson/Bunting)

That the Growth and Infrastructure Committee:

- a) approves the macro scope of the upgrade at the Thomas-Gordonton Roads intersection as a signalised intersection; and
- b) approves staff to progress detailed design of the Thomas-Gordonton Roads intersection upgrade to enable construction in the upcoming 2018/19 summer construction season, subject to subsequent funding confirmation from the New Zealand Transport Agency (NZTA).

14. Borman Road Extension

The City Development Manager introduced the report and noted that there was funding available in the 2017/18 Annual Plan for the contract. He responded to questions from Elected Members concerning the contract development process and the planned connections to Borman Road that were to be considered in a future report to the committee.

Resolved: (Crs Macpherson/Henry)

That the Growth and Infrastructure Committee:

- a) approves the award of a contract with Pemberton Civil (Hamilton) Ltd. for the construction of the Borman Road extension to Kay Road with an Approved Contract Sum of \$1,550,000; and
- b) approves the award of a contract with Blue Wallace Surveyors Ltd. for the design and construction supervision of the Borman Road extension to Kay Road with an Approved Contract Sum of \$100,000.

15. Ruakura Reservoir Bulk Watermains (*Recommendation to Council*)

The City Development Manager introduced the item noting that the works were in accordance with the Ruakura Private Development Agreement previously resolved at a Council meeting. He responded to questions from Elected Members concerning the positive reputation of the contractor and the inclusion of a contingency sum in the contract which was common practice.

Resolved: (Crs Macpherson/Tooman)

That the Growth and Infrastructure Committee:

- a) receive the report;
- b) recommends to Council the award of Contract 17141 to West Construction 2011 Ltd for the installation of a new bulk water supply to Ruakura with an Approved Contract Sum of \$4,200,000.00; and
- c) delegate authority to the General Manager City Infrastructure to execute Contract 17141 and approve all contract progress payments up to the Approved Contract Sum, subject to Council approval of contract award as outlined in b).

16. Private Developer Agreement Tasman Greig Development Limited (*Recommendation to Council*)

The City Development Manager introduced the item noting that the funding was unbudgeted for the Private Developers Agreement and therefore would be recorded on the Risk and Opportunities Register. He responded to questions from Elected Members concerning funding the Private Developer Agreement through savings from other projects and the risks Council could face if they were to purchase the land at a later date. It was confirmed that construction of the road through the Private Developer Agreement would complete the planned road network in the area.

Resolved: (Crs Macpherson/Taylor)

That the Growth and Infrastructure Committee:

- a) delegates authority to the Chief Executive to enter into a Private Developer Agreement with Tasman Grieg Development Limited for the acquisition of land and the construction of a collector road, noting that funding is available for the land acquisition and road construction in the current financial year within the roading upgrade programme for Rotokauri; and
- b) recommends to the Council that \$2.335 million be included on the Risk and Opportunities Register for the land acquisition and road construction, and that this cost be offset by savings from CE15090, Roothing Upgrades and Development in Rotokauri.

Cr Casson Dissenting.

Cr O'Leary retired the meeting (4.41pm) during the discussion of the above item. She was not present when the matter was voted on.

An extension of time was moved at 4.48pm as per Standing Order 3.2.7.

Resolved: (Crs Macpherson/Hamilton)

That the meeting be extended beyond 6 hours to 5.15pm, as per Standing Order 3.2.7.

9. Rototuna Town Centre Community Facilities - Options and Engagement

The Community Business Manager introduced the report and responded to questions from Elected Members concerning the expression of interest process and timeframes in relation to adoption of the Draft 10 Year Plan 2018-28.

Resolved: (Mayor King/Cr Henry)

That the Growth and Infrastructure Committee:

- a) approves staff to carry out an expression of interest process and appointment for an independent consultant (by July 2018) to complete an options report (subject to 10 YP 2018-28 budget approval) for the Rototuna Town Centre community facilities; and
- b) approves staff to undertake a public engagement process for Rototuna Town Centre community facilities and associated infrastructure to inform the options report.

17. NPS-UDC Future Proof Quarterly Indicator Report

The Senior Strategic Policy Analyst introduced the report and responded to questions from Elected Members concerning the low number of industrial land vacancies within Hamilton City Boundaries.

Resolved: (Crs Macpherson/Taylor)

That the Growth and Infrastructure Committee receives the report.

18. Resolution to Exclude the Public

Resolved: (Crs Macpherson/Casson)

Section 48, Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

That the public be excluded from the following parts of the proceedings of this meeting, namely consideration of the public excluded agenda.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution follows.

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Confirmation of the Growth and Infrastructure Excluded Minutes - 20 February 2018) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987))	Section 48(1)(a)

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

Item C1.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h)
	to enable Council to carry out negotiations	Section 7 (2) (i)

The meeting went into a Public Excluded session at 5.01pm.

The meeting was declared closed at 5.02pm.

Council Report

Item 6

Committee:	Growth and Infrastructure Committee	Date:	29 May 2018
Authors:	Chris Allen and Jen Baird	Authorisers:	Jen Baird and Chris Allen
Positions:	General Manager City Infrastructure and General Manager City Growth	Positions:	General Manager City Growth and General Manager City Infrastructure
Report Name:	General Managers' Report		

Report Status	<i>Open</i>
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Purpose

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

Staff Recommendation

2. That the Growth and Infrastructure Committee;
 - a) receives the report;
 - b) approves the revised terms of reference for the Waste Taskforce (Attachment 3); and
 - c) approves the submission to the New Zealand Transport Agency on the draft Investment Assessment Framework for the 2018-21 National Land Transport Programme.

Discussion

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

Growth Indicator Report (GM City Growth)

4. The quarterly growth indicator reports dated May 2018, "Hamilton's Housing Market and Economy" (Attachment 1) and "Hamilton's Business Economy" (Attachment 2) are attached.
5. The next update will be provided to the Committee on 4 September 2018.

Local Alcohol Policy update (GM City Growth)

6. On 15 March 2018, the Council resolved to abandon the Provisional Local Alcohol Policy (**the PLAP**) process. On 27 March 2018, the Council's Chief Executive, the City Barrister, Superintendent Bruce Bird, and District Manager Intelligence Inspector Hywel Jones of New Zealand Police met to discuss both the Council's decision to abandon the PLAP process and the Police data collection procedures for the purposes of informing any subsequent Local Alcohol Policy (**LAP**). Superintendent Bird informed that the Police will report back to the Council staff once they have confirmed what is possible in terms of data collection from the Police.
7. On 19 April 2018, the LGNZ remit by Napier City Council (**Napier**) - *'That LGNZ seek the Government's agreement to amend the Sale and Supply of Alcohol Act 2012 so that Local Alcohol Policies are able to more accurately reflect local community views and preferences'* - was approved by the [Zone 3](#) meeting to go forward to [LGNZ AGM](#) on 15 July 2018. A Council report will be prepared by the Governance Unit prior to the AGM and will outline all LGNZ remits (including the Napier LAP remit above) that the Council can resolve to support or not.
8. On 8 May 18, the High Court (**the Court**) rejected Foodstuffs and Progressives (**the Supermarkets**) request to prevent the Auckland Council PLAP from being able to be adopted until after there was an outcome on the Judicial Review applications (the Judicial Review proceedings are set for April 2019). If the Court agreed with the Supermarkets, the Alcohol Regulatory and Licensing Authority (**ARLA**) hearing would not happen until after the Judicial Review decision. The Court's decision simply means that if Auckland Council is ready to adopt it's PLAP prior to the Judicial Review decision, they would be able to do so. The decision has not stopped the Judicial Review process from taking place which as above is set for April 2019. The Auckland Council are still awaiting a date for their second ARLA hearing to hear the second round of appeals. The appeals are in addition to the Judicial Review applications. The appeals and the Judicial Reviews applications were made by the same parties. The full decision can be found [here](#) and the National Business Review article can be found [here](#).
9. On 10 May 2018, the Council resolved to make a submission on the [Sale and Supply of Alcohol \(Renewal of Licences\) Amendment Bill \(No 2\)](#) (**the Bill**). The Council's submission highlights that, further to supporting the Bill and LGNZ's submission, repealing [s81](#) of the [Sale and Supply of Alcohol Act 2012](#) (and repealing/amending associated sections) will remove the problematic appeals process. Removal of the appeals process would enable all councils to efficiently adopt LAPs and therefore give effect to the proposed Bill should it become law. The protection of a Judicial Review will still be available as no different to Council's other harm policies such as the Class 4 Gambling Venue and Psychoactive Substances policies. The Member who proposed the Bill has since acknowledged feedback received on the Bill that advocates for the Bill to consider provisions relating to the appeals process (this can be found [here](#)). The Council's full submission can be found [here](#).

Auckland-Hamilton Corridor Plan (Executive Director Special Projects)

10. The Government has initiated a project to examine opportunities to support and maximise the benefits of growth, accelerate housing delivery, increase connectivity and access to employment, education and services, support economic development and deliver positive social outcomes along the corridor between Auckland and the greater Hamilton area. The project focuses on the delivery of an integrated plan across Government, Local Government and Iwi combining the objectives, outcomes and initiatives of the Governments Urban Growth Agenda, the Future Proof Strategy, Auckland Development Strategy and individual partner aspirations.
11. The project will also incorporate and align with the North Waikato Integrated Growth Management Business Case, draft Transport Connections Strategic Business Case (Hamilton to Auckland) and the draft Start-Up Rail Business Case.

12. The development of the Corridor Plan is at an early stage, but is being championed by three Government Ministers led by Minister Phil Twyford (in collaboration with Nania Mahuta, Julie Anne Genter, supported locally by MP Jamie Strange). The key stakeholders in the Corridor Plan are the Future Proof Partners (Hamilton, Waikato District, Waikato Region, Waipa District, Tainui/TGH, NZ Transport Agency), Auckland Council (including Watercare, Auckland Transport), Government (MBIE, Ministry of Transport) and Auckland and Waikato Iwi. Other Government agencies will be involved in the Corridor Plan with their participation and input co-ordinated by MBIE (e.g. Health, Education).
13. An initial meeting of Ministers and Chairs/Mayors/Chief Executives was held in February 2018 to discuss the concept of a Corridor Plan. This was then discussed by the Government collation partners and reported to Cabinet for support. A project team has been recently established.
14. New initiatives are being discussed that would form outcomes to be delivered in the Corridor Plan. These initiatives benefit from the new funding, financing and land/housing delivery tools being developed by the Government (such as Urban Development Authority, Kiwibuild, Special Purpose Vehicles, extension of SHA legislation, infrastructure funding/financing, transport pricing, legislative reform) and cover housing, transport, infrastructure and employment. A focus of the Corridor Plan is to deliver outcomes across the short/medium and longer term. An early initiative being pursued is the start-up passenger rail service between Hamilton and Auckland, and ensuring that the benefits of this service are maximised along the corridor. Another initiative being discussed is an opportunity for Tainui to deliver affordable housing in the Ruakura precinct and to investigate (through a feasibility study) a sub-regional wastewater facility.
15. Minister Twyford has convened a further meeting in Wellington on 25 June 2018 to discuss the progress being made on the Corridor Plan.

Waste Taskforce Update (GM City Infrastructure) (Recommendation)

16. The Waste Taskforce met for the 11th time on Wednesday 2 May 2018. The following items were discussed and agreed at the Taskforce meeting.
17. Terms of Reference:
18. Since the Taskforce was established in March 2017 the timing for the implementation of the rubbish and recycling service has changed and the 2018-2024 Waste Management and Minimisation Plan (Waste Plan) has been adopted.
19. The Taskforce recommends that the Terms of Reference be amended to ensure that the Taskforce is effective in its oversight of solid waste management in Hamilton. The proposed amendment includes a broad oversight of the implementation of the Waste Plan.
20. The proposed amendments to the Terms of Reference are documented in Attachment 3.
21. Management of plastics 3 – 7:
22. The Taskforce were provided an update on the current issues with recycling in New Zealand and overseas and discussed the content of the report to be presented at this Growth and Infrastructure Committee meeting.
23. Rubbish and Recycling Service Review:
24. Subsequent to the Growth and Infrastructure Committee resolution from 20 February 2018, the letter of intent between the preferred contractor and Hamilton City Council for Contract 16234 – Rubbish and Recycling Services and Contract 17045 – Solid Waste Disposal Services has now been signed.

Item 6

25. Negotiations with the preferred contractor are underway and will be finalised following the Councils decision through the 2018-2028 10 Year Plan.
26. The Taskforce discussed the need for the rubbish and recycling services to ensure that urban amenity is maintained and to integrate clean streets as a key part of the outcomes of the service.
27. Housing review:
28. The first stage of the Housing Review was presented to the Taskforce in October 2017. The scope of the first stage was to identify the number of households who will experience issues with the proposed standard kerbside collection model and to identify challenges in future housing development in Hamilton.
29. The final number of households requiring bespoke services will be calculated once the collection model for the kerbside has been decided through the 2018-28 10 Year Plan. The Housing Review report will be presented to the Growth and Infrastructure Committee once the numbers have been updated.
30. The first stage identified that the majority of the bespoke services required are in newer developments and subdivisions and this number will continue to grow if changes to housing and sub-division design are not made.
31. The key issues are:
 - insufficient storage space for additional bins on the property,
 - insufficient kerb space for collection of additional bins,
 - insufficient road space for collection trucks not able to turn or manoeuvre.
32. To address these issues a coordinated response across the Council is required. A number of actions to address the key issues have been identified and are currently underway:
 - Engagement with developers to outline required provisions to accommodate the new kerbside collection service is scheduled for the August quarterly developers meeting.
 - A framework for regular proactive communication with key stakeholders via newsletters and workshops has been developed to ensure all future build stakeholders are kept updated on what is happening around to the kerbside collection and how it might impact on their work.
 - Confirmation of provisions required to accommodate the new proposed kerbside collection service have been discussed with consent issuers to ensure that any relevant consents include provision for adequate storage and collection space.
 - Staff will review the Solid Waste Bylaw and will ensure that provision is included so that all new properties are required to have the appropriate storage and collection space for rubbish and recycling services. The Bylaw review will be completed prior to 1 July 2020 to support the new kerbside collection service.
 - Waste minimisation staff in conjunction with the Regulatory Efficiency and Effectiveness Programme team have identified key long-term changes to the District Plan around the storage and collection of kerbside rubbish and recycling.
33. Future meetings
34. The next meeting of the Waste Taskforce is scheduled for 3 July 2018 and will include agenda items in relation to LGNZ remits and the Rubbish and Recycling service business case.

Gordonton Road Corridor (GM City Infrastructure)

35. As outlined in the report to the Committee on 10 April 2018, staff are progressing a programme of improvements on the Gordonton Road corridor from Wairere Drive to the city boundary which includes:
- a priority focus on an upgrade of the Thomas Road intersection, which has been the location of significant road safety issues;
 - a substantive upgrade to the Puketaha Road intersection (including a connection to St James Drive) which is planned for completion in 2021; and
 - other corridor improvements including improved walking and biking facilities and intersection improvements.
36. Designs for the Thomas/Gordonton upgrade to a signalised intersection as approved by Committee in April 2018 are progressing. It is still anticipated that physical works will commence in October 2018 and be complete in December 2018. In the interim, monitoring has identified that the variable speed limit installed in late 2017 continues to provide improved intersection safety by reducing vehicle speeds.
37. In conjunction with the intersection upgrade a permanent reduction in the speed limit along the Gordonton Road corridor to 60 km/hr is proposed to support improved safety and the proposed intersection improvements. This is further addressed in the Speed Limit Bylaw 2013 Amendment (Statement of Proposal) report to this Committee meeting.
38. Staff continue to work closely with NZ Transport Agency and are progressing through the NZ Transport Agency business case process in the view of confirming NZ Transport Agency subsidy funding for the project.

Access Hamilton Taskforce (GM City Infrastructure)

39. The Taskforce met on 3 May 2018 and focused primarily on the development of the Discretionary Transport Programme for 2018/19.
40. The funding for 2018/19 is included in the draft 10 Year Plan in three workstreams:

Workstream	Focus of workstream	Funding proposed in draft 10 Year Plan for 2018/19
Public Transport Infrastructure	Bus shelters Accessible kerbs	\$650,000 (including subsidy)
Minor Improvements	Safety improvements	\$2 million (including subsidy)
Integrated Transport Initiatives	Improvements for walking, biking and public transport	\$1.5m (including subsidy)

40. All projects delivered through this programme need to be have a total value of less than \$1m per site to qualify for the NZ Transport Agency subsidy under their Low Cost/Low Risk Activity Class. The programmes assume that a subsidy will be available but this is yet to be confirmed.
41. The Public Transport Infrastructure programme will be developed up in conjunction with the Waikato Regional Council and the Joint Public Transport Committee.

42. The Taskforce agreed the types of projects to be delivered for Minor Improvements and Integrated Transport Initiatives via each workstream as shown in table below:

Minor Improvements (\$2,000,000)	Integrated Transport Initiatives (\$1,500,000)
Pedestrian facilities <ul style="list-style-type: none"> • Pedestrian refuge islands • Signalised crossings Speed Management <ul style="list-style-type: none"> • 30km/h shopping areas • 40km/h safer speed areas Left Turn Slip Lane improvements <ul style="list-style-type: none"> • Raised platforms Rail Crossing improvements for pedestrians <ul style="list-style-type: none"> • Crossings upgraded or pedestrians and cyclists e.g., maze installation High Risk Route improvements <ul style="list-style-type: none"> • link into reseal programme 	Walking <ul style="list-style-type: none"> • recommended budget \$300,000 • new footpaths • temporary footpaths • widening in conjunction with renewals programme • improvements in CBD in conjunction with renewals programme Cycling <ul style="list-style-type: none"> • recommended budget \$700,000 • off road facilities at large roundabouts • route signage and way finding • cycle lanes and shared paths – filling in the gaps on the network Public Transport <ul style="list-style-type: none"> • recommended budget \$500,000 • priority improvements at intersections

43. It was noted that some projects will have a strong cross over between the two workstreams.
44. The final list of locations and project details will be developed in conjunction with the Access Hamilton Taskforce once the funding has been confirmed via the 10 Year Plan. Progress updates will be provided in the GM Updates to this committee.

Submission on draft Investment Assessment Framework for the 2018-21 NLTF (Recommendation)

45. Council approved a submission to the Ministry of Transport on the draft Government Policy Statement 2018/19-2027/28 (GPS) for land transport.
46. The GPS sets out the Governments priorities for the land transport sector including the outcomes that they expect from investment through the National Land Transport Fund (NLTF). This investment is distributed by the NZ Transport Agency (Transport Agency)
47. The Transport Agency is required to give effect to the GPS and they use an Investment Assessment Framework (IAF) to assess and prioritise activities for investment from the NLTF. They have invited submissions on its draft ITS 2018-21 by 18 May 2018.
48. The Chair and Deputy Chair of the Growth and Infrastructure Committee have worked with staff to forward a submission by 18 May 2018 (Attachment 4). The submission has made it clear that it is still subject to council approval through the Growth and Infrastructure Committee.
49. Activities that are prioritised will then be included in the National Land Transport Programme (NLTP). This includes both local and state highway activities. The Transport Agency has released its Transport Agency Investment Proposal 2018-27 (TAIP) for state highway activities and will be able to respond to any questions during their presentation to this Committee meeting.

Financial Considerations

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

Legal and Policy Considerations

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

Cultural Considerations

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

Sustainability Considerations

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

Risks

54. There are no known risks associated with these matters.

Significance & Engagement Policy**Significance**

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

Engagement

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

Attachments

Attachment 1 - Hamilton's Housing Market Economy - Growth Indicator Report - May 2018

Attachment 2 - Hamilton Business Economy - Growth Indicator Report - May 2018

Attachment 3 - Waste Taskforce Terms of Reference

Attachment 4 - HCC Submissions to IAF and GPS



HAMILTON'S
**HOUSING
MARKET &
ECONOMY**

GROWTH INDICATOR REPORT

MAY 2018

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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.
- 276 new dwellings were approved through 178 consents in the first quarter of the 2018 calendar year. This compares to 287 dwellings in the same period of 2017, representing a small decrease of 11 dwellings or 3.8%. The higher dwelling-to-consent ratio since 2017 reflects more infill activity.
- Most new dwellings approved this year were flats, units and townhouses (153), and houses (123). In 2018 high density dwellings consented increased by 1% compared to 2017 (from 54% to 55%).
- However, while many of the indicators remain strong there is some evidence of a slowdown emerging. In the first three months of 2018, a total of 175 residential freehold sections and four units were titled. This indicates an increase of 75 sections and a decrease of 107 units.
- Due to the large number of sections consented over the last three years, and the 12 to 60 month delay between consent and 224(c) (getting the title), the supply of sections is expected to remain strong.
- The average house value in Hamilton increased by 4.3% in 2017. The value increase for the same period was 4.5% for Tauranga, 1% for Auckland area, 7.3% for all of New Zealand. The average house value in Hamilton as at March 2018 was \$556k; compared to Tauranga \$707k and Auckland \$1.056m.
- Housing affordability in Hamilton has deteriorated with the rise in house prices, however it is still more affordable compared to other North Island cities like Auckland and Tauranga. 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 NZ main centres.

KEY FACTS

POPULATION ESTIMATE (June 2017)

165,400

CITY AREA

11,093HA

NUMBER OF EMPLOYEES (June 2017)

89,873

NUMBER OF BUSINESSES (June 2017)

14,955

HOMES UNDER CONSTRUCTION (April 2018)

704

GDP (December 2017)

\$8.02B

AVERAGE HOUSE VALUE (March 2018)

\$555,549

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, PAYMARK AND QV.

NEW RESIDENTIAL BUILDING CONSENTS

In the first three months of 2018 calendar year 276 dwellings valued at \$70M were approved for construction in Hamilton. This includes houses, apartments, townhouses and units.

These were processed within 178 consents - some consents contain more than one dwelling. This represents a decrease of 3.8% in number of dwellings compared to the same period in 2017.

The total number of new residential dwellings granted continues its strong trend despite anecdotal evidence of a slowdown in the housing market. Consents reached 10-year highs in 2015 and 2016 with 1179 and 1198 dwellings consented respectively.

Building consents issued for new dwellings resulted in the construction of a total floor area of 37,885 square meters in the first quarter of the 2018 calendar year, a decrease of 6% from the previous year. This is due to 37 less detached dwellings (stand-alone house) and 26 more attached dwellings (townhouses, flats, and units) in this year, normally the attached dwellings have smaller floor area than detached houses.

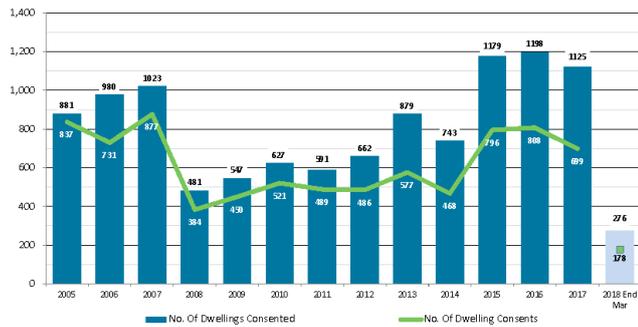
The increasing trend of high density dwellings in 2014 and 2015 flattened in 2016 however it reached historical high in 2017 with an increase of 64% compared to 2016.

The 12-month rolling average graph of monthly new dwelling consents shows an increase to around 70 consents per month from mid-2015 onwards. This compares to a longer run average between 2012 and 2015 of 40 to 50 consents. The 12-month rolling average consent numbers trended down to 60 per month in December 2017.

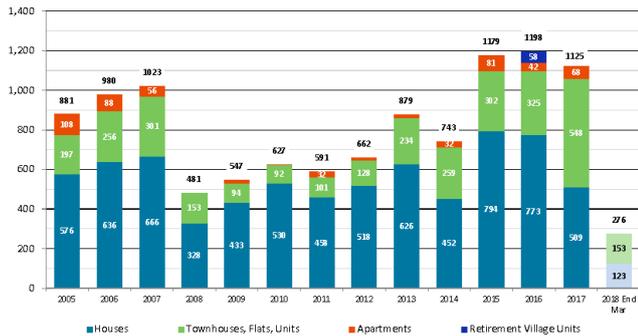
The increasing number of multi-dwelling consents are driving this trend. The proportion of attached dwellings has increased from, on average, 36% per month in 2016 to 58% in the last twelve months. Increased land prices and the enabling duplex rules in the operative district plan may be the drivers of dwelling mix change.

A rolling average is used to remove some of the highs, lows and seasonality of monthly data and enable better trend analysis.

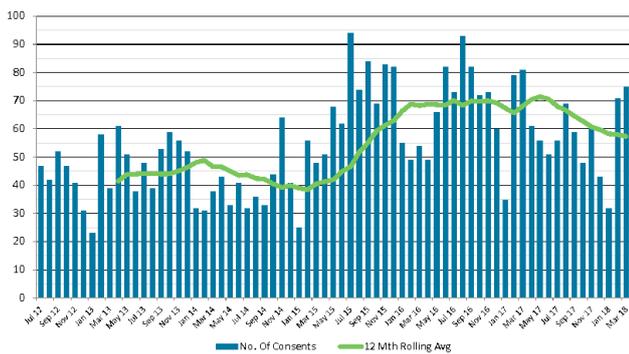
New Residential Dwellings Consented
2005 to March 2018



New Residential Dwellings Consented by Building Type
2005 to March 2018



No. of New Residential Dwelling Consents Granted to March 2018



SOURCE: HAMILTON CITY COUNCIL



RESIDENTIAL DWELLINGS UNDER CONSTRUCTION

A dwelling is considered “under construction” in this measure if it has:

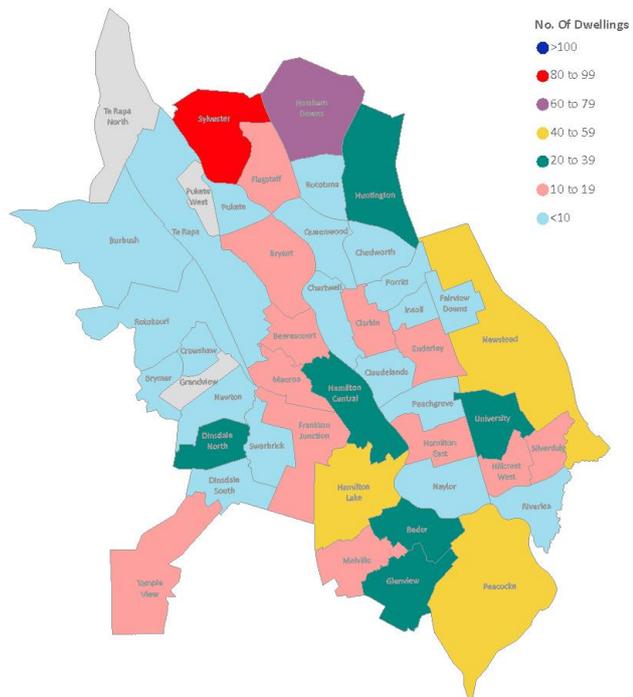
- a granted current building consent (eg. not withdrawn or lapsed)
- at least one inspection completed
- no Code Compliance Certificate has been issued; and
- no decision to not issue Code Compliance Certification has occurred.

Sylvester is the most active suburb for residential construction, there were 93 residential dwellings being built in the area as at 1 May 2018.

There were 205 dwellings in total under construction in the area broadly known as Rototuna (Horsham Downs, Huntington, Flagstaff, Rototuna and Sylvester). In the University area, 35 high density dwellings are under construction. Most of the mature suburbs are less active than suburbs with greenfield lots.

There are 21 residential dwelling units being built in Hamilton Central.

New Residential Dwellings (Detached & Attached)
Under Construction - 1st May 2018



Dwellings Under Construction: 704

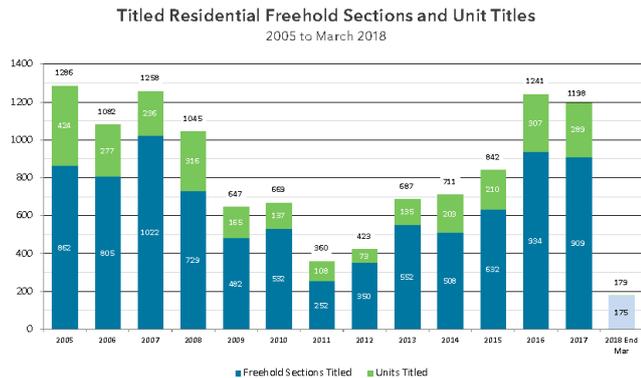
NEW RESIDENTIAL SECTIONS AND UNIT TITLES (224C)

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 work is completed. In conjunction with the consent data presented, 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.

In the first quarter of 2018, 175 residential freehold sections and four units were titled. Compared to the same period of 2017 calendar year, there was an increase of 75 freehold sections and a decrease of 107 unit titled units.

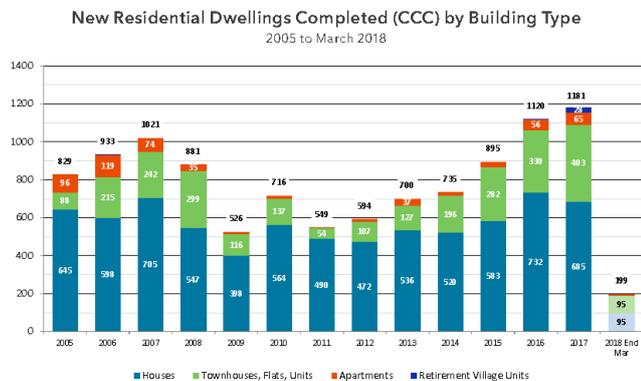
Due to the large number of sections consented over the past three years and the 12 to 60 month delay between consent and 224(c) (getting the title), the supply of sections is expected to remain strong.



NEW COMPLETED DWELLINGS (CCC)

A total of 199 new residential dwellings received Code Compliance Certificates (CCC) in the first three months of 2018. Compared to the same period in 2017, it represents a decrease of 54 dwellings or 21%.

The 2017 calendar year had the highest number of CCC issued since 2004 which had 1181 dwellings completed. The lag time between the granting of building consent and the receiving of CCC typically varies from five to 24 months and, at the moment, it takes approximately 12 months on average to complete a residential dwelling from the granting of building consent.





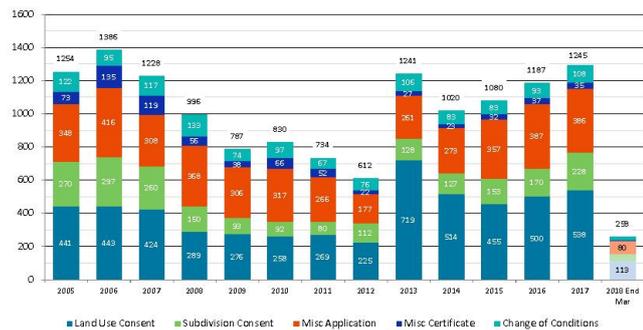
RESOURCE CONSENTS BY TYPE

The total number of all resource consent applications to the Council in the 2017 calendar year increased by 5% compared to the 2016 calendar year.

In the first quarter of 2018, there were 113 Land Use Consents and 38 Subdivision Consents being processed. Compared to the first quarter of 2017, there was a decrease of 32 or 22% in Land Use Consents and a decrease of 18 in 32% of Subdivision Consents. Compared to the first quarter of 2016 calendar year which had 90 Land Use Consents and 39 Subdivision Consents processed, the development activity is still strong.

Increased resource consent activity from 2013 to present is strongly related to infill development. From 2013 onward infill development was between 49% to 60% of total development. While, during the three years prior, Infill only accounted for one third of total development. Also during this time, the new district plan became notified and subsequently operative, enabling new infill development to occur. 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.

New Residential Dwellings Completed (CCC) by Building Type
2005 to March 2018



HOUSING MARKET

The average house value in Hamilton increased by 4.3% in 2017. The previous two calendar years both had increases of 20%.

Comparatively, the value increase for the same period was 4.5% for Tauranga, 1% for Auckland area and 7.3% for New Zealand (NZ). Average house values are lower in Hamilton compared with Tauranga, Auckland and NZ. The slowdown of residential building work post GFC coupled with strong population growth had tightened supply. Lowering of interest rates had enabled buyers to service more debt facilitating increased house prices. While the demand pressure from growing population remains; residential building has bounced strongly back from its post global financial crisis low and interest rates have remained stable.

The reserve bank implementation of the current LVRs (announced in July 2016 given effect to in September 2016) coincides with the reduced volume of dwellings sold in Hamilton. The first full year after the LVRs were introduced saw house sales (12 month rolling average) fall by one third from their peak midway through 2016.

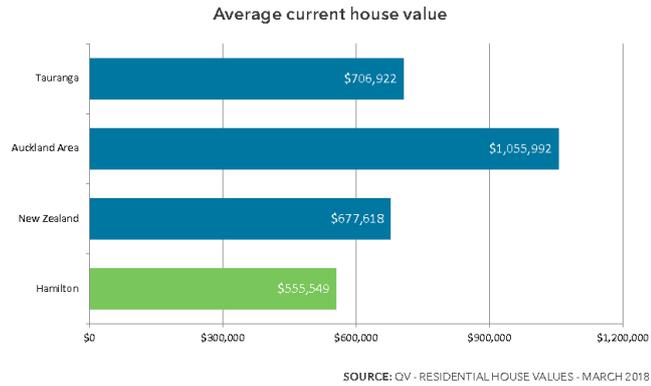
The five year bright-line test has come in, a tax for financial gains on property, which applies to any property with sale and purchase agreement signed after 29 March 2018. The intention of this amendment is to further reduce the speculating behaviour in the housing market. In addition, there is some discussion that IRD has an intention to ring fence the rental loss which could potentially impact the investors in the housing market too.

RESIDENTIAL HOUSE PRICES AND SALES VOLUMES

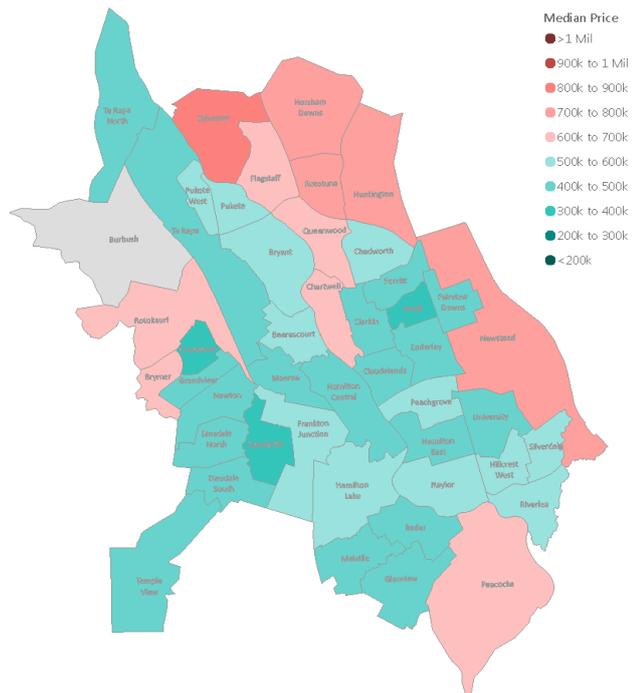
For the 12 months ending January 2018, the median price of northern suburbs ranges from \$600k to \$900k which is the highest in Hamilton.

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 than the northern suburbs.

The median price in Queenwood has increased to more than \$600k again compared to last month. Data used in this map includes standalone houses, duplexes, apartments, townhouses and private



Median Price by Suburb for Year Ended 21st January 2018

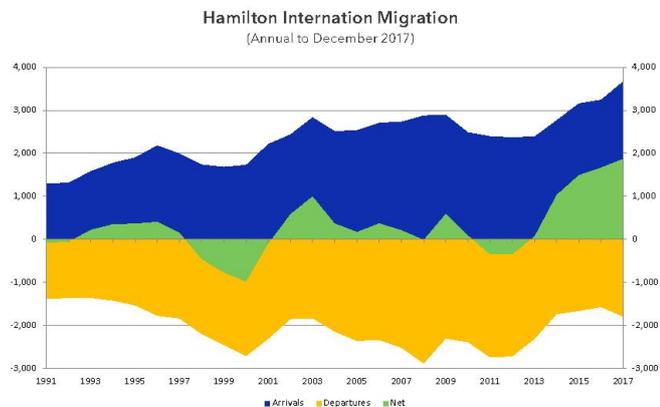




MIGRATION AND POPULATION

Hamilton’s net migration numbers have been positive and increasing since 2014. The city had a net increase of around 1600 people in the year to December 2016, and this increased to about 1900 in the year to December 2017.

This is consistent with the overall trend for increasing arrivals for NZ. The biggest driver of growth in net migration during the past year was the continued increase in people arriving on work visas. Migrants arriving on work visas continue to increase while student visas have been declined. Lower 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 - data on inter-regional migration is even more difficult to source.



POPULATION ESTIMATES

Hamilton’s population, at 30 June 2017, is estimated by Statistics New Zealand to be 165,400. This is an increase of 4200 people (or 2.6%) over the last year.

This population growth was split into natural increase of 1500 and net migration of 2700. Net international migration for the year to June 2017 accounted for 2000 of the 4200 new Hamiltonians that year.

POPULATION AND HOUSEHOLD PROJECTIONS

The Council uses the NIDEA Low projections for population and households. Over the next 10 years, NIDEA Low projects Hamilton will grow by approximately 2100 people and 1250 households every year.

Household projections are used to inform infrastructure planning decisions. Household projections are based on population projections but assumptions driving household formation (the average household size) can vary significantly between projection series.

Population and household projections come with significant limitations. Projection series do not factor in external influences such as changing political landscapes. The underlying assumptions which drive the projections do not account for Government policy stance.

Statistics New Zealand has lifted their migration projections based on the current high migration Hamilton is experiencing. Any policy change affecting migration will not be included in the forecasts until after its effects have been observed. Because of difficulties in predicting economic cycles, these are largely not built into growth projections.

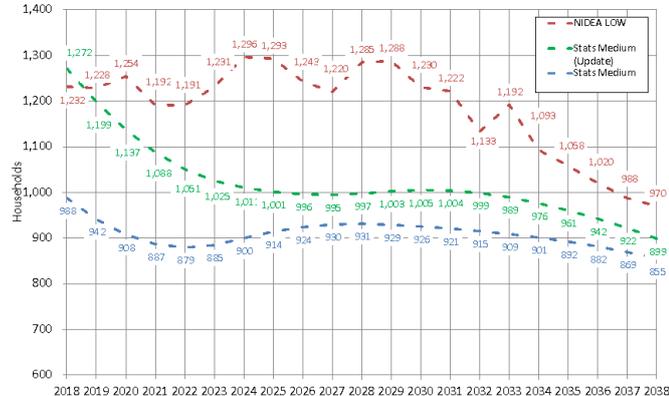
NIDEA projects household growth of more than 1200 dwellings on average per year over the next 10 years. Statistics New Zealand also produces household projections. Late last year they released an update on their previous household projections. The updated projection series increased significantly, especially from 2013 to 2023, compared to their last revision. Their projections now show household growth comparable to NIDEA over the next couple of years, before household growth slows in the medium to long term.

The recent update to the medium series while significantly higher than the prior projection is still lower than NIDEA from 2019 onward. This reflects how different providers, assumptions and updated information can lead to significant variations between projection series.

Hamilton City Population Increase Per Year
NIDEA v Statistics NZ



Hamilton City Household Annual Projections
NIDEA v Statistics NZ



RESIDENTIAL SALE PRICE BY DWELLING AGE

This section looks at residential sale price by dwelling age, to provide some insight into housing affordability with regard to older houses compared with newer builds.

To delineate between the house price of new and old dwellings the Council have set up two age categories for houses. Dwellings built after 2010 (post 2010) are used as a proxy for new dwellings.

The Council used post 2010 dwelling sales due to data limitations when capturing sales prices of house and land packages, to include statistically significant set of data points and because of the data set's structure.

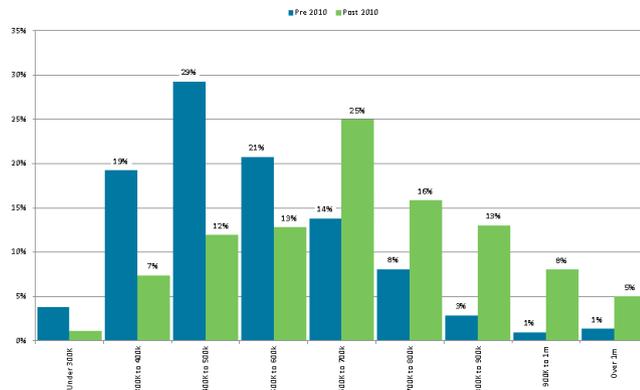
The median sale price for post 2010 houses was 33% more than those built pre 2010, whereas for flats, units and apartments this was 13%. The property transaction is being captured by local councils once a compulsory Notification of Sale is received from the vendor's solicitor. The dataset includes all sales for the year to August 2017.

The following analysis is based on the sale date which is the date that the Sales and Purchase Agreement is signed by both the vendor and purchaser.

The data is only captured after the settlement of the transaction, which can often be a month or more after the sale agreement date. Therefore, for the purpose of showing a fairly complete picture, the report has allowed a two month lag time before reporting on any figure

Median sale price	Pre 2010	Post 2010	Total
House	\$545,000	\$727,500	\$572,500
Apartment, Flat and Unit	\$395,000	\$447,000	\$400,000
Total	\$495,000	\$678,500	\$511,000

Residential Sale Price Distribution Pre 2010 vs Post 2010



FURTHER INFORMATION

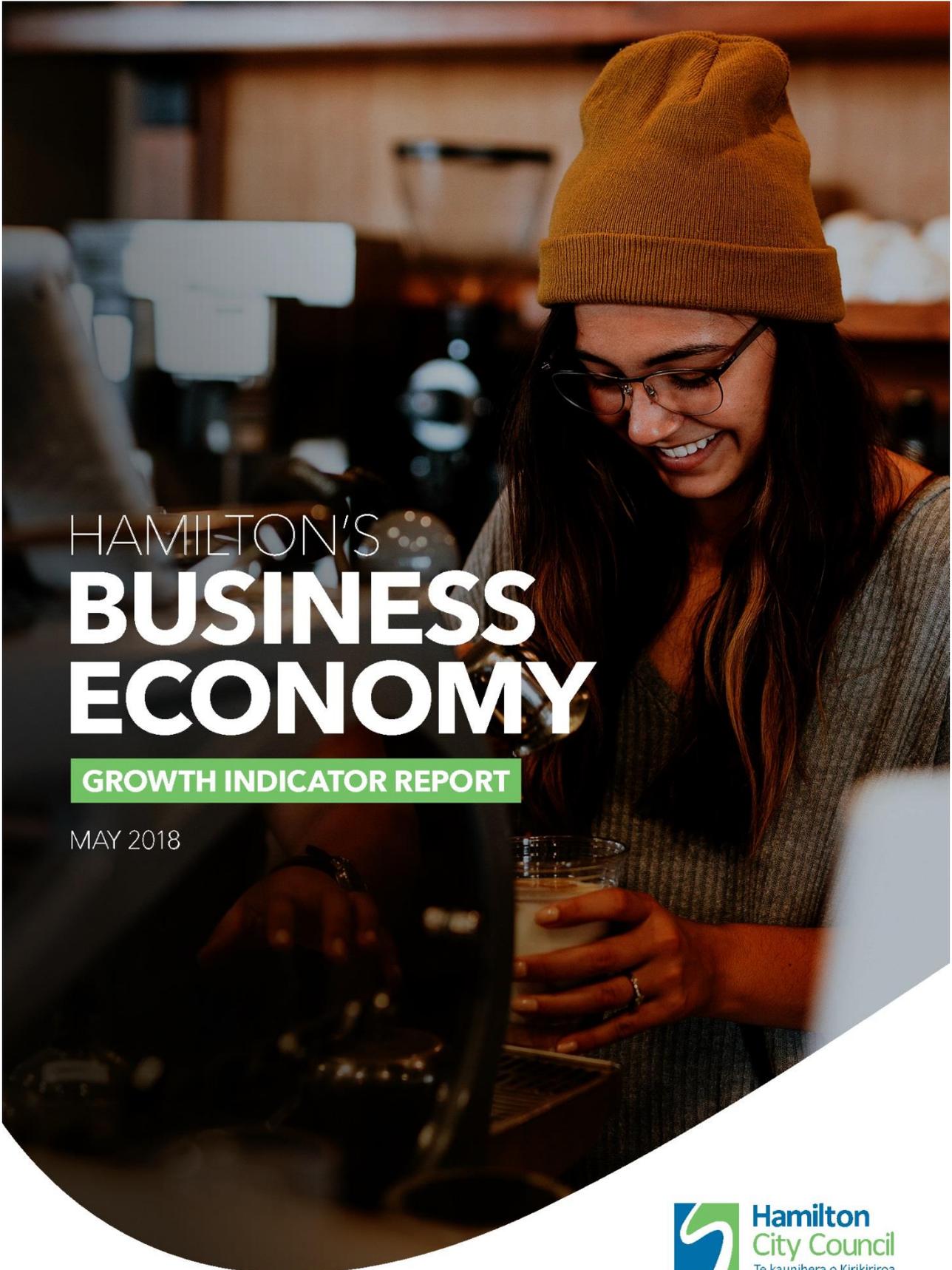
Economic Growth and Planning Unit
Hamilton City Council
Garden Place, Private Bag 3010, Hamilton

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 hamilton.govt.nz/growth

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HAMILTON'S
**BUSINESS
ECONOMY**

GROWTH INDICATOR REPORT

MAY 2018



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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 Gross Domestic Product (GDP) in the year to December 2017 was \$8.02M up 2.3% compared to a year earlier. This growth was slightly lower than in New Zealand (2.8%).
- New commercial and industrial building consents processed in 2017 were higher than in 2016, in both value and floor space.
- The total value of commercial consents in the first quarter of the 2018 calendar year was \$35M. From 2005 to 2010 the average annual value of commercial consents for new construction and alterations and additions was \$151M, with a peak in 2010 of \$221M. This compares to a less volatile period from 2011 to 2016 where the average annual total was \$125m. The 2017 calendar year has the highest total commercial construction value since 2010.
- Traffic flows in Hamilton climbed 3.6% in 2016 compared to 2015 based on internal average daily traffic flow data.
- The retail spend in this issue has a special focus on Hamilton's central city. The spending in the central city has increased from \$559M in 2009 to \$633M in 2017. Compared to calendar year 2016, the spending increased by \$17M or 2.7%. The majority of spend in the central city is on Food and Liquor which accounts for 43% of the total.
- While almost half of the central city spending is from those who live in Hamilton, the amount of spending has decreased over the past three years. Spending from outside the Waikato has been the primary driver of central city spending growth.
- On Average, the amount spent in the December quarter was 28% of the full calendar year's total. Compared to 2016, the total spending value in the 2017 December quarter increased by \$9M or 5.4% which is the biggest increase in the past nine years. This period coincides with the implementation of the central city two-hour free parking trial implemented in October 2017.
- Vehicle registrations in Hamilton increased by 10% ahead of the national increase of 8% for the year ending December.
- Infometrics' Regional Economic Profile shows 2500 jobs were created in Hamilton in the year to June 2017, while a further 500 jobs were created in Waipa and Waikato Districts. This represents a significant improvement - employee numbers in Hamilton remained flat from 2009 to 2014, showing little or no growth.
- Hamilton's unemployment rate has dropped from 6.3% in December 2016 to 5.5% as at December 2017, but remains above the national average (4.7%). Youthful populations such as in Hamilton typically have higher unemployment. Jobseeker support recipients are up 1.5% compared to the national increase of 0.1%.

KEY FACTS

POPULATION ESTIMATE (June 2017)

165,400

CITY AREA

11,093HA

NUMBER OF EMPLOYEES (June 2017)

89,873

NUMBER OF BUSINESSES (June 2017)

14,955

RETAIL SALES (year to December 2018)

\$1.78B

COMMERCIAL AND INDUSTRIAL BUILDING CONSENTS GRANTED (year to December 2018)

\$195M

GDP (year to December 2018)

\$8.02B

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

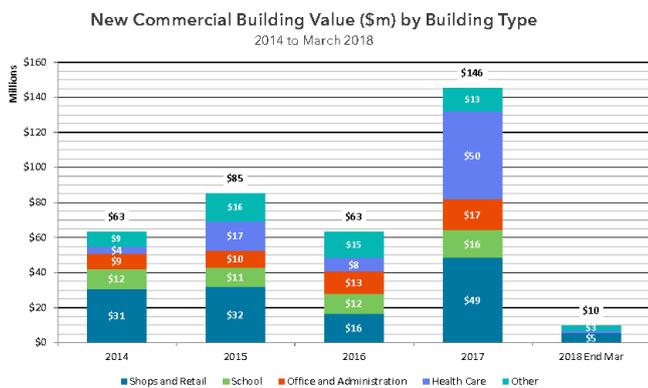
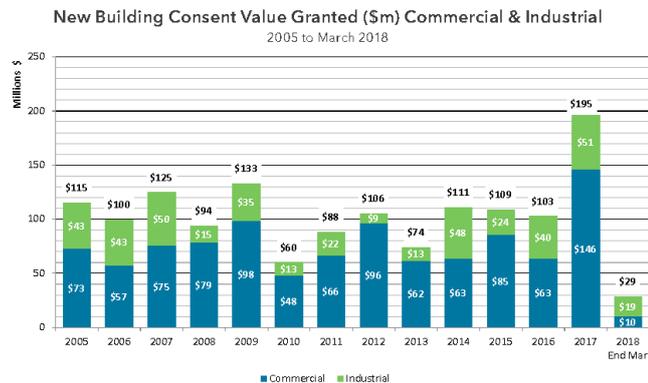
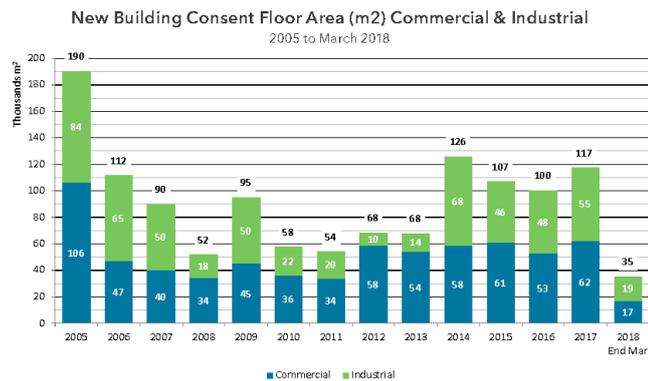
New commercial and industrial development in Hamilton for the first quarter of the 2018 calendar year was comprised of 35,000 square metres of floor space with a total value of \$29M. Of this total, industrial development accounted for 19,000 square metres and \$19M, and commercial development was 17,000 square metres and \$10M. Compared to the first quarter of 2017, there was a decrease of 6897 square metres in floor space and a decrease of \$17M in value.

New commercial and industrial development in Hamilton for the three months to March 2018 was represented in 35,451 square metres of floor space with a total value of \$29M. Of this total, industrial development accounted for 18,879 square metres and \$19M, and commercial development of 16,572 square metres and \$10M. Compared to the first quarter of 2017, there was a decrease of 6897 square metres in floor space and a decrease of \$17M in value.

The full 2017 calendar year value is significantly higher than the previous years' total. The value of commercial consents is nearly double what it was in 2005, even though in 2005 the volume of floor area was almost double. The value increase in the 2017 calendar year was mainly from the commercial sector.

Since 2014, shops and retail were the largest category of new commercial building type with almost \$133M worth of consents granted. Health Care was the next biggest category with \$80M in new facilities consented to be built to support the growing demand. School building consents valued at \$51M were the next largest category followed by Office and Administration buildings valued at \$49M.

Other consents including new hospices/ retirement homes, supermarkets, food and beverage, pre-schools and health facilities had a total consent value of \$53M. The total value of new commercial building consented in the 2017 increased sharply by \$81M or 128% compared to 2016. For the first three months of 2018, the total value of new commercial building was \$10M which represents a decrease of \$18M or 64% compared to the same period in 2017.





The total value of commercial consents (including retail) for the first quarter of the 2018 calendar year was \$35M, this represents a decrease of \$9M or 20% compared to the same period in 2017. Alterations and additions are additional value added to existing spaces.

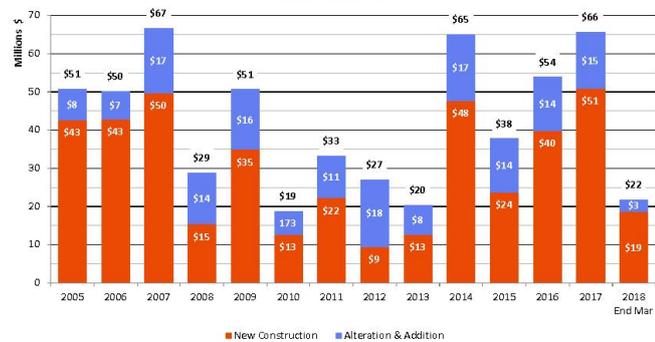
From 2005 to 2010 the average annual value of commercial consents across new construction and alterations and additions was \$151M, with a peak in 2010 of \$221m. This compares to a less volatile period from 2011 to 2016 where the average annual total was \$125m. The 2017 calendar year has the highest total commercial construction value since 2010.

Industrial consents were mostly new construction in the 2018 calendar year, adding \$19M of capacity to Hamilton's existing industrial facilities. There were \$3M worth of alterations and additions consented in the same period. The value of new industrial construction historically represents a higher proportion than alterations and additions when compared to commercial development.

Commercial (\$m) New Construction vs Alteration & Addition
2005 to March 2018



Industrial (\$m) New Construction vs Alteration & Addition
2005 to March 2018



HAMILTON CENTRAL CITY RETAIL SPEND

The retail spending in Hamilton’s central city has increased from \$559M in 2009 to \$633M in 2017. Compared to 2016, the spending increased by \$17M or 2.7%.

The majority of electronic spend in the central city is in the Food and Liquor category which is 43% of the total. Other Retail - including car retailing, watch and jewellery, antique and used goods, travel agency etc. - is the next biggest category valued at \$97M.

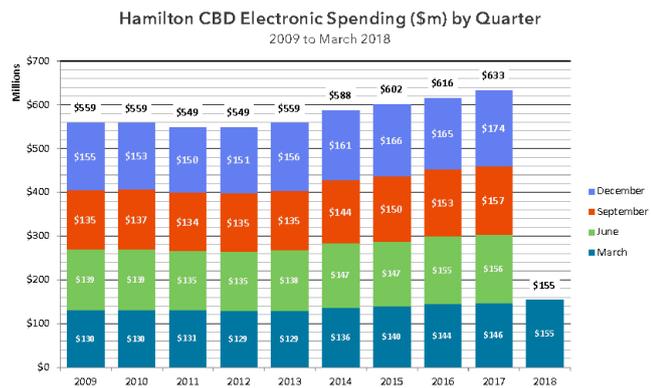
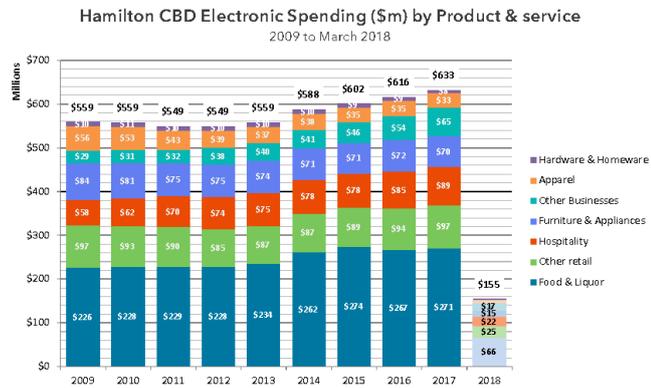
However, there are three product and service categories which experienced a decrease in the spending value, these being Furniture and Appliances, Apparel, and Hardware and Homeware. The market share of Apparel decreased from 9% in 2010 to 5% in 2017, while Furniture and Appliances decreased from 15% in 2010 to 11% in 2017. The positive movement in the market share came from Hospitality which increased 3%, Food & Liquor which grew 2% and there was a 5% increase for Other Business which includes dental services, veterinary services and lottery operations etc.

Looking at the past nine years in quarterly breakdowns, it shows the December quarter spending is 28% of the full calendar year. Compared to 2016, the total spending value in 2017 December quarter increased by \$9M or 5.4% which is the biggest increase in the past nine years. This period coincides with the implementation of the central city two-hour free parking trail implemented in October 2017. Hamiltonians account for 51% of the electronic spending within the central city in 2017.

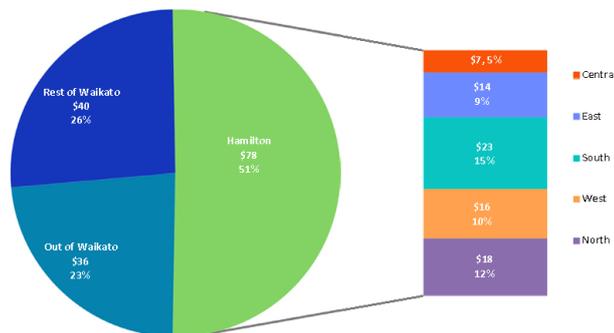
People who live in Waikato, but not in Hamilton, accounted for 25% or \$160M. Within Hamilton, the highest portion of spending was from the people who live in southern suburbs which includes the University of Waikato and Waikato Hospital. The first quarter of 2018 shows spending in the central city has increased by \$9M over the same quarter in 2017.

Note on data: Retail spend data was sourced from Marketview and is compiled from EFTPOS data, supplemented by transactional banking data. It is estimated that the Marketview data encompasses 75% of EFTPOS data and 20% of all retail bank transactions. In addition to transaction data, retail bank transactional data provides locational information about account holders. Card transactions account for about 70% of total sales. Cash and hire purchase transactions are not included in the data.

The combination of these data sets provides a statistically significant representation of all retail transactions in Hamilton.



Hamilton CBD Electronic Spending (\$m) by Home Address Calendar January to March 2018



DISTRICT PLAN ZONES 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 Shopping Centre are identified as being two sub-regional centres. They are principally retail centres 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, Rotoruna, and Peacocke Structure Plan areas. Neighbourhood centres are distributed throughout residential suburbs. These centres provide a more limited range of 'everyday' goods and services for the immediate residential neighbourhoods.

The zone called 'Large Format Retail' allows moderate to low intensity commercial usage and large format retail (eg Big Save Furniture and Repco). The other category in the pie chart comprises smaller commercial 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. Over the past three years, central city spending by Hamiltonians has declined with spending originating from outside of the Waikato being the primary driver of spending growth.

Hamilton CBD Electronic Spending (\$m) by Home Address
2009 to March 2018



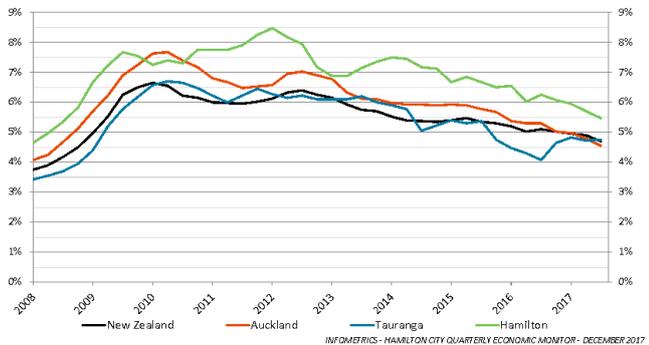
UNEMPLOYMENT

Hamilton's unemployment rate has dropped slightly from 6.3% in December 2016 to 5.5% as at December 2017, but remains above the national average (4.7%).

Youthful populations such as in Hamilton typically have higher unemployment. Jobseeker support recipients are up 1.5% compared to the national increase of 0.1%.

Hamilton's unemployment rate remains higher than NZ, Auckland and Tauranga. Overall, it has been trending downwards from its peak in 2012 at 8.5%.

Hamilton unemployment rate rolling 12-month average to December 2017



FURTHER INFORMATION

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

 investment@hcc.govt.nz

 07 838 6699 (24-7)

 hamilton.govt.nz/growth

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

The Terms of Reference for the Waste Taskforce

Attachment 3

Item 6

Chairperson:	Councilor Mark Bunting
Elected Members:	Councilor Martin Gallagher Councilor Siggi Henry Councilor Paula Southgate Councilor Dave Macpherson
Support Staff:	Chris Allen — General Manager City Infrastructure Maire Porter — Unit Manager City Waters Trent Fowles — Compliance Manager Eeva-Liisa Wright — Business Manager Charlotte Catmur — Waste Minimisation Advisor Kirsty Quickfall — Waste Minimisation Advisor Nigel Ward — Team Leader, Communications
Date Established:	22 March 2017 (Growth and Infrastructure Committee Resolution)
Reporting Back Date:	Reporting will happen 6 weekly through the General Managers update to the Growth and Infrastructure Committee. Separately to the 6 weekly reporting the following projects will report back as required for decision making. <ul style="list-style-type: none"> - Waste Management and Minimisation Plan - Rubbish and Recycling Service Change - Solid Waste Bylaw
Appointing Committee:	Growth and Infrastructure Committee
Reporting Committee:	Growth and Infrastructure Committee
Purpose:	To make recommendations to the Growth and Infrastructure Committee on rubbish and recycling in Hamilton
Terms of Reference	To consider and provide guidance on the Waste Management and Minimisation Plan and the projects that are implemented as part of the Plan.

	<p>Waste Management and Minimisation Plan</p> <p>Phase 1 – March 2017 – April 2018</p> <ul style="list-style-type: none"> - Development of the 2018-2024 Waste Management and Minimisation Plan <p>Phase 2 – April 2018 – October 2019</p> <ul style="list-style-type: none"> - Implementation of the 2018-2024 Waste Management and Minimisation Plan <p>Rubbish and Recycling Service change – March 2017 – October 2019</p> <p>Although part of the Waste Plan, this is singled out as a priority project. There are multiple components to this project, they are:</p> <p><u>New contract methodology</u></p> <p>Before and after the contract is awarded there will be policies and processes that the Council must design and approve including, but not limited to:</p> <ul style="list-style-type: none"> • Level of service • Bespoke solutions for those properties where space is at a premium, identified through the housing review. • Provision of alternative bin sizes and assisted collections. • Council sites services • Transfer station and Organic Centre designs <p><u>Housing review</u></p> <ul style="list-style-type: none"> - identification of existing premises where bin collection and storage will be an issue. - mitigation of future issues with developments around bin collection and storage <p>Solid Waste Bylaw review – June 2018 – June 2019</p> <p>This review is not legislatively required until 2022, however it is operationally required to support the kerbside service change, manage existing issues and is an action in the Waste Management and Minimisation Plan.</p>
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Submission by
Hamilton City Council

**DRAFT INVESTMENT ASSESSMENT FRAMEWORK FOR THE 2018-21
NATIONAL LAND TRANSPORT PROGRAMME**

17 May 2018

1.0 INTRODUCTION

- 1.1 Hamilton City Council (HCC) welcomes the opportunity to make a submission to the Draft Investment Assessment Framework (Draft IAF) for the 2018-21 National Land Transport Programme.
- 1.2 Overall, HCC supports the content and direction of the Draft IAF.
- 1.3 HCC has made a submission to the Draft Government Policy Statement on Land Transport 2018/19 -2027/28 (Draft 2018 GPS) and given that the Draft IAF is to give effect to the Draft 2018 GPS, a copy of our 2 May 2018 submission is attached.
- 1.4 Our specific points around the Draft IAF are outlined in further detail below.

2.0 GENERAL COMMENTS

- 2.1 HCC supports and commends the change in overall strategic direction set out in the Draft 2018 GPS and consequently the Draft IAF, whereby a more mode-neutral approach to transport planning and investment decisions is now required.
- 2.2 While an efficient roading network of both state highways and local roads remains vital for Hamilton and the Waikato Region, HCC's Access Hamilton Strategy has long signalled an intent to increase provision of other modes of transport.
- 2.3 In this way, along with the stronger focus on social and environmental impacts, the Draft 2018 GPS is now generally better aligned with the strategic direction and policy framework of Access Hamilton.
- 2.4 HCC acknowledges and supports Government's intention to rebalance the transport investment portfolio. In particular, we support the two key priorities of 'Safety' and 'Access' supported by 'Value for Money' and the 'Environment'. These opportunities are in alignment with Access Hamilton priorities.

- 2.5 HCC has a general concern about the NZ Transport Agency business case decision-making process and the length of time it is taking to get to the point of demonstrable progress. This will need to be addressed in order to provide the outcomes sought by Government in the GPS 2018.

3.0 FINANCIAL ASSISTANCE RATES

- 3.1 The 'Low Cost/Low Risk Improvement Programmes' (formerly 'Minor Improvements') activity class is one of the most important for urban and rural councils, particularly regarding 'Safety Improvements'.
- 3.2 HCC therefore strongly supports increased recognition within the Draft 2018 GPS of 'Safety' as a key priority area and hence application of a special safety cost-benefit appraisal rating within the Draft IAF for safety improvements.
- 3.3 It is acknowledged that any increase in the number of 'Low Cost/Low Risk Improvement Programme' projects throughout the Waikato Region will assist in reducing death and serious injury rates on New Zealand roads, something identified as a strategic priority in the Draft 2018 GPS.
- 3.4 Hamilton has a number of intersections that require safety upgrading and the costs are likely to exceed the \$1M project threshold for low cost, low risk programmes. HCC submits that in addition to expediting the decision-making process, including safety related projects in the low risk, low cost programme and lifting the threshold from \$1M to \$10M (for safety projects) will allow much quicker benefit delivery as well as allowing us to be far more responsive to emerging safety issues.
- 3.5 HCC believes that safety improvements within this activity class should also have an enhanced Financial Assistance Rate (FAR) of 75%, encouraging local authorities to make greater progress on safety improvements historically sidelined due to lack of funding.
- 3.6 HCC also believes that increasing (targeted enhanced) FAR for such safety improvements will be beneficial to achieving the transformative effect that the Draft 2018 GPS promotes.

4.0 DEFINITION OF SIGNIFICANT

- 4.1 HCC questions the timeframe for developing national 'levels of service' or 'classifications' for public transport or walking and cycling activities, as noted in the last paragraph on Page 13 of the Draft IAF.
- 4.2 Further information on this would be appreciated, especially as regional transport committees/approved organisations are required to have a clear understanding of what levels of service are required as specified on Page 24 (third paragraph under the heading 'Walking and Cycling Network Guidance').

5.0 RESULTS ALIGNMENT

- 5.1 The results alignment against the GPS priorities is supported, along with the Low, Medium, High and Very High rankings.

6.0 COST-BENEFIT APPRAISAL

- 6.1 The cost-benefit appraisal methodology is supported, as are the range of BCR options that could support a step change in safety outcomes, including a special safety BCR for safety improvements.
- 6.2 HCC supports an approach for Metropolitan areas that involves an assessment of safety packages in the context of networks to allow for an integrated, holistic approach across a range of measures.
- 6.3 HCC welcomes the intent signalled in the Draft 2018 GPS to investigate the appropriateness of current evaluation practices to reflect best evidence in the context of the view that traditional approaches understate the benefits of walking, cycling and public transport investment.

7.0 PRIORITISATION FOR IMPROVEMENT ACTIVITIES AND CONTINUOUS PROGRAMMES

- 7.1 The proposed processes are supported.

8.0 PUBLIC TRANSPORT, RAPID TRANSPORT AND RAIL IMPROVEMENTS

- 8.1 Under the heading 'Access to opportunities, enable transport choice and access and is resilient, thriving regions' (page 14 of the Draft IAF), HCC is of the view that a significant gap for inter-regional public transport should be a criterion under high strategic priority as well as medium, given that inter-regional passenger transport has been signalled as a high priority for the Government. HCC further submits that a very high criterion should be assigned to trial passenger rail services given the difficulties of proving the case without good data that a trial would allow.
- 8.2 HCC understands that the 'Rapid Transit Activity' class is earmarked for selected projects in Auckland and Wellington. HCC seeks that other metro areas, such as Christchurch and Hamilton, have access to this activity class as it is experiencing severe congestion on some arterial urban corridors.
- 8.3 HCC would like more clarity on how the new activity class 'Transitional Rail' is managed as we cannot see it featured in the Draft IAF. In particular, is there any relationship to 'Rail Improvements' terminology used on page 14?
- 8.4 HCC is strongly of the view that the inter-regional passenger rail trial service between Hamilton and Auckland as proposed by Government, should come out of the 'Transitional Rail' activity class. This is the direction given by the Draft 2018 GPS, yet this is not replicated in the draft IAF or the proposed Transport Agency Investment Proposal 2018-27 (TAIP).
- 8.5 There is no indication in the Draft 2018 GPS that the Hamilton to Auckland passenger rail service will be funded from the existing Public Transport activity class which HCC understands is being proposed by the NZ Transport Agency.

9.0 PUBLIC TRANSPORT EXISTING SERVICES (CONTINUOUS PROGRAMMES)

- 9.1 HCC supports the substantial increase in funding for public transport to achieve modal shift.

- 9.2 As noted above, HCC requests that the inter-regional passenger rail service between Hamilton and Auckland, as supported by Government, should come out of the 'Transitional Rail' activity class.

10.0 LOCAL ROAD AND STATE HIGHWAY MAINTENANCE

- 10.1 HCC supports the additional funding for local road and state highway maintenance.

11.0 REGIONAL, LOCAL ROAD AND STATE HIGHWAY IMPROVEMENTS

- 11.1 HCC notes the reported advice from the NZ Transport Agency that there is \$800million in urgent safety improvements required on local roads that would save 160 lives.
- 11.2 HCC notes that 'Regional Roding' improvements are earmarked for state highway improvements, but note the intention to bring in local roads later on which could be a source of funding for addressing the safety deficit referred to on local roads.

12.0 INVESTMENT MANAGEMENT

- 12.1 HCC supports the additional funding for 'Investment Management' and seeks that local authorities receive their fair share of funding from this activity class.
- 12.2 In the past there has been a perception that a large amount of this funding has gone to fund large state highway business cases at the expense of local authority funding for regional and local transport planning activities. We request that the balance changes in this activity class.

13.0 FURTHER INFORMATION AND OPPORTUNITY TO SPEAK AT A HEARING

- 13.1. HCC would like a direct opportunity to speak to the NZ Transport Agency in support of its submission.
- 13.2. Should the NZTA require clarification of the points raised in this submission, or further information, please contact Chris Allen (General Manager City Infrastructure) on 07 838 6697, email Chris.Allen@hcc.govt.nz in the first instance.

Yours faithfully



Richard Briggs
CHIEF EXECUTIVE

Submission by
Hamilton City Council

DRAFT GOVERNMENT POLICY STATEMENT ON LAND TRANSPORT 2018/19 - 2027/28

2 May 2018

1.0 INTRODUCTION

- 1.1 Hamilton City Council (HCC) welcomes the opportunity to make a submission to the Ministry of Transport (MOT) on the Draft Government Policy Statement on Land Transport 2018/19-2027/28 (referred to throughout this submission as the Draft 2018 GPS).
- 1.2 HCC understands that the Draft 2018 GPS is the first stage of Government's development of the GPS, and that a revised 2018 GPS is likely to be released by the MOT towards the end of the year. We would like the opportunity to work with the MOT in developing the revised 2018 GPS.
- 1.3 HCC is proposing a large transport programme with significant investment required over the next 30 years to enable growth, address safety issues, and deliver on level of service improvements. The partnership with central government on a number of matters, including funding, is critical to achieve the outcomes sought for the Waikato sub-region.
- 1.4 HCC has a focus on the upper North Island and the need to improve the safety and efficiency of connections within and between major urban centres, particularly Auckland, Hamilton and Tauranga.
- 1.5 People commute in and out of Hamilton from surrounding towns in the Waipa and Waikato Districts. This commute is for work purposes, and to access health, education and recreation services in Hamilton. It is estimated that approximately 50,000 people enter Hamilton's transport network daily from those areas.
- 1.6 Hamilton's population at June 2018 is estimated to be 168,700. At the same time the population in the surrounding districts will be 164,000, which effectively means that the Hamilton City transport network needs to cater for twice its resident population.
- 1.7 This wider population base has grown from 298,300 in June 2013 to 332,700 in June 2018, which is an 11.5% increase in this 5-year period.

- 1.8 HCC notes that its transport and growth programme, and the wider regional transport programme outlined in the draft Waikato Regional Land Transport Plan (RLTP), is well aligned with the direction signalled in the Draft 2018 GPS.

Key Points

- HCC supports the content and direction of the Draft 2018 GPS.
- HCC supports the adoption of a 'Vision Zero' framework when developing a new road safety strategy, and in the interim supports safety being a strategic priority.
- HCC supports the increase in the road policing activity class and would also like to see processes adopted that allow the city and the region to have direct involvement in determining priority areas for road policing.
- HCC would like to see safety cameras in the city funded from this activity class that support the zero-road death target adopted by HCC and which will be necessary for any 'Vision Zero' framework.
- HCC supports the new investment signals given for footpaths and looks forward to these being progressed through the NZ Transport Agency Investment Assessment framework.
- HCC would like to see priority given to increasing safety on State Highway 1 south of Cambridge and on State Highway 29 to Tauranga, together with protection of a four-lane corridor for the future, if there are no immediate plans to implement four-laning.
- HCC supports the ongoing focus and priority on transport that supports urban growth and opens up areas to existing and new housing development.
- HCC would like the investment decision processes to be reviewed to ensure that value for money also considers timely decision-making.
- HCC supports the new activity class 'Transitional Rail Funding' and looks forward to the continuation of this funding following the rail review and Stage 2 of the GPS.

2.0 STRATEGIC DIRECTION

- 2.1 Overall, HCC is supportive of the four strategic priorities of Safety, Access, Environment and Value for Money.

3.0 SAFETY

- 3.1 Between 2012 and 2016 the Waikato Region accounted for 294 of New Zealand's 1,500 road deaths i.e.19.6 percent. The Waikato regularly accounts for being the region with the single highest number of road deaths, including between 2014 and 2016 (48, 69 and 79 road deaths respectively).

- 3.2 HCC has adopted a 'Zero' road deaths target by 2027 and this is supported by the draft Waikato RLTP. The focus on Safety as one of the key priorities of the Draft 2018 GPS, and the aim of a safe system, free of death and serious injury, is supported.
- 3.3 HCC supports the notion signalled in the GPS of adopting a 'Vision Zero' framework when the new national road safety strategy and action plan is developed over the next 12 to 18 months. HCC seeks to be closely involved the development of the new safety strategy that will inform the second stage GPS.
- 3.4 The proposed increase in the Road Policing activity class, and Road Safety Promotion and Demand Management activity class funding is supported. HCC would like to see processes adopted that allow the city and the region to have direct involvement in determining priority areas for road policing.
- 3.5 HCC would like to ensure that funding for education initiatives is available, including in relation to driver license training in schools. Assistance for learner drivers after they have gained their restricted license is needed, as is a focus on the design of roads and cars to minimise the impact of crashes. HCC would like to see these as priorities in the new Road Safety Strategy and Action Plan that is signalled for development over the next 12-18 months.
- 3.6 HCC would also like to see more safety cameras, including speed cameras at intersections and other locations on our network funded through the Road policing activity class. Crashes at intersections are a major contributor to HCC's crash statistics. Over the last five years in Hamilton, red light running was the cause of:
- 17% of all crashes at traffic signals.
 - 24% of injury crashes at traffic signals.
 - 28% of fatal and serious crashes at traffic signals.
- 3.7 HCC notes the decrease in the State Highway Improvements activity class funding, and wishes to ensure that safety focussed State highway projects will be prioritised. In particular, there are significant safety issues in the Waikato between Cambridge and Piarere that need to be addressed to deliver on both the Government's and Waikato's aim of improving safety.
- 3.8 HCC notes that that the Draft 2018 GPS signals increased investment in footpaths and cycleways to support access to, and uptake of active travel modes to improve safety outcomes for all road users. HCC seeks to ensure that funding will be available for urban footpaths (both building new footpaths and footpath maintenance).
- 3.9 HCC notes the importance of having a process in place that allows Council to make speed management changes in a timely fashion, and supports the key objective of the Draft 2018 GPS to reduce road trauma and crash severity through targeting investment in the development of the new Speed Management Guide, and in primary safe system treatments on high-risk parts of the network.
- 4.0 ACCESS**
- 4.1 HCC supports the focus in the Draft 2018 GPS on Access, specifically a transport and land-use system which enables people to access jobs, education, goods, services and amenities.

- 4.2 Hamilton needs to be considered in a wider context in regard to access, and particularly incoming/outgoing traffic from surrounding townships i.e. the city is receiving increased commuter traffic and subsequent congestion on a daily basis from surrounding townships such as Cambridge, Te Awamutu, Morrinsville, Matamata, Ngaruawahia and Huntly.
- 4.3 Connecting surrounding townships to Hamilton, and Hamilton to other metropolitan areas is critical for enabling economic development and social well-being, particularly given that Hamilton is the employment, education and health hub for the region.
- 4.4 The greater Hamilton area is now also a significant distribution hub/inland port for the country with the development of Fonterra's Inland Port at Crawford Street, the Waikato-Tainui Inland Port and Logistics Hub at Ruakura, MainFreight's depot/operation located in Rotokauri (with their 18,300 m² depot being largest and newest site in New Zealand) and the Ports of Auckland's inland port currently being developed in the Northgate Business Park at Horotiu.
- 4.5 HCC supports the Access objective to have a land transport system that provides increased access for economic and social opportunities, and in particular the need to ensure that there is good access to markets and business areas. This aligns with the RLTP priority on strategic corridors and consideration of both rail and highway connectivity.
- 4.6 HCC is appreciative of the progress made on the Waikato Expressway from Auckland to south of Cambridge and supports the RLTP priority given to extending the expressway firstly to the State Highway 1/29 intersection at Piarere, and then on to Tauranga. HCC notes that there are considerable safety benefits to be derived from upgrading these highways and submits that safety work needs to progress as a priority.
- 4.7 HCC also submits that protection of a four-lane corridor through designation and potential land purchase needs to be undertaken on these national high-volume road corridors as a future proofing measure if there is no current intent to immediately undertake the work. Safety consideration also needs to be given to the national high-volume road corridor from Piarere to Taupo.
- 4.8 Transport also supports urban growth through opening access to new housing developments, and funding to enable this to occur is critical for Hamilton. Investment in the Southern Links transport network will 'unlock' land that will deliver approximately 8,000 sections to Hamilton. This is vital to accommodate the high level of growth Hamilton is experiencing, and the City has been successful in an application to the Housing Infrastructure Fund (HIF) that will progress sections of the Peacocke transport arterials that are part of the Southern Links transport network.
- 4.9 It is important for the region that progress is made on the state highway components of the Southern Links transport network and HCC is pleased to see in the recently released draft NZ Transport Agency Investment proposal 2018-27 that pre-implementation and property purchase is proposed over the next 3 years. HCC would like to see however, the implementation signalled for the period 2021-2028.
- 4.10 HCC supports the Draft 2018 GPS focus on improving access through investment in public transport (PT). HCC notes that the Draft 2018 GPS supports investment in increases in PT capacity and services, but is unclear on the provision for additional supporting infrastructure. Funding for bus lanes, bus advance in traffic lighting, and bus priority measures for roundabouts and bus stops that are disability accessible is sought by HCC.

- 4.11 Hamilton is a prime case for a trial to be carried out for bus priority measures on key routes and cycleways. However, a greater subsidy is required to put the measures into action.
- 4.12 HCC would also like to see funding provision for Public Transport hub development that includes 'Park and Ride' facilities, as these are critical in increasing the uptake of public transport and contributing to the outcomes sought by both HCC and the Government through the GPS.
- 4.13 A key focus for HCC and the wider Waikato Region is getting a commuter rail service up and running between Hamilton and Auckland. This is directly aligned with the GPS aim of metropolitan and high growth urban areas being better connected and accessible. HCC seeks to ensure that funding is available for both the service and infrastructure costs to achieve this outcome.
- 4.14 HCC also supports any improvement in the rail network and in particular the Auckland rail network, noting that there will be flow on benefits to the Waikato Region and Hamilton.
- 4.15 HCC notes that investigation for enabling funding for alternative transport modes in the longer-term is signalled as part of the second-stage GPS and seeks to be closely involved in this process.

5.0 ENVIRONMENT

- 5.1 HCC recognises the impacts of the transport activity on the environment and is manoeuvring to identify specific impacts, benchmark our current performance and develop an action plan to introduce improved practices. Funding support will enhance and accelerate this programme.

6.0 VALUE FOR MONEY

- 6.1 HCC would like to ensure that any future investment appraisal system (NZ Transport Agency Investment Assessment Framework) is simplified and streamlined to enable investment to occur in a timely fashion. HCC considers that the existing investment decision-making processes are a risk to achieving the expenditure and outcomes signalled commencing 1 July 2018.

7.0 TRANSITIONAL RAIL FUNDING

- 7.1 The Draft 2018 GPS talks about investment in transitional rail, and HCC notes that the proposed Hamilton to Auckland rail service meets the aims of this activity class. The development of a business case is underway to identify the costs of this interim service, and it is critical that the funding available through this activity class is sufficient to enable this service to happen.
- 7.2 HCC notes that there are currently five years of transitional funding included in the Draft 2018 GPS for this, and recognises that transitional rail is the first phase. Council supports transitional rail providing that there is additional rail funding for the continued long-term operation and maintenance of any new services. HCC anticipates that there will be a Permanent Rail Activity class included in either this, or the second-stage GPS to cover Rail Infrastructure. This will also provide certainty of continued Government support for inter-regional passenger rail.

8.0 ALTERNATIVE FUNDING

- 8.1. HCC is interested and supportive of looking at alternative funding models and would welcome ongoing engagement and involvement in this area.

9.0 FURTHER INFORMATION AND OPPORTUNITY TO SPEAK AT A HEARING

- 9.1. If the opportunity arose, HCC would like to speak to the MOT in support of its submission, and would welcome a visit from MOT representatives to discuss our concerns in more detail.
- 9.2. Should the MOT require clarification of the points raised in this submission, or further information, please contact Robyn Denton (Acting City Transportation Unit Manager) on 07 838 6910, email Robyn.Denton@hcc.govt.nz in the first instance.

Yours faithfully



Richard Briggs
CHIEF EXECUTIVE

1 Key changes proposed to the activity classes in the draft GPS 2018

2

Activity class	Average percentage change over three years ¹	Comment
<i>Public transport</i>	46% increase	This will support an expansion in public transport networks. This will support an increase in operating subsidies for public transport and some public transport capital improvements.
<i>Rapid Transit</i>	New activity class	<i>New activity class</i> – allowing \$4 billion over 10 years to establish rapid transit investment with an initial focus on Auckland. Note: While funding ranges show a decrease in rapid transit investment, in later years the intention is to continue with more investment.
<i>Local road improvements</i>	42% increase	To support local road improvements and upgrades.
<i>Regional improvements</i>	96% increase	To support investment in regional projects that improve safety, resilience and access for people and goods. How the NLTF interacts with the Provincial Growth Fund will be a key determinant of the activity class funding expenditure levels.
<i>State highway improvements</i>	11% decrease	This decrease rebalances investment across the transport portfolio. The proposed activity class level will allow for currently committed projects to be completed and will enable the delivery of more safety improvements.
<i>Road policing</i>	14% increase	To enable the NZ Police to maintain an effective road policing service.
<i>Road safety and demand management</i>	81% increase	To continue road safety promotion, alcohol interlocks, and to include demand management measures that promote public transport and walking and cycling.
<i>State highway maintenance</i>	18% increase	This activity class was capped over the last GPS period. It is now proposed to allow for an increase in the level of renewals of state highway pavement surfaces given additional heavy vehicle traffic and severe weather.
<i>Local road maintenance</i>	22% increase	This activity class was capped over the last GPS period. It is proposed to allow an increase to cover the increased maintenance cost of additional heavy traffic and severe

¹ In funding range upper boundary, across three financial years.

		weather. However, it is also proposed to allow footpath maintenance to be funded from the NLTF. This is a scope change that reflects the Government's desire to support the use of active modes.
<i>Investment management</i>	31% increase	This increase will support additional transport planning of NZ Transport Agency and local government given the changes to transport priorities.
<i>Transitional rail</i>	New activity class	New activity class – this activity class will support rail priority transport options for users and benefit congestion in our urban centres until a wider review of rail funding is concluded.
<i>Walking and cycling improvements</i>	248% increase	To support an expansion in walking and cycling infrastructure.

Council Report

Committee: Growth and Infrastructure Committee **Date:** 29 May 2018

Author: Chris Allen **Authoriser:** Chris Allen

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

Report Name: New Zealand Transport Agency Update

Report Status	<i>Open</i>
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Purpose

1. To inform the Committee regarding an updated from the New Zealand Transport Agency presented by Parekawhia McLean, Central North Island Director.

Staff Recommendation

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

Attachments

There are no attachments for this report.

Council Report

Item 8

Committee: Growth and Infrastructure Committee
Date: 29 May 2018

Author: Chris Allen
Authoriser: Chris Allen

Position: General Manager City Infrastructure
Position: General Manager City Infrastructure

Report Name: Passenger Rail Business Case Update

Report Status	<i>Open</i>
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Purpose

1. To inform the Growth and Infrastructure Committee on the status of the business cases for the proposed Hamilton to Auckland start-up passenger rail service.

Staff Recommendation

2. That the Growth and Infrastructure Committee:
 - a) receives the report; and
 - b) requests that staff report back to Council once the Detailed Business Case has been finalised and prior to 1 October 2018 when the Transport Agency approval is expected.

Executive Summary

3. Government has confirmed through its release of the 2018 Government Policy Statement that interregional passenger rail is a priority of government and they have created a new funding activity class called transitional rail that includes implementing trial interregional rail services.
4. The Minister of Transport has written to the mayors of Hamilton City and Waikato District Councils and the Chair of Waikato Regional Council on 10 May 2018 to confirm government's strong support of the Hamilton to Auckland service and pointing out that the Transport Agency has specifically recognised this as an opportunity in its draft Transport Agency Investment Proposal.
5. This is dependent on approval of a Strategic and a Detailed Business Case. The draft business cases have been received by the multi-agency working party set up for this task and they are currently being reviewed ready for submission to and approval by the Transport Agency Board in June 2018, followed by funding approval in October 2018.
6. As part of the Strategic Business Case, a formal passenger demand survey was carried out which showed that at the \$18 one way fare proposed the one-way demand could be 280 passengers per day. This will be catered for by 2 services leaving in the morning peak from Hamilton to Auckland with each service having a start-up capacity of 189 passengers.
7. The draft SBC has indicated that there is a case for investment to improve transport connections and the Detailed Business Case has dimensioned what a start-up service would look like, who would fund it and who would operate it.

8. The three councils have all provided funding in their draft 10-Year Plans to support the service and this funding has been incorporated into the Detailed Business Case. This has been written on the basis that the balance of funding will be provided by government through the National Land Transport Fund.
9. Approval of the Detailed Business Case is therefore dependent on government being prepared to fund at elevated financial assistance rates.
10. Hamilton City Council will need to fund the establishment of a rail platform and Park and Ride facilities at Rotokauri at normal subsidy rates and the work carried out to date indicates that sufficient funding has been allocated in the draft 10-Year Plan to meet its obligations although some funding may need to be brought forward depending on the programme.
11. The Park and Ride Land is required for a future Public Transport Hub for buses and the potential rail station.
12. If funding is approved by the Transport Agency on 1 October 2018 as expected the earliest a service could be running is September 2019.
13. It is important that all three Councils retain their funding provisions in their 10-Year Plans to allow the Detailed Business Case to be implemented. No works will be initiated until Council has either approved the DBC and government funding has been approved, or it makes a decision to commence its infrastructure work early.
14. Staff consider the matters in this report have low significance and that the recommendations comply with the Council's legal requirements.

Background

15. Growth and Infrastructure Committee last received an update on the proposed passenger rail service at its 10 April 2018 meeting.
16. An updated summary follows;
 - During the government elections, a key policy of some of the future coalition partners was to implement regional rail and the service between Hamilton and Auckland in particular.
 - Hamilton City is part of a multi-agency Working Group developing a Strategic Business Case for transport connections between Hamilton and Auckland and a Detailed Business Case dimensioning a start-up passenger rail service between Hamilton and Auckland.
 - The Strategic Business Case is looking at the long-term issue of transport connectivity between Hamilton and Auckland. The draft Strategic Business Case was tabled at the Working Group meeting of 27 April 2018.
 - The Detailed Business Case is dimensioning the start-up passenger rail proposal and a draft was tabled at the Working Group meeting of 11 May 2018.
 - As part of the work a passenger demand survey has been undertaken which has shown that there is demand in excess of the earlier predictions from 2011 when the matter was last looked at.
 - On the 3rd April 2018, the Government released its draft 2018 Government Policy Statement on transport funding (GPS). This document confirms previous written advice on emerging policy that will ensure public transport has greater priority in cities than it has previously been given as would expanding the public transport system to support new housing and inter regional commuting, including rail.

- The GPS has proposed a new funding Activity Class called Transitional Rail for improving urban rail and *“investment to support existing and new interregional commuter rail services, including the implementation of trial interregional rail commuter services to support housing and employment opportunities”*.
- The GPS also signals that a second stage GPS will follow that will consider the funding of rail further and which will be informed by a current review being undertaken of rail.
- The Minister of Transport who is also the Minister of Housing and Urban Development indicated he intends to progress work on a passenger rail service between Hamilton and Auckland as a matter of priority and that he was making his officials available to agree on key elements that the business cases needed to cover.
- The Minister met on 26 February 2018 with Waikato stakeholders and the discussions centred on the broader growth initiatives between Hamilton and Auckland, including the start-up passenger rail service. In these discussions, he again emphasised his intent to facilitate the early commencement of a start-up service and had his officials at the meeting to aid discussions.
- The Minister has also reconfirmed governments commitment to the start-up service in a letter to the mayors of Hamilton City and Waikato District Council and to the chair of Waikato Regional Council dated 10 May 2018. A copy of the letter is attached (Attachment 1).
- Work has also commenced on the broader business case which is centred on the growth initiatives between Hamilton and Auckland. A report on this is provided in the General Managers update to this Committee meeting.

Passenger Demand Survey

17. As part of the SBC development the Working Party commissioned Mobius Research to undertake a Customer Demand Survey (see weblink: [Auckland to Hamilton Public Transport Travel Demand Scoping](#)) to:
 - Identify what proportion of current commuters and also non-commuters surveyed who travel from Waikato to Auckland once or more a month
 - Identify which on-board services are important
 - Identify the fare they would be willing to pay
 - Identify the barriers to uptake of the service
 - Explore perceptions around costs associated with their current Waikato to Auckland travel.
18. The main findings of the customer demand survey are:
 - There is demand for a commuter service between Waikato and Auckland. Out of a sample of 1,104 respondent’s 49 percent are travelling between Waikato and Auckland at least once a month, with 17 percent making the journey at least 3 times a week and 35 percent making the journey at least once a week.
 - 61 percent of people travelling at least once a month are willing to consider public transport
 - Demand was higher for a frequent and express type service
 - There are some opportunities to secure large organisations such as Fonterra to support the potential uptake of a service.

19. Waikato Regional Council staff completed an analytical piece of work (using the survey results) to quantify the potential demand for the short-term standard rail option¹ and for the long-term express service². It was found that based on a medium fare range of between \$16 - 20, the standard rail option could have a one-way demand of 280 passengers per day and the express rail option of 648 passengers.
20. The two daily return services as proposed for the start-up service will have a seated capacity of 189 passengers per trip. This capacity will be more than enough to cater for the estimated one-way demand.
21. As part of the Demand Survey work a number of organisations were interviewed. Fonterra group provided internal survey results for their organisation and expressed strong support from the organisation for their staff to use the passenger rail service should it be implemented.
22. Fonterra executed an internal staff survey which elicited 853 responses across staff, out of which 98 percent indicated support for the interregional rail service. Additionally, 80 percent responded that they would depart from Hamilton if the service was to run given that they are taking almost 3 hours to complete a one-way peak time car journey to Auckland. Thus an inter-regional rail service with lower travel time will compete well with a private vehicle commuting journey.
23. Fonterra submitted to the draft HCC 10-Year Plan and their submission can be found here: https://haveyoursay.hamilton.govt.nz/strategy-research/10yp-2018-2028/consultation/view_respondent?show_all_questions=0&sort=submitted&order=ascending&q_text=philippa+fourie&uuld=139172265

Discussion

Strategic Business Case

24. The purpose of the Strategic Business Case is to outline the issues and problems related to growth and transport connectivity between Hamilton and Auckland and to confirm if there is a case for investment to improve transport connections.
25. The draft Strategic Business Case has demonstrated that the transport connections between Hamilton and Auckland are under pressure due to strong land use and transport growth (and demand) and it concludes that a range of responses are required to be actioned through a number of avenues to ensure that these matters are addressed appropriately - the case for change is proved.
26. The normal process would be to progress to a Program Business Case to consider all of the options that would be available to address the problems but in this case, given the strong government policy on regional passenger rail, and in particular their strong interest in this service to commence as a trial, the work has progressed straight to a Detailed Business Case.

Detailed Business Case

27. The Detailed Business Case is focussed on a five-year trial of a start-up Hamilton to Auckland Passenger Rail service. It has considered the following:
 - Strategic Case - case for change
 - Economic Case - preferred option optimises value for money
 - Commercial Case - commercially viable
 - Financial Case - affordable within available funding
 - Management Case - achievable and can be delivered

¹ Limited service levels and transfer onto Auckland Metro network at Papakura

² Express service into Auckland CBD with limited stops

28. The details of the proposed start-up Hamilton to Auckland passenger rail service described in the Detailed Business Case are attached to this report (Attachment 2).

Funding Arrangements

29. Since the last update to Council it has been confirmed that government funding will be sourced from the National Land Transport Fund (NLTF). This requires that the NZ Transport Agency will need to approve the funding arrangements through approval of both the SBC and the Detailed Business Case.
30. This process means that the government funding decision will not be finally made until at least September/October 2018, which is later than the working group had anticipated. The business case decision making process is attached (Attachment 3).
31. Programme implications aside, this is similar to many transport projects that involve subsidy from the Transport Agency. Councils provide funding provisions in their respective 10-Year Plans with the relevant subsidy assumptions, and any draw down of the local funding is only progressed if the project proceeds on approval of the assumed subsidy.
32. The councils involved in the start-up service (Waikato Regional Council, Hamilton City Council and Waikato District Council) have all indicated that they would support a start-up service if the government remains the significant funding contributor.
33. The Councils respective roles and financial contributions to the service are:
- Waikato Regional Council - Operator of the service (although this may be contracted out to Auckland Transport) required to set and collect fares and provide a rating contribution for operational costs
 - Hamilton City Council - responsible for platform infrastructure at Rotokauri (Frankton requires no substantive work) with any works assumed to receive Transport Agency subsidy
 - Waikato District Council - responsible for platform infrastructure at Huntly and Tuakau with any works assumed to receive Transport Agency subsidy
34. Waikato Regional Council have specifically consulted on the start-up service given their role as the operator of the service. In their consultation they posed the question *“Do you support having a passenger rail service between Hamilton and Auckland”* and provided three funding options.
35. We are advised that 59% of submissions supported a start-up rail service in the context of being advised of the subsidy and fare costs, and that the WRC staff are recommending to Council in their deliberations hearing to include funding in year 2 of their Long Term Plan for their share of the operational service being collected through rating Hamilton City ratepayers based on capital value of property. They are also recommending some funding in year 1 for planning and pre-implementation work.
36. The WRC funding commitment will be subject to Council approving the Detailed Business Case to Councils satisfaction, and the Transport Agency approving funding at a financial assistance rate of no less than 75% for operational expenditure and 100% for capital expenditure (rolling stock).
37. The WRC Long Term Plan deliberation meeting is on 30 May 2018.
38. Hamilton City Council has sufficient funding in its draft 10-Year Plan to complete the purchase of the Park and Ride Land, to develop the rail platform to a minimum standard suitable for the start-up service and to commence a staged development of the Park and Ride Land, all assuming that the works qualify for a subsidy from the Transport Agency.

39. It has emerged during the business case work that the KiwiRail track and signalling work has previously been under estimated and an assumption in the Detailed Business Case is that this will be 100% funded by government through the new transitional rail funding activity class.
40. A draft Concept Plan has been developed and is attached together with a concept plan for the full development (Attachment 4). Please note that the Concept Plan has been developed for feasibility, scope and costing purposes only and has not been agreed as to final detail. It is envisioned that the concept will be developed up with the Access Hamilton Taskforce as the project proceeds and approved by Growth and Infrastructure Committee. In particular we think the platform may need to be located further north to better integrate with the Base.
41. The features of the initial concept include:
 - A 60 metre island platform
 - Shelter, ticketing, lighting CCTV
 - At grade crossing to platform from Tasman Road
 - 100 car parks
42. In addition to the Park and Ride and rail platform some work will be required on Tasman Road which is funded in the Growth Programme. The Rotokauri roading programme has funding to upgrade Tasman Road and to construct the new collector road shown as “Proposed Road” on the concept plan to the south of the Park and Ride site.
43. Waikato District Council have included \$500,000 towards the upgrade of the Tuakau rail platform and staff are advising that they are likely to retain this funding provision in year 1 of their Long Term Plan and that it will only be spent subject to Council approving the Detailed Business Case to Councils satisfaction and the Transport Agency meeting the balance of cost required to upgrade the railway station through a transport subsidy.
44. WDC currently have no funding in their Long Term Plan for upgrades to the Huntly station and this issue is still being considered. It is also assumed in the Detailed Business Case that that any KiwiRail track and signalling work will be 100% funded by government through the new transitional rail funding activity class.

Programme

45. The earliest that a service could be operational is 1 October 2019. This is because of the delayed funding decision by government through the Transport Agency and the critical path programming which is determined by KiwiRails ability to refurbish the carriages and locomotives.

Financial Considerations

46. The following funding allocations are included in the draft 10-Year Plan to progress the rail platform and to develop the park and ride at Rotokauri, noting that only preliminary work has been carried out to determine on the costings required to establish a station. The following figures do not include the cost to purchase the land for the Park and Ride.

47. The table below shows the CE project number and the programme allocation that appears in the 10-Year Plan. The shaded rows indicate the funding within the programme allocated to the project.

Project	Description	Funding Provision (\$000)				
		2018/19	2019/20	2020/21	2021/22	TOTAL
CE19038	Rotokauri Rail Platform (programme funding)	750	nil	nil	1,377	2,127
	(funding for this project)	750	nil	nil	1,377	2,127
CE19058	Mass Transit (programme funding)	6,750	2,080	6,498	3,330	18,658
	(funding for this project)	432	500	3,000	nil	3,932
Total	Total Programme Budget	7,500	2,080	6,498	4,707	20,785
	Total Budget for Project	1,182	500	3,000	1,377	6,059

48. The following is an update on the costs required to establish an initial rail platform at Rotokauri to integrate with the land purchased for a park and ride adjacent to the potential rail platform.

Project	Description	Estimate of Costs for Interim Platform				
		2018/19	2019/20	2020/21	2021/22	TOTAL
CE19038	Rotokauri Rail Platform	750	1,100	nil	nil	1,850
CE19058	Park and Ride (100 spaces)	400	1,100	nil	nil	1,500
Total		1,150	2,200	nil	nil	3,350

49. The above tables indicate that there is sufficient funding set aside in the draft 10-Year Plan to implement the Rotokauri station for the start-up passenger rail service. Some funding will need to be brought forward to match the programme.
50. The balance of funding is available for contingency risk and to upgrade the platform and/or Park and Ride if demand exceeds assumptions.

51. In addition to funding for the Rail Platform and Park and Ride, the following funding is available for roading upgrades in the vicinity of the PT Hub including the new collector road on the southern boundary of the Park and Ride and also for upgrades to Tasman Road.

Project	Description	Funding Provision (\$000)				
		2018/19	2019/20	2020/21	2021/22	TOTAL
CE15090	Rotokauri Roothing (programme funding)	8,247	11,978	745	2,927	23,897
	(funding for Tasman Road)	1,535	5,793	108	nil	7,436

52. At its meeting of 6 December 2017 Council approved the purchase of approximately 2.1 ha of land to future proof the opportunity to develop a park and ride facility in close proximity to the future public transport and rail facility at Rotokauri. A deposit on the purchase was made in the current 2017/18 year and provision for the balance of cost is made in the draft 2018/28 10-Year Plan which is included in the 2018/19 Mass Transit programme funding provision above.
53. In making this decision Council requested the Chief Executive to report back prior to October 2018 on options to on-sell the land if it wasn't confirmed in the 2018-28 10-Year Plan. Council also noted that the land was to complement a proposed future Public Transport hub for bus transport as well as passenger rail if it was established.
54. Allowance has also been made in the 10-Year Plan for the land holding costs, the operating costs for the platform and Park and Ride as well as depreciation costs.

Legal and Policy Considerations

55. There are no known legal considerations except completion of the land purchase agreement for the Park and Ride land and obtaining title.
56. Policy requirements include finalising the SBC and the Detailed Business Case and confirming the following matters;
- Funding arrangements and in particular Transport Agency funding subsidy assumed
 - Confirmation that KiwiRail will be 100% funded from the NLTP for capital cost of rolling stock and all below ground track and signalling work at railway stations and for constructing cleaning and maintenance facilities
 - KiwiRail becoming an approved organisation for the purposes of receiving funding direct from the NLTF
 - Partner Councils confirming their cost share through respective 10-Year Plan deliberations
 - WRC entering into an agreement with Auckland Transport to manage the day to day contractual and operational duties of the service.
 - Confirmation of timetable slots for AM and PM inter regional services to alight and depart at Papakura.

Cultural Considerations

57. There are no known cultural issues.

Risks

58. A risk workshop was conducted as part of the development of the Detailed Business Case and this will inform the risk section in the final version which will come to Council for approval prior to initiating any work.

Significance & Engagement Policy**Significance**

59. Having considered the Significance and Engagement Policy, staff have assessed that the recommendations in this report have low significance.

Engagement

60. Community views and preferences are already known to the Council through submissions on the HCC and WRC draft 10-Year Plans.

Attachments

Attachment 1 - Letter - Minister of Transport

Attachment 2 - Preferred Option

Attachment 3 - Funding Process

Attachment 4 - Concept Plans

Office of Hon Phil Twyford

MP for Te Atatu
Minister of Housing and Urban Development
Minister of Transport



The Mayors and Chair
Hamilton City Council
Waikato District Council
Waikato Regional Council
Private Bag 3010
Hamilton 3240

10 MAY 2018

Dear Mayors and Chair,

I am writing in regard to the consideration of an initial passenger rail service between Hamilton and Auckland.

An initial Hamilton-Auckland passenger rail service is a promising opportunity, and supporting the detailed investigation of a service is a priority of this Government. I'm appreciative of the significant ongoing efforts to prepare a detailed business case. I encourage all the councils to continue its strong collaboration with all parties involved to ensure that the information contained in the detailed business case supports robust funding decisions about the service.

The draft Government Policy Statement on land transport 2018 (GPS) signals this Government's strong support for investment in interregional commuter services. A Hamilton-Auckland passenger rail service is specifically recognised as a potential opportunity in the New Zealand Transport Agency's (NZTA's) draft Transport Agency Investment Proposal 2018. I know that the NZTA and Ministry of Transport are committed to working with all parties involved so that a proposal can be considered under the 2018-21 National Land Transport Programme that will be adopted on 31 August 2018.

I understand that a working group including Council representatives is meeting on 11 May 2018 to discuss the draft business case for a service – I look forward to hearing about these discussions.

Thank you again for your work and commitment to date.

Yours sincerely,

Hon Phil Twyford
Minister of Transport

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Doc # 12352212

Preferred Option- Hamilton to Auckland Start-up Passenger Rail Service

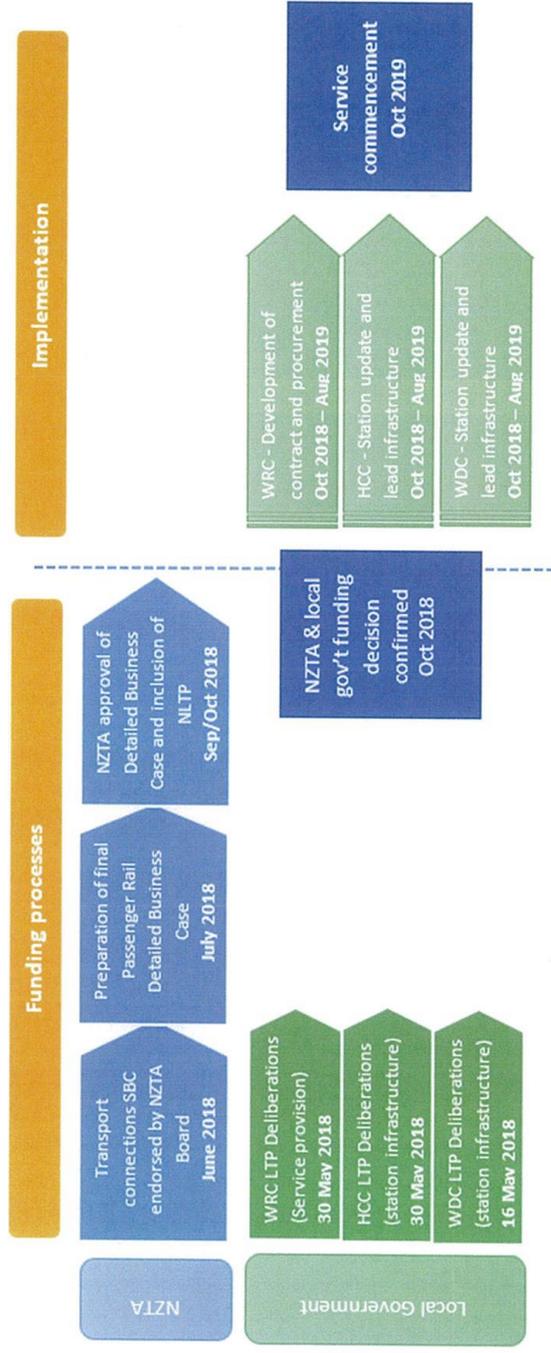
Hamilton to Auckland Passenger Rail Connections - Proposed start-up service proposal	
Service description (Stops)	A start-up passenger rail service between Hamilton (Frankton Station) and Auckland (Papakura station), where passengers would be able to transfer onto the Auckland Metro rail network. The five proposed train stops are at Frankton, Rotokauri, Huntly, Tuakau, and Papakura.
Service levels	Two daily return commuter services on weekdays, leaving Hamilton at 5.55am (arriving at 8.16am) and 6.55am (arriving 9.16am) and returning from Papakura at 4.30pm and 5.30pm (preferred times by potential passengers). A single return inter-peak service on weekend days and public holidays. **timetables not confirmed yet**
Rolling Stock	3 refurbished Suburban Driving (SD) / 7 refurbished Suburban Auckland (SA) units and 3 DFT locomotives
Total seating capacity	Maximum 189 boardings per single trip (loading factor based on a 4-car SD/SA train set per trip)
Estimated Journey time	Hamilton to Papakura (interim rail shuttle service)- 1 hour 30 mins Papakura to Britomart (Auckland rail services) – 50-60 mins depending on transfer time at Papakura. Total journey time from Hamilton to Britomart – 2 hours 20/30 mins (incl. wait/transfer time at Papakura)
Future Stops	Potential stops like Ngaruawahia, Te Kauwhata and Pokeno could form part of the service if platform/station infrastructure investment is done after year 1 of the service.
On-board features	Toilets, seating and tables with power and USB connections, and a café.
Ticketing	A simple graduated fare for the Waikato portion of the trip is being proposed. An on train ticketing solution (tag on and tag off when boarding and alighting) is the preferred option for the start-up inter-regional passenger rail service, while a longer term integrated ticketing option is investigated.

1. The preferred option is to provide a start-up passenger rail service between Hamilton (Frankton Station) and Papakura rail station, where passengers would be able to transfer onto the Auckland Metro rail network. The five proposed train stops are at Frankton, Rotokauri, Huntly, Tuakau, and Papakura.
2. The service will make two peak time departures each weekday morning from Hamilton to Auckland. A targeted timetable has not been confirmed, but the following are preliminary departure times from Frankton and Papakura. The departure times are 5.55am and 6.55am from Frankton. Assuming a 90 minute journey time from Frankton, the first service would arrive at Papakura at around 7.25am, and transfer for arrival into Britomart at around 8.16am. The next service would arrive into Britomart at 9.16am.
3. The total journey time will range from 2 hours 20 minutes to 2 hours 30 minutes based on transfer time at Papakura. This journey time will rely heavily on the reliability of the interregional service as the time slots to dock at Papakura are limited to only two per peak time hour between 7.00 and 9.00 am.
4. There will be two return services in the evening, which will travel south to Hamilton. The timetable for these departures is yet to be determined. However, the customer demand survey shows that 4.30 pm with arrival at 6.50 and 5.30 pm with arrival at 7.50 pm are the preferred departure/arrival times southbound towards Hamilton. It is also proposed that one return trip will operate on a Saturday and another on a Sunday.
5. The start-up passenger rail service will consist of refurbished SD and SA carriages, and diesel locomotives. The SA cars have capacity for 63 seats while the SD will not have any seating due to providing for space for universal toilet, wheelchair hoist and café bar. It has been calculated that the one way demand for the service will be 280 passengers per day, spread evenly over the two morning peak services as per the customer demand findings.
6. Inside the carriages, passengers will have access to toilets, seating and tables with power and USB connections, and a café. The train carriages will be inter-connected, which will allow the passengers to move between the carriages to find seating. One of the train carriages will be wheelchair accessible.
7. A simple graduated fare for the Waikato portion of the trip is being proposed. However, Auckland Transport has advised that implementation of an integrated ticketing system across both Waikato and Auckland systems is considered impractical for the start-up service. However, it could potentially be considered as part of the roll out of a national ticketing system.
8. An on train ticketing solution (tag on and tag off when boarding and alighting) is the preferred option for the start-up inter-regional passenger rail service, while a longer term integrated ticketing option is investigated. An initial assumption is that the Auckland Transport HOP ticketing system will be installed on the passenger rail service. Indicative costings have been provided for this solution and it yielded

\$183,330 for capital expenditure (installation of POS equipment and ticketing machines) and \$100,000 to maintain and administer the ticketing system.

9. In the initial startup paper tickets are to be used. Further on the on-board ticketing solution will consist of passengers using their AT hop card to tag on the service when boarding in Hamilton/Huntly/Tuakau and then tagging off the service in Papakura (or when alighting at other stations). Then tagging on once again at Papakura station gated HOP terminals and boarding the Southern Line rail service. It will be a two stage ticketing system (non-integrate ticketing system).

NZTA SBC and DBC funding process to secure funding via the NLTF for the start-up interregional passenger rail service



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PROJECT
 Rotokauri Park & Ride

CLIENT
 Hamilton City Council
 Te Kaunhera o Kiriitira

CONSULTANT
 AECOM New Zealand Pty Ltd
 www.aecom.com

REGISTRATION

FOR INFORMATION ONLY

PROJECT MANAGEMENT INITIALS

NR	DESIGNER	CHECKED	APPROVED

ISSUE/REVISION

IR	DATE	DESCRIPTION
A	11.05.2018	Draft for Discussion

KEY PLAN

PROJECT NUMBER
 60569159

SHEET TITLE
 Rotokauri Park and Ride
 Option 3A

SHEET NUMBER
 60569159-SKE-CI-0004

This drawing is confidential and shall only be used for the purpose of this project. The signing of this title block confirms the design and drafting of this project have been prepared and checked in accordance with the AECOM quality assurance system to ISO 9001:2000.

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PROJECT
Rotokauri Park & Ride

CLIENT



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REGISTRATION

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PROJECT MANAGEMENT INITIALS

NR	DESIGNER	CHECKED	APPROVED

ISSUE/REVISION

IR	DATE	DESCRIPTION
C	11.05.2018	Footbridge Revised
B	23.04.2018	General Updates
A	10.04.2018	Draft for Discussion

KEY PLAN

PROJECT NUMBER
60569159

SHEET TITLE
Rotokauri Park and Ride
Option 3

SHEET NUMBER
60569159-SKE-CI-0003

Council Report

Item 9

Committee: Growth and Infrastructure Committee
Date: 29 May 2018

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Position: General Manager City Infrastructure
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Report Name: Parking - Central City Trial Update

Report Status	<i>Open</i>
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Purpose

1. To inform the Growth and Infrastructure Committee regarding a further update on the central city on street parking trial.
2. To seek a recommendation to Council regarding the Parking Taskforce recommendation to continue the trial until 30 June 2019.

Staff Recommendation (*Recommendation to Council*)

3. That the Growth and Infrastructure Committee:
 - a) receives the report; and
 - b) recommends to Council that the current central city parking trial continue for a further 12 months until 30th June 2019, with staff to report back to Council by April 2019 with an updated review of the trial.

Executive Summary

4. Council has approved the installation of new parking technology which enables the collection of extensive parking information, 1302 sensors have been deployed within on-street parking bays in the central city.
5. In conjunction with the installation of this new technology Council also approved the commencement of a parking trial (from 1 October 2017 to 30 June 2018) that allows for 2-hour free parking within the central city with the ability to extend this time period on the basis of paying \$6 for every hour stayed beyond the initial 2-hour free offer.
6. The parking offer applies for the hours 8.00am to 8.00pm Monday to Saturday with parking on Sunday and Public Holidays remaining free with no time restrictions.
7. In progressing this trial Council noted that a key aspect of the parking strategy was to achieve an optimum 85% occupancy for on-street parking noting that free parking should be adopted as a short-term policy only to revitalise the central city and that this policy be reviewed periodically against the strategy of an 85% on-street parking utilisation factor.

8. The 85% utilisation factor means that parking services are well used, while providing sufficient opportunities for circulating vehicles to park quickly and conveniently. Above 85-90% indicates over-saturation of the parking resource which would be counter-productive for a vibrant central city.
9. The data collected from the trial is positive in that parking utilisation overall for the central city is below 85% and is increasing monthly across the four defined parking precincts for the months of the trial, indicating that more vehicles are visiting the central city as intended.
10. The data also shows that generally across the city this parking utilisation is not in the 85-90% range (indicating over-saturation) which is also positive, but noting that some individual high demand streets at certain times of the day are beyond this. Strategies will be required to manage these streets.
11. Anecdotal evidence from the business owners who are benefiting from this proposal (and part funding it) and from parking customers has been positive.
12. A survey has been carried out that supports this with 92% of parkers surveyed indicating that the current free parking arrangement is a good idea and 27% indicating that they have come into the central city more often since the free parking trial. Similar results were achieved with a survey of the Hamilton Central Business Association members, who contribute to the cost through a CBD targeted parking rate, with 88% wishing to continue with 2 hours free parking.
13. Staff believe that more time will be required to collect further parking data prior to any firm conclusions being drawn from the trial and that a longer trial period will be beneficial. Continuing the trial for an extended period will also eliminate parker confusion so soon after they are just getting used to the trial regime.
14. The deployment of the technology has been more difficult than expected and this has resulted in less reliable data in the early months of the trial which is a key reason for potentially extending the trial period.
15. The Parking Control Taskforce has considered all the information and options and has indicated to staff that they will recommend to Council the continuation of the current free parking trial in its current form for a further 12 months through to June 2019.
16. The extension of the trial period is justified due to the significance of the activity on central city vibrancy, the public expectation for consistency and to allow for the collection and analysis of further incoming data that will better inform future decisions. Those future decisions will be to manage over-saturation and under-utilisation and to also align with an off-street parking strategy and the Access Hamilton Transit Plan.

Background

17. At its 13 December 2016 meeting Council set up the Parking Control Taskforce (Taskforce). The Taskforce has confirmed their strategic direction for parking in the Central City as follows:
 - On street parking should be provided as a service to support an active, strong commercial central city
 - On street parking strategies should target short term visitors and shoppers while longer term visitors should be directed to off street car parking
 - The target 85% parking utilisation factor should be retained
 - The maximum parking period of 2 hours should be retained

- That parking management practices be directed more and more to education and compliance rather than enforcement
 - Travel demand Management strategies that encourage biking, public transport and ride sharing for both visitors and workers should be deployed alongside the parking strategy
18. At the 1 June 2017 Annual Plan Deliberations meeting Council approved the parking proposal for implementation in 2017/18 with the following amendments:
- The continuation of parking meters in the central city, without the deployment of integrated kiosks;
 - Removal of the proposed increase to the Access Hamilton Targeted Rate (noting the targeted rate for the Central Business Improvement District is retained);
 - Provision for paid on-street parking beyond the 2 hours free parking limit;
 - An increase to user pays charges for metered on-street parking from \$2 per hour to \$6 per hour for every hour after the first 2 hours; and
 - The proposal will be implemented as a trial with a review by Council prior to 30 June 2018.
19. At the 10 April 2018 Growth and Infrastructure Committee meeting staff provided an update on the Central City Parking Trial. This update indicated;
- Early data collected from the trial is positive in that parking utilisation has increased across the four defined parking precincts, potentially indicating that more vehicles are visiting the central city as intended.
 - The data also shows that across the city this parking utilisation is not in the 85-90% range which is also positive, but noting that some individual high demand streets at certain times of the day are beyond this.
 - Anecdotal evidence from the business owners who are benefiting from this proposal and part funding it is positive. On balance, anecdotal evidence from parking customers is also positive. Surveys are underway to formalise feedback.
 - Staff believe that more time will be required to collect further parking data prior to any firm conclusions being drawn from the trial and that a longer trial period may be beneficial. A report to the May 2018 Growth and Infrastructure Committee will have the benefit of one more months data together with more analysis of that data.
20. At the 10 April 2018 Growth and Infrastructure Committee meeting Committee resolved;
- 'Requests staff to report back to the 29 May 2018 Growth and Infrastructure Committee meeting with a further update on the central city on street parking trial with a recommendation on how to proceed beyond the nominated June 2018 trial period.'*
21. Since this meeting a further months data has been collected and staff have also completed the surveys of business owners and parking customers to support the anecdotal evidence of satisfaction with the new parking arrangements.

Monitoring Framework

22. The following monitoring framework was provided to the April 2018 Committee meeting to assess whether the parking strategy is achieving the strategic direction envisaged by the Taskforce and as set out in Paragraph 16.

Table 1.0 – Parking Trial Measures and Metrics

Key Theme	Indicators	Who	How	Frequency	Comments
1. On-Street Parking	Occupancy Percentage of on-street car parks (809)	City Transportation	Summarise data collected from sensors	Monthly	Baseline data; ANPR surveys conducted bi-annually.
2. A Vibrant city centre	Increase in number of people living in Central City	Economic Growth & Planning	Statistics NZ	Quarterly	Baseline 2014 to be developed to align with Decisions on the PDP
3.	Increase in retail spend in Central City	Economic Growth & Planning	Marketview	Six Monthly or Annually	Base data has been developed back to April 2008
4.	Number of employees in Central City in comparison to rest of Business Centres in the City	Economic Growth & Planning	Statistics NZ	Quarterly	Baseline 2014 to be developed to align with Decisions on the PDP
5.	GDP – Central City	Economic Growth & Planning	Infometrics	Quarterly	Utilise Infometrics as wider area encompasses residential use which won't have an impact on GDP. WINTEC included.

On-Street Parking Information- Key Theme 1 from Monitoring Framework

23. The key strategy metric is to achieve an optimum parking utilisation of 85% occupancy. Occupancy is the percentage of time a space is occupied and is expressed as a percentage figure across a defined period of time (8.00am to 8.00pm being the current parking offer time period) in Figure 1 below.
24. The red data prior to the trial (September 2017) was collected periodically by way of Automatic Number Plate Recognition (ANPR) surveys undertaken over 3 working days at approximately 6 month intervals.
25. The blue data is data sourced in real time using our new sensor technology and represents the daily average for all working days of the month.
26. This data shows that as an overall metric parking occupancy has improved since the trial commenced which is a positive trend for an active, strong commercial centre provided the parkers are the short term parkers the strategy is seeking to attract and provided parkers are prepared to find a park and walk to their destination.
27. There has been an upward trend in the April 2018 data since the last Committee meeting, noting that April is historically a low occupancy month as it has a long school holiday period and Easter within the month.

34. Theme 3- Increase in Retail Spend in Central City; At the May 2018 Committee meeting Hamilton Electronic spending by District Plan zone data was provided which showed a significant positive movement noting that it couldn't be directly attributed to the parking trial but that it was useful trend information to monitor.
35. This data is shown in Attachment 3, together with new graphs that break down the annual Central City Zone spend into quarters from 2009 (sourced from District Plan Monitoring team). These graphs show the first quarter results which are up from the first quarter in 2017.

Customer Surveys

36. The Taskforce requested that a formal customer survey be undertaken and the questions asked were approved and uploaded into the "Have Your Say" web based survey platform.
37. During April and May 2018 staff have conducted a customer survey targeted at the point of parking (i.e. at the carpark). The purpose of the survey was to engage with customers utilising central city on-street parking and understand the level of awareness and understanding of the parking trial.
38. There has been a good response to the survey and the interim results to 16 May 2018 are attached (Attachment 4).
39. Key results from this customer survey indicate that of the 508 that were surveyed;
 - 80% knew about the 2-hour free parking before they came into the central city
 - 24% have indicated that they have paid for parking less than 2 Hours since the trial started with majority (81%) of those who did so indicating that they were either unaware of the trial or were confused
 - 92% have indicated that they think the free parking is a good idea (with 4% indicating they don't think it is a good idea)
 - 31% were not from Hamilton
 - 27% have indicated that they come into the central city more often since the introduction of free parking
 - 51% indicated that they spent more than 2 hours in the central city on each trip

CENTRAL CITY RETAILERS

40. The Hamilton Central Business Association has surveyed its members and 88% have indicated that they would like the free parking trial to continue with 4% indicating they didn't know.
41. The General Manager from the Hamilton City Business Association will be present at the meeting.

Miscellaneous Matters

Mobile Application Uptake

42. The mobile application – 'PayMyPark' (App) was rolled out as part of the parking trial on the 2nd October 2017. As at 9 May 2018 data received from the vendor shows (with 28 March 2018 data included in brackets):
 - 346 (288) accounts had been established to use the 'PayMyPark' primarily in Hamilton,
 - A total of 374 (308) accounts have been used to pay for parking in Hamilton,

- On average 6.68 (6.12) transactions per day are being made using the App,
 - A total of 1804 (1432) transactions had been made, and
 - The total parking revenue collected through the App has been \$11,536.38 (\$8,811.78)
43. Use of the PayMyPark App continues to rise, albeit slowly.
44. Staff and supplier's assessment of the low App uptake as part of the trial is attributed to the benefits only being marginal under the current offer conditions. (i.e. the offer is available without any action being taken by the customer).

Warnings and Infringements update

45. During the initial stages of the trial instead of issuing infringements, warnings were issued as part of an overall educational approach but we are now out of the start-up period and the number of warnings has significantly reduced. Warnings for multi-stays are still being issued due to technical issues discussed later in this report.
46. As predicted there has been a decline in the number of infringements issued and these can be seen in the trend data attached (Attachment 5).

Project Risks

47. Despite some initial problems the technology is working well in terms of providing parking data which provides valuable information to make evidence based decisions on. The initial implementation delays combined with the seasonal months of December and January not being representative, indicate that it would be beneficial to have more data to fully understand the implications of the free parking trial.
48. The previous connectivity problems reported to the April 2018 meeting of Growth and Infrastructure that related to the installation delays continue to be worked through as part of the implementation process.
49. The target of 98% for data accuracy has yet to be achieved, HCC and the suppliers are working to resolve this.
50. Resolving the issue of multi-stay events continue to be a key focus for the project team during the coming weeks and in the interim we are continuing to take a cautious approach to managing 'multi-stay event' tickets and are tending to issue warnings until this issue is resolved.
51. System reliability for validation and enforcement is also an issue which would benefit from more time to improve. Manual process for validation have been implemented.

Financial Information

Parking Revenue

52. The 2017/18 Annual Plan budget of \$2,121,333 was approved for parking revenue. This estimate of reduced parking revenue was made noting that the parking trial would only impact 9 out of the 12 months of the financial year.
53. As at April 2018 the total on street parking operating revenue (meters and infringements) received is \$2,013,034 a favourable variance year to date of \$201,709.
54. The favourable variance can be attributed to an increase in the anticipated on street parking meter revenue received while in the parking proposal was being implemented.

55. The total parking revenue includes an additional \$109,000 in 2017/18 as approved by Council on the 1 June 2017 commencing in October 2017 as part of the parking proposal. The Draft 2018-287 10 Year Plan budget includes the continuation of this Council approved targeted rate of \$145,000 per annum from 2018/19.

OPERATING	Actuals 2016/17	2017-18			Variance Approved vs EOFY
		APPROVED 2017/18	YTD - April Actual	Forecast EOFY	
REVENUE					
Parking Meters	1,392,828	415,759	631,856	671,856	256,097
Parking permits revenue	10,083	20,000	8,824	10,000	(10,000)
Fees And User Charges	1,402,911	435,759	640,680	681,856	246,097
Parking Infringements	304,592	233,624	116,768	156,768	(76,856)
Traffic Notices	1,482,810	1,254,749	1,148,316	1,388,316	133,567
Infringement Revenue	1,787,402	1,488,373	1,265,084	1,545,084	56,711
User Fees and Infringements Revenue	3,190,314	1,924,132	1,905,764	2,226,940	302,808
Other Revenue	166,419	197,201	107,271	110,000	(87,201)
Subtotal - On street Revenue	3,356,733	2,121,333	2,013,035	2,336,940	215,607
TARGETED RATE - CBD Parking Rate	0	109,000	90,777	109,000	0
TOTAL REVENUE	3,356,733	2,230,333	2,103,812	2,445,940	215,607
TOTAL OPERATING EXPENSES	1,805,548	2,201,260	1,822,733	2,201,260	0
Operating surplus/(deficit)	1,551,185	29,073	281,079	244,680	

Parking Trial Options

Overview of Options

56. The 1 June 2017 resolution of Council was to report back with a review of the parking trial by 30 June 2018. The parking trial has been monitored by the Parking Taskforce.
57. The following options were considered by the Parking Taskforce:
- Option 1 - To continue with the current 2 hours free parking offer until the end of June 2019
 - Option 2 - To not continue with the current 2 hours free parking and return to the previous paid parking operation of free before 9am and free after 3pm
58. Option 1 is assisting achievement of the strategic direction for on-street parking in the central city to be provided as a service to support an active, strong commercial central city and to also target short term visitors and shoppers while longer term visitors should be directed to off street car parking.
59. The data is showing that parking occupancy across the broader central city is increasing and that the retail spend in the central city is increasing. These are positive indicators for the trial although it is based on data that has been collected over a relatively short period of time.

60. The data is also showing that some streets are exceeded the optimum occupancy target of 85% and that strategies will need to be developed to manage this. Equally there are some streets, particularly in the Northern precinct that remain underutilised and strategies will need to be developed to optimise their use.
61. One of the strategic directions confirmed by the Parking Taskforce related to the interaction between on-street and off-street parking and there is still work to do to understand the inter relationship.
62. Finally, central city parking has an influence on travel demand management and in particular the use of alternative modes such as cycling and public transport. One of the strategic directions was to deploy travel demand strategies alongside the parking strategy. While this is being carried out the issues will be better informed by the Transit Plan that is proposed over the next year as part of Access Hamilton.
63. All of the above factors led staff to advise the Parking Taskforce that more data and more time is required to be able to fully evaluate the impact of the free parking trial.
64. Continuing the parking trial will allow the above issues to be further explored with increasingly better data and for evidence based decisions to be made- for example the free parking zone may be decreased in size which will allow an attractive all day parking policy to be set for the Northern precinct which would then in turn allow a more focused compliance strategy in the core central city.
65. Option 2 was the base option on which we have very little data to make comparisons. If Council resolved to revert to this option the data we have collected now will be valuable to understand the impact of the reversion.
66. The following table compares the financial position experienced by each of these modes of operation and are taken from the Council report dated 6 April 2018 (Item 9 Proposal for free 2-hour on street parking in the CBD).

Item 9

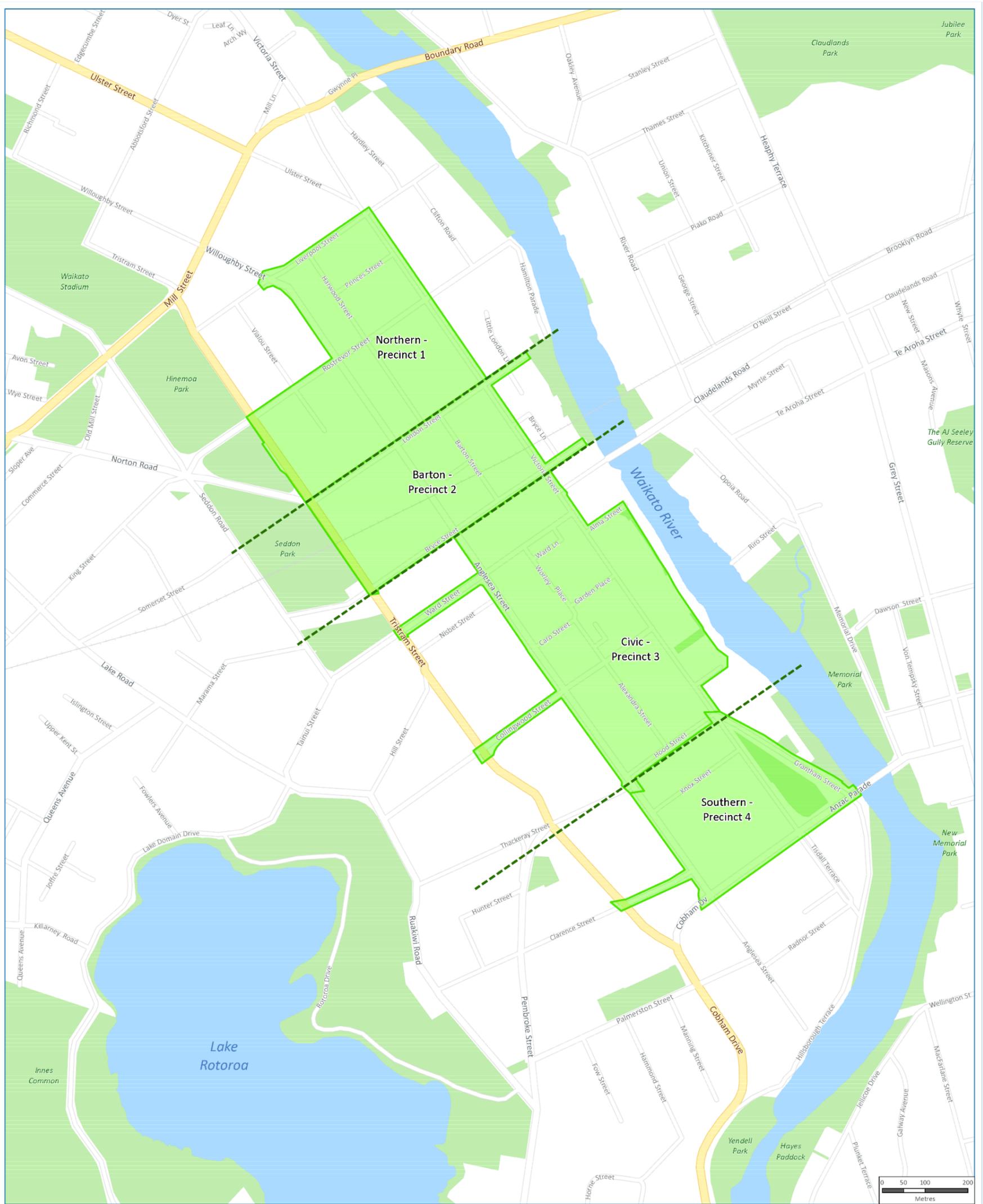
Central City Parking Proposal - Financial Summary

Revenue Source	OPTION 1	OPTION 2		Difference Option 2 (12 Months) vs Option 1
	2018/19	2018/19		
	YR1 10YP Draft Budget	9 Months [#]	12 months [*]	
Parking Meters	203,259	802,500	1,070,000	866,741
Parking permits revenue	20,000	15,000	20,000	0
Total On Street User Fees and Charges	223,259	817,500	1,090,000	866,741
Parking infringements revenue	146,124	262,000	500,000	500,000
Traffic infringement revenue	1,254,749	1,254,749	1,254,000	(749)
Other Revenue	132,202	127,500	170,000	37,798
Total Infringements	1,533,075	1,644,249	1,924,000	537,049
Total On Street Parking Revenue	1,756,334	2,461,749	3,014,000	1,257,666
TARGETED RATE - CBD Parking Rate	145,000	0	0	(145,000)
TOTAL REVENUE	1,901,334	2,461,749	3,014,000	1,112,666
TOTAL EXPENDITURE	2,582,227		2,754,627	
Operating surplus/(deficit)	(680,893)		259,373	
		# Implementation of new offer reduced revenue expected	*Full year of implementation	

67. An assumption in the above is that both options would continue with the management of the sensors which provide parking data. This means that the operational costs associated with this equipment is the same for each option.
68. The Parking Taskforce has considered the options and are recommending to Council Option 1 “to continue the existing 2 hrs free parking offer” and that this remain in place until 30th June 2019. This option is seen as the best option to continue to stimulate central city growth and deliver the taskforce strategic direction that: “On-street parking should be provided as a service to support an active, strong commercial central city”.
69. Continuation of the trial will also allow time for the Taskforce to consider strategies for managing streets that are above the 85% occupancy and those that are significantly under this target. It will also allow time for the off-street parking interaction to be more fully considered and to integrate parking policy with the Transit Plan as part of Access Hamilton.
70. Continuing the trial for a further 12 months will eliminate further confusing parkers and stakeholders.

Attachments

- Attachment 1 - Parking Trial Precinct Map
- Attachment 2 - Precinct and Street Data
- Attachment 3 - Retail Spend - Central City
- Attachment 4 - Parking Trial Survey Report
- Attachment 5 - Infringement Data



GIS & CAD Services

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Parking trial Precincts

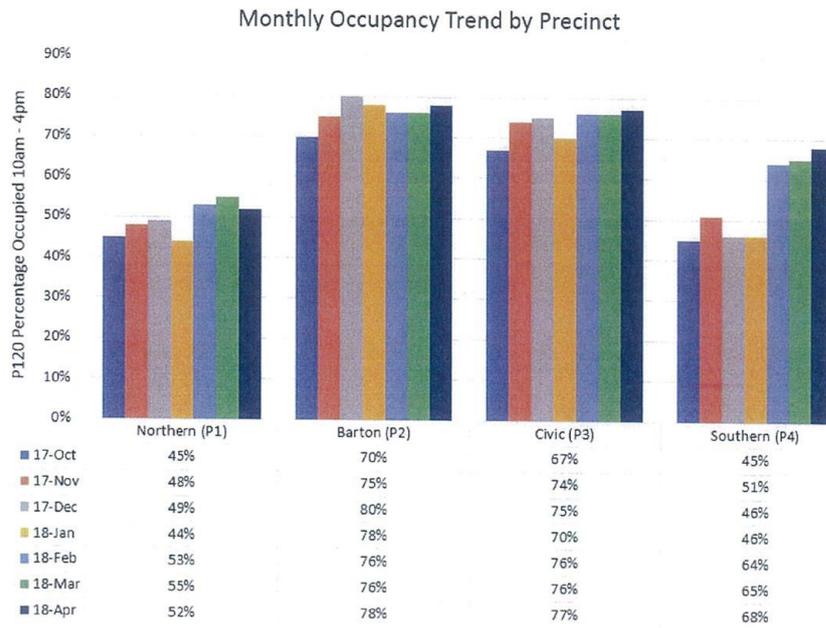
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ATTACHMENT 2- Precinct and Street Data

Precinct Occupancy Data

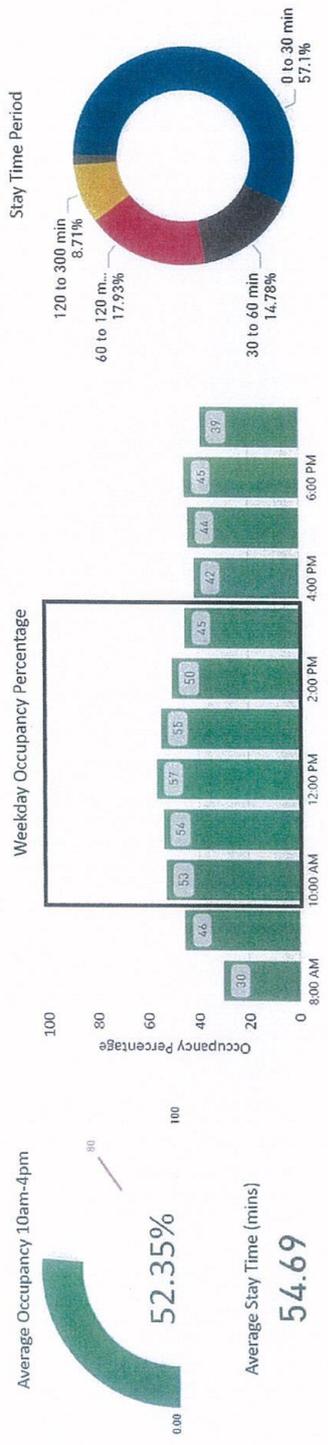
Monthly Occupancy (by Precinct)



Central City Parking Trial Occupancy Occupancy Trends & April 2018 Analysis

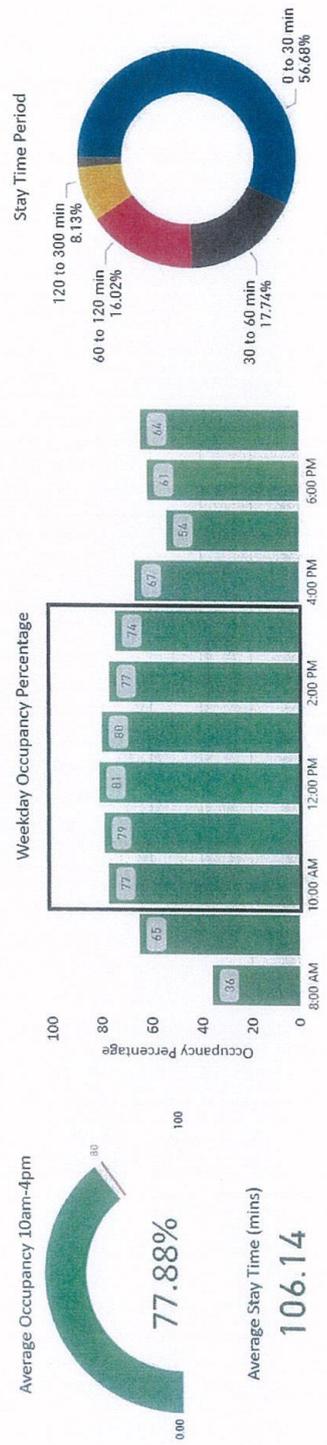
Northern - Precinct 1

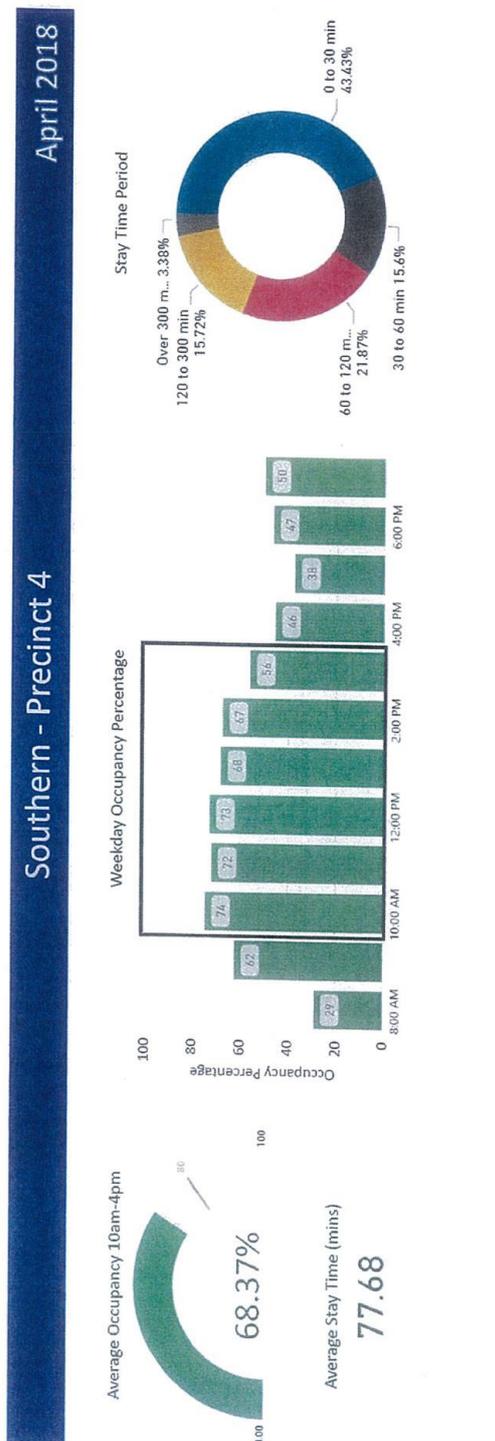
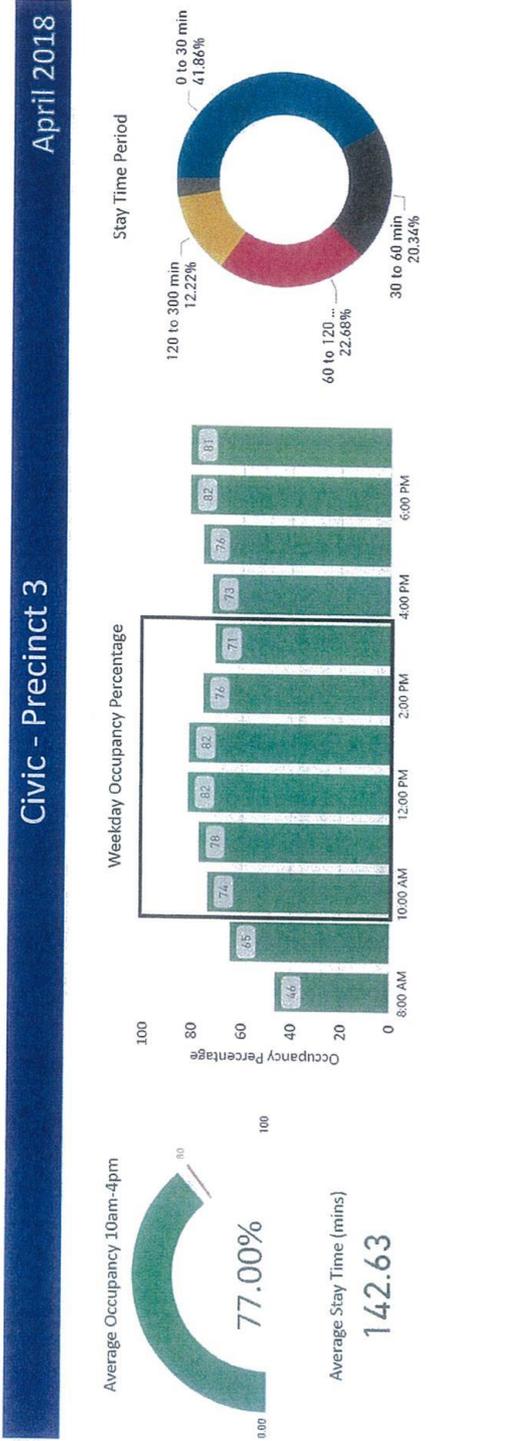
April 2018



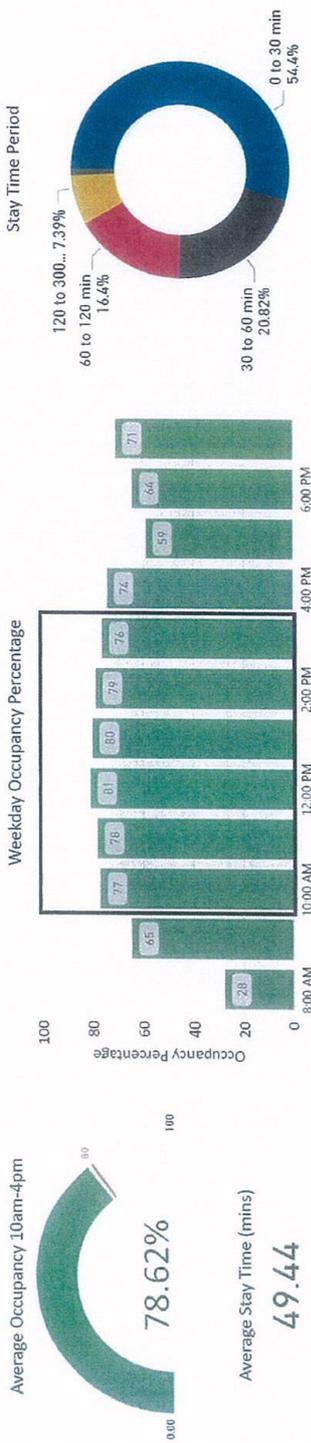
Barton - Precinct 2

April 2018

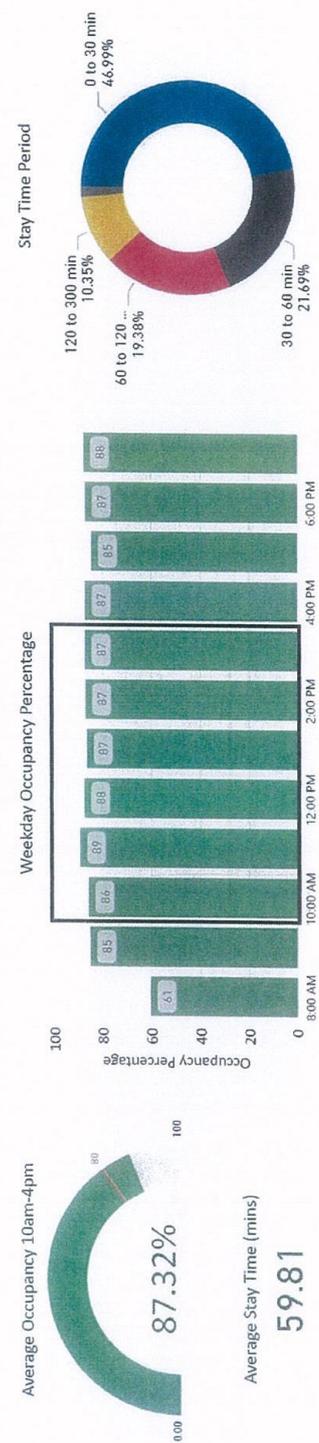


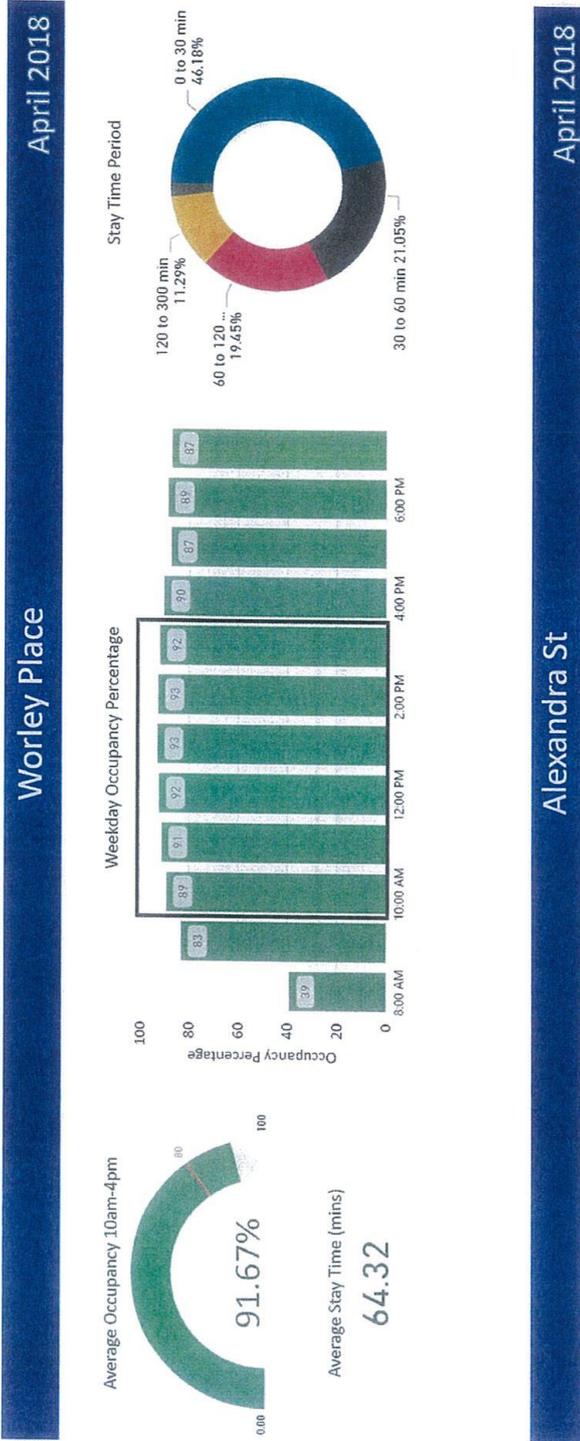


Barton St April 2018

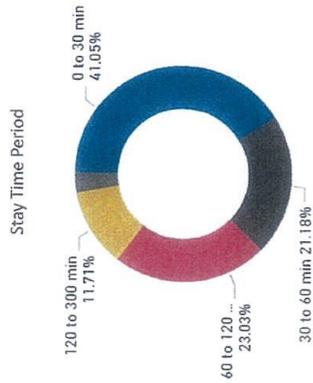
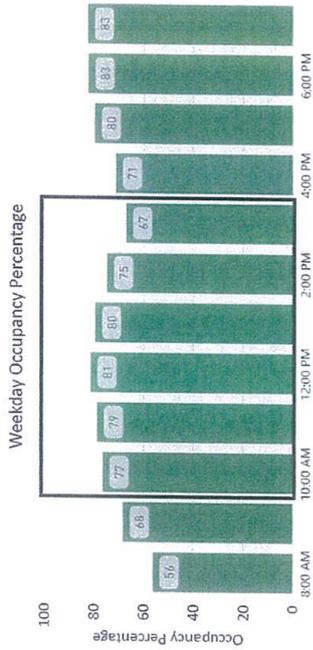


Ward St East April 2018

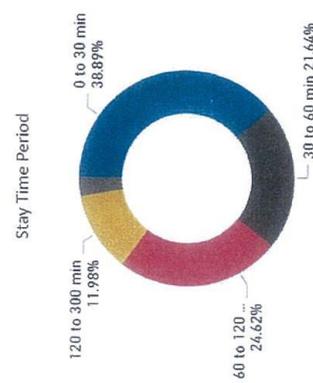
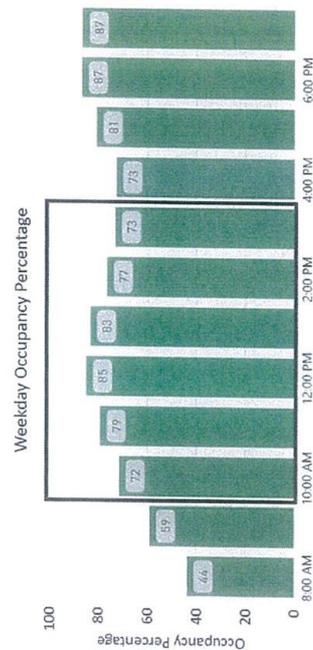
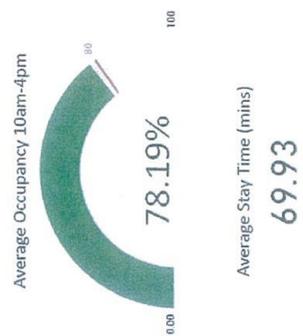




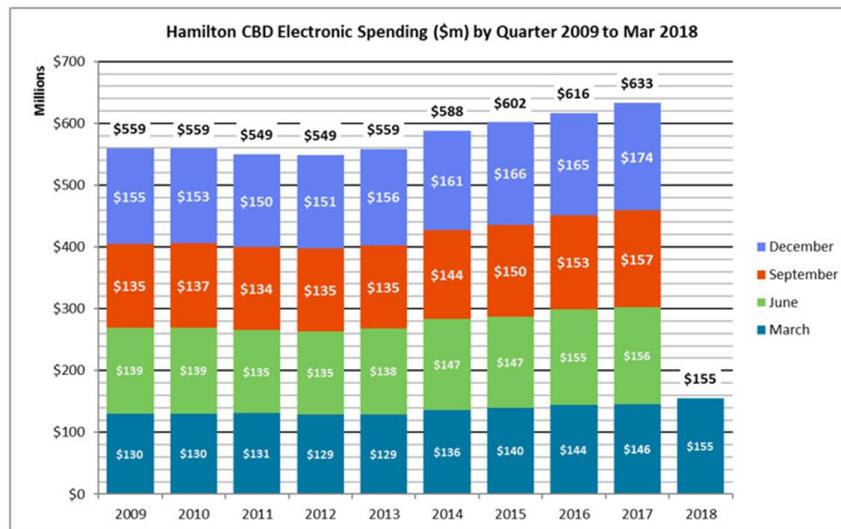
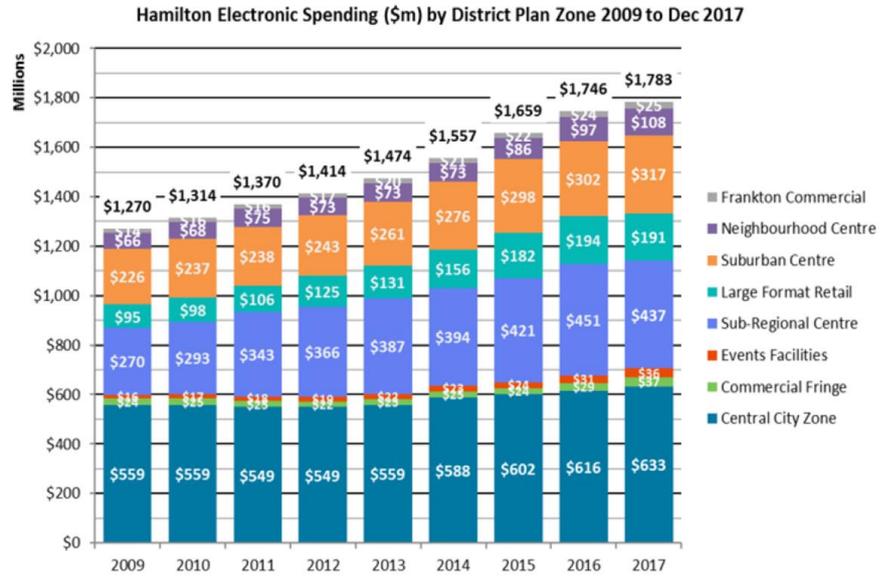
Victoria St April 2018

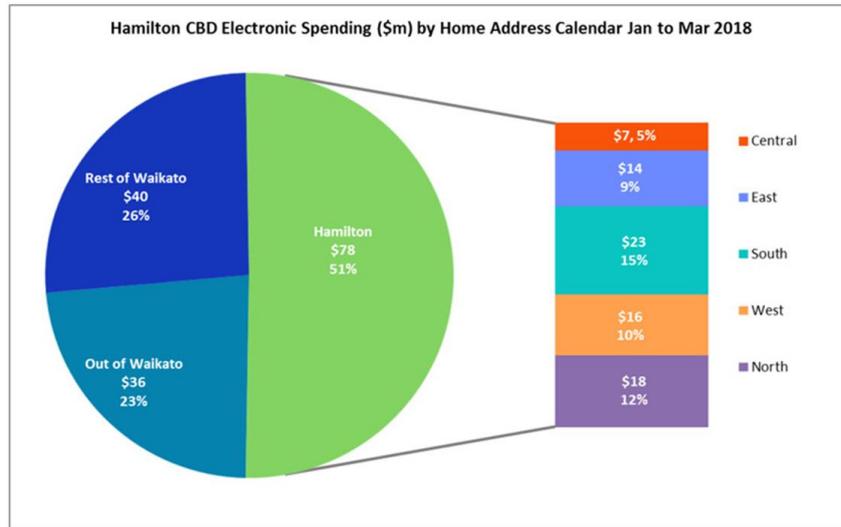


Hood St April 2018



Hamilton CBD Electronic Spending Data

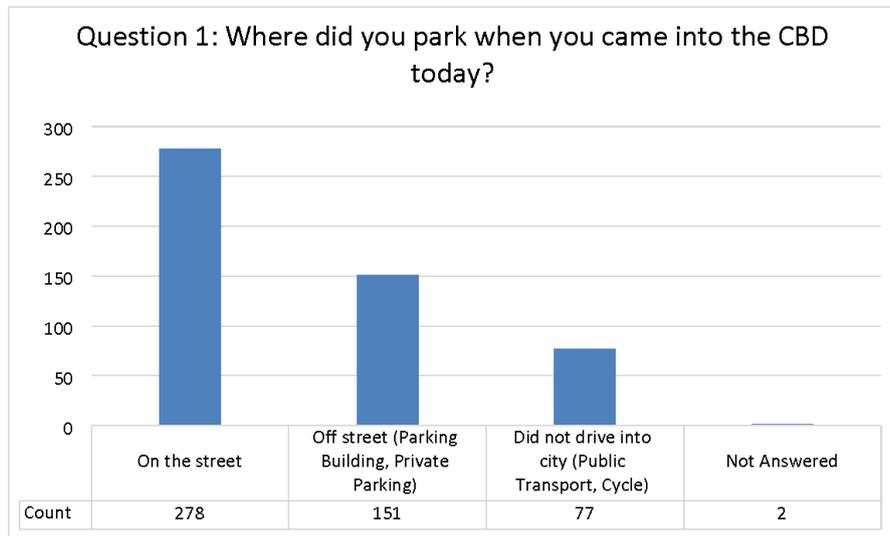




Central City 2 Hour Free Parking Trial – On Street Customer Survey

Presented below is a summary of the customer survey data. Collection of this data was reported to Council at the 10 April 2018 Growth and Infrastructure Committee.

Number of Surveys: 508
 Date of Collection: 26 April 2018 – 15 May 2018
 Method of Collection: Survey data collected through on street collection by Council staff, using questions approved by the Parking Taskforce

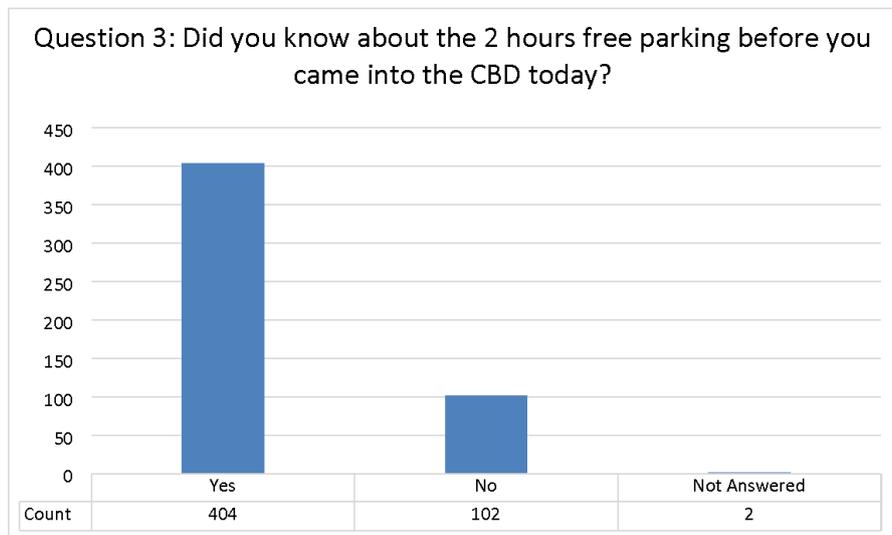


Question 1: Where did you park when you came into the CBD today?	Count	%
On the street	278	54.7%
Off street (Parking Building, Private Parking)	151	29.7%
Did not drive into city (Public Transport, Cycle)	77	15.2%
Not Answered	2	0.4%

Central City 2 Hour Free Parking Trial – On Street Customer Survey

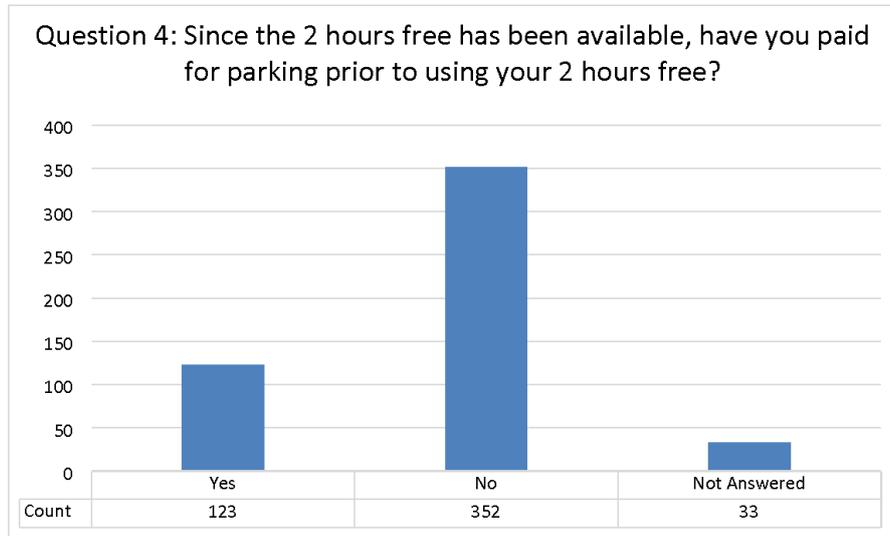


Question 2: If you parked on the street, did you park in a 2 hours free zone?	Count	%
Yes	225	80.9%
No	18	6.5%
Not Answered	35	12.6%



Question 3: Did you know about the 2 hours free parking before you came into the CBD today?	Count	%
Yes	404	79.5%
No	102	20.1%
Not Answered	2	0.4%

Central City 2 Hour Free Parking Trial – On Street Customer Survey



Question 4: Since the 2 hours free has been available, have you paid for parking prior to using your 2 hours free?	Count	%
Yes	123	24.2%
No	352	69.3%
Not Answered	33	6.5%



Question 5: If you answered yes to Question 4, why did you pay for parking?	Count	%
I was unaware of the 2 hours free	53	43.1%
I was confused with the offer so paid anyway	46	37.4%
I wanted to stay for more than 2 hours so paid when I parked	4	3.3%
Not Answered	20	16.3%

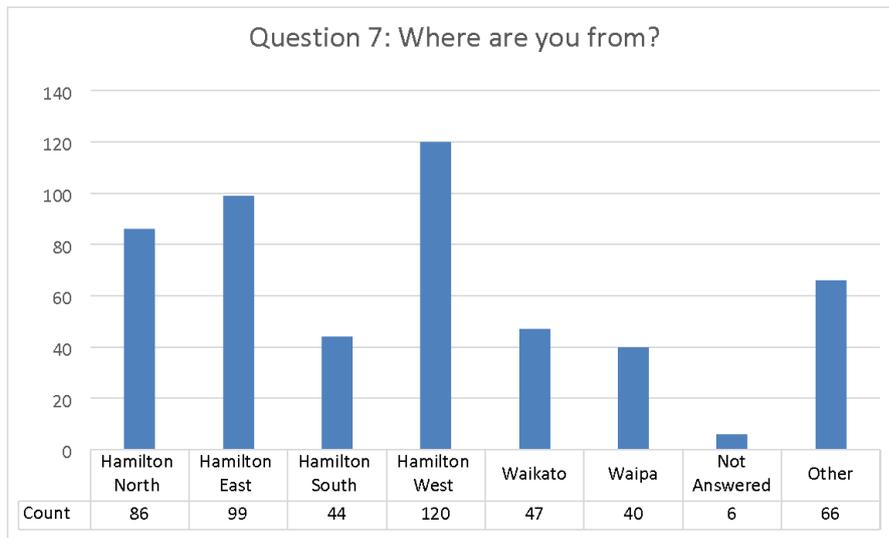
Central City 2 Hour Free Parking Trial – On Street Customer Survey



Question 6: Do you think the 2 hours free parking is a good idea?	Count	%
Yes	468	92.1%
No	22	4.3%
Not Answered	18	3.5%

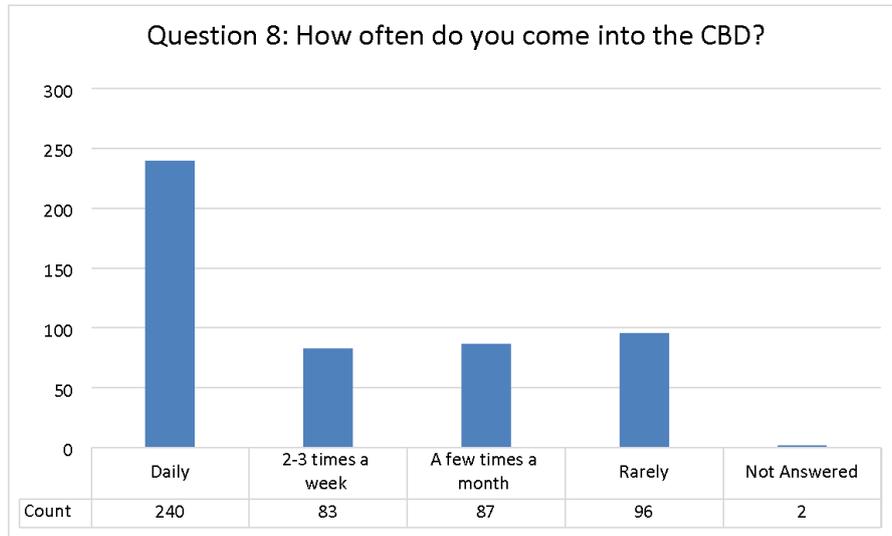
NOTE: SEE APPENDIX 1 FOR QUESTION 6 COMMENTS

Central City 2 Hour Free Parking Trial – On Street Customer Survey



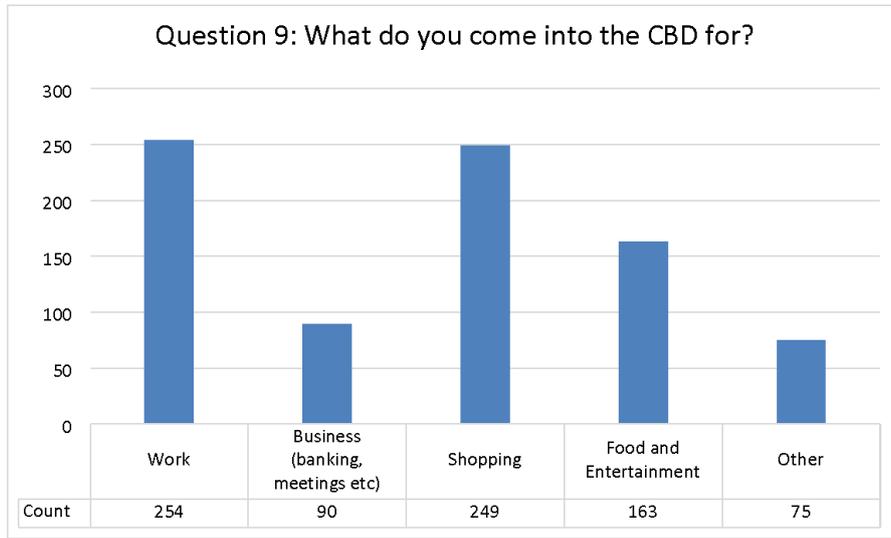
Question 7: Where are you from?	Count	%
Hamilton North	86	16.9%
Hamilton East	99	19.5%
Hamilton South	44	8.7%
Hamilton West	120	23.6%
Waikato	47	9.3%
Waipa	40	7.9%
Not Answered	6	1.2%
Other	66	13.0%

Central City 2 Hour Free Parking Trial – On Street Customer Survey



Question 8: How often do you come into the CBD?	Count	%
Daily	240	47.2%
2-3 times a week	83	16.3%
A few times a month	87	17.1%
Rarely	96	18.9%
Not Answered	2	0.4%

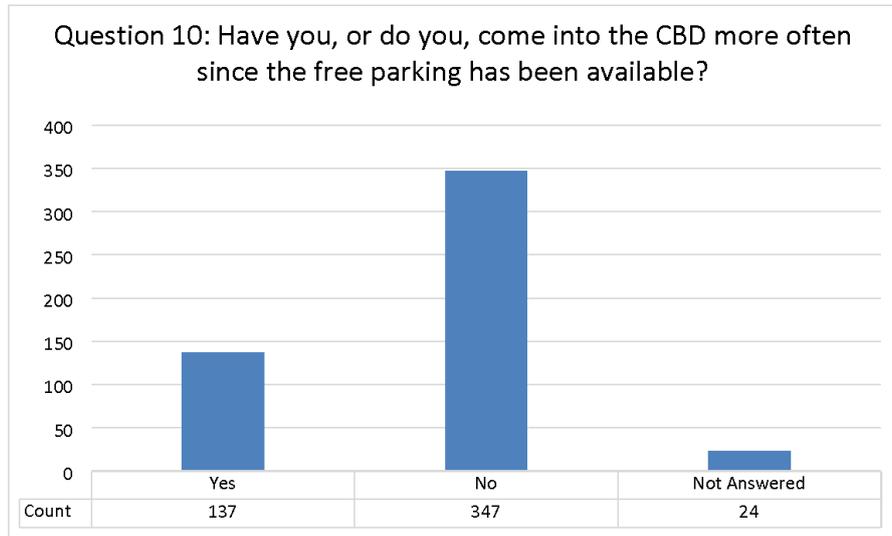
Central City 2 Hour Free Parking Trial – On Street Customer Survey



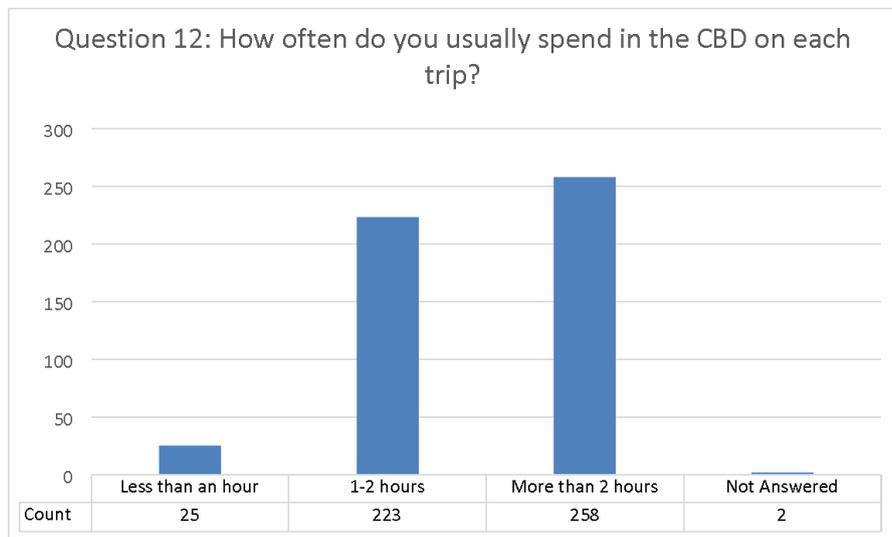
Question 9: What do you come into the CBD for?	Count
Work	254
Business (banking, meetings etc)	90
Shopping	249
Food and Entertainment	163
Other	75

NOTE: % not included as this question allowed for multiple responses

Central City 2 Hour Free Parking Trial – On Street Customer Survey



Question 10: Have you, or do you, come into the CBD more often since the free parking has been available?	Count	%
Yes	137	27.0%
No	347	68.3%
Not Answered	24	4.7%



Question 12: How often do you usually spend in the CBD on each trip?	Count	%
Less than an hour	25	4.9%
1-2 hours	223	43.9%
More than 2 hours	258	50.8%
Not Answered	2	0.4%

Central City 2 Hour Free Parking Trial – On Street Customer Survey

Appendix 1: Question 6 Comments

Comment categories	Count	%
Positive	193	38.0%
Good idea, But confusing	61	12.0%
Good idea, But improvement needed	50	9.8%
Good idea, But hard to find a park	40	7.9%
Good idea, Other	14	2.8%
Not a good idea	21	4.1%
Survey question not answered	18	3.5%
No Comment Provided	111	21.9%

Survey #	Do you think the 2-hours free parking is a good idea?	Do you have any comments?	Category
2	Yes	Good for city - needed for city	Positive
3	Yes	Competitive	Positive
5	Yes	Probably brings people into cbd	Positive
6	Yes	Great job	Positive
7	Yes	Great idea	Positive
9	Yes	It suits her - feels bad for metered people - 2hr free less stressful - Thank you for our beautiful trees landscape people	Positive
13	Yes	Better if longer but good start	Positive
15	Yes	Bringing people in over the base	Positive
16	Yes	If it's short it's good	Positive
17	Yes	ANZ customers like it	Positive
18	Yes	Absolutely - Better than the 9-3	Positive

Central City 2 Hour Free Parking Trial – On Street Customer Survey

19	Yes	Definitely	Positive
23	Yes	Brings people into cbd	Positive
27	Yes	Definitely	Positive
32	Yes	Enjoy it	Positive
33	Yes	Love it - probably brought people into cbd since parking was an issue before - hope it continues	Positive
39	Yes	Brings people into town	Positive
44	Yes	Awesome - get everything sorted in 2 hours - Lives in Hamilton east edge of steel park and that gets inundated from outer suburb parking there. It's a shame due to limited residential parking on corner of Firth st on the fringe of town	Positive
45	Yes	Want it to carry on - it's good for lake road then do appointment and park within 2 hours on way back to work - thinks it's popular - love it - cbd still dying though	Positive
48	Yes	Marvellous - good for short stays in town	Positive
49	Yes	Great	Positive
54	Yes	Very grateful - helps bosses for short meetings	Positive
55	Yes	For businesses yip	Positive
58	Yes	Awesome idea - public what do they do after 2 hours what happens - a lot of people seem to not know about it	Positive
67	Yes	Definitely - will attract more people - if parking is free surely more people come in, last thing you need is parking wardens targeting people/ paying parking being over a couple minutes over, is there a leeway with tickets and minutes? - Not a great feeling with the tickets	Positive
71	Yes	Great - Love it	Positive
72	Yes	Made her want to come into town more for the shops that aren't at the base	Positive
78	Yes	Should stimulate longer shopping so a good move	Positive
79	Yes	Good idea	Positive
84	Yes	Cause Hamilton is pretty dead	Positive
92	Yes	Fabulous	Positive

Central City 2 Hour Free Parking Trial – On Street Customer Survey

93	Yes	Especially if only 10 min. Competing with base	Positive
96	Yes	For the casual shopper	Positive
99	Yes	Opens up for shopping. 2 hrs is enough	Positive
108	Yes	Wonderful	Positive
118	Yes	Really awesome idea.	Positive
119	Yes	Fantastic. Feel strongly about Hamilton. Its just perfect. I spend more money. I don't like the base. Everything closer. Friendly service. Personalised. No parking in garden place please.	Positive
121	Yes	Love it.	Positive
126	Yes	Good for customers	Positive
127	Yes	Def makes a difference choosing to come into town. Much easier, no change, pre thinking times. Eg how long I'm going to be. More likely to come to town rather than stay home.	Positive
128	Yes	Brilliant.	Positive
129	Yes	Great. As long as there's parks. Good not to have change	Positive
131	Yes	Now that I know I'll come more often	Positive
136	Yes	Loved it. Great	Positive
138	Yes	Never used to come town but I do now	Positive
139	Yes	Its got busy, people love it. I hope it continues. Retailers happy. Its been busy	Positive
140	Yes	Convenient	Positive
141	Yes	Brings people in to the city	Positive
143	Yes	I do. It is positive. I wasn't sold on it prior. its good but rates are going up. I don't think paid parking was the problem they thought it was. Short term parking options would be good for me.	Positive
144	Yes	Great. Perfect for what I need. It needs to continue	Positive
149	Yes	Otherwise why come in	Positive

Central City 2 Hour Free Parking Trial – On Street Customer Survey

151	Yes	We come more often. Should've done it years ago. It should continue. Been here 20 years. Previous trials cut short too quickly. This is best system and should be maintained. Best system. All credit to the developers	Positive
153	Yes	Good idea. Need to compete with base	Positive
156	Yes	Continue please. It brings me into town more. I work at the base	Positive
160	Yes	I appreciate this. Helpful. Base is too far. 2hrs free convenient. Please continue	Positive
162	Yes	Perfect. I will come more often.	Positive
165	Yes	Its great. I don't have to think about it any more. No worries about finding change. I hope it continues	Positive
167	Yes	It good. Keep it	Positive
168	Yes	Good for people to run in and out would even work of just an hour or 10mins	Positive
170	Yes	I have used free parking. It helps. Its a good idea definitely keep it	Positive
171	Yes	I hope it drags people back in rather than tainui getting it.	Positive
172	Yes	Its needed as a minimum. Definitely keep it going. Have noticed a difference. Turnover is good . More traffic flow. Possibly seasonal. Recommend longer trial at least a year.	Positive
174	Yes	Definitely continue trial. It brings people in. Its working to bring people in. People don't believe its free. Hamilton east needs an upgrade. A good do-up.	Positive
187	Yes	Brilliant idea. It will bring me into town more.	Positive
188	Yes	I enjoyed having 2 hours free	Positive
189	Yes	I would come in more often. Great idea	Positive

Central City 2 Hour Free Parking Trial – On Street Customer Survey

190	Yes	Good system for shopping.	Positive
191	Yes	Great idea. Better than Wellington	Positive
193	Yes	Great idea. Been hearing a lot about it.	Positive
196	Yes	Definitely keep it up. Cbd more vibrant. Sad seeing shops close. Restaurants stay busier.	Positive
197	Yes	Great idea	Positive
200	Yes	Great idea. People avoid town because of parking.	Positive
201	Yes	Excellent idea. Didn't know it was a trial. Good idea. Happy to continue. Handy	Positive
202	Yes	Marvellous idea. Adds to convenience. Like a gift for rates we pay. Its working, I love not having to find change. I hope it continues.	Positive
203	Yes	Good idea	Positive
204	Yes	Personal convenience is great. I just need the app. But I can't pay	Positive
206	Yes	Great idea. 2 hours is good.	Positive
210	Yes	Longer would be great. Handy for short trips.	Positive
211	Yes	The best. Keep trial going, perfect for me. Under the old system unfair to overpay.	Positive
220	Yes	It is for people who use it. It brings people into town. I usually use chartwell.	Positive
221	Yes	Great idea. Don't take it away! I'd go elsewhere	Positive
224	Yes	It's convenient	Positive
232	Yes	Encourages people	Positive
233	Yes	Encourages you to come here	Positive
234	Yes	Really great	Positive
237	Yes	Convenient especially for short trips	Positive
238	Yes	Brilliant	Positive
239	Yes	Yes. As long as multi events are managed.	Positive

Central City 2 Hour Free Parking Trial – On Street Customer Survey

242	Yes	Keep it going.	Positive
249	Yes	Excellent idea	Positive
250	Yes	Fantastic idea	Positive
252	Yes	Excellent	Positive
254	Yes	Brings more people to town	Positive
255	Yes	Nice idea. No worries about tickets.	Positive
259	Yes	Keep it up. Great for short stay	Positive
267	Yes	Good for business, not enough people	Positive
269	Yes	It may help free up spaces. I use for short trips. Great for retired people.	Positive
279	Yes	Sad how dead cbd is. 2 hours free is a great start.	Positive
283	Yes	Keep the trial. It bring people in	Positive
284	Yes	Good initiative. Could be cheaper.	Positive
285	Yes	It has had very positive feedback and more customers for our business. It's less interrupted sales periods, they spend a while in the shop compared to 5 minutes.	Positive
287	Yes	Especially when your just going in and out	Positive
288	Yes	If its working to bring people in then its great.	Positive
293	Yes	I love it please keep it	Positive
297	Yes	Don't have to worry about change. Really convenient. I'm not against paid parking but free is good.	Positive
299	Yes	Awesome idea.	Positive
305	Yes	Great idea. From the Mount. Wish Tauranga would do it.	Positive
306	Yes	Awesome. Cbd going backwards since the base.	Positive
308	Yes	I hear positive feedback	Positive
310	Yes	Town is dead without it I'd go elsewhere	Positive

Central City 2 Hour Free Parking Trial – On Street Customer Survey

311	Yes	Its so good it could be 4 hrs free. I have seen increase in people in town. Retailers feedback is good	Positive
315	Yes	Its freaking awesome	Positive
319	Yes	Loves it!	Positive
322	Yes	Brilliant idea!	Positive
328	Yes	Convenient	Positive
331	Yes	Street seems busier. Keep up the good work	Positive
332	Yes	Would love it to continue. Have had good feedback. 2hrs good for relaxed shopping. Not shorter.	Positive
338	Yes	I makes it simple. I usually need sporadic times adding up to 2 hours. So much simpler. I'm happy as I never have to pay.	Positive
339	Yes	Its bringing people into town. Needs to be controlled more.	Positive
341	Yes	The 2hrs free makes it more enticing to come in. Great idea. 2 hr is enough.	Positive
342	Yes	Great to continue trial. Great for shoppers. Eg base and free parking. Very wise to have some form of free parking.	Positive
343	Yes	Very civilized. In the US people don't come into town because of parking cost. Keep the old meters.	Positive
344	Yes	Great for quick visits. I leave if I've forgotten coins	Positive
345	Yes	Keep it	Positive
347	Yes	Convenient handy for me. Multi Events annoying	Positive
349	Yes	Anything free is a good idea	Positive
354	Yes	If just stopping in its good.	Positive
356	Yes	Its great it helps. I don't like mall's	Positive
359	Yes	If you want people to come back it needs to be free	Positive

Central City 2 Hour Free Parking Trial – On Street Customer Survey

360	Yes	Should be free from 5. Eg arrive at 5. Good to just park. Short term parking options would be great.	Positive
373	Yes	Bringing people into town.	Positive
374	Yes	Great idea.	Positive
376	Yes	Really good. Don't have to find coins	Positive
377	Yes	Its great. Any tickets I got was my fault. Warden stopped once he was really good. I see a lot of people try and pay I stop them.	Positive
379	Yes	From out of district so it's great, thanks Hamilton rate payers	Positive
381	Yes	From out of district so it's great, thanks Hamilton rate payers	Positive
385	Yes	Anything free is a good idea.	Positive
386	Yes	It gives people a chance.	Positive
387	Yes	Very convenient	Positive
389	Yes	Anything free is good. This is a really positive change. Have been here 15 years and have seen a difference. Keep it going	Positive
390	Yes	Its calmer. I've had problems with wardens. I've avoided coming into town before. Better vibe. Very positive. Don't take it away!	Positive
391	Yes	Its part of revitalization. Its important to the city. I like the cbd shops rather than base. I'd rather bring my money into the cbd. Need a central city long term car park for workers. Eg. High rise	Positive
394	Yes	I see no difference but I think its a good idea. I don't like the base	Positive
396	Yes	Great idea.	Positive
401	Yes	Good idea. Especially for short trips.	Positive
402	Yes	Love it great idea don't take it away	Positive
404	Yes	Great idea.	Positive

Central City 2 Hour Free Parking Trial – On Street Customer Survey

405	Yes	Good for cbd. Paid parking creates urgency. There's more relaxed feel now.	Positive
414	Yes	Keep the 2 hours free, more eg everywhere. I don't like going to the base. A prettier city would work to bring people in.	Positive
415	Yes	It helps. Convenient for short trips.	Positive
418	Yes	Really good idea. Make it 3 hours	Positive
419	Yes	Really good idea - make it 3 hours	Positive
420	Yes	Better for businesses here. It helps workers as well. Might bring more businesses in.	Positive
424	Yes	Keep it	Positive
426	Yes	Its awesome. Stoked. Shop owners helped me.	Positive
429	Yes	Great idea. Super convenient. More likely to stay longer	Positive
430	Yes	Especially in the cbd core	Positive
434	Yes	Fantastic idea. I usually use mobility parks. 2hrs free is great. I'm very grateful for free parking. I'd rather pay a bit more in rates and have free parking	Positive
440	Yes	I come in more because of free parking	Positive
443	Yes	Great idea.	Positive
444	Yes	Awesome thanks	Positive
446	Yes	Great idea very few towns have this.	Positive
447	Yes	Great idea. Fantastic	Positive
450	Yes	Good thing coz it brings more people into town. I come more often now I hate paying for parking	Positive
451	Yes	I wouldn't come in if I had today. I know others who come more too.	Positive
456	Yes	Loves it. Dont take it away	Positive
460	Yes	Hell yeah.	Positive

Central City 2 Hour Free Parking Trial – On Street Customer Survey

462	Yes	Great!	Positive
464	Yes	Brilliant awesome	Positive
465	Yes	Great idea, just passing through	Positive
467	Yes	Just moved back and I think it's great. Keep it	Positive
475	Yes	Keep it	Positive
476	Yes	Great initiative better than Rotorua, it will bring us in more.	Positive
477	Yes	Absolutely good. Town seemed to be dying, it needs to be more pleasant, accessible maybe. I'm coming more often, centreplace is a drawcard and the free parking helps	Positive
478	Yes	It works for me	Positive
479	Yes	Awesome good idea. It works for me	Positive
483	Yes	Great way to bring people back into town	Positive
484	Yes	Awesome	Positive
486	Yes	It's great for what I use it for. Appointments etc. I'd rather come into town than base. Keep the 2 hours free.	Positive
487	Yes	Great idea better than Australia	Positive
490	Yes	Paying would put me off coming in. I usually use car park building	Positive
492	Yes	Anything for free is good. I use centreplace in the weekend	Positive
494	Yes	It extends our stay a bit longer and we can have lunch. Thank you for the 2 hours!	Positive
496	Yes	Shopping spread out. I prefer the base. But the free parking is convenient.	Positive
497	Yes	It makes it attractive over the base. Keep it.	Positive
498	Yes	I usually bike but needed to do some things 2 hours is perfect	Positive

Central City 2 Hour Free Parking Trial – On Street Customer Survey

501	Yes	Great if just popping in. Always found a park easily. Great to see council doing something to fix the problems	Positive
502	Yes	Perfect. Anyone else that stays longer should pay. 2 hours is really nice	Positive
503	Yes	Trial should continue	Positive
504	Yes	I like the 2 hours free. I don't like the council but I do like the 2 hours free.	Positive
506	Yes	Marvellous, fantastic	Positive
507	Yes	It might bring me in more. We usually go to the base	Positive
508	Yes	Keep it going it's really helpful. I don't have to carry change. Love it!	Positive
20	Yes	Small orange stickers - Wilson parking pain in the ass - parking building not safe	But confusing
24	Yes	Loosely although issues around counting up your 2 hours if you use multiple spaces	But confusing
25	Yes	If we understood it better	But confusing
29	Yes	Needs better explanation	But confusing
40	Yes	More signage needed - signage is confusing needs bigger	But confusing
50	Yes	More visibility to track it	But confusing
53	Yes	Sometimes if you forget the time it's a problem	But confusing
59	Yes	A lot of confusion around when to pay like pre pay - People understanding around moving cars is confusing - Public asks workers - Confusion around parking tickets	But confusing
65	Yes	The deal is not clear enough - uncertainty re the meter, are you safe to walk away or is it likely you'll return to a fine - not clear enough what happens after the two hours	But confusing
87	Yes	More signage - More advertising required	But confusing
97	Yes	Good but better education needed. Lots don't know	But confusing
103	Yes	Excellent. Should've done it 20 years ago. Working for customers. Some confusion though. Not clear enough. People get tickets for angle parking. Need angle signage .	But confusing
133	Yes	More signage needed. Too confusing. Out of towners don't know. Stickers on front.	But confusing
134	Yes	Great idea. Should continue . And make it less complicated . Counsellors should read a book called "shopped"	But confusing

Central City 2 Hour Free Parking Trial – On Street Customer Survey

147	Yes	Bloody brilliant. I love the idea. Labelling is confusing. Needs to be reworded. Public don't see it. I've helped 100s of people. More info for retailers might have been good . Its made a difference.	But confusing
155	Yes	It get people moving on. \$6 an hour is too steep. Signage not clear. Meter stickers on front required.	But confusing
180	Yes	Not publicized enough. Confusing. P\$ Signs are confusing . Love to keep it. Valuable.	But confusing
184	Yes	I don't know how it works scared of getting ticket. Would rather go the base. Confusing. Parking generally puts me off coming in. If I have to I'll use the warehouse. Kiosks like warehouse would work. With a printed docket helps.	But confusing
186	Yes	I may come in more often. I tried to enter space like warehouse kiosk. Confusing. I'd feel better if I printed a docket.	But confusing
192	Yes	Awesome idea. Confusing. Warehouse system using plate good. I tend to pay anyway just in case.	But confusing
194	Yes	Good idea but I can't work it out. Keep it going.	But confusing
199	Yes	Great idea thanks but p\$ signs need to be double sided.	But confusing
205	Yes	Confusing. Lot of people not understanding u can't shift and start again. Needs to be clearer	But confusing
207	Yes	Some people confused. It helps people	But confusing
213	Yes	They need to keep it but people confused. I've had to tell people. 3 hours would be good	But confusing
215	Yes	Confusing. Too much information. Good thing though. Is it cost effective? Its too complex	But confusing
217	Yes	I've never felt confident so pay anyway. Brilliant but needs to clear. Hard to find a park. Not sure where zones are. Museum feels unsafe. Free 2 hours sounds nice but haven't had a good experience	But confusing
219	Yes	More information needed too confusing. Keep the free parking.	But confusing
222	Yes	There is still confusion about the scheme, it says 2 hours free, not FIRST 2 hours free. This would help them know that's what they get for a day.	But confusing
228	Yes	Nobody knows how it works. Fabulous idea. Just park and not worry.	But confusing
248	Yes	If we knew how to use it.	But confusing

Central City 2 Hour Free Parking Trial – On Street Customer Survey

290	Yes	Its great. But confusing. Its exactly what need. Bonus. It will bring me on more often now	But confusing
292	Yes	A lot of people don't realise	But confusing
296	Yes	Hamiltonians awareness of it, marketing it more.	But confusing
300	Yes	Really good idea. Confusing for our customers. Would be a shame to lose it	But confusing
302	Yes	Needs to be more obvious.	But confusing
314	Yes	Big thing is clarity. People don't know how to use it. Tutorial video would help. On social media etc.	But confusing
327	Yes	The idea is good. People like it but find it confusing. Needs exposure. More education needed re multi events.	But confusing
329	Yes	Improved signage for tourists would good.	But confusing
350	Yes	But it doesn't tempt me to come in. Confusing for visitors/ tourists. Signs confusing. Meter labelling needs improving	But confusing
351	Yes	Fantastic idea. Took a while to work it out.	But confusing
352	Yes	People find it confusing. Its not clear.	But confusing
361	Yes	Needs to be more clear. Confusing	But confusing
362	Yes	Confusing. Not clear.	But confusing
365	Yes	Would not read stickers. Too confusing. Stickers look like graffiti. Details need to be on screen. Bigger writing.	But confusing
370	Yes	Confusing. From out of town and didn't understand signs and meters	But confusing
383	Yes	Confusing. Especially multi shifting. Meter stickers too wordy.	But confusing
395	Yes	Confusing. Mixed messages. I'm uncertain. \$40 fine is a deterrent	But confusing
397	Yes	It needs to be clearer. Afraid to leave car in case of ticket	But confusing
398	Yes	It is but complicated and cumbersome. Parking is nightmare there's no parking.	But confusing
410	Yes	People going to movies etc are confused. Eg. 8-6 would be better. Need more parking generally. Its a good initiative. Keep trial going.	But confusing
417	Yes	Except expensive after 2 hrs. Confusing system.	But confusing
423	Yes	Confusing. Don't know how it works.	But confusing

Central City 2 Hour Free Parking Trial – On Street Customer Survey

436	Yes	Good idea, but needs more spaces. Zones are confusing . If 2 hours everywhere we won't needs zone signs.	But confusing
438	Yes	Where it starts and stops is confusing	But confusing
441	Yes	Yes and no. People are confused. Eg how it works does it need a ticket etc. Signage could be better. Knowing where the money goes would be good. Eg communities.	But confusing
442	Yes	Confusing. Questioned how they monitored it and chucked money in anyway to be safe	But confusing
474	Yes	But confusing	But confusing
485	Yes	Confusing. I prefer to use car park buildings. I live here but this is the first time I've used it	But confusing
491	Yes	Really good idea but confusing. I wasn't sure how it worked	But confusing
493	Yes	Good idea but too bloody complicated and needs to explain it better on the meter eg how it works sensors etc	But confusing
1	Yes	Great idea, but 6 dollars after that is bad - \$2 an hour is better than 2 free then \$6 - question if its really free.	But improvement needed
11	Yes	Wonder about policing re workers and abusing the parking - Otherwise great	But improvement needed
28	Yes	Handy - \$6 is a big jump - win win situation 2 hours is \$12 free	But improvement needed
30	Yes	Some businesses still park on st	But improvement needed
41	Yes	Before 9 after 3 better - managing time more annoying	But improvement needed
43	Yes	2 hours could be a long time	But improvement needed
52	Yes	Not that helpful for people who work - Bad for people who work just over a couple hours because it's 6 dollars after that	But improvement needed
113	Yes	Should be more hours	But improvement needed
115	Yes	Other cities are more proactive in getting people into the CBD. Hamilton city council has been slow and it is sad for Hamilton business. Really positive idea, could do more.	But improvement needed

Central City 2 Hour Free Parking Trial – On Street Customer Survey

132	Yes	But no concession for volunteers. \$6 ph too high and no Parks available. Too many off St parking reserved by private parker's. No public buildings especially early bird.	But improvement needed
142	Yes	\$6 an hour too much. \$2 an hour is better.	But improvement needed
152	Yes	\$6 an hour too much but continue with trial.	But improvement needed
154	Yes	More than 2 hours! Please continue with trial. I come into town same amount but use 2hr free zone now. More parks required for workers	But improvement needed
173	Yes	Good concept, more awareness needed. \$6 too much. 8pm is too much. Should be 5 or 6pm. More signage. Self validation good idea.	But improvement needed
175	Yes	2hrs is good. \$6 too dear after.	But improvement needed
176	Yes	Good idea but \$6 after too much. And 8-8 too long.	But improvement needed
179	Yes	Good idea yeah but people are overstaying in other places like loading zones. Make all loading zone goods and service vehicles only	But improvement needed
181	Yes	Great idea. More advertising. Aucklands kiosk system works. They anpr. Only prob is credit card only with extra 50c charge.	But improvement needed
195	Yes	Comments re goods and service vehicle only parks. Customers want loading zone not GSV	But improvement needed
198	Yes	Yes but cost after is too high \$6. Good idea hopefully people come back. Streets unsavoury eg homeless. I avoid cbd.	But improvement needed
212	Yes	Yes but it would be handy to have an app to find a park. Buildings easier. Perhaps flyer with rates notice explaining everything. Good idea to bring people back. Night restrictions would be good. Better bus service would help on evenings and weekend	But improvement needed
225	Yes	Pregnancy parking needed. Its good but cheaper not having it would rather have user pays.	But improvement needed
230	Yes	Quite handy for short trips, errands etc. 8pm too late. \$6 is too much from emotional point of view. It makes sense that it balances at \$2ph in 2hrs free but still \$6 sounds steep. People do seem to be coming in. Seems busy.	But improvement needed
235	Yes	We need more parking for workers	But improvement needed
251	Yes	It a very complicated thing. I don't think there is a parking problem I think its convenient however its in our rates. It's not good for night time businesses	But improvement needed

Central City 2 Hour Free Parking Trial – On Street Customer Survey

273	Yes	But better if free all day especially in weekend. Too many shops empty. Base etc crowded. Town empty.	But improvement needed
276	Yes	But need to stop workers parking all day.	But improvement needed
294	Yes	Prior to Christmas I got 5 hours free parking, bit concerned that its not working well. Paymypark app does not work well	But improvement needed
301	Yes	We will not revive the cbd until the parking issue is resolved. We need to make things more accessible, making garden place parking wont help. Look at a vision of parking	But improvement needed
304	Yes	\$6 an hour too much after 2 hours. Especially for part time workers.	But improvement needed
307	Yes	OK to have 2 hours free but some drivers overstay. I've seen same car all day.	But improvement needed
334	Yes	It's not achieving what it was set out to achieve	But improvement needed
348	Yes	Its more likely to bring me in. \$6 is very Auckland. Hefty. Good idea	But improvement needed
363	Yes	But night time restrictions are back. Eg dinner and movie. Take it back to 6. Eg park at 4pm onwards	But improvement needed
371	Yes	Coming back to put money in is a pain in the bum. Eg old meters	But improvement needed
375	Yes	Its not any busier. Good idea but no increase on traffic. Is working for short visits.	But improvement needed
378	Yes	But prefer lower rates	But improvement needed
393	Yes	5 hours would good	But improvement needed
406	Yes	Good idea but needs to longer for convenience . More people are coming in. All day free would be great. Dispensation for workers. Workers are shoppers too. Parking is a key factor for shoppers	But improvement needed
407	Yes	As long as there are restrictions on workers	But improvement needed
408	Yes	Make more jobs for people	But improvement needed
412	Yes	4 hours would be better	But improvement needed
439	Yes	Should be free all day long	But improvement needed
449	Yes	As long as workers don't abuse it.	But improvement needed
461	Yes	3 hours would be better.	But improvement needed

Central City 2 Hour Free Parking Trial – On Street Customer Survey

463	Yes	Fee after is too high	But improvement needed
466	Yes	Yeah but a whole restructure is needed. Ditch gardens and add parking. \$6 after is too much.	But improvement needed
468	Yes	3 hours would be better for meeting. Main reason I avoid town is parking it's much better now.	But improvement needed
495	Yes	Keep it, even 3 hours would be better	But improvement needed
499	Yes	Fee after is too high.	But improvement needed
14	Yes	Hard to get parks here - Brings more people in	But hard to find a park
21	Yes	Like it - fair amount of time and rotate parks but if need to get in quick then it works	But hard to find a park
26	Yes	Good because sometimes can't get into the paid parks	But hard to find a park
37	Yes	Useful for not a lot of time - some workers find it difficult for parks and not wanting to pay	But hard to find a park
56	Yes	Parking here is terrible - Didn't know about offer before today - something needs to happen in CBD because of parking. More likely to come into cbd if more parking	But hard to find a park
62	Yes	Noticed it's harder to get a park. Less road parks - although always someone leaving so maybe it cancels out - wonders if other businesses workers use the space, moving car rather than paying - maybe need better signage. People seem confused by it, better understanding of time versus money in meter	But hard to find a park
63	Yes	Need more parks	But hard to find a park
66	Yes	Probably not a bad thing - might make it harder to find a park	But hard to find a park
82	Yes	If its permanent but town is too full	But hard to find a park
88	Yes	Yes but lack of parking available. Its better but there's def no parking now. Its tricky	But hard to find a park
91	Yes	For some, no mucking around. For shop owners there's turnover. No change \$ required. Towns busier but harder to get a park. Te awamutu is easier	But hard to find a park
95	Yes	But no parks. Parking further away. Didn't mind paying	But hard to find a park
106	Yes	Good idea. Imposition of privacy reading regos. Need more spaces. For free. Use space better.	But hard to find a park
114	Yes	Brilliant idea. Rejuvenating CBD. Need more parks. Not in shared zone though	But hard to find a park
135	Yes	Great, but steep charge after 2 hours. Puts me off. Harder to find a car park. Made us more	But hard to find a park

Central City 2 Hour Free Parking Trial – On Street Customer Survey

		obsessed with being close.	
145	Yes	There's more cars in town but harder to find a park. Most people say signage is confusing. P\$. Sticker on front of meter would help. Regulars are getting used to it.	But hard to find a park
159	Yes	Its great. Need more designated area. No parks. People doing circles. Huge paths narrow streets. Perhaps angle parking	But hard to find a park
164	Yes	Couldn't find park. No parks took 20 min. I go to base because of that	But hard to find a park
166	Yes	Good idea. More people around. Hard to find a car park.	But hard to find a park
178	Yes	Great idea. More people here. Harder to find a park. Did 4 loops. I believe it will help town grow again	But hard to find a park
182	Yes	Lots of people struggle to find parks. I hear it a lot at work	But hard to find a park
183	Yes	Its lovely that customers just can come and not worry. More people coming back to town. No parks. Loading zones full too. Elderly used to struggle and just go to the base or chartwell. Would prefer smaller footpaths and more parking.	But hard to find a park
209	Yes	Good idea. It will bring people back. Central parking no parks available. Please don't take 2 hour away! Constant changes are annoying. Better than it used to be	But hard to find a park
214	Yes	Free is good I hope it stays. More parking needed though. Clearways are good too.	But hard to find a park
223	Yes	2hrs free good but peoples parking is bad	But hard to find a park
245	Yes	But no parks available. Had to park in building. Good initiative.	But hard to find a park
271	Yes	For just running in. But carparks are hard to find.	But hard to find a park
282	Yes	Parking is a nightmare. Took ages to find a park. Had to park miles away.	But hard to find a park
313	Yes	Town seems to be livelier. Harder to find a park but not too bad	But hard to find a park
346	Yes	Excellent idea. No spaces	But hard to find a park
353	Yes	More carparks. Not just town uni etc.	But hard to find a park
358	Yes	But some people just shift. Which makes it difficult to find park	But hard to find a park

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Attachment 4

Central City 2 Hour Free Parking Trial – On Street Customer Survey

388	Yes	Harder to find parks	But hard to find a park
392	Yes	All free parking would be better. Big downfall is paid parking. We see businesses leaving because of parking. Hard to find parks.	But hard to find a park
409	Yes	There needs to be a bigger turn around of traffic. I see cars stay all day. There needs to be more awareness about 2 hours free eg in shop windows/advertising etc. Meters confusing. Labels say free but signs say pay. I'm nervous I'll get a ticket.	But hard to find a park
422	Yes	Its perfect for me. I work in town and move around a lot. I haven't paid for parking since it started and I'm in all day. Its been harder to find a park though	But hard to find a park
425	Yes	Its great. Harder to find a park though. 2 hr is generous, love it	But hard to find a park
433	Yes	Parks are harder to find, should have been done sooner	But hard to find a park
448	Yes	More parking needed! I'm doing loops. If I can't find a park I'll just go to the base at lunchtimes and evenings	But hard to find a park
471	Yes	Now that I know about it yes. I usually avoid town. Car parks hard to find. Parking in town puts me off.	But hard to find a park
4	Yes	Everything is money - something like bank is time so paying for parking gives you less money for shopping	Other
46	Yes	Maybe	Other
68	Yes	Living in Cambridge for 2 years only heard about 2 hours free on the meter this morning	Other
69	Yes	I guess didn't know about it	Other
102	Yes	Prefer lower rates rise	Other
146	Yes	Never used it	Other
148	Yes	Yes but any measurement of results will be skewed and will not be a good reflection of the impact of the changes. Because there were 2 big changes. Parking and beggars pushed out reduced etc. That will have a big effect. I'd like it to continue. It was too much money spent however on something that can not be accurately measured or verified.	Other
150	Yes	No cost, if need more pay	Other
208	Yes	They need it because it promotes the cbd rather than the base and chartwell.	Other
216	Yes	This needs to be a better question.	Other

Central City 2 Hour Free Parking Trial – On Street Customer Survey

295	Yes	If its a gain to retailers all good. If its a loss to councils revenue then no.	Other
421	Yes	Can you make Rotokauri Hamilton council. Our votes come under Taranaki.	Other
445	Yes	Great idea but not a draw card. Base is better	Other
500	Yes	I spend all day at the base or chartwell. I tend to stay close to the car here in town in case I get a ticket	Other
12	No	Should be more with customers etc	Not a good idea
36	No	Coffee and other quick things - maximum he's here is 30m	Not a good idea
38	No	Didn't really know a lot about it - people might increase traffic congestion	Not a good idea
61	No	Roundabout way of paying - good for retailers - not so good on ratepayers - allows CBD to compete with base- but still more beneficial to the businesses	Not a good idea
80	No	If I had the choice between paying 2 bucks an hour when I park or getting smashed with a massive rates hike, I would obviously choose lower rates	Not a good idea
81	No	Cant find a car park now and my rates are more	Not a good idea
124	No	Ridiculous. Should've left it as it was. Too dear. If it wasn't for work we wouldn't come in. No where to park.	Not a good idea
177	No	Confusing. Yes and no. It encourages shoppers. Wilson's is affordable for all day.	Not a good idea
185	No	Maybe. I think CBD is losing money. Workers using parks. I used to buy small things to get change now I don't. P\$ Signs make it worse. Visitors too confused and still paying.	Not a good idea
257	No	Its not productive. Calculating the time is odd. Eg shifting. Good for short term visits.	Not a good idea
258	No	Too hard to find carpark. Rather have user pays	Not a good idea
262	No	Its too long. 1 hour is enough. If you need longer use carparks. P\$ Signs are misleading	Not a good idea
270	No	2hrs free gets abused by shopkeepers and shoppers can't find a park. User pays system would work. Price depending on the area. Eg close to town is dearer.	Not a good idea
275	No	Feel that people will use public transport less	Not a good idea
277	No	It encourages people to park instead of use public transport. It forces parking buildings to lower prices to compete with free parking.	Not a good idea
278	No	It's hard to find a car park. It encourages less use of public transport	Not a good idea

Central City 2 Hour Free Parking Trial – On Street Customer Survey

281	No	Brings too many cars into the CBD people should be on the buses	Not a good idea
335	No	Because its too complex. We need short term eg half hour and 1 hour carpark. 2 hours far too long. Also need cheap options for workers (NOT WILSONS!!!!) There's more congestion. Events in garden place with no parking is bad idea. Underground car park is not safe. Stairwells dirty with people staying there. Angle parking please!!!! No parallel narrow the footpath. Hamilton east works. Plants on worley are dangerous, children are not visible. Need at least 400 more carpark on street.	Not a good idea
364	No	Its crap. 9-3 was better. \$6 is too much. 8-5 would work. Free after 5. Paying after 5 not great	Not a good idea
368	No	Would rather be user pays.	Not a good idea
458	No	Base you can stay all day. Kids can go to movies while adults shop. Cbd needs more attractions to bring people in. Town very spread out. People don't want to pay for parking. Rates effect things too.	Not a good idea
109	Not Answered	Good or bad is a loaded question. This question should ask an opinion. It should ask does it influence your decision . I don't mind paying.	Survey question not answered
125	Not Answered	Depends. I'm Driving round in circles. No parks available most days. Seems strange that feedback said paid parking preferred but went ahead anyway. 9-3 was good. Reinstate that with time limits. \$6 Hourly rate too much.	Survey question not answered
130	Not Answered	In a way. People staying too long. No Parks available. Too many scavengers.	Survey question not answered
218	Not Answered	Sometimes. Free before 9 was good. 2 hrs a good idea. Its bringing more people in. Parks full. But prefer 9-3.	Survey question not answered
226	Not Answered	Not sure. More confusing.	Survey question not answered
253	Not Answered	Confusing. How you pay extra. All day option is good. But need a better option to pay beyond 2 hours. Happy to pay just not sure how.	Survey question not answered
260	Not Answered	I do because I think it bring more people in however it does fill up the carpark. It encourages people to use on street rather than use buildings. Shorter free period would make equal business sense. Continued beautification would have a higher impact	Survey question not answered
261	Not Answered	Depends, what's the purpose of paying for parking. If it works it works.	Survey question not

Central City 2 Hour Free Parking Trial – On Street Customer Survey

			answered
337	Not Answered	Noticed an increase in traffic. I've noticed people paying automatically. See more illegally parking. Loading zones abused.	Survey question not answered
340	Not Answered	We need something to entice people into town. But no parks. Good idea. 2 hours is plenty.	Survey question not answered
380	Not Answered	Not sure. No parks any more. Catch 22. Lots of people confused. I have used it.	Survey question not answered
384	Not Answered	Not necessarily. Parks taken by workers not shoppers	Survey question not answered
452	Not Answered	Parking is the thing I hate most about n.z. but Auckland is worse	Survey question not answered
453	Not Answered	Its better than none. Harder to find a park. Pluses and minuses	Survey question not answered
472	Not Answered	Depends on what you're comparing it to. If compared to Auckland then yes. If compared to whakatane then no	Survey question not answered
481	Not Answered	Parking is pain in the butt I've circled twice looking for a space. I avoid town and use the base	Survey question not answered
482	Not Answered	I see staff using it a lot. I don't see more customers. There's no parking available. So mixed feelings if yes or no. Confusing.	Survey question not answered
505	Not Answered	I hate coming into town. I hate all the people.	Survey question not answered
8	Yes		No Comment Provided
10	No		No Comment Provided
22	Yes		No Comment Provided
31	Yes		No Comment Provided
34	Yes		No Comment Provided
35	Yes		No Comment Provided
42	Yes		No Comment Provided

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Central City 2 Hour Free Parking Trial – On Street Customer Survey

47	Yes		No Comment Provided
51	Yes		No Comment Provided
57	Yes		No Comment Provided
60	Yes		No Comment Provided
64	Yes		No Comment Provided
70	Yes		No Comment Provided
73	Yes		No Comment Provided
74	Yes		No Comment Provided
75	Yes		No Comment Provided
76	Yes		No Comment Provided
77	Yes		No Comment Provided
83	Yes		No Comment Provided
85	Yes		No Comment Provided
86	Yes		No Comment Provided
89	Yes		No Comment Provided
90	Yes		No Comment Provided
94	Yes		No Comment Provided
98	Yes		No Comment Provided
100	Yes		No Comment Provided
101	Yes		No Comment Provided
104	Yes		No Comment Provided
105	Yes		No Comment Provided

Central City 2 Hour Free Parking Trial – On Street Customer Survey

107	Yes		No Comment Provided
110	Yes		No Comment Provided
111	Yes		No Comment Provided
112	Yes		No Comment Provided
116	Yes		No Comment Provided
117	Yes		No Comment Provided
120	Yes		No Comment Provided
122	Yes		No Comment Provided
123	Yes		No Comment Provided
137	Yes		No Comment Provided
157	Yes		No Comment Provided
158	Yes		No Comment Provided
161	Yes		No Comment Provided
163	Yes		No Comment Provided
169	Yes		No Comment Provided
227	Yes		No Comment Provided
229	Yes		No Comment Provided
231	Yes		No Comment Provided
236	Yes		No Comment Provided
240	Yes		No Comment Provided
241	Yes		No Comment Provided
243	Yes		No Comment Provided
244	Yes		No Comment Provided
246	Yes		No Comment Provided

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Attachment 4

Central City 2 Hour Free Parking Trial – On Street Customer Survey

247	Yes		No Comment Provided
256	Yes		No Comment Provided
263	Yes		No Comment Provided
264	Yes		No Comment Provided
265	Yes		No Comment Provided
266	Yes		No Comment Provided
268	Yes		No Comment Provided
272	Yes		No Comment Provided
274	Yes		No Comment Provided
280	Yes		No Comment Provided
286	Yes		No Comment Provided
289	Yes		No Comment Provided
291	Yes		No Comment Provided
298	Yes		No Comment Provided
303	Yes		No Comment Provided
309	Yes		No Comment Provided
312	Yes		No Comment Provided
316	Yes		No Comment Provided
317	Yes		No Comment Provided
318	Yes		No Comment Provided
320	Yes		No Comment Provided
321	Yes		No Comment Provided
323	Yes		No Comment Provided
324	Yes		No Comment Provided
325	Yes		No Comment Provided

Central City 2 Hour Free Parking Trial – On Street Customer Survey

326	Yes		No Comment Provided
330	Yes		No Comment Provided
333	Yes		No Comment Provided
336	Yes		No Comment Provided
355	Yes		No Comment Provided
357	Yes		No Comment Provided
366	Yes		No Comment Provided
367	Yes		No Comment Provided
369	Yes		No Comment Provided
372	Yes		No Comment Provided
382	Yes		No Comment Provided
399	Yes		No Comment Provided
400	Yes		No Comment Provided
403	Yes		No Comment Provided
411	Yes		No Comment Provided
413	Yes		No Comment Provided
416	Yes		No Comment Provided
427	Yes		No Comment Provided
428	Yes		No Comment Provided
431	Yes		No Comment Provided
432	Yes		No Comment Provided
435	Yes		No Comment Provided
437	Yes		No Comment Provided
454	Yes		No Comment Provided
455	Yes		No Comment Provided

Central City 2 Hour Free Parking Trial – On Street Customer Survey

457	Yes		No Comment Provided
459	Yes		No Comment Provided
469	Yes		No Comment Provided
470	Yes		No Comment Provided
473	Yes		No Comment Provided
480	Yes		No Comment Provided
488	Yes		No Comment Provided
489	Yes		No Comment Provided

ATTACHMENT 4 – Infringement Data

Figure 1 – Parking Infringements (by month)

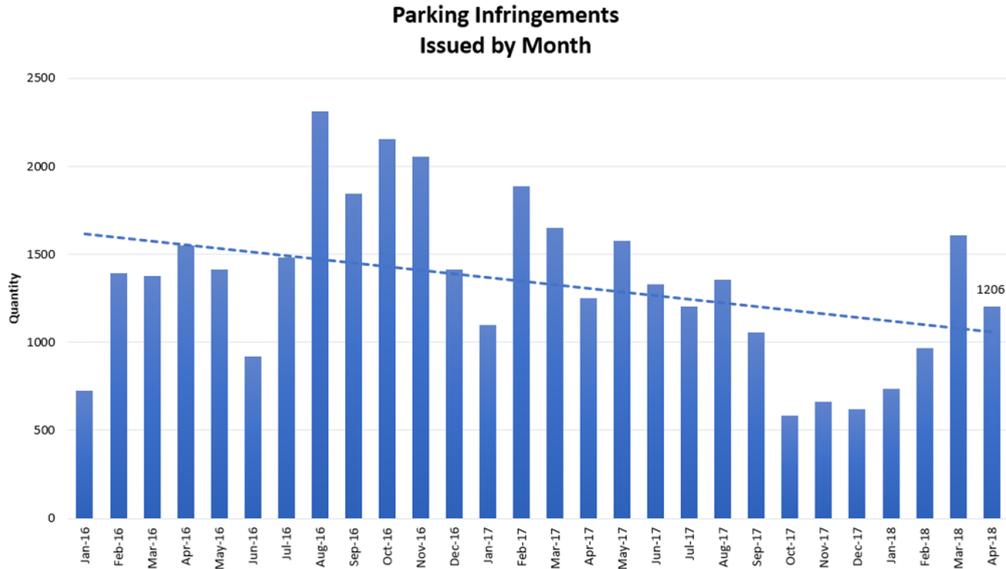
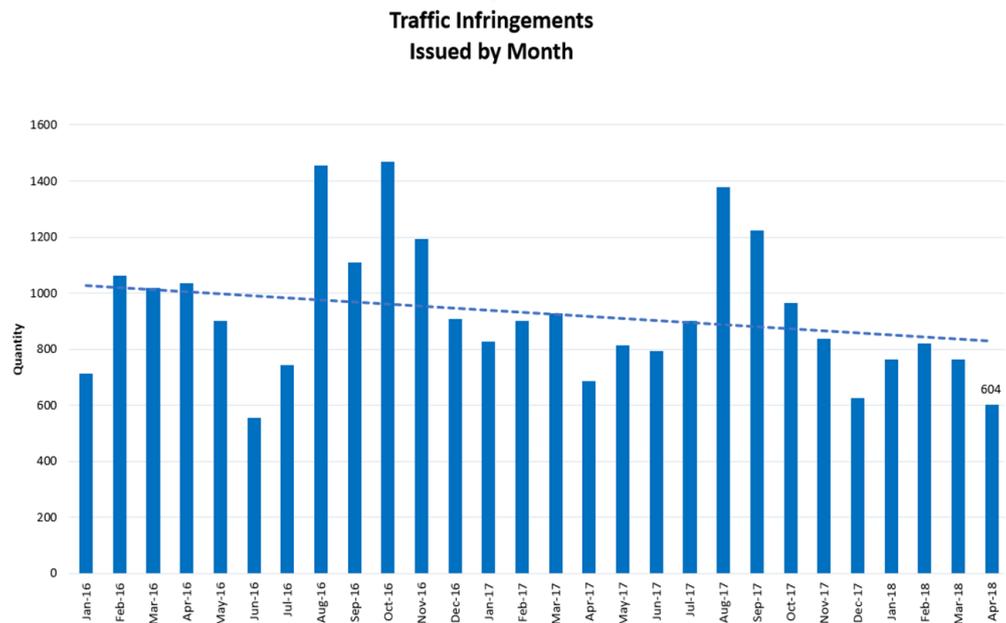


Figure 2 – Traffic Infringements (by month)



Council Report

Item 10

Committee: Growth and Infrastructure Committee
Date: 29 May 2018
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

Report Status	<i>Open</i>
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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 revocation of to the Hamilton City Speed Limit Bylaw 2013 and creation of a new bylaw (Hamilton City Speed Limit Bylaw 2018).

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 revocation of the Hamilton City Speed Limit Bylaw 2013, and creation of a Hamilton City Speed Limit Bylaw 2018.

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 New Zealand Transport Agency (the Agency).
5. The full Speed Limit Bylaw was last reviewed in 2012 and came into force 1 March 2013. Since that time two amendments have been made to implement speed limit changes in accordance with the resolution of Council (17 September 2013 and 14 December 2017).
6. A full review of the bylaw is now proposed in order to implement the changes which were initially considered at the 28 March 2018 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 2017 it has been determined that a bylaw is the most appropriate format for setting speed limits within Hamilton to enable them to be enforced.

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 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 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 the 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 the 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 2017 requires a RCA (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 stepped 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 Local Government 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 28 March 2018 meeting of Growth and Infrastructure were:
- Change the speed limit on Gordonton Road to 60km/h
 - Change the form of the bylaw to enable changes to speed limits to be undertaken by resolution.
24. The change to allow speed limit changes by resolution is considered significant enough to warrant revoking the current bylaw and making a new one.
25. Option 2 is considered appropriate at this stage.

Financial Considerations

26. 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.
27. The review of the bylaw will have consequential capital impacts for the installation of speed limit signage and infrastructure to support the proposed speed limit change. Capital funding has been allocated through the Thomas Road and Gordonton Road intersection improvements project (refer update in the GM's report to this committee) and no additional budget is sought.

Risks

28. There is no significant risk identified with the continued use of a bylaw to set speed limits in Hamilton.
29. There is a safety risk if proposed changes to the bylaw are not implemented particularly when responding to situations where the safety performance has deteriorated and a timely change to speed management is required.

Significance & Engagement Policy

Significance

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

Engagement and Consultation

32. Pre-engagement on the proposed amendments to the Speed Limits Bylaw has been undertaken.
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: 29 May 2018

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

Report Status	<i>Open</i>
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Purpose

1. To seek approval to commence the next steps in the revocation of the Hamilton City Speed Limits Bylaw 2013 and for the creation of its replacement the Hamilton City Speed Limit Bylaw 2018.

Staff Recommendation

2. That the Growth and Infrastructure Committee:
 - a) determines that the proposed Hamilton City Speed Limit Bylaw 2018 (as per attachment 1) 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 Hamilton City Speed Limit Bylaw 2018 and reasons for the changes to the current bylaw (Hamilton City Speed Limit Bylaw 2013); and
 - c) approves the commencement of public consultation in regard to the Statement of Proposal – Speed Limits Bylaw 2018.

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 to the Speed Limits bylaw are not considered inconsistent with the New Zealand Bill of Rights Act 1990.
5. The amendments are necessary to enable speed limits to be set by Council resolution in the future and to change the speed limit on Gordonton Road to 60km/h to address safety issues on this route.
6. This report presents a draft Statement of Proposal and Summary of Information for consideration and approval (see Attachment 1).
7. Approval is sought of the draft Statement of Proposal- Hamilton Speed Limits Bylaw 2018 to commence public consultation using the Special Consultative Procedure as set out in section 83 of the Local Government Act 2002 (LGA 2002).

8. Once submissions have been received and considered by the Regulatory and Hearing Committee, a Determination Report will be presented to the Council on the 6th of September 2018 to recommend the formal adoption of the new Speed Limits Bylaw 2018.

Background

9. Speed limits have to be set in accordance with Land Transport Rule: Setting of Speed Limits 2017 (the Speed Limits Rule). The methodology used to determine a speed limit is set out in the Speed Management Guidelines (<http://www.nzta.govt.nz/safety/speed-management-resources/>).
10. The 10 April 2018 meeting of the Growth and Infrastructure Committee approved early engagement with stakeholders and community on two changes to the Hamilton City Speed Limit Bylaw 2013:
 - Review of the bylaw to enable speed limits to be set via Council resolution
 - Changing the speed limit on Gordonton Road to 60 km/h.
11. Changes to a bylaw have to be undertaken in accordance with the Special Consultative Procedure which is set out in the Local Government Act 2002.
12. This report sets out the results of the early engagement that has been completed on the proposed changes to the bylaw, and the next steps to be undertaken in order to make these changes.

Early Engagement

13. Early engagement has been undertaken regarding the changes set out in clause 10 and has included:
 - Media release and Facebook post following the 10 April 2018 Growth and Infrastructure Committee
 - Letter drop to residents/businesses who reside in the Gordonton Road area
 - Letters to key stakeholders including the NZ Transport Agency (the Agency) and New Zealand Police (NZ Police),
 - Letters to 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.
 - Letters to those who submitted in 2017 on the variable 60km/h speed limit at the intersection of Gordonton Road and Thomas Road
 - Article in City News – May 2018 edition
 - Information at the Rototuna open day on 18 April 2018 along with a survey for attendees to complete if they wished.
14. Limited feedback was received following the early engagement. Feedback was generally supportive of the proposed changes.

Legislative requirements

15. The Speed Limits Rule requires a road controlling authority (in this case Council) to designate urban traffic areas and validate speed limits by making a bylaw.
16. Section 156 of the LGA 2002 sets out the procedure for making, amending, or revoking a bylaw made under this Act.

17. 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.
18. 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.
19. The Speed Limits Rule 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.
20. The proposed Hamilton City Speed Limit Bylaw 2018 does not exceed the prescribed powers or contradict those of the Speed Limits Rule or the LGA 2002 in any way.
21. Accordingly staff consider that the requirements set out in the proposed Hamilton City Speed Limits Bylaw 2018 are not inconsistent with the Bill of Rights.

Options

22.

Issue	Identified Problem	Options
Speed Limit Bylaw changes are costly and time-consuming	The current format of the Speed Limit Bylaw forces the Bylaw to go through a full review whenever any changes to speed limits are made by Council. This process is set out in the Local Government Act 1974 and includes a Special Consultative Process which is both costly and time-consuming.	<ol style="list-style-type: none"> 1. Do Nothing 2. Change the bylaw to enable speed limits to be set via Council resolution. (PREFERRED)
Safety on the Gordonton Road corridor	This road corridor has become increasingly busy as more houses are built in the northeast of the city and in the Waikato district, resulting in more traffic and an increasing number of crashes and serious injuries.	<ol style="list-style-type: none"> 1. Do Nothing 2. Implement a permanent 60km/h speed limit on Gordonton Road from Wairere Drive to 260m north of Thomas Road (PREFERRED)

Implementation and Enforcement

23. 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.
24. 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

25. The costs associated with the implementation of proposed changes to Gordonton Road will be met through the Gordonton Road and Thomas Road intersection improvements project.

Risks

26. The proposed change to the bylaw to enable speed limits to be changed by resolution has been reviewed by Tompkins Wake. This “resolution” approach is used by most other urban metro councils in NZ and therefore poses little legislative or financial risk.
27. The proposed change to the speed limit on Gordonton Road is able to be undertaken within the existing legislative frameworks and therefore poses little legislative or financial risk. Early engagement with community and key stake holders on this change indicates general support.
28. The recommended engagement process meets the legislative requirements under the LGA 2002 and the Speed Limits Rule.
29. There is a safety risk if the proposed changes to the bylaw are not implemented. Without this change it is hard to respond to safety concerns in a timely manner.

Significance & Engagement Policy

Significance

30. Staff considered the following factors under the Significance and Engagement Policy:
 - A legal requirement to engage with the community.
31. 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

32. Sections 82-82A of the LGA 2002 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.
33. 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)).
34. 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)).
35. 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.
36. 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 Speed Limits Rule requires a road controlling authority (in this case Council) to designate urban traffic areas and validate speed limits by making a bylaw.

37. Therefore it is recommended that the Hamilton City Speed Limit Bylaw 2018 is considered significant and requires a Special Consultative Procedure (SCP).

Item 11

Legislative requirements – SCP Consultation Process

38. 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)).
39. A draft SOP and a draft Hamilton City Speed Limits Bylaw 2018 have been prepared and are attached (refer Attachment 1).
40. 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.
41. The outcome of the consultation process will be presented to the Regulatory and Hearing Committee meeting on 1 August 2018. An opportunity for submitters to verbally present their submissions will also be provided at this meeting
42. A Deliberation and Adoption report will be presented to the Council meeting on 6 September 2018. This report will provide a summary of the outcome of the consultation and hearing processes and make final recommendations regarding the content of the bylaw to reflect these processes for adoption.

Attachments

Attachment 1 - Statement of Proposal and Bylaw

Hamilton City Speed Limit Bylaw 2018



STATEMENT OF PROPOSAL

Item 11

Attachment 1

Statement of Proposal: Hamilton City Speed Limit Bylaw 2018

Hamilton City Council (the Council) is seeking feedback on the review of 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 the NZ Transport Agency.

The Council has considered the proposed Hamilton City Speed Limit Bylaw 2018 and determined that it is the most appropriate form of bylaw for setting speed limits within Hamilton in accordance with the Land Transport Rule: Setting of Speed Limits 2017.

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 have been two amendments in order to implement speed limit changes in accordance with Council resolutions, on 17 September 2013 and 14 December 2017.

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. Council determines appropriate speed limits by undertaking 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.

The Bylaw is being reviewed to address two issues:

1. To enable future speed limits to be set via Council resolution, and
2. To change the speed limit on Gordonton Rd.

ISSUES

A. Speed limit bylaw changes are costly and time-consuming

The current format of the Speed Limit Bylaw forces the Bylaw to go through a full review whenever any changes to speed limits are made by Council. This process is set out in the Local

Government Act 1974 and includes a Special Consultative Process. A change to a speed limit can range from changing the speed limits for a number of roads to simply needing to move a speed limit sign. A full bylaw review is costly and time-consuming and doesn't enable Council to respond quickly to changes in safety performance on our transportation network.

Option 1: No change

Option 1 would make no changes to the current bylaw. Council would still have to undertake a full bylaw review to change any speed limit within the city, with the associated time and cost implications.

Option 2: Change the Bylaw to enable speed limits to be set via Council Resolution

This is the preferred option.

Option 2 would change the current format of the Bylaw so speed limit changes can be addressed through Council resolution in the future.

Information that is currently kept in schedules is instead kept in registers, and changes to registers can be made by resolution by Council. This will provide Council with the ability to respond more efficiently and quickly to speed limit change requests to improve safety on the roads.

Consultation in accordance with the requirements of the Land Transport Rule: Setting of Speed Limits 2017 would still be undertaken.

B. Safety on Gordonton Rd

The Gordonton Rd corridor within Hamilton city has a current speed limit of 80km/h, with a 60km/h variable speed limit at the Thomas Rd/Gordonton Rd intersection. This road corridor has become increasingly busy as the more houses are built in the northeast of the city and in the Waikato district, resulting in more traffic. To improve safety a 60km/h variable speed limit has been in place at the Thomas Rd/Gordonton Rd intersection since late 2017. This has resulted in a small decrease in severity of injury to people in crashes, but is only an interim solution.

Option 1: No change

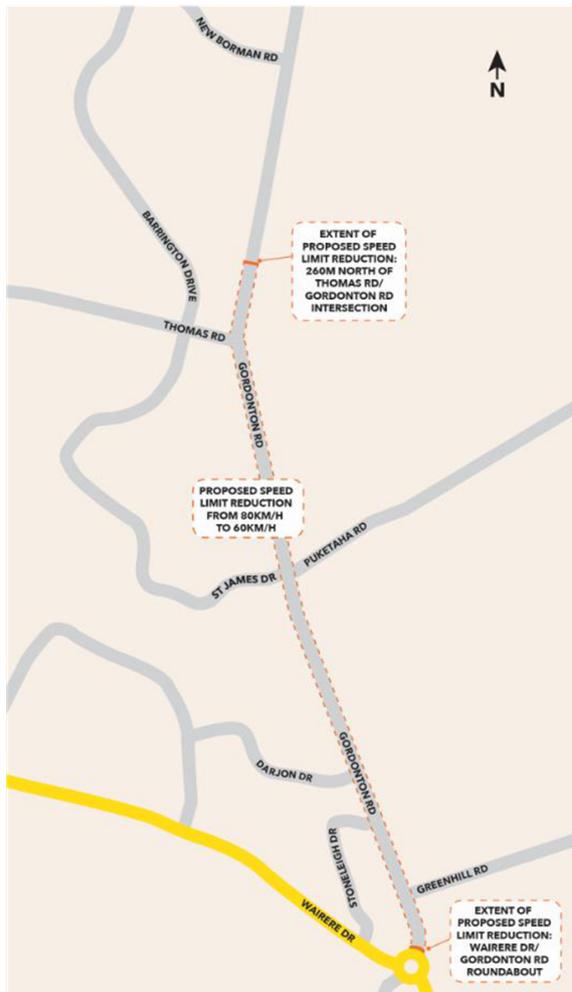
Option 1 would make no change to the speed limits on Gordonton Rd. The speed limit would remain at 80km/h, making it difficult to improve safety at the Thomas/Gordonton intersection and to undertake future work along the Gordonton

corridor. This would not follow the direction of the NZ Transport Agency Speed Management Guide.

Option 2: Introduction of a permanent 60km/h speed limit on Gordonton Rd from Wairere Dr to 260m north of Thomas Rd

This is the preferred option.

Option 2 would change the permanent speed limit on Gordonton Rd, from Wairere Dr to 260m north of Thomas Rd, to 60km/h. The 60km/h variable speed limit at the intersection of Thomas Rd would be removed. The permanent 60km/h speed will support the proposed Gordonton Rd corridor work that includes a signalised intersection at Thomas Rd, a northern gateway, flush medians, street lighting and proposed improvements at the Puketaha Rd intersection in 2020/21.



Proposed Bylaw

A copy of the proposed new Bylaw is attached to this proposal. Proposed changes are highlighted in yellow.

TELL US YOUR THOUGHTS ON THE NEW BYLAW

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

You can give us feedback from **5 June 2018 to 5 July 2018**.

How to give feedback

- Fill out a feedback form online at 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 or email info@hcc.govt.nz

Next Steps

Analysis of the feedback will be undertaken and a Hearings Report will be presented to the 1 August 2018 meeting of the Regulatory and Hearings Committee. This will provide the opportunity for submitters to personally present their thoughts on the proposed changes to the bylaw if they wish.

The outcome of the hearings will then be presented in an Adoption report at the 6 September 2018 meeting of Council.

Any approved changes to the Speed Limits bylaw will come into effect on 10 October 2018.

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 NZ Transport Agency 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/h 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 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.

FEEDBACK FORM

PROPOSED Hamilton City Speed Limit Bylaw 2018

Hamilton City Council is proposing the new Hamilton City Speed Limit Bylaw 2018. Tell us what you think.

You can give feedback on all or as few parts of the new bylaw as you would like.

1. We are proposing to enable speed limits to be set by Council resolution to reduce the cost and time taken to make changes to speed limits. Do you agree?

Yes

No

Reasons (Please print clearly) _____

2. We are proposing to introduce a permanent 60km/h speed limit on Gordonton Rd from Wairere Dr to 260m north of Thomas Rd to improve safety on this corridor. Do you agree?

Yes

No

Reasons (Please print clearly) _____

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

3. Where do you live?

Street Name: _____ Suburb: _____

I live outside the Hamilton boundary, my town is: _____

4. Can you tell us your age group?

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

5. 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

6. 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 1 August.

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

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

7. 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 5 July 2018.

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

Feedback can be:

- Completed online at 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.

DRAFT HAMILTON CITY SPEED LIMITS BYLAW 2018

With proposed changes to the Hamilton City Speed Limit Bylaw 2013 (amended 2017) highlighted in yellow

Approved By:	Date Adopted:
Date In Force:	Review Date:
Date Amended:	Amendments recorded:
Date Amendments come in to force:	
Date Amended:	Amendments recorded:
Date Amendments come in to force:	

**Hamilton City Council
BYLAWS**

Hamilton City Speed Limits Bylaw 2018

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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~~ 2017, the amendments to those Acts, and any other relevant statutes.

1. SHORT TITLE

- 1.1. This bylaw may be cited as the Hamilton City Speed Limits Bylaw ~~2013~~ 2018.

2. REVOCATION

- 2.1. This bylaw revokes and replaces the Hamilton City Speed Limit Bylaw ~~Amendment 2011 2013, Amended 2017.~~
- 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 allow Council to set speed limits by resolution on any road within the its jurisdiction of Council other than. It excludes State Highways which are 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 Register 11.~~
- 4.2. The roads or areas described in ~~Schedules Registers~~ appended to this bylaw or as indicated on the maps referenced are declared to be subject to the speed limits specified in the ~~Schedules Registers~~. All other roads or areas that are not specifically identified elsewhere within the ~~Schedules Registers~~ but that are located within the Urban Traffic Area indicated in ~~Schedules Registers~~ 13 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 Registers~~.
- 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:

Hamilton City Council BYLAWS

Council	The Hamilton City Council or any officer authorised to exercise the authority of the Council.
Road	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.
Speed Limit	Has the same meaning as in the Land Transport Rule: Setting of Speed Limits 2003 2017.
Urban Traffic Area	Has the same meaning as in the Land Transport Rule: Setting of Speed Limits 2003 2017.

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 Registers~~ or as shown on a map referenced in the ~~Schedules Registers~~ are declared to have the speed limits specified in the Registers 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~~ 2017 ~~and completed the Special Consultative Procedure of the Local Government Act 2002.~~

8. CONSULTATION

- 8.1. If the Council chooses to create, amend or alter any bylaw speed limit, the consultation process set out in the Land Transport Rule: Setting of Speed Limits 2017 shall be followed.

9. LIST OF ~~SCHEDULES~~ REGISTERS

Schedule Register 1:	Designated Areas or Roads with a Speed Limit of 10km/h
Schedule Register 2:	Designated Areas or Roads with a Speed Limit of 20km/h
Schedule Register 3:	Designated Areas or Roads with a speed limit of 30 km/h
Schedule	Roads with a Speed Limit of 40km/h

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- Register 4:**
- Schedule Register 5:** Roads with an urban traffic area speed limit of 50 km/h
- Schedule Register 6:** Roads with a speed limit of 60 km/h
- Schedule Register 7:** Roads with a speed limit of 70 km/h
- Schedule Register 8:** Roads with a speed limit of 80 km/h
- Schedule Register 9:** Roads with a speed limit of 90 km/h
- Schedule Register 10:** Roads with a rural area speed limit of 100 km/h
- Schedule Register 11:** Roads located in neighbouring authorities included in this bylaw
- Schedule Register 12:** Roads with a variable speed limit
- Schedule Register 13:** Roads with a holiday speed limit
- Schedule 14:** **Roads with a minimum speed limit**
- Schedule 15 Register 14:** City of Hamilton speed limits map

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

Councillor:

Councillor:

Chief Executive:

Hamilton City Council BYLAWS

Attachment 1

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

The roads or areas described in this Schedule Register or as shown on a map referenced in this Schedule Register 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 REGISTER 2: DESIGNATED AREAS AND ROADS WITH A SPEED LIMIT OF 20KM/H

The roads or areas described in this Schedule Register or as shown on a map referenced in this Schedule Register 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					

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

The roads or areas described in this Schedule Register or as shown on a map referenced in this Schedule Register 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	10m south of Cobham Drive to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2009

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	Gardens				
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	
30	Knox Street	Victoria Street to Anglesea Street	30 January 2018	Hamilton Speed Limit Bylaw 2013 (Amended 2017) 14/12/17	Hamilton Speed Limit Bylaw 2013
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 REGISTERS 4: ROADS WITH A SPEED LIMIT OF 40KM/H

The roads or areas described in this Schedule Register or as shown on a map referenced in this Schedule Register 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	

Hamilton City Council BYLAWS

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Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
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 (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	

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Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
				(Amended) 26/9/13	
40	Barrington Drive	Thomas Road to Borman Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw 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

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Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
40	Braithwaite Ave	River Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
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	

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Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
40	Callard Place	Howell Avenue to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw 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	
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	

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Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
				(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	
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	

Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
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	
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	

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Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
				(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	
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	

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Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
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	
40	Endeavour Avenue	From a point 40m northeast of Cashmere Place to a point 95m southeast of Spinnaker Drive	30 January 2018	Hamilton Speed Limit Bylaw 2013 (Amended 2017) 14/12/17	Hamilton Speed Limit Bylaw 2013
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	
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	

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Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
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 Bellmont 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	
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	

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Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
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	
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

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Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
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	
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

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Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
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	
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

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Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
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	
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	

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Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
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	Shrule Place to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
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

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Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
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	
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	

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Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
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	
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

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Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
					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	Heapfy 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	
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	

Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
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	
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	

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Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
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 (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	

Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
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 Amendment June 2011
40	Ranfurlly 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	

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Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
				(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	
40	Rothwell Street	Johnson Street to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Ruapehu Street	Claremont Avenue to Bellmont 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	

Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
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 (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	

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Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
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	Shrulle 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 Crescent	Knighton Road to Ends	1 March 2013	Hamilton Speed Limit Bylaw 2013	
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	

Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
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	
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	

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Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
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	
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	

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Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
40	Ulrich Avenue	Ohaupo Road To Pine Avenue	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Valley Terrance	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 (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	

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Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
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	
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	

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

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

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

The roads or areas described in this [Schedule Register](#) or as shown on a map referenced in this [Schedule Register](#) 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	Gordonton Road	From the intersection of Wairere Drive to a point 260m north of Thomas Road	10 October 2018	Hamilton Speed Limits Bylaw 2018	
60	Rotokauri Road	From a point 310m west of Kawariki Drive to a point 300m northwest of Baverstock Road	30 January 2018	Hamilton Speed Limit Bylaw 2013 (Amended 2017) 14/12/17	Hamilton Speed Limit Bylaw 2013
60	Ruakura Road	Wairere Drive to 55 metres east of Silverdale Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	
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	135m north of Ruakura Road to the southern end	30 January 2018	Hamilton Speed Limit Bylaw 2013 (Amended 2017) 14/12/17	Hamilton Speed Limit Bylaw 2013

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

The roads or areas described in this [Schedule Register](#) or as shown on a map referenced in this [Schedule Register](#) 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
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SCHEDULE REGISTER 8: ROADS WITH A SPEED LIMIT OF 80KM/H

The roads or areas described in this **Schedule Register** or as shown on a map referenced in this **Schedule Register** 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	75m south of Rotokauri Road to Rotokauri Road	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	Rotokauri Road to 340m north west of Lee Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	

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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 260m north of Thomas Road to City Boundary	1 March 2013 10 October 2018	Hamilton Speed Limits Bylaw 2018	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 155m north of Borman Road	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	From a point 220m north of Bourn Brook Drive to Kay Road	30 January 2018	Hamilton Speed Limit Bylaw 2013 (Amended 2017) 14/12/17	Hamilton Speed Limit Bylaw 2013
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	From a point 310m west of Kawariki Drive to 250m south west of Exelby Road	30 January 2018	Hamilton Speed Limit Bylaw 2013 (Amended 2017) 14/12/17	Hamilton Speed Limit Bylaw 2013
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
80	Ruffell Road	Te Rapa Road to end (Waikato Expressway)	1 March 2013	Hamilton Speed Limit Bylaw 2013	

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SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
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	
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 50m north Ruakura Road	30 January 2018	Hamilton Speed Limit Bylaw 2013 (Amended 2017) 14/12/17	Hamilton Speed Limit Bylaw 2013
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	

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

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

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

Hamilton City Council BYLAWS

Schedule Register 10: ROADS WITH A RURAL SPEED LIMIT OF 100KM/H

The roads or areas described in this Schedule Register or as shown on a map referenced in this Schedule Register 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 REGISTER 11: ROADS LOCATED IN NEIGHBOURING AUTHORITIES INCLUDED IN THIS BYLAW

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

SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
50	Brymer Road	45m west of Farnborough Drive 425m north of Baverstock Road (with Waikato District Council)	1 March 2013	Hamilton Speed Limit Bylaw 2013	
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
80	Exelby Road	340m north west of Lee Road to Te Kowhai Road (with Waikato District Council)	1 March 2013	Hamilton Speed Limit Bylaw 2013	

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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)
80	Horsham Downs Road	Kay Road to 155m north of Borman Road (with Waikato District Council)	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Kay Road	Horsham Downs Road to 10m east of Osborne Road (with Waikato District Council)	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	River Road	City Boundary to Kay Road (with Waikato District Council)	1 March 2013	Hamilton Speed Limit Bylaw 2013	
50	Rotokauri Road	From city boundary to a point 235m northeast of Bagust Road (with Waikato District Council)	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Rotokauri Road	From a point 250m south west of Exelby Road to a point 235m northeast of Bagust Road (with Waikato District Council)	2 April 2018	Waikato District Council Speed Limit Bylaw 2011 – Amended 2017	Hamilton Speed Limit Bylaw 2013
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

SCHEDULE REGISTER 12: ROADS WITH A VARIABLE SPEED LIMIT

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

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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"> 1. The speed limit is 40 km/h when the variable speed limit signs are operating and the numerals "40" are displayed. 2. The times during which the variable speed limit signs are permitted to operate are limited to: <ol style="list-style-type: none"> (a) 35 minutes before the start of school until the start of school; (b) 20 minutes after the end of school, commencing no earlier than 5 minutes before the end of school; (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. 3. The speed limit is 50 km/h at all times when the variable speed limit signs are not operating. 			
	<p>Bankwood Primary School</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
	<p>Crawshaw Primary School</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</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011

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

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SPEED LIMIT (km/h)	ROAD NAME / DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
	direction to a point 200m north of Johnson Street.			
	<p>Fraser High School</p> <p>Ellicott Road: From a point 20m west of Aberfoyle Street running northeast to a point 40m northeast of Waimarie Street.</p> <p>Waimarie Street: From the intersection with Ellicott Road running Northwest to Livingstone Ave.</p> <p>Nyanza Street: All of Nyanza Street.</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
	<p>Glenview Primary School</p> <p>Bruce Avenue: 130m northeast of Richan Street to 30m northeast of Jeanette Street.</p> <p>Lewis Street: 85m southwest of Garden Heights Avenue to 30m northeast of Jeanette Street.</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2009
	<p>Hamilton Christian School and Te Totara Primary</p> <p>Borman Road: 90m west of Northcity Road to 60m east of Hector Drive</p> <p>Hector Drive: From Borman Road north to the end of Hector Drive</p> <p>Moonlight Drive: From Borman Road to 60m south of Borman Road</p> <p>Northcity Road: From Borman Road to 150m north of Borman Road</p> <p>Chesham Street: From Borman Road to 40m north of Borman Road</p> <p>Johnnybro Place: Borman Road to end</p>	30 January 2018	Hamilton Speed Limit Bylaw 2013 (Amended 2017) 14/12/17	Hamilton Speed Limit Bylaw 2013

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SPEED LIMIT (km/h)	ROAD NAME / DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
	<p>Hamilton East Primary School</p> <p>Grey Street: From the intersection of Beale Street and extending in a northerly direction to a point 140m north of Dawson Street.</p> <p>Dawson Street: From the intersection of Grey Street extending to a point 175m west of Grey Street.</p> <p>Von Tempsky Street: From Dawson Street to 50m south of Dawson Street.</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw 2007
	<p>Hamilton Girls High School</p> <p>Tainui Street: From a point 90m North of Lake Road to the Ward Street Intersection.</p> <p>Seddon Road: From Tainui Street intersection to a point 20m North of Marama Street.</p> <p>Ward Street: From Tainui Street intersection to the Tristram Street Intersection.</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
	<p>Hukanui Primary School</p> <p>Hukanui Road: From a point 40m south of Bankwood Road and extending in a southerly direction to a point 160m south of Pickering Crescent.</p> <p>Pickering Crescent: From the intersection of Hukanui Road extending in an easterly direction to the intersection of Rutherford Street.</p> <p>Rutherford Street: From the intersection of Pickering Crescent extending in a southerly direction to appoint 30m north of Fleming.</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw 2007
	<p>Insoll Avenue Primary School</p> <p>Tramway Road: From a point 400m south of Snell Drive and extending in a</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
	southerly direction to a point 80m south of Alderson Road. Insoll Avenue: From the intersection of Tramway Road extending in a westerly direction to a point 50m east of Blake Street.			
	Knighon Normal Primary School Knighon Road: 10m south of Helena Road to 60m southeast of Edinburgh Road. Clyde Street: Knighon Road to 195m south of Knighon Road. Edinburgh Road: From Knighon Road to 35m east of Knighon Road. Brocas Avenue: From Knighon Road to 40m east of Knighon Road Cameron Road: From Clyde Street to 45m north of Clyde Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
	Maeroa Intermediate School Maeroa Road: From a point 70m north of Rimu Street and extending in a northerly direction to the intersection of Ridout Street. Churchill Avenue: From the intersection of Maeroa Road extending in an easterly direction to the intersection of Stokes Crescent.	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw 2007
	Marian School Clyde Street: From a point 90m east of Grey Street and extending in an easterly direction to the intersection of Nixon Street.	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
	Melville High School Collins Road: From the intersection with Ohaupo Road running west to a point	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment

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SPEED LIMIT (km/h)	ROAD NAME / DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
	60m west of Guy Place.			June 2011
	Melville Intermediate Mountview Road: Ohaupo Road to 350m west of Ohaupo Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2010
	Nawton Primary School 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
	Nga Taiatea Wharekura School 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
	Peachgrove Intermediate School 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
	Pukete Primary School 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>Rototuna High School</p> <p>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.</p>	30 January 2018	Hamilton Speed Limit Bylaw 2013 (Amended 2017) 14/12/17	Hamilton Speed Limit Bylaw 2013
	<p>Rototuna Primary School</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>Silverdale Primary School and Hillcrest High School</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>	30 January 2018	Hamilton Speed Limit Bylaw 2013 (Amended 2017) 14/12/17	Hamilton Speed Limit Bylaw 2013

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SPEED LIMIT (km/h)	ROAD NAME / DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
	<p>Sylvester Primary School</p> <p>Borman Road: from a point 260m west of Hare Puke Drive to a point 110m south east of Hare Puke Drive.</p> <p>Hare Puke Drive: from a point 95m north of Borman Road to a point 10m north of Wetherby Road</p>	30 January 2018	Hamilton Speed Limit Bylaw 2013 (Amended 2017) 14/12/17	Hamilton Speed Limit Bylaw 2013
	<p>Southwell School</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>St Columba's School</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>St Johns College</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>St Joseph's School</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>St Pauls Collegiate</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	

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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			
	Te Kura Kaupapa Maori O o Toku Mapihi Maurea Silverdale Road: Carrington Avenue to 300m north of Carrington Avenue.	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2010
	Te Kura Kaupapa Maori o Te Ara Rima School 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
	Te Rapa Primary School 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
	Vardon Primary School 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
	Waikato Diocesan School River Road: From a point 25m north of Braithwaite Avenue running south to a	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment

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SPEED LIMIT (km/h)	ROAD NAME / DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
	point 100m north of Cussen Street.			June 2011
	Woodstock Primary School Fairfield Road: From a point 170m east of Woodstock Road and extending in an easterly direction to a point 60m west of Haultain Street.	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw 2007
Variable Intersection Speed Zones				
	Variable Intersection Speed Zones are subject to the following conditions: <ol style="list-style-type: none"> 1. The speed limit is the limit displayed when the variable speed limit signs are operating and the numerals are displayed. 2. The variable speed limit signs are activated by vehicles turning within the intersection. 3. The variable speed limit applies on the main road(s) of the intersection only. 4. The speed limit is the posted speed limit at all times when the variable speed limit signs are not operating. 			
60/80 km/h variable speed limit	Gordonton Road: From a point 150 metres north of Thomas Road and extending in a southerly direction to a point 120 metres south of Thomas Road.	30 January 2018	Hamilton Speed Limit Bylaw 2013 (Amended 2017)-14/12/17	Hamilton Speed Limit Bylaw 2013

SCHEDULE REGISTER 13: ROADS WITH A HOLIDAY SPEED LIMIT

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

SPEED LIMIT	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT	LEGAL INSTRUMENT	PREVIOUS LEGAL
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**Hamilton City Council
BYLAWS**

(km/h)			COMES INTO FORCE		INSTRUMENT

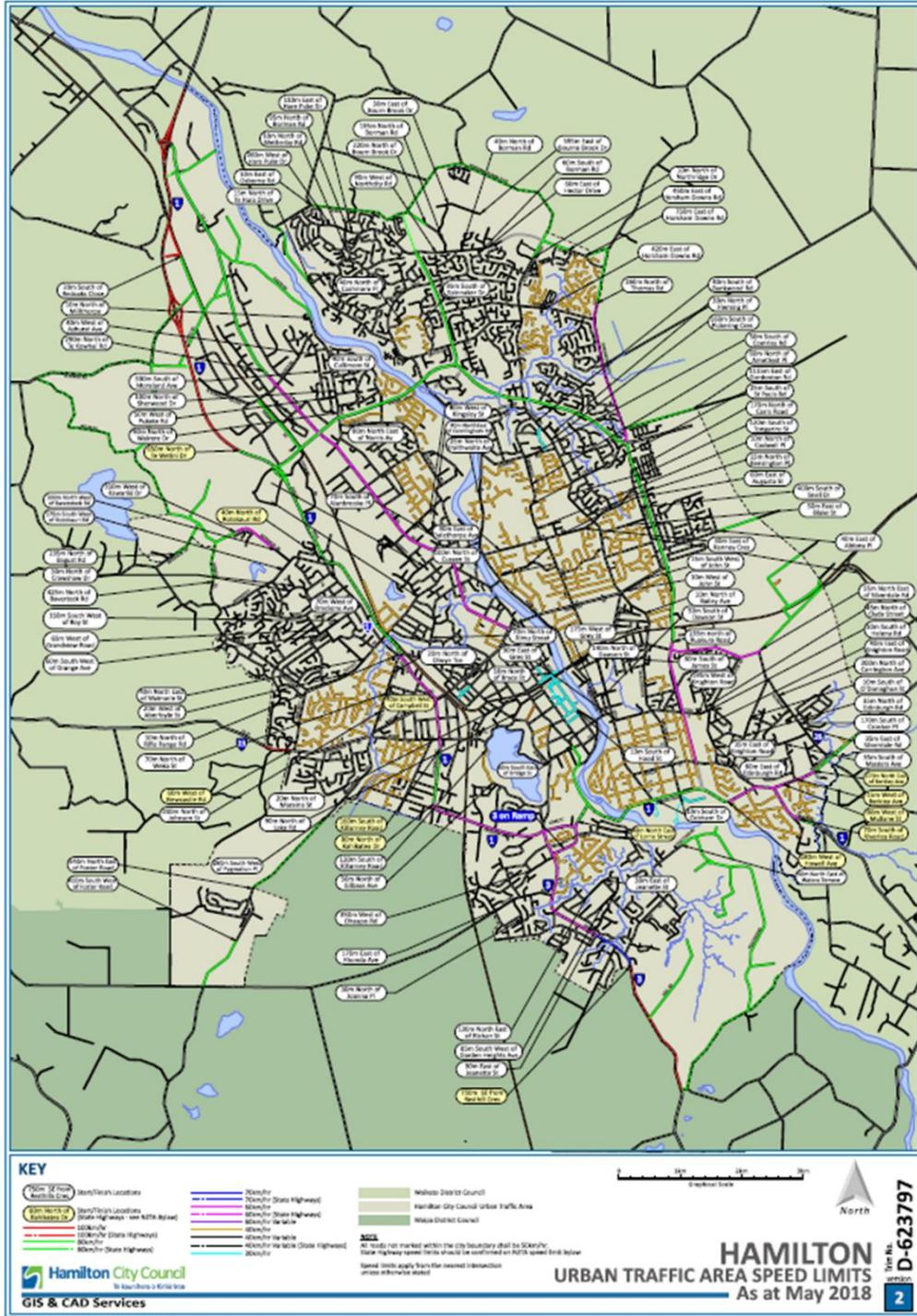
SCHEDULE 14: ROADS WITH A MINIMUM SPEED LIMIT

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

Hamilton City Council BYLAWS

SCHEDULE 15 REGISTER 14: CITY OF HAMILTON SPEED LIMITS MAP



Attachment 1

Item 11

Council Report

Item 12

Committee: Growth and Infrastructure Committee
Date: 29 May 2018

Author: Charlotte Catmur
Authoriser: Chris Allen

Position: Waste Minimisation Advisor
Position: General Manager City Infrastructure

Report Name: Managing plastics 3 to 7

Report Status	<i>Open</i>
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Purpose

1. To inform the Growth and Infrastructure Committee on the outcomes of the desktop study into the management of plastics 3 to 7.
2. To recommend to the Growth and Infrastructure Committee that a letter from the Waste Taskforce Chair is sent to the Minister for the Environment regarding the issue of managing plastic waste.

Staff Recommendation

3. That the Growth and Infrastructure Committee:
 - a) notes the findings of the desktop study on the management of plastics 3 to 7; and
 - b) delegates the Chair of the Waste Taskforce to write to the Minister for the Environment regarding the management of plastic waste in New Zealand, consistent with this report and in particular the need for government to support onshore processing of plastic.

Executive Summary

4. The Growth and Infrastructure Committee received a petition in December 2017 asking that the Council introduces the collection of plastics 3 - 7.
5. In response to the petition, staff investigated options to introduce a plastics 3 - 7 collection service prior to the introduction of the proposed change to service on 1 July 2020. Significant barriers to introducing the service prior to 2020 were identified, these are outlined in the 20 February 2018 Growth and Infrastructure Committee report.
6. Following the February 2018 Growth and Infrastructure Committee meeting resolution requesting staff to complete a desktop study on the barriers and opportunities of dealing with plastics 3 – 7. This report provides the findings of this study.
7. The current management of plastics 3 – 7 in New Zealand and overseas has been impacted by China’s Green Sword Policy. A lot of material is being stockpiled as new markets and opportunities for the material are being identified. Through the desktop study several different innovative technologies were identified, though most are in the early stages of development.

8. Staff found that the current market conditions mean that the collection of plastics 3 – 7 through a separate system would be costly and would likely involve the stockpiling of materials until the markets for these materials improve.
9. Creating a resilient and sustainable market for recyclable material will require a coordinated approach by central government, councils, the waste industry and the packaging industry. Staff recommend the Chair of the Waste Taskforce writes to the Minister for the Environment and Associate Minister for the Environment regarding the future opportunities for managing plastics in New Zealand.
10. Staff consider the matters in this report have low significance and that the recommendations comply with the Council's legal requirements.

Background

11. The Growth and Infrastructure Committee received a petition from the community on 5 December 2017. The Committee resolved that:

staff report back to the February 2018 Growth and Infrastructure Meeting on the annual cost and other issues of collecting plastics 3-7 as part of the existing contract arrangements.
12. Staff reported back at the 20 February 2018 Growth and Infrastructure Committee meeting, the report included a discussion in the open meeting as well as confidential pricing information that was provided in the publicly excluded section of the meeting.
13. At the 20 February 2018 meeting the Committee resolved that:

staff carry out a desktop investigation on the opportunities and barriers on best practice dealing with plastics 3–7.
14. As directed by the Growth and Infrastructure Committee staff have carried out a desktop investigation on the management of plastics 3 – 7. The following discussion highlights the key findings and additional information is provided in Attachment 1.

Discussion

15. The management of plastics 3 – 7 has changed significantly over the last 12 months. This change has been largely because of China's Green Sword Policy. The Policy has disrupted the major markets for recyclables.
16. The Green Sword Policy is effectively a ban on the import of 24 types of solid waste into China. For some plastics, this means that anything with more than 0.5 percent contamination cannot be imported.

Global recycling markets

17. Until the introduction of the Green Sword Policy much of the world's recyclable material was being exported to China, including material from the United States of America, Europe and Australia.
18. The quality of the products being exported to China from some countries was quite low, the material would often include contamination that would then have to be re-sorted in China before it could be used to manufacture new products.
19. China introduced the Green Sword Policy in response to the increasing volumes of contaminated material entering the country and to concentrate on creating strong and reliable onshore recycling collection and processing.

20. In response to China's policy there has been an increase in stockpiling of recyclables as well as the slow introduction of new markets in Asia. These new markets are only small and there are such large volumes trying to access them, this means that those with the larger volumes are tending to secure the sales.
21. The stockpiling of recyclable materials can pose risks to the health and safety of workers and residents as well as environmental impacts. Many of the items are combustible which has led to fires at recycling facilities and transfer stations. In Australia, some of the states have released legislation to ensure that the stockpiling of materials minimises the fire risk.

New Zealand recycling markets

22. In New Zealand the collection and processing systems for recyclables are not consistent across the country. There are wheelie bins, crates, and a mixture of both wheelie bins and crates and in some cases no collection at all.
23. The use of crates for collecting recyclables means that the contamination can be sorted at the kerbside, however it does come with other issues around health and safety and litter. Where wheelie bins are used with crates for the glass material there is less potential for contamination of the other recyclable materials.
24. The markets in New Zealand are also changing rapidly in response to China's Green Sword Policy. The onshore markets for glass and clean fibre are still present, although the price has fallen in some instances. However, the plastics especially have been impacted by the shift in global markets.
25. There is limited data on how much material is being stockpiled, however, anecdotally, many other councils across New Zealand are reporting that there has been an increase in stockpiling, especially of the mixed plastics (3-7).
26. Recent media reports, state that around 1000 tonnes of recyclable material is being stockpiled by one company across New Zealand (www.radionz.co.nz/news/national/354960/burned-recycling-waste-now-bound-for-landfill).
27. These stockpiles and the material that is being collected on a daily basis across New Zealand will take time to clear once new opportunities are developed.

Future opportunities

28. The change in the global markets presents a significant opportunity for New Zealand. Although new markets will continue to open up in due course, the longer term opportunity is to develop onshore processing of the recyclables. This would result in the shift to the export of high value products rather than lower grade recyclables.
29. These opportunities will take time to be realised and will need business, council and central government support.
30. The Ministry for the Environment recently opened the 2018 Waste Minimisation Fund for applications. The focus of the fund this year was circular economy projects which specifically included local infrastructure to support domestic resource efficiency and recycling and technologies for the recovery and reuse of resources.
31. The successful recipients will be notified in October 2018 and then it is likely projects will commence in March 2019.
32. In the past the fund has supported Flight Plastics to assess the feasibility and then to install a PET recycling plant in Lower Hutt. The material is then used by Flight in producing new plastic packaging.

33. Hamilton City Council is in confidential discussions with interested parties regarding future opportunities for processing recyclable materials. With new technologies and investment, there appears to be a significant opportunity for the onshore processing of the kerbside recyclables like plastics 3 – 7.
34. The Ministry for the Environment have an important role in supporting the onshore processing of recyclables and in establishing the right economic environment for investment.
35. Following discussion at the 2 May 2018 Waste Taskforce meeting staff recommend that the Chair of the Waste Taskforce prepare a letter to the Minister for the Environment and the Associate Minister for the Environment around the need for the central government to support onshore processing of plastics.

Timing of introducing collection of plastics 3 – 7

36. The Draft 2018-2028 10 Year Plan includes a proposal to expand the recycling collection in Hamilton to include plastics 3 – 7 from 1 July 2020.
37. The proposed kerbside service for 2020 has considered the current Green Sword policy and future potential changes in both New Zealand and international policy and legislation. The proposed service is designed to be resilient and will provide high quality recyclable materials.
38. Based on the previous cycles in commodities, it is anticipated that in 2 years time the current market challenges will largely have been resolved and there will be opportunities for both onshore processing as well as new export markets.
39. The cost of collecting plastics 3 – 7 in the short term would be high, given there is near to no market for the material and the material would need to be stockpiled in a manner than minimised fire risk.

Legal and Policy Considerations

40. Staff confirm that the recommendations comply with the Council's legal and policy requirements.

Sustainability Considerations

41. This report highlights the challenges with the recycling of plastics 3 – 7 in the short term and staff recommend that the introduction of a kerbside collection for this material remains as 1 July 2020 when the change in service is proposed to commence.
42. This report is in line with *Sustainability Principle 10: Council works with its communities to minimise the production of waste and maximise opportunities to recycle*. Staff recommend that greater focus is put on education around waste reduction in the short term, this is in line with the recently adopted 2018-2024 Waste Management and Minimisation Plan.

Risks

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

Significance & Engagement Policy

Significance

44. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the recommendation(s) in this report has/have a low level of significance.

Engagement

45. Community views and preferences are already known to the Council through the petition received at the 5 December 2017 Growth and Infrastructure Committee meeting. Staff will meet with the petition organisers following the Committee meeting to discuss the findings of the desktop study.
46. Given the low level of significance determined, the engagement level is low. No engagement is required.

Attachments

Attachment 1 - Plastics 3 - 7 - Desktop study

Plastics 3-7 – current and future opportunities and barriers.

Current situation in New Zealand

The collection and recovery of plastics varies across New Zealand. There are some studies on the residential services provided but there is little information on what happens outside of the council contracts.

The residential collection/drop off contracts and level of service influence the service provision for businesses and events. This happens because the council contracts are usually of significant volume and are of 10 plus years, which enables the industry/council to put in place the infrastructure.

Collection

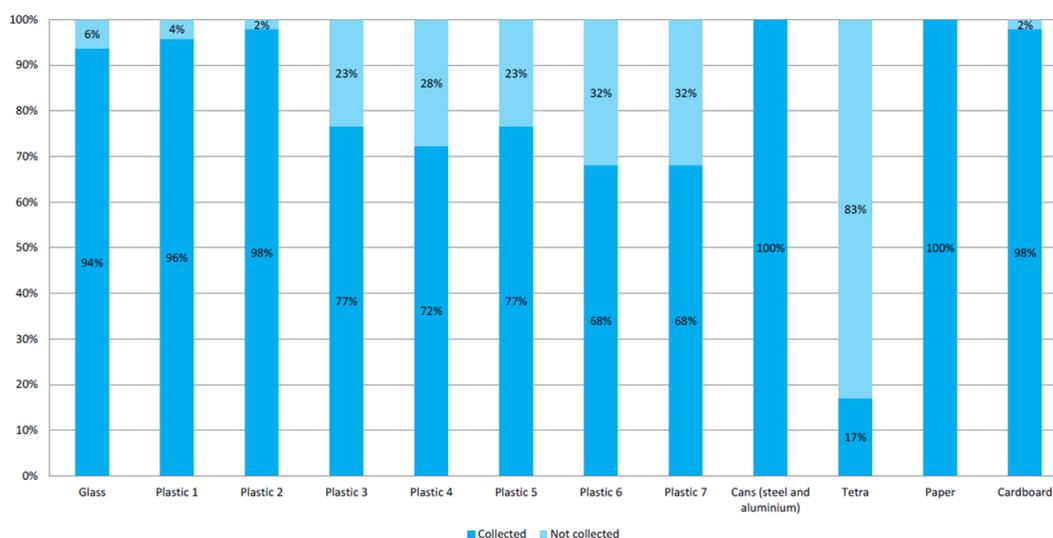
In 2013/14 the Ministry for the Environment conducted research on the types of collection systems that councils across New Zealand have in place for rubbish and recycling¹. The study found that:

66% of councils offered both a rubbish and recycling service.

9% of councils offered rubbish, recycling and organic services.

8% of councils provided no service

Of the 47 councils that offered a kerbside collection there was variation in the items that they collected. The graph shows the percentage of the 47 councils that collect each recyclable item.



¹ <http://www.mfe.govt.nz/sites/default/files/media/Waste/ta-waste-infrastructure-survey-final.pdf>

Although this information is nearly 5 years old it is not anticipated that there have been significant changes over this time as contracts are usually over 10 years.

Processing

The current approach to managing the collected plastics material also varies across New Zealand.

In locations where wheelie bins have been introduced there is a strong reliance on mechanical sorting at a materials recovery facility. These facilities use a range of processes, eg. trommel screens, magnets, optical sort and air to separate the different streams. These materials are then sold into markets.

The quality of the material collected in co-mingled wheelie bins can be impacted as a result of the wrong items being put in the wheelie bin and also glass breaking during the collection and processing.

The locations where crates are used for collection it is easier to leave contamination at the kerbside and to sort the materials at the point of collection. This means that there is limited need for a mechanical process.

Once the materials have been separated into their different streams they are either used on-shore or exported overseas.

Plastics – in 2017 41,000 tonnes of plastics was exported overseas to countries like China, Hong Kong and Indonesia from New Zealand.

In 2017 Flight plastics opened a recycling plant for PET (plastic 1) in Lower Hutt. This plant can process about 1/3 of the PET products imported into New Zealand.

Plastics 1 and 2 have greater value as they currently have greater scope for recycling and for use in products with greater value.

Plastics 3 – 7 are often referred to as mixed plastics because they are sold in mixed bulk volumes due to the difficulties in separating out the types of plastics. There is little on-shore use for these plastics and the majority has been exported to China and other Asian countries.

The soft plastics recycling scheme diverts a small percentage of soft plastics to Melbourne, Australia for processing into plastic outdoor furniture and decking.

Glass – much of the glass goes to O-I New Zealand and what can't be used to make new bottles or is uneconomic to transport to Auckland is used in road base, golf bunkers and other similar products.

Cans – the majority is exported to manufacturing countries to be made in to new aluminium and steel products.

Paper and cardboard – these can be processed on-shore but are also exported if it is more economically viable

Innovation in the sector

There is a growing interest in what recycled plastics could be used for. New companies and ideas are popping up to try and help to manage the vast amount of plastic waste being generated and to stop it ending up in our natural environment.

The following innovative ideas were identified through a desktop study:

Construction materials

Still in their infancy in New Zealand, there are a few companies investigating using recycled plastic in construction materials, like bricks and concrete. There are two examples that have gained attention recently, neither is fully commercialised yet.

Plazrok™ is a manufactured lightweight aggregate made entirely from the waste stream and in particular a complete mix of waste stream plastic that does not need to be sorted or washed and can be taken straight from landfill or any collection point.

ByFusion create ByBlocks which are an advanced material that has a better PSI rating than non-loading bearing concrete blocks and exponentially superior thermal/sound insulation. ByBlocks are created with the ByFusion Blocker, a recycling machine which super-heats and compresses any category of unsorted and unwashed plastic waste.

Outdoor furniture

The soft plastics that are collected here in New Zealand are currently shipped to Australia for processing into outdoor furniture, decking, signage and other weather proof items. There is a market for some of these products but greater demand will be needed to sustain a New Zealand based processor.

Engineering new materials

New technologies are potentially a solution to some plastic waste streams. The Council supported research into recyclable and recycled 3-D printable/mouldable polypropylene through the waste minimisation fund. This project has continued and expanded and they are exploring other solutions and waste streams².

² <http://www.waikato.ac.nz/news-events/features/weaving-sustainability-into-science/>

Council Report

Item 13

Committee: Growth and Infrastructure Committee
Date: 29 May 2018
Author: Christopher Barton
Authoriser: Chris Allen
Position: Project Development Manager
Position: General Manager City Infrastructure
Report Name: Water, Wastewater & Stormwater Renewals Contract Award

Report Status	<i>Open</i>
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Purpose

1. To seek approval to award contracts to deliver the planned 3 year programme of renewals of our city stormwater, wastewater and water reticulation network assets.

Staff Recommendation

2. That the Growth and Infrastructure Committee:
 - a) approves award of Contract 17160 to deliver the 2018-2021 stormwater and wastewater asset renewals and improvement programme to HEB Construction Ltd, with an Approved Contract Sum of \$25,000,000.00; and
 - b) approves award of Contract 16431 to deliver the 2018-2021 water network asset renewals and improvement programme to Waipa Civil Ltd, with an Approved Contract Sum of \$16,500,000.00.

Executive Summary

3. Council have ongoing planned and budgeted programmes of capital renewals and upgrades of existing stormwater, wastewater and water reticulation network assets across the city.
4. Delivery of this programme of works is a core infrastructure management activity. Asset renewals and upgrades are required to replace old and obsolete assets, provide appropriate levels of service, address network operational, maintenance and compliance issues and cater for city growth.
5. Delivery of the works programme has been split into two physical works contracts, one for stormwater and wastewater works and one for water works, each covering a three year period.
6. The two contracts have been publicly tendered. Following tender evaluation in accordance with the process as outlined in the Request for Tender documentation, it is recommended to award the stormwater and wastewater contract works to HEB Construction Ltd. and water contract works to Waipa Civil Ltd.

7. This report is not requesting approval for any funding, however is seeking to award physical works contracts to enable delivery of works programmes. The contracts provide provision for scope flexibility to align with any changes to 2018-28 10 Year Plan or subsequent Annual Plan budget changes.

Background

8. As a key component of managing our core infrastructure, Council has a requirement to deliver a programme of stormwater, wastewater and water network asset renewals and improvements.
9. The required programmes of work are across the city and include renewal and upgrade of assets such as:
 - stormwater pipes, manholes, open channels and outfalls to streams or the river
 - wastewater pipes, manholes, pumping stations and rising mains
 - water pipes, valves, flowmeters and hydrants
10. In order to best deliver the programme works have been procured as a three year works package. As opposed to procuring and managing sites individually or as smaller bundles of work, delivering the programme in this way allows significant contract economies of scale and efficiencies, contractor upskilling which results in higher quality outputs, and value for money outcomes for the city. This approach is consistent with how the waters renewals programme has successfully been delivered over the past 3 years.
11. Delivery of the works programme has been split into two physical works contracts, one for stormwater and wastewater works (Contract 17160) and one for water works (Contract 16431). The contracts have been separated due to the different skills and resourcing requirements of working on water networks compared with stormwater and wastewater networks, and also to encourage sharing of the work within the contracting industry.

Discussion

Stormwater and Wastewater Works (Contract 17160)

12. This contract is a part Lump Sum and part Measure and Value contract to deliver the planned and budgeted programme of stormwater and wastewater network asset renewals and selected capital improvements over the 2018/19, 2019/20 & 2020/21 financial years.
13. Following a public tender process, one tender was received from HEB Construction Ltd. The tender was evaluated using the 'Price-Quality Method' as detailed in the Request for Tender documentation.
14. The tender submission was of a high quality and met all attribute requirements regarding relevant skills, experience, track record, resources, methodology and financial viability.
15. As only one tender was received, a robust evaluation of the priced schedule against existing rates has also been completed to demonstrate that the tender as received provides value for money to Council. The rates as submitted are competitive and in accordance with current market costs.
16. It is recommended to award Contract 17160 to deliver the 2018-2021 stormwater and wastewater asset renewals and improvement programme to HEB Construction Ltd.

Water Works (Contract 16431)

17. This contract is a part Lump Sum and part Measure and Value contract to deliver the planned and budgeted programme of water network asset renewals and selected capital improvements over the 2018/19, 2019/20 & 2020/21 financial years.

18. Following a public tender process, three tenders were received. The tenders were evaluated using the 'Price-Quality Method' as detailed in the Request for Tender documentation.
19. The evaluation method requires first an evaluation of tenderer non-priced attributes (35% weighting in evaluation) prior to opening tender prices (65% price weighting in evaluation). Non-price attributes used in this evaluation were:
- Relevant Experience & Track Record (10%)
 - Relevant Skills (10%)
 - Methodology & Resources (7.5%)
 - Local Impact (5%)
 - Sustainability (2.5%)
 - Financial Viability (Pass/Fail)
20. As part of the non-priced attribute evaluation the tender submission from Downer New Zealand Ltd. was assessed as not conforming with requirements of the tender and did not provide satisfactory information to demonstrate their ability to appropriately undertake the work. This tender was accordingly removed from further consideration.
21. Following non-priced attribute evaluation and associated identification of overall quality scoring, the tender price submission of HEB Construction Ltd. and Waipa Civil Ltd. were opened and reviewed.
22. It is recommended to award Contract 16431 to deliver the 2018-2021 water asset renewals and improvement programme to Waipa Civil Ltd. who following tender evaluation were assessed to provide the highest quality and the lowest priced tender submission.

Financial Considerations

23. The contracts have been developed to deliver work packages as per funding provisions in the draft 2018-28 10 Year Plan. The contracts also enable scope flexibility to align with any changes to 2018-28 10 Year Plan, subsequent Annual Plan budget changes or in response to other physical works delivery and implementation opportunities.
24. Contract 17160 for stormwater and wastewater is planned to deliver budgeted physical works as outlined in the table below:

Budget	2018/19	2019/20	2020/21	Total (\$000's)
CE10058 – Replacement of Stormwater Assets	490	550	510	1,550
CE10100 – Wastewater Pump Station Renewals	1,000	900	600	2,500
CE10101 – Wastewater Asset Renewals	2,950	3,150	4,350	10,450
CE15103 – Wastewater Pump Station Capacity Improvements	300	1,350	850	2,500
CE15104 – Wastewater Upgrades to Facilitate Growth	250	250	250	750
CE19044 – Increase Wastewater Network Capacity (East)	100	1,900	1,000	3,000

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CE19026 – Citywide Stormwater Erosion Control Works	950	1,250	1,500	3,700
CE15064 – Stormwater Upgrades to Facilitate Growth	100	100	100	300
CE19012 – Riverbank Erosion Remediation	250			250
Total				25,000

25. It is recommended that the Approved Contract Sum for Contract 17160 is set at \$25,000,000, as per the planned work scope in the table above.
26. Contract 16431 for water is planned to deliver budgeted physical works as outlined in the table below:

Budget	2018/19	2019/20	2020/21	Total (\$000's)
CE10123 – Replacement of Watermains	2,700	2,800	2,700	8,200
CE10124 – Replacement of Meters, Valves and Hydrants	500	500	500	1,500
CE15133 – Water Demand Management Network Improvements	500			500
CE15127 –Water Upgrades to Facilitate Growth	300	300	300	900
CE15126 – Upgrade & Build New Watermains in Rototuna	1,500	1,400	2,000	4,900
CE19049 – Water Network Improvements – Fairfield Reservoir Zone	500			500
Total				16,500

27. It is recommended that the Approved Contract Sum for Contract 16431 is set at \$16,500,000, as per the planned work scope in the table above.

Risks

28. If award of these contracts is not approved it is likely that this would result in delays to commencement of the planned renewals programme and would likely result in not delivering the full works programme due to lead times associated with re-procuring.
29. The contract works involve working on live wastewater and water networks, and carry risk around network shutdowns, connections, wastewater spillages or blockages. Throughout evaluation a strong emphasis has been placed on contractor skills, experience, resources and methodologies to minimise these risks, and the preferred contractors are experienced and have previously successfully carried out similar works for HCC.
30. The contract works involve working at various sites throughout Hamilton City, including within road corridors and within private properties. Contract conditions are in place to minimise potential disruption or injurious affection to public and affected residents where possible including provision of appropriate traffic management and post-construction reinstatement.

Significance & Engagement Policy

Significance

31. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the matters in this report have a low level of significance.

Engagement

32. Community views and preferences will be known to the Council through the 2028-28 10 Year Plan consultation process. If as a result of this process any changes to draft budgets eventuates, the contract scope will be amended accordingly.
33. Given the low level of significance determined, the public engagement level is low. No further engagement is required in relation to this matter.

Attachments

There are no attachments for this report.

Council Report

Committee:	Growth and Infrastructure Committee	Date:	29 May 2018
Author:	Blair Bowcott	Authoriser:	Blair Bowcott
Position:	Executive Director Special Projects	Position:	Executive Director Special Projects
Report Name:	Waikato Means Business (Waikato Regional Economic Development Agency)		

Report Status	<i>Open</i>
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Purpose

- To inform the Committee on the progress to establish the Waikato Regional Economic Development Agency.
- To approve the payment of \$90,000 in 2017/18 towards the establishment costs of the Waikato Regional Economic Development Agency.
- To delegate the Chief Executive to negotiate and execute a three-year partnership and service delivery agreement with Waikato Regional Economic Development Agency from 1 July 2018 at an annual cost of \$140,000.

Staff Recommendation

- That the Growth and Infrastructure Committee:
 - notes the progress being made to establish the Waikato Regional Economic Development Agency from 1 July 2018;
 - approves the payment of \$90,000 in 2017/18 towards the establishment costs of the Waikato Regional Economic Development Agency;
 - approves an annual contribution of \$140,000 to Waikato Regional Economic Development Agency for regional economic development commencing in 2018/19 for a term of three years subject to the provision of this funding in the approved 2018-28 10 Year Plan; and
 - delegates the Chief Executive to negotiate and execute a three-year partnership and service delivery agreement with Waikato Regional Economic Development Agency from 1 July 2018.

Executive Summary

- Hamilton City Council in conjunction with all the other Councils in the Waikato Region has given strong support to the establishment of a Waikato Regional Economic Development Agency (REDA) from 1 July 2018, to replace the collaborative economic development initiative referred to as Waikato Means Business.

6. An Establishment Board was formed in February 2018 to progress the setup of the REDA, and all key elements of the REDA are on track for the entity to be formally established on 1 July 2018.
7. As part of the establishment process the REDA has reported regularly to the Waikato Mayoral Forum, as well to each Council through the 2018-28 Long Term Plan submission process. All feedback has been extremely supportive.
8. Hamilton City Council agreed to contribute \$90,000 of funds towards the establishment costs of the REDA in 2017/18 subject to certain conditions being met. This report recommends that the \$90,000 can now be paid as there is sufficient evidence and comfort that the REDA will be established and meet the expectations of Council. The report also recommends that Council formalise a three-year commitment to the REDA from 1 July 2018 subject to the confirmation of the 10-Year Plan 2018-2028.

Background

9. At the Council meeting of [21 September 2017](#), it was resolved:

That the Council:

- a) *receives the report;*
 - b) *approves in principle the Waikato Means Business model to establish an Economic Development Agency;*
 - c) *notes that the final proposal and recommendations of the model be reported back to Council by the end of 2017, including feedback from the Waikato Mayoral Forum, finalised funding, operating and governance model; and*
 - d) *notes that staff will prepare a draft agreement including Council's funding contribution as indicated in the report.*
10. Further, at the Council meeting on [6 December 2017](#), it was resolved:

That the Council:

- a) *receives the report;*
- b) *approves an annual contribution of \$140,000 to Waikato Means Business for regional economic development commencing in 2018/19 within the 10-Year Plan 2018-2028;*
- c) *approves a pro-rata amount for support during the 2017/18 year once confirmation of the model is received, to a maximum of \$90,000, with proportionate funding from other Local Authorities and other funding sources, covering the period to 30 June 2018; and*
- d) *notes that approval of b) and c) above is subject to satisfying the Council resolution of the 21 September 2017 Council Meeting on this matter, including provision of feedback from the Waikato Mayoral Forum, finalisation of funding, an operating and governance model and a draft agreement which includes Council's funding contribution.*

Discussion

10. The REDA is on track to being established from 1 July 2018.
11. An Establishment Board has been created to guide the establishment and initial operation of the REDA. Blair Bowcott is one of the seven Establishment Board members.

12. Considerable time and cost is being incurred as part of the establishment process and a budget of \$240,000 has been set by the Establishment Board for these costs. Much of the expenditure has been incurred or will be spent by 30 June 2018, with some costs to be completed in July/August 2018 relating to the final Board and CEO recruitment (as an example). Funding from stakeholders has been obtained for the \$240,000 of costs, with \$90,000 identified coming from Hamilton City Council in accordance with the resolution on 6 December 2017.
13. The Programme Manager (Harvey Brookes) for the REDA has prepared a comprehensive report outlining the progress to establish the REDA and the key matters being finalised. This is included at Attachment 1.
14. The report provides comfort to Council that all key elements to establish the REDA are progressing to plan and the conditions for the payment of the \$90,000 establishment funding have been met.
15. The REDA is on track to being established and funded for core operations from 1 July 2018 with strong support from across the Waikato Region. This is evidenced at both the regular Waikato Mayoral Forum discussions and the recent submissions by REDA to each local authority Long Term Plan submissions/hearings. Local Government provides total funding of \$720,000 per annum to the REDA covering nine of the 11 councils in the region, of which Hamilton Council share is \$140,000 and Waikato Regional Council funding \$350,000. Only Rotorua and Taupo District Councils are not financially contributing in the REDA, as they currently fund equivalent entities in other jurisdictions given their geographical location or split boundaries. They will however be invited to partner on projects as appropriate.
16. The REDA will incorporate the existing Waikato Business growth activities currently undertaken by Waikato Innovation Growth Ltd, a subsidiary of Council. The transfer of these business growth activities at 1 July 2018 was fully contemplated as part of the restructure and sale of Waikato Innovation Park Ltd and previously reported to Council. The business growth activity is fully funded by Callaghan Innovation and is a net neutral transfer of \$660,000 costs and grant revenue to the REDA, including the transfer of six staff.
17. A three-year partnership agreement between the REDA and each Council is currently being developed and this will cover the annual funding (per Council) and services to be delivered. The services will be in accordance with the Business Plan currently being developed by the Establishment Board. The partnership agreement is intended to be ready for each Council to execute from July 2018.

Financial Considerations

18. The \$90,000 contribution from Hamilton City Council toward the establishment costs (totalling \$240,000) in 2017/18 are fully funded from the City Growth budget.
19. The annual Hamilton City Council contribution of \$140,000 commencing from the 2018/19 financial year, has been budgeted in the draft 2018-28 Long Term Plan as part of the City Growth budget.
20. It is proposed that all Councils enter into a three-year funding and service delivery contract with REDA, coinciding with the three-year term of the Long Term Plans.

Legal and Policy Considerations

21. The Establishment Board of the REDA is receiving comprehensive legal advice in relation to the foundation Trust and Company documents that establish the ongoing governance, operating and monitoring frameworks for the entity.

Risks

22. There is an extremely low risk that the REDA will not be established at 1 July 2018, given the level of commitment to funding from both local authorities in the Waikato Region and other key stakeholders.

Significance & Engagement Policy**Significance**

23. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the matter(s) in this report has/have a low level of significance.

Engagement

24. Given the low level of significance determined, the engagement level is low. No engagement is required.

Attachments

Attachment 1 - Waikato Regional Economic Development Agency Update - May 2018

D-2678238

Waikato Regional Economic Development Agency- Establishment Board

MEMO

To: Blair Bowcott, Executive Director, Special Projects, Hamilton City Council
From: Harvey Brookes, Programme Manager
Date: 11 May 2018
Subject: Waikato Regional Economic Development Agency Update

1. Introduction

This report provides background information for the trust on the process to establish the Waikato Regional Economic Development Agency (Waikato REDA) and a brief update on the upcoming Waikato Economic Summit. It contains details on governance, funding and operations, with the relevant documents (Trust deed, constitution and business plan) attached for the information of Councillors. These documents are due for approval by the Establishment Board on 16 May and until they are approved remain confidential.

2. Waikato Regional Economic Development Agency

2.1 Background

In late 2016, Waikato Means Business commissioned MartinJenkins Ltd to undertake a review of the Waikato region's economic development capacity and capability. The review assessed the current state of economic development governance, funding and service delivery in the Waikato. The process included a documentation review, research, and consultation with local authorities, industry groups, economic development/tourism agencies, Māori/iwi organisations, businesses and central government agencies.

In June 2017, MartinJenkins presented its initial findings to the Waikato Means Business Governance Group. The Group received and fully endorsed the findings of the review and asked that the project put more shape on the form, function, funding and governance elements of a potential new entity – Waikato REDA. The chair of Waikato Means Business held further discussions with executives of the Waikato Innovation Park and Hamilton City Council, the Waikato Mayoral Forum and the Waikato Regional Council Strategy Committee. All these groups supported the findings of the review and the general model proposed. The Board of Hamilton Waikato Tourism also considered the recommended changes and advised Waikato Means Business of their support. Presentations were also made to the elected members of all Councils.

In October 2017, a pre-establishment Project Team and process commenced, and a Reference Group was formed. The overall purpose of the process and Reference Group was to confirm how the Waikato REDA would be established, the expectations for Waikato REDA's operations over the short- to long-term, and funding support from local government and other economic development partners. More specifically, the Project Team and Reference Group were asked to report to the Mayoral Forum on:

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- The objectives and form of the entity, including governance
- The scope of the entity's operations for the short-term and medium-term and intended long-term activities
- Any legislative requirements with respect to establishing the entity
- Establishment and leadership
- An establishment plan/process
- Risks from the establishment and ways of managing these
- The expected costs of establishment and funding contributions from Councils and other partners.

The process also involved engaging and consulting with a range of stakeholders to confirm the objectives and initial functions for the new entity, its potential role in the longer term, and working relationships with economic development partners. Discussions were held with Chambers of Commerce, Export New Zealand, Soda Inc, Wintec, the University of Waikato, Otorohanga District Development Board, NZTE and the Councils. The Chairs and/or Chief Executives of the main tribal iwi organisations in the Waikato were contacted to discuss the most effective way for them to be engaged with the REDA establishment process.

2.2 Objectives and Functions

Clear objectives are needed to ensure that Waikato REDA is focused on the doing the right things and to clearly communicate to the business and wider community what the agency is fundamentally about.

The objectives need to be broad enough to cover the range of activities that the agency will undertake (without needing to change the objectives in the deed or constitution over time) but still provide a good sense of the agency's reason for being and what it is trying to achieve.

The Reference Group considered the findings of the review of economic development arrangements and examples of objectives from various economic development agencies across New Zealand. Based on this and feedback from stakeholders and businesses, the Reference Group agreed the following high-level objectives for the Waikato REDA. These were reviewed and, with some very slight adjustment, approved by the REDA Establishment Board in March 2018:

- i) Lift economic performance across the Waikato region
- ii) Attract, retain and grow investment, talent and business across the region
- iii) Champion and provide 'one voice' for economic and business needs and opportunities across the region.

2.3 Short- to Medium-Term Functions (first 12-36 months)

Although the above is the long-term intention, we need to be realistic about the establishment process and what is achievable in the first few years. The experience of EDAs in New Zealand is that it takes at least three years to get an EDA up to full operation and that five years is more likely (e.g., the experience of ATEED, Wellington REDA, Central EDA). However, at the same time, the entity needs to convince partners and the business community that it is credible.

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Waikato REDA will deliver a combination of existing and new services over the first three years. In terms of new services, there were clear demands that emerged from the review of economic development arrangements and there are also new opportunities that are materialising that the agency will need to have the capability to respond to. These are to:

- Advocate for key economic development priorities for the region that will result in transformational change. A key role of the REDA in the first year will be to identify these priorities in consultation with economic development partners and the business community. It will then support the development of these priorities through its services and networks. For example, this might include working with Councils and industry groups to provide research to support the proposed commuter train proposal between Hamilton and Auckland.
- Develop an investment attraction and facilitation strategy and capability to coordinate regional investment proposals and opportunities.
- Work with industries to identify and facilitate major industry project opportunities that may be suitable for co-investment through the private sector and central and local government, including through the new Provincial Growth Fund.

These new services will help the agency to demonstrate some major wins in the first few years of operation to prove its success to partners and the business community.

In terms of existing services, the agency will:

- Extend the business development and innovation services of Waikato Innovation Group Ltd. This is naturally a core role, given Waikato REDA is being built around the business growth team of the innovation park. This will involve providing business assessments, facilitating access to NZTE, Callaghan Innovation and Business Mentor NZ support, supporting the commercialisation of high value food innovation and facilitating access to the Food Innovation Network.
- Continue to develop, promote and leverage the Waikato Innovation Story.
- Work with central government agencies and local authorities on the South Waikato Economic Action Plan.

The agency will then need to develop and extend its economic development services over time, including the reach of its services across districts. This includes building up its relationships with Māori/iwi/hapu organisations to deliver services to support Māori economic development and the implementation of the Māori Waikato economic agenda.

2.4 Form

Experience in other regions indicates the agency would be best established at arms-length from Councils. Most other EDAs are Council Controlled Organisations (CCOs), although there are exceptions (e.g., Priority One, Business Hawke's Bay, Enterprise Great Lake Taupo). Most EDAs are structured as companies (e.g., Northland Inc, ATEED, Central EDA, Wellington REDA, Nelson REDA, ChristchurchNZ) although some are established as Trusts (Venture Taranaki, Activate Tairāwhiti) and Incorporated Societies (Priority One, Business Hawke's Bay).

The Steering Group for the review of economic development arrangements recommended that the entity be established as independent of Council control, i.e., not a CCO. The Reference Group and REDA Establishment Board has agreed with this on the basis that an independent entity:

- may introduce greater innovation in service delivery as it operates outside of a Council structure and is closer to the private sector
- is likely to have more of an industry and commercial focus than a CCO

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- may also have an increased ability to leverage private and non-government sector resources and be more attractive to private sector expertise at governance and staff levels.

The Waikato REDA will therefore be established through the formation of a Trust, which will own the REDA as a company. This provides REDA with all the advantages of a company structure but allows the company to be independent of Councils through ownership by the Trustees of the Trust. The Mayoral Forum considered this option on 12 February 2018 and indicated they were comfortable with this approach.

Subject to final agreement from the Waikato Regional Council, they will act as the settlor in the Trust. This is an administrative step which creates not responsibility or liability. Trustees will be two independent non-elected people/positions, with acknowledged regional economic wellbeing interest. We are currently in discussion with potential trustees.

2.5 Establishment Leadership

The Establishment Board is responsible for:

- Assigning an interim Chief Executive to oversee the establishment process and to ensure that the 1 July 2018 establishment date is met. This person will manage the process and Waikato REDA until a permanent Chief Executive is appointed.
- Finalising a service level agreement with Waikato Innovation Group Ltd in relation to administrative and support functions.
- Finalising a service level agreement with the Councils, based on agreed priorities and activities.
- Finalising any funding arrangements that are possible with businesses, industry groups and other economic development partners.
- Preparing the first business plan for the new entity based on the service level agreement with Councils. The business plan would set out the purpose, objectives, activities, budget, performance measures and reporting requirements of the new entity. The initial business plan would be relatively simple and be for the first year of the agency's operations.
- Recruiting for and appointing a permanent Chief Executive.

As previously advised, the Establishment Board has a membership of seven, including a Chair, to provide for a combination of expertise about economic development, related agencies and to bring in expertise about establishment matters. The Establishment Board will be appointed for up to nine months until a new Board for the operational agency can be appointed.

At its February 2018 meeting, the Mayoral Forum agreed to an appointments sub-group to approve the members of the REDA Establishment Board. That group was Mayors Hanna, Tredidga and Mylchreest.

The Mayors selected Blair Bowcott (Executive Director Special Projects, Hamilton City Council) and Rob Williams (Chief Executive, Thames-Coromandel District Council) as local government representatives on the Board and approved the following five non-Council members (Table 1).

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Table 1. Establishment Board members

Name	Skills and Experience
Dallas Fisher – Chair	Governance, business development, marketing, relationship management; event, service and manufacturing industries. Has Chaired the Reference Group for the pre-establishment phase and played a key role in championing the Waikato REDA in the region. Chair of Waikato Means Business. Chair of Chiefs Rugby Club. Director of Montana Catering, NDA Group, Forumpoint2 and Go Bus.
Kiri Goulter	Business development, marketing and communications; tourism and service industries. Representative on the Reference Group for the pre-establishment phase of the Waikato REDA. Managing Director, Kiri Goulter and Associates. Board Member of Waikato Chamber of Commerce. Previous CEO of Hamilton Waikato Tourism.
Chris Joblin	Governance, financial acumen, Māori economic development; agricultural industries. Representative on the Reference Group for the pre-establishment phase of the Waikato REDA. Chief Executive Tainui Group Holdings. Director of Waikato Milking Systems. Member of the NZ Institute of Accountants and the Institute of Finance Professionals NZ.
Kim Hill	Business strategy and business development, communications and marketing, Māori economic development; Small business and professional service industries. Director, Stratigi Limited.
Les Roa	Manufacturing industries, governance and business development. Formed Longveld Engineering in 1992 which provides stainless steel site installation services to the dairy sector in Australia, New Zealand, Singapore and Indonesia. Of Ngai Maniapoto descent, Les is a member of the leadership group for the Waikato Maori Economic Development Agenda and Action Plan.

2.6 Waikato REDA Governance

The skills and experience of the Board of the agency post-establishment should differ somewhat from the Establishment Board to reflect the different roles, i.e., there will not be such a need for establishment experience and more of a focus on development. The Board will be responsible for:

- Determining and overseeing the work programme of the Waikato REDA, its priorities and the expansion of its services over time to meet those priorities
- Securing further funding sources over time to generate sufficient funds for the work programme
- Ensuring that REDA meets its priorities and performance targets
- Upholding the principles of good governance

The Establishment Board will be responsible for the formal appointment of the Board members via a public call for expressions of interest. Board members will be selected based on their skills and experience, although representatives should be drawn from a range of industries of relevance to the economy.

To ensure a robust process is followed, the recruitment process will be supported by an independent expert recruitment advisor and involve advertising for potential candidates and encouraging local government, industry groups and partner organisations to put forward suitable applicants. A short-list of applicants would then be assessed. Any member of the Establishment Board who is a board candidate will declare their interests and/or not take part in the relevant parts of the selection process. Having an independent recruitment advisor will avoid any potential conflicts of interest, and will ensure that the REDA is not, by default, a CCO.

There will be no elected representatives or sector representatives/advocates on the Board. However, given the important role that local government plays in economic development, as part of the selection and appointment process for the final REDA Board, the Mayoral Forum will be invited, at the appropriate time, to nominate two people to be on the REDA Board. The people nominated would:

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- need to meet the skills and experience selection criteria¹ for all Board members
- not be elected members or employees of any local authority or CCO in the region
- be independent directors and not “representatives” of the Waikato Mayoral Forum

This process will provide the Waikato Mayoral Forum the opportunity to consider the makeup of the REDA Board and consider whether there are any gaps in skills, geographic spread, cultural skills/competencies or other factors which could be filled through appropriately skilled and qualified directors.

The minimum number of directors for the REDA will be five and the maximum number of Directors will be nine, with a preferred complement of seven², of which two are recommended by the Waikato Mayoral Forum as above. Board members will be appointed on staggered terms. The overall governance process is set out in full in the company constitution which will be approved by the Establishment Board this week.

2.7 Accountability

On 12 February 2018 the Waikato Mayoral Forum determined that Waikato REDA should be accountable to the Waikato Plan Leadership Group or the Waikato Mayoral Forum. The broader representation on the Waikato Plan Leadership Group and its ability to make formal decisions in relation to Waikato REDA’s expectations, service level agreement and resourcing provides it with key advantages over other options.

In addition, this arrangement should help to ensure that major economic development priorities and projects (as delivered by Waikato REDA) are well aligned with the Waikato Plan. It will also help the Leadership Group to have a stronger overview of economic development across the region and to understand how other elements of the Waikato Plan may best support economic development efforts.

It will be up to the Establishment Board to discuss the details of expectation setting and reporting requirements with the Leadership Group. However, we would expect Waikato REDA to report six-monthly to the Group, including a discussion on the strategic priorities in the business plan and on its annual report.

However, to ensure that all Councils are kept informed about Waikato REDA’s progress and performance, we would also advise REDA to update the Waikato Mayoral Forum on a six-monthly basis on how it is performing against its business plan and on priorities for the coming months. These accountability arrangements are summarised in **Figure 1**.

¹ These will be formalised in a Board selection policy which will form part of the terms of reference of the Waikato REDA Board

² The Boards of most EDAs in New Zealand are between 5 and 9 (Northland Inc: between 2 and 9; ATEED: no more than 7; Priority One: minimum of 7 members; Venture Taranaki: between 4 and 7; CEDA: between 5 and 7; WREDA: between 4 and 10; Nelson RDA: between 5 and 7; ChristchurchNZ: between 5 and 10.

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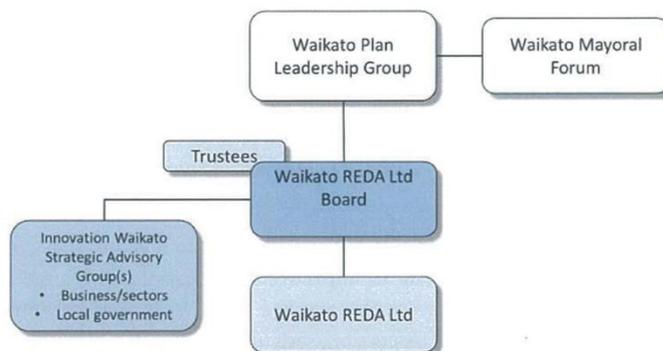


Figure 1. Waikato REDA accountability and reporting relationships

2.8 Waikato REDA Establishment Budget- Income and Expenditure

The Waikato REDA Establishment Business Plan sets out the budget for the creation of the REDA and the primary operational budget post 1 July 2018. The budget includes a transitional phase during which approximately \$240,000 is planned to be invested in setting the REDA up for full operation during the 2017/2018 year.

To meet these costs, REDA has obtained \$150,000 of funding from Waikato Means Business (WMB), MBIE and WEL Energy Trust, with the balance of \$90,000 to come from Hamilton City Council. Overall, the planned and anticipated establishment expenditure before 30 June 2018 is on track.

2.8.1 Operational Revenue

Once in operational phase, the REDA will receive annual revenue from the following sources as shown in Table 2:

Core Operational Budget -Revenue		Annual Amount
Local Government	Regional	\$350,000
	Local (HCC share \$140,000)	\$370,000
Business sponsorship		\$465,000+
Regional trusts and other regional funds		\$250,000
Existing WIGL business growth support programmes (already in place)		\$660,000
Total		\$2,095,000

Table 2. Operational Funding and Sources

Local government funding is being sourced from nine of the 11 councils in the region, as indicated above. Territorial Local Authorities are being asked to contribute on a per capita basis, which works

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out at about \$1 or less per citizen per year. Local government funding is being formally requested via each Council's 2018-28 Long Term/10 Year Plan. Submissions have been lodged and the final decisions will be known in late June 2018.

Business support is being sought via a sponsorship model. A small number of significant regional businesses are being approached to contribute either \$100,000 per annum or 2018, \$50,000 per annum for at least three years. To date the Perry Group has come on board as a major sponsor (\$100,000 per annum) and the University of Waikato has agreed to provide some sponsorship funding, with the exact amount yet to be agreed. Discussions are commencing with other major corporates in the Waikato to become major sponsors.

The WEL Energy Trust has been a major funder of WMB over the past four years. The Trust wishes to continue this relationship and apply its funding to impact-related projects which will leverage its funding to achieve economic wellbeing goals. On average, the Trust has contributed about \$150,000/year to Waikato Mean Business. Discussions are underway with the Trust Chair and Manager as to how this can be increased.

This funding will cover the operational costs of the REDA, with some limited project funding similar to current levels. Far greater levels of project and programme funding will need to be sourced, from our partners and especially from the Provincial Growth Fund. While we cannot yet put a dollar figure on that, the Waikato Economic Summit will be the major vehicle by which the region's priority projects are identified, costed, funded and implemented.

2.8.2 Expenditure

The REDA will have two expenditure components to its budget:

- **Core operating expenditure** which covers mainly fixed expense items- human resources, offices, back-office functions and some foundation/seed project funding. These relate to the establishment and operational phase;
- **Major projects expenditure** which leverages the core project resources and covers the major projects and initiatives which the REDA undertakes. This is in addition to the existing WMB and Business Growth programmes of work which the REDA will inherit. The core budget includes about \$250,000 allocated for new projects, and the REDA will need to leverage this by sourcing additional external resources for major projects. Project funding relates to the operational phase and at this stage major is not discussed further.

A key feature/benefit of the REDA being located at Waikato Innovation Park is that many of the set up and ongoing operational overheads associated with an entity of this sort can be avoided and/or minimised. A service agreement has been drafted with Waikato Innovation Park Ltd to provide office space and office support functions for the REDA. This avoids the need to establish an entirely new set of support physical and digital assets. There will be no need for expenditure on office space etc until at least 1 July 2018. Operational costs associated with office lease, back office functions and overheads are set out in the Business Plan.

2.8.3 Operational Documents

The Establishment Board is currently finalising:

- The deed for the Waikato REDA Trust;
- The constitution for Waikato REDA Limited;

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- The establishment business plan for the Waikato REDA.

The Waikato Regional Council has been invited to be the settlor for the Trust. We are working with potential Trustees who we consider would reflect with wider interests in economic growth and the work of the Waikato REDA, while not being in any way conflicted by that role. At present, we are in discussions with the respective chairs of the Waikato Branch of the Law Society and the Institute of Directors.

3. Waikato Economic Summit

The Waikato REDA establishment team is preparing to hold a Waikato Economic Summit on 30-31 August 2018 at the Don Rowlands centre. The event will be a significant milestone in the life of the Waikato REDA- signifying its leadership mandate and role in the Waikato, building consensus around the agency's agenda and importantly the pipeline of major projects it will deliver, advocate for and support over the next 12-24 months. These projects are likely to also be ones which the region seeks government support for via the Tuawhenua Provincial Growth Fund.

The REDA and the region needs to quickly identify and commit to a defined number of significant/high impact projects that are of sufficient merit to build its mandate and win funding support from the PGF. But it also needs to be inclusive and make sure that its focus is not only on the "usual suspects"- both in terms of projects and in relation to the geography of those projects. The REDA is a "whole of Waikato" initiative and it needs to demonstrate how it will do this.

The Waikato Economic Summit will:

- Show in a practical way the economic leadership role of the REDA;
- Build broad-based support for the REDA and show its capacity to get things going;
- Bring together all the various groups in the economic growth space and build a common/agreed agenda of action for the whole region;
- Develop the pipeline of ideas and agree on those which should be presented to the PGF as:
 - Ready to go now- requests for operational and capital funding at both the small and large scale;
 - Validated concepts which need to be developed into investment proposals over the next 6-12 months;
 - Preliminary concepts – which need further concept development- and an agreement on how to progress these.

While we expect the summit will draw some very clear initial conclusions by the close of Day Two, the finalisation of the agenda/list of priority projects will need some refinement and engagement with ministers and other major stakeholders before it is completed.

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We propose that we hold a subsequent gathering, some two-three weeks after the main event to formally launch the agenda. This will really bind the region together over its economic agenda and action plan.

Regards



Harvey Brookes
Programme Manager

Council Report

Item 15

Committee: Growth and Infrastructure Committee
Date: 29 May 2018
Author: Stafford Hodgson
Authoriser: Jen Baird
Position: Senior Strategic Policy Analyst
Position: General Manager City Growth
Report Name: Development Contributions Remissions Quarter 3 2018

Report Status	<i>Open</i>
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Purpose

1. To inform the Committee on approved development contribution (“DC”) remissions and Private Developer Agreements (“PDAs”) during the period 1 January 2018 to 31 March 2018 (Q3 2018).

Staff Recommendation

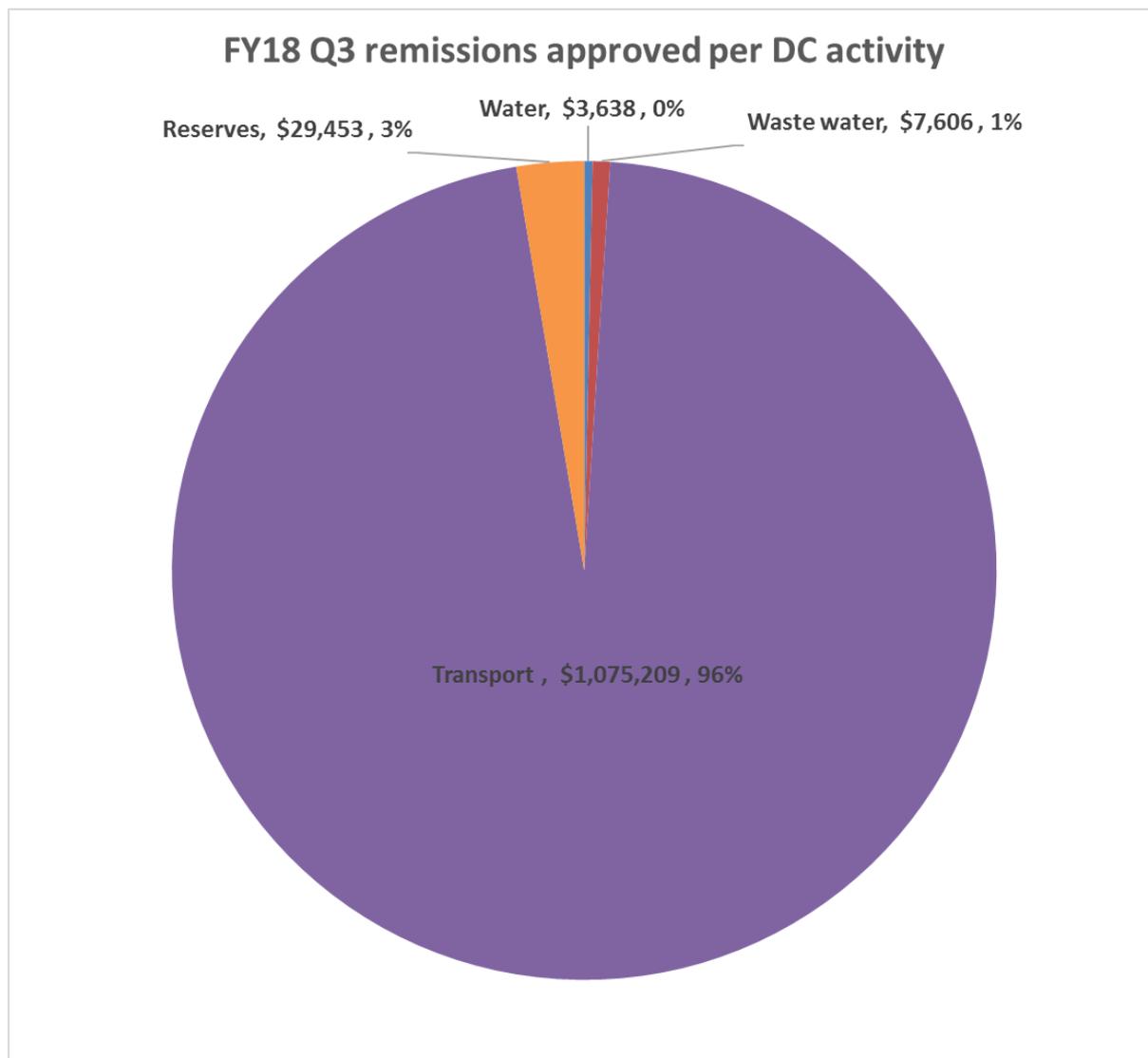
2. That the Growth and Infrastructure Committee receives the report.

Background

3. The Council’s Development Contributions Policy allows for three types of remissions:
 - Actual demand remissions
 - Private Developer Agreements (PDAs)
 - CBD remissions
4. Actual demand remissions and PDAs rely on the developer supplying appropriate evidence of a reduction in actual demand from modelled demand. A CBD remission will be approved for a development located in the CBD where it is deemed to improve the vitality and functionality of the CBD.

Summary

5. Council approved three DC remissions with a total value of \$1,115,906 in Q3 2018, 1 January 2018 to 31 March 2018.
6. Two CBD remissions totalling \$19,615 and an actual demand remission of \$1,096,292 were approved. The most significant remission approved was the actual demand remission for a retirement village in Rototuna totalling \$1,096,292.
7. All approved remissions presented in this report satisfied the requirements for a reduction in DCs payable as set out in the DC Policy.
8. DC remissions are calculated by individual activity components. The graph below shows the percentage of the total remissions (\$1,115,906) granted attributed to each DC component.



Attachments

Attachment 1 - 2018 Q3 Remissions Report

Attachment 1: 2018 Q3 Remissions Report

Actual demand remission												Amount remitted (\$ excl. GST)	
Address	Developer	Development description & Development Contributions Officer details/comments	Consent number	Applicable policy	Original DC assessment	Water	Waste water	Storm water	Transport	Reserves	Final DC assessment	Remission granted	
Rototuna North	Summerset Retirement Village	Retirement village and care facility. Transport and reserves remission approved based on reduced demand metrics supplied by the applicant.	010.2017.00009335.001	2016/17	\$ 4,420,973	\$ -	\$ -	\$ -	\$ 1,066,838	\$ 29,453	\$ 3,324,682	\$ 1,096,292	
					\$ 4,420,973	\$ -	\$ -	\$ -	\$ 1,066,838	\$ 29,453	\$ 3,324,682	\$ 1,096,292	

CBD Remission												Amount remitted (\$ excl. GST)	
Address	Developer	Development description	Consent number	Applicable policy	Original DC assessment	Water	Waste water	Storm water	Transport	Reserves	Final DC assessment	Remission granted	
164 London St	Hatwell Properties	Alterations and additions to existing office building-300m2 single story extension over sealed carpark to increase office capacity	010.2017.9579.001	2017/18	\$ 16,782	\$ 3,256	\$ 6,828	\$ -	\$ 6,697	\$ -	\$ -	\$ 16,782	
109 Ward Street	Citygate LP	New canopy on existing retail activity creating additional space for dining.	007.2017.00036619.001	2017/18	\$ 2,833	\$ 382	\$ 778	\$ -	\$ 1,674	\$ -	\$ -	\$ 2,833	
					\$ 19,615	\$ 3,638	\$ 7,606	\$ -	\$ 8,371	\$ -	\$ -	\$ 19,615	

Grand Total					\$ 4,440,588	\$ 3,638	\$ 7,606	\$ -	\$ 1,075,209	\$ 29,453	\$ 3,324,682	\$ 1,115,906
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Resolution to Exclude the Public

Section 48, Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

That the public be excluded from the following parts of the proceedings of this meeting, namely consideration of the public excluded agenda.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution follows.

General subject of each matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
C1. Commercial Development Agreements Update) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

Item C1.	to enable Council to carry out commercial activities without disadvantage	Section 7 (2) (h)
	to enable Council to carry out negotiations	Section 7 (2) (i)