

Notice of Meeting:

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

Date: Tuesday 5 December 2017
Time: 9.30am
Meeting Room: Council Chamber
Venue: Municipal Building, Garden Place, Hamilton

Richard Briggs
Chief Executive

Growth and Infrastructure Committee OPEN AGENDA

Membership

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

Quorum: A majority of members (including vacancies)

Meeting Frequency: Six weekly

Lee-Ann Jordan
Governance Manager

29 November 2017

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

The Committee is delegated the following powers to act:

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

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

The Committee is delegated the following recommendatory powers:

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

Oversight of Policies

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

Streetscape Beautification and Verge Maintenance Policy

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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:** 05 December 2017

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

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

Report Name: Confirmation of Growth and Infrastructure Open Minutes - 24 October 2017

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 24 October 2017 as a true and correct record.

Attachments

Attachment 1 - Growth and Infrastructure Open Unconfirmed Minutes - 24 October 2017 .

Growth and Infrastructure Committee

OPEN MINUTES

Minutes of a meeting of the Growth and Infrastructure Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton on Tuesday 24 October 2017 at 9.30am.

PRESENT

Chairperson	Cr D Macpherson
Deputy Chairperson	Cr G Taylor
Members	Deputy Mayor M Gallagher
	Cr M Bunting
	Cr J R Casson
	Cr G Mallett
	Cr P Southgate
	Cr L Tooman

Kelvyn Eglington – General Manager City Growth
Chris Allen – General Manager Infrastructure
Sean Hickey – General Manager Strategy and Communications
Blair Bowcott - Executive Director Special Projects
Trent Fowler – Compliance Manager
Charlotte Catmur – Waste Minimiser Advisor
Robyn Denton – Network Operations Team Leader
Maire Porter – City Waters Manager
Andrew Parsons – City Development Manager
Nigel Ward – Team Leader Communication
John Purcell – Parking Team Leader
Tahl Lawrence – Project Engineer
Dawn Shannon – Strategic Asset and Performance Manager
Ken Cunningham – Strategic Land Manager

Waikato Regional Council Representatives – Andrew Wilson and Mike Garrett
NZ Transport Agency Representatives - Peter Simcock, Jo Wilson and James Bevan

Lee-Ann Jordan – Governance Manager
Amy Viggers and Rebecca Watson – Governance Advisors

-
1. **Apologies Resolved:** (Crs Macpherson/Bunting)

That the apologies from Mayor King, Crs O’Leary, Henry, Gallagher (lateness) are accepted.

Leave of Absence previously approved for Cr Pascoe to 24 October 2017.

2. **Confirmation of Agenda**

Resolved: (Crs Macpherson/Casson)

That the agenda be confirmed noting the following:

- **Item 4 – Public Forum** to be taken at the arrival of Caroline Perry;
- **Item 6 – Chair’s Report** has been circulated under separate cover;
- **Item 8 - Access Hamilton** - (*Attachment 2 – Access Hamilton Programme Business Case*) had been circulated under separate cover; and
- **Item 10 - NZ Transport Agency Update** to be taken at 11.15 am to accommodate external presenters.

3. **Declarations of Interest**

No members of the Council declared a Conflict of Interest.

Item 4 (Public Forum) was moved to be taken upon the arrival of Caroline Perry.

5. **Confirmation of Growth and Infrastructure Open Minutes - 12 September 2017**

Resolved: (Crs Casson/Bunting)

That the Committee confirm the Open Minutes of the Growth and Infrastructure Meeting held on 12 September 2017 as a true and correct record.

6. **Chair's Report - 24 October 2017**

The Chair took the report as read.

Resolved: (Crs Macpherson/Southgate)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) approves the Waste Minimisation Contestable Fund Assessment Panel be expanded to include 1 Elected Member in addition to Council’s Waste Minimisation Officer and 2 External Members; nominated each triennium; and
- c) approves Councillor Siggie Henry to be nominated as the Elected Member representative on the assessment panel for the balance of this triennium.

Cr Gallagher joined the meeting (9.39 am) during the discussion of the above item. He was present when the matter was voted on.

7. **General Manager’s Report**

The report was taken as read. Staff provided an update on the Strategic Business case for a Hamilton to Auckland passenger rail service, and the roll out of 2 hour free parking in the CBD. Staff responded to questions from Elected Members concerning the Business case, and confirmed that the previous submission to NZTA on speed limits identified that Council was not opposed to the proposal but asked that there be a lower level of tolerance for speed limits in general.

Staff undertook to provide an update of the change in revenue since the 2 hour free parking trial began to the 5 December 2017 Growth and Infrastructure meeting.

Resolved: (Crs Tooman/Casson)

That the Growth and Infrastructure Committee:

- a) receives the report;
- b) notes Hamilton City Council supports a 5% tolerance approach to all speed limits; and
- c) requests that staff submit to the NZTA proposal on behalf of Hamilton City Council in support of the increased speed limit to 110km/hr on the Tauranga link toll road and the Cambridge section of the Waikato Expressway (SH1).

Cr Taylor Dissenting.

Item 4 (Public forum) was taken during the above item (General Managers' Report) to accommodate external guest presenter.

4. Public Forum

Caroline Perry (*Brake the road safety charity*) – Spoke to item 8 (*Access Hamilton*). In support of a change to an aspiration of zero deaths on the roads that was previously approved at the 20 June Growth and Infrastructure Committee Meeting.

The meeting adjourned from 11.03am to 11.20am.

Item 7 (General Managers report) was adjourned after the discussion to accommodate external presenters and guests in attendance for item 10 (NZ Transportation Agency Update and item 8 (Access Hamilton) which were to be taken succession. The vote for item 7 (General Managers report) was taken after item 8 (Access Hamilton).

10. NZ Transport Agency Update

Peter Simcock, NZ Transport Agency Portfolio Manager, provided an update on the Hamilton section of the Waikato Expressway. He responded to questions from Elected Members concerning future proofing designs to allow for things such as bus lanes on ramps.

James Bevan, Senior Manager System Planning at NZ Transport Agency, presented the State Highway Investment Proposal. He responded to questions from Elected Members concerning NZTA being open to funding aspects of a Park and Ride site and their roading targets.

Resolved: (Crs Macpherson/Tooman)

That the Growth and Infrastructure Committee receives the report.

8. Access Hamilton – (Recommendation to Council)

The General Manager of Infrastructure introduced the report. Staff responded to questions from Elected Members concerning prioritisation of works. It was explained that there would be a future briefing session to discuss prioritisation of work programmes with the understanding that not all programmes could be completed due to limited funding.

Resolved: (Crs Macpherson/Taylor)

That the Growth and Infrastructure Committee:

- a) recommends that Council approves the Access Hamilton Programme Business Case; and
- b) endorses the Hamilton City Council full programme of works attached to this report as a basis for the Access Hamilton Taskforce prioritising a draft programme of works to be recommended to and considered by Council at its meeting of 6 December 2017 to develop the proposed 2018-28 10 Year Plan.

Cr Mallett Dissenting.

Item 7 (General Managers) report resumed at the completion of the above item.

The meeting adjourned from 12.58pm to 1.40pm.

9. Biking Plan Update

The General Manager of Infrastructure introduced the report noting that Hamilton City Council had recently won the Bling Award for the Western Rail Trail. Staff responded to questions from Elected Members concerning the process staff followed to collect bike count data in March 2017, and technology options that were to be investigated for future data collection.

Staff undertook to provide additional information on technology options and community engagement survey options that could be used in the next Biking Plan Update report.

Resolved: (Crs Macpherson/Bunting)

That the Growth and Infrastructure Committee receives the report.

11. Advance funding for design of Thomas/Gordonton intersection improvements - (Recommendation to the Finance Committee)

The General Manager of Infrastructure introduced the report. He responded to questions from Elected Members concerning the variable speed signs that were installed at the intersection and future solutions for intersection improvement within the area, which could include installation of a roundabout or signals.

Resolved: (Crs Macpherson/Bunting)

That the Growth and Infrastructure Committee:

- a) recommends to Finance Committee that funding is approved for the investigation, design and land procurement for an upgrade of the intersection of Thomas and Gordonton roads from Risk and Opportunities this financial year; and
- b) requests staff to include intersection upgrade construction funding in year one of the 2018-28 10-Year Plan for further consideration and consultation.

12. Hamilton Ring Road - Cobham Drive Connection Update

The City Development Manager introduced the report noting that the funding for the contracts were to come from existing budget. Staff responded to questions from Elected Members concerning the consultation process.

Resolved: (Cr Southgate /Deputy Mayor Gallagher)

That the Committee:

- a) receives the report;
- b) delegates authority to the Chief Executive to award a direct appointment contract with WEL for electrical service relocations at the Wairere/Cobham intersection to an approved contract sum of \$500,000;
- c) delegates authority to the Chief Executive to award a direct appointment contract with FirstGas for gas utility service relocations at the Wairere/Cobham intersection to an approved contract sum of \$500,000; and
- d) delegates authority to the Chief Executive to award Contract 17142 for enabling works of the Wairere Drive extension to Cobham Drive, subject to the Approved Contract Sum not exceeding \$4 million.

13. Additional LED light opportunities

The General Manager of Infrastructure introduced the report noting that stage 1 and 2 of the LED lighting programme were already approved and underway. Staff responded to questions from Elected Members concerning the maintenance and power-savings costs that would occur from the installation of LED lighting.

Resolved: (Crs Southgate/Macpherson)

That the Growth and Infrastructure Committee:

- a) receives the report; and
- b) notes that stages 3- 5 of the LED upgrade programme outlined in this report, to replace decorative and amenity lights in the road corridor and to install additional infill lighting to improve lighting levels in specified areas will be considered as part of the 2018-28 10-Year Plan.

14. Resolution to Exclude the Public

Resolved: (Crs Macpherson/Taylor)

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. Rotokauri Park and Ride Land) 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 maintain legal professional privilege	Section 7 (2) (g)
	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 2.54pm.

The meeting was declared closed at 3.52pm.

Council Report

Item 6

Committee: Growth and Infrastructure Committee
Date: 05 December 2017
Author: Amy Viggers
Authoriser: Becca Brooke
Position: Committee Advisor
Position: Governance Team Leader
Report Name: Chair's Report - 5 December 2017

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

That the Growth and Infrastructure Committee receives the report.

Attachments

Attachment 1 - Chair's Report - 5 December 2017 .



Chair's Report

Trafinz Conference

Four Councillors and a number of staff recently attended the Annual Trafinz Conference in Nelson, where the issue of road safety was front and foremost, and the trend of an increasing road death toll over the last four years received a lot of attention. One theme was that, while drivers are likely to continue to make mistakes, they should be survivable if the roads are engineered to a sufficient safety standard.

HCC's 'Vision Zero' aim for zero road fatalities within the city received some attention, and the whole concept was promoted for national takeup, with NZTA's national road safety manager supporting the concept both at the conference, and in the media since. The effect of this will be an increased central Government emphasis on road safety programmes and projects, something local Labour List MP Jamie Strange says Transport Minister Phil Twyford reinforced to him in a recent discussion.

Cycling also received a fair bit of attention, with cycleways, cycle hire/share schemes and eBikes all discussed.

The Access Hamilton list of transport projects for the LTP period has a focus on safety-related projects, and in fact nearly all of the listed projects have some safety element built into them. There are also a number of cycling projects on the list, along with public transport and intersection congestion-management projects; what we've always liked to describe as a 'balanced' transport programme.

Future Proof Strategy

I see this strategy as only a short-term document, as the new Government hasn't yet released its policy statements relating to growth, housing, transport, etc., so this edition of Future Proof effectively only records where things were heading at the end of the last Government.

The new policy does try to be more flexible, recognising that settlement patterns will also be driven by opportunities and growth needs that change over time, but will need to be updated again in the next few months.

Speed Limit Bylaw

As you're no doubt aware, changing speed limits – even if it's for urgent safety reasons – is a torturous, long-winded affair, governed by Ministry of Transport regulations. The plan for HCC is to develop its policies in this area, so we don't have to go through the full process for standard, no-brainer speed limit changes. For example, if a new school is opening, staff should be able to implement a 40kph zone immediately; or in the development areas, where 80kph former country roads still exist, those limits should be able to be brought down to sensible levels as part of the development projects, not after a separate, time-consuming and expensive consultation process.

Recommendation:

That the Growth and Infrastructure Committee receives the report.

Councillor Dave Macpherson
Chair, Growth & Infrastructure Committee
Hamilton City Council
+64 21 477 388
dave.macpherson@hcc.govt.nz

Item 6

Attachment 1

Council Report

Committee: Growth and Infrastructure Committee
Date: 05 December 2017

Author: Charlotte Catmur
Authoriser: Chris Allen

Position: Waste Minimisation Advisor
Position: General Manager City Infrastructure

Report Name: Petition for kerbside collection of plastics one to seven

Report Status	<i>Open</i>
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Purpose

- To receive a petition about extending Hamilton's kerbside recycling collection to include plastics number one to seven and to provide staff advice on the petition in accordance with Standing Orders.

Staff Recommendation

- That the Growth and Infrastructure Committee:
 - receives the report; and
 - notes that a proposal is being presented to Council on the full kerbside service change on 6th December 2017, that the matters raised in the petition are considered within the proposal and any changes to the collection of plastics should be considered as part of the whole review of the kerbside service.

Executive Summary

- In October/November 2016 the Council ran a successful community consultation on options for an improved kerbside rubbish and recycling service, receiving the highest number of submission in council's history. 84% of the 2793 respondents were supportive of increasing the recycling service.
- In March 2017 Council approved a proposed service for the purpose of tendering, which included extending kerbside recycling to include all plastics. A proposal will be presented to Council as part of the 10 Year Plan on 6 December 2017 regarding the outcomes of the tender for kerbside rubbish and recycling service.
- On 24 October 2017 Council received a petition from members of the public concerning extending kerbside recycling to include all plastics. A copy of the petition is included (Attachment 1).
- Staff consider the matters in this report have low significance and that the recommendations comply with the Council's legal requirements.

Background

7. The Hamilton City Council kerbside recycling service currently only accepts plastics one and two. This has been the case since 2002. The current kerbside rubbish and recycling service is under review.
8. In 2016 the Council consulted Hamilton residents on changes to the kerbside service. During this period 2793 submissions were received. Of these 84 per cent indicated that they wish to change to wheeled bins and more recycling options. A key part of increasing recycling options is to expand the number of plastics that can be recycled.
9. The table outlines what plastics one to seven are and what they are used for:

Plastic number	Type	Example products
One	Polyethylene Terephthalate (PET(E))	Soft Drink Bottles, Sports Bottles, Condiment/Food Jars, Food Trays
Two	High-Density Polyethylene (HDPE)	Water Bottles, Milk Bottles, Cleaning Products, Personal Cosmetics
Three	Poly Vinyl Chloride (PVC)	Packaging/Wraps (e.g. plastic takeaway containers), Chemical Dispensers, Flexible Packaging/Bags
Four	Low Density Polyethylene (LDPE)	Squeezable bottles
Five	Polypropylene (PP)	Hard Containers, Medicine Bottles, Takeaway Containers, Bottle Caps, Refrigerated Food Containers, Plastic Cutlery
Six	Polystyrene (PS) and Expanded Polystyrene (EPS)	Plastic Plates/Cutlery, Food Containers (e.g. sushi packs), Meat Trays, CD Cases, Small Hard-wearing Bottles, Toys.
Seven	Other (Composite)	Milk/Fruit Juice Cartons, Oven Bags, Cases.

10. There is an increasing expectation that Councils collect all plastics for recycling. In 2013 plastics one to seven were collected, on average, by 72% of New Zealand Councils (Ministry for the Environment, 2014, *Territorial Authorities Waste Infrastructure and Services Survey*).
11. Although Councils will collect the majority of the plastics one to seven, specific items like soft plastics (number three) and polystyrene (number six) are often omitted from the collection at the kerbside.

Discussion

12. The current and proposed Waste Management and Minimisation Plans are focused on increasing the diversion of waste to landfill. The Proposed Waste Plan includes a target of 10% reduction in the per capita kerbside rubbish to landfill.
13. The average household in Hamilton throws away on average 0.14kg of plastics three to seven a week. This is equivalent to around 1.6% of the household's rubbish by weight.

14. Recycling markets for plastics are currently being impacted by China's Green Sword program. As part of the program China has set higher expectations for the quality of plastics entering the country. The accepted level of contamination in a bale of plastics has been reduced to about 0.5%.
15. The Green Sword program has had more impact on the plastics three to seven recycling market than the plastics one and two. The price for mixed residual plastics (bundled three to seven plastics) is tending towards zero dollars. This has resulted in stockpiling of plastics in some locations in New Zealand.
16. Hamilton City Council is part of a working group, with other councils and the Ministry for the Environment, on the implications of Green Sword for New Zealand.
17. The Council's Waste Minimisation staff will continue to focus on education about reducing single use plastic where possible, and on supporting initiatives that will drive onshore infrastructure for processing plastics.
18. Consideration of this petition and any changes to the collection of plastics should be considered as part of the whole review of the kerbside service as it is dependent on the collection vessel and the processing systems that are put in place.

Public Petition

19. On 24 October 2017 Council received a petition from 578 members of the public concerning extending kerbside recycling to all plastics. A copy of the petition is included (Attachment 1).
20. Standing Orders (section 3.19) require a valid petition to be considered by the appropriate Committee, together with staff advice, within 60 days of receipt (or 2 meeting cycles). A valid petition in normal circumstances must amongst other things contain more than 100 signatures of residents of Hamilton City, all being on the Electoral Roll for Hamilton City and eligible to vote.
21. This is the first meeting cycle of the Growth and Infrastructure Committee since receipt of the petition. The petition contains more than the required number of signatures and Governance staff have assessed it as valid.
22. Staff have not met with the petition representatives as the Council are still in the process of tendering for the kerbside service change.
23. The matter raised by the petition i.e. extending kerbside recycling to all plastics (1-7), falls within the scope of the proposed kerbside service to be presented to the Council on 6 December 2017.

Financial Considerations

24. The financial implications of this matter will be addressed as part of the proposal to Council on the full kerbside service to be presented to Council on 6 December 2017 as part of the 10 Year Plan.

Legal and Policy Considerations

25. The legal implications of this matter are considered as part of the proposal to Council on the full kerbside service to be presented to Council on 6 December 2017 as part of the 2018-28 10 Year Plan.

Risks

26. The risks associated with this matter are considered as part of the proposal to Council on the full kerbside service to be presented to Council on 6 December 2017 as part of the 2018-28 10 Year Plan.

Significance & Engagement Policy**Significance**

27. Having considered the Significance and Engagement Policy, staff have assessed that the recommendations in this report have low significance.
28. This matter will be considered as part of the proposal to Council on the full kerbside service to be presented to Council on 6 December 2017 as part of the 2018-28 10 Year Plan.

Engagement

29. Community views and preferences are already known to the Council through the petition and from the community consultation that was completed in October and November 2016 on options for an improved kerbside rubbish and recycling.

Attachments

Attachment 1 - Petition for extending plastics recycling in Hamilton .

To: Hamilton City Council

We want Hamilton City Council to commit to collecting all plastics, 1 thru 7, as part of the kerbside recycling collection service.

Please sign to show your support - postal addresses are required by (and will be shared with) the Hamilton City Council for the petition to officially accepted, by showing you are a resident of Hamilton.

If you are not a resident but want to show support please also sign!

Signed by 578 people:

Name	Postcode
Troy Petition	3210
Hemi May Kelly	3206
Toni-lee Hall	3206
Beverley Riwai	3218
Cassie Chiplin	3284
Maria Rei	3200
Helen Willetts	2310
Corey Van der hulst	3881
Hazel Camp	8062
Shannon Kelly	3216
Ihapera Kaihe	3800
Meinata Parekura	4120
Teresa Cooper	3218
Andrea Lane	3284
Lynne Nuttall	3200
Renee Knuckey	3200
Celine Rangitaawa	3110
Donna Withers	3210
Fiona Hill	3200
Nicole Aitken	3206
Jamie Jeopardy	3204
A Carlson	3216

Name	Postcode
Ashleigh Smith	3200
Haimona Waititi	3216
Kirimoana Kelly	3022
Rae Cooper	3204
Erana Walker	3216
Noaissa White	3200
Bernie Hill	3200
Sandra Thompson	3200
Rochelle Arnold	3214
Eliot Pryor	1021
Kara Sikisini	3216
Anna Casey-Cox	3210
Renee Ewens- Bettridge	3204
Sarah Laird	3216
Sandra Kelky	3210
Emily Grout	3216
Andrew Howard	3216
L Grout	3216
Alysha Fraser	3200
Sherilyn Tasker	3206
Pamela Kemsley	3206
Gina Walden	3286
Sarah Naidu	3200
Anna Rayner	3200
Nicky Hopkins	3281
Rachel Godley	3214
Bethany Jakhu	3216
Ilona Morris	3200
Lisa Halsall	3206
Dearna Gaukrodger-Read	3210
Zoe Vaile	3200

Name	Postcode
Romaine Bright	3216
Nadia Browning	3210
marie groenendijk	3214
Marie Walker	3289
Paulette Te Rangi	3204
Meg Macfie	3206
Craig Chamberlain	3206
Meghann Exley	3216
Niki Collins	3791
Lisa Berkers	3206
Kathleen Wilson	3210
Joeliee Seed- Pihama	3216
Stacey Vowles	3200
Whitney Stockdale	3206
Sarah Oliver	3295
Sarah Gill	3214
Stacey V	3214
Jeanette Reid	3204
Kylie Cotter	3206
Sam Hume	E2 0AG
Helen Eyeington	3216
Ngairie Clarke	4410
Nicky Ayton	3206
Hannah Carter	3216
Aaron Collett	3204
Emma Cullen	2010
Joy Irving	3206
Tim Ellingham	3210
Ana Latu	3214
Cynthia Campbell	3214

Name	Postcode
Sarah McCullagh	3216
Shelley McKinnon	3289
Christine Stockdale	3206
Shane Vink	3214
Wendy Griffiths	0882
William Gauntlett	3214
Lauryn Denby	3210
Veronica Campbell	3206
Stacey Spooner	3216
Meg Westgate	3289
Jo Gordon	3200
Sara Muti	3204
Marnie McMillan	3206
B Virginia King	3218
Jannine Hodgson	3204
Eva Beech	3200
Belinda Bowers	3210
Aaron Paul	3216
Andrew Henderson	3216
Carron Shirley	3200
Kathryn Eggleton	3216
Nicole Preston	3210
Sharon Muru	3214
Sandra Carter	3214
Kate Walsh	3210
Jessica Jordan	3204
Jenelle Nicholson	3200
Tracey Burgess	3290
Jo Benton	3216
Kelly Fredrickson	3200
jan randall	3206

Attachment 1

Name	Postcode
Samantha Rose	3206
Megan Snelleksz	3204
Alex Daniel	3216
Rachel McGuire	3289
Anj Paul	3288
julia moore	3214
Anne Wren	3200
Jennifer Norris	3214
Anita Limpus	3214
Michaela Mc nally	3200
Patricia Hodgson	3216
Susie Mcdermott	3210
Rosemary Pritchard	3288
troy kelly	3206
Christine Fisher	3200
Katherine Webby	3200
Sharnie Hirst	3216
Clare Mansfield	3216
Danielle Marks	3015
Gemma Brindle	3210
Sian Foot	3216
Cindie Hobbs	3900
Cameron Mumby	3200
Karen Eade	3200
Mereanapai Gardiner	3206
Kory Kelly	3286
Haylie Ryan	3214
Daniel Wakefield	3200
Wendy Pretswell	3210
Barbara Dennis	3206
Catherine Rolfe	3200

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Name	Postcode
Sue Beard-McGlone	3216
Wendy hampton	3214
Carolyn Smith	3281
Christopher Simmonds	3200
Rosalie Hodgson	3200
Sverre Raak Pettersen	3204
Louise Ratcliffe	3784
Stacey McCoy	3204
Christine Simon	4127.AUSTRALIA
Sarah Hardie	3214
Jess Harris	3216
Christiane Hornell	3284
Tania Holdsworth	3281
Aaron Courtney	3210
Karen Harper	3116
Debbie Harrison	3206
brent phillips	3200
Jackie van den Berg	3200
Robert Biddle	3216
Jo Cootes	3216
Anne Wharepapa	4310
kataraina barnes	3217
Cody Barnes	3214
Clare Harford	3216
Eve King	3204
Chris Lloyd	3204
Michael Monk	3204
Amanda Beatson	3214
Brylee Cresswell	3210
Colleen Brink	3210

Name	Postcode
Hollie Gray	3216
Jenny Karp	3216
Emelyn McHardy	3216
Stacey Moore	3204
Rebecca Girvan	1061
Beatrice Small	0604
Danielle Czepanski	2110
Danielle Donaldson	0932
Rangimiria Teiaia	3214
Amanda France	3204
Catherine Smith	3214
Sue Middleton	3214
Madeleine Farrell	3204
Romina Brassesco	3432
Maxine Fraser	3214
Celia Fitzgerald	3216
Natalie Winfield	3204
Nicole McTaggart	3206
Gail Blackwell	3283
Vicky Collins	3206
Beate Jones	3216
Jenny O'Donnell	3281
Janet Marie Wilson	3216
ANTHONY BELLVE	3200
Erica Prentice	3200
Hayden Fraser	3200
Kellie Anthony	3284
Kim Maskell	3434
Hannah Porter	3204
Angela Sharp	3793

Name	Postcode
Carolyn Lundquist	3216
Emily Shanks	3214
Simon Gascoigne	3214
Charlene Bowie	3288
Kate Coombridge	3200
Val Nixon	3283
Jill Louw	3214
Angela Philburn	3288
Fiona Hermann	3214
Braden Clark	3200
Roderick Aldridge	3216
Kloe Wong	3210
Amber Bold	3210
Anke Nieschmidt	3206
Margrit Neukomm	3216
Marion Genevray	3200
Jason Harrow	3720
Jane Landman	3216
Ellieda Komene	3206
Angela Bridger	2306
Nicole Mitchell	3200
Nicky Lia	3200
Michelle Leitch	3214
Kylie Wilson	3210
Lee Parkinson	3210
kevin collins	3216
Amber Tout	3289
Jenine Clift	3204
Alastair Black	3216
Emma Johnson	3216
Mary Mcknight	3214
Angela Curran	3281

Name	Postcode
Amanda Hustler	3204
Sharee Osborne	3210
Kerry JONES	3210
Laura Findlater	3216
Caroline Nikoro	3210
tama Nuttall	3200
Kelley Bunting	3206
Liz Tombleson	3200
Simon Leadley	3216
Darran Gaylor	3210
Steve Gibbons	3200
Stefan Hadfield	3216
Melanie Young	3210
Maria Irwin	3210
Rodney Sharp	3200
Rachael Bear	3216
Anita Goodman	2316
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Michelle Taylor	3204
Melanie Rangiawha	3204
Lynley Rice	3200
Deborah Hodgson	3204
Catherine Kirby	3216
Stu Rice	3200
Stacey Austin	3010
Hadley Kirby	3216
Christina Turner	3720
Jessica Newton	3210
Andrew Baillie	3216
Rachel Baillie	3210

Name	Postcode
Jonathan Anderson	3210
Joanne Bailey	3248
Amy Taylor	3216
Adrienne Grant	3214
Norm Stannard	3210
Haley McLaughlin	3200
Claire Mulholland	3206
Helen Samujh	3204
Patrick McLaughlin	3200
Russell Henry	3920
nickie dove	3284
Sari Karppinen	3802
bBARBARA Turner	3210
Robyn T	3204
Bruce MacKay	3210
Delwyn Bain	3200
Sue McLeish	3216
Candice Barker	3206
Irene Stirling	3210
Catherine Fife	3216
Michael Nicholas	8013
Julie Angell	3210
Allan Pearson	3216
Helen Manning	3284
Joy Maxwell	3214
Wayne Luxton	3214
Nina Taane	3215
Carmel Jesney	3210
Lyn Jarman	3118
Jad Tatana	0200

Name	Postcode
Dianne Leathwick-Browne	3216
Rosemary Roberts	3206
Davina Moke	3216
Paula Simeon	3216
Kiri Leach	3210
Selina ELLIOTT	3210
Paula SALISBURY	3200
Carolyn Hopa	3375
Susan Spirig	3216
Kerrin Sawyer	3214
Naomi Glover	3204
Olivia Patty	3216
Adrian Coleman	3206
Margo Malthus	3214
Natarsha Shields	3204
Lynda Priestley	3206
Michaela Humphries	3216
Deborah Blong	3210
Johanna Bouter	3206
Claire Gibson	3204
Michelle Bailey	3015
Hayden Hill	2439
Sade Lomas	3434
Krystal Opie	3882
Era Peihopa	3214
George Lusty	3216
Nikki King	3204
Denise TeWake	3204
Tamina Beveridge	3216
Simone Molenaar	3210

Name	Postcode
Taya Cross	3200
Elizabeth Savage	3210
Trent Seaton	3216
Bobbi Clark-Heu	3206
Dave Gilchrist	3206
raehana tangitutu	3216
Renaë Lawson	3214
Wendy Symonds	3210
Sheryl Baird	3210
Annette Wade	3210
Meas Muth	3200
Heidi Lei	3204
Suzanne Stanford	3210
Peter Stanford	3210
Mackenzie Moke	3214
Kimai Te Wano	3199
Iani Catherall	3216
Te Oha Hancock	3062
Hera Pouaka	3200
Tomairangi McRae	3216
Krista Henare	3216
Nolan Hodgson	3880
Diana Li	2105
Mary Sproul	3200
Claire Townson	3214
Kathryn Waswo	3216
Donald Matheson	3204
Megan Wood	3204
Rana Hay	3206
graham putt	3216
Grant Svendsen	3214
Nanette Russell	3216

Name	Postcode
Scott Cranwell	3210
sarah bodley- davies	3210
Judy McDonald	3214
Priya Kurian	3216
Susan Thompson	3216
Tania Ashman	3214
Ngairé Phillips	3216
Jillian Littlewood	3210
Kelvin Shaw	3214
Dianne Alston	3206
Immanuela Pfeiffenberger	3210
Tara McLaren	3216
Carolyn Lundquist	3216
Therese B	3216
Martin Schefer	3283
Veronica Reid	3210
Claire Sherrington	3210
Maria Lowe	3214
Jahdine Tapara	3201
Erin Gray	3210
Melanie Silcock	3210
Katerina Valova	3206
Jo Wrigley	3214
Holly Olander	3204
Julie Marshall	3200
Sue Beard- McGlone	3216
Kathy Anderson- Scott	3432
Linda Thompson	7220
Richard Storey	3216
Daya Louis	3206

Name	Postcode
Rebekah Taylor	3206
Catherine Pennruscoe	3214
Michelle Fitzjohn	3200
Claudine Johnstone	3216
Jilliene Beale	3204
Kay Shanley	3204
Mary Rogerson	3210
Rowena Mercer	3204
Lindsay Geenty	3200
Diane Murphy	3210
Cassandra Wallace	3216
Damask Thorley	3210
Sukhjeet Sandhu	3214
Mari May	3210
jenny ohearn	3210
Marcia J.	3210
Emma Shaw	3214
Jeremy Maseyk	3214
Anna Rhodes	3240
Kate Richardson	3214
Max Coyle	3204
Victoria Murray	3206
Abby Ritete	3210
Melanie Schriner	3200
Asha Rodger	3204
Rebecca Cole	3206
Michelle Foster	3200
Charlotte Watson	3206
Emma Hearn	3206
Alana Duncan	3216
Nicole Mills	3200

Name	Postcode
nadine astrella	32006
Krystal Fraser	3290
Veronica Grondona	3210
Teresa Erieпа	3200
Natasha Paulo	3214
Denise Hoskin	3791
Cherie Paekau	3204
Maxine Mogford	3210
Daina Rodgers	3793
Jacqui G	3216
Kay Neilson	3216
stephen bradford	3026
Erin Hood	3200
Cathy Cross	3210
Geraldine Cameron	3206
Sophie Crook	3210
Aaron Hawthorn	3200
Libby Cameron	3200
Claire Jackson	3210
Meriel Asyrella	3204
Natalie Graafhuis	3200
Christiaan Maarhuis	3216
Belinda Bassett	3200
Pauline Lisignoli	3206
Matti Thorley- Symes	3225
Tina Chou	3210
Rose crook	3200
Nick Telfer	3210
Linda Kelly	3210
Nicole Schuster	3210

Name	Postcode
N Bell	3210
greg lawson	3206
David Kelly	3210
kahukura lee	1025
Joel Gilmore	3216
Timothy Cox	3210
Helena Hay	3204
Kim Stedman	3216
Angela Cooke	3289
Lara Whitmarsh	3873
Eileen Thomason	3200
Dale-Maree Morgan	6023
Violet Poihipi	3204
Christina Chambers	3286
Iu cope	3216
Raewyn Kirkman	3310
Melinda Warner	3216
Mikala Gaastra	3216
Courtney Frost	3710
Helen Noho	3720
Joanna Tynan	3204
Lambertus Brandsma	3289
Emma Edhouse	3216
Kate Trigger	3200
Janice Tong	3200
Milla Inkila	3216
Sarah Ninnes	3216
Joanna Bolton	3210
Ramon Dickinson	3200
Richard Aveyard	3210
Ira Mayer	3210

Name	Postcode
Monique Rowe	3214
Chloe Palmee	3216
Stephanie Larder	3206
David Paulussen	3210
Barbara Sinel	3210
Julia Edling	55118
Shirley Gurnell	3200
Lani Leong	3216
Alysha Rutgers	3200
Pauline Sinel	3210
Richard Selinkoff	3214
Ingrid Jones	3216
Julie Gofton	3784
Skye Smith	3281
Troy Michie	3200
Christine Polglase	3210
Hanna Beaumont	3393
Sarah Young	3216
Trine Kilduff	3204
Fred Young	3216
Corinne Young	3216
Waveney Lord	3200
Kaye-Marie Mccaskill	3200
Helena Kara	3281
Paul Bradley	3216
Chelsee Wollaston	3216
Hana Stucki	3216
Rangi-Rere Harrison	3200
Janine Whiu	3214
Andrea Junge	3210
Deb Nudds	3214

Name	Postcode
Chris Elliott	3216
Molly Simms	3214~
Alice Bulmer	3216
Electra Kalaugher	3216
Jenny Kalaugher	3112
Cushla Richardson	3216
Renee Mckellar	3216
Michelle Bull	3200
Sarah Tanfield	3210
Charlotte Vedder	3214
Laurel Rolleston	3216
Sharla Pearce	3216
Hannah Tobin	3201
Phillip Guthrie	3204
Sam Wells	3204
Rob Moore	3216
Karli Fee	3216
Lesley Hutton	3283
robyn hutton	3216
Genevieve Norris	3200
M Wright	3740
Sallie Malpas	3210
Jo Gray	3214
Sama Dean	3720
Robyn Janssen	3204
Stine Sorensen	3225
Hilary Sifleet	3200
Charity Makamaka	3920
Jordan Kapa- Hakeney	3200
Sophie Duthie	3210
Amanda Ragg	3286

Name	Postcode
Bianca Bache	3216
Stephanie Sako	3216
Jackie Barton	3206
Lee Brown	3200
Barbara Hodge	3216
Margaret Courtney-Tennent	3206
LAURA FRANCIS	3216
Ryan Lewis	1041
Ian Manson	3282
Nickie Leigh Heta	3200
Karleen Singh	3204
Nick Allatt	3200
Lorraine Twidle	4123
N Clarke	4412
Christine Norris	3204
Wendy Maisey	3240
Clare Jackson	3216
Gill Clothier	3210
Lidia Sandoval	3214
Fiona Schutt	3200
Sally Clark	3243
Paul Newton- Jackson	3216
Andrea Spalding	3210
Brent Van Ree	3206
Steve Denby	3210
Emma Bell	3206
Angela Grindrod	3793
Storme Baird	3720
Lisa Hawkes	3200
Linda Hawley	3210
Rachel Potbury	3206

Name	Postcode
Rose Tennent	3216
Andrea Graves	3216
Nona Morris	3216

Item 7

Attachment 1

Council Report

Item 8

Committee:	Growth and Infrastructure Committee	Date:	05 December 2017
Authors:	Chris Allen and Kelvyn Eglinton	Authorisers:	Kelvyn Eglinton and Chris Allen
Positions:	General Manager City Infrastructure and Acting 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 receives the report.

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

Growth Indicator (GM City Growth)

4. The quarterly growth indicator reports to the end of September 2017, "Hamilton's Housing Market and Economy" (Attachment 1) and "Hamilton's Business Economy" (Attachment 2) are attached.
5. PDF copies will be provided to elected members.
6. The next update will be provided to the Committee on 10 April 2018.

Waikato District Council Southern Districts Water Supply Agreement (GM City Infrastructure)

7. As outlined in the GM Report presented at the 28 March 2017 Growth and Infrastructure Committee, Council has had water supply agreements in place with WDC to supply areas within the Waikato District (Newstead, Tamahere, Tauwhare, Rototuna, Eureka, Te Kowhai, Stonebridge, Gordonton and Hutchison Road) since the 1980s.
8. The previous agreements have expired and WDC have indicated they would like to continue the bulk water supply arrangement to their Southern Districts under a revised agreement with Hamilton City Council (HCC).
9. Council staff are progressing discussions with Waikato District Council (WDC) staff in relation to the development of a revised agreement for the continued bulk water supply to WDC's Southern Districts.
10. A report on this agreement is expected to be presented to the Growth and Infrastructure Committee meeting once the discussions currently underway with WDC have concluded and there is a confirmed scope and terms for a new revised water supply agreement.

Strategic Collaboration (Executive Director Special Projects)

11. The purpose of this strategic collaboration section is to update elected members on the Council's involvement in regional and sub-regional planning partnerships.
12. **Waikato Mayoral Forum**
 - A summary of the Mayoral Forum meetings is circulated after each meeting and copies can be located at <http://www.waikatomayoralforum.org.nz>. The most recent meeting was held 16 October 2017.
 - The Mayoral Forum is to consider establishing "virtual policy team" for inter-Council collaboration on policy issues to ensure consistency.
 - The Mayoral Forum has asked that the Waikato Regional Council engages with local government stakeholders and considers making a contribution to the Waikato Regional Theatre project as part of the 2018-28 10-Year Plan process.
13. **Waikato Plan**
 - Waikato Means Business has been focused on four main areas of work over the past three months.
 - Progressing work to establish a Waikato Regional Economic Development Agency (REDA)
 - Securing external funding to progress the 2017-18 Interim Regional Growth Programme
 - Commissioning an external programme manager for the Waikato Story
 - Engaging with the incoming government
 - A final organisation design and operating framework for the Waikato REDA will be delivered by the end of February 2018. This will be presented to the WMB Steering Group, the Waikato Mayoral Forum and HCC for approval and agreement to move to establish the entity and have it operating by 1 July 2018.

14. **UNISA**

- Mayors' and Chairs' meeting held on 17 November 2017.
- Presentation from Ports of Auckland and Ministry of Transport.
- Letter sent to incoming Prime Minister and Ministers outlining the challenges and successes of the Upper North Island regions, how UNISA currently works with central Government and what UNISA councils see as Upper North Island priorities and inviting them to the next Mayors' and Chairs' meeting to be held in early 2018.

15. **Waikato Plan**

- The Waikato Plan Implementation Joint Committee (Leadership Group) convened its first meeting on 18 September 2017. Margaret Devlin was appointed as Independent Chair and Mayor Brian Hanna (Waitomo DC) as Deputy Chair. Appointments for the four non-local government members (business/community) and two government agencies were confirmed.
- Three iwi members have been selected by their boards and will be appointed on 4 December 2017 to the Leadership Group. The last two government agency positions and three other iwi members will be appointed in the New Year.
- The Implementation Programme and Central Government Engagement Strategy have been approved by the Leadership Group and implementation is now underway.
- A regular update on Waikato Plan implementation will be taken to the Waikato Mayoral Forum.

Access Hamilton Taskforce Update (GM City Infrastructure)

16. The Growth and Infrastructure Committee (24 October 2017) approved the Access Hamilton Programme Business Case. The Committee also endorsed the Access Hamilton full programme of works as a basis for the Taskforce to prepare a draft prioritised programme of works.
17. A prioritised programme of work (the Transport Improvement Programme) was discussed and agreed by the Access Hamilton Taskforce on 2 November 2017 for presentation to the Council.
18. The Transport Improvement Programme was presented to Elected Members at a briefing on 21 November 2017.
19. This programme will be considered by Council at its meeting of 6 December 2017 to develop the proposed 2018-28 10-Year Plan.

Waste Taskforce (GM City Infrastructure)

20. The Waste Taskforce purpose is to make recommendations on the rubbish and recycling for the city by considering and providing guidance on the following projects (split into three phases):
 - Phase 1 – Housing review and Waste Management and Minimisation Plan (WMMP) (completion April 2018)
 - Phase 2 – New contract methodology and Solid Waste Bylaw. (completion February 2019).
 - Phase 3 – Service roll out communications (completion November 2020)

21. Phase 1 of the Waste Taskforce is progressing on time:
- The Waste Taskforce have received a copy of the report concluding the first stage of the Housing Review and the findings have been integrated into the kerbside rubbish and recycling service review. The second stage of the housing review will commence once decisions have been made on the level of service to be provided at the kerbside.
 - The Waste Management and Minimisation Plan consultation closed on 19 November 2017. A total of 336 responses were received. Findings will be presented to the Taskforce on 15 December 2017. This is on track to meet the April 2018 deadline.
22. Phase 2 of the Waste Taskforce has commenced:
- Contract negotiations for the new rubbish and recycling service have commenced with the preferred service provider.
 - A proposal on the level of service to be provided at the kerbside will be presented as part of the 10-year plan on 6 December 2017.
23. On 20 November 2017, the Taskforce discussed the Auckland Council's soon to be released report on a New Zealand container deposit scheme. At a presentation to Territorial Authority Waste staff Auckland Council indicated that if Central Government were to introduce a container deposit scheme there would be cost savings to all councils across New Zealand from the kerbside service and litter collection.
24. Site visits were organised by staff at the request of the Waste Taskforce. The site visits provide an opportunity for Councillors to see best practice examples of managing rubbish and recycling and to hear from other councils who have implemented different services:
- Mayor King, Deputy Mayor Gallagher and Councillors Bunting, Henry and Macpherson visited Christchurch on 22 and 23 November 2017. The tour included visiting waste and resource recovery infrastructure, viewing the kerbside service and meeting with Christchurch City Council.
 - Chair of the Waste Taskforce, Councillor Bunting, whilst in Melbourne for the Smart Cities conference, had a tour of waste and resource recovery infrastructure in the City of Melbourne on 15 November 2017.

Intersection of Gordonton and Thomas roads update (GM City Infrastructure)

25. In response to an increasing crash rate at the intersection of Gordonton and Thomas roads, the Growth and Infrastructure Committee at the 24 October 2017 meeting resolved that the Committee:
- a) recommends to Finance Committee that funding is approved for the investigation, design and land procurement for an upgrade of the intersection of Thomas and Gordonton roads from Risk and Opportunities this financial year; and*
 - b) requests staff to include intersection upgrade construction funding in year one of the 2018-28 10-Year Plan for further consideration and consultation.*
26. A variable intersection speed limit installed at the intersection became operational on 23 October 2017. The electronic speed limit signage is triggered by vehicles that will be undertaking any turning movements in the intersection – both into and out of Thomas Road, and this lowers the speed limit on Gordonton Road from 80km/h to 60km/h.
27. A site meeting with Councillors Macpherson, Bunting and Casson was held on 27 October 2017 where the operation of the lower speed limit was creating a noticeable reduction in the speed of vehicles travelling through the intersection.
28. The speeds on Gordonton Road continue to be monitored along with the amount of time that the lower limit of 60km/h is operational. The early results are very positive with a decrease in the average speeds on Gordonton Road of approximately 10km/h being achieved.

29. Staff have continued to work with NZ Police, and have not had notification of any serious crashes since the variable limit has been operational.
30. Installation of temporary traffic signals is considered to be the next step if the variable speed limit is not able to maintain the lower crash rate, and preparations for this are underway e.g. getting power and communications connections to the site.
31. Initial option assessments are also underway for the long-term solutions for this intersection along with the consideration of land purchase requirements and any approvals e.g. Business Case. Funding for the physical works has been included in Year 1 of the 2018-28 10 Year Plan that is currently under development.
32. Preparatory works for the installation of temporary traffic signals will not be complete until approximately February 2018, by which time substantial progress is expected on finalising the permanent improvements for this site.
33. Staff proposed to only install the temporary signals if the current performance of the intersection changes.

Financial Considerations

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

Legal and Policy Considerations

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

Cultural Considerations

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

Sustainability Considerations

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

Risks

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

Significance & Engagement Policy

Significance

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

Engagement

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

Attachments

Attachment 1 - Hamilton's Housing Market and Economy

Attachment 2 - Hamilton's Business Economy

Hamilton's Housing Market and Economy

Growth Indicator Report

December 2017



hamiltoninvest.co.nz

 **Hamilton City Council**
Te kaunihera o Kirikiriroa

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5. New Residential Sections and Titles (224c)
5. New Completed Dwellings (CCC)
6. Residential resource consents by type
6. Housing market
7. Residential house prices and sales volumes
8. Housing affordability
9. Migration and population
10. Residential sale price by dwelling age
11. Hamilton's residential zones



DISCLAIMER

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

Introduction

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

Key findings

- Over the last few years, Hamilton has experienced its strongest residential housing boom since the financial crisis in 2008 in both house sales prices and number of new dwellings consented.
- 1198 new dwellings were approved through 808 consents in the year to December 2016. For the 10 months to October 2017, 974 dwellings have been consented through 592 consents. Annualised, this represents 1168 dwellings consented.
- The majority of new dwellings approved this year to date were flats, units and townhouses (494), followed by houses (433) and apartments (47). For the first 10 months of 2017, consented high density dwellings increased 67 per cent compared to the same period in 2016 (from 323 to 541).
- However, while many of the indicators remain strong there is some evidence of a slowdown emerging. Between January and October 2017, a total of 698 residential freehold sections and 234 units were titled. This indicates a decrease of 17 per cent in the number compared to the same period in 2016.
- Consents have increased, especially land use and subdivision consents. This activity is strongly connected to the current housing market, reflected in high levels of development activity in the city.
- House prices continue to increase across the whole city, but sales volumes decreased in all areas except Peacocke, Newstead, Frankton and Dinsdale North.
- The average house value in Hamilton increased by 3.2 per cent between September 2016 and September 2017. The value increase for the same period was 6.6 per cent for Tauranga, 0.8 per cent for Auckland area, 4.3 per cent for all of NZ.
- The average house value in Hamilton as at the end of September 2017 was \$546k; compared to Tauranga (\$687k) and Auckland (\$1.039m).
- 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.
- The Ministry of Business, Innovation and Employment has introduced a housing affordability measure (HAM). The initial measure shows housing affordability has improved since 2008 for first home buyers in Hamilton, and decreased for renters.
- Hamilton's net migration numbers have been steadily increasing since 2014. The main driver for this is the high number of people arriving on work visas. This trend has contributed to the increased demand for housing in Hamilton and across NZ main centers.

Key facts

Population estimate (as at June 2017)

165,400

City area

11,093ha

Number of employees (as at 30 June 2016)

87,640

Number of businesses (as at 30 June 2016)

14,424

GDP (as at June 2017)

\$7.8B

Average house value (as at September 2017)

\$546,402

Source: Statistics New Zealand most recent annual estimates based on household survey results and the 2013 Census. This is the most recent data available. Employee and business information is only released annually and delayed by processing via Stats NZ and Infometrics. The next update is expected in the first quarter of 2018 for June 2017 numbers.

New Residential Building Consents

In the 10 months to the end of October 974 dwellings valued at \$230m were approved for construction in Hamilton. This includes houses, apartments, townhouses and units. Annualised, this represents 1168 dwellings consented.

These were represented in 592 consents - some consents contain more than one dwelling. This represents a decrease of 3 per cent in number compared to the same period in 2016.

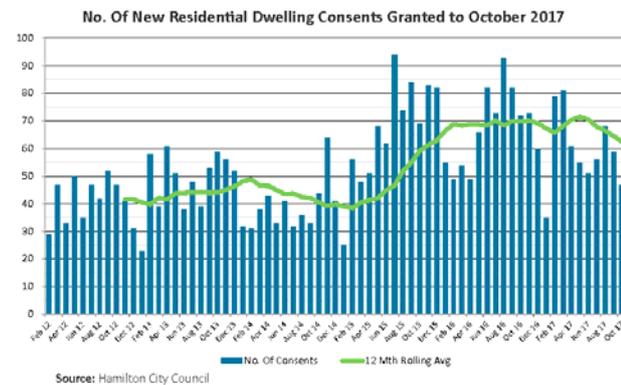
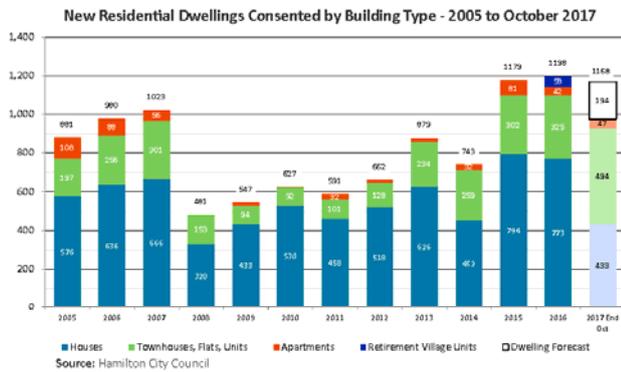
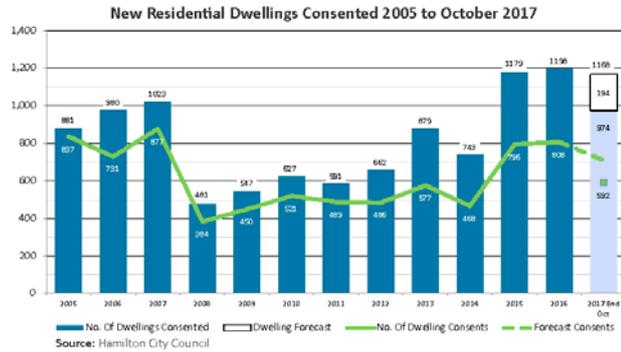
The total number of new residential dwellings consents granted continues its strong trend despite anecdotal evidence of a slowdown in the housing market. New dwelling consents have been increasing over the last five years, apart from a slight dip in 2014. Consents reached 10-year highs in 2015 and 2016 with 1179 and 1198 dwellings consented respectively.

Building consents issued for new houses resulted in the construction of a total floor area of 135,509 square meters during the first 10 months in 2017, a decrease of 19 per cent from the previous year. In the ten months ended October 2017, a total of 974 new houses were authorised for construction, meaning numbers are tracking slightly ahead of the previous 12 months.

The increasing trend of high density dwellings (townhouses, flats, and units) in 2014 and 2015 flattened in 2016 however it has picked up again in the current year to end of October 2017. The total number of high density dwellings (494) in the first 10 months of 2017 has already exceeded the number of the previous full 12 month period in 2016 (325).

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. August 2017 to October 2017 show a steady decrease in the monthly average consent numbers, and this has been partially attributed to the unusually wet weather over this period.

A rolling average is used to remove some of the highs, lows and seasonality of monthly data and enable better trend analysis. There is a trough in the number of consents around the January holiday period. This year to date shows a slightly lower average consent trend. The shortage of skilled workers, access to lending, increased land prices and the new Reserve Bank's loan to value ratio (LVR) rules are factors that may be stopping the consent volume from increasing further.



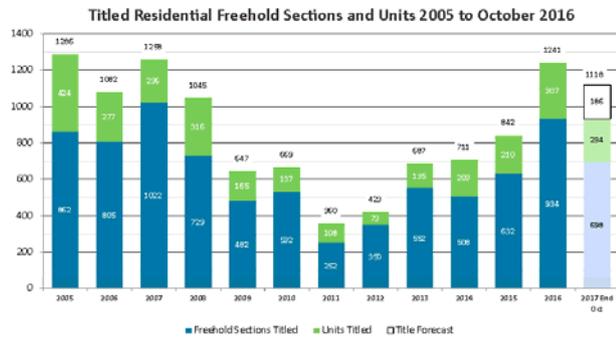
New Residential Sections and Unit Titles (224C)

Building consents are the most common way to track new residential development activity, but there are other important growth indicators too.

A separate title (referred to as a section 224c certificate) will usually be obtained before building, and a Code Compliance Certificate (CCC) will be sought on completion. In conjunction with the consent data 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. Weather plays a large role in land development. This last winter has been one of the wettest in recent history. Eight of the last nine months had more rainfall than the historic monthly average.

Between January and October 2017, a total of 698 residential freehold sections and 234 units were titled. This indicates a decrease of 19 per cent in the number compared to the same period in 2016.

Strong demand for sections back in 2015 and 2016 as well as increased land prices have encouraged developers and land owners to progressively release more sections into the market over the last four years. However, the supply appears to be slowing in recent months at least in part due to the high land price and the housing market cool down.



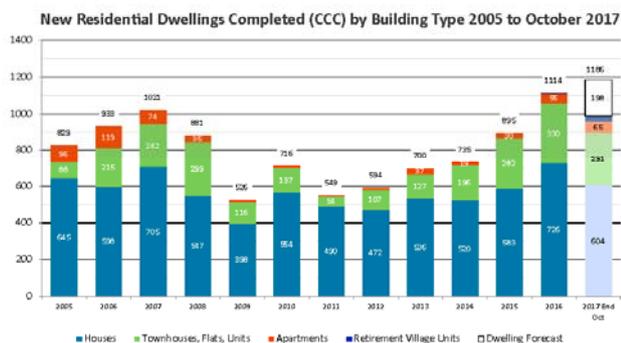
Source: Hamilton City Council



New Completed Dwellings (CCC)

Between January and October 2017, a total of 988 Code Compliance Certificates (CCC) were issued to new residential dwellings. This represents an increase of 18 per cent compared to the same period in 2016 and includes standalone houses, apartments, townhouses and units.

The lag time between the granting of building consent and the receiving of CCC typically varies from five to 24 months. From November 2016 to October 2017, on average it took 12 months to complete a residential dwelling from the granting of building consent.



Source: Hamilton City Council

Residential Resource Consents By Type

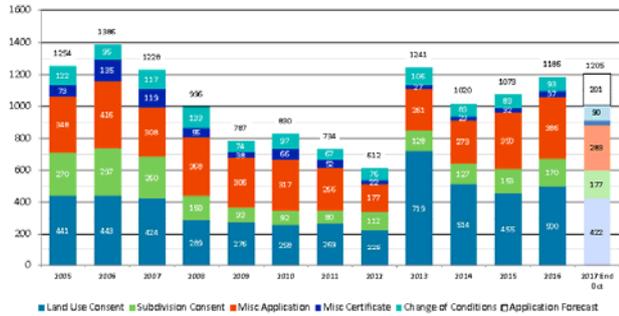
The total number of consent applications to HCC in the first 10 months for 2017 increased 8 per cent compared to the same period in 2016.

The increase in volume is mainly from Land Use Consents and Subdivision Consents. The number of Land Use Consents processed increased by 16 applications and Subdivision Consent application increased by 26 from previous year.

Increased resource consent activity is strongly connected to the housing market boom in 2015 and 2016.

Some caution should be taken in comparing consent totals- while miscellaneous applications may be high in number, they are unlikely to represent growth and development in the way land use and subdivision consents do.

Resource Consent Application Processed by Application Type 2005 to October 2017



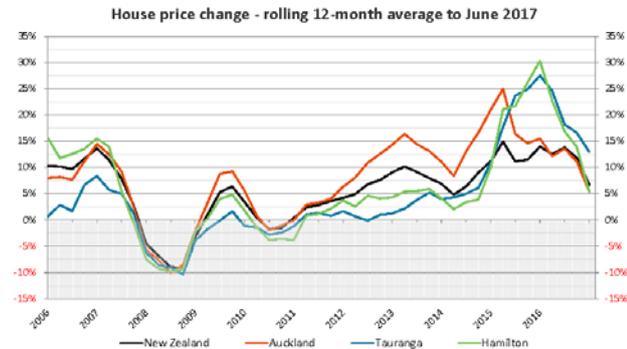
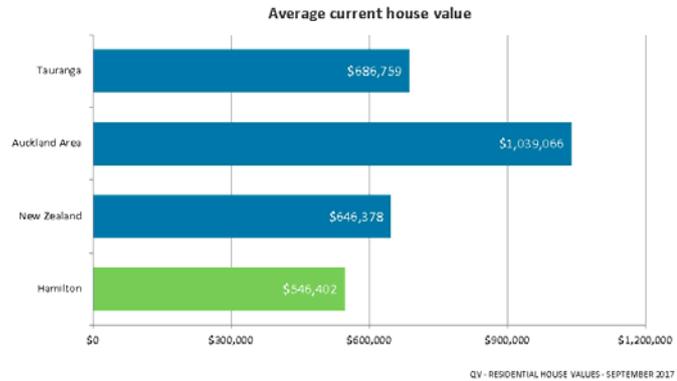
Source: Hamilton City Council

Housing Market

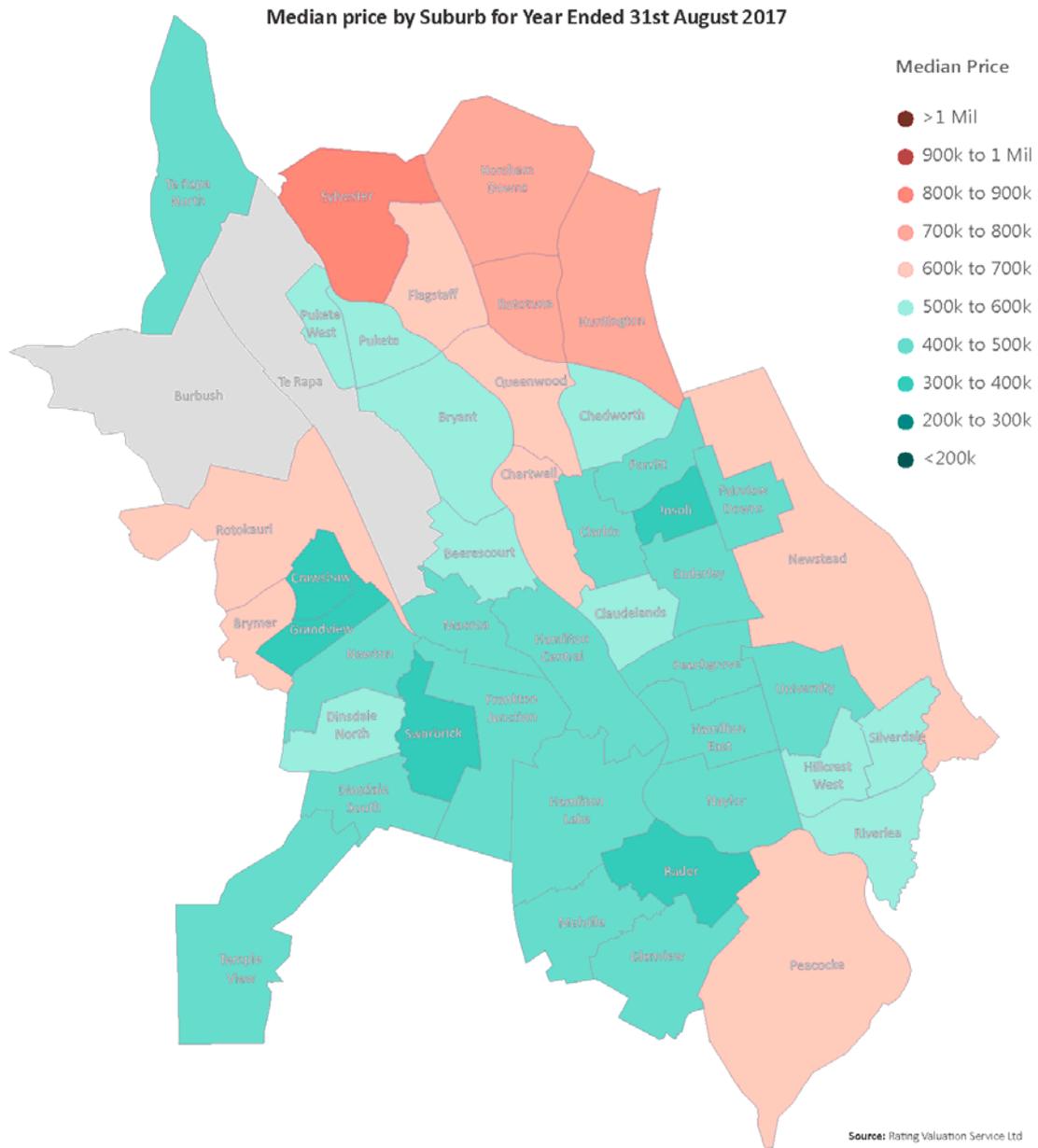
The average value of houses in Hamilton increased by 3.2 per cent between September 2016 and September 2017.

The value increase for the same period was 6.6 per cent for Tauranga, 0.8 per cent for Auckland area, 4.3 per cent for all of NZ. Average house values are lower in Hamilton compared with Tauranga, Auckland and NZ despite the rapid growth during the last year.

Despite low income growth, historically low interest rates for mortgages are facilitating higher levels of debt, subsequently driving house prices. Auckland house price growth has flowed into neighboring regions, including Hamilton, as a result of the loan to value ratio restrictions and Auckland's sustained increased house prices. The extent of this flow is difficult to quantify due to data limitations around internal migration and the reasons why people have shifted.



Residential House Prices and Sales Volumes



Median Price by Suburbs

During the year to August 2017, both dwelling sale prices and volumes in Hamilton were highest in northern suburbs (collectively referred to as Rototuna), which is Hamilton’s largest and most mature growth cell. Sales volumes in Frankton and surrounding suburbs were high, but sales prices were lower than the Hamilton average.

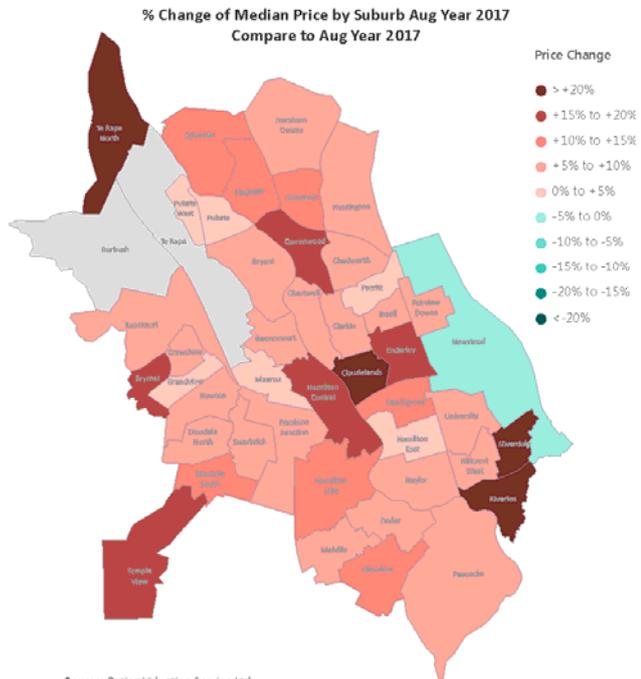
Growth cells in early stages of development such as Rotokauri and Peacocke show low volumes of sales but at relatively high prices. Generally, southern suburbs have lower sales prices and volumes than the northern suburbs. Data used in this map includes standalone houses, duplexes, apartments, townhouses, and private retirement units.

Residential House Prices and Sales Volumes

Average Change in House Prices

Many Hamilton areas experienced an increase of more than 20 per cent in median house price in the year ended August 2017. This includes the two main upcoming growth cells Peacocke and Rotokauri, and also the more mature growth cell of Rototuna.

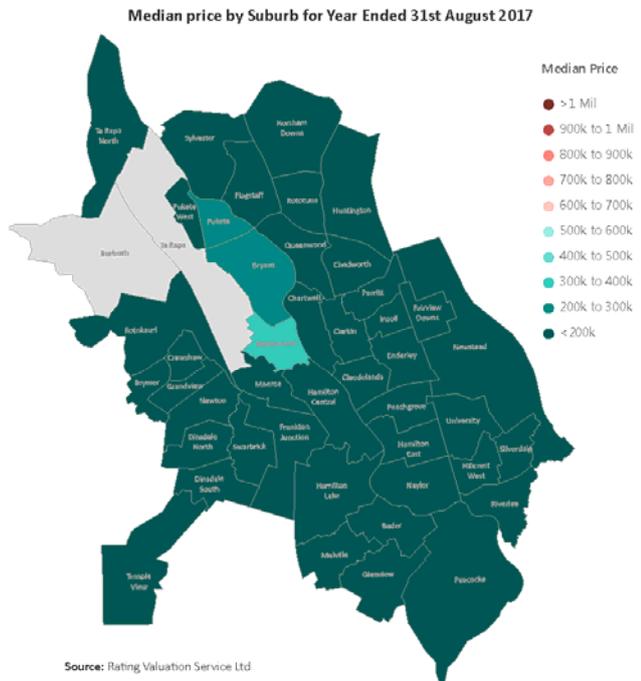
Suburbs clustered immediately to the east and west of the central city showed strong median price increases of more than 20 per cent. Only Newstead recorded an average decline in median house price during the period. Grey areas had no sales transactions for the period.



Average Change in Sales Volumes

For the 12-months to August 2017 the majority of suburbs have on average experienced a decrease in sales volumes compared to the same period a year before.

Whilst we might expect high house prices to subdue sales volumes, the polar difference in this heat map and the previous one points to a potential slowdown in the market. The grey areas had no sales transactions for the period.



Housing Affordability

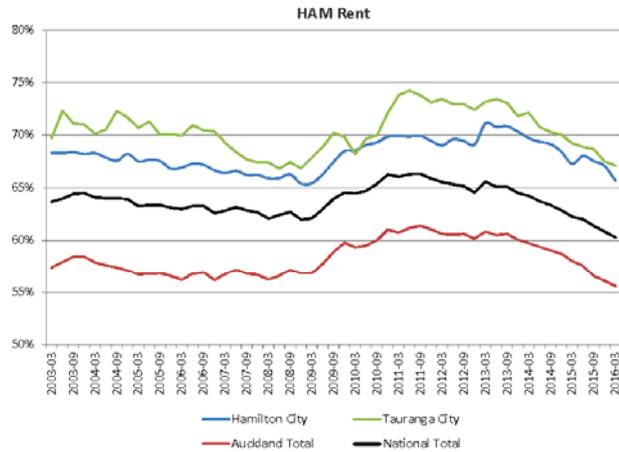
A new approach to measuring housing affordability has been released by the Ministry of Business, Innovation and Employment (MBIE).

The Housing Affordability Measure (HAM) provides a picture of shifts in affordability. It is an income measurement that uses income before tax to look at how much households have left after their basic household costs have been paid.

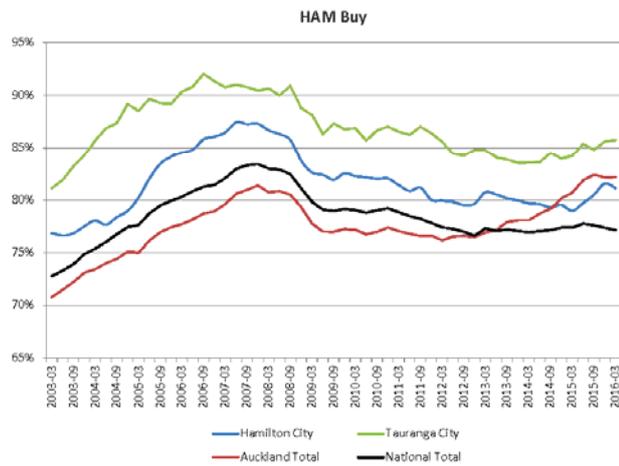
The HAM buy graph shows what portion of potential first home buyers who would not be able to afford to buy a modest home after paying for mortgage, insurance and rates for a lower quartile dwelling, and have \$662.00 per week left over for a single person before tax (the National Affordability Benchmark). The HAM rent graph shows what portion of renting households don't have \$662.00 per week left over for a single person after paying rent but before tax. In both of these measures a higher number is less affordable.

HAM for Hamilton shows housing affordability had been increasing from 2008 but since 2015 affordability has worsened. This is initially due to interest rates dropping substantially and a post GFC house price decrease, then significant house price increases from 2015. The data lags and is currently at March 2016. House prices in Hamilton have risen 14 per cent between March 2016 and June 2017 while incomes and interest rates have moderately increased. Overall this measure shows the majority of Hamilton's renting population have unaffordable housing and even less of the same population would be able to afford to buy a modest first home. However, the trend is showing that renting is becoming more affordable.

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



Source: Ministry of Business, Innovation and Employment



Source: Ministry of Business, Innovation and Employment

Migration and population

Hamilton's net migration numbers have been steadily increasing since 2014. The city had a net increase of around 1,500 people in the year to March 2016, and this increased to about 1,800 in the year to March 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. Work visa arrivals accounted for almost two thirds of the increase in total arrivals in the March 2017 year. Low numbers of New Zealanders leaving the country have also exacerbated net migration levels.

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

Population estimates

Hamilton population, at 30 June 2017, is estimated by Statistics New Zealand to be 165,400. This is an increase of 4,200 people (or 2.6 per cent) 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.

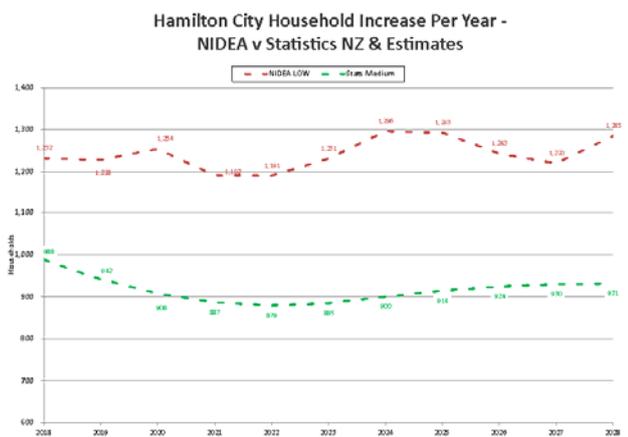
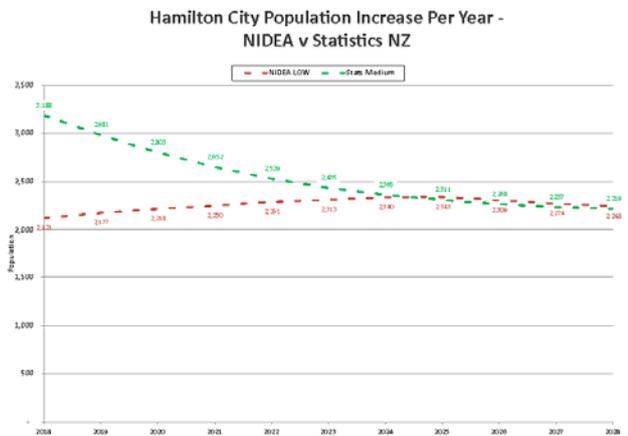
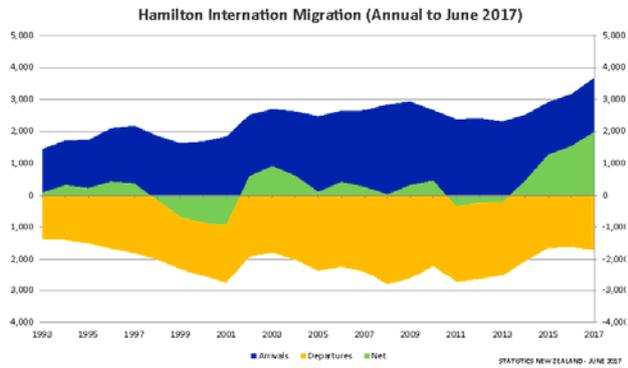
Population and household projections

HCC 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 did not account for the National Government's policy stance and are slow to respond to the changes in Government. 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. Their medium series projects household growth of more than 900 dwellings on average per year over the next 10 years. This reflects how different providers and assumptions can lead to significant variations in projections.





Residential sale price by dwelling age

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

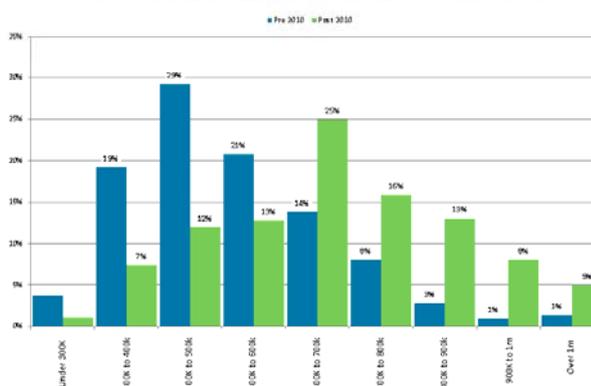
To delineate between the house price of new and old dwellings HCC have set up two age categories for houses. Dwellings built after 2010 (post 2010) are used as a proxy for new dwellings. HCC used post 2010 dwelling sales due to data limitations when capturing sales prices of house and land packages, 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 per cent more than those built pre 2010, whereas for flats, units and apartments this was 13 per cent.

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.

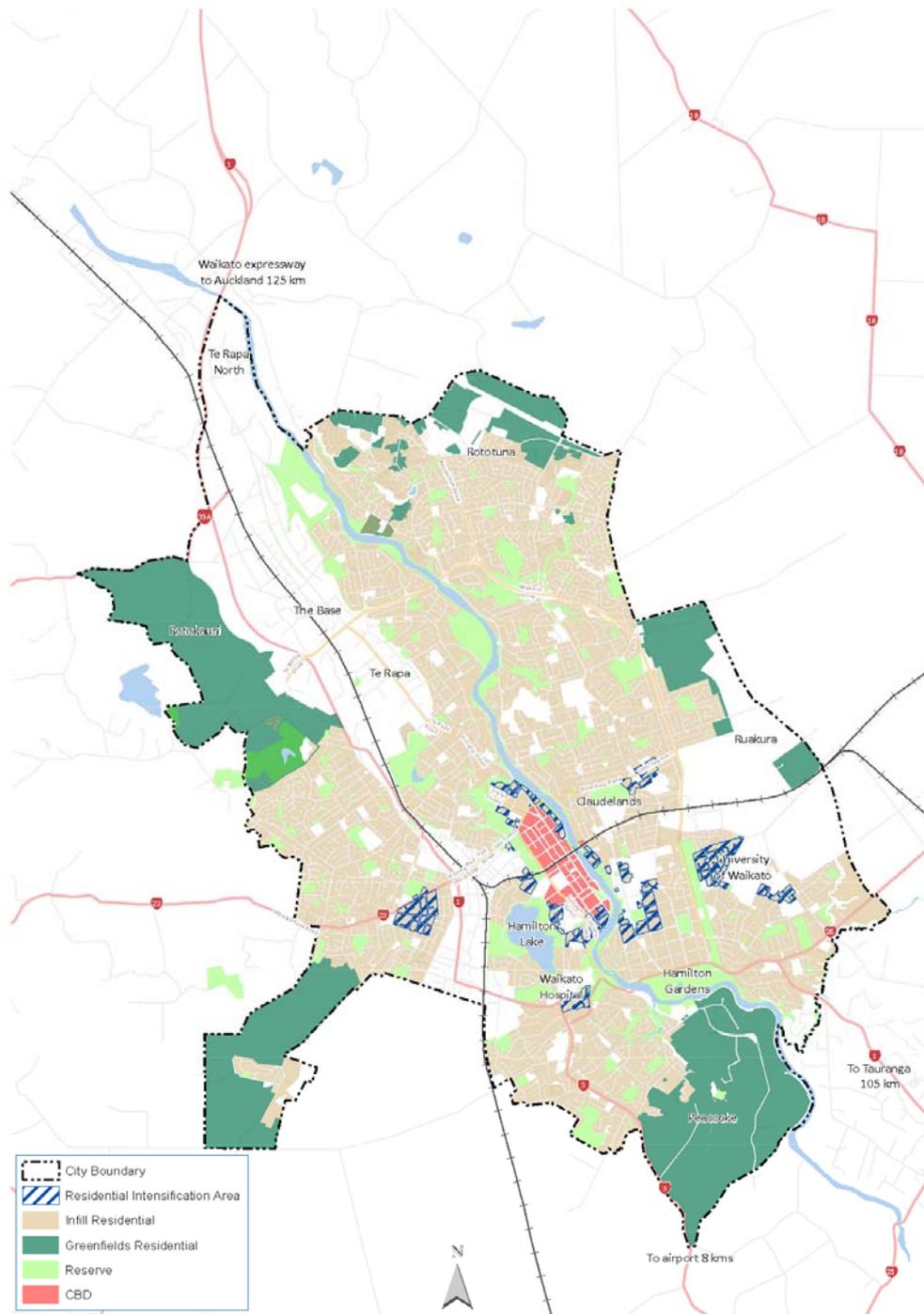
The following analysis is based on the sale date which is the date that the Sales and Purchase Agreement is signed by both the vendor and purchaser. The data is only captured after the settlement of the transaction, which can often be a month or more after the sale agreement date. Therefore, for the purpose of showing a fairly complete picture, the report has allowed a two month lag time before reporting on any figure.

Residential Sale Price Distribution Pre 2010 vs Post 2010



Median Sale Price	Pre 2010	Post 2010	Total
House	\$545,000	\$726,000	\$572,500
Flat, Unit and Apartment	\$395,000	\$447,000	\$400,000
Total	\$495,000	\$678,000	\$511,000

Hamilton's residential zones



Further Information

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

Hamilton's Business Economy Growth Indicator Report

December 2017

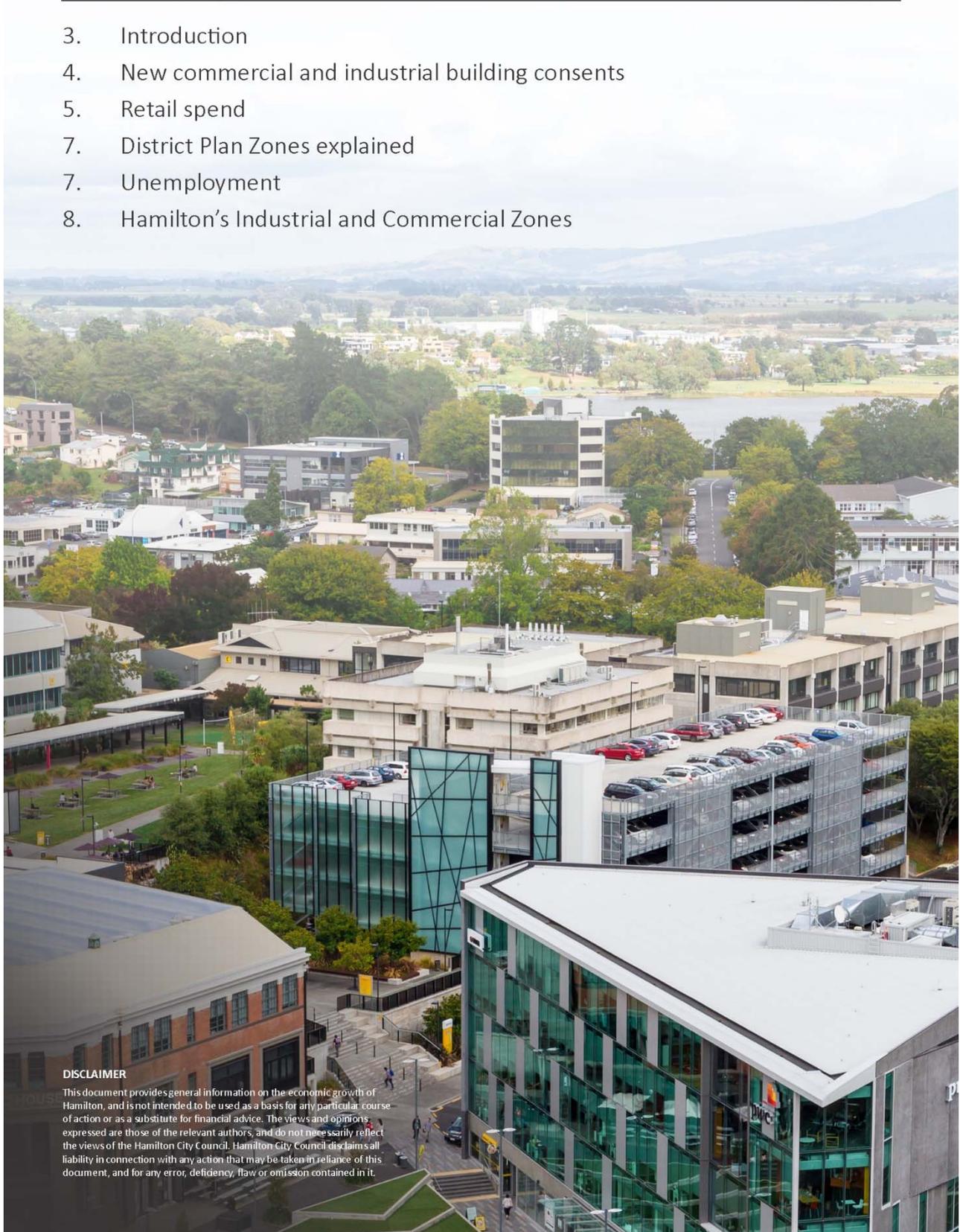


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4. New commercial and industrial building consents
5. Retail spend
7. District Plan Zones explained
7. Unemployment
8. Hamilton's Industrial and Commercial Zones



DISCLAIMER

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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 economy grew by 3.3 per cent in 2017, according to Infometrics' provisional estimate of GDP. Last year's growth was 2.3 per cent.
- New building consents for 2017 are tracking ahead of 2016 so far, in terms of both value and floor space.
- The total value of commercial consents in the first 10 months of 2017 was \$92m, significantly higher than the full year value of the previous three years. Compared to the same period in 2016, the total value of the commercial building consent has increased by \$34m or 58 per cent. The most significant increase was in shops and retail, which nearly tripled.
- Traffic flows in Hamilton climbed 2.5 per cent in 2016 compared to 2015 based on NZTA data.
- Retail spend in Hamilton has been steadily increasing year on year, from a total of \$1.3b in 2009 to \$1.7b in 2016. Sales grew 2 per cent for the first six months of 2017 compared to the same period in 2016.
- Spending in the central city has decreased in terms of city market share from 44 per cent to 35 per cent since 2009. Overall the dollars spent increased from \$559k to \$616k (up 10 per cent). Also, for the first six months of 2016, the CBD has gained 1 per cent of the market share while the sub-regional centres decreased by 2 per cent.
- Sub-regional centres, which include Westfield Chartwell Mall and The Base, have shown strong retail growth with a 5 per cent increase in market share and a 67 per cent increase in dollars spent there since 2009.
- Vehicle registrations in Hamilton increased by 11 per cent ahead of the national increase of 9.5 per cent for the year ended June.
- Infometrics' Regional Economic Profile shows that 2006 jobs were created in Hamilton in the year to June 2016, while a further 464 and 928 jobs were created in Waipa and Waikato Districts. This represents a significant improvement – employee numbers in Hamilton were flat from 2009 to 2014, showing little or no growth.
- Hamilton's unemployment rate has dropped slightly from 6.6 per cent in June 2016 to 6 per cent as at June 2017, but remains above the national average (5 per cent). Youthful populations such as in Hamilton typically have higher unemployment. Jobseeker support recipients are up 2.8 per cent compared to the national increase of 1.2 per cent.

Key fact

Population estimate (as at June 2017)

165,400

City area

11,093ha

Number of employees (as at 30 June 2016)

87,640

Number of businesses (as at 30 June 2016)

14,424

Retail sales (year to June 2016)

\$1.7B

Commercial and industrial building consents granted (year to June 2016)

\$102M

GDP (estimate year to June 2017)

\$7.8B

Total industrial zoned area

\$546,402

Source: Statistics New Zealand most recent annual estimates based on household survey results and the 2013 Census. Employee and business data for 30 June 2017 will be available in early 2018.

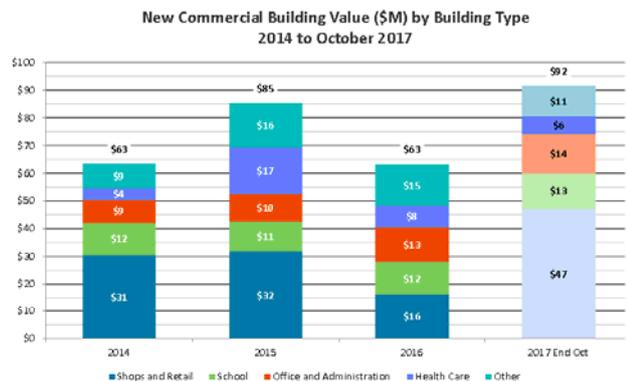
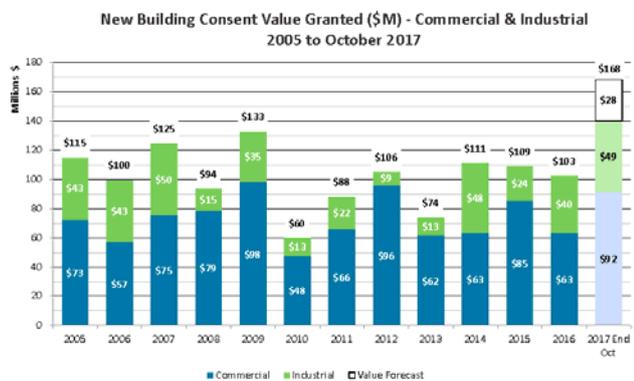
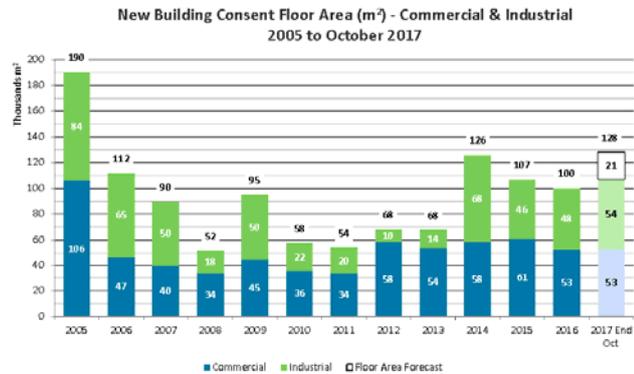
New Commercial and Industrial Building Consents

New commercial and industrial development in Hamilton for the ten months to October 2017 was represented in 107,000 square metres of floor space with a total value of \$140m. Of this total, industrial development accounted for 54,000 square metres and \$49m, and commercial development of 53,000 square metres and \$92m. Overall for the ten months to October 2017, this equates to \$1735 per square metre for commercial spaces and \$907 per square metre for industrial spaces.

Commercial and industrial consents since 2014 have declined in floor area and to a lesser extent value. However, consents for the ten months to October 2017 is trending ahead of the previous year.

The total value of commercial consents in the first ten months of 2017 was \$92m, significantly higher than any the full year value of the previous three years. Compared to the same period in 2016, the total value of the commercial building consent has increased by \$34m or 58 per cent.

The most significant increase was in shops and retail, which nearly tripled. Schools remain steady at \$14m, and office and administration also remain steady at \$14m.





During the period from 2014 to October 2017, shops and retail were the largest category of new commercial building type with almost \$126m in consents granted in total. Schools were the next biggest category with \$48m in new schools consented over the three year period to support the continued residential growth in the city.

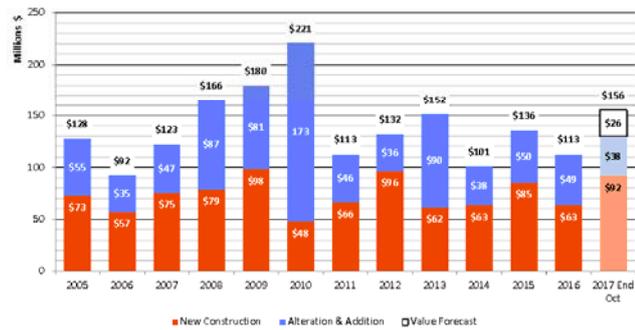
Office and administration consents valued at \$46m were the next largest category. Other consents, worth \$55m, are comprised of new hospices/retirement homes, supermarkets, food and beverage, pre-schools and health facilities.

The total value of commercial consents (which include retail) for the ten months to October 2017 was \$130m, represented by \$38m in alterations and \$92m in new constructions. Annualised, this would be the highest result since 2013. Alterations and additions are additional value added to existing spaces.

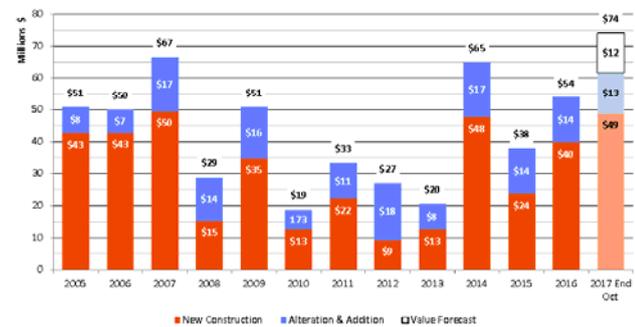
New construction represents new capacity. From 2005 to 2010 the average annual value of commercial consents across new construction and alterations and additions was \$151m, with a peak in 2010 of \$221m. This compares to a less volatile period from 2011 to 2016 where the annual average was \$125m.

Industrial consents were mostly comprised of new construction in the ten months to October 2017, adding \$62m of capacity to Hamilton's existing industrial facilities. There were \$14m in alterations and additions in the same period. Industrial new construction value historically represented a higher proportion than alterations and additions compared to commercial development.

Commercial (\$M) - New Construction vs Alteration & Addition 2005 to October 2017



Industrial (\$M) - New Construction vs Alteration & Addition 2005 to October 2017



Retail spend

In the six months to June 2017, food and liquor sales of \$336m was easily the largest contributor to total retail spend in Hamilton, making up 40 per cent total sales and represented by 396 businesses.

This approximates to one outlet for every 405 people in the city. 'Other retail' is comprised of businesses including hairdressers, drycleaners, repair shops, jewellery, garden supplies and news agents. This was the second largest spend category accounting for \$131m or 16 per cent. The number of businesses (368) that fall in this category is high compared to other categories.

'Furniture and appliances' contributed \$126m or 15 per cent, but represented by only 59 businesses reflecting the typically large floor area required for these stores.

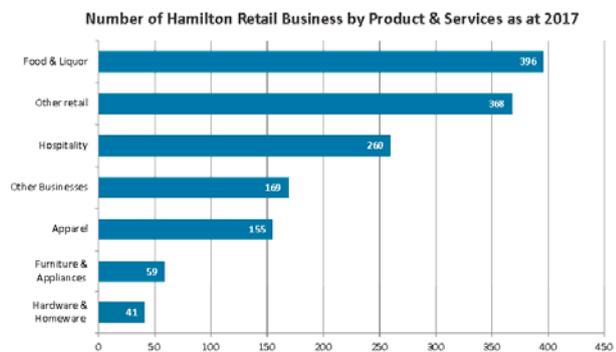
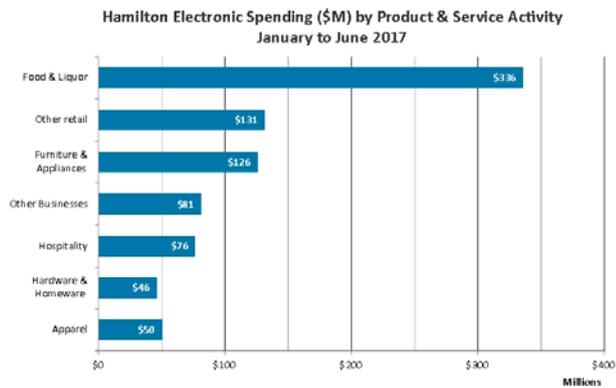
'Other businesses' (\$81m and 169 businesses) captures a variety of service related businesses such as medical and dental practices, post shops, lotto, casinos and gyms. 'Hardware and Homeware' accounted for \$46m but was represented by only 41 businesses, being typically large floor area stores.

In the six months to June 2017, 53 per cent of all retail spend came from Hamilton residents, with 27 per cent from the greater Waikato and 20 per cent from outside of the Waikato (which includes the rest of NZ and overseas). Spending from outside the Waikato has increased by 64 per cent between 2014 and 2016.

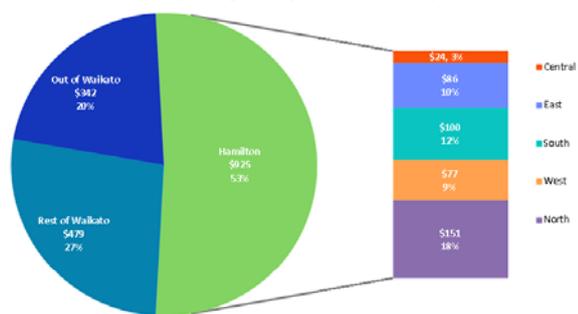
The largest retail spend came from consumers residing in the north of Hamilton who spent \$151m (18 per cent). In comparison, the southern area of the city accounted for \$100m (12 per cent) in spending. This is at least partly because there is a concentration of retail outlets in the northern areas of the city. The CBD is the lowest at 3 per cent reflecting that there are comparatively fewer residents that live in the CBD.

Note on data: Retail spend data was sourced from Marketview and is compiled from EFTPOS data from Paymark, supplemented by transactional data from BNZ. It is estimated that Paymark processes 75 per cent of EFTPOS data and BNZ 20 per cent of all retail bank transactions. In addition to transaction data, BNZ data provides locational information about account holders. Card transactions account for about 70 per cent 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 electronic spending (\$m) by home address for year ended June 2017



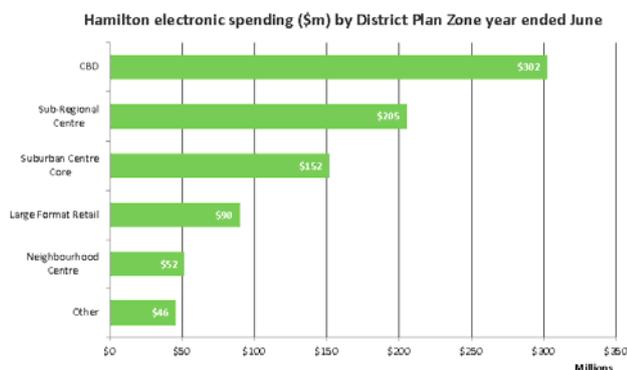
District Plan Zones explained

The district plan sets out a business centre hierarchy that defines the business zones across Hamilton. The CBD is the dominant commercial, civic and social centre for the city and region and provides for the majority of the city's workforce. Refer to the map on the inside back cover for a high-level view of these zones.

The Base and Chartwell are identified as being two sub-regional centres. They are principally retail centres, but with limited office, community and other services.

The city's residential neighbourhoods are served by numerous existing suburban centres, being medium sized shopping centres also supporting community services and facilities. Further centres are proposed as part of planned residential expansion in the Rotokauri, Rototuna, and Peacocke Structure Plan areas. Neighbourhood centres are distributed throughout residential suburbs. These centres provide a more limited range of 'everyday' goods and services for the immediate residential neighbourhoods.

Large format retail are zones that allow for 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 event facility fringe areas which include places like the Frankton commercial area. The majority of retail spend is concentrated in the CBD and the sub regional centres. Retail spend in Hamilton has been steadily increasing year on year, from a total of \$1.3b in 2009 to \$1.7b in 2016. For the first half of 2017, the retail spend has reached \$846m.

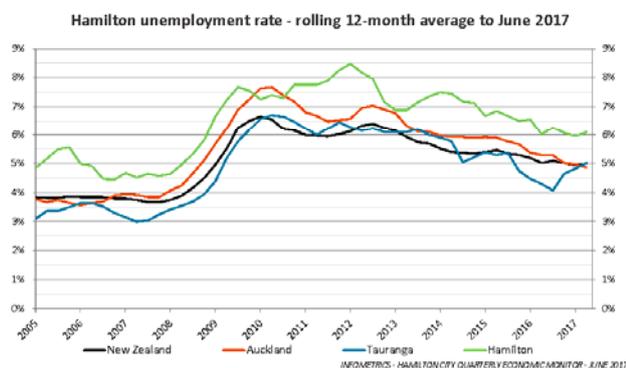


Unemployment

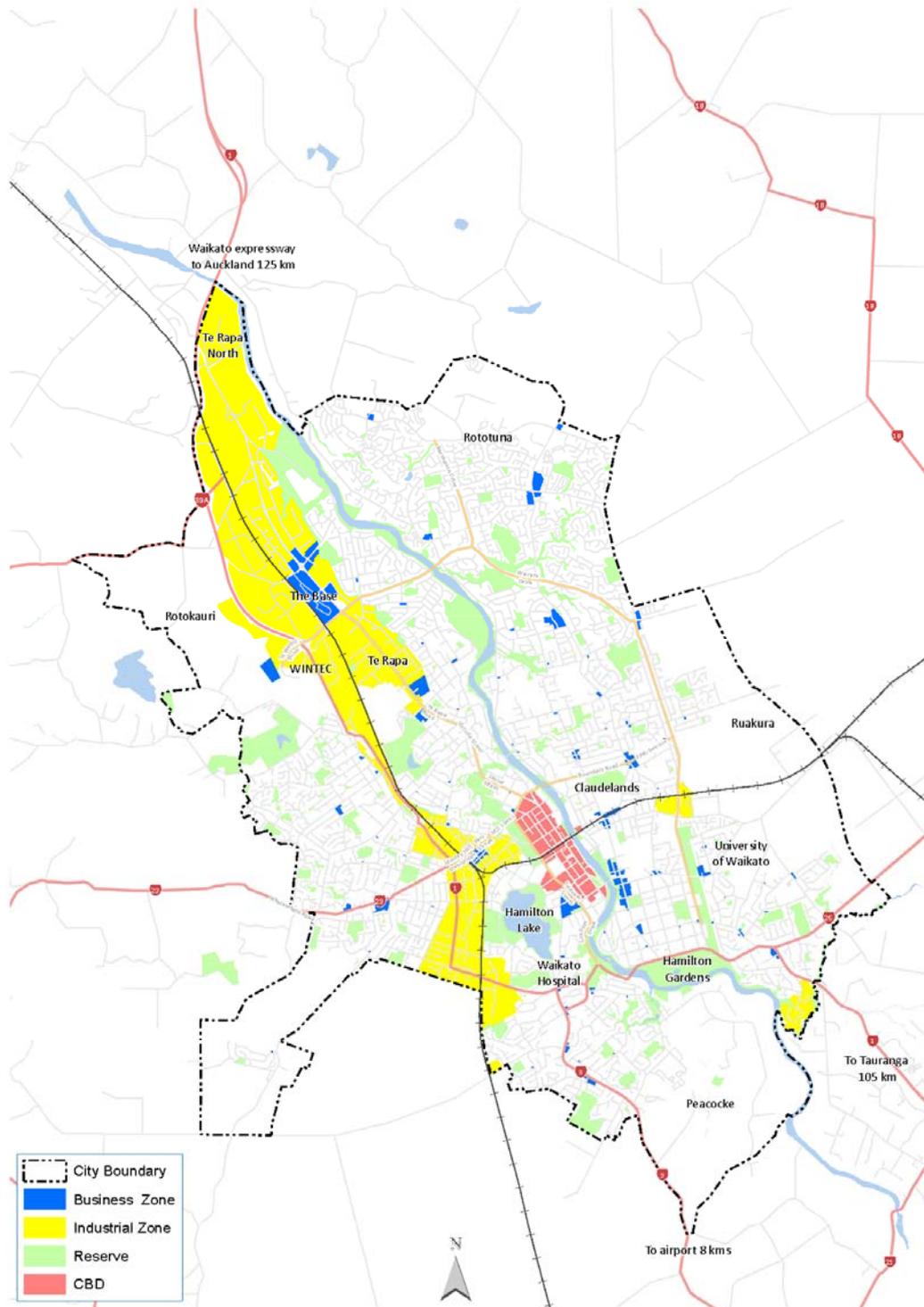
Hamilton's unemployment rate has dropped slightly from 6.6 per cent in June 2016 to 6 per cent as at June 2017, but remains above the national average (5 per cent).

Youthful populations such as in Hamilton typically have higher unemployment. Jobseeker support recipients are up 2.8 per cent compared to the national increase of 1.2 per cent.

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 per cent.



Hamilton's Industrial and Commercial Zones



Further Information

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Council Report

Item 9

Committee: Growth and Infrastructure Committee
Date: 05 December 2017
Author: Robyn Denton
Authoriser: Chris Allen
Position: Network Operations Team Leader
Position: General Manager City Infrastructure
Report Name: Waikato Regional Council - Update on Passenger Transport Services and Initiatives

Report Status	<i>Open</i>
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Purpose

1. To inform the Committee regarding an update from Waikato Regional Council on passenger transport services and initiatives in Hamilton City. *(Verbal report)*

Staff Recommendation

2. That the Growth and Infrastructure Committee receives the report

Attachments

There are no attachments for this report.

Council Report

Committee: Growth and Infrastructure Committee
Date: 05 December 2017

Author: Maire Porter
Authoriser: Chris Allen

Position: City Waters Manager
Position: General Manager City Infrastructure

Report Name: Extension of Kerbside Rubbish and Recycling Collection Contracts

Report Status	<i>Open</i>
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Purpose

1. To seek approval to formally extend the term of the current contracts relating to kerbside collection of rubbish and recycling and operation of the refuse transfer station, by 12 months from 30 June 2019 to 30 June 2020.

Staff Recommendation

2. That the Growth and Infrastructure Committee delegates authority to the Chief Executive to extend the contract term of each of the following contracts with Waste Management Ltd by 12 months from 30 June 2019 to 30 June 2020:
 - a) Contract 0201- Kerbside Collection and Disposal;
 - b) Contract 0202- Kerbside Recycling collection and disposal;
 - c) Contract 0203- Refuse Transfer Station Operations and Lease.

Executive Summary

3. In 2001 the Council entered into a bundle of 15 year contracts and lease agreements with Waste Management for the collection, disposal and operations of the kerbside collections and the transfer station.
4. In October 2015 the bundle of contracts and lease agreements were all extended by a 24 month period from 30 June 2017 when the contracts and lease agreements were due to expire. The extension was to allow a business case to be developed for a refreshed level of service, community engagement and robust contract procurement processes to be undertaken.
5. Negotiations are currently underway with the preferred tenderer for the award of a new rubbish and recycling contract and a confirmed start date is required to progress negotiations.
6. The 12-month extension requested in this report will ensure that the communication with the community regarding the roll out of new services will not coincide with local body election communications.
7. The incumbent contractor has confirmed that the contracts can be extended on the same terms and conditions as the current contract.

8. Staff consider the decision to extend the contract has low significance and that the recommendation complies with the Council's legal requirements.

Background

9. In 2001 the Council called public tenders for and entered into a number of 15 year contracts and lease agreements with Waste Management for the collection, disposal and operations of the kerbside collections and the transfer station. These include:
 - Contract 0201 Kerbside refuse collection and disposal
 - Contract 0202 Kerbside recycling collection and disposal
 - Lease Agreement 0203 Refuse transfer station operations and lease.
10. The contracts and lease agreements were originally due to expire on the 30 June 2017.
11. In October 2015, the Finance Committee resolved to extend the contract term for this suite of contracts for a period of 24 months from 30 June 2017 to 30 June 2019 to allow the completion of an extensive review of the rubbish and recycling level of service and a robust contract procurement process.
12. The Council approved a revised preferred service for the purposes of tendering to be tested against other priced options from the market at the Growth and Infrastructure Committee meeting on 28 March 2017.
13. A two-stage procurement process was started in April 2017 and has included Expressions of Interest and a Request for Tender process. A preferred tenderer has been identified and negotiations are underway but will not be completed until after a decision is made on the proposal being presented to the Council on the full kerbside service change on 6 December 2017.

Discussion

14. The transition to a new contract and potential change of rubbish and recycling services will need to be supported by a significant community education and communication programme leading up 1 July 2019 and for several months following the implementation date of the new contracted service.
15. During the period of July – October 2019, the local body elections are proposed to be undertaken and there is risk that the messaging and communication programme required to support the rollout of a new rubbish and recycling service will be negated by election messaging.
16. This poses a risk to the successful roll out of the new service and staff recommend that the rollout implementation date is revised to avoid this period.
17. Waste Management have confirmed in writing that an additional twelve month extension (from 30 June to 30 June 2020) to the current contract on the same terms and conditions is achievable.

Financial Considerations

18. This is a regular operating activity funded through the 10 Year Plan.
19. The expected net value of the extended contract period between July 2019 to June 2020 is \$4.905 million dollars. This value excludes GST and inflation but includes an allowance for the expected household growth and has been included in the proposed baseline 2018-28 10 Year plan.
20. Extending the contract for twelve months poses no new financial risks to Council.

Legal and Policy Considerations

21. Staff confirm that extension of Contract 0210, 0202 and lease agreement 0203 complies with the Council's legal and policy requirements.
22. Approval for an extension to the contract and lease agreements is within the delegation of the Growth and Infrastructure Committee.

Risks

23. Waste Management Ltd, the current contractor, has confirmed in writing that they are open to an extension in time paid at existing rates (all services will be paid under the terms of the current contract).
24. The risks associated with the transition to a new rubbish and recycling contract are considered as part of the Council Report on the full kerbside service to be presented to the Council on 6 December.

Significance & Engagement Policy

25. 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

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

Attachments

There are no attachments for this report.

Council Report

Committee: Growth and Infrastructure Committee
Date: 05 December 2017
Author: Robyn Denton
Authoriser: Chris Allen
Position: Network Operations Team Leader
Position: General Manager City Infrastructure
Report Name: Deliberation and Adoption of the Hamilton City Speed Limit Bylaw 2013 (Amended 2017)

Report Status	<i>Open</i>
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Purpose

- To inform the Growth and Infrastructure Committee on the outcomes of the public consultation process including the hearings held on 1 November 2017.
- To seek endorsement for the changes recommended to the Hamilton City Speed Limit Bylaw 2013 as a result of that public consultation process.
- To note that Waikato District Council have a parallel speed limit review process underway and this may result in one additional change (Rotokauri Road) to the proposed Hamilton City Speed Limit Bylaw 2013 (Amended 2017). An updated bylaw will be tabled at the Hamilton City Council meeting on 14 December to reflect this change should it proceed.
- To seek a recommendation to the Council for the adoption of the Hamilton City Speed Limit Bylaw 2013 (Amended 2017).

Staff Recommendation (*Recommendation to Council*)

- That the Growth and Infrastructure Committee:
 - approves the following changes to the Hamilton City Speed Limit Bylaw 2013:

#	Location	Proposed change to bylaw (indicated in red text and underlined)
1	Knox St	Amend Schedule 3: Designation Areas and Roads with a speed limit of 30 km/h. By the following addition to the schedule: <u>Knox Street - Victoria Street to Anglesea Street.</u>
2	Endeavour Ave	Amend Schedule 4: Designation Areas and Roads with a speed limit of 40 km/h. By the following addition to the schedule: <u>Endeavour Avenue - From a point 40m north east of Cashmere Place to a point 95m south east of Spinnaker Drive.</u>

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3	North City Rd and Borman Rd (at Hector Dr)	<p>Amend Schedule 8: Designation Areas and Roads with a speed limit of 80 km/h.</p> <p>By the following change to the schedule: North City Road - <u>From a point 220m north of Bourn Brook Drive Borman Road</u> to Kay Road.</p> <p>Amend Schedule 12: Roads with a variable speed limit</p> <p>By the following changes to the schedule:</p> <p>Hamilton Christian School and Te Totara Primary Borman Road: 90m west of Northcity Road to <u>10m 60m</u> east of Hector Drive.</p> <p>Northcity Road: From Borman Road to <u>50m 195m</u> north of Borman Road.</p>
4	Kimbrae Dr	<p>Amend Schedule 12: Roads with a variable speed limit</p> <p>By the following addition to the schedule</p> <p><u>Rototuna High School</u></p> <p><u>Kimbrae Drive: from a point 30m east of the intersection of Bourn Brook Drive extending in an easterly direction to a point 595m east of Bourn Brook Drive.</u></p>
5	Borman Rd and Hare Puke Dr	<p>Amend Schedule 12: Roads with a variable speed limit</p> <p>By the following addition to the schedule</p> <p><u>Sylvester Primary School</u></p> <p><u>Borman Road: from a point 260m west of Hare Puke Drive to a point 110m south east of Hare Puke Drive.</u></p> <p><u>Hare Puke Drive: from a point 95m north of Borman Road to a point 10m north of Wetherby Road.</u></p>
6	Gordonton Road	<p>Amend Schedule 12: Roads with a variable speed limit</p> <p>By the following changes to the schedule</p> <p><u>Variable Intersection Speed Zones are subject to the following conditions:</u></p> <ol style="list-style-type: none"> 1. <u>The speed limit is the limit displayed when the variable speed limit signs are operating and the numerals are displayed.</u> 2. <u>The variable speed limit signs are activated by vehicles turning within the intersection.</u> 3. <u>The variable speed limit applies on the main road(s) of the intersection only.</u> 4. <u>The speed limit is the posted speed limit at all times when the variable speed limit signs are not operating.</u> <p><u>60/80 km/h variable speed limit</u></p> <p><u>Gordonton Road: From a point 120 metres north of Thomas Road and extending in a southerly direction to a point 120 metres south of Thomas Road.</u></p>

7	Rotokauri Rd	<p>Amend Schedule 6: Designation Areas and Roads with a speed limit of 60 km/h.</p> <p>By the addition of the following to the schedule: <u>Rotokauri Road - From a point 310m west of Kawariki Drive to a point 300m north west of Baverstock Road.</u></p> <p>Amend Schedule 8: Designation Areas and Roads with a speed limit of 80 km/h.</p> <p>By the following change to the schedule: Rotokauri Road - <u>From a point 310m west of Karariki Drive to 250m south west of Exelby Road.</u> 300m north west of Baverstock Road to City Boundary</p>
8	Te Kowhai Rd East	<p>Amend Schedule 6: Designation Areas and Roads with a speed limit of 60 km/h</p> <p>By the removal of the following from the schedule: Te Kowhai Road East – Te Rapa Road Tasman Road</p> <p>Amend Schedule 8: Designation Areas and Roads with a speed limit of 80 km/h.</p> <p>By the removal of the following from to the schedule: Te Kowhai Road East – Tasman Road to end (W)</p>
9	Baverstock Rd	<p>Amend Schedule 7: Designation Areas and Roads with a speed limit of 70 km/h.</p> <p>By the removal the following from the schedule: Baverstock Road – 1200 m north east of Brymer Road to Brymer Road.</p>
10	Wairere Dr	<p>Amend Schedule 6: Designation Areas and Roads with a speed limit of 60 km/h.</p> <p>By the following change to the schedule: Wairere Drive: <u>50m 135m</u> north of Ruakura Road to the southern end.</p> <p>Amend Schedule 8: Designation Areas and Roads with a speed limit of 80 km/h.</p> <p>By the following change to the schedule: Wairere Drive - Arthur Porter Drive to <u>50m 135m</u> north Ruakura Road.</p>
11	Masters Ave, Silverdale Rd, Barrie Cres and Morris Rd	<p>Amend Schedule 12: Roads with a variable speed limit</p> <p>By the following changes to the schedule</p> <p>Silverdale Primary School and Hillcrest High School.</p>
12	Schedule 15 Speed Limit Map	<p>Amend Schedule 15: Hamilton City Speed Limits Map</p> <p>By the removal of the old map from the schedule and replacement with a new map included as part of Attachment 1</p>
13	Schedule 8: Designation Areas and Roads with a speed limit of 80 km/h	<p>Amend Schedule 8: Designation Areas and Roads with a speed limit of 80 km/h</p> <p>By the following changes to the schedule:</p> <p>Brymer Road-425m north of Baverstock Road to <u>75m south of</u> Rotokauri</p>

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		<p>Road <u>to Rotokauri Road.</u></p> <p>Exelby Road - Rotokauri Road to <u>340m north west of Lee Road. Te Kowhai Road</u></p> <p>Horsham Downs Road - 10m north of North Ridge Drive to <u>155m north of Borman Road. Kay Road</u></p> <p><u>Rotokauri - From a point 310m west of Karariki Drive to 250m south west of Exelby Road. 300m north-west of Baverstock Road to City Boundary</u></p>																				
14	<p>Amend Schedule 11: Roads Located in Neighbouring Authorities included in this bylaw.</p>	<p>Amend Schedule 11: Roads Located in Neighbouring Authorities included in this bylaw. By the following changes to the schedule:</p> <table border="1"> <thead> <tr> <th>Speed Limit</th> <th></th> </tr> </thead> <tbody> <tr> <td><u>50</u></td> <td><u>Brymer Road - 45m west of Farnborough Drive 425m north of Baverstock Road.</u></td> </tr> <tr> <td><u>80</u></td> <td><u>Exelby Road - 340m north west of Lee Road to Te Kowhai Road.</u></td> </tr> <tr> <td><u>80</u></td> <td><u>Greenhill Road 1115m east of Gordonton Road (with Waikato District Council)</u></td> </tr> <tr> <td><u>80</u></td> <td><u>Horsham Downs Road - Kay Road to 155m north of Borman Road (with Waikato District Council)</u></td> </tr> <tr> <td><u>80</u></td> <td><u>Kay Road - Horsham Downs Road to 10m east of Osborne Road (with Waikato District Council.</u></td> </tr> <tr> <td><u>100</u></td> <td><u>Kay Road – Osborne Road to River Road (with Waikato District Council)</u></td> </tr> <tr> <td><u>50</u></td> <td><u>Rotokauri Road (50km/h) - From city boundary to a point 235m northeast of Bagust Road (with Waikato District Council).</u></td> </tr> <tr> <td><u>100</u></td> <td><u>Rotokauri Road - From a point 250m south west of Exelby Road to a point 235m northeast of Bagust Road (with Waikato District Council).</u></td> </tr> <tr> <td><u>50</u></td> <td><u>Saxby Road - McDonald Road to end (with Waipa District Council).</u></td> </tr> </tbody> </table>	Speed Limit		<u>50</u>	<u>Brymer Road - 45m west of Farnborough Drive 425m north of Baverstock Road.</u>	<u>80</u>	<u>Exelby Road - 340m north west of Lee Road to Te Kowhai Road.</u>	<u>80</u>	<u>Greenhill Road 1115m east of Gordonton Road (with Waikato District Council)</u>	<u>80</u>	<u>Horsham Downs Road - Kay Road to 155m north of Borman Road (with Waikato District Council)</u>	<u>80</u>	<u>Kay Road - Horsham Downs Road to 10m east of Osborne Road (with Waikato District Council.</u>	<u>100</u>	<u>Kay Road – Osborne Road to River Road (with Waikato District Council)</u>	<u>50</u>	<u>Rotokauri Road (50km/h) - From city boundary to a point 235m northeast of Bagust Road (with Waikato District Council).</u>	<u>100</u>	<u>Rotokauri Road - From a point 250m south west of Exelby Road to a point 235m northeast of Bagust Road (with Waikato District Council).</u>	<u>50</u>	<u>Saxby Road - McDonald Road to end (with Waipa District Council).</u>
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b) notes that Waikato District Council are currently consulting on a speed limit change on Rotokauri Road which if adopted at the 11 December 2017 Waikato District Council full Council meeting will require the following change to be made to the Hamilton City Speed Limit Bylaw 2013:

14	Amend Schedule 11: Roads Located in Neighbouring Authorities included in this bylaw.	Amend Schedule 11: Roads Located in Neighbouring Authorities included in this bylaw. By the following changes to the schedule:	
		Speed Limit	
		<u>80</u>	Rotokauri Road - From a point 250m south west of Exelby Road to a point 235m northeast of Bagust Road (with Waikato District Council).

- c) recommends to Council the adoption of the Hamilton City Speed Limit Bylaw 2013 (amended 2017) as set out in Attachment 1 to this report and notes that in the event of Waikato District Council adopting the change in speed limit to Rotokauri Road (point b of this recommendation) an updated bylaw will be tabled to reflect that decision at the meeting of 14 December 2017.

Executive Summary

6. The Growth and Infrastructure Committee approved the Statement of Proposal for Proposed Amendments to the Hamilton City Speed Limit Bylaw 2013 for public consultation on 1 August 2017.
7. The public consultation was undertaken between 8 August 2017 and 24 September 2017 and resulted in 143 submissions in relation to the 11 proposed changes.
8. Seven of the submitters had indicated that they wished to be heard in support of their submission, but only one attended to present at the hearing. The verbal and written submissions were received at the 1 November 2017 Regulatory and Hearings Committee meeting. 81% of the submissions were supportive of the proposed changes.
9. Staff recommendations for each of the 11 proposed changes were heard and considered.
10. Waikato District Council are currently consulting on a speed limit change from 100km/h to 80km/h on Rotokauri Road. The section of road concerned shares a boundary between Hamilton City and Waikato District Council. If the change is adopted at the 11 December 2017 Waikato District Council meeting, an additional amendment to the Hamilton City Speed Limit Bylaw 2013 will be required. This amendment is covered by the recommendation to Council within this report.
11. The final version of the proposed Hamilton City Speed Limit Bylaw 2013 (Amended 2017) is attached and it is recommended that this be adopted by Council at the 14 December 2017 meeting.
12. The speed limit changes are planned to come into effect on 30 January 2018.
13. Staff consider the matters in this report have low significance and that the recommendations comply with the Council's legal requirements.

Background

14. At the 28 March 2017 meeting of the Growth and Infrastructure Committee, a report regarding Speed Management in the city was considered. Approval to undertake stakeholder and community engagement on a number of speed limit changes was given.

15. The results of the engagement process were reported to the 1 August 2017 meeting of the Growth and Infrastructure Committee.
16. A Statement of Proposal which set out the proposed amendments to the bylaw and reasons for those changes was approved by the Committee at the 1 August 2017 meeting, along with approval to commence the consultation process.
17. The public consultation opened on 8 August 2017 and closed on 24 September 2017 and resulted in a total of 143 submissions being received.
18. A Speed Limit Bylaw hearing was held at the 1 November 2017 Regulatory and Hearings Committee meeting. Seven submitters had indicated that they wished to be heard, but only one attended and presented to the committee meeting.
19. The Committee considered both the verbal and written submissions along with staff recommendations for each site.

Discussion

20. Changes to a number of speed limits throughout the city were consulted upon:

#	Location	Proposed change and reason for change
1	Knox Street	Introduction of a 30km/h speed limit for the full length of Knox Street.
2	Endeavour Avenue	Introduction of a permanent 40km/h speed restriction in front of Endeavour School
3	North City Road and Borman Road (at Hector Drive)	Introduction of a permanent 50km/h speed limit in the section of North City Road from Borman Road to north of Bourn Brook Drive. Extension of the existing variable school speed limit (40km/h) north along North Ridge Drive and east along Borman Road past Hector Drive.
4	Kimbrae Drive	Introduction of a 40km/h variable school speed limit north along Kimbrae Drive for the length of the Rototuna High School frontage.
5	Borman Road and Hare Puke Drive	Introduction of a 40km/h variable school speed limit for the new Sylvester Primary school which will be operational in 2019.
6	Gordonton Road	Introduction of a variable speed intersection zone (60km/h) at the intersection of Thomas Road.
7	Rotokauri Road	Introduction of a section of 60km/h speed limit to accommodate a new roundabout which is currently being constructed to provide access into a new development.
8	Te Kowhai Rd East	Introduction of a 50km/h speed limit for the full length of Te Kowhai Road East (from Te Rapa Road through to its western end).
9	Baverstock Road	Replacement of the existing section of 70km/h speed limit with a 50km/h speed limit.
10	Wairere Drive	Extension (85m) of the current 60km/h speed limit on Wairere Drive north of Ruakura Road.
11	Masters Avenue, Silverdale Road, Barrie Crescent and Morris Road	Enabling Hillcrest High school to be able to use the variable 40km/h speed limit that is already in place for Silverdale Primary on Master Avenue, Silverdale Road, Barrie Crescent and Morris Road.

21. Based upon the outcomes of the consultation and the Hearings Committee meeting it is recommended that the proposed changes to the Hamilton City Speed Limit Bylaw 2013 proceed and that the 2017 amendments be adopted. A copy of the final document is included as Attachment 1 to this report.
22. As part of the submission process Waikato District Council identified that they were working through the consultation process for proposed speed limit changes within their network including a section of Rotokauri Road (lowering from 80km/h to 100km/h) which has a boundary which is shared by both Hamilton City and Waikato District councils.
23. If this change proceeds, there will be a need to reflect this in Schedule 11 (Roads located in neighbouring authorities included in this bylaw) of the Hamilton City Speed Limit Bylaw for accuracy and completeness.
24. The Waikato District Speed Limit Bylaw review is proposed for adoption by the Waikato District Council on 11 December 2017.
25. We will be able to incorporate any change via a verbal update from staff at the adoption of the proposed Hamilton City Speed Limit Bylaw 2013 (Amended 2017) at the 14 December 2017 Council meeting.
26. The speed limit changes are planned to come into effect on 30 January 2018 in time for the new school year.

Financial Considerations

27. Funding for the completion of the speed limit changes (signage etc) was approved as part of the 2017/18 Discretionary Transport Programme presented to the Growth and Infrastructure Committee on 1 August 2017.

Risks

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

Significance & Engagement Policy

Significance

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

Attachments

Attachment 1 - Hamilton City Speed Limit Bylaw 2013 (Amended 2017) .

Hamilton City Council BYLAWS

Approved By: Council	Date Adopted : 13 December 2012
Date In Force: 1 March 2013	Review Date: 1 March 2018
Date Amended: 26 September 2013	Amendments recorded : Agenda and Minutes of Council meeting 17 September 2013
Date Amendments come in to force: 1 March 2014	
Date Amended: 12 December 2017	Amendments recorded : Agenda and Minutes of Council meeting 12 December 2017
Date Amendments come in to force: 30 January 2018	

HAMILTON CITY SPEED LIMIT BYLAW 2013

(amended 2017)

**Hamilton City Council
BYLAWS**

Hamilton City Speed Limit Bylaw 2013

This bylaw is made using the powers of the Local Government Act 2002, the Land Transport Act 1998, and the Land Transport Rule: Setting of Speed Limits 2003, the amendments to those Acts, and any other relevant statutes.

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1. SHORT TITLE

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

2. REVOCATION

2.1. This bylaw revokes and replaces the Hamilton City Speed Limit Bylaw Amendment 2011.

Hamilton City Council BYLAWS

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

3. PURPOSE

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

4. SCOPE AND ENFORCEMENT

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

5. DEFINITIONS

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

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

6. INTERPRETATION

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

**Hamilton City Council
BYLAWS**

7. SETTING OF SPEED LIMITS

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

8. LIST OF SCHEDULES

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

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

Councillor: _____

Councillor: _____

Chief Executive: _____

**Hamilton City Council
BYLAWS**

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

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

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

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

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

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

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

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

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

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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) 12/12/17	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 4: ROADS WITH A SPEED LIMIT OF 40KM/H

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

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

Hamilton City Council BYLAWS

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

Hamilton City Council BYLAWS

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

Hamilton City Council BYLAWS

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

Hamilton City Council BYLAWS

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

Hamilton City Council BYLAWS

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

Hamilton City Council BYLAWS

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

Hamilton City Council BYLAWS

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

Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
40	Egmont Street	Claremont Avenue to Belmont Avenue	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Eliot Street	Shakespeare Avenue To Shakespeare Avenue	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Emerald Place	Bankwood Road to End	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Emerson Place	Dryden Road To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
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) 12/12/17	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	

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

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

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

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

Hamilton City Council BYLAWS

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

Hamilton City Council BYLAWS

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

Hamilton City Council BYLAWS

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

Hamilton City Council BYLAWS

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

Hamilton City Council BYLAWS

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

Hamilton City Council BYLAWS

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

Hamilton City Council BYLAWS

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

Hamilton City Council BYLAWS

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

Hamilton City Council BYLAWS

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

Hamilton City Council BYLAWS

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

Hamilton City Council BYLAWS

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

Hamilton City Council BYLAWS

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

Hamilton City Council BYLAWS

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

Hamilton City Council BYLAWS

Speed Limit (km/h)	Road Name	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
40	Tongariro Street	Bankwood Road to Hukanui Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	
40	Tramway Road	Fifth Ave to southern end	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Tranmere Road	Heaphy Terrace To Haultain Street	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Treloar Street	Casey Ave to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Tristram Street	Mill Street to Willoughby Street	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
40	Tui Avenue	Forest Lake Road Extension To End	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Union Street	Thames Street To Piako Road	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Urlich Avenue	Ohaupo Road To Pine Avenue	1 March 2014	Hamilton Speed Limit Bylaw 2013 (Amended) 26/9/13	
40	Valley 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	

Hamilton City Council BYLAWS

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

Hamilton City Council BYLAWS

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

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

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

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

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

Hamilton City Council BYLAWS

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

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

SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
60	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) 12/12/17	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) 12/12/17	Hamilton Speed Limit Bylaw 2013

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

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

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

Hamilton City Council BYLAWS

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

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

SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
80	Bern Road	Te Rapa Road to end (Waikato Expressway)	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Borman Road	Horsham Downs Road to a point 450m east of Horsham Downs Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2009
80	Borman Road	New Borman Road to Gordonton Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Brymer Road	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	
80	Gainsford Road	Peacockes Road 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
80	Gordonton Road	Wairere Drive to City Boundary	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Greenhill Road	Gordonton Road to 1115m east of Gordonton Road	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Hall Road	Ohaupo Road (SH 3) to end	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Horsham Downs	10m north of North Ridge Drive to 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) 12/12/17	Hamilton Speed Limit Bylaw 2013
80	Old Ruffell Road	Ruffell Road to the end	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Onion Road	Ruffell Road to 20m south of Redoaks Close	1 March 2013	Hamilton Speed Limit Bylaw 2013	
80	Peacocks Lane	Peacocks Road 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
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) 12/12/17	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	
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	

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SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
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 135m north Ruakura Road	30 January 2018	Hamilton Speed Limit Bylaw 2013 (Amended 2017) 12/12/17	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	

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

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

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

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

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

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

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

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

SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
50	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	
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	

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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	
100	Rotokauri Road	From a point 250m south west of Exelby Road to a point 235m northeast of Bagust Road (with Waikato District Council)	1 March 2013	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 12: ROADS WITH A VARIABLE SPEED LIMIT

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

SPEED LIMIT (km/h)	ROAD NAME / DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
40/50 km/h variable speed limit	Variable Speed School Zones: 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			

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SPEED LIMIT (km/h)	ROAD NAME / DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
	<p>40km/h, subject to the following conditions:</p> <p>1. The speed limit is 40 km/h when the variable speed limit signs are operating and the numerals "40" are displayed.</p> <p>2. The times during which the variable speed limit signs are permitted to operate are limited to:</p> <p>(a) 35 minutes before the start of school until the start of school;</p> <p>(b) 20 minutes after the end of school, commencing no earlier than 5 minutes before the end of school;</p> <p>(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.</p> <p>3. The speed limit is 50 km/h at all times when the variable speed limit signs are not operating.</p>			
	<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 Crawshaw Drive.</p> <p>Aileen Place: From the intersection with Crawshaw Drive to a point 30m north of Crawshaw Drive</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011

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SPEED LIMIT (km/h)	ROAD NAME / DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
	<p>Deanwell Primary School</p> <p>Collins Road: From a point 60m west of Guy Place and extending in a westerly direction to a point 170m east of Rhonda Avenue.</p> <p>Deanwell Avenue: From the intersection of Collins Road extending southerly to a point 30m north of Joanna Place.</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw 2007
	<p>Fairfield College</p> <p>Bankwood Road: From a point 25m south of St Pauls Road running south to a point 10m north of Coldwell Place.</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
	<p>Fairfield Primary / Intermediate School</p> <p>Clarkin Road: From a point 60m east of Augusta Street and extending in an easterly direction to a point 30m east of Kenney Crescent.</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw 2007
	<p>Forest Lake Primary School</p> <p>Storey Avenue: From Mitcham Avenue to 80m east of Garnett Avenue.</p> <p>Mitcham Avenue: From Storey Avenue 60m south of Westney Place.</p> <p>Westney Place: From Mitcham Avenue to the end.</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2009
	<p>Frankton Primary School</p> <p>Rifle Range Road: From the intersection of Dinsdale Road extending in a northerly direction to a point 200m north of Johnson Street.</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw 2007
	<p>Fraser High School</p> <p>Ellicott Road: From a point 20m west of Aberfoyle Street running northeast to a</p>	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
	<p>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>			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) 12/12/17	Hamilton Speed Limit Bylaw 2013
	<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</p>	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
	west of Grey Street. Von Tempsky Street: From Dawson Street to 50m south of Dawson Street.			
	Hamilton Girls High School Tainui Street: From a point 90m North of Lake Road to the Ward Street Intersection. Seddon Road: From Tainui Street intersection to a point 20m North of Marama Street. Ward Street: From Tainui Street intersection to the Tristram Street Intersection.	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
	Hukanui Primary School Hukanui Road: From a point 40m south of Bankwood Road and extending in a southerly direction to a point 160m south of Pickering Crescent. Pickering Crescent: From the intersection of Hukanui Road extending in an easterly direction to the intersection of Rutherford Street. Rutherford Street: From the intersection of Pickering Crescent extending in a southerly direction to a point 30m north of Fleming.	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw 2007
	Insoll Avenue Primary School Tramway Road: From a point 400m south of Snell Drive and extending in a 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.	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
	<p>Knighton Normal Primary School</p> <p>Knighton Road: 10m south of Helena Road to 60m southeast of Edinburgh Road.</p> <p>Clyde Street: Knighton Road to 195m south of Knighton Road.</p> <p>Edinburgh Road: From Knighton Road to 35m east of Knighton Road.</p> <p>Brocas Avenue: From Knighton Road to 40m east of Knighton Road</p> <p>Cameron Road: From Clyde Street to 45m north of Clyde Street</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
	<p>Maeroa Intermediate School</p> <p>Maeroa Road: From a point 70m north of Rimu Street and extending in a northerly direction to the intersection of Ridout Street.</p> <p>Churchill Avenue: From the intersection of Maeroa Road extending in an easterly direction to the intersection of Stokes Crescent.</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw 2007
	<p>Marian School</p> <p>Clyde Street: From a point 90m east of Grey Street and extending in an easterly direction to the intersection of Nixon Street.</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
	<p>Melville High School</p> <p>Collins Road: From the intersection with Ohaupo Road running west to a point 60m west of Guy Place.</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
	<p>Melville Intermediate</p> <p>Mountview Road: Ohaupo Road to 350m west of Ohaupo Road</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2010

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SPEED LIMIT (km/h)	ROAD NAME / DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
	<p>Nawton Primary School Grandview Road: 150m southwest of Roy Street to 60m southwest of Grange Avenue.</p> <p>Holmes Street: Grandview Road to Livingstone Avenue.</p> <p>Livingstone Avenue: 100m southwest of Roy Street to Holmes Street.</p> <p>Grange Avenue: Grandview Road to 65m northwest of Grandview Road</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2009
	<p>Nga Taiatea Wharekura School Rotokauri Road: From the intersection with Odlin Crescent to a point 300m north west of Baverstock Road.</p> <p>Baverstock Road: From the intersection with Rotokauri Road to a point 175m south west of Rotokauri Road.</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment June 2011
	<p>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.</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw 2007
	<p>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.</p> <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>	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
	<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) 12/12/17	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) 12/12/17	Hamilton Speed Limit Bylaw 2013
	<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) 12/12/17	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>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 northerly direction to a point 120m south of Tongairio Street</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	
	<p>Te Kura Kaupapa Maori O o Toku Mapihi Maurea</p> <p>Silverdale Road: Carrington Avenue to 300m north of Carrington Avenue.</p>	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 2010

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SPEED LIMIT (km/h)	ROAD NAME / DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
	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 point 100m north of Cussen Street.	1 March 2013	Hamilton Speed Limit Bylaw 2013	Hamilton Speed Limit Bylaw Amendment 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

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SPEED LIMIT (km/h)	ROAD NAME / DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
Variable Intersection Speed Zones				
	<p>Variable Intersection Speed Zones are subject to the following conditions:</p> <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) 12/12/17	Hamilton Speed Limit Bylaw 2013

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SCHEDULE 13: ROADS WITH A HOLIDAY SPEED LIMIT

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

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

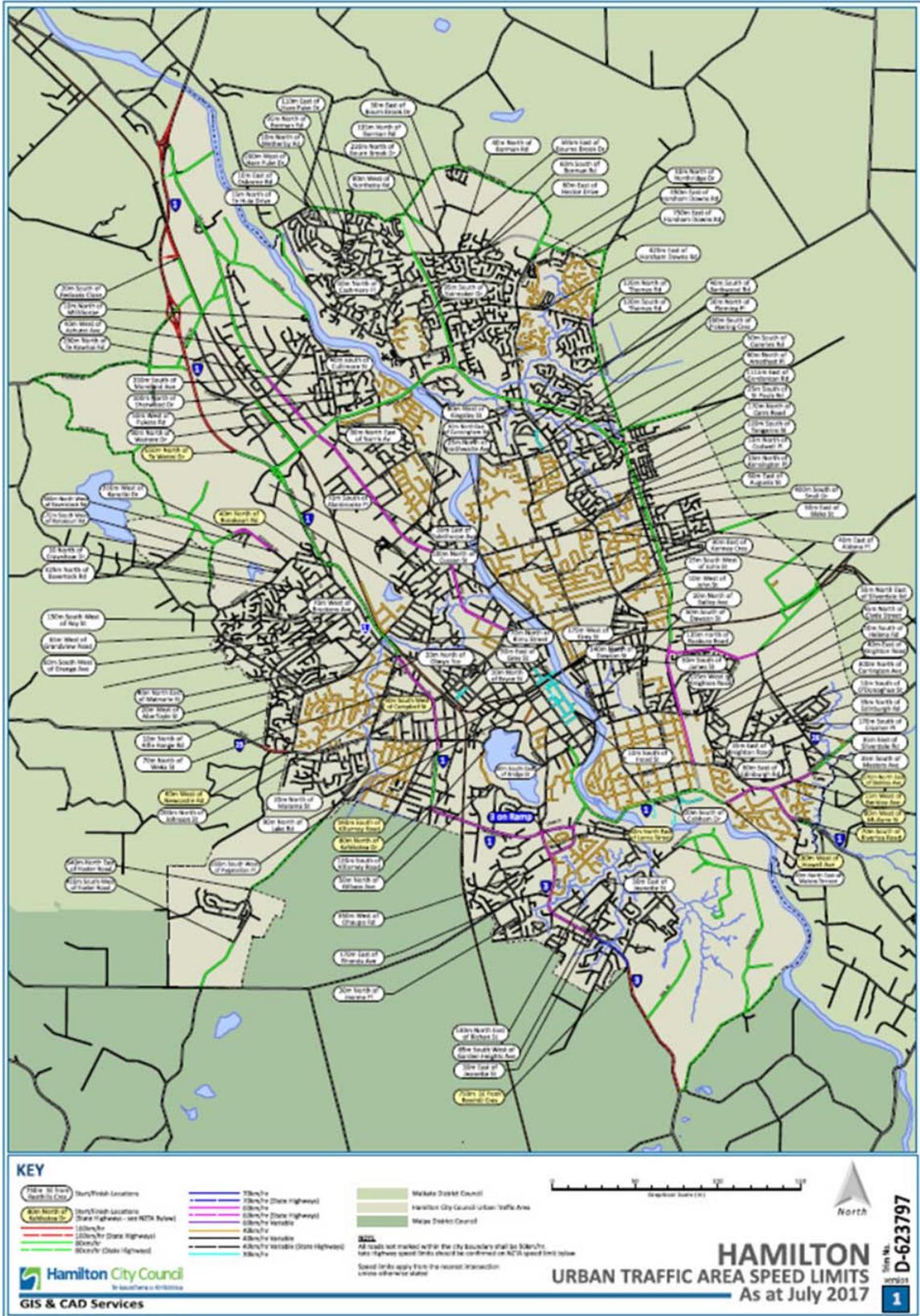
SCHEDULE 14: ROADS WITH A MINIMUM SPEED LIMIT

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

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

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SCHEDULE 15: CITY OF HAMILTON SPEED LIMITS MAP



Council Report

Item 12

Committee: Growth and Infrastructure Committee
Date: 05 December 2017

Author: Christopher Barton
Authoriser: Chris Allen

Position: Project Development Manager
Position: General Manager City Infrastructure

Report Name: Water and Wastewater Treatment Plant Upgrade Project Update

Report Status	<i>Open</i>
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Purpose

1. To inform the Committee on progress of the Water and Wastewater Treatment Plant capital upgrade projects.
2. To seek approval of the Wastewater Treatment Plant Upgrade project macro scope.

Staff Recommendation

3. That the Growth and Infrastructure Committee:
 - a) receive the report; and
 - b) approve the macro scope of the Wastewater Treatment Plant Upgrade project.

Executive Summary

4. The Council has two current projects to undertake significant upgrades of our existing water and wastewater treatment plants to meet water supply and wastewater treatment needs for our growing city.
5. These existing projects are currently funded in the 2015-25 10-year plan to a combined value of \$47.102m and are supported by business cases which were approved by the Council on 10 December 2015.
6. At the time of the Business Case approval the projects were at a very preliminary stage and significant work has been undertaken to further assess options, refine the project scope and confirm delivery program.
7. The first stage of project implementation, the installation of a new water supply pipeline from the water treatment plant to the existing Hamilton South reservoir, is well underway.
8. The next stage of delivery is proposed to be the wastewater treatment plant upgrade, which is planned to commence in early 2018 and be complete by the end of 2019.
9. The proposed macro scope of the wastewater treatment plant upgrade involves a substantive upgrade of the wastewater secondary treatment process, to provide capacity for city growth and achieve consent compliance for treated wastewater discharge to the Waikato River. Staff recommend approval of the scope, as detailed in paragraph 26 and Attachment 2.

10. The third and final stage of implementation is planned to be the water treatment plant upgrade, which will be constructed between early 2020 and late 2021.
11. Current estimates identify a risk that overall costs to complete the projects and meet project objectives may require additional funding, however pending market pricing of the waste water treatment plant upgrade works there is an opportunity to revisit the timing of the water treatment plant upgrade or review overall project costs as part of the 2018-28 10 Year Plan process.
12. Staff consider the matters in this report to have low significance under the Council's Significance and Engagement Policy and that the recommendations comply with the Council's legal requirements.

Background

13. Hamilton City has one municipal Water Treatment Plant (WTP) located on Peacockes Road which draws water from the Waikato River and treats it to an appropriate standard to supply Hamilton with drinking water, and one municipal Wastewater Treatment Plant (WWTP) located on Pukete Road which treats all city wastewater prior to discharging treated effluent to the Waikato River.
14. In order to meet the water supply and wastewater treatment needs of our growing city significant plant capacity upgrades are required.
15. In December 2015 the Council approved Business Cases for the \$28.746m Water Treatment Plant Upgrade and \$18.356m Wastewater Treatment Plant Upgrade projects.
16. Project objective statements as endorsed at the time of Business Case approval are:
 - Water Treatment Plant Upgrade
To deliver a plant upgrade which facilitates city growth and enables regulatory compliance to 2045, based on current water demand forecasts and consent conditions.
 - Wastewater Treatment Plant Upgrade
To deliver a plant upgrade which facilitates city growth and enables consent compliance to 2027, based on current consent conditions and growth forecasts.
17. The Business Cases identified that further investigation and options assessment were required.

Discussion

18. Over the last 18 months significant investigation and options assessment has been undertaken to inform the scope of the water and waste water capacity upgrades to meet project objectives.
19. Work has also been undertaken to look at prioritisation and staging of the upgrade works to ensure that delivery is optimised to best meet the demands of city growth and minimise plant operational impact during construction.

Proposed Delivery Program

20. The 2015-25 10 Year Plan sees both treatment plant upgrades concurrently from 2018 to 2021, however it is more effective from a contract management and operational perspective to complete the wastewater plant upgrade before commencing the water treatment plant upgrade.
21. This change in sequencing is only possible now given the implementation of the Hamilton South water pipeline contract which will provide significant operational resilience in the water treatment plant once it is commissioned in December 2017.

22. A modified project staging is now possible which would see the water treatment plant upgrade commencement deferred by up to 2 years, as outlined in the table below and further detailed in Attachment 1.

	2017/18	2018/19	2019/20	2020/21	2021/22	Comments
Hamilton South Pipeline	█					Due to be complete December 2017.
Wastewater Treatment Plant Upgrade		█	█			Scheduled to commence early 2018.
Water Treatment Plant Upgrade				█		Scheduled to commence early 2020.

Item 12

23. Prioritising the upgrade of the wastewater plant ahead of the water plant is proposed to best provide critical capacity improvement to meet current growth and compliance requirements. Capacity upgrade works are a higher priority at the wastewater plant to keep up with recent city growth and achieve consent compliance. Water treatment plant capacity upgrades are still required but could now be delayed until 2020 if a just in time approach to invest is maintained.

24. Staff have commenced a procurement process for the wastewater treatment plant upgrade and water treatment plant chemical storage (Contract 16296). The process is a two-stage process of shortlisting via a Request for Expression of Interest (REOI) prior to a Request for Tender (RFT). The REOI shortlisting stage is complete, and the Request For Tender is currently being prepared to enable physical works commencement in early 2018.

25. It is anticipated that the request for tender process and identification of a preferred Contractor will be complete by late February 2018. In accordance with delegated authority, a subsequent report recommending Contract award will be presented to Finance Committee or the Council in February or March 2018.

Wastewater Treatment Plant Upgrade – Proposed Macro Scope

26. The recommended scope for the wastewater treatment plant upgrade, as shown on Attachment 2 includes:
- New interstage pump station - for capacity to pump from the primary to secondary treatment processes
 - New aeration basin – for biological treatment including particularly nitrogen removal
 - New clarifier and pumps – to separate final effluent from waste sludge
 - New chemical storage facility – to replace existing Alum tanks and provide required chemical storage capacity
 - Electrical capacity to support new infrastructure
 - IL3 seismic standard for new construction (refer Attachment 3)

27. No opportunities exist to refine or reduce the currently proposed scope without compromising the ability of the project to meet its objectives, particularly consent compliance.

Wastewater Treatment Plant Upgrade Seismic Design Standards

28. Our treatment plant facilities serve a critical post-disaster function, however other factors such as operational resilience need to be considered to inform the seismic design standard of new structures – refer attachment 3 for details of Importance Levels to inform seismic design standards.

29. At the wastewater treatment plant the existing aeration basins and clarifiers are designed to an IL3 standard, and operational resilience can be provided through other components of the design and plant operations including process and component redundancy and containment design.

30. Staff recommend that the new upgrade works be designed to an IL3 seismic standard with some operational resilience improvements through the implementation of a new interstage pump station. The additional cost of these resilience improvements is approximately \$3m, however the operational and resilience benefits are significant.
31. As an alternative comparison early assessments indicate that to design to IL4 seismic standard would require an additional \$5m-\$7m.

Water Treatment Plant Upgrade – Proposed Macro Scope

32. The current proposed scope of the water treatment plant upgrade will be refined/confirmed subject to further design and market pricing of other works packages. At this stage, the scope includes:
 - New dedicated fill line to the existing Hamilton South water reservoir - for network storage (substantively complete)
 - New chemical storage facility – to replace existing Alum storage and provide required additional storage capacity (to be included in WWTP Upgrade Contract)
 - New high rate laminate clarifier - for sedimentation of raw water
 - Two new sand filters – for filtration of water after sedimentation
 - New sludge balancing tank – to control and manage WTP discharge to the wastewater system.
 - Relift pump station upgrade – additional pump for capacity to pump from the primary to secondary treatment processes

Financial Considerations

33. The current total budget to complete the wastewater treatment plant and the water treatment plant upgrade projects is \$47.102m, which is funded through the 2015-25 10 Year Plan.
34. At the time of the wastewater treatment plant and the water treatment plant Business Case approval, it was noted that both projects were at a very early stage, that works scopes were still to be confirmed following investigation, and subsequently it was identified that there was a high risk additional costs may be required to deliver the project.

35. Based on current estimates, which incorporate some contingency and rephasing of the water treatment plant upgrade, the current cost forecast to complete the works scope is outlined in the table below:

Capital Expenditure*		Previous FY's	2017/18	2018/19	2019/20	2020/21	2021/22	Total
Investigation & Design	Water	\$556k			\$1,300k			
Hamilton South Pipe		\$2,509k	\$3,078k					
WTP Chemical Storage			\$500k	\$2,500k				
WTP Upgrade					\$2,000k	\$8,450k	\$13,250k	\$33,643k
Investigation & Design	Wastewater	\$1,772k	\$500k					
WWTP Upgrade			\$4,800k	\$13,600k	\$5,035k			\$25,707k
Total Capex		\$4,847k	\$8,878k	\$15,600k	\$8,335k	\$11,000k	\$9,000k	\$59,350k
Current 2015-25 1-Year Plan Budget		\$4,847k	\$10,078k	\$17,006k	\$9,449k	\$5,772k		\$47,102k

Item 12

*Current estimates are currently based on un-escalated 2017 values

36. The cost estimate for the overall program and the wastewater treatment plant upgrade in accordance with the above scope and seismic design requirements is in excess of the original budgets as outlined in the 2015-25 10 Year Plan and Business Case, however pending market pricing of the Phase 2 works package there is an opportunity to revisit project scope of the water treatment plant upgrade or review overall project costs as part of the 2018-28 10 Year Plan process.

Risks

37. The recommended waste water treatment plant upgrade project is required now to provide capacity and compliance to service city growth. Any delay to project completion by 2020 will likely result in compliance challenges.
38. Current cost estimates do include some contingency values, however significant cost risks still exist regarding contractor market pricing, unforeseen ground conditions and potential disposal of contaminated soils.
39. There may be compliance challenges during the construction period. Staff will work with the Waikato Regional Council and the successful contractor to minimise this risk once the construction programme is finalised.

Significance & Engagement Policy

Significance

40. Staff considered the following factors under the Significance and Engagement Policy:
The form of engagement used in the past for similar proposals and decisions.
41. Based on these factors, staff have assessed that the matters and recommendations in this report have low significance. This means approval of recommendations is within committee delegation.

Engagement

- 42. Community views and preferences are already known to the Council through consultation of the 2015-25 10 Year Plan process.
- 43. Staff recommend that no further engagement on this matter is required.

Attachments

Attachment 1 - Waioara Water and Pukete Wastewater Treatment Plant Upgrade - Delivery Program

Attachment 2 - Wastewater Treatment Plant Upgrade - Macro Scope Plan

Attachment 3 - Pukete Wastewater Treatment Plant Upgrade Report - Seismic Design Standards

Water & Wastewater Treatment Plant Upgrade Delivery Program

	2017/18	2018/19	2019/20	2020/21	2021/22	Comments
Hamilton South Pipeline	█					Due to be complete December 2017.
Wastewater Treatment Plant Upgrade	█	█	█			Scheduled to commence January 2018.
Water Treatment Plant Upgrade				█		Scheduled to commence early 2020

Hamilton South Water Pipeline Installation

A dedicated water supply line from the Water Treatment Plant to the existing Hamilton South Reservoir, as was outlined in a report to Finance Committee on 20 September 2016 prior to award of Contract 16036 for installation. This key component of the Waiora 2 WTP Upgrade will provide enhanced water network resilience and operation, and enables some timing flexibility in delivering further WTP treatment process upgrades through additional network storage.

Wastewater Treatment Plant Upgrade and Water Treatment Plant Chemical Storage

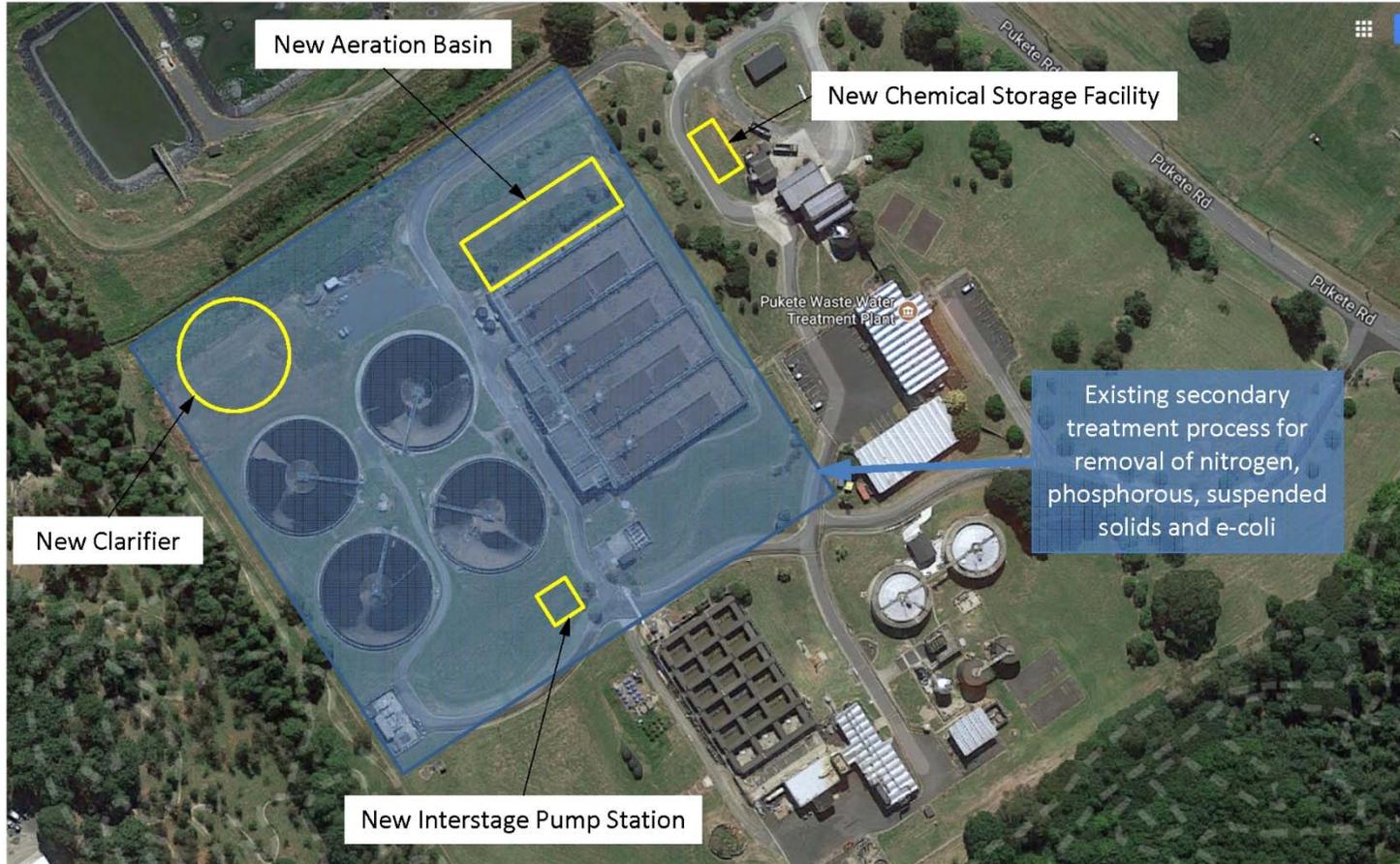
Primarily involves completing the main upgrade at the Wastewater Treatment Plant, commencing in early 2018 with an aim to complete works by the end of 2019.

Upgrade of the chemical storage facility at the water treatment plant. To be delivered as part of the wastewater treatment plant physical works contract as the chemical storage system is similar to the one being installed at the wastewater plant, and there is a regulatory compliance requirement for HCC to upgrade its current water treatment plant chemical storage facilities by 2020.

Water Treatment Plant Upgrade

To complete upgrade works at the WTP, with a program to commence physical works in early 2020 for completion by the end of 2021.

Wastewater Treatment Plant Upgrade Macro Scope Plan



Seismic Design Standards

Importance levels (IL) inform seismic design standards and range from:

Level 1 - Structures presenting a low degree of hazard to life or property, such as walkways, outbuildings, fences and walls.

Level 2 - Normal structures and structures not covered by other categories, such as timber-framed houses, car parking buildings or office buildings.

Level 3 - Structures that may contain crowds, have contents of high value to the community or pose a risk to large numbers of people in close proximity, such as conference centres, stadiums and airport terminals.

Level 4 - Buildings that must be operational immediately after an earthquake or other disastrous event, such as emergency shelters and hospital operating theatres, triage centres and other critical post-disaster infrastructure.

Level 5 - Structures whose failure poses a catastrophic risk to a large area or a large number of people, such as dams, nuclear facilities or biological containment centres.

Council Report

Committee: Growth and Infrastructure Committee
Date: 05 December 2017

Author: Bridget Morgan
Authoriser: Chris Allen

Position: Water Asset Manager
Position: General Manager City Infrastructure

Report Name: Treatment Plant Seismic Strengthening Upgrade

Report Status	<i>Open</i>
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Purpose

1. To inform the Growth and Infrastructure Committee of the proposed response in relation to the four buildings at the water and wastewater treatment plants with a seismic rating of less than 20% NBS.
2. To seek approval from the Council for a budget for strengthening work.

Staff Recommendation - (*Recommendation to Council*)

3. That the Growth and Infrastructure Committee:
 - a) recommends that the Council approve a total project budget of up to \$1,620,000 including \$1,500,000 capital and \$120,000 operational cost, to seismically strengthen four buildings located at the Pukete Wastewater Treatment Plant and the Wairoa Water Treatment Station; and
 - b) notes the unfunded budget will be reported through risks and opportunities.

Executive Summary

4. Four Council-owned buildings located at the water and wastewater treatment plants have been confirmed as having a seismic rating of less than 20% NBS.
5. Staff have commenced temporary relocation of staff from the buildings in accordance with policy and have commenced preparatory works to enable seismic strengthening to start within 2017/18, as detailed below.
6. Staff consider the decisions in this report to have low significance and that the recommendations comply with the Council's legal requirements.

Background

7. The Building (Earthquake-Prone Buildings) Amendment Act 2016 (the Act) sets out obligations for Territorial Authorities to identify Earthquake Prone Buildings (EQB) and for building owners to seismically strengthen buildings to at least 34% of the National Building Standard (NBS).
8. The Act sets out timeframes based on the region's seismic risk zone and the type of building.

9. The Council responded to the Act with the adoption of a Seismic Performance of Buildings Policy in April 2017. The Policy identifies council owned buildings of significance, outlines the timeframes for assessing compliance with the Act, and guides the course of action once a confirmed Detailed Seismic Assessment (DSA) has been received.
10. All buildings located at the Pukete Wastewater Treatment Plant (WWTP) and the Waiora Water Treatment Plant (WTP) are identified as significant under the Policy.
11. A program of Initial Seismic Assessments (ISA) was undertaken for all water and wastewater treatment plant buildings and subsequently Detailed Seismic Assessments (DSA's) have been completed for buildings where the ISA indicated a rating of less than 34% of current National Building Standard (NBS).
12. Four buildings (the Pukete WWTP administration building, the Waiora WTP administration building, the Waiora High lift building and the Waiora WTP low lift building) located at the water and wastewater treatment plants have been confirmed as having a rating of less than 20% NBS following the Detailed Seismic Assessments (DSA) process.
13. Under the Policy a confirmed seismic rating of less than 20% NBS requires the Council to:
 - Urgently implement a plan that minimises risks associated with the specific structural weaknesses that cause the % NBS score of less than 20% and /or
 - Vacate the building until work is undertaken to increase the seismic performance to above 20% NBS.

Discussion

14. All four buildings contain equipment required to control the operation of the treatment plants. Whilst the frequency of occupancy can be minimised, access needs to be maintained to continue to treat water and wastewater for the city.
15. The buildings are not open to the public with the exception of supervised access during plant tours.
16. Detailed assessment of the specific structural weaknesses that cause the building score of less than 20% NBS have been undertaken.
17. There are no temporary structural controls which can be applied to strengthen the structural weaknesses, therefore permanent strengthening to greater than 34% NBS of all four buildings is required. Works will include a combination of wall bracing, roof bracing and structural reinstatement.
18. Two separate tender processes have been initiated to seek contractors to undertake the strengthening works.
19. The following interim management controls are proposed to minimise the frequency of occupancy and ensure stable operations whilst the physical works are procured and undertaken:
 - Temporary relocation of treatment operational staff and laboratory facilities into portacom facilities
 - Cease all public access to the building, at no cost
 - Relocate any transient, non-operational staff to other council facilities, at no cost
 - Implement controlled access to areas which are required to be accessed to maintain the operation of the water and wastewater treatment plant, at no cost.
20. There will be no impact on treatment plant processes or levels of service as a result of the relocation of staff or construction works.

21. Physical works are estimated to cost \$1,500,000 and likely to take 6 to 9 months to procure and complete. Structural strengthening is currently unbudgeted in the 2017/18 Annual Plan. Budget of \$1,500,000 is proposed in year 1 and 2 of the 2018/28 10-Year plan to support seismic strengthening of the four WWTP and WTS buildings.
22. The recommended actions are consistent with the Council's Risk Management Policy and the Earthquake-Prone Dangerous and Insanitary Buildings Policy (currently under review).
23. If the seismic strengthening works are not approved, additional operational costs will be incurred to support the continued relocation of staff until strengthening works are completed.
24. The scope of works proposed is limited to seismic strengthening which, in accordance with the Policy, requires urgent response. Further works will be required to meet the Council's legislative responsibilities under the Act and additional budget provision is proposed in the 2018/28 10-Year plan to support these works.

Financial Considerations

25. The total cost to complete the strengthening works is estimated to be \$1,620,000 which is not funded in the 2017/18 Annual Plan.

Type of Costs		2017/18 Year		Future Years
Capital Expenditure	Approved budget	Costs incurred	Unfunded	
Pukete Strengthening works	\$ 0	\$ 0	\$ 550,000	\$ 0
Waiora Strengthening works	\$ 0	\$ 0	\$ 300,000	\$ 650,000
Total Capex	\$ 0	\$0	\$850,000	\$ 650,000
Operational Expenditure	Approved budget	Costs incurred	Unfunded	
Staff relocation	\$ 0	\$ 0	\$ 120,000	\$ 0
Depreciation	\$ 0	\$ 0	\$ 0	\$ 28,000
Total Opex	\$ 0	\$0	\$120,000	\$ 28,000

26. If approved the project budget will be monitored through Risks and Opportunities.
27. Opportunities have been identified within the City Infrastructure Capital Programme to partly offset the costs in 2017/18 and these will be recorded at the next Finance Committee meeting.
28. If approved the proposed 2018/28 10-year Plan budgets could be reduced by \$850,000.

Legal and Policy Considerations

29. Staff confirm that the proposed seismic strengthening works complies with the Council's legal and policy requirements, including compliance with the Building (Earthquake-Prone Buildings) Amendment Act 2016.

Risks

30. There is a risk that once physical works commences, that further structural remediation is identified requiring an extended scope of works.
31. It has been assumed that 30% of the physical works required at the Waiora Water Treatment Plant will be completed in 2017/18, with the remaining 70% being completed in the 2018/19 financial year. There is a risk that this proportion may differ due to contractor availability.

Significance & Engagement Policy

Significance

32. Staff have considered all the factors under the Significance and Engagement Policy.
33. Based on this assessment, the recommendations in this report are considered of low significance. Subsequently this means Council is not required to engage the community on the decision however may choose to inform the community.

Attachments

There are no attachments for this report.

Council Report

Committee:	Growth and Infrastructure Committee	Date:	05 December 2017
Author:	Loren Brown	Authoriser:	Blair Bowcott
Position:	Planning Coordinator	Position:	Executive Director Special Projects
Report Name: Future Proof Strategy Adoption			

Report Status	<i>Open</i>
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Purpose

1. To recommend to the Council that the Updated Future Proof Strategy - Planning for Growth 2017 be adopted.

Staff Recommendation – (*Recommendation to Council*)

2. That the Growth and Infrastructure Committee:
 - a) receives the report; and
 - b) recommends to that the Council adopt the Future Proof Strategy – Planning for Growth 2017.

Executive Summary

3. The Future Proof Implementation Committee has recommended the adoption of the Future Proof Strategy – Planning for Growth 2017 by the partner councils.
4. The updated Strategy is the conclusion of Phase 1 of a two-phase review process.
5. This update to the Future Proof Strategy reflects changes since the adoption of the original Future Proof Strategy 2009, and in particular, the inclusion of the northern Waikato areas of Pokeno and Tuakau, adjustments to reflect the latest growth and demographic data, the implications of the Waikato Expressway and Southern Links projects on urban growth, and the additional future growth cells for the partner councils.
6. Staff consider the recommendation made has a low significance and that the recommendation complies with the Council’s legal requirements.

Background

7. On 1 August 2017, this Committee approved HCC’s submission to the Draft Future Proof Strategy – Phase One (May 2017) (the ‘Strategy’). The copy of the submission and associated report is available [here](#).

8. The Future Proof Implementation Committee received submissions and these were heard at public hearings held on 28 and 30 August 2017. In total 45 submissions were received, of which 31 speakers spoke to their submissions at the hearings. Hamilton City Council is represented on the Future Proof Implementation Committee by the Mayor and Councillor Macpherson.
9. Subsequent staff recommendations and Future Proof Implementation Committee deliberations were then held on the 30 October 2017. A copy of the deliberations report, including a summary of the submissions and the responses to it are available at <http://www.futureproof.org.nz/file/future-proof-deliberations-report-30-october-2017.pdf>. This report outlines all recommended changes to the document and reasons. Pages 26-31 are particularly pertinent as these summarise the key submission themes and responses.
10. During the 30 October 2017 meeting, the Future Proof Implementation Committee adopted the Strategy, subject to some minor changes as listed below. The resolution of the Future Proof Implementation Committee was:
1. *Receive this report.*
 2. *Subject to the below amendments made at the meeting, approve the submission recommendations*
 - *Acknowledge the variation in growth across the sub-region.*
 - *Amend the wording in the submission response relating to structure planning at Te Kowhai, where it was noted that the Structure Plan at Te Kowhai had been completed and that situation needed to be recognised.*
 - *Amend the wording in the submission response, relating to Golden Valley Farms and Findlay Family Trust, to include that scale, staging and timing will be investigated.*
 - *Highlight the challenges around infrastructure funding and the need for a joined up approach.*
 - *Add an executive summary.*
 - *Refer to "Government funding tools" rather than HIF.*
 - *Amend the maps to show key cycleways and rail corridors especially in relation to the settlement pattern.*
 - *Add the growth story in respect of Waikato and Waipa Districts and Hamilton City .*
 - *Include the Hamilton City infill data.*
 - *Clearly and consistency name the partners throughout the document.*
11. These changes have now been incorporated into the Strategy, and the Future Proof Implementation Committee have recommended the Strategy to the Future Proof partner Councils for adoption.
12. Accordingly, the Growth and Infrastructure Committee are now being asked to recommend the Strategy to the Council for adoption.
13. The Strategy being presented for adoption is available at <http://www.futureproof.org.nz/file/future-proof-strategy-november-2017-final-271117.pdf>, and Summary is available at <http://www.futureproof.org.nz/file/future-proof-strategy-november-2017-summary-final-271117.pdf>. A copy of the summary is also included in Attachment 1.
14. This update to the Future Proof Strategy is considered to be Phase 1 of a two phase process. The second phase will be more specifically focused on the requirements of National Policy Statement – Urban Development Capacity and alignment with partner Councils 10-Year Plans and 30-Year Infrastructure Strategies.

Discussion

15. HCC submission

16. HCC's written submission, made 14 specific points, all of which were either: accepted and reflected in the revised document for adoption; or noted as matters to address in Phase 2 of the Strategy. In particular HCC's submission asked for the Strategy to be written in Plain English, be user friendly and the documents have been edited for this purpose by Jeanette Tyrrell, a communications specialist.

17. Although HCC's submissions were addressed as hoped for, it is useful to consider the wider range of submissions and the subsequent responses.

18. Usability of the Strategy

19. In response to requests for the document to be user friendly, 'Future Proof at a glance' has been added to the beginning of both the summary and the full Strategy. This one-pager highlights key content including the purpose of the Strategy; guiding principles; the desired settlement pattern; and information on allocation and timing of growth.

20. A Growth Story has been added to the Strategy. This section explains that the Future Proof sub-region continues to experience high growth rates which have placed different pressures on all three territorial areas. This context is a useful in outlining where growth is being planned for, and some of the opportunities and challenges, such growth will bring.

21. Hamilton City remains the key growth area in the sub-region, with nearly half of the projected future population growth.

22. Support for Strategy and Guiding Principles

Many of the submissions expressed significant support for a strategy to support and guide growth in the sub-region. There were no submissions that sought to amend, or were in opposition to, the Guiding Principles of the Strategy. Nor was there opposition to the establishment of a compact and concentrated urban form as part of the settlement pattern. This is key as the guiding principles and settlement pattern form the foundation on which the remainder of the Strategy is premised.

23. Growth Projections

24. A number of submissions sought the use of *high* growth projections, however, as discussed at length through the development of the document and during HCC's own development of its draft 2018 10-Year Plan (29 September 2017) a more conservative and realistic for Hamilton approach to growth projections has been adopted. In the Future Proof Sub-region, the use of the banded approach, with NIDEA low and medium projections was agreed to best reflect the very careful consideration of the population dynamics that the Future Proof sub-region faces.

25. No substantive evidence was provided that moved staff or the Future Proof Implementation Committee away from the NIDEA low-medium banded growth projections approach.

26. Responding to Change

27. A new section 6.5 has been added to the Strategy. This can be considered as a 'flexibility provision' and was included in response to several submissions that raised the lack of perceived flexibility afforded by the Strategy. There was concern that the Strategy may unnecessarily inhibit unanticipated growth, or not be able to respond to changes in market circumstances.

28. Adding this new section, acknowledges that predicting future growth demands and trends is inherently difficult. There are factors such as global and national fluctuations in markets, new technology, changes in migration, and central government interventions at play.

29. The new 'Responding to Change' section was considered to provide sufficient flexibility for the future, without compromising the guiding principles and settlement pattern that underpin the Strategy.
30. The new section, does not promote an 'anything, anywhere' approach, but instead provides a list of criteria on which any alternative land release (i.e. areas of growth not promoted by the Strategy, or at a timing not projected by it) will be assessed. The following is the relevant excerpt from the Strategy:

"A robust evidential basis for such changes will be needed in any given circumstance and will include the need to consider any implications that might exist for the wider sub-region. It is expected that in addition to the guiding principles, any proposals for change will, at a minimum, take into account:

- *Consistency with the Future Proof Strategy guiding principles and other statutory planning documents.*
- *Any proposal for change to land use or agreed timing and staging enables the Future Proof Partners to give effect to their NPS-UDC objective and policy requirements.*
- *Existing or committed public and private sector investments in land development and infrastructure. Development must be shown to be adequately serviced without undermining committed infrastructure investments made by Council to support other growth areas.*
- *The efficient and safe use of existing or planning infrastructure.*
- *Sustainable provision and funding of existing and future infrastructure. Development must be co-ordinated with the provision of infrastructure including utility services, and integrated with the transport network. The provision of infrastructure must take into account available or planned network capacity.*
- *Efficient use of local authority and central government financial resources.*
- *The ability for a developer to be able to pay for the necessary infrastructure.*
- *The compatibility of any proposed land use with adjacent land uses.*

Proposals for change will be implemented through the RPS as well as at district council level through tools such as structure planning, master planning, plan changes, or Special Housing Area processes".

31. **Urban Limits**

32. Submissions sought to have specific pieces of land included within urban limits, and to voice concern that the use of urban limits was too restrictive. Urban limits are retained in the Strategy in that they aim to provide development certainty and to encourage a compact urban form whilst ensuring sufficient land and development supply.

33. **Density Targets**

34. Submissions raised included the concern that the density targets do not provide enough flexibility to provide for lifestyle choice and do not enable higher levels of density.
35. It was considered appropriate to retain the targets. Reasons for this, include they are a crucial tool in achieving the agreed settlement pattern. The use of such targets do not prevent higher densities to be achieved, while lifestyle choices are already provided for in existing district plan zonings such as large lot zones, rural residential and country living zones.

36. **Responding to Auckland's Growth**

37. A theme of the submissions was the need to better recognise the complex issue of the impact of the growth of Auckland on the Future Proof sub-region.

38. Whilst there is a large body of work in this area already occurring, the specifics of which are not appropriate for the overarching, strategic nature of this Strategy. However, a new action has been added to the document which requires that Future Proof will facilitate partnerships with Auckland Council to investigate, discuss and respond to cross boundary matters (action 9.1).
39. Phase 2 of the Future Proof Strategy will also more specifically address the influence of Auckland over the sub-region.
40. **Funding Mechanisms**
41. A number of submissions requested greater recognition and promotion of the fuller range of potential funding mechanisms. Public-private partnerships were specifically mentioned in a number of submissions.
42. Alternative funding is a challenging area, however, a new action has been included (Section 10.2 Funding) which identifies that the Future Proof partners will continue to investigate and advocate for new and adequate funding tools for high growth areas. This would help enable local authorities to fund infrastructure in a timely manner.

Importance of adoption

43. If the recommendation is not passed, the strength and credibility of the collaboratively produced and agreed Strategy will be undermined, particularly as Hamilton City is projected to experience approximately half of the sub-regional growth. If the document is not adopted by Council, it is very likely it will not be implemented effectively. For further details see the risk section.
44. The Strategy supports the newly operative District Plan, Hamilton Urban Growth Strategy and the staff proposals for growth in the draft 2018 10-Year Plan. It promotes sustainable, affordable growth in specific locations that uses existing and proposed infrastructure. It supports Government funding in the sub-region including the proposed Southern Links, the proposed Waikato Expressway Extension to Paerangi, proposed commuter rail between Hamilton and Auckland, and advocacy for transport options which will further support Hamilton's economic outcomes.
45. Importantly too, the Strategy is crucial in the preparation of planning and investment decisions made in adjoining districts. Without such a Strategy, Hamilton growth and infrastructure may be compromised by unchecked growth elsewhere.

Options

46. No options are available for the Council to consider, the updated Strategy can either be adopted at this stage or not.

Legal and Policy Considerations

47. Staff confirm that the adoption of the Future Proof Strategy and the process undertaken to produce it complies with the Council's legal and policy requirements. The Strategy is a high level strategic planning document, collaboratively prepared in accordance with the Local Government Act and has been subject to public consultation.

Cultural Considerations

48. Tāngata whenua have been part of the development of the Future Proof Strategy 2017, and form part of the Future Proof Implementation Committee. The Future Proof Implementation Committee has two tāngata whenua members – one from the Tainui Waka Alliance (Maniapoto, Hauraki, Raukawa and Waikato Iwi) and one from Ngā Karu Atua o te Waka.

49. As a project partner both through the development of the strategy and at decision making level, cultural considerations are incorporated into and included in the Strategy.

Sustainability Considerations

50. The Future Proof Strategy addresses a range of HCC's Sustainability Principles. The guiding principles and settlement, ultimately seek a sustainable form of growth in the sub-region.

Risks

51. The Future Proof Strategy 2017 has been developed with the support of Hamilton City Council. The production and adoption of the original Strategy 2009; the host of other work undertaken by the Future Proof staff and the Implementation Committee; and now the production of the updated Strategy Phase 1, has involved significant collaborative efforts over the years. The collaborative arrangements and joint strategic approach outlined in the original Strategy has resulted in better land use and growth management outcomes in the sub-region than would have otherwise occurred. The new Strategy 2017 will continue this.
52. Investment decisions, from the likes of government agencies in particular, NZTA, but also MBIE as Future Proof moves into Phase 2, are shaped by the joint collaboration and the presence of a strategic framework for managing growth.
53. If the Council does not adopt the Strategy, sub-regional growth management would decline; private and public investments past, and present would be undermined; future key partner investment (such as that from NZTA) would be at risk; and Council would undermine the positive planning and development outcomes achieved by Future Proof thus far.

Significance & Engagement Policy

Significance

54. 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

55. Community views and preferences are already known to the Council through engagement undertaken by Future Proof through the Special Consultative Procedure and presented to the Future Proof Implementation Committee.
56. Staff recommend that no further engagement on this matter is required because the necessary engagement has already been completed.

Attachments

Attachment 1 - Future Proof Strategy - Planning for Growth - Summary .

FUTURE PROOF STRATEGY

PLANNING FOR GROWTH

He Whakakaupapa Whanaketanga
A summary - November 2017





Tāngata Whenua

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at a glance

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FUTURE PROOF AT A GLANCE

Tirohanga ki tua



What is Future Proof

The Future Proof Strategy is a 30 year growth management and implementation plan specific to the Hamilton, Waipa and Waikato sub-region. Future Proof is about how the area should develop into the future. The Future Proof partners include the Waikato Regional Council, Hamilton City Council, Waipa District Council, Waikato District Council, tāngata whenua and the New Zealand Transport Agency.

Guiding principles

Future Proof was developed based on important principles agreed and committed to by the partners. There are 31 principles

grouped under the following themes:

- Effective governance, leadership, integration, implementation and productive partnerships.
- Diverse and vibrant metropolitan centre linked to thriving town and rural communities and place of choice – live, work, invest and visit.
- Protection of natural environments, landscapes and heritage and healthy Waikato River as heart of region's identity.
- Affordable and sustainable infrastructure.
- Sustainable resource use.
- Tāngata whenua.

Settlement Pattern		
<p>The settlement pattern provides the blueprint for growth and development and aims to achieve a more compact and concentrated urban form over time. The settlement pattern is made up of key growth areas that have been identified within the sub-region: Hamilton City, Cambridge, Te Awamutu and Kihikihi, Pokeno, Tuakau, Huntly, Te Kauwhata, Ngaruawahia, Raglan.</p>		
Targets & tools		
<p>Growth Targets</p> <ul style="list-style-type: none"> Hamilton City: 50% infill, 50% greenfield Waikato District: 80% in Te Kauwhata, Huntly, Pokeno, Tuakau, Ngaruawahia, Raglan and villages Waipa District: 45% Cambridge, 35% Te Awamutu/Kihikihi, 10% villages, 10% rural environment 	<p>Density Targets (households/ha)</p> <ul style="list-style-type: none"> Hamilton Central City: 50 Hamilton intensification areas: 30 Hamilton greenfield: 16 Greenfield in Waipa and Waikato District growth areas: 12-15 Greenfield in Waikato District villages: 8-10 	<p>Urban Limits</p> <p>One of the key tools for achieving defined urban areas is urban limits. Urban limits have been established around the key growth areas to provide certainty and allow for a planned and staged approach to infrastructure.</p>
Allocation & staging of growth		
<p>Residential</p> <p>Growth has been allocated across the key growth areas, based on the preferred settlement pattern scenario of compact and concentrated. There is generally adequate supply to meet the demand over the 30 year period. The Strategy has a focus on 'building communities' and place-making initiatives.</p>	<p>Commercial</p> <p>The focus for commercial business land is on consolidating these activities into existing commercial centres. This is in line with the Waikato Regional Policy Statement which contains a hierarchy of major commercial centres for the sub-region.</p>	<p>Industrial</p> <p>The Future Proof industrial land allocations are in line with the Waikato Regional Policy Statement.</p>
Built-in flexibility		
<p>The Future Proof settlement pattern needs to be agile enough to respond to change. A settlement pattern that has some built-in responsiveness provides an ability to capitalise on new opportunities that have potential to contribute significant economic, social or cultural benefits to our communities.</p>		
Implementation Plan		
<p>There are 16 implementation topics that have been grouped under four themes derived from the guiding principles. The aim is to clearly move beyond the ideals of the vision and guiding principles to a pragmatic programme of actions to implement the Strategy and settlement pattern.</p>		

A PLANNING FRAMEWORK

He Mahere Pou Tarāwaho





Work began in 2007 to develop a 30-year growth strategy and planning framework for Hamilton city, Waipa and Waikato districts. The strategy, dubbed Future Proof, involves all three councils as well as the Waikato Regional Council, tangata whenua and the NZ Transport Agency.

Future Proof is a critical piece of work, given that the population within the three 'growth' councils (Hamilton, Waipa and Waikato) is projected to double within the next 50 years. It provides a robust framework to manage growth while addressing complex planning issues, including cross-boundary issues.

Future Proof was adopted in 2009 and is now embedded in a number of statutory documents. The Future Proof Monitoring Report indicates the partners are meeting or making progress towards what has been outlined and agreed.

The impact of Future Proof has also been felt more widely. Already it has enabled a strong, collective voice from the sub-region to be heard on key government initiatives. Future Proof was, and will continue to be, critical to projects like the Waikato Expressway and other major infrastructure projects, both privately and publicly-funded. Future Proof has provided certainty on the settlement pattern and infrastructure planning and development, allowing key partners to invest with certainty.

Future Proof has also been referenced favourably in government documents which have noted the importance of the partnership approach to planning. Central government has recognised Future Proof as a best practice tool for implementing the National Policy Statement on Urban Development Capacity (NPS-UDC). The Future Proof settlement pattern has been tested through statutory processes such as the Regional Policy Statement (RPS) and district plan reviews.

Since Future Proof was adopted in 2009, there have been changes to national and sub-regional planning and local government. They include the inclusion of the former Franklin area into Waikato District and emerging cross-boundary issues, particularly with Auckland. Important work has also been completed on wider, regional initiatives like the Waikato Plan.

Future Proof has now been updated to reflect those changes. Further updates are planned to address the requirements of the NPS-UDC.

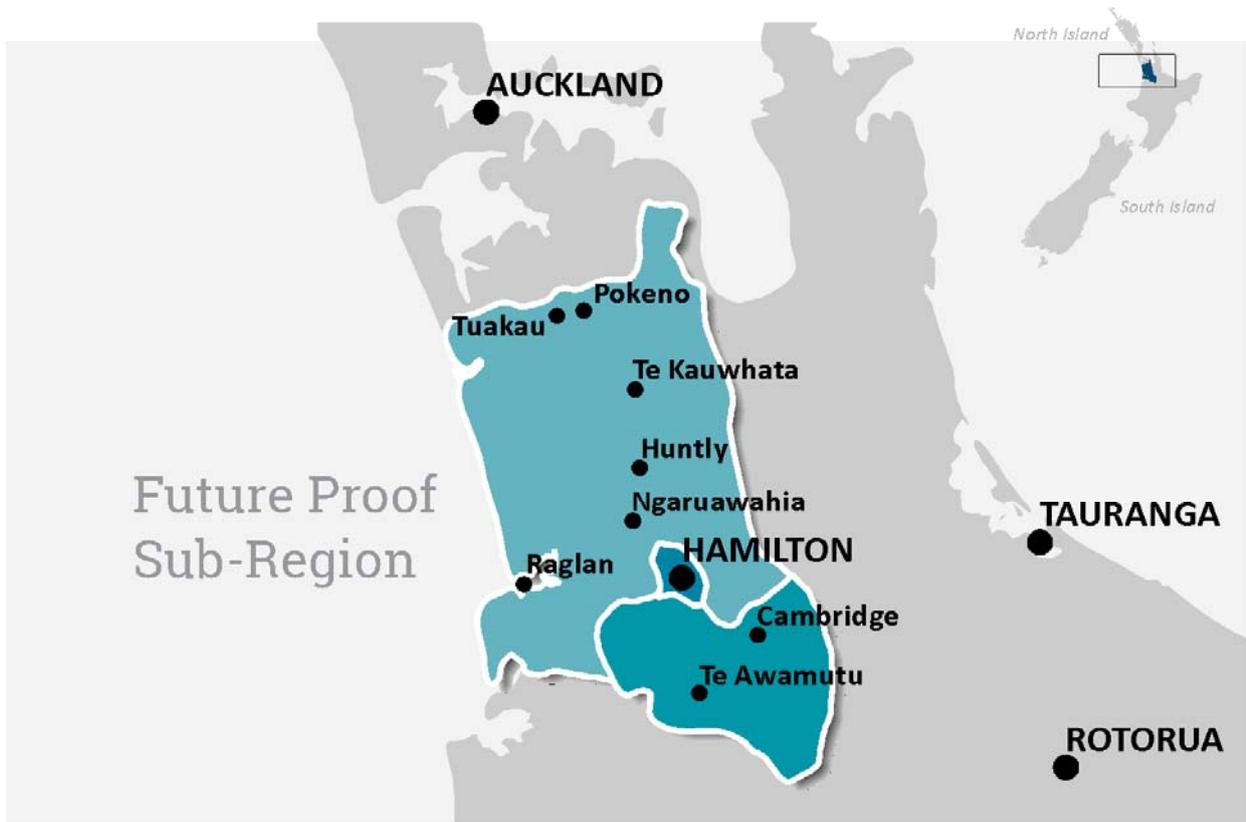
This document is a summary of the full, updated Future Proof Strategy (November 2017).

The full, updated Future Proof strategy and a range of supporting information is available at www.futureproof.org.nz



THE FUTURE PROOF VISION

Hei Whakatūturu | Te Ara Ki Tua





Future Proof was developed based on important principles agreed and committed to by the partners.

Fundamentally, Future Proof aims to ensure there are effective governance, leadership, implementation and productive partnerships in place to ensure sub-regional collaborative planning work is undertaken. This is critical.

Future Proof also aims to ensure that the values, principles, aspirations, roles and responsibilities and place of tāngata whenua are reflected and incorporated into the governance arrangements for Future Proof, and for its implementation.

Future Proof recognises the unique relationship tāngata whenua have with the whenua awa, moana, maunga, taiao katoa: the land, waterways, ocean, mountains, wider environment and other people in the sub-region. This includes, but is not limited to, the practice of kaitiakitanga.

Based on these principles, the partners have a vision for the region. In 30 years, the Future Proof sub-region will:

- Have a diverse and vibrant metropolitan centre strongly tied to distinctive, thriving towns and rural communities.
- Be the place of choice for those looking for opportunities to live, work, play, invest and visit.
- Be the place where natural environments, landscapes and heritage are protected and a healthy Waikato River is at the heart of the region's identity.
- Have productive partnerships within its communities, including tāngata whenua.
- Have affordable and sustainable infrastructure.
- Have sustainable resource use.



*Kia tuku atu nga karu atua o te waka hei arahi, hei Arataki, hei taka.
To enable guidance, leadership and nurturing. Knowing our future by planning today.*

A TWO PHASED APPROACH

E Rua Ngā Wāhanga O Te Kaupapa



 *Future Proof recognises and supports the protection of strategic nationally and regionally important services and businesses.*

During the update of the 2009 Future Proof strategy, two other initiatives emerged.

The first was the Waikato Plan. The Waikato Plan is an overarching Plan for the whole of the Waikato region which speaks with one voice about the issues and opportunities the region faces. The Waikato Plan is based on two principles; that together, we are stronger and that to succeed as a region, all parts of the Waikato must be as successful as they can be (see www.waikatoplan.co.nz).

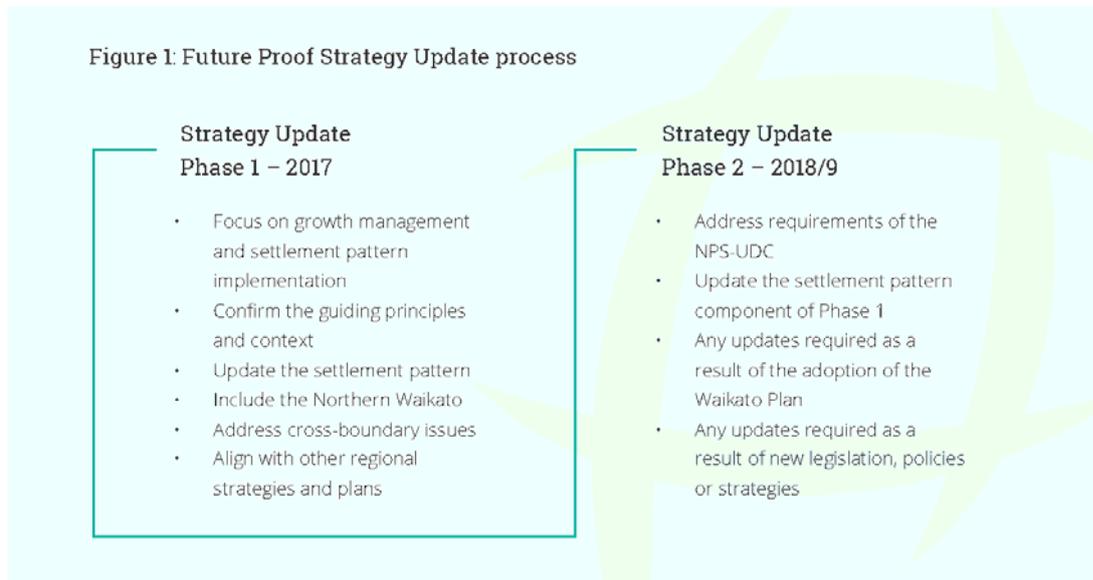
Given that, it was decided to narrow the focus of Future Proof to growth management and settlement pattern implementation,

leaving wider strategic matters to the Waikato Plan. Future Proof is the primary voice for long-term growth planning in the sub-region.

The second initiative was the introduction by the Government of the NPS-UDC which provides national direction to local government on urban development. There is significant cross over between the NPS-UDC requirements and the Future Proof Strategy, in particular the settlement pattern.

In order to factor in the new requirements of the NPS-UDC, Future Proof will be updated in two phases. This document represents a summary of Phase 1 of the update.

Figure 1: Future Proof Strategy Update process



THE CHALLENGES WE FACE

Ngā Wero Kei Mua | A Tātou



Cross Boundary Influences

The Future Proof sub-region sits at the heart of the golden triangle between Auckland, the Waikato and the Bay of Plenty. While this brings economic and other benefits, it also presents challenges. They include an increasing growth in freight, constraints in the road and rail networks and pressures on land use (particularly industrial land). There are implications for infrastructure (including social and community infrastructure) and funding as well as pressure on key resources, particularly in the northern Waikato.

These issues are challenging but also offer a significant opportunity. A co-ordinated planning approach, such as that offered by Future Proof, will ensure those opportunities are fully realised.

Water Allocation and Quality

There is increasing and competing demands for freshwater and in some areas the freshwater resource is fully allocated or nearing full allocation. We must ensure there is enough good quality water to support the implementation of the Future Proof settlement pattern.

Degraded water quality, especially for the Waikato River, is also an issue. Through the Vision and Strategy for the Waikato River, the Waikato River Authority has identified key issues for the River (see www.waikatoriver.org.nz).

Levels of Service and Affordability

Future Proof partner councils are coming under increasing pressure to provide new and enhanced infrastructure and services, but without a corresponding community ability (or willingness) to pay. There are also concerns around the ongoing sustainability of local government funding.

Challenges include:

- Rapid demographic and economic change (e.g. an ageing population that may have a decreased ability to pay rates).
- Altered local demand and consumption patterns affecting the provision and location of services (e.g. schools, supermarkets, health care, leisure and transport).
- Strong growth requiring councils to invest in new infrastructure (noting some towns and villages are, or will be, in decline).
- Increasing community and central government expectations.
- Increasing impacts from natural hazards and environmental challenges.
- Increasing expectations arising from tourism and an increase in visitors.

Future Land Use

Several significant factors will influence urban form and other land uses in the sub-region.

- The impact of Auckland on the northern Waikato and other parts of the sub-region.
- The growing influence of Hamilton and Auckland, influencing growth and development within the sub-region.
- The effect of key transport routes which provide a boundary for urban development and can encourage development to locate close by.
- Shorter travel times because of improved transport access is changing the nature of some urban areas (and will continue to do so).

- Land conversions and significant land ownership changes.
- Environmental impacts, including climate change.
- Conflict between different land uses. For example demand for rural residential living on productive rural land.
- Ensuring there is enough zoned and serviced land, in the right places, to meet demand.
- The affordability of housing, particularly given the 'halo effect' of Auckland.

Integrated Planning

Integrated planning is about drawing together land use, infrastructure and funding in a cohesive way. The Future Proof sub-region must ensure integrated planning continues to occur; it is critical. Planning challenges already facing the sub-region include managing ad-hoc or unplanned developments, ensuring development is feasible and affordable (for councils, developers and the community), implementing the right staging and timing for land use so that it is supported by appropriate infrastructure and funding and ensuring that we build sustainable communities over time through integrated planning and good place-making initiatives.

Responding to Change

Long-term growth management is susceptible to changing circumstances and Future Proof must be able to respond to change. This could include demographic change, a change in growth rates, shifts in the market, technological changes, the impact of climate change or natural disasters, fluctuating economic cycles and global economic instability. The challenge for the sub-region is to anticipate significant change as much as possible and maintain an approach that allows Future Proof to adapt and respond.



Future Proof aims to protect versatile and productive farmland by directing rural-residential and residential development and business land closer to towns and villages. This will also assist in reducing reverse sensitivity issues

SETTLEMENT PATTERN

Ngā Whakakitenga Hanganga

The settlement pattern is the cornerstone of the Future Proof Strategy.

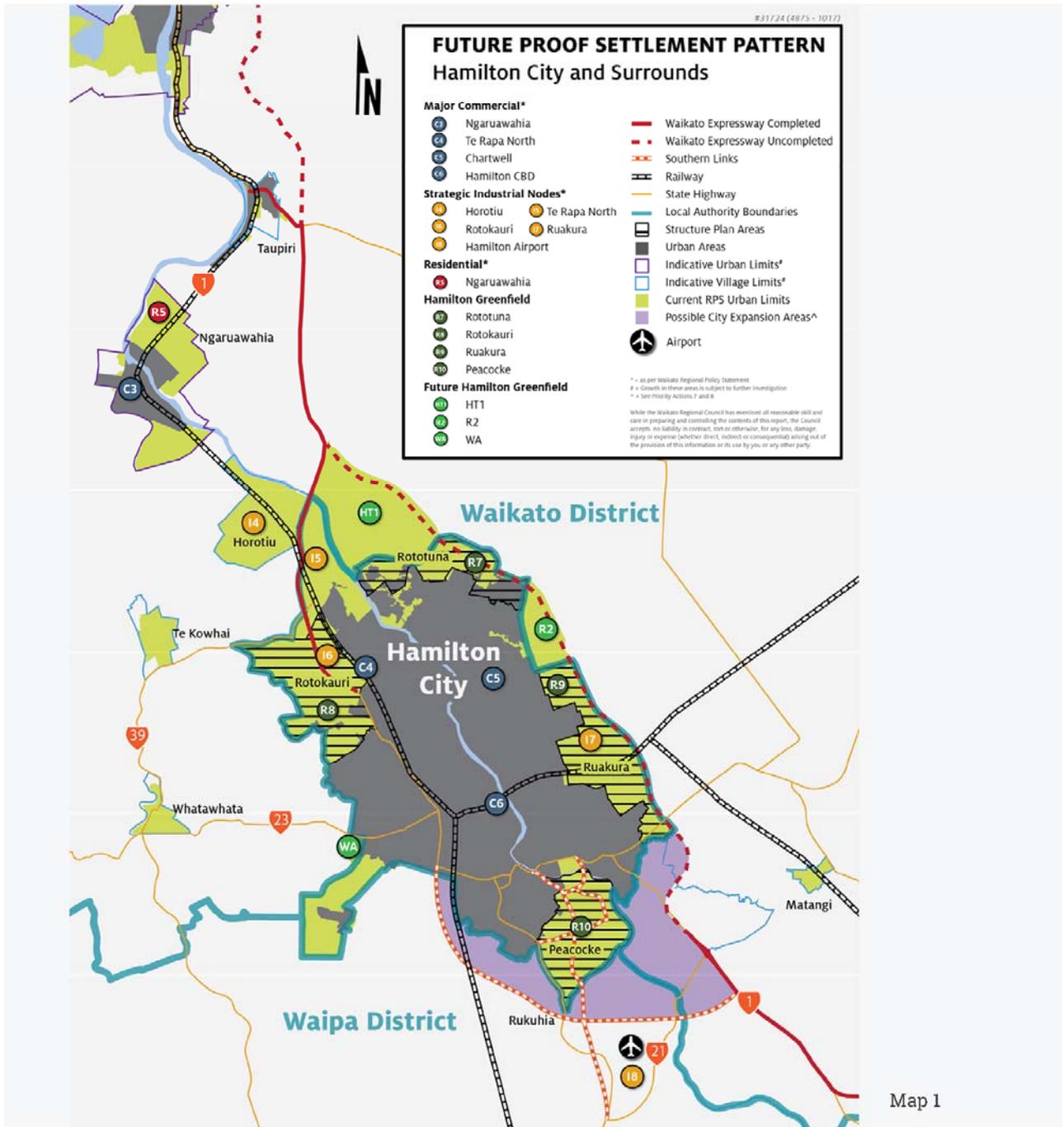
It provides the blueprint for growth and development which identifies the existing and future location of residential and business land and considers the mix of land use, transportation and other infrastructure in an integrated manner.

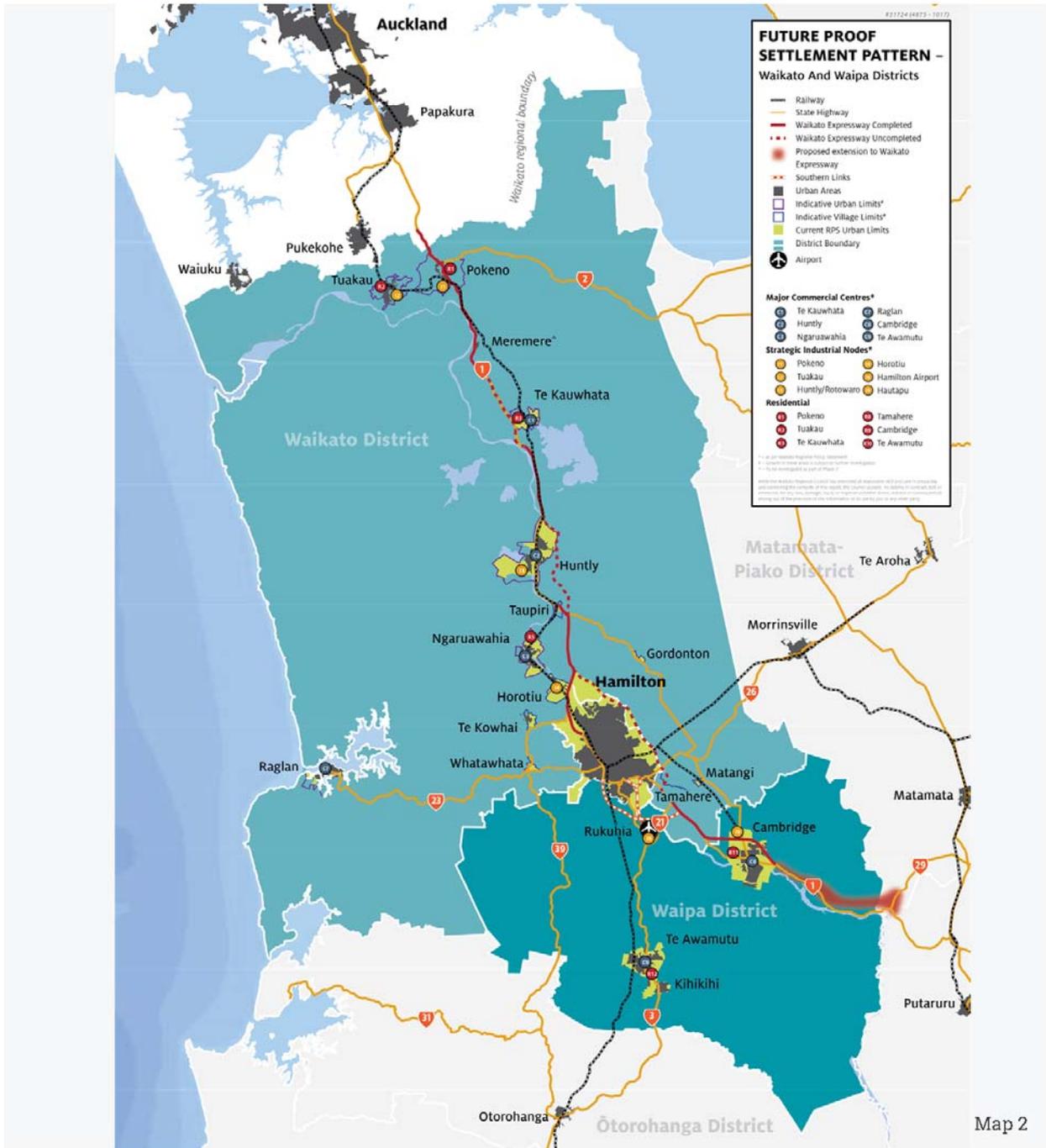
The settlement pattern as set out in the original 2009 Strategy forms the basis for the settlement pattern in the updated full Future Proof Strategy (see www.futureproof.org.nz).

The preferred settlement pattern remains a more compact and concentrated urban form over time.



Future Proof aims to increase densities in new residential development and encourage more intensive redevelopment of some existing urban areas. This will reduce dependence on cars and encourage more people to walk, cycle or use public transport.





Key Findings About the Sub-Region

- The population is projected to reach between 371,000 and 411,000 by 2045¹.
- Future Proof provides for an additional 99,000 to 137,000 people from 2016 to 2045¹.
- The number of households is projected to reach between 154,000 and 170,000 by 2045¹.
- The population is ageing. Different parts of the sub-region will experience population ageing at different rates.

Key Assumptions About the Sub-Region

- Increased residential densities are essential to managing urban development.
- An adequate supply of zoned land will be maintained.
- Commercial demand will increase with population growth and be managed in accordance with the RPS.
- Industrial land is provided for in accordance with the RPS. The current provisions will be reviewed as part of Phase 2 of the Strategy Update.
- Rototuna, Rotokauri Stage 1, Peacocke Stage 1 and Ruakura will be the current residential greenfield growth cells for Hamilton City. Priority will be given to Peacocke Stage 2 ahead of Rotokauri Stage 2 as the next residential growth cell. The NPS-UDC, Housing Infrastructure Fund bid and the Housing Accord may result in changes to zoning and infrastructure staging. If land outside the city

is required for future urban development, the agreement between Hamilton City and Waikato District on future urban boundaries provides a framework for this to occur.

- Ruakura will be developed as an inland port and employment precinct.
- Northgate Business Park at Horotiu will become an inland freight hub and employment area.
- Meremere will be investigated as a future employment area
- Higher greenfield residential densities occur.
- Rural-residential sub-division is controlled.
- Growth emphasis is on Hamilton city, Huntly, Te Kauwhata, Pokeno, Tuakau, Cambridge and Te Awamutu.
- Additional capacity is provided in northern Waikato towns to meet anticipated demand as well as the influence of Auckland.
- Development occurs in a staged manner in accordance with appropriate triggers to ensure the efficient use of land and integration with infrastructure.
- The Waikato Expressway and Southern Links and key arterial routes will be completed.
- There is increased public transport, park and ride, walking and cycling in urban areas.
- New technologies will influence the way people and goods are transported.
- There will be a focus on place-making approaches.
- The settlement pattern will be further refined in 2018 as part of Phase 2 of the Strategy Update.

¹ Low and medium projections. University of Waikato, 2016



Future Proof supports towns to have thriving business centres that provide local jobs relevant to local needs and aspirations. Towns will have housing and employment options and a range of social and recreational activities.

WHAT WE WANT FOR GROWTH AREAS

Ngā Hiahia Mō Ngā Wāhi E Tipu Matomato Ana

Hamilton City

- Central city as the main commercial, arts, and social heart for the sub-region.
- Increased residential population in the city with access to a broad range of services and facilities.
- Strong neighbourhood centres in new suburban areas.
- Well connected to public transport routes and improved opportunities for walking and cycling.
- Well-planned open space with good walking and cycling links.
- Intensified residential development focused around key nodes including the central city, transport hubs, town/suburban centres and areas of high public amenity such as parks and the river.
- Transport routes to support new areas.
- Greenfield growth for residential and employment purposes, within the growth cells of Peacockes, Rotokauri, Rototuna and Ruakura, is managed and staged as demand and costs allow.
- Ruakura will develop into a significant new employment area based around the development of a regional logistics hub.
- Ruakura, the University of Waikato, the AgResearch Ruakura Research Campus and Waikato Innovation Park will continue to create opportunities for the ongoing development and expansion of research, education,

innovation and technological activities, including through the development of the area as a Waikato Agricultural Research Hub.

- Significant sub-regional employment.

Cambridge

- High growth will be managed to maintain existing character.
- Develops as a commercial centre to provide for more local employment.
- Intensification of the central business area supported by a mix of residential and business uses.
- Consolidates its position as the centre of excellence for high performance sport in New Zealand.
- Consolidation of the equine industry to become a centre of excellence.
- Better public transport and improved opportunities for walking and cycling.
- Development within existing town boundaries to encourage infill.
- Provision of a range of housing choices including increased densities.
- Regeneration of existing areas without compromising town character.
- Hautapu as a large industrial area servicing the town and vice versa.
- New commercial areas to support local demand.

Te Awamutu and Kihikihi

- Towns will continue to grow while retaining their own character.
- Consolidation of the Equine Events Centre.
- Has a focus on its considerable pre and early European cultural heritage.
- Service centre for the surrounding rural area and a major agribusiness hub.
- Better public transport and improved opportunities for walking and cycling.
- Increased densities within the existing town boundaries including a range of housing choices and densities.
- Residential infill development in Kihikihi.
- Provision of industrial land at Bond and Paterangi Roads.

Pokeno

- Rapidly growing settlement on Auckland's doorstep.
- Potential to become a town catering for an additional 2000 households (in addition to the 2200 households planned under the operative Pokeno Structure Plan; Pokeno Stage 1).
- Consideration of the provision of social infrastructure such as a school or healthcare facility.
- Given the close proximity to Tuakau (7km), developing strong connections between the towns, including the ability to plan for shared community facilities and services.
- Sought after by Aucklanders looking for more affordable homes yet within commuting distance to the city.
- Rapid development of the existing zoned industrial land.
- Potential for further growth (i.e., in addition to what had already been provided for in the Pokeno Structure Plan; Pokeno Stage 1) acknowledging existing constraints (topographical, geographical and physical).
- Better public transport and improved opportunities for walking and cycling.

Tuakau

- Planned to accommodate residential growth recognising people may choose to live in Tuakau and commute to Auckland to work.
- Potential to become the biggest town in the Waikato district as growth is less constrained by geological, topographical and network infrastructure compared to Pokeno.
- Primary satellite town to Pukekohe.
- Major service town for the northern Waikato.
- Strong links to Pokeno.

- Better public transport and improved opportunities for walking and cycling.

Huntly

- Opportunities for redevelopment and growth.
- Recognising its potential due to affordable housing and accessibility to Auckland and Hamilton.
- Economic development interventions aimed at stimulating positive economic and social outcomes.
- Place-making interventions.
- Industrial and residential aspirations could provide an employment alternative to coal mining.
- Potential to provide services and employment opportunities for surrounding areas including Te Kauwhata.
- Better public transport and improved opportunities for walking and cycling.

Te Kauwhata

- Principally planned as a residential village with amenity benefits.
- An important role as a rural service centre.
- Connection with Huntly for employment.
- Strategically important in terms of accommodating growth between Auckland and Hamilton.
- Likely to grow due to proximity to Auckland.
- Better public transport and improved opportunities for walking and cycling.

Ngāruawāhia

- Potential to become the cultural and heritage capital of New Zealand.
- Ngāruawāhia will keep its sense of spaciousness and heritage as a town with a predominantly residential function.
- Better public transport and improved opportunities for walking and cycling.

Raglan

- Seaside settlement that maintains a desirable coastal character.
- Destination town.
- High number of holiday houses.
- Residential growth is expected to occur due to coastal lifestyle, proximity to Hamilton and technological and transport improvements.
- Better public transport and improved opportunities for walking and cycling.

KEY TARGETS

Ngā Wāhanga Matua

Future Proof will ensure a greater percentage of growth, over time, is in existing areas of Hamilton City and the existing towns in both districts. Future Proof aims to ensure that over the next 30 years:

- Approximately 50% of growth in Hamilton will be through regeneration of existing parts of the city.
- Approximately 80% of growth in the Waikato District will be in Te Kauwhata, Huntly, Pokeno, Tuakau, Ngāruawahia, Raglan and various villages.
- Approximately 80% of growth in Waipa District will be within urban areas: 45% in Cambridge, 35% in Te Awamutu/Kihikihiki, 10% in villages and 10% in the rural environment.

Urban Limits

Future Proof wants defined urban areas and one of the key tools for achieving this is providing urban limits. Urban limits provide certainty for developers. They encourage a more compact urban form while ensuring there is sufficient land and development supply for the 30 year period of the strategy.

Urban limits also allow councils to stage and time key areas for development, resulting in more cost-effective and efficient servicing and providing a clear break between urban settlements. The expectation is that land developed within an urban limit will be urban in nature, comprising residential, commercial and/or industrial activities. Urban limits have been established around Hamilton City and the major townships in the sub-region. These are shown on Map 2 on page 14.

Within the Waikato District, new (indicative) urban limits have been proposed for major townships to make provision for future urban growth. These limits are still indicative and will remain so until further development analysis (for example structure planning) has been completed.

Indicative Village Limits

Within the Waikato District, indicative village limits have been proposed for the villages on Hamilton's periphery including Taupiri, Gordonton, Whatawhata, Te Kowhai, Matangi, Tamahere and Horotiu. These are shown on Map 2.

The expectation is that land within an indicative village limit may be developed to a rural-residential density only, unless reticulated wastewater is available, with a single commercial centre to service residents in the immediate area.

The Waikato District is currently facing significant pressure in relation to some villages. This is likely to intensify following the completion of Waikato Expressway in 2020.

To manage this, and avoid a potential proliferation of private plan changes, we will further investigate whether it is better to select one or two villages and prioritise them for future growth and servicing. This approach would see future development being concentrated in one or two existing villages (including Te Kowhai) rather than being scattered across a number of areas. This will be investigated as part of Phase 2 of the Strategy Update in 2018, noting that Future Proof partners would need to agree to this approach.



Future Proof will support Hamilton city to be a vibrant and lively place that people want to live, work, play, invest in and visit. The central city will comprise a vibrant and diverse mix of uses.

Density Targets

The Future Proof Strategy acknowledges that higher densities can help to support modal shift from the private car to more sustainable modes of transport. They also provide for a more effective use of land and allow people to live closer to key urban areas. Over time settlements will become more discrete

with defined urban limits and greenbelts around them. This Strategy has set the following general residential density targets which are to be achieved over time and not necessarily immediately. Density targets for the Future Proof area are contained in Policy 6.15 of the RPS.

Future Proof and RPS density targets

Development type and location	Average gross density target
Hamilton Central City	50 households per hectare
Hamilton Intensification Areas	30 households per hectare
Hamilton Greenfield (Rototuna, Rotokauri, Ruakura Peacocke)	16 households per hectare
Greenfield development in Cambridge, Te Awamutu/Kihikihi, Huntly, Ngaruawahia, Raglan, Te Kauwhata, Pokeno and Tuakau	12-15 households per hectare
Greenfield development in Waikato District villages where sewerage is reticulated	8-10 households per hectare



GROWTH

Ngaruru

Residential Growth

These population and household projections were developed by the University of Waikato. The projections are part of a wider dataset developed for the Waikato Region. Two scenarios were developed to give a lower and an upper band ('banded approach').

Household growth has been allocated out to 2045 but is broken down into planning periods to 2025, 2035 and 2045. Growth has been allocated based on the preferred settlement pattern scenario of a compact and concentrated urban form.

Table 1 provides a summary of the residential growth allocation for the Future Proof sub-region. More detailed tables are provided in the full updated Future Proof strategy.

Table 1 indicates that there is generally adequate supply to meet demand over the 30 year period, assuming that the carry forwards of undeveloped land will still occur. These numbers are forecasts only and will need to be carefully monitored and if necessary adjusted. The NPS-UDC requires this be done every three years.

Achieving the allocations also depends on:

- Ongoing development feasibility analysis, especially beyond the first 10 years.
- The ability of Future Proof partner councils to provide and fund infrastructure in a timely manner.
- The costs of development-related infrastructure not impacting negatively on financial balance sheets.
- Up to date joint housing and business land assessments.
- Improved understanding of the demand for housing and business land.
- Ongoing monitoring of market indicators and the impact of economic cycles resulting in different levels of demand for housing and business land.

As part of the phase 2 Strategy Update, consideration will be given to appropriate triggers for development staging. These triggers will feed into RPS and District Plan changes to give effect to the settlement pattern. This will be a more flexible approach than relying solely on population-based staging.

Such triggers may include using land and infrastructure to a certain level before developing a subsequent growth area, ensuring infrastructure is able to be provided to serve new growth areas or new intensification areas and allowing certain growth areas to reach critical mass for good place-making.



Future Proof will focus on providing well-designed, sustainable and affordable housing and lifestyle choices.

Table 1: Future Proof sub-region allocation and staging of residential household growth 2016 – 2045

Decade 1: Years 1 – 10, 2016 - 2025

Area ¹	UoW Low Projections ²		UoW Medium Projections	
	Household Demand	Household Supply / Capacity ³	Household Demand	Household Supply / Capacity
Hamilton City				
Greenfield ⁴	6,148	9,607	7,151	9,607
Infill / Intensification	6,148	6,148	7,151	7,151
City Total	12,296	15,755	14,302	16,758
Waikato District				
Tuakau	817	1,202	839	1,202
Pokeno	750	1,200	1,110	1,200
Te Kauwhata	353	2,579	369	2,579
Huntly	333	300 ⁵	412	300
Ngāruawāhia	147	163	152	163
Raglan	371	200 ⁶	386	200 ⁶
Sub-total	2,771	5,644	3,268	5,644
Rest of District	2,592	2,801	3,142	3,295
District Total	5,363	8,445	6,410	8,939
Waipa District				
Cambridge	1,932	5,002	2,385	5,002
Te Awamutu	1,019	2,394	1,205	2,394
Rest of District	702	702	941	941
District Total	3,653	8,098	4,531	8,337

¹ The Housing Infrastructure Fund (HIF) is the Government's \$1 billion fund which high growth councils can apply for in order to advance infrastructure projects important to increasing housing supply. If funding is secured, this would enable infrastructure to bring forward. Note that the HIF may be replaced by other Government funding tools.

² A banded approach has been used which uses the University of Waikato (UoW) 'low' projections and the 'medium' projections.

³ For Waikato District, the household supply / capacity figures have anticipated overspill growth from Auckland as well ensuring that there is sufficient capacity to meet any other growth pressures, particularly in the northern Waikato.

⁴ Greenfield areas include Rototuna, Peacocke, Rotokauri and Ruakura.

⁵ Red text indicates that there is insufficient supply / capacity.

⁶ Insufficient supply / capacity in Raglan will be met by supply in Rangitahi Peninsula.

Table 1: Continued

Decade 2: Years 11 – 20, 2026 – 2035

Area ⁷	UoW Low Projections ⁸		UoW Medium Projections	
	Household Demand	Household Supply / Capacity ^{9,10}	Household Demand	Household Supply / Capacity
Hamilton City				
Greenfield ¹¹	5,871	11,332	7,221	10,329
Infill / Intensification	5,871	5,871	7,221	7,221
City Total	11,742	17,203	14,442	17,550
Total (Decades 1 and 2)	24,038	32,958	28,744	34,308
Waikato District				
Tuakau	755	725 ¹²	909	703
Pokeno	1,360	1,450	1,945	1,090
Te Kauwhata	248	2,398	255	2,382
Huntly	333	643	247	564
Ngāruawāhia	133	322	130	317
Raglan	167	129 ¹³	122	114
Sub-total	2,996	5,667	3,608	5,170
Rest of District	1,706	1,866	2,517	2,544
District Total	4,702	7,533	6,125	7,714
Total (Decades 1 and 2)	10,065	15,978	12,535	16,653
Waipa District				
Cambridge	2,138	4,000	2,616	3,547
Te Awamutu	818	1,963	1,092	1,777
Rest of District	529	529	977	977
District Total	3,485	6,492	4,685	6,301
Total (Decades 1 and 2)	7,138	14,590	9,216	14,638

⁷ If HIF funding is secured, this would enable infrastructure to bring forward development in some areas of Hamilton City and Waikato District. Note that the HIF may be replaced by other Government funding tools.

⁸ A banded approach has been used which uses the University of Waikato (UoW) low projections and the 'medium' projections.

⁹ For Waikato District, the household supply/capacity figures have anticipated overspill growth from Auckland as well ensuring sufficient capacity to meet any other growth pressures, particularly in the northern Waikato.

¹⁰ Includes any surplus that is carried forward from Decade 1.

¹¹ Greenfield areas include Rototuna, Peacocke, Rotokauri and Ruakura.

¹² Red text indicates that there is insufficient supply / capacity.

¹³ Insufficient supply/capacity in Raglan will be met by supply in Rangitahi Peninsula.

Table 1: Continued

Decade 3: Years 21 – 30, 2036 – 2045

Area ¹⁴	UoW Low Projections ¹⁵		UoW Medium Projections	
	Household Demand	Household Supply / Capacity ^{16,17}	Household Demand	Household Supply / Capacity
Hamilton City				
Greenfield ¹⁸	4,575	7,961	6,217	5,608 ¹⁹
Infill / Intensification	4,575	4,575	6,217	6,217
City Total	9,150	12,536	12,434	11,825
Total (Decades 1, 2 and 3)	33,188	45,494	41,178	46,133
Waikato District				
Tuakau	485	4,698	823	4,522
Pokeno	1,222	1,090	991	145
Te Kauwhata	75	2,741	48	2,718
Huntly	57	310	67	316
Ngāruawāhia	60	873	62	870
Raglan	-35	162	-82	192
Sub-total	1,864	9,874	1,909	8,763
Rest of District	1,381	1,452	3,067	2,933
District Total	3,245	11,326	4,976	11,696
Total (Decades 1, 2 and 3)	13,310	27,304	17,511	28,349
Waipa District				
Cambridge	811	4,406	1,284	3,476
Te Awamutu	624	3,257	782	2,797
Rest of District	214	214	797	797
District Total	1,649	7,877	2,863	7,070
Total (Decades 1, 2 and 3)	8,787	22,467	12,079	21,708

¹⁴ If HIF funding is secured, this would enable infrastructure to bring forward development in some areas of Hamilton City and Waikato District. Note that the HIF may be replaced by other Government funding tools.

¹⁵ A banded approach has been used which uses the University of Waikato (UoW) 'low' projections and the 'medium' projections.

¹⁶ For Waikato District, the household supply / capacity figures have anticipated overspill growth from Auckland as well ensuring that there is sufficient capacity to meet any other growth pressures, particularly in the northern Waikato.

¹⁷ Includes any surplus that is carried forward from Decade 2.

¹⁸ Greenfield areas include Rototuna, Peacocke, Rotokauri and Ruakura.

¹⁹ Red text indicates that there is insufficient supply / capacity.

Commercial Growth

The focus for commercial business land is on consolidating activities into existing commercial centres, predominantly in those identified in Table 2 below.

Future Proof aims to:

- Support existing commercial centres.
- Recognise, maintain and enhance Hamilton's central city as the primary commercial, civic and social centre of the Future Proof sub-region.

- Manage development within areas outside the central city to avoid adverse effects on the function, vitality or amenity of the central city.
- Recognise, maintain and enhance the function of sub-regional commercial centres.
- Maintain industrially-zoned land for industrial activities.
- Ensure new commercial centres are only developed where they are needed to support new growth areas, meet local needs and are consistent with the approaches outlined above.

Table 2: Future Proof and RPS hierarchy of major commercial centres

Functional type	Location	Function description
Regional and city centre	Hamilton Central Business District	The primary centre in the region for commercial, civic and social activity.
Primary sub-regional centres	Te Rapa North Commercial Centre ¹	A significant integrated retail centre with relatively limited provision of non-retail economic and social activity.
Secondary sub- regional centre	Chartwell	An integrated retail centre with limited provision of non-retail economic and social activity.
Town centres	Cambridge Te Awamutu Huntly Ngāruawāhia Raglan Te Kauwhata Pokeno ² Tuakau ²	Retail, administration, office and civic centres providing most commercial and servicing needs, together with non-retail economic and social activity, to their urban and rural hinterland.

¹ Being the centre focused on and incorporating The Base shopping centre and generally comprising the block bordered by Te Rapa Road, Avalon Drive, Te Kowhai Road East and the Railway.

² Pokeno and Tuakau are not included in Table 6-4 of the RPS.

Industrial Growth

The Future Proof partners undertook a comprehensive review of business land needs for the sub-region in 2010²⁰. This work helped identify strategic industrial nodes, including broad land allocations and staging.

The allocations aim to support the principles of the settlement pattern, including providing employment land close to where people live. They also aim to ensure an efficient roll out of industrial land which integrates with infrastructure and funding considerations.

As part of the requirements of the NPS-UDC, Future Proof partners will undertake a business land review, updating the work completed in 2010. The outcomes of this work will be incorporated into Phase 2 of the Strategy Update.

Consideration will be given to potential future employment hubs such as Meremere. There is approximately 70 hectares of industrially zoned land, formerly part of the Meremere coal-fired power station. The station is close to a range of other significant large footprint land uses including the Hampton Downs upper North Island waste disposal facility, the Hampton Downs International Motorsport Park and the Springhill Correctional Facility.

Any development must not compromise the efficiency of the transport network and must give effect to the Regional Policy Statement provisions in relation to new industrial development.

The Future Proof industrial land allocations are contained in Tables 3 and 4 on page 28. Note these will be subject to change as part of Phase 2 of the Strategy Update.



²⁰ Future Proof Business Land Data Assessment, Property Economics, 2010; Future Proof Business Land Review, Latitude Planning, 2010

Table 3: Future Proof and RPS industrial land allocation

Strategic Industrial Nodes located in Central Future Proof area (based on gross developable area) ¹	Industrial land allocation and staging (ha)			Total Allocation 2010 to 2061 (ha)
	2010 to 2021	2021 to 2041	2041 to 2061	
Rotokauri	85	90	90	265
Ruakura	80	115 ²	210 ²	405
Te Rapa North	14	46	25	85
Horotiu	56	84	10	150
Hamilton Airport	74	50	0	124
Huntly and Rotowaro	8	8	7	23
Hautapu	20	30	46	96
TOTAL HA	337	423	388	1148

¹ Being the centre focused on and incorporating The Base shopping centre and generally comprising the block bordered by Te Rapa Road, Avalon Drive, Te Kowhai Road East and the Railway.

² Pokeno and Tuakau are not included in Table 6.4 of the RPS.

Table 4: Future Proof and RPS industrial land allocation – Northern Waikato

Strategic Industrial Nodes located in the North Waikato (based on gross developable area) ¹	Industrial land allocation and staging (ha)			Total Allocation 2010 to 2061 (ha)
	2010 to 2021	2021 to 2041	2041 to 2061	
Tuakau	116	0	0	116
Pokeno	92	0	0	92
TOTAL HA	208	0	0	208

¹ Gross Developable Area includes land for building footprint, parking, landscaping, open space, bulk and location requirements and land for infrastructure including roads, stormwater and wastewater facilities.

These allocations cover a longer timeframe than the other parts of the settlement pattern. It is important to have a general long-term indication of industrial land given the large amount of land required, the longer lead-in times and the importance of having certainty as to where strategic industrial nodes for the sub-region are likely to be now and into the future.

Methods 6.14.2 and 6.14.3 of the RPS make provision for alternative land release for Tables 3 and 4. This means the allocations may be increased within a stage, provided the criteria in Method 6.14.3 can be met. This allows some flexibility if circumstances change.

A Responsive Approach to Development

Predicting future growth demands and trends is inherently difficult. There will always be unforeseen circumstances, many beyond our control that can influence the demand for land supply. Such factors include local regional, national and global fluctuations in markets, new technology, changes in migration, and central government interventions in urban land use policy. With so many factors potentially influencing growth, the Future Proof Settlement Pattern needs to be agile enough to respond to change. A settlement pattern that has some built-in responsiveness provides an ability to capitalise on previously

unidentified or emerging opportunities that have potential to contribute significant economic, social or cultural benefits to our communities.

For this reason, the maps representing the Future Proof settlement pattern only provide a general indication of the extent of urban areas. More definitive boundaries are to be determined by each territorial authority through robust planning processes, including structure planning and more definitive urban boundaries which will be determined in district plans.

When considering proposals to change the land use or the timing and staging of land development from that set out in the Strategy, it is critical that the guiding principles that underpin the settlement pattern are not compromised. These guiding principles remain the foundation of strategic growth and development in the sub-region.

A robust evidential basis for such changes will be needed in any given circumstance and will include the need to consider any implications that might exist for the wider sub-region. Proposals for change will be implemented through the RPS as well as at district council level through tools such as structure planning, master planning, plan changes, or Special Housing Area processes.



Future Proof will help develop key transport corridors.

IMPLEMENTATION

Te Whakatinanatanga

The implementation of Future Proof is an ongoing process that will continue to be addressed as part of the partners' own programmes, plans and strategies. Partners will continue to engage and involve government and non-government agencies, the private sector and the wider community.

Legislative Mechanisms

Future Proofs operational and implementation processes are consistent with the three major planning statutes relevant to Local Government.

- **Resource Management Act 1991:**
Concerned with the sustainable management of natural and physical resources. The 2005 amendments to the Act strengthened the role of regional councils in managing growth and the function of regional councils now includes the strategic integration of infrastructure with land-use. The amendments introduced in 2017 require regional councils and territorial authorities to provide sufficient development capacity for residential and business land to

meet expected demands. They also provide for fast-tracked planning processes in certain situations. The Act provides key implementation tools which are important to Future Proof e.g. the NPS-UDC, regional policy statements, regional plans, and district plans.

- **Local Government Act 2002:**
Sets out the purpose of local government. Emphasises local decision making on behalf of communities, meeting the current and future needs of communities for good quality local infrastructure, local public services and performance of regulatory functions in the most cost effective way. The Act identifies key principles and provides for important implementation tools.
- **Land Transport Management Act 2003:**
Governs the way the New Zealand land transport system is developed, managed and funded. Contributes to the aim of achieving an affordable, integrated, safe, responsive and sustainable land transport system.





Other significant legislation and documents that Future Proof is consistent with includes:

- **Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010:**
The overarching purpose of the settlement between Waikato-Tainui and the Crown was to restore and protect the health and well-being of the Waikato River for future generations. The Act recognises the Vision and Strategy for the Waikato River (see below).
- **Vision and Strategy for the Waikato River:**
The purpose of the Vision and Strategy is for a future where a healthy Waikato River sustains abundant life and prosperous communities who, in turn, are all responsible for restoring and protecting the health and wellbeing of the Waikato River, and all it embraces, for generations to come.
- **Housing Accords and Special Housing Areas Act 2013:**
The purpose of this legislation is to enhance housing affordability by facilitating an increase in the land and housing supply in certain regions or districts, listed in Schedule 1, identified as having housing supply and affordability issues. Hamilton City Council signed a Housing Accord with the Government in December 2016 to enable special housing areas.

Implementation Mechanisms

A range of mechanisms have been used to implement Future Proof. These include tools underpinned by legislation, non-statutory agreements and local and central government initiatives. Future Proof has been and will continue to be implemented through the:

- Waikato Regional Policy Statement
- Waikato Regional Land Transport Plan and Public Transport Plan
- NZ Transport Agency's programmes, plans and business cases (e.g., the National Land Transport Programme and the Waikato Expressway Network Plan)
- Partner councils' growth strategies, district plans, policies and bylaws
- Long Term Plans
- Tāngata whenua plans and strategies
- Other partner plans and strategies.

The Future Proof partners will make use of any new implementation mechanisms, such as special housing areas and urban development authorities, where appropriate.



PRIORITIES

Mātuatua

A pragmatic series of actions have been programmed to implement Future Proof and support the settlement patterns outlined in the strategy.

Indicative resourcing requirements have been identified. Timelines are clear so the Future Proof partners and other

agencies can see what is involved, by when and what impact they may have on resourcing in the wider sub-region. Detailed implementation plans will be prepared, agreed and updated on a least a three yearly basis to align with Council long-term plan processes. To effectively implement Future Proof, implementation actions have been prioritised as right.

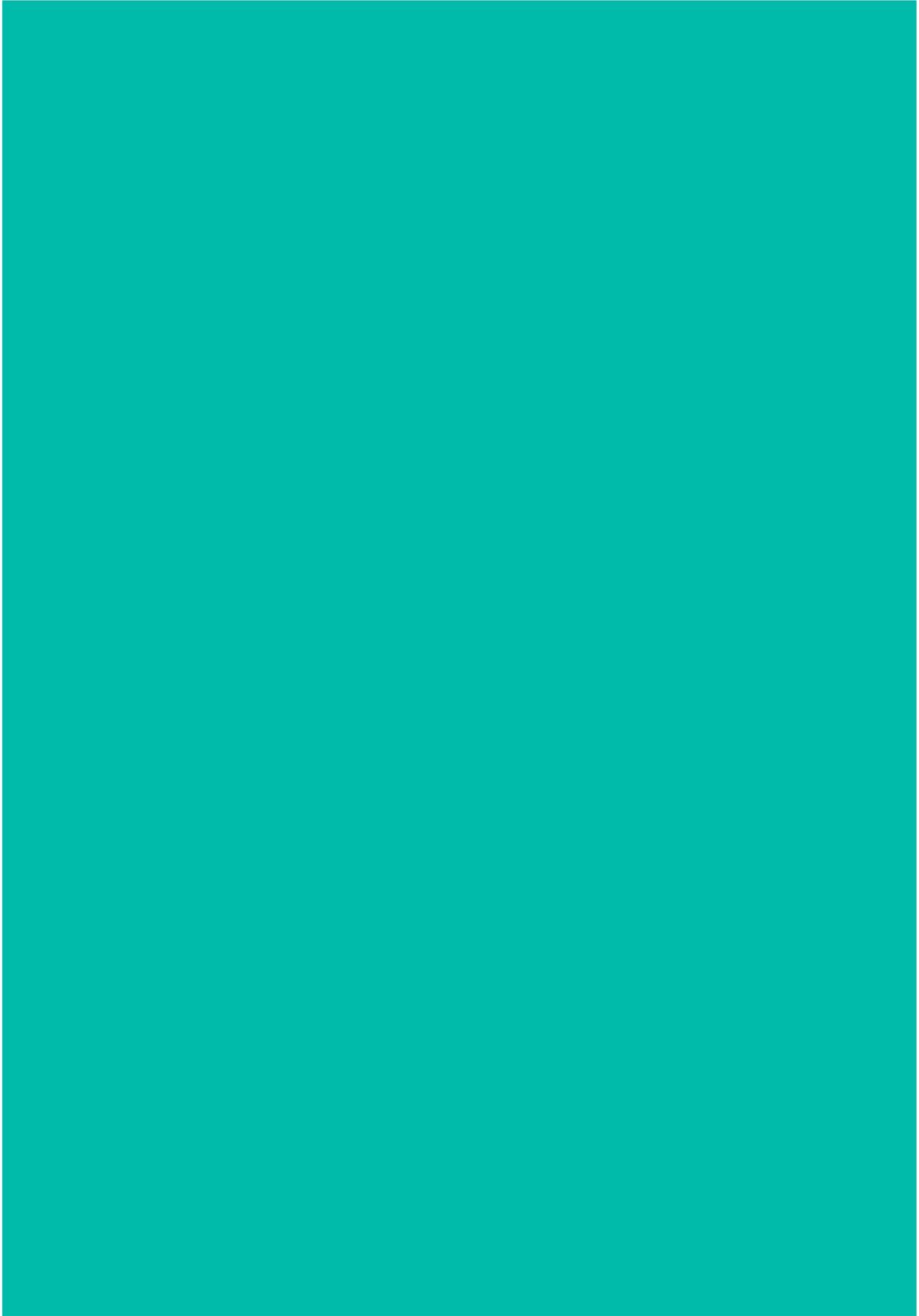


	Priority Actions	Timing	Link to Strategy
1.	Maintain a Joint Committee at a governance level involving partner councils and tāngata whenua. Other partners / stakeholders may also be considered for the Committee.	Ongoing	9.1 – Action 1
2.	Further develop and maintain a monitoring framework, which encompasses: <ul style="list-style-type: none"> • Strategy principles • Strategy actions • Monitoring report indicators • Settlement pattern drivers (population, households and labour force) • Urban development capacity and other indicators (in accordance with the NPS-UDC) • Work towards alignment with Waikato Progress Indicators and growth management monitoring frameworks adopted by neighbouring regions e.g. SmartGrowth, where appropriate • Three Waters Action Plan monitoring 	Short – by May 2017 and ongoing	9.3 – Action 1
3.	Use consistent growth models to project population and household growth.	Ongoing	9.3 – Action 2
4.	Develop an annual work programme and budget to implement the strategy.	Short – annually	9.4 – Action 2
5.	Prepare a change to the RPS to give statutory effect to the updated Strategy, and prepare a change to the RPS to give statutory effect to the updated settlement pattern.	Short	9.5 – Action 6
6.	Work with partners to implement the NPS-UDC policies on: <ul style="list-style-type: none"> • Housing and Business Development Capacity assessments • Monitoring • Co-ordinating any changes to the RPS and District Plans • A Future Development Strategy These must be consistent with the principles of the Future Proof Strategy and RPS.	Short – by 2017/2018 and then 3 yearly	10.1 – Action 1
7.	Ensure that the areas identified within the strategic agreement between Hamilton City Council and Waikato District Council are transferred to HCC with sequencing agreed between HCC and Waikato District Council, and noting that additional boundary adjustments may be negotiated in the future. Allow for further negotiations to take place concerning the timing of HT1, R2 and WA growth cells coming into the Hamilton City, including agreeing triggers, circumstances and opportunities which could result in a review of the staging and timing of new growth cells. In addition Tamahere, which is outside the current strategic agreement, should be investigated as part of this wider package of future opportunities.	Short (for agreement negotiations only)	10.1 – Action 9

	Priority Actions	Timing	Link to Strategy
8.	Progress negotiations between HCC and Waipa District Council in relation to a Strategic Agreement regarding the Waipa District land on the Hamilton City-side of the Southern Links designation.	Short	10.1 – Action 13
9.	Where appropriate, participate in the development of Long Term Plans, Development Contribution policies, 30-Year Infrastructure Strategies and the RLTP with the aim to ensure good alignment between growth projections, land use, infrastructure and funding.	Ongoing	10.2 – Action 1
10.	Undertake an assessment of the housing supply and demand within each district, using agreed and common data approaches. This should include looking at different housing typologies and should tie in with the housing assessments completed as part of the NPS requirements.	Short	10.4 – Action 2
11.	Undertake a business land review assessment to meet the requirements of the NPS-UDC.	Short – by Dec 2017	10.5 – Action 2
12.	Ensure that the benefits of the Waikato transport network are maximised and that settlement patterns do not adversely impact the Waikato Expressway or other significant transport corridors.	Short and then ongoing	11.1 – Action 2
13.	Consider future transport needs and support key transport projects and strategic approaches, including: <ul style="list-style-type: none"> • The Cambridge to Piarere project and business case • Access Hamilton implementation • Northern Waikato Integrated Growth Management business cases • Southern Links • Well connected transport routes between Auckland, Waikato and the Bay of Plenty 	Short	11.1 – Action 6
14.	Implement the Sub-Regional Three Waters Strategy Action Plan.	See Action Plan	11.3 – Action 1
15.	Develop a Papakāinga Housing Initiative (including use of a papakāinga toolkit) to enable greater papakāinga development as well as a coordinated response to papakāinga housing needs and aspirations in the sub-region.	Short	12.1 – Action 3
16.	Work with the Waikato Plan on implementing the following actions from the Waikato Plan Aligned Planning work: <ul style="list-style-type: none"> • Documentation to inform whether tāngata whenua engagement is required. This may include developing a co-ordinated approach to tāngata whenua engagement across the region. • Creation of mandated tāngata whenua /council resource management groups, including the potential to coordinate this across the region and help to build capacity within tāngata whenua groups to respond. • Agree conditions through consent process rather than in hearings. • Assessment framework to determine the need for a CIA. • Develop a tāngata whenua significance and engagement policy or provide better guidance on assessing significance and engagement. • Develop cultural monitoring guidelines • Website portal to inform applicants and processing officers of significant sites and the right mana whenua to talk to. • Up skilling and knowledge sharing. 	Short to medium	12.1 – Action 8

Attachment 1

Item 14



FUTUREPROOF.ORG.NZ

Council Report

Committee:	Growth and Infrastructure Committee	Date:	05 December 2017
Author:	Keith Hornby	Authoriser:	Kelvyn Eglinton
Position:	Strategic Policy Analyst	Position:	General Manager City Growth
Report Name:	Future Proof NPS-UDC Quarterly Market Indicator Monitoring Report - June 2017		

Report Status	<i>Open</i>
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Purpose

1. To inform the Growth and Infrastructure Committee regarding the first Future Proof Market Indicator Monitoring Report (Attachment 1) produced to meet the quarterly monitoring requirements of the National Policy Statement on Urban Development Capacity (NPS-UDC).

Staff Recommendation

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

Background

3. The development of this first Future Proof indicator monitoring report, for the June 2017 quarter, has been led by Hamilton City Council with input from Future Proof partners.
4. The National Policy Statement on Urban Development Capacity (NPS-UDC) came into effect on 1 December 2016.
5. The overarching purpose of the NPS-UDC is to ensure that planning enables development through providing sufficient development capacity for housing and businesses over the next 10 to 30 years.
6. The NPS-UDC identifies the Future Proof sub-region as a high-growth urban area. As such, the Future Proof councils are required to meet all the requirements in the NPS-UDC. This includes monitoring, and reporting, the housing and business market indicators (PB6) on a quarterly basis.
7. The NPS-UDC Policy PB6 seeks to ensure that local authorities are provided timely information about market changes that may affect the sufficiency of development capacity for housing and business land. Sufficient means the provision of enough development capacity (district plan zoned land supplied by infrastructure) to meet housing and business demand, and which reflects the demands for different types and locations of development.

8. PB6 directs local authorities to monitor a range of market indicators on a quarterly basis including:
 - a) Prices and rents for housing, residential land and business land by location and type; and changes in these prices and rents over time,
 - b) The number of resource consents and building consents granted for urban development relative to the growth in population; and
 - c) Indicators of housing affordability.
9. The purpose of the quarterly monitoring report (Attachment 1) is to provide key decision makers in the Futureproof sub-region with timely information about market changes that may affect the sufficiency of development capacity for housing and business land. The policy encourages local authorities to publish the results of their monitoring. The format and content of this indicator report will be progressively refined in subsequent quarters.
10. The key findings of the indicator monitoring are summarised on page 2 of the attached report.

Attachments

Attachment 1 - Future Proof Indicator Monitoring Report 2017 .



Housing and Business Market Indicators Quarterly Monitoring Report

Meeting the requirements of the National Policy Statement on Urban
Development Capacity (PB6)

Number 1
June 2017



1. FUTURE PROOF MARKET INDICATORS SUMMARY

Residential indicators

The Future Proof sub region¹ has experienced strong dwelling sales price growth since 2013, with rents also increasing at a steeper rate over this period than the three years prior. This, in part, is due to significant population growth and housing price growth driven, amongst other things by spill over growth effect from Auckland including a pronounced spike in Auckland based investor activity in Hamilton. Land values in the Future Proof sub regions have also trended upwards over this period. Whilst both affordability indicators suggest that housing and rental affordability has improved between 2013 and 2015, housing affordability generally decreased in the Future Proof sub region since then.

Whilst the number of consents issued have largely kept pace with the demand for new dwellings (household growth) a shortfall in supply appears to be emerging, most noticeably in Hamilton. This may indicate the presence of barriers to the supply of new housing which will need to be investigated further.

Business Indicators

The available business indicators currently suggest that there are no major concerns with the sufficiency of business capacity in Hamilton. Whilst there has been a recent decline in the central business district (CBD) office and retail vacancies in Hamilton, additional stock in the CBD is likely to be added via either new construction and/or refurbishment. Whilst uptake of and interest in industrial land remains high, a balanced supply of industrial land exists.

Further data and information is required to understand whether there may be shortfalls in the supply of business land in any of the other major towns in the Future Proof sub region or if there are any other localised issues.

^{1 1} The combined Hamilton City Council, Waikato District council and Waipa District Council geographic area.

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2. INTRODUCTION

The National Policy Statement on Urban Development Capacity (NPS-UDC) came into effect on 1 December 2016. The overarching purpose of the NPS-UDC is to ensure that planning enables development through providing sufficient development capacity for housing and businesses over the next 10 to 30 years. The NPS-UDC identifies the Future Proof sub-region as a high-growth urban area. As such, the Future Proof councils are required to meet all of the requirements in the NPS-UDC. This includes monitoring, and reporting, on a quarterly basis the housing and business market indicators (PB6). Indicators of price efficiency (PB7) will be available later this year for incorporation into subsequent reports. Other demand and supply drivers outside of the scope of NPS-UDC monitoring that impact on urban development include²: natural population growth; strong migration; low interest rates; investor confidence and activity; tax incentives; and low measured construction productivity.

3. PURPOSE OF REPORT

The purpose of this report is to fulfil the requirements of PB6. This is the first quarterly monitoring report from the Future Proof partners. PB6 seeks to ensure that local authorities are provided timely information about market changes that may affect the sufficiency of development capacity for housing and business land. The policy directs local authorities to monitor a range of indicators on a quarterly basis including:

- a. Prices and rents for housing, residential land and business land by location and type; and changes in these prices and rents over time
- b. The number of resource consents and building consents granted for urban development relative to the growth in population; and
- c. Indicators of housing affordability

The policy encourages local authorities to publish the results of their monitoring under PB6. The format and content of this indicator report will be progressively refined in subsequent quarters.

4. OUTLINE OF REPORT

The market indicators described in this report are presented in two broad categories; residential indicators and business indicators. Eleven residential and three business indicators are presented. An overview narrative is provided at the start of each section with some further commentary provided with each indicator. Where available, indicators include data for each territorial authority (Hamilton City Council, Waikato District Council and Waipa District Council), and for the combined Future Proof sub region ('Greater Hamilton').

For this first report, the councils have identified challenges in securing data for the business indicators for both Waikato and Waipa districts. As such, the business indicators in this report are for Hamilton City only. The Future Proof partners note that this is an initial monitoring report and refinements to the reporting framework and indicators will be made over time. In many cases, trends will remain the same from quarter to quarter, and as such detailed commentary on the indicators will be provided on an annual basis, unless there is a marked change in an indicator.

5. DATA SOURCES

The information was primarily sourced from the Ministry of Business, Innovation and Employment (MBIE) dashboard for Hamilton City, Waipa District, Waikato District and the Greater Hamilton Urban Area. Information was also sourced from Statistics New Zealand NZ.Stat website and publicly available reports from CoreLogic/QV, CBRE NAI Harcourts and Colliers International.

² Auckland Chief Economist, June 2017

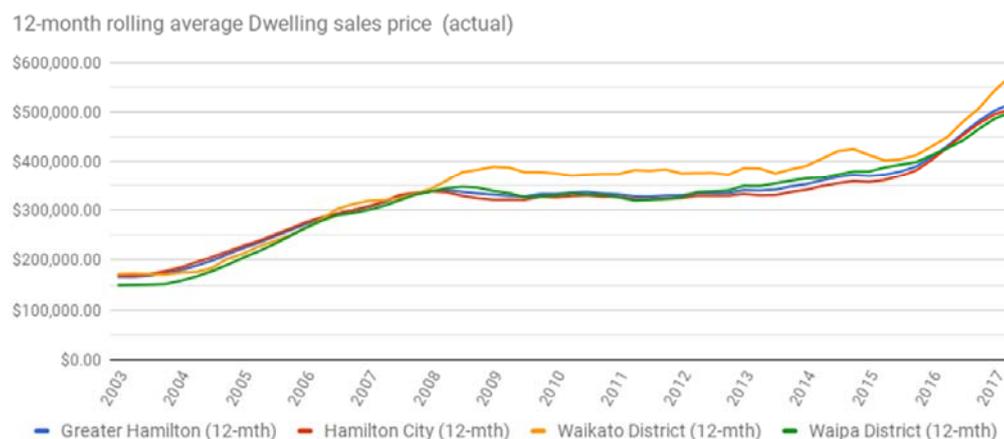
6. RESIDENTIAL INDICATORS

The Future Proof sub region has experienced strong dwelling sales price growth in the three years since 2013, with rents also increasing at a steeper rate over this period than in the three years prior. This in part is due to significant population growth and housing price growth driven by a spike in Auckland based investor activity as evidenced in Hamilton within the last three years. Whilst both affordability indicators suggest that housing and rental affordability has improved between 2013 and 2015, housing affordability generally decreased in the Future Proof sub region in 2015 and 2016.

Whilst the numbers of consents issued have largely kept pace with the demand for new dwellings (household growth) a shortfall in supply appears to be emerging, most noticeably in Hamilton, this may indicate the presence of barriers to the supply of new housing. Further investigation is required to understand what, if any, barriers there are to building more homes to meet growth in demand, and what impact these are having on prices. These barriers may include urban planning policies that constrain development, land banking, lending rules or construction industry skilled labour and capacity constraints.

6.1 DWELLING SALE PRICE AND RENT TRENDS

Indicator 1: Dwelling sales prices (actual)



(Source: MBIE Dashboard, August 2017)

As evidenced in Indicator 1 above, house prices in the Future Proof “Greater Hamilton” area increased rapidly for a number of years prior to the 2008 Global Financial Crisis (GFC). After the GFC house sale prices levelled off for a number of years before beginning to rise again in 2013. Prices have risen even more sharply in the last two years.

The Waikato District has since 2008 maintained a higher average dwelling sale price, due in part to the popularity of areas adjacent to Auckland, such as Pokeno and Tuakau, where demand from Auckland is reflected in the rate of price growth. This can in part be attributed to the Loan to Value (LVR) restrictions which initially targeted the Auckland region and consequently directed investment and buyer activity elsewhere.

Indicator 2: Dwelling sales prices for the Future Proof Sub Region, area units quarter 2 2017

This Auckland ‘spill over effect’ is also visible in Indicator 2 where the Area Units adjacent to Auckland reflect higher dwelling sales prices in the last quarter.

Higher dwelling sales prices have also occurred in the peri-urban areas around Hamilton. This may however be in part reflective of the larger lot and houses sizes of the ‘lifestyle blocks’ found in these areas.

For a longer term comparative view of house price increases the Sales Price Appraisal Ratio (SPAR) below provides an accurate view of the underlying price movements of residential dwelling sales price which has been adjusted for the composition and quality of dwellings sold over a period.

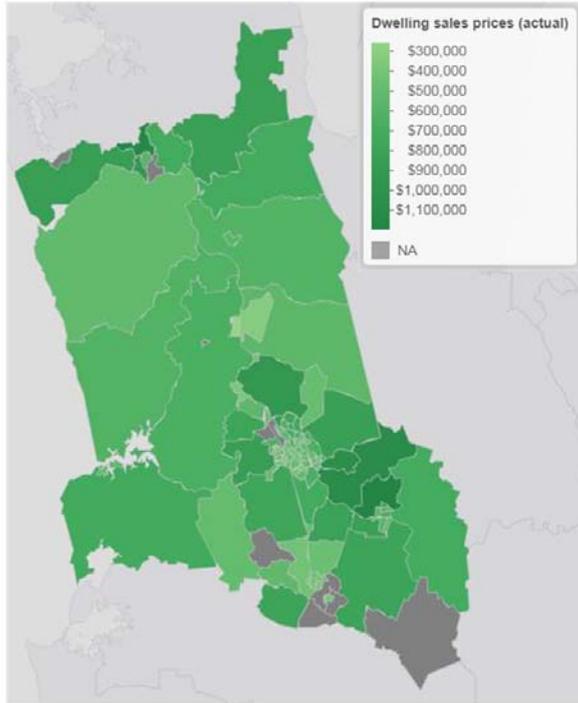
Indicator 3: Change in house price index (SPAR) June 1993 to June 2017 years – Ward level

The Sales Price Appraisal Ratio (SPAR) provides an index of percentage change in dwelling sales prices relative to a common base year of 1993. For example a SPAR index of 5 would indicate that prices are five times higher today than in 1993.

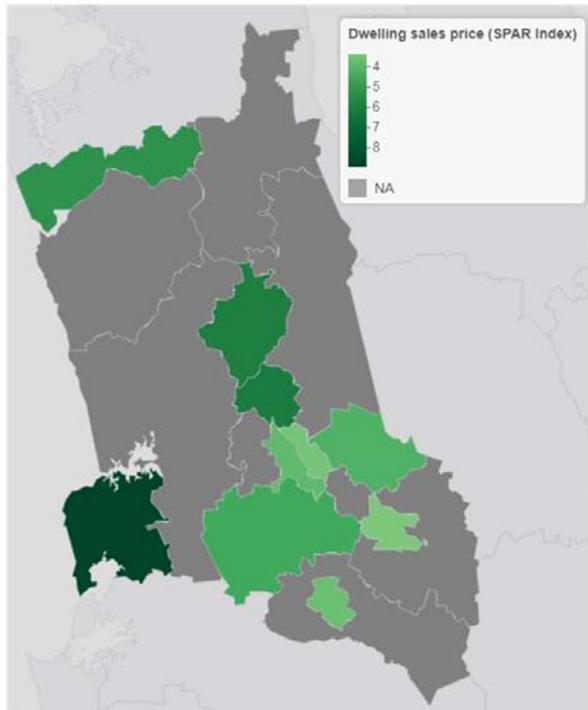
Since 1993 prices in the ward adjacent to Auckland containing Pokeno and Tuakau, are 5.2 times that which they were in 1993.

Exogenous demand from Auckland, and possibly Hamilton, has contributed to the price increases in the Huntly and Ngaruawahia wards of almost 6 times and 6.1 times respectively.

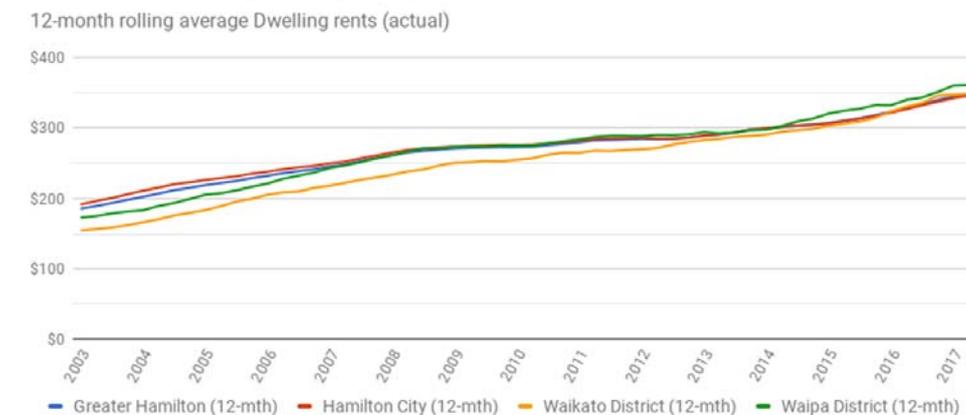
Prices in Hamilton have risen by almost 3.9 times to the west of the Waikato River and around 3.5 times to the east of the river. With prices in the Cambridge ward rising 3.3 times, 3.6 times in the TeAwamutu ward and 8.9 times in the Raglan ward.



(Source for both images: MBIE Dashboard, August 2017)



Indicator 4: Dwelling rents (actual)



The geometric mean weekly rent in the Future Proof sub region in the second quarter of 2017 is \$347 with Hamilton City at \$345, Waikato District at \$348 and the Waipa District slightly higher \$361. Following a similar pattern to house price growth in the sub region rents rose prior to the GFC in 2008 after which they levelled off until around 2013 where they once again began to increase. Whilst the geometric mean for all councils areas in the sub region have coalesced around a similar point, for a long period (1994 until 2009) Waikato District geometric rent sat lower than the other councils.

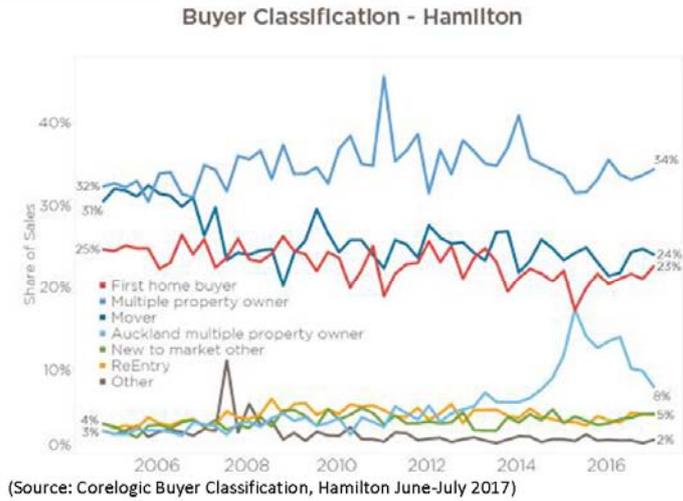
Indicator 5: Ratio of dwelling sales price to rents



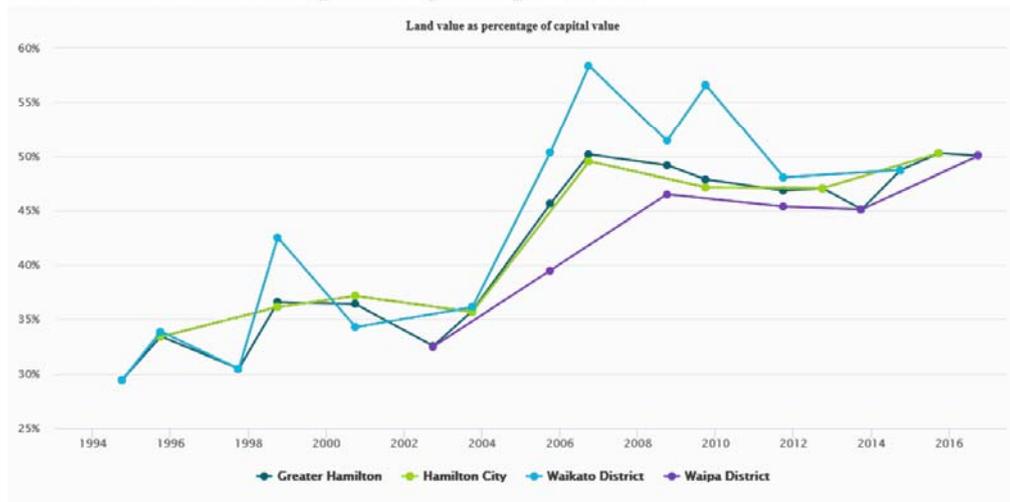
This ratio of prices and rents provides additional insight into the relationship between owning and renting dwellings over time. It indicates changes in the ease of moving from renting to home ownership, and shows trends in the average yield to an investor from renting out a dwelling. A higher house price/rent ratio reflects a larger gap between renting and buying. The price to rent ratio for the Future Proof sub region now stands at 28.4, this means a median house is 28.4 times the mean annual rent paid. The ratios between house prices and rents have increased in all areas since 2015, largely driven by house price increases. Interestingly, the Waikato District from 2003 to 2016 maintained an outlier position, with a larger gap between renting and buying than seen with Hamilton City and Waipa District. Some divergence in the historical pattern for all three has occurred since 2016.

Indicator 6: Buyer classification- Hamilton

After an upsurge which peaked in 2015 there has been a sizeable decline in market activity by Auckland based investors in the Hamilton market. The Corelogic report³ suggests that this decline in activity will be due to a combination of rising values in Hamilton and the increased difficulty in securing mortgage funding. It is noted, however, the effect of rising prices *per se* may attract increased demand from investors, in the expectation of capital gains. Multiple property owners in Hamilton have remained the main buyer category.



Indicator 7: Land value as percentage of capital value



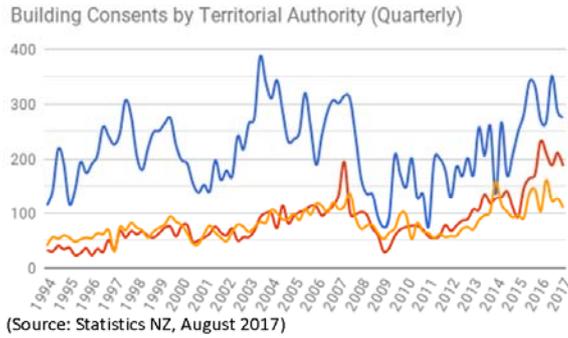
(Source: MBIE Dashboard, August 2017)

This indicator shows residential land values as a percentage of capital value. The volatility is due to the availability of the underlying revaluation data, which is updated every three years. Since 2003, land value as a percentage of capital value has increased for the Future Proof sub region from just under 30% to 50%. Hamilton City and Waipa have followed a similar pattern of increase over time however Waikato District appears to have been even more volatile. The extent to which the constraints on the supply of land (i.e. urban planning policies and land banking) have contributed to these increases will need further investigation.

³ Core Logic (2017). CoreLogic New Zealand Monthly Property Market & Economic Update August- September 2017. Available: <http://www.corelogic.co.nz/news-research/item/monthly-property-market-economic-update-for-august-september-now-available/>

6.2 INDICATORS OF SUPPLY AND DEMAND

Indicator 8: Building consents by territorial authority



New dwellings consents in the Waikato District, Hamilton City and Waipa District appear to follow similar trends. After the decline triggered by the GFC in 2008, consents for all three councils have steadily increased almost reaching the pre GFC peak levels in 2003.

In the Indicator 9 graphs below the Future Proof sub region has again experienced strong growth in both population and dwelling consents since 2009. Whilst the number of consents issued have largely kept pace with the

demand for new dwellings (household growth) an indication of a shortfall in supply is suggested, most noticeably in Hamilton. However what the net shortfall over this period may be is currently unknown. Factors that may contribute to the shortfall in supply may range from potential planning constraints to construction industry capacity constraints.

Indicator 9: New dwelling consents compared to household growth



(Source: MBIE Dashboard, August 2017)

6.3 HOUSING AFFORDABILITY TRENDS

The two reported measures below are sourced from the MBIE dashboard and form an experimental residual income affordability series that measures the number of households falling below the 2013 National Affordability benchmark (See Notes). Both the HAM-Rent and HAM- Buy indicators are currently published with more than a one year lag and consequently do not pick up recent trends.

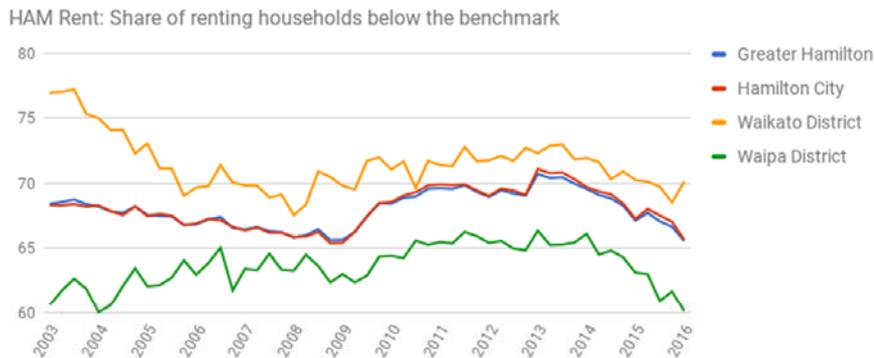
Indicator 10: HAM Buy - share of first home buyer households below the benchmark



(Source: MBIE Dashboard, September 2017)

The measure indicates that affordability for first home buyers steadily improved in the Future Proof sub region between 2013 and 2015, but deteriorated sharply since 2015 for Hamilton City and the Waikato District. This improvement in affordability would largely be due to a decline in mortgage interest rates and any increases in household income, which more recently have been offset by sharp price rises.

Indicator 11: HAM rent - share of renting households below the benchmark



(Source: MBIE Dashboard, September 2017)

The measure indicates that rental affordability has improved in the Future Proof sub region between 2013 and 2016, with a declining number of households falling below the 2013 National Affordability benchmark. The improvement in affordability in this period may be due to wage and employment growth. The measure indicates that, whilst affordability has improved, more households in the Waikato District fall below the National Benchmark than Hamilton City, while rentals remain relatively affordable in the Waipa District.

7. BUSINESS INDICATORS

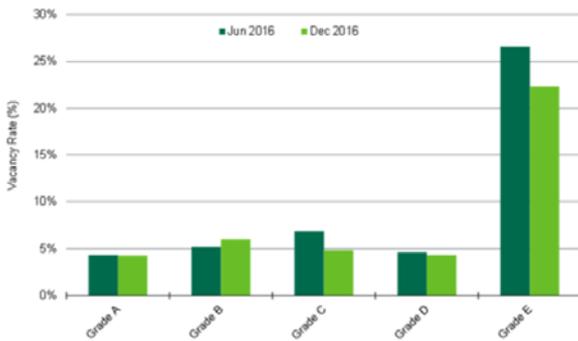
Unlike the bigger centres of Auckland, Wellington and Christchurch (which have more readily, and regularly available indicators) there are currently limited business indicators publicly available for the Future Proof sub region. Publicly available reports are currently limited to the reports from CBRE NAI Harcourts and the report from Colliers Intentional which focus solely on Hamilton City. These reports are released either bi-annually for CBD office and retail vacancy, or annually for industrial vacancy.

The latest CBRE NAI Harcourts reports from January 2017, reflect a decline in Hamilton City CBD office⁴ and retail⁵ vacancy, nevertheless the reports note that additional stock in the CBD is likely to be added via either new construction and/or refurbishment. With regard to industrial capacity in Hamilton both the latest CBRE NAI Harcourts report (January 2017⁶) and the Colliers report (September 2017⁷) outline that, whilst uptake of and interest in industrial land in Hamilton City remains high, a balanced supply of industrial land exist.

The available business indicators currently suggest that there are no major concerns with the sufficiency of business capacity in Hamilton. However further data and information is required to understand whether there may be shortfalls in any of the other major towns or if there are any other localised issues.

Indicator 12: Central business district office vacancy rates

CBD Office Vacancy by Grade



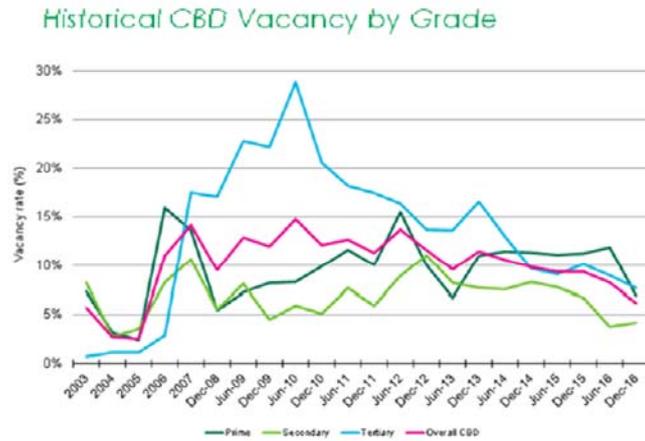
(Source: NAI Harcourts CBRE, January 2017)

The overall vacancy rate decreased from 8.5% in June 2016 to a historic low of 7.2% in December 2016 in Hamilton’s CBD. This is due to a combination of factors including some sizeable take ups, the introduction of a fully leased new build, business expansion, limited new vacancies and no speculative supply.

The Hamilton CBD office market is characterised by average to lower quality grade space which forms the bulk of stock, although its composition is slowly changing to meet demand for higher grade space. The volume of existing office stock currently under refurbishment is very low compared to previous surveys, however CBRE NAI Harcourts expect this to be temporary given the large amount of vacant stock in lower grades that is suitable for redevelopment and earthquake strengthening. However, with two of the largest upcoming stock additions fully pre-committed, CBRE NAI Harcourts expect pressure on rents to emerge throughout 2017. Limited leasing options in the higher grades, coupled with rising rents, will give developers confidence as businesses look to expand in order to accommodate growth.

⁴ CBRE NAIHarcourt (2017). Marketview Hamilton Office Occupancy Survey January 2017. CBRE Inc.
⁵ CBRE NAIHarcourt (2017). Marketview Retail Occupancy Survey January 2017. CBRE Inc.
⁶ Colliers International (2017). New Zealand Industrial Report September 2017. Colliers.
⁷ CBRE NAIHarcourt (2017). Marketview Industrial Occupancy Survey January 2017. CBRE Inc.

Indicator 13: Central business district retail vacancy rates



(Source: NAI Harcourts CBRE, January 2017)

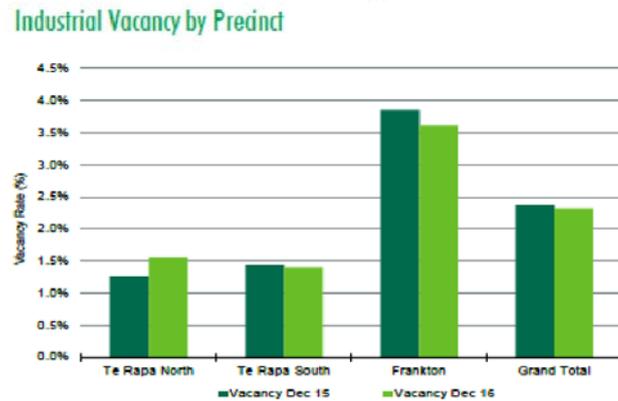
demand, ongoing refurbishment of continues to add a small volume of retail stock from time to time. Price information on trends in retail rents could be used to supplement this data as increasing rents could provide additional evidence of a lack of supply.

The Hamilton CBD retail vacancy rate decreased by 2%, moving from 8.2% in June 2016 to 6.2% in December 2016. This is the lowest vacancy rate since 2005, when vacancy was 2.5%.

The amount of vacant space has decreased from 6,800 sqm in June 2016 to 5,100 sqm in December 2016. The total volume of space under refurbishment is around 9,300 sqm. Whilst there has been a steady decline in vacancy rates over the past few years,

suggesting that retail space is becoming more limited to

Indicator 14: Industrial vacancy rates



(Source: NAI Harcourts CBRE, January 2017)

2016. This trend suggests that the current supply of industrial land in Hamilton is sufficient to meet demand, however strong interest has continued in Hamilton’s industrial land.

The overall vacancy rate was reasonably stable between December 2015 and December 2016, and is currently 2.3%. Te Rapa North has increased from 1.3% in December 2015 to 1.5% in December 2016. Te Rapa South vacancy rate was stable at 1.4% between December 2015 and December 2016. The Frankton vacancy rate has decreased from 3.8% in December 2015 to 3.6% in December 2016. All grades except for Grade C experienced a decrease in vacancy over the twelve months to December

The recent Colliers International New Zealand Industrial Report (September 2017) has stated that Hamilton’s industrial market has continued to achieve steady growth over the past year, resulting in “available prime vacant space being absorbed almost as soon as it became available”. The Colliers report outlines that whilst there is strong demand, there is “speculative supply” in the pipeline for the norther industrial area of Te Rapa. However, it is noted that there has been “a steady flow of investor enquiry, including from Auckland, has placed further pressure on available stock to purchase. Non-location sensitive businesses from Auckland have also looked to relocate to a more affordable market.”

8. FUTURE QUARTERLY REPORTS

As the Future Proof Partnership develops its understanding of the local business and housing markets the quarterly monitoring report will be progressively improved and refined. Some matters which will be considered in future reports include:

- Further commentary and analysis of available data and trends.
- Other business land data and indicators particularly, which may be available at cost.
- Other timely measures of housing affordability.
- Input and commentary from local market experts, within the development sector for example.
- The integration of PB7 Indicators of price inefficiency.
- Improvements to the format, report length and consistency (e.g. time series, base year).
- Further consideration of regional comparisons (Bay of Plenty and Auckland for example) including greater consideration of the influence of Auckland trends on the Future Proof sub-region.

9. NOTES

Indicator 1 & 2: Dwelling sales prices (actual)

This indicator shows the median prices of residential dwellings sold in each quarter. This median price series is not adjusted for size and quality of dwellings. Prices are presented in nominal terms; they have not been adjusted for general price inflation.

Indicator 3: Dwelling Sales price (SPAR Index).

The Sales Price Appraisal Ratio (SPAR) provides an index of percentage change in dwelling sales prices relative to a common base year. It is constructed by comparing the sales price of each dwelling sold in a period with its valuation estimate. It adjusts for the composition and quality of the dwellings sold over each period. Data is sourced from CoreLogic.

Indicator 4: Dwelling rents (actual)

Notes: This indicator reflects nominal mean rents as reported in new rental bonds lodged with MBIE. The mean used is a geometric mean. The reason for using this mean is that rents cluster around round numbers, and tend to plateau for months at a time (spiking up by say \$10 or \$10 at a time). This makes analysis of time series difficult and using the geometric mean is a way of removing this clustering effect.

Indicator 5: Ratio of dwelling sales price to rents

Notes: This ratio augments the price and rent indicators by providing about the relationship between owning and renting dwellings over time. It indicates changes in the ease of moving from renting to home ownership, and shows trends in investor yields.

Indicator 6: Buyer classification – Hamilton

This indicator shows the types of buys in each market derived from QV sales data.

Indicator 7: Land value as percentage of capital value

Notes: This indicator shows the share of house values that are accounted for by land prices at each valuation period. A higher ratio indicates that land is more valuable relative to the buildings that occupy it.

Indicator 9: New dwelling consents compared to household growth

Notes: This indicator approximates the demand for, and supply of, new dwellings. It measures changes in demand and how responsive supply is. The number of new dwelling building consents is lagged by six months (presented as a 12 month rolling average), to account for the time taken from consenting to completion. It is not adjusted for non-completions, or for demolitions. It is used as a proxy for supply. The most recent resident population, divided by the local average housing size, is used as a proxy for demand. Both sets of data are sourced from Statistics New Zealand.

Indicator 10: HAM Buy – share of first home buyer households below the benchmark

Notes: The Housing Affordability Measure (HAM) measures trends in housing affordability for the first home buyer household. For potential home-owning households, HAM Buy calculates what their residual income would be after housing costs if they were to buy a modest first home in the area in which they currently live. Affordability is affected by dwelling prices, mortgage interest rates and the incomes of rental households.

Indicator 11: HAM rent – share of renting households below the benchmark

Notes: The Housing Affordability Measure (HAM) measures trends in housing affordability for renting household. For renting households, HAM Buy calculates what their residual income would be after housing costs. Households are classified as being either above or below a 2013 National Affordability Benchmark; after paying for housing costs a single person would not have \$662 left per week. This is set as the median affordability for all households, both homeowners and renters, nation-wide, in June 2013. A higher number on the chart indicates a lower level of affordability.

Council Report

Item 16

Committee: Growth and Infrastructure Committee
Date: 05 December 2017
Author: Greg Carstens
Authoriser: Kelvyn Eglinton
Position: Team Leader Growth Funding and Analytics
Position: General Manager City Growth
Report Name: Development Contributions Remissions Quarter 1 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 July 2017 to 30 September 2017 (Q1 2018).

Staff Recommendation

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

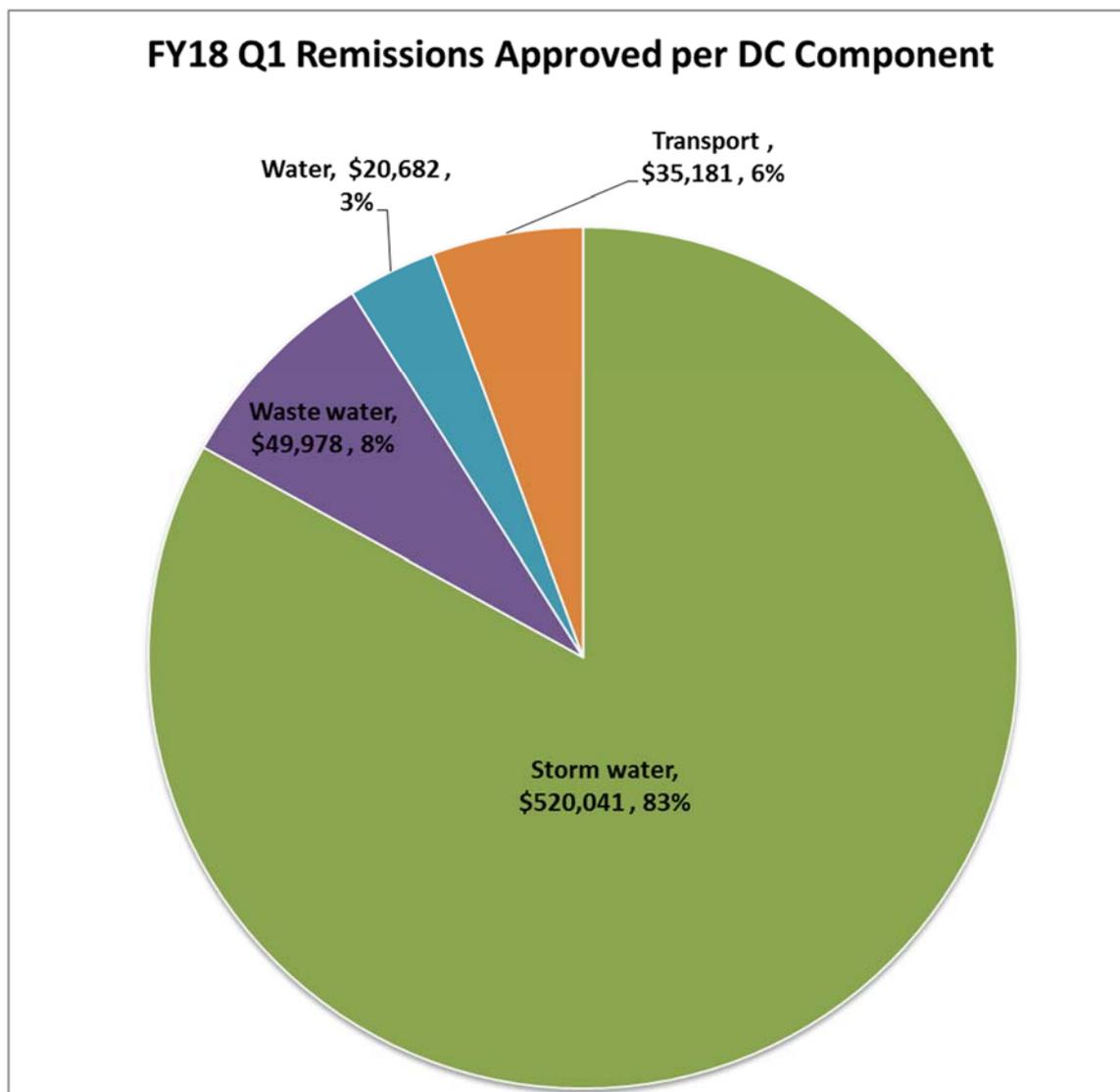
Background

3. The Council’s Development Contributions Policy allows for three types of remissions:
 - Actual demand remissions
 - Private Developer Agreements (PDAs)
 - CBD remissions

Actual demand remissions and PDAs rely on the developer supplying appropriate evidence of a reduction in actual demand. A CBD remission will be approved where it is deemed to improve the vitality and functionality of the CBD.

Summary

4. Council approved six DC remissions with a total value of \$625,882 in Q1 2018, 1 July 2017 to 30 September 2017.
5. Four CBD remissions totalling \$100,075 and two actual demand remissions totalling \$525,807 were approved. The most significant of these was a large development stormwater remission.
6. All approved remissions presented in this report satisfied the requirements for a reduction in DCs payable as set out in the DC Policy.
7. DC remissions are calculated by individual activity components. The graph below shows the percentage of the total remissions (\$625,882) granted attributed to each DC component.



Attachments

Attachment 1 - G & I DC Remissions Q1 2018

Attachment 1: Development Contributions Remissions Report Q1 year ended 30 June 2018													
Actual demand remission													Amount remitted
Applicant	Development	Development description	Consent number	Applicable policy	Original DC Assessment (\$ excl. GST)	Water	Waste water	Storm water	Transport	Reserves	DCs due	DCO details/comments	Remission granted (\$)
Refer PX report													\$ 520,041
Greenhill Road	Chedworth Properties Ltd	Comprehensive Residential Development. 1.27ha Ruakura Medium Density Residential zone.	010.2017.000093 72.001	2016/17	\$ 34,333	\$ 5,766	\$ -	\$ -	\$ -	\$ -	\$ 28,567	Multiple remission applications expected for this large development	\$ 5,766
					\$ 34,333	\$ 5,766	\$ -	\$ -	\$ -	\$ -	\$ 28,567		\$ 525,807
CBD Remission													Amount remitted
Applicant	Address	Development description	Consent number	Applicable policy	Initial DC assessment (\$ excl GST)	Water	Waste water	Storm water	Transport	Reserves	DCs paid	DCO details/comments	Remission granted (excl GST)
Trust Waikato	4 Little London Lane	600m2 Two storied office building to be constructed where Trust Cottage building is	010.2017.9217.001	2016/17	\$ 54,773	\$ 10,490	\$ 22,709	\$ -	\$ 21,574	\$ -	\$ -	Full CBD remission granted	\$ 54,773
Core MMA Limited	4 Thackeray Street	Conversion of retail to MMA gym (1740m2 Commercial)	010.2017.9312.001	2016/17	\$ 7,801	\$ 3,231	\$ 4,570	\$ -	\$ -	\$ -	\$ -	Full CBD remission granted	\$ 7,801
Foodstuffs	77-119 Ulster Street	Alterations and additions to Pak n Save	010.1991.000073 61.005	2016/17	\$ 28,054	\$ 5,152	\$ 13,016	\$ -	\$ 9,886	\$ -	\$ -	Full CBD remission granted	\$ 28,054
London State Ltd	26 London Street	Conversion of existing car park to commercial office tenancy	007.2017.35247.001	2016/17	\$ 9,447	\$ 1,809	\$ 3,917	\$ -	\$ 3,721	\$ -	\$ -	Full CBD remission granted	\$ 9,447
					\$ 100,075	\$ 20,682	\$ 44,212	\$ -	\$ 35,181	\$ -	\$ -		\$ 100,075
					Grand Total	\$ 26,448	\$ 44,212	\$ -	\$ 35,181	\$ -			\$ 625,882
KEY													
Waiting on Council movement													
Waiting on developer movement													
DC remission finalised													

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. Confirmation of Growth and Infrastructure Public Excluded minutes - 24 October 2017) Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
C2. PX - Development Contributions Remissions)	

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)
Item C2.	to maintain legal professional privilege	Section 7 (2) (g)