

Notice of Meeting:

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

Date: Tuesday 21 June 2022
Time: 9.30am
Meeting Room: Council Chamber and Audio-visual Link
Venue: Municipal Building, Garden Place, Hamilton

Lance Vervoort
Chief Executive

Hearings and Engagement Committee

Komiti Whiriwhiri Kaupapa

OPEN AGENDA

Membership

Chairperson Cr E Wilson
Heamana

Deputy Chairperson Cr M Donovan
Heamana Tuarua

Members	Mayor P Southgate	Cr R Pascoe
	Deputy Mayor G Taylor	Cr M Gallagher
	Cr M Bunting	Cr S Thomson
	Cr R Hamilton	Cr M van Oosten
	Cr D Macpherson	Cr A O'Leary
	Cr K Naidoo-Rauf	Maangai Norm Hill

Meeting frequency As required

Quorum Eight Members

Amy Viggers
Mana Whakahaere
Governance

14 June 2022

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Purpose

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

The Committee is delegated the following Terms of Reference and powers:
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Terms of Reference:

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

The Committee is delegated the following powers to act:

- Approval of matters determined by the Committee within its Terms of Reference.
- Approval of the establishment of hearings panels and their terms of reference.

The Committee is delegated the following recommendatory powers:

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

Special Notes:

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

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1 Apologies - *Tono aroha*

2 Confirmation of Agenda - *Whakatau raarangi take*

The Committee to confirm the agenda.

3 Declaration of Interest - *Tauaakii whaipaaanga*

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

Council Report

Item 4

Committee: Hearings and Engagement Committee

Date: 21 June 2022

Author: Narelle Waite

Authoriser: Michelle Hawthorne

Position: Governance Advisor

Position: Governance and Assurance Manager

Report Name: Confirmation of the Hearings and Engagement Committee Open Minutes of 5 April 2022

Report Status	Open
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Staff Recommendation - *Tuutohu-aa-kaimahi*

That the Hearings and Engagement Committee confirm the Open Minutes of the Hearings and Engagement Committee Meeting held on 5 April 2022 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Hearings and Engagement Committee Open Unconfirmed Minutes of 5 April 2022

Hearings and Engagement Committee *Komiti Whiriwhiri Kaupapa* OPEN MINUTES

Minutes of a meeting of the Hearings and Engagement Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton and Audio-visual Link on Tuesday 5 April 2022 at 9.32am.

PRESENT

Chairperson Cr E Wilson
Heamana

Deputy Chairperson Cr M Donovan
Heamana Tuarua

Members Deputy Mayor G Taylor
Cr M Bunting
Cr R Pascoe
Cr M Gallagher
Cr S Thomson
Cr M van Oosten
Maangai T P Thompson-Evans

In Attendance Muna Wharawhara – Amorangi Maaori
Maria Barrie – Unit Director Parks and Recreation
Daan Blokker – Senior Parks Planner

Governance Staff Governance Lead – Amy Viggers
Senior Governance Advisor – Carmen Fookes
Governance Advisor – Narelle Waite

1. Apologies - *Tono aroha*

Resolved: (Cr Wilson/Cr Pascoe)

That the apologies for absence from Mayor Southgate, Crs Macpherson, O’Leary, Hamilton and Naidoo-Rauf and for lateness from Cr Bunting are accepted.

2. Confirmation of Agenda - *Whakatau raarangi take*

Resolved: (Cr Wilson/Cr van Oosten)

That the agenda is confirmed.

3. Declarations of Interest - *Tauaakii whaipanga*

No members of the Committee declared a Conflict of Interest.

5. Confirmation of the Hearings and Engagement Committee Open Minutes of 16 February 2022

Resolved: (Cr Wilson/Cr van Oosten)

That the Hearings and Engagement Committee confirm the Open Minutes of the Hearings and Engagement Committee Meeting held on 16 February 2022 as a true and correct record.

Cr Bunting joined the meeting (9.34am) at the conclusion of the above item. He was not present when the matter was voted on.

5. Fairfield Park Partial Reclassification

The Unit Director Parks and Recreation introduced the report noting the process of reclassification and purpose for reclassification.

[Lillian Pompey-Paki](#) spoke to her submission, in particular her support for the reclassification, collaboration opportunities with Te Papanui Enderley Community Centre, the consultation document, and naming of the Park. She responded to questions from Members concerning opportunities to support cooperation across community centres including Te Papanui Enderley.

[Jamie Toko \(Western Community Centre\)](#) spoke to their submission in particular the history of Fairfield Park and the Fairfield community, the needs, of the community including local business and schools, and the support available from the Western Community Centre. She responded to questions from Members concerning renovation opportunities and fit for purpose community houses.

[Carolyn Hopa \(Ngaati Wairere\)](#) spoke to their submission and noted that their objection to the reclassification related to the consultation process. She responded to questions from Members concerning engagement and the consultation process with Mana Whenua.

[Simon Leadley and Ofa Pouono \(Te Whare o Te Ata\)](#) spoke to their submission noting the programmes available at Te Whare o Te Ata, recent history of their organisation, work undertaken to support the organisation's capacity-building, community kitchen aspirations, and the importance of location for a community centre. They responded to questions from Members concerning Te Whare o Te Ata's current location, and the new facility's ability to improve the programmes offered.

Members requested the following points be included in the deliberations report:

- collaboration opportunities between community centres;
- funding available for renovations;
- park re-naming opportunities and process;
- Te Papanui geographic boundary and areas of cultural significance; and
- skate park upgrade timeline.

Resolved: (Cr Bunting/Maangai Thompson-Evans)

That the Hearings and Engagement Committee:

- a) receives the report;
- b) hears and considers verbal submissions arising from the submission period between 14 February and 14 March 2022; and
- c) notes that a deliberations report will be presented to the Community Committee on 26 April 2022.

The meeting was declared closed at 10.35am.

Council Report

Committee: Hearings and Engagement Committee
Date: 21 June 2022
Author: Robyn Denton
Authoriser: Eeva-Liisa Wright
Position: Network Operations and Use Leader
Position: General Manager Infrastructure Operations
Report Name: Hamilton Speed Management Plan review - Submissions and Hearings report

Report Status	<i>Open</i>
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Purpose - *Take*

1. To inform the Hearings and Engagement Committee on submissions received for the Statement of Proposal for the Speed Management Plan review.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Hearings and Engagement Committee:
 - a) receives the report;
 - b) hears and considers public submissions with regard to the consultation process that was held from 28 February 2022 to 14 April 2022 on the Statement of Proposal to review Hamilton Speed Management Plan; and
 - c) notes that a Deliberations and Adoption Report that includes feedback from the consultation and hearings will be brought to the Infrastructure Operations Committee meeting on 9 August 2022.

Executive Summary - *Whakaraapopototanga matua*

3. The [24 February 2022 Infrastructure Operations Committee](#) meeting considered a report on a review the Hamilton Speed Management Plan and subsequently approved a draft Statement of Proposal for public consultation.
4. Public consultation occurred between 28 February to 14 April 2022. This was an extension of 20 days to that originally planned to enable more consultation to take place with critical stakeholders.
5. Consideration of the submissions was deferred from 3 May 2022 Traffic, Speed Limit and Road Closure Panel to the 21 June 2022 Hearings and Engagement Committee meeting due to the extension of the consultation period.
6. There were two options in the consultation document:
 - i. **Option One** – Retain the current plan and make minor amendments;
 - ii. **Option Two** – Retain the current plan and do not refresh/update

7. 67 submissions were received with 70% of the respondents **FOR** Council's proposal to retain the current plan with minor amendments (**Option One**).
8. Following the hearings, a Deliberations and Adoption report will be prepared by staff and presented to the 9 August 2022 Infrastructure Operations Committee meeting.
9. Staff consider that the recommendations in this report have a low level of significance and comply with Council's legal and policy requirements, including consultation requirements prescribed under the Local Government Act 2002 section 83.

Background - *Koorero whaimaarama*

10. The 24 February 2022 Infrastructure Operations Committee considered a report on a review of the Hamilton Speed Management Plan and resolved:

That the Infrastructure Operations Committee:

- a) *receives the report;*
 - b) *approves the draft Statement of Proposal document (Attachment 1 of the staff report) for the review of the Hamilton Speed Management Plan along with the proposed Speed Management Plan 2022 (Attachment 2 of the staff report).*
 - c) *approves public consultation from 28 February to 25 March 2022 on the draft Statement of Proposal for the review of the Hamilton Speed Management Plan; and*
 - d) *notes that the results of the public consultation will be presented to the Traffic, Speed Limit and Road Closure Hearing which is tentatively scheduled for 3 May 2022.*
11. A draft Statement of Proposal (SOP) for the draft Speed Management Plan review 2022 was prepared and it was proposed to form the basis of the public consultation.
 12. Two options were considered within the SOP and staff recommended Option One – Retain the current plan and make minor amendments.
 13. The SOP set out an options table along with an assessment of the advantages and disadvantages of each option as shown below:

Options outlined in the SOP	Advantages	Disadvantages
Option one – Amend the current plan (preferred)		
Retain the current plan and make minor amendments	<ul style="list-style-type: none"> Updates based on recent and proposed changes to legislation would ensure that the plan reflects current best practice and legal requirements, for example Land Transport Rule: Setting of Speed Limits. Data insights and advancements are used to guide the update of maps. The plan reflects recent changes to the long-term vision of speed-limits for the city and the growth it is currently experiencing. Changes to increase clarity in the bylaw will improve ease of interpretation and effective 	None known

	administration.	
Option two – do not refresh the plan		
Retain the current plan and do not refresh/update	None known	<ul style="list-style-type: none"> • Council and the public would need to rely on the plan as it is currently written and interpreted for the public. • The maps would not reflect current data insights, will be outdated and not support the growth Hamilton is experiencing. • The plan will not reflect recent changes to legislation or accommodate changes that are outlined in the Land Transport Rule: Setting of Speed Limits. • The plan would not reflect recent changes to the long-term vision of speed-limits for the city. • The plan is not likely to be certified by Waka Kotahi and we would be unable to make speed limit changes and access vital funding until a refresh/update was completed.

14. This report sets out the public consultation process that has been completed and summarises the submissions received as a result of the consultation which took place between 28 February to 14 April 2022.
15. The originally planned consultation period was for 28 February to 25 March 2022 was extended to 14 April 2022 to enable more of the consultation to take place with critical stakeholders.
16. As a result of the extension of the consultation period, the consideration of the submissions was changed from being presented to the 3 May 2022 Traffic, Speed Limit and Road Closure Panel to the 21 June 2022 Hearings and Engagement Committee.

Discussion - *Matapaki*

Consultation and Engagement

17. The SOP formed the basis of the public consultation that was required to be undertaken in accordance with the Special Consultative Procedure set out in section 83 of the LGA 2002 and is included in this report as **Attachment 1**.
18. Early engagement with key stakeholders had been carried out prior to the 24 February 2022 Infrastructure Operations Committee meeting and the feedback received from them included in that report.
19. Follow up emails were also sent to key stakeholder groups during the public consultation period. This was to ensure these key groups were involved right from the beginning, and

continued to be involved, in the consultation and decision-making process. The key stakeholders included:

- i. Waikato-Tainui and Te Haa a Whenua Kirikiriroa
- ii. CCS Disability Action
- iii. Living Streets Aotearoa
- iv. Generation Zero
- v. Bike Waikato
- vi. Blind Foundation
- vii. Disabled Persons Assembly
- viii. Age Concern
- ix. Go Eco
- x. Parents of Vision Impaired NZ Inc
- xi. HCC Disability Advisor
- xii. Automobile Association (AA)
- xiii. NZ Police
- xiv. Road Transport Association

20. The public consultation strategies included:

- i. pre-engagement with key stakeholders and advocacy group (prior to public engagement beginning);
- ii. follow up letter to key stakeholders once public engagement was live;
- iii. have your say feedback forms placed in the Council reception and libraries;
- iv. Our Hamilton story/media release distributed, and advertisement tile displayed on the Our Hamilton website;
- v. social media boosted posts on Hamilton City Council Facebook page; and
- vi. press adverts placed in local newspapers – Hamilton Press and Waikato Times.

21. The consultation requirements under the Speed Limit Rule 2017 were met by ensuring that we had contacted key stakeholders and the use of a variety of media to ensure that any local communities or organisations potentially affected by proposed Hamilton Speed Management Plan were able to consider the plan and make submissions.

Submissions

22. During the period of public consultation between 28 February to 14 April 2022, the Council received 67 submissions; four emails, one hard copy response and 62 online responses through Have Your Say.

23. Feedback from three organisations was received, and were all supportive of the proposed changes to the draft Speed Management Plan 2022:

- i. NZ Automobile Association
- ii. Living Streets
- iii. Te Whaanau Roopu Oo Aotearoa-Komiti Maaori

24. A copy of the responses received can be viewed [here](#).

25. 70% of the submitters agreed with Council's proposal to retain the current Hamilton Speed Management Plan but make minor amendments (**option one**).

26. The primary reasons given for supporting the proposal, to make the minor amendments to the existing plan, were:

- i. These changes will have a positive effect on safety for road users.

“Need to have the ability to manage safety on the roads and make changes based on observation & data (e.g. changing traffic flow, use of electric personal transport, increased residential density)”

- ii. Lowering speed limits would be welcomed as the streets within Hamilton City are currently too fast..

“There are many streets that 50kmh is too fast, speeds on our streets need to be slowed down and managed. The speeds need to also be monitored and enforced, as there is little or no control”

- iii. Council should also consider measures to decrease speed within road design (e.g., planter boxes, speed bumps, wider cycle ways and reduced car lane size).

“This is very reasonable action. However residential streets really should not have a speed limit of higher than 30 km / hr. And the Council needs to consider making actual adjustments to streets to enforce the speed limit rather than just changing a number of a sign, for example narrowing the street by using planter boxes or median boxes, or creating wide cycle lanes with cycle lanes separating them from traffic. Traffic calming should also be used, especially in residential areas, to slow down traffic.”

- 27. The 28% of the respondents **who did not agree with Council’s proposal**, noted the following primary reasons for their support:

- i. Road to zero being an unattainable goal.

“The Road to Zero road safety strategy is a pipe dream by this Labour government and is overly ambitious. Even if speed limits were reduced around the country, people are still going to die in car accidents regardless whether it's someone running from the police, a diabetic or epileptic for example has a medical event and goes down a hill or someone making some kind of misjudgement. All of this depends on the person behind the wheel, not government.”

“Reducing speed limits aren't going to stop one death from happening on our roads.”

- ii. The need for these changes is not justified by the data, which should drive the decision-making regarding speed limits

“Reverting limit decreases especially on main arterial roads should happen. Since when has a wide shouldered dual carriage road necessitated a 50kph speed limit, down from 60. All across Western, Southern and Eastern Hamilton the arterial roads have had their limits altered in what appears to be an ad hoc basis. Traffic isn't any better or worse during peak times but now traffic is generally heavier on many of these roads during off-peak times and this has occurred post limit decreases. Also many drivers haven't noticed the limit drops and I have seen many more dangerous incidents since the drop than I did in the years prior. Finally vision to zero is another virtue signalling governmental drive. This is a highly unlikely eventuality.”

- iii. Decreasing the speed limits within Hamilton will increase problems on roads within Hamilton.

“You have already decided to lower speeds on the streets, but why are you proposing this, have there been death accidents on the streets, if not then this is just following what the central government is wanting implemented, you will cause frustration to drivers more work for the stretched police force, what about emergency services what will the impact of slower traffic have on them, and so far you haven't been great at communicating with them, with your stupid pot plantings road closures around Founders theatre. Leave the speed at 50 kph so visitors from other parts of New Zealand and around the world can feel comfortable as 50 kph is common in other countries.”

- 28. One respondent (2%) did not indicate a preference for either Option One or Two.
- 29. 10 submitters have indicated that they wish to provide a verbal presentation to the Hearings and Engagement Committee.
- 30. A summary and analysis of submissions, including details of the public engagement process and key themes from the feedback is outlined in **Attachment 2**.

Next Steps

- 31. Following this meeting of the Hearing and Engagement Committee meeting, to consider all submissions and hear those making verbal presentations of their submissions, a Deliberations and Adoption report will be prepared by staff and presented to the 9 August 2022 Infrastructure Operations Committee meeting.

Financial Considerations - *Whaiwhakaaro Puutea*

- 32. The key costs associated with this project have been consultation materials and staff time managing the consultation process and completing committee reports. The costs incurred to date are within the previously estimates provided in the 24 February 2022 report to Infrastructure Operations Committee of approximately \$10,000 - \$15,000.
- 33. This is a planned operating activity funded through the approved 2021-31 Long-Term Plan and is included within existing operating budgets.
- 34. The total costs are inclusive of staff time, legal review, consultation and advertising.

Legal and Policy Considerations - *Whaiwhakaaro-aa-ture*

- 35. Staff confirm that the staff recommendations comply with Council's legal and policy requirements, and consultation complies with section 83 of the Local Government Act 2002.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

- 36. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').
- 37. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report as outlined below.
- 38. The recommendations set out in this report are consistent with that purpose.

Social

- 39. Social wellbeing is defined as the capacity of individuals, their families, whaanau, iwi, hapuu and a range of communities to set goals and achieve them.
- 40. The proposed speed limit changes improve safety for all road users but especially for those who are walking, biking and scooting around the city.
- 41. The review of the Speed Management Plan is an opportunity to consider how speed can be managed to ensure Hamilton continues to be a great place to play and be active and that its community remains accessible, safe and healthy.
- 42. The review will also ensure that an up-to-date Hamilton Speed Management Plan is available as a tool for community education on the impacts of speed management, pedestrian movement, sustaining networks and further improving safety.

Economic

43. Economic wellbeing is defined as the capacity of the economy to generate employment and wealth necessary for present and future financial security.
44. It is not considered that the review of the plan will be inconsistent or contrary to economic wellbeing outcomes.

Environmental

45. Environmental wellbeing is defined as the capacity of the natural environment to support, in a sustainable way, the activities that constitute community life.
46. The review of the Speed Management Plan will ensure that the transport networks speeds continue to be operated as efficiently as possible thereby minimising the adverse effects on the environment. The Speed Management Plan will also reduce directly greenhouse emission associated with faster speeds and car-centric urbanisation.
47. The proposed Speed Management Plan supports the increased use of active travel (walking and biking) within the community and therefore reduce the negative impact on the environment.

Cultural

48. Cultural wellbeing is defined as the capacity of communities to retain, interpret and express their shared beliefs, values, customs, behaviours, and identities.
49. Early engagement has been completed with Te Haa o te whenua o Kirikiriroa (THaWK) and Ngaati Wairere.
50. The Speed Management Plan was developed in alignment and is consistent with the Hamilton Cities Pillars of Wellbeing Strategy 'He Pou Manawa Ora'.
51. No specific cultural considerations were identified in the development of this report in relation to the review of the Hamilton Speed Management Plan.

Risks - *Tuuraru*

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

Significance & Engagement Policy - *Kaupapa here whakahira/anganui*

Significance

53. 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

54. There is a statutory requirement to consult as per legislation outlined below.
 - i. Special Consultative Procedures are required to be followed these are set out in Section 83 of the Local Government Act 2002.
 - ii. Consultation requirements are also set out in the Land Transport Rule: Setting of Speed Limits 2017.

55. The public and stakeholders were invited to provide formal feedback through the public consultation from 28 February- 14 April 2022 so that their views could be captured on the proposal to retain the current Hamilton Speed Management Plan with minor amendments.
56. Submitters have been given an opportunity to present their views in a spoken form at the Hearings and Engagement Committee on 21 June 2022.

Attachments - Ngaa taapirihanga

Attachment 1 - Hamilton City Speed Management Plan Refresh 2022- Statement of Proposal

Attachment 2 - Speed Management Plan Review 2022 - Submissions Insights Report - May 2022



Speed Management Plan Review STATEMENT OF PROPOSAL

3 March – 1 April 2022

He aha te mea nui o te ao? He tangata, he tangata, he tangata

What is the most important thing in the world? It is the people, it is the people, it is the people

Hamilton City Council (Council) is seeking feedback on a proposal to make changes to the Hamilton Speed Management Plan to comply with recent legislative changes and a new national 'certification' process.

WHY ARE WE DOING THIS?

Waka Kotahi NZ Transport Agency (Waka Kotahi) is working on a new regulatory framework for speed management to improve how Road Controlling Authorities (RCA's) plan for, consult on, and implement speed management changes. This process now takes a 'whole-of-network' approach, so that decisions about safety-related infrastructure improvements, speed limit changes and safety camera placements are made together and reflected in a Speed Management Plan.

The proposed plan would contain principles and approaches to give a 10-year view – prioritisation, sequencing and parameters outlined in a three-year implementation plan. With area speed limit reviews, focusing on the application of principles to a specific area, like Hamilton City.

Alongside this, the new Land Transport Rule: Setting of Speed Limits 2022 (the Rule), will replace the current Land Transport Rule: Setting of Speed Limits 2017 and will enable an improved approach to speed management planning on New Zealand roads.

Hamilton City already has a Speed Management Plan, so we have completed a review and refresh of our current plan to ensure that it will be current and in compliance with the new requirements when they come into place.

All changes made are aligned with the following:

- The Speed Limit Rule changes that are happening in 2022 ([see here](#));
- New Zealand's Road to Zero road safety strategy and action plan;
- The National Speed Management Guide from Waka Kotahi;
- The Waka Kotahi Sustainability Action Plan, Toitū te Taio;
- The National Safer Journeys Road Safety Strategy; and,
- The new movement and place based [One Network Framework](#) approach to categorising New Zealand's streets and roads.

HAMILTON'S STEP IN THE RIGHT DIRECTION

Hamilton's Speed Management Plan was first adopted in June 2019. Council is required to review the existing Speed Management Plan to align with the changes from Waka Kotahi on speed management in New Zealand for our Speed Management Plan to be "certified" by Waka Kotahi.

Hamilton City Council had adopted Vision Zero as the philosophy for road safety in the city, as an aspiration to achieve zero road deaths and serious injuries within Hamilton. The relationship between speed and road accidents is well-established internationally, and managing speed is one pillar of the safe transport system approach.

We want everyone who calls Hamilton home, or visits our city, to be safe when using our streets and roads. That means we need the right speeds on our roads for all, whether you are walking to the shops, biking to school, driving to work or making deliveries. All our road users are affected by vehicle speeds.

The Speed Management Plan is about achieving safe and appropriate speeds that reflect road functions, design, safety, and use. The plan is the guiding document that sets out what work needs to be done by who, where, how and finally an indication of funding to implement this work, with a focus on the next two financial years leading into the Regional Land Transport Fund and Council's 2021-2031 Long Term Plan.

The following **principles** have been adopted and guide the application of speed management within Hamilton:

- i. The speed environment around schools at the start and end of the school day will be 30km/h;
- ii. Where there are high numbers of people walking, biking and crossing the road, the speed environment will be 30km/h;
- iii. Residential local roads will be constructed for a 40km/h environment;
- iv. New roads will be constructed appropriate to their function and to create a safe and appropriate environment;
- v. Existing roads may be upgraded appropriate to their function and to create a safe and appropriate environment;
- vi. A logical, area-based approach will be used for the implementation of speed management;
- vii. Investment will be targeted to achieve the best access and safety outcomes; and
- viii. We will work with partnering RCA's to provide a consistent approach in line with the Speed Management Guide.

The following **priorities** guide us in our approach to implementing speed management:

- i. High benefit routes which deliver maximum benefit in reducing deaths and serious injuries;
- ii. Places where there is strong community demand for change;
- iii. Supporting changes in neighbouring areas to achieve consistent and logical implementation; and,
- iv. Places where lots of people walk or bike, or where they will soon walk and bike.

PROPOSAL

Council are proposing minor changes to the current Hamilton Speed Management Plan to ensure its alignment with Waka Kotahi under their new speed management guidance and prepare it for the certification process.

Alongside this review, we are also keeping it up to date to ensure it reflects current best practice, the city's long-term philosophies, plans, policies and strategies such as:

- Council's commitment to the Vision Zero philosophy;
- Council's Access Hamilton Strategy (which is currently under review);
- Hamilton Waikato's mode-shift plan.

We are seeking feedback on the review of the plan from people who will or may be affected by, or have an

interest in, the proposed changes.

After reviewing all roads within the Hamilton City boundary, in alignment with the approved guiding speed management principals and priorities and tools ([MegaMaps](#)) provided by Waka Kotahi, we have mapped a speed management vision for Hamilton, please see the attached map.

It is important to note that the scope of the plan review excludes the setting/changing of speed limits, these are addressed and controlled by the Hamilton Speed Limit Bylaw.

If our speed management process shows a need for a speed limit change, a legal process must be followed using the Hamilton Speed Limit Bylaw 2018. We will always consult with stakeholders and the community before asking Council to decide on whether to approve a change to the bylaw's register of speed limits.

REASONS FOR THE PROPOSAL

Council are proposing a review of the Speed Management Plan to support changes to the city's long-term vision for speed management, and the recent legislative changes that have been made in the previous two years.

The purpose of this review is to manage speeds on Hamilton roads to achieve and increase road safety and allow for better pedestrian accessibility.

The purpose of this document is to create an implementation plan related to safer speeds in Hamilton. The plan works alongside the Hamilton Speed Management Bylaw (2018). The plan covers all roads (excluding state highways) in Hamilton City Council's district. Waka Kotahi controls the setting of speed limits on state highways.

The key reasons for the proposal are:

- Recent and proposed legislative changes and guidance, for example Land Transport Rule: Setting of Speed Limits;
- Government Policy Statement – Road to Zero, Land Transport;
- Preparing for the certification process;
- Provide certainty of the programme of work coming up by developing an implementation plan;
- Alignment with Council's long-term vision for speed limits for the city; and,
- Recent data collection and associated insights.

OPTIONS

The following options have been identified as a means of achieving improved speed management in Hamilton and alignment with national direction on speed management. An analysis of the advantages and disadvantages of each option is provided in the table below.

Option Description	Advantages	Disadvantages
Option One: Amend the current plan (preferred)		
Retain the current plan and make minor amendments.	<ul style="list-style-type: none"> • Updates based on recent and proposed changes to legislation would ensure that the plan reflects current best practice and legal requirements, for example 	<ul style="list-style-type: none"> • Nil.

	<p>Land Transport Rule: Setting of Speed Limits.</p> <ul style="list-style-type: none"> • Data insights and advancements are used to guide the update of maps. • The plan reflects recent changes to the long-term vision of speed-limits for the city and the growth it is currently experiencing. • Changes to increase clarity in the bylaw will improve ease of interpretation and effective administration. 	
Option Two: Do not refresh the plan		
Retain the current plan and do not refresh/update.	<ul style="list-style-type: none"> • Nil. 	<ul style="list-style-type: none"> • Council and the public would need to rely on the plan as it is currently written and interpreted for the public. • The maps would not reflect current data insights, will be outdated and not support the growth Hamilton is experiencing. • The plan will not reflect recent changes to legislation or accommodate changes that are outlined in the Land Transport Rule: Setting of Speed Limits. • The plan would not reflect recent changes to the long-term vision of speed-limits for the city. • The plan is not likely to be certified by Waka Kotahi and we would be unable to make speed limit changes and access vital funding until a refresh/update was completed

TELL US YOUR THOUGHTS ON THE PROPSAL

Before making any final decisions, we'd like to have your input. You can give us feedback from Thursday 3 March – Friday 1 April 2022 online at hamilton.govt.nz/haveyoursay, or fill out the feedback form included with this Statement of Proposal.

For any queries, please ring 07 838 6699 or email haveyoursay@hcc.govt.nz.

NEXT STEPS

Council will collect and analyse all feedback at the close of the submission period. The analysis of this feedback will be presented to the Hearings and Engagement Committee on Tuesday 21 June 2022. At this meeting, submitters who want to speak to their written submission will be able to do so. Council will then consider all the views and make a decision.

How often in last month have you used each as a form of transport?

	Every day	Several times each week	Once or twice each week	2-3 times over the month	Less often than this
A car or van	1	2	3	4	5
Bicycle or electric bike	1	2	3	4	5
Push scooter or electric scooter (without a motor)	1	2	3	4	5
Walking	1	2	3	4	5
Public transport (e.g. trains, buses)	1	2	3	4	5

Would you like to make a verbal submission?

Note: A verbal submission is around 5 - 10 minutes and is a chance for you to strengthen the key points in your written submission at the Council meeting.

- ☐ Yes
☐ No

Verbal submissions will take place Tuesday 21 June 2022 (confirmed by Governance) and we will contact you to arrange a time.

ABOUT YOU:

This section tells us a bit more about you. By capturing this information, we will be able to better understand who is, and isn't providing feedback.

Contact details (Please print clearly)

We will use this to get in touch with you if you would like the opportunity to make a verbal submission.

Name: _____

Organisation (if responding on behalf of): _____

Phone: _____ Email: _____

Where do you live?

I live in Hamilton, my suburb is: _____

I live outside Hamilton city:

☐ Waipa ☐ Waikato ☐ Elsewhere in New Zealand ☐ Overseas

What is your age group? (at your last birthday)

☐ Under 16 ☐ 16-19 ☐ 20-24 ☐ 25-29 ☐ 30-34
☐ 35-39 ☐ 40-44 ☐ 45-49 ☐ 50-54 ☐ 55-59
☐ 60-64 ☐ 65-69 ☐ 70-74 ☐ 75-79 ☐ 80+

Which ethnic group do you identify with? (tick all that apply)

☐ NZ European ☐ Maaori ☐ Indian ☐ Chinese ☐ Samoan
☐ British ☐ Filipino ☐ Tongan ☐ South African ☐ Cook Islands Maori
☐ Not listed (please specify if you wish) _____

Which of the following best describes your household situation?

☐ Living alone ☐ Household with dependants (e.g. children/other family)
☐ Living with others that are not family ☐ Household with no dependants (e.g. no children/no other family)

Please get your feedback to us by Friday 1 April 2022.



SPEED MANAGEMENT PLAN REVIEW: ENGAGEMENT AND INSIGHT REPORT

Report prepared by:
Tegan Andrews, Research and Insights Analyst
Rebecca Robinson, Communication and Engagement Advisor
May 2022.

Report reviewed by:
<Name>, Team Leader, Communication and Engagement, <Name of team>
Julie Clausen, Unit Manager, Strategy and Corporate Planning
Month, 2020.

D-4198860

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BACKGROUND:

Council are proposing minor changes to the current Hamilton Speed Management Plan to ensure its alignment with Waka Kotahi under their new speed management guidance and prepare it for the certification process.

Alongside this review, Council are also keeping the Speed Management Plan up to date to ensure it reflects current best practice, the city's long-term philosophies, plans, policies and strategies such as:

- Council's commitment to the Vision Zero philosophy;
- Council's Access Hamilton Strategy (which is currently under review);
- Hamilton Waikato's mode-shift plan.

We are seeking feedback on the review of the plan from people who will or may be affected by, or have an interest in, the proposed changes. The consultation took place between 3 March 2022 and 14 April 2022 via Have Your Say.

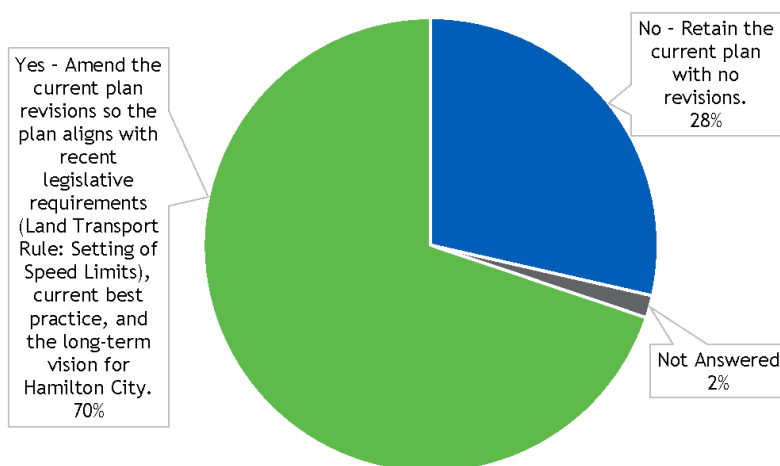
There were 67 submissions; four emails, one hard copy response and 62 online responses to Have Your Say. Three of the submissions were from organisations. The submissions have been summarised into themes as shown below.

SUBMISSIONS INSIGHTS

FEEDBACK THROUGH SUBMISSION FORMS (ONLINE & PAPER COPY)

Of the 63 respondents who filled in either the online or hardcopy form, 44 respondents agreed with the Council's proposal to amend the current speed management plan to align it with recent legislative requirements, current best practice, and the long-term vision for Hamilton City (70% of respondents). 18 respondents (or 28%) disagreed with amending the plan, choosing to retain the current plan with no revisions and one respondent (2%) did not answer this question.

Do you agree with Council's proposal to amend the Speed Management Plan?



Of those who agreed with the amendment, 38 provided a comment. From the comments, three top themes were identified.

These changes will have a positive effect on safety for road users.

- *“Need to have the ability to manage safety on the roads and make changes based on observation & data (e.g. changing traffic flow, use of electric personal transport, increased residential density)”*
- *“I submit that more care and input is needed in setting speed limits to all city streets used by cyclists and pedestrians in order to protect and encourage walking and cycling. Logical cycle routes to town and schools need to be developed and to have unencumbered access to the cycle lanes preferably on both sides of the road so they are not forced into the main traffic flow. It may be necessary to purchase sections to develop for resident parking as part of the overall scheme.”*
- *“I have kids and live near a school, so I have a personal stake in Council taking this approach. Furthermore, the literature I've read regarding best practice for the health and safety of our city and our people makes the alternative ludicrous. My only additional suggestion would be to add 'areas where people (or children) are playing' as a component alongside 'walking, cycling, and road crossing' for a reason for lower speeds in order to further support health and safety outcomes as well as further align with the Council's Play Strategy.”*

Lowering speed limits would be welcomed as the streets within Hamilton City are currently too fast.

- *“There are many streets that 50kmh is too fast, speeds on our streets need to be slowed down and managed. The speeds need to also be monitored and enforced, as there is little or no control”*
- *“Overall I would like speed limits to be reduced within the city limits. I sometimes find it difficult to determine speed limits as there is not always good signage. Speed limits painted on the road help but I appreciate this requires extra maintenance. Would it be possible to change the colour of the white line on the shoulder to reflect a change in limits, even if just outside schools?
This would apply to the whole 24 hour period not just start and finish of school day. Maybe red paint? Lets start a nationwide movement where drivers automatically know the speed limit by the colour of the shoulder line.”*
- *“I live in St Andrews and am a keen walker and cyclist. My wife I spend spent much of our holiday cycling the numerous cycle trails around New Zealand. During this time we meet people from all over the country who, like us, drive long distances in order to enjoy our cycling. We all agree that that we would like to be able to use our bikes on a daily basis to visit friends and shop on a bike in our own cities and that this is something we should all be doing in order to reduce climate change. Instead we are put off by the risk of travelling along roads with vehicles going past us at 50 to 60 km per hour. I agree that we cannot expect traffic free cycle routes on an existing network but a speed reduction to 40 km per hour and freeing up the cycle lanes on each side of the roads on the main feeder routes in our area would be a good start. The main feeder roads are Sandwich, Totara, Bryant, Part Braid, Taylo, Beerescourt and Vardon. This gives everyone a safer access to friends, schools, parks and the riverside walk / cycle routes.”*

Council should also consider measures to decrease speed within road design (e.g., planter boxes, speed bumps, wider cycle ways and reduced car lane size).

- *"This is very reasonable action. However residential streets really should not have a speed limit of higher than 30 km / hr. And the Council needs to consider making actual adjustments to streets to enforce the speed limit rather than just changing a number of a sign, for example narrowing the street by using plantar boxes or median boxes, or creating wide cycle lanes with cycle lanes separating them from traffic. Traffic calming should also be used, especially in residential areas, to slow down traffic."*
- *"Many school children use Whitney place, Watford Place, Wessex Place, Welwyn Place Footpath to access Borman Road. Students bike, scooter and walk. I have seen a lot of vehicles on those streets mentioned above do drive more than 50km/h. Some hardly stops at the intersection. This is just shocking how the residents on those streets speed. As well as speed limits, raised island (not sure if this is a correct term) is necessary on those streets. An example is intersection of Whitney Place and Wentworth Drive. It is matter of time until one student gets hit by a speeding driver failing to stop at the intersection. Not to mention, a lot of residents living on those streets walk to countdown and shops on Borman Road, accessing via Welwyn Place footpath."*
- *"You have to amend the current regardless of this feedback, if legislative requirements change then everything else it impacts needs to change with it. My concern is being rejected speed bumps in my street, and you claim safer roads for all, everyday there is speeding down my busy street which is around the corner from a large primary school, I have asked for speed bumps but have been rejected, Michael Ave Dinsdale"*

Of those who disagreed with the amendment, opting to retain the current Speed Management Plan with no amendments, 16 provided a comment. From these comments, three top themes were identified:

Road to Zero is an unattainable goal

- *"The Road to Zero road safety strategy is a pipe dream by this Labour government and is overly ambitious. Even if speed limits were reduced around the country, people are still going to die in car accidents regardless whether it's someone running from the police, a diabetic or epileptic for example has a medical event and goes down a hill or someone making some kind of misjudgement. All of this depends on the person behind the wheel, not government."*

There's only so much that can be done from slowing everyone down and issuing fines. What we need is better driver education and people need to learn to be sensible on the road. In the end, it all boils down to driver attitude and personal responsibility and I believe there's no way this strategy is achievable. Reducing speed limits aren't going to stop one death from happening on our roads."

- *"Why? Zero is not a feasible target so why even pretend that slowing the majority of traffic will get to an unobtainable target. Numbers of people getting hurt or killed in a growing city and country are getting smaller as a percentage of the population. What's being done is improving the numbers, however this zero tolerance, smoke free, elimination thing is political and the flavour of the times that is missing the point and attempting to blind the easily swayed. Carry on with separating the majority of pedestrians from the majority of traffic flow (There is a reason why cyclists can't go down a motorway and a reason why the statistics of people being hit by cars while on an escalator are the way they are). Instead of literally"*

roadblocking the majority make change the affects the minority or the ones at the supposed risk.

Already enough congestion slowing down our city's trade and movements so it'll only get worse.

There will be a select committee, many hundreds of thousands of dollars spent, then the following year we will be told to conserve more water because there is no budget to upgrade that system."

The need for these changes is not justified by the data, which should drive the decision-making regarding speed limits.

- *"Reverting limit decreases especially on main arterial roads should happen. Since when has a wide shouldered dual carriage road necessitated a 50kph speed limit, down from 60. All across Western, Southern and Eastern Hamilton the arterial roads have had their limits altered in what appears to be an ad hoc basis. Traffic isn't any better or worse during peak times but now traffic is generally heavier on many of these roads during off-peak times and this has occurred post limit decreases. Also many drivers haven't noticed the limit drops and I have seen many more dangerous incidents since the drop than I did in the years prior. Finally vision to zero is another virtue signalling governmental drive. This is a highly unlikely eventuality."*

Decreasing the speed limits within Hamilton will increase problems on roads within Hamilton.

- *"You have already decided to lower speeds on the streets, but why are you proposing this, have there been death accidents on the streets, if not then this is just following what the central government is wanting implemented, you will cause frustration to drivers more work for the stretched police force, what about emergency services what will the impact of slower traffic have on them, and so far you haven't been great at communicating with them, with your stupid pot plantings road closures around Founders theatre. Leave the speed at 50 kph so visitors from other parts of New Zealand and around the world can feel comfortable as 50 kph is common in other countries."*

Mode of Transport - Insight

Those that said 'Yes' to amending the plan had a higher uptake of walking, biking, and scooting whereas those who said 'No' did not use alternatives to driving as frequently.

Mode of Transportation -

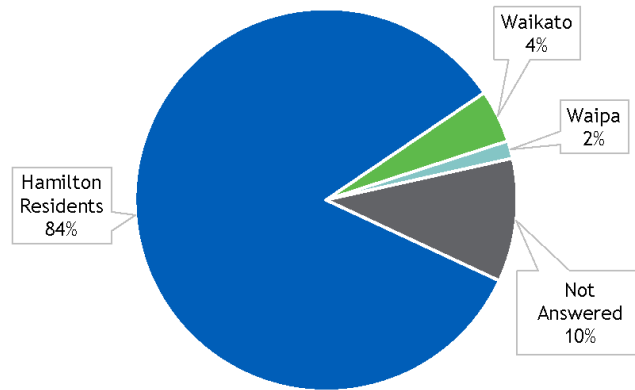
100% of those that chose 'No – Retain the current plan with no revisions' drove their car at least once per week, and 94% were daily car users. 67% reported walking at least once a week. 17% were weekly bicycle users (using their bike or e-bike at least once a week).

Of those that said 'Yes – Amend the current plan revisions so the plan aligns with recent legislative requirements (Land Transport Rule: Setting of Speed Limits), current best practice, and the long-term vision for Hamilton City' 91% drove their car at least once per week, and 39% were daily car users. 52% were weekly bicycle users (using their bike or e-bike at least once a week). 82% reported walking at least once a week. 18% of those that said yes also used a scooter or e-scooter at least once a week.

DEMOGRAPHIC COMPARISON OF RESPONSES FROM INDIVIDUALS

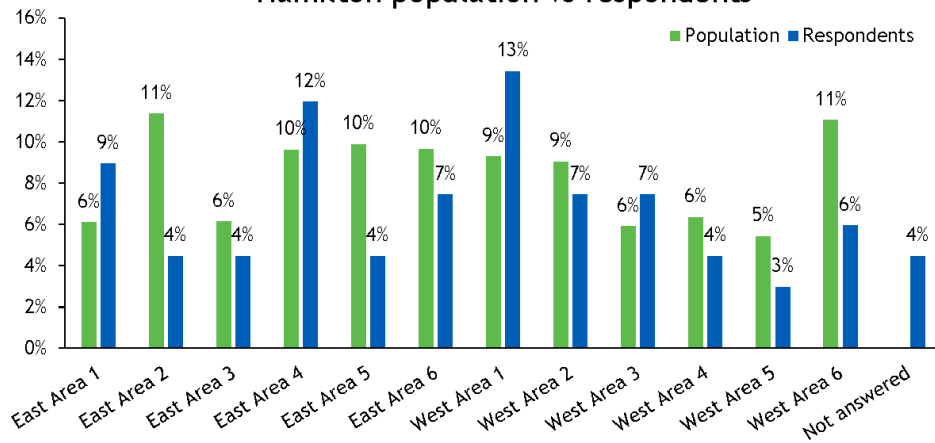
RESPONDENTS VS HAMILTON CITY PROFILE*-LOCATION

56 of the 67 respondents (84%) were from Hamilton. Seven respondents (10%) did not give their location. Three respondents (4%) were from Waikato and one respondent (2%) were from Waipa.



Of the 56 Hamilton residents, we had a high representation from East Area 1 and West Area 1. We had low representation from East Area 2 and West Area 6.

Community Profile Area Comparison Hamilton population vs respondents



*Hamilton city profile statistics are from the 2018 Census published by Stats NZ.

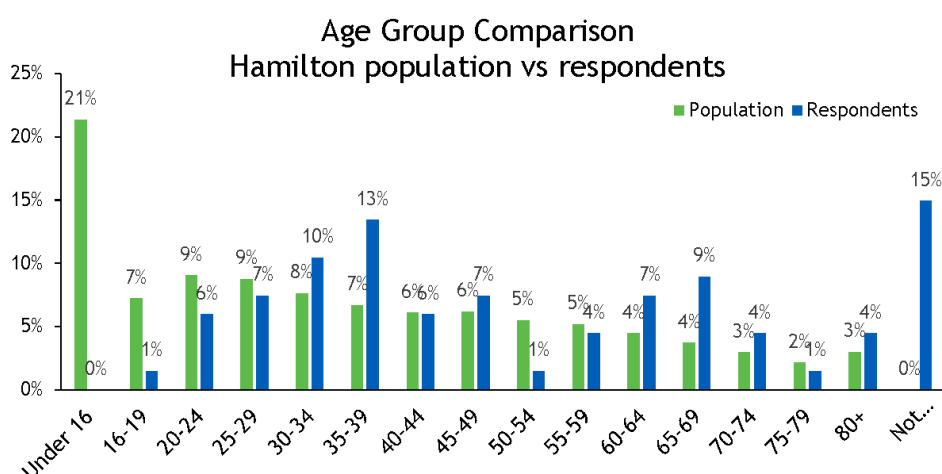
See table below for a list of suburbs in these community profile areas.

Community Profile Area	List of suburbs
East Area 1	Flagstaff
East Area 2	Callum Brae, Huntington, Rototuna, Rototuna North
East Area 3	Chartwell, Chedworth, Harrowfield, Queenwood
East Area 4	Enderley, Fairfield, Fairview Downs
East Area 5	Claudlands, Hamilton East, Peachgrove
East Area 6	Hillcrest, Ruakura, Riverlea, Silverdale

West Area 1	Avalon, Beerescourt, Forest Lake, Northgate, Pukete, St Andrews, Te Rapa
West Area 2	Crawshaw, Grandview Heights, Nawton, Rotokauri, Western Heights
West Area 3	Aberdeen, Dinsdale, Temple view
West Area 4	Frankton, Maeroa, Swarbrick
West Area 5	Hamilton Central, Hamilton Lake, Hospital, Whitiara
West Area 6	Bader, Deanwell, Fitzroy, Glenview, Melville, Peacocke

RESPONDENTS VS HAMILTON CITY PROFILE*-AGE GROUP

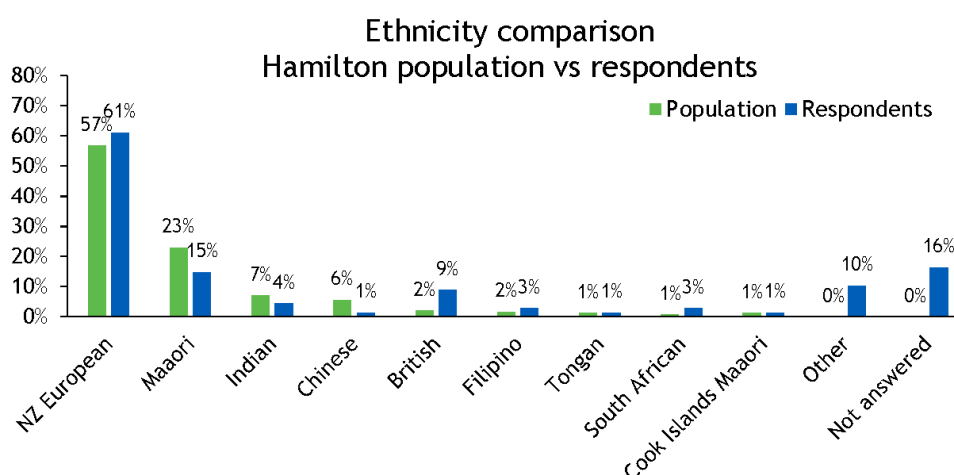
We had a low representation from those under 24, in particular those aged 16-19. We also had low representation from those 50-54 years. We had a high representation from those between 25-39 and 65-69 years. 15% of the sample declined to give their age group.



*Hamilton city profile statistics are from the 2018 Census published by Stats NZ.

RESPONDENTS VS HAMILTON CITY PROFILE*-ETHNIC GROUP

We had a high representation from British and low representation from Maaori, Indian and Chinese.



*Hamilton city profile statistics are from the 2018 Census published by Stats NZ.

FEEDBACK FROM ORGANISATIONS

We received feedback from three organisations that were all supportive of the changes to the Speed Management Plan 2022 however some suggestions were also recommended. See below for a summary of comments.

Living Streets	<p>Living Streets supports the 'Speed Management Plan 2022'</p> <p>Living Streets supports the 30km speed limit near schools, which will help to promote the health and social benefits of more students walking to school.</p> <p>Living Streets supports the 30km speed limit near suburban shops, which will help to promote the economic benefit of more people shopping within walking distance of where they live.</p> <p>Living Streets asks:</p> <p>(1) That the 5-year safer 'speed management plan' be completed within 3 years.</p> <p>(2) Hamilton City council to correct the speed map to show the Hukanui Rd / Wairere Dr roundabout at the Hukanui Rd posted speed limit.</p> <p>(3) That an additional principle be added, this being:</p> <p>ix. The posted speed limit of roundabouts to be set at the speed of the slowest street entering the roundabout.</p> <p>Example: the speed limit for the Te Rapa Rd roundabout should be posted at the same speed as that applied in Bryant Rd/Sunshine Ave.</p> <p>(4) That the Heaphy Tce speed limit be lowered to provide safer and better connections for people crossing to Claudelands Park from the high density* neighbourhood between Heaphy Tce and River Rd.</p>
	<p>NZAA supports what Hamilton City Council (HCC) is seeking to achieve with speed management in Hamilton. NZAA have provided feedback in the initial consultation phase where we emphasised the importance of HCC aligning with the national Tackling Unsafe Speed Programme (TUSP) and the new Land Transport Rule: Setting of Speed Limits 2022 which is due out at in the middle of this year. We note that HCC is running ahead of the TUSP and in particular the new Land Transport Rule. We question whether it would be wise for HCC to wait until the details of the new Rule are released before finalising the SMP. We understand that there are moderate changes that have been made to the Rule which could impact and influence the final shape and content of the HCC SMP.</p> <p>Suggestions are summarized below:</p> <ul style="list-style-type: none"> • Road design and physical infrastructure changes should sit alongside changes to speed – in accordance with the University of Waikato's Transport Research Group – which needs to be accounted for within the budget. • The Public need to be better educated regarding changes to speed limits. A further new principle could be developed to ensure the public are sufficiently informed about new speed limits so that they can modify their driving behaviour. • We submit that a new principle could be developed to ensure the protection of the speed and function of existing highly important strategic arterials in the City such as Wairere Drive where no current road safety risk exists. • We seek that in cases of important strategic routes such as Wairere Drive that the full public consultation process is used and that the feedback received is meaningfully taken into account.

	<ul style="list-style-type: none"> There should be a new priority to roll out the new speed regime around all schools in Hamilton in a short-term (1 to 3 years) timeframe (in line with the TUSP priorities). <p>We support the new engineering standards around roads and lower speeds in new residential subdivisions.</p> <p>NZAA supports the early rollout of slower speeds around all schools in Hamilton and the use of variable (time based) signage.</p>
Te Whaanau Roopu Oo Aotearoa-Komiti Maaori	<p>Te Whaanau Roopu Oo Aotearoa-Komiti Maaori acknowledge and thank HCC efforts to bring the pedestrian crossing near the shops in Mardon Rd, up to NZTA spec., mindful of Austroad's definitions.</p> <p>With-regards-to traffic speed; from data analysed, pre-schoolers are the most vulnerable, and least listened to, pedestrian group. They are disadvantaged by the speed of vehicles. Slower traffic speed may give better avoidance of collision – it has to be tried. However, it is only one of a raft of traffic control options available in the statutes that Council is mandated to comply with.</p> <p>The excessive height of vegetation on traffic islands are 'accidents-waiting-to-happen' for pre-schoolers. At these sites, slower traffic speed may also give better avoidance of collision. The data will tell.</p> <p>Pedestrian 'refuge' crossing points, and also courtesy crossings, are not official pedestrian crossings. Those on Peachgrove Road between Davies Corner and Tennyson Road need critically urgent replacement with the Mardon Road standard.</p>

FEEDBACK THROUGH EMAILS/LETTERS

The emails received from community members mostly focused on specific issues. A summary of what community members said through emails is shown in the below table:

Summary of the comments
<ul style="list-style-type: none"> Many drivers do not have patience – Instead they having an attitude of haste We should increase red light cameras and increase fines Increase driver education and training, and focus on increasing driver patience, driver attitudes, awareness of potential hazards and conflicts Increase traffic calming measures to decrease speed within road design (e.g., raised crossings) Increase enforcement of speeding and red-light running
<ul style="list-style-type: none"> Queens Ave is used a throughfare and being a long straight flat road, a lot of speeding occurs, and something should be implemented to reduce speeding along this stretch of road before something happens
<ul style="list-style-type: none"> There is a need for speed bumps around the roundabout installed around Davies Corner, as both cars and motorbikes just fly through here, way over 100 kph sometimes.

FEEDBACK FROM SOCIAL MEDIA

We received 75 comments, and replies to comments on social media advertising. Majority of comments were not relevant. Similar to submissions, one of the major themes identified from relevant comments were that the changes proposed to the Speed Management Plan will increase safety for road users. Other reoccurring messages from people posting on social media, were calls to improve roads (e.g., fixing potholes) and improve driver education and training.

ENGAGEMENT TACTICS

GOAL

Hamiltonians feel they have had the opportunity to provide feedback on proposed changes to the Hamilton Speed Management Plan and submissions are received because of this.

OBJECTIVES

- To engage with all key stakeholders and the wider public on changes to the plan.
- To produce a speed management plan that thoroughly reflects the needs and aspirations of our growing city.
- To align our speed management plan with national plans and policies for speed management so we can ensure our plan is relevant and up to date.

ENGAGEMENT CAMPAIGN REVIEW

The campaign utilised a range of tactics to ensure that feedback was received from both key stakeholders and the general public including the following:

- Pre-engagement with key stakeholders and advocacy group (prior to public engagement beginning).
- Follow up letter to key stakeholders once public engagement was live.
- Have your say feedback forms placed in the Council reception and libraries.
- Our Hamilton story/media release distributed, and advertisement tile displayed on the Our Hamilton website.
- Social media boosted posts on Hamilton City Council Facebook page.
- Press adverts placed in local newspapers – Hamilton Press and Waikato Times.

ENGAGEMENT CAMPAIGN DESIGN EXAMPLES

Press advert:



Facebook tile:



ENGAGEMENT RESULTS

SUBMISSION FORM (ONLINE & PAPER COPY)

There were 67 submissions; four emails, one hard copy response and 62 online responses to Have Your Say.

SOCIAL MEDIA

Results of the boosted Facebook posts on Hamilton City Council Facebook page are below:

Post	Impressions	Reach	Engagements	Comments	Reactions	Link clicks	Other clicks
22 March - Facebook	31,184	15,413	1,222	133	35	562	486
3 March - Facebook	6,782	6,434	270	18	15	53	163
Total	37,966	21,847	1,492	151	50	615	649

WEBSITE

Have your say webpage:

- 1,545 page views
- Average time spent on the page was 2.20 minutes

Our Hamilton story/media release:

- 67 views
- Average time on page 2.59 minutes

WHAT'S NEXT

The analysis of this feedback will be presented to the Hearings and Engagement Committee on Tuesday 21 June 2022. At this meeting, submitters who want to speak to their written submission will be able to do so. Council will then consider all the views and make a decision.

Council Report

Item 6

Committee: Hearings and Engagement Committee

Date: 21 June 2022

Author: Narelle Waite

Authoriser: Michelle Hawthorne

Position: Governance Advisor

Position: Governance and Assurance Manager

Report Name: Traffic, Speed Limit and Road Closure Hearings Panel Terms of Reference Proposed Amendment

Report Status	<i>Open</i>
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Purpose - *Take*

1. To seek a recommendation from the Hearings and Engagement Committee to the Council of amendments to the Traffic, Speed Limit and Road Closure Panel Terms of Reference.

Staff Recommendation - *Tuutohu-aa-kaimahi (Recommendation to the Council)*

2. That the Hearings and Engagement Committee:
 - a) receives the report;
 - b) recommends that the Council:
 - i. approves the amendments to the Traffic, Speed Limit and Road Closure Panel Terms of Reference as outlined in **Attachment 1** of the staff report; and
 - ii. notes that the amendments to the Terms of Reference do not change the powers of the Traffic, Speed Limit and Road Closure Panel but only reflect the recent change in process for setting Speed Limits.

Executive Summary - *Whakaraapopototanga matua*

3. The current Traffic, Speed Limit and Road Closure Panel Terms of Reference were approved by the Council on the 30 September 2021 when the Panel was established.
4. The Traffic, Speed Limit and Road Closure panel currently has delegations to consider and determine changes to Hamilton City speed limits, parking restrictions, road closures and other traffic matters.
5. The current Terms of Reference refers to the Hamilton City Speed Limit Bylaw 2018 (the Speed Limit Bylaw).
6. On Tuesday 18 April 2022, Transport Minister Wood signed the new Land Transport Rule - "Setting of Speed Limits 2022 (the Rule)" into legislation, which came into force on 19 May 2022.
7. The establishment of the Rule removed the requirement of councils to pass a bylaw to set speed limits, and the Infrastructure Operations Committee therefore recommended to the Council to revoke the Hamilton City Council Speed Limit Bylaw 2018, effective 20 July 2022.

8. Council will continue to set city speed limits as identified in Council's Speed Management Plan using the Rule as the new regulatory framework and the National Speed Limits Register as the legal instrument to record the speed limits set.
9. Staff therefore recommend that the Traffic, Speed Limit and Road Closure Panel Terms of Reference be amended to refer to the Speed Management Plan.
10. Staff consider the matters in this report have a low significance and that the recommendations comply with the Council's legal requirements.

Discussion - *Matapaki*

11. The establishment of the Traffic, Speed Limit and Road Closure Panel allowed Council to hear and determine regulatory matters concerning traffic, separate from the parent Hearings and Engagement Committee.
12. The panel hears matters concerning speed limits, parking restrictions, road closures and other traffic matters following consultation.
13. The Membership for the panel is five (5) members and quorum is three (3). This membership structure enables the traffic panel to be flexible and responsive to any short notice traffic matters which need to be heard.
14. Section 2 of the current Traffic, Speed Limit and Road Closure Panel Terms of Reference enables the panel to consider and determine changes the register and restrictions in the Speed Limit Bylaw.
15. The General Manager's Report to the [Infrastructure Operations Committee 31 May 2022](#) outlined the details of the new legislation, "Setting of Speed Limits 2022 (the Rule)". The legislation includes the creation of a National Speed Limit Register which supersedes the current Speed Limit Bylaw.
16. The Infrastructure Operations Committee therefore recommended that the Council revoke the Speed Limit Bylaw.
17. It is recommended to amend the Traffic, Speed Limit and Road Closure Panel Terms of Reference to align with the process changes and to allow the panel to continue their current purpose.
18. Staff recommend changing the Terms of Reference to delegate the Traffic Panel "... *To consider and determine traffic and speed related matters, including those detailed in the Traffic Bylaw and Speed Management Plan.*"
19. The proposed amendment Terms of Reference is provided as **Attachment 1** (tracked changes) and **Attachment 2** (clean).
20. The amendments proposed do not alter the current delegations of the Traffic Panel. The amendment is intended to reflect the current process changes to management Speed Limits.
21. If these changes to the Terms of Reference are not approved, all Speed Limit changes will be required to be brought to the Hearings and Engagement Committee or the Council. Staff do not recommend this course of action because this will not allow Council to be as agile in setting and amending city speed limits.

Financial Considerations - *Whaiwhakaaro Puutea*

22. There are no financial implications of this decision.

Legal and Policy Considerations - *Whaiwhakaaro-aa-ture*

23. Staff confirm that the option to change the Terms of Reference complies with the Council's legal and policy requirements.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

- 24. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').
- 25. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report.
- 26. The recommendations set out in this report are consistent with that purpose.
- 27. There are no known social, economic, environmental and cultural considerations associated with this matter in this report.

Risks - *Tuuraru*

- 28. There are no known risks associated with this matter.

Significance & Engagement Policy - *Kaupapa here whakahira/anganui*

Significance

- 29. Having considered the Significance and Engagement Policy, staff have assessed that the matter in this report has a low level of significance.

Engagement

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

Attachments - *Ngaa taapirihanga*

Attachment 1 – Hearings and Engagement Committee and Panel Terms of Reference 2019-2022 - 21 June 2022 (tracked changes)

Attachment 2 - Hearings and Engagement Committee and Panel Terms of Reference - 21 June 2022 (clean)

Hearings and Engagement Committee

Reports to:	Council
Chairperson:	Cr Ewan Wilson
Deputy Chairperson:	Cr Mark Donovan
Membership:	The Mayor and all Councillors, and relevant Maangai Maaori (the latter only attending meetings addressing matters relevant to the Committee they are a member of)
Meeting frequency:	As required
Quorum:	Three members (for matters relating to those functions in paragraph 3 and 4 below). Eight members for all other functions.

Purpose

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

The Committee is delegated the following Terms of Reference and powers:

Terms of Reference:

3. Hear and determine any statutory or regulatory hearings under relevant legislation unless otherwise delegated by Council, including (but without limitation):
 - objections under the Dog Control Act 1996; **see special note*
 - matters regarding drainage and works on private land under the Local Government Act 1974 and Local Government Act 2002;
 - proposals for temporary closure of any road. **see special note*
4. Consider and determine traffic and speed limit related matters, including those detailed in the Traffic Bylaw and Speed Management Plan, including hearing any submissions relating to those proposed changes.~~Consider and determine changes to the registers and restrictions in the Traffic Bylaw and Speed Limit Bylaw, including hearing any submissions relating to those proposed changes.~~ **see special note*
5. Hear and determine matters arising under current bylaws and policies, including applications for dispensation from compliance with the requirements of bylaws or policies, unless such matters are otherwise delegated by Council.
6. Hear and determine other matters that require hearings or submissions, as referred by Council or other Committees.

The Committee is delegated the following powers to act:

- Approval of matters determined by the Committee within its Terms of Reference.
- Approval of the establishment of hearings panels and their terms of reference.

The Committee is delegated the following recommendatory powers:

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

Special Notes:

- The Committee may request expert advice through the Chief Executive when necessary.
- The Committee may appoint additional members for hearings where the relevant terms of reference specify the requirement for expert or external representation.
- The following Hearings Panels have been established:
 - Dog Control Hearings Panel
 - Traffic, Speed Limit and Road Closure Hearings Panel

Traffic, Speed Limit and Road Closure Hearings Panel

Reports to: The Hearings and Engagement Committee

Chairperson: Cr Ewan Wilson

Membership: Cr Maxine van Oosten
Cr Mark Donovan
Cr Martin Gallagher
Cr Rob Pascoe

Meeting frequency: As required

Quorum: Three members

Purpose

1. To conduct fair and effective hearings and make determinations on objections relating to the Traffic Bylaw, Speed Limit Bylaw, and proposals for temporary closure of any road.

The Committee is delegated the following Terms of Reference and powers:
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Terms of Reference:

2. To consider and determine traffic and speed limit related matters, including those detailed in the Traffic Bylaw and Speed Management Plan, changes to the registers and restrictions in the Traffic Bylaw and Speed Limit Bylaw, including hearing any submissions relating to those proposed changes.
3. To hear and determine statutory or regulatory hearings and make determinations on objections relating to proposals for the temporary closure of any road.

Hearings and Engagement Committee

Reports to:	Council
Chairperson:	Cr Ewan Wilson
Deputy Chairperson:	Cr Mark Donovan
Membership:	The Mayor and all Councillors, and relevant Maangai Maaori (the latter only attending meetings addressing matters relevant to the Committee they are a member of)
Meeting frequency:	As required
Quorum:	Three members (for matters relating to those functions in paragraph 3 and 4 below). Eight members for all other functions.

Purpose

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

The Committee is delegated the following Terms of Reference and powers:
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Terms of Reference:

3. Hear and determine any statutory or regulatory hearings under relevant legislation unless otherwise delegated by Council, including (but without limitation):
 - objections under the Dog Control Act 1996; **see special note*
 - matters regarding drainage and works on private land under the Local Government Act 1974 and Local Government Act 2002;
 - proposals for temporary closure of any road. **see special note*
4. Consider and determine traffic and speed limit related matters, including those detailed in the Traffic Bylaw and Speed Management Plan, including hearing any submissions relating to those proposed changes. **see special note*
5. Hear and determine matters arising under current bylaws and policies, including applications for dispensation from compliance with the requirements of bylaws or policies, unless such matters are otherwise delegated by Council.
6. Hear and determine other matters that require hearings or submissions, as referred by Council or other Committees.

The Committee is delegated the following powers to act:

- Approval of matters determined by the Committee within its Terms of Reference.
- Approval of the establishment of hearings panels and their terms of reference.

The Committee is delegated the following recommendatory powers:

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

Special Notes:

- The Committee may request expert advice through the Chief Executive when necessary.
- The Committee may appoint additional members for hearings where the relevant terms of reference specify the requirement for expert or external representation.
- The following Hearings Panels have been established:
 - Dog Control Hearings Panel
 - Traffic, Speed Limit and Road Closure Hearings Panel

Traffic, Speed Limit and Road Closure Hearings Panel

Reports to: The Hearings and Engagement Committee

Chairperson: Cr Ewan Wilson

Membership: Cr Maxine van Oosten
Cr Mark Donovan
Cr Martin Gallagher
Cr Rob Pascoe

Meeting frequency: As required

Quorum: Three members

Purpose

1. To conduct fair and effective hearings and make determinations on objections relating to the Traffic Bylaw, Speed Limit Bylaw, and proposals for temporary closure of any road.

<p>The Committee is delegated the following Terms of Reference and powers:</p>

Terms of Reference:

2. To consider and determine traffic and speed limit related matters, including those detailed in the Traffic Bylaw and Speed Management Plan, including hearing any submissions relating to those proposed changes.
3. To hear and determine statutory or regulatory hearings and make determinations on objections relating to proposals for the temporary closure of any road.