

**Notice of Meeting:**

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

**Date:** Thursday 4 November 2021  
**Time:** 2.00pm  
**Meeting Room:** Council Chamber and Audio Visual Link  
**Venue:** Municipal Building, Garden Place, Hamilton

Lance Vervoort  
Chief Executive

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## Hearings and Engagement Committee

### *Komiti Whiriwhiri Kaupapa*

### OPEN AGENDA

(Item 4: Wairere Drive Speed Limit Reduction Proposal - Submissions and Hearings)

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**Membership**

**Chairperson** Cr E Wilson  
*Heamana*

**Deputy Chairperson** Cr M Donovan  
*Heamana Tuarua*

<b>Members</b>	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 N Hill

**Meeting frequency** As required

**Quorum** Eight Members

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Becca Brooke  
Governance Manager  
*Menetia Mana Whakahaere*

**27 October 2021**

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www.hamilton.govt.nz

## **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.

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

1. Hear and determine any statutory or regulatory hearings under relevant legislation unless otherwise delegated by Council, including (but without limitation):
  - objections under the Dog Control Act 1996;
  - matters regarding drainage and works on private land under the Local Government Act 1974 and Local Government Act 2002;
  - proposals for temporary closure of any road.
2. Consider and determine changes to the registers and 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:** 04 November 2021

**Author:** Robyn Denton

**Authoriser:** Chris Allen

**Position:** Network Operations and Use Leader

**Position:** General Manager Development

**Report Name:** Wairere Drive Speed Limit Reduction Proposal - Submissions and Hearings

<b>Report Status</b>	<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 lowering the speed limit on a section of Wairere Drive.

## 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 for the proposal to lower the speed limit on a section of Wairere Drive under Section 83 of the Local Government Act 2002, undertaken from 30 August 2021 to 27 September 2021; 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 on 7 December 2021.

## Executive Summary - *Whakaraapopototanga matua*

3. The 17 August 2021 meeting of the Infrastructure Operations Committee considered a Public Excluded report on a request for a section of Wairere Drive between Arthur Porter Drive and Pukete Road to have the speed limit lowered and subsequently approved a draft Statement of Proposal for public consultation from 23 August to 23 September 2021 with verbal submissions on 4 November 2021.
4. Public consultation occurred between 30 August 2021 and 27 September 2021. This was delayed slightly due to the COVID level 4 announcement on 17 August 2021 and the need to adapt the consultation accordingly.
5. There were two options in the consultation document:
  - **Option One** – Reduce the Speed Limit on Wairere Drive from 80km/h to 60km/h for the section between Arthur Porter Drive and Pukete Road.
  - **Option Two** – Retain the current 80km/h speed limit

6. 781 submissions were received with 80% of the respondents **against** Council's proposal to lower the speed limit on a section of Wairere Drive (**Option One**).
7. A copy of all responses received can be viewed [here](#).
8. Following the hearings, a Deliberations and Adoption report will be prepared by staff and presented to the 7 December 2021 Infrastructure Operations Committee meeting.
9. Staff consider that the recommendations comply with Council's legal and policy requirements and the Local Government Act 1974 section 336, Local Government Act 2002 section 83 and the Land Transport Rule: Setting of Speed Limits 2019.

### Background - *Koorero whaimaarama*

10. The 17 August 2021 Infrastructure Operations Committee considered a public excluded report on the proposal to lower the speed limit on a section of Wairere Drive and resolved:
 

*That the Infrastructure Operations Committee:*

  - a) *receives the report;*
  - b) *approves Option A (outlined in the staff report) – Staff undertake formal consultation on the Wairere Drive Speed Limit Reduction then report back to the Infrastructure Operations Committee for deliberations;*
  - c) *approves the draft Statement of Proposal document (Attachment 2 of the staff report) for the proposed Wairere Drive Speed Limit Reduction for public consultation from 23 August to 23 September 2021, noting that the Hearings and Engagement Committee will hear verbal submissions on 4 November 2021.*
11. A draft Statement of Proposal (SOP) for the Wairere Drive Speed Limit Reduction was prepared and it was proposed to form the basis of the public consultation.
12. Two options are considered within the SOP and staff recommended Option One – Reduce the Speed Limit on Wairere Drive from 80km/h to 60km/h for the section between Arthur Porter Drive and Pukete Road.
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
<b>Option one</b> – reduce the speed limit from 80km/h to 60km/h		
The lower speed limit would be implemented on Wairere Drive between Arthur Porter Drive and Pukete Road	Enables the development to proceed.  Provides safety benefits to all users of this section of Wairere Drive	None known
<b>Option two</b> – retain the current 80km/h speed limit		
No change to the current speed limit.	None known	Prevents the development from proceeding  Does not provide safety benefits to all users of this section of Wairere Drive

14. The SOP addressed the difference between the resource consent process and the speed limit decision as follows:

*A developer has obtained resource consent to develop a site on the corner of Te Rapa Road and Eagle Way. As a condition of the consent, the developer must install traffic signals at the intersection of Wairere Drive and Karewa Place, to enable a right turn into (but not out of) Karewa Place from Wairere Drive. In order to enable these changes, the speed limit on a portion of Wairere Drive (between Te Rapa Road and Pukete Road) must be permanently reduced from 80km/h to 60km/h.*

15. 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 30 August 2021 and 27 September 2021. The originally planned consultation period was for 23 August to 23 September 2021 was delayed due to the COVID 19 Level 4 announcement on 17 August 2021 to enable more of the consultation to take place in lower alert levels, and in order to enable the forum for engaging with the community to be adapted.

## Discussion - *Matapaki*

### Consultation and Engagement

16. 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**.
17. Early engagement with key stakeholders had been carried out prior to the 17 August 2021 Infrastructure Operations Committee meeting and the feedback received from them included in that report. 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. Te Haa a Whenua Kirikiriroa,
  - ii. Ngaati Wairere,
  - iii. Automobile Association (AA),
  - iv. NZ Police,
  - v. Road Transport Association (RTA), and
  - vi. Waka Kotahi NZ Transport Agency (Waka Kotahi)
18. The public consultation strategies included:
- i. printed copies of the survey were made available in our city libraries and Council building foyer when they re-opened on 8 September 2021;
  - ii. digital adverts running across Council's Facebook, Neighbourly and LinkedIn accounts;
  - iii. media release/Our Hamilton story informing readers about the consultation;
  - iv. emails to businesses that were able to be identified on Wairere Drive between the intersection of Arthur Porter Drive and Pukete Road, and on Karewa Place; and
  - v. letters to property owners on Wairere Drive between the intersection of Arthur Porter Drive and Pukete Road, and on Karewa Place.
19. Staff reviewed comments on the post on Council's Facebook page and noticed that, despite the explanation in the SOP, many commenters had misunderstood the scope of the decision and the effect of the resource consent. In order to assist commenters, staff published additional clarification on the extent of the proposed speed limit reduction and also encouraged them to visit the Have Your Say site to make a formal submission.

20. The consultation requirements under the Speed Limit Rule were met by:
- i. contacting key stakeholders specified in the Rule;
    1. Waka Kotahi NZ Transport Agency,
    2. NZ Police,
    3. Automobile Association, and
    4. Road Transport Forum; and
  - ii. emailing/writing to businesses in the immediate area who were directly affected by the proposal.

### Submissions

21. During the period of public consultation between 30 August 2021 and 27 September 2021, the Council received 781 submissions through 'Have Your Say', of which seven were either email or hard copy submissions.
22. A copy of the responses received can be viewed [here](#).
23. 80% of the submitters disagreed with Council's proposal to lower the speed limit on a portion of Wairere Drive (Option One).
24. The primary reasons given for **not supporting the proposal** to lower the speed limit were:
- i. The current speed is appropriate for the road, area, and use.
 

*"This stretch of road should be left as a quicker way through/around the city and should be able to do this around the outside of the central city. Go for a 80km loop around the city"(sic)*

*"Structure of the road is fit for the speed of 80km/h"*
  - ii. Reducing the speed to 60km/h would make traffic congestion much worse.
 

*"Traffic is bad enough within the 410m of Wairere between Te Rapa and Pukete. Adding an extra light and reducing the speed will only cause more congestion and increase the chance of accidents"*

*"Leave it as is.. if it's any lower there will be more congestion"*
  - iii. There is already speed and traffic issues along this stretch of road without an additional reduction to the speed limit.
 

*"The congestion throughout the day is already far too prevalent, I believe changing the speed limit will only make that worse, while it is only a minor section the impact could make it worse."*

*"There aren't many intersections on this road and this road always has congestion, especially during work hours so reduce the speed just add up the congestion instead solving anything!" (sic)*
25. Furthermore, 11% of the comments made by submitters who wished to retain the current speed limit specifically commented on the implementation of traffic signals at the intersection between Wairere Drive and Karewa Place.
- "We do not need another set of traffic lights there already so close to another 2 sets on either side"*
- "The traffic with all the traffic lights already are bad enough, adding another set of lights is going to make it so much worse."*



*“Need to improve the flow of traffic not reduce it with more traffic lights. Especially when it's easy enough to go around to get into the side street”*

26. It should be noted that the partial signalisation of the Wairere Drive/Karewa Place fell within the ambit of the resource consent process and was determined within that process. The partial signalisation and its effect on Karewa Place, Wairere Drive, or the network more broadly is therefore not relevant to decision-making on the speed limit.
27. The remaining 20% of the respondents **who did agree with Council's proposal**, noted the following primary reasons for their support:
  - i. Reducing the speed limit would be safer and reduce accidents
 

*“There appears to be a lot of lane changing along this stretch of road. I believe this will reduce the number of “close-call” accidents.”*

*“I believe this will make it safer for all motorists and will hopefully reduce the number of people making risky decisions when trying to merge with the traffic.”*
  - ii. Reducing the speed limit would make little difference as cars rarely go above 60km/h anyway
 

*“Never travel through that section at 80km as either stopped from traffic lights or slowing down at an intersection.”*

*“I don't think I have ever got up to 80km on that stretch as too much traffic anyway.”*
  - iii. Reducing the speed limit would have flow on benefits such as traffic flow and driver behaviour
 

*“A speed limit change of - 20kph along this portion of road to allow for traffic lights is a positive move in my opinion. Traffic could flow a lot better out of this intersection with controlled traffic signals”*

*“Seems reasonable to reduce traffic speed in an urban environment. I assume when the traffic is turning right into Karewa place this would also allow left turning traffic out of Karewa place which is currently a bottle neck issue in evenings.”*
28. A summary and analysis of submissions, including details of the public engagement process and key themes from the feedback is outlined in **Attachment 2**.
29. Fifteen submitters have indicated that they wish to provide a verbal presentation to the Hearings and Engagement Committee.

#### Next Steps

30. Following the 4 November 2021 Hearing and Engagement Committee meeting which will 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 7 December 2021 Infrastructure Operations Committee meeting.

#### Financial Considerations - *Whaiwhakaaro Puutea*

31. 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 17 August 2021 report to Infrastructure Operations Committee:

Activity	Indicative Cost
SOP preparation, results analysis	\$8,000

Consultation and engagement	\$26,500
Staff time for managing process, report writing, legal advice and presentation	\$10,000

32. Further staff time will be required to complete the additional committee report but it is not expected that the budget for this work will be exceeded.

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

33. Staff confirm that recommendations comply with the Council's legal and policy requirements and those of the Local Government Act 1974 section 336 and Local Government Act 2002 section 82.

#### **Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga***

34. 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').
35. 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.
36. The recommendations set out in this report are consistent with that purpose.
37. 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.
38. Lower speed limits on Wairere Drive will provide safety benefits for those travelling along the section between Arthur Porter Drive and Pukete Road, along with those trying to cross at the intersections. The safety improvements would benefit those driving along with people walking or biking and trying to access the nearby retail facilities.

#### **Economic**

39. Economic wellbeing is defined as the capacity of the economy to generate employment and wealth necessary for present and future financial security.
40. If the speed limit reduction does proceed this will help enable the completion of the new supermarket which will provide additional employment in the Te Rapa area.

#### **Environmental**

41. Environmental wellbeing is defined as the capacity of the natural environment to support, in a sustainable way, the activities that constitute community life.
42. There are no known environmental considerations associated with this matter.

#### **Cultural**

43. Cultural wellbeing is defined as the capacity of communities to retain, interpret and express their shared beliefs, values, customs, behaviours, and identities.
44. Early engagement and full consultation has been completed with THaWK and Ngaati Wairere has been completed and there are no known cultural considerations associated with this matter.

#### **Risks - *Tuuraru***

45. There are no known legal or policy risks associated with the decisions required for this matter in this report.

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

### **Significance**

46. Given the statutory requirement to consult, staff have not considered the key considerations under the Significance and Engagement Policy to assess the significance of the matter(s) in this report.

### **Engagement**

47. There is a statutory requirement to consult as per legislation outlined below.
- Special Consultative Procedures are required to be followed these are set out in Section 83 of the Local Government Act 2002.
  - Consultation requirements are also set out in the Land Transport Rule: Setting of Speed Limits 2019.
48. Staff invited the public and stakeholders to provide formal feedback through the public consultation from 30 August 2021 and 27 September 2021 so that their views could be captured on the proposal to lower the speed limit on a section of Wairere Drive.
49. Submitters have been given an opportunity to present their views in a spoken form at the Hearings and Engagement Committee for 4 November 2021.

### **Attachments - *Ngaa taapirihanga***

Attachment 1 - Statement of Proposal for proposed speed limit reduction for a portion of Wairere Drive

Attachment 2 - Submissions analysis



# Wairere Drive Speed Limit Reduction

## STATEMENT OF PROPOSAL

Consultation Dates: 23 August – 23 September 2021

Hamilton City Council (the Council) is seeking feedback on a proposal to reduce the speed limit on Wairere Drive between the intersection of Arthur Porter Drive and Pukete Road.

## **WHY ARE WE DOING THIS?**

A developer has obtained resource consent to develop a site on the corner of Te Rapa Road and Eagle Way. As a condition of the consent, the developer must install traffic signals at the intersection of Wairere Drive and Karewa Place, to enable a right turn into (but not out of) Karewa Place from Wairere Drive. In order to enable these changes, the speed limit on a portion of Wairere Drive (between Te Rapa Road and Pukete Road) must be permanently reduced from 80km/h to 60km/h.

The Land Transport Rule: Setting Speed Limits 2017 (Speed Limits Rule) requires a minimum length of 500m for a 60km/h speed limit. The distance between Te Rapa Road and Pukete Road is only 410m. HCC therefore proposes to extend the speed limit reduction further west to include that part of Wairere Drive between Arthur Porter Drive and Te Rapa Road.

## **PROPOSED CHANGES**

Reduce the speed limit from 80km/h to 60km/h on Wairere Drive between Pukete Road and Arthur Porter Drive. No physical changes are proposed to the Wairere Dr/Pukete Road and Wairere Drive/Te Rapa Road intersections apart from new signs and road markings.

The installation of traffic lights at the intersection of Karewa Place and Wairere Drive does not require Council approval and therefore feedback is not sought on this matter.

## **REASONS FOR THE PROPOSAL**

The proposed change is consistent with current traffic patterns with almost all traffic on this section of Wairere Drive traveling below or close to 60 km/h. Lowering the speed limit would allow the required traffic signals to be installed at the intersection of Karewa Place and Wairere Drive, to enable the development to proceed.

Council consulted on its Speed Management Plan in 2019 using the Special Consultative Procedure. Given that the Speed Management Plan sets out an 80 km/h speed limit for this section of Wairere Drive, Council is now using the Special Consultative Procedure for this proposal to lower the speed limit (speed limit changes which are consistent with the Speed Management Plan are made by way of Council resolution).

## **TELL US YOUR THOUGHTS ON THE SPEED REDUCTION**

Before making any final decisions, we'd like to have your input. You can give us feedback between 23 August – 23 September 2021.

### **FEEDBACK FORMS CAN BE:**

- Completed online at: [hamilton.govt.nz/haveyoursay](https://hamilton.govt.nz/haveyoursay)
- Posted to: Freepost 172189, Hamilton City Council, Communications and Engagement team, Wairere Drive Speed Limit Reduction, Private Bag 3010, Hamilton, 3240.
- Delivered to the Municipal Building Reception or any branch of Hamilton City Libraries.
- Emailed to: [haveyoursay@hcc.govt.nz](mailto:haveyoursay@hcc.govt.nz)

Feedback forms and a copy of the proposed Wairere Drive Speed Limit Reduction are available from all Hamilton City Libraries, from the Ground Floor reception of the Council's Municipal Building in Civic Square, and online at: [hamilton.govt.nz/haveyoursay](https://hamilton.govt.nz/haveyoursay)

For any queries, please ring 07 838 6699, or email [haveyoursay@hcc.govt.nz](mailto:haveyoursay@hcc.govt.nz)

## NEXT STEPS

Staff 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 meeting in November 2021. At this meeting, submitters who want to speak to their written submission will be able to do so.

The Council will then consider all the views and make a decision on the proposed speed limit reduction.

### **Privacy statement:**

*The Local Government Act 2002 requires submissions to be made available to the public. Your name and/or organisation will be published with your submission and made available in a report to elected members and to the public. Other personal information supplied will be used for administration and reporting purposes only. Please refer to Council's Privacy Statement at [hamilton.govt.nz](http://hamilton.govt.nz) for further information.*

### **WHICH OPTION DO YOU PREFER?**

- ☐ Option 1: Reduce the speed limit from 80km/h to 60km/h.
- ☐ Option 2: Retain the current 80km/h speed limit and **do not** make any changes.

**Reasons** (Please print clearly):

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Do you think any other physical changes are required to support the proposed speed limit change?

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What do you use Wairere Drive for? Please select all that apply:

- ☐ It's a local road close to my house.
- ☐ Travelling to work
- ☐ Visiting The Base or other retailers/businesses in Te Rapa.
- ☐ Take children to/from school
- ☐ Other (please specify):

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**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 in November 2021 and we will contact you to arrange a time.  
Please give us your contact details in the next section.

*Run out of room? Feel free to attach additional pages.*

**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. This information will not be used in a way which may identify you.*

**WHERE DO YOU LIVE?**

I live in Hamilton, my suburb is: \_\_\_\_\_

I live outside Hamilton city:

☐ Waipa ☐ Waikato ☐ Elsewhere in New Zealand ☐ Overseas

**CONTACT DETAILS** (Please print clearly)

We will use this to get in touch with you if you would like the opportunity to talk to us about your submission in person.

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

Organisation (if responding on behalf of): \_\_\_\_\_

Phone: \_\_\_\_\_

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

**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 AS?** (tick all that apply)

☐ NZ European ☐ Maaori ☐ Indian ☐ Chinese ☐ Samoan  
☐ British ☐ Filipino ☐ Tongan ☐ South African ☐ Cook Island Maaori  
☐ Other \_\_\_\_\_

**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 23 September 2021.**





## WAIRERE DRIVE SPEED LIMIT REDUCTION PROPOSAL: CONSULTATION REPORT

**Report prepared by:**

Craig McKibbin, Communications and Engagement Consultant, Capture Engagement Limited  
Tegan Andrews, Insight Analyst, Strategy & Planning, Hamilton City Council  
October, 2021.

**Report reviewed by:**

Dan Silverton, Communication and Engagement Team Leader  
Julie Clausen, Unit Manager, Strategy and Corporate Planning  
October, 2021.

D-3418598

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## EXECUTIVE SUMMARY

Foodstuffs North Island Limited has obtained a resource consent to establish a new supermarket on the corner of Te Rapa Road and Eagle Way. A condition of the resource consent requires the developer to install traffic signals at the intersection of Wairere Drive and Karewa Place, to enable a right turn into (but not out of) Karewa Place from Wairere Drive. In order to enable these changes, the speed limit on a portion of Wairere Drive (between Te Rapa Road and Pukete Road) must be permanently reduced from 80km/h to 60km/h. As the road controlling authority, only Hamilton City Council can give effect to the speed limit reduction, and that decision can only be made after consulting with the wider community.

Submissions were called for from 30 August to 27 September 2021 – a 20 working day period. The submission form gave an opportunity for the community to advise whether they supported or opposed the proposal to reduce the speed limit from 80 km/h to 60 km/h on Wairere Drive and to provide the rationale for their selection.

A total of 781 submissions were received, with 20% (155 of 781) of submitters supporting the proposal to reduce the speed limit, and 80% (624 of 781) opposed to the reduction.

The most common reasons for supporting/retaining the current speed limit of 80km/h were:

- The current speed is appropriate for the road, area, and use.  
*"This stretch of road should be left as a quicker way through/around the city and should be able to do this around the outside of the central city. Go for a 80km loop around the city"(sic)*  
*"Structure of the road is fit for the speed of 80km/h"*
- Reducing the speed to 60km/h would make traffic congestion much worse.  
*"Traffic is bad enough within the 410m of Wairere between Te Rapa and Pukete. Adding an extra light and reducing the speed will only cause more congestion and increase the chance of accidents"*  
*"Leave it as is.. if it's any lower there will be more congestion"*
- There is already speed and traffic issues along this stretch of road without an additional reduction to the speed limit.  
*"The congestion throughout the day is already far too prevalent, I believe changing the speed limit will only make that worse, while it is only a minor section the impact could make it worse."*  
*"There aren't many intersection on this road and this road always has congestion, especially during work hours so reduce the speed just add up the congestion instead solving anything!" (sic)*

The most common reasons for supporting the reduction in the speed limit to 60km/h were:

- Reducing the speed limit would be safer and reduce accidents  
*"There appears to be a lot of lane changing along this stretch of road. I believe this will reduce the number of "close-call" accidents."*  
*"I believe this will make it safer for all motorists and will hopefully reduce the number of people making risky decisions when trying to merge with the traffic."*

- Reducing the speed limit would make little difference as cars rarely go above 60km/h anyway  
*"Never travel through that section at 80km as either stopped from traffic lights or slowing down at an intersection."*  
*"I don't think I have ever got up to 80km on that stretch as too much traffic anyway."*
- Reducing the speed limit would have flow on benefits such as traffic flow and driver behaviour  
*"A speed limit change of - 20kph along this portion of road to allow for traffic lights is a positive move in my opinion. Traffic could flow a lot better out of this intersection with controlled traffic signals"*  
*"Seems reasonable to reduce traffic speed in an urban environment. I assume when the traffic is turning right into Karewa place this would also allow left turning traffic out of Karewa place which is currently a bottle neck issue in evenings."*

At the Hearings and Engagement Committee meeting scheduled for 4 November 2021, the Committee will consider all submissions and hear from those wishing to make verbal presentations of their submissions. Following this meeting, a Deliberations and Adoption report will be prepared by City Transportation and presented to the 7 December 2021 Infrastructure Operations Committee meeting to make a decision on whether to reduce the speed limit to 60km/h, or retain it at 80km/h.

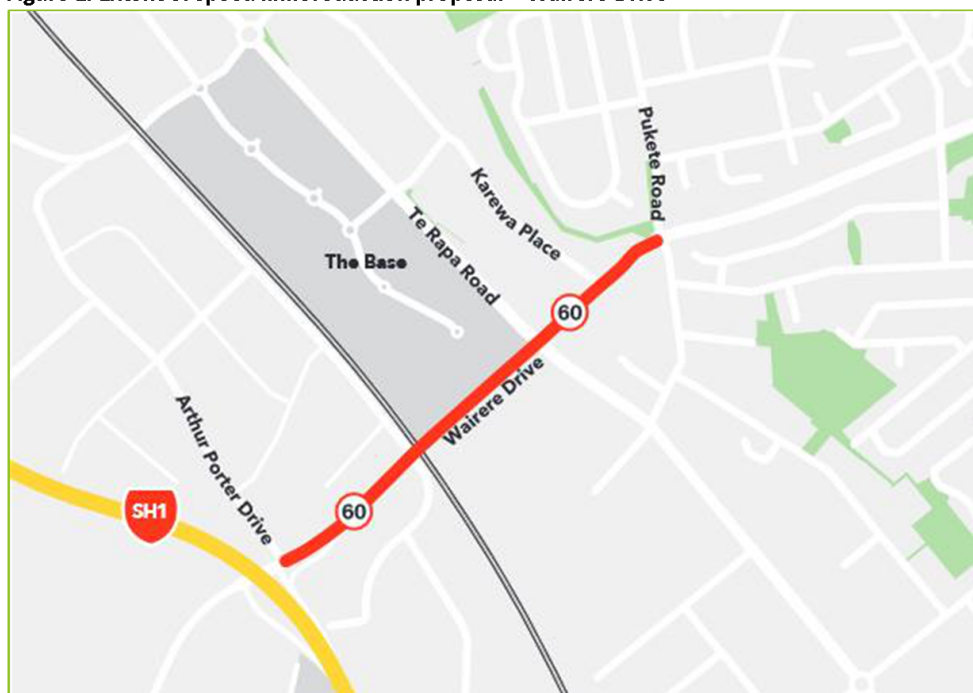
## WAIRERE DRIVE SPEED REDUCTION

### CONTEXT

Foodstuffs North Island Limited has obtained a resource consent to establish a new supermarket on the corner of Te Rapa Road and Eagle Way. A condition of the resource consent requires the developer to install traffic signals at the intersection of Wairere Drive and Karewa Place, to enable a right turn into (but not out of) Karewa Place from Wairere Drive. In order to enable these changes, the speed limit on a portion of Wairere Drive (between Te Rapa Road and Pukete Road) must be permanently reduced from 80km/h to 60km/h.

The Land Transport Rule: Setting Speed Limits 2017 (Speed Limits Rule) requires a minimum length of 500m for a 60kph speed limit. The distance between Te Rapa Road and Pukete Road is only 410m. Council therefore proposes to extend the speed limit reduction further west to include that part of Wairere Drive between Arthur Porter Drive and Te Rapa Road.

**Figure 1: Extent of speed limit reduction proposal – Wairere Drive**



The installation of traffic lights at the intersection of Karewa Place and Wairere Drive was considered as part of the resource consent granted to Foodstuffs North Island Limited for their supermarket development. However, installation of the traffic lights can only proceed if the speed limit is reduced as described above. As the road controlling authority, only Hamilton City Council can give effect to this requirement.

Council cannot change a speed limit without first undertaking public consultation. The decision relating to the installation of traffic lights was made through a publicly notified RMA process, and there is no ability to consider the merits or otherwise of that decision, through consultation on the speed limit proposal.

## CONSULTATION TACTICS

### CONSULTATION

The Speed Management Plan for Hamilton City was adopted at the [Council meeting](#) on 27 June 2019. Council undertook a city-wide review of speed limits on its roads and where necessary made changes after consultation with stakeholders and the wider community in the development of that plan. Given that the proposed speed limit reduction for this section of Wairere Drive was not initiated by Council's review, rather the conditions of a resource consent, it was decided to proceed directly to formal consultation. In doing so, Council advised key stakeholders, affected landowners/businesses on Wairere Drive and Karewa Place, and the wider community of the speed limit reduction proposal, the rationale for it, and how they can make a submission.

### STAKEHOLDERS

Stakeholders include: Waka Kotahi NZ Transport Agency, Automobile Association, NZ Police, Ngaati Wairere, Te Haa a Whenua Kirikiriroa and the Road Transport Association. These stakeholders are all known entities to Council given the extensive work already undertaken in reviewing speed limits across the city other transportation projects. Earlier engagement with these stakeholders was undertaken City Transportation staff, informing them about the speed limit reduction proposal. Another email that was sent to them advising that Council is consulting on the project and inviting them to make a submission. The Community Engagement Advisor for City Transportation also informed a number of advocacy groups of the same.

### AFFECTED LANDOWNERS/BUSINESSES

Affected landowners and businesses were defined as those located on Wairere Drive between the intersection of Arthur Porter Drive and Pukete Road, and on Karewa Place. The intention was to send letters to potentially affected landowners advising them of the proposed speed limit reduction and how they could make a submission. This was deemed to be a relatively straightforward exercise as we had postal addresses for all of them. However, recognising the commercial nature of this area, we anticipated a significant number of businesses also being affected that we would not necessarily have contact details for. The simplest and most accurate way to contact those businesses would be to undertake a letter drop.

Just prior to the consultation period commencing, a community case of the Delta variant of COVID-19 was discovered in Auckland and the country quickly shifted to Alert Level 4. This had a direct impact on our approach to contacting affected landowners as we were unable to print and mail out letters to them. Furthermore, we were unable to letter drop to the businesses located in this area.

Whilst at Alert level 4, an online search of businesses located in the area provided some contact details and we were able to email them, advising of the speed review and how they could make a submission. However, not all businesses were able to be identified through this approach.

At Alert Level 3 some staff were able to return to work, including those in the mail room. This enabled the landowner letters to be sent out on 6 September 2021.

Under the added restrictions of the Alert Levels that existed during the consultation period it is considered that Council did everything they practicably could to advise affected landowners and businesses of the proposed speed limit reduction.

### COMMUNITY

Online channels (Council's Facebook, Neighbourly and LinkedIn accounts) were used to inform the wider community about the proposed speed limit reduction, the rationale behind it, and how they could make a submission. All posts led viewers to the Have Your Say webpage where they could learn more about the proposal, review some FAQs and make a submission if they chose to do so.

The Facebook post advising of the proposed speed limit reduction and how to make a submission created an exceptional response with almost 1000 comments being posted. The vast majority of posted comments were not supportive. As Facebook comments are not considered a formal submission, Council's social media team repeatedly advised those posting on how they could make a submission.

There were some common themes being made in the Facebook comments that required further clarification and this was achieved through the Have Your Say link for the speed limit reduction. This included responses to queries relating to why Council is consulting if the resource consent has already been granted, what impact this will have on travel time, what traffic safety issue in this location justifies a reduction in the speed limit; and who is paying for it.

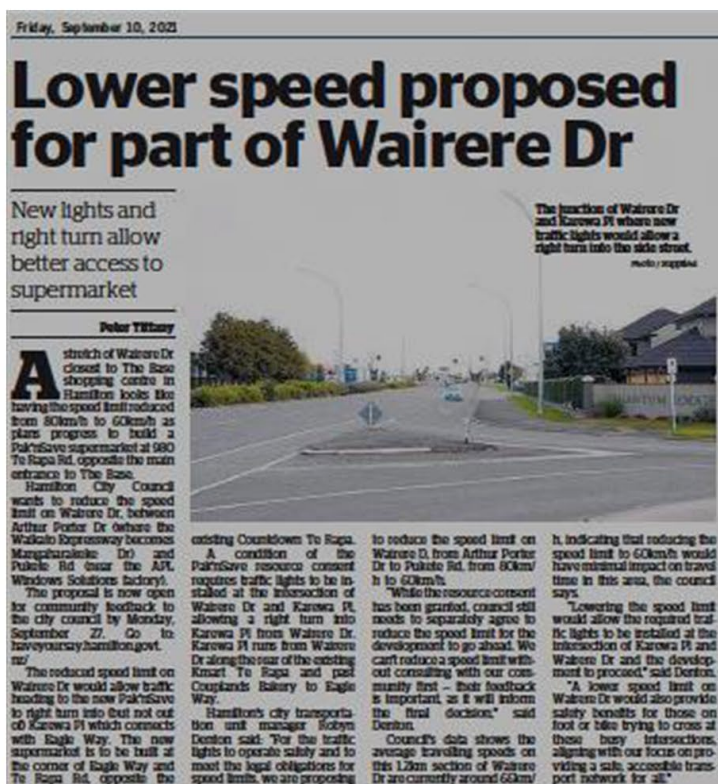
### MEDIA COVERAGE

Council issued a media release<sup>1</sup> relating to the speed limit reduction proposal, and articles ran in the online versions of the Waikato Times<sup>2</sup> (2 September 2021) and Waikato Herald<sup>3</sup> (3 September 2021). The following article also appeared in the Waikato News on 10 September 2021.

<sup>1</sup> <https://ourhamilton.co.nz/on-the-move/lower-speed-limit-proposed-for-section-of-wairere-drive/>

<sup>2</sup> <https://www.stuff.co.nz/waikato-times/news/126266530/speed-limit-on-section-of-hamiltons-wairere-drive-may-be-dropped>

<sup>3</sup> <https://www.nzherald.co.nz/waikato-news/news/new-supermarket-likely-to-see-lower-speed-limit-on-section-of-wairere-drive/MVJTNKZXNLHFUM7YZVGGDN3PXU/>



### MAKING SUBMISSIONS

Submissions opened on Monday 30 August 2021 and closed after 20 working days on Monday 27 September 2021.

Two options were provided for making a submission, the first being by online means using Have Your Say, and the second being a form that could be collected from Council libraries and the Municipal Building, once we were at Alert Level 2.

## SUBMISSION INSIGHTS

### OVERVIEW

The submission form gave an opportunity for the community to provide feedback on the proposal to reduce the speed limit from 80 km/h to 60 km/h on Wairere Drive, between the intersection of Arthur Porter Drive and Pukete Road.

The primary questions being asked with the submission form included the following:

- Which option do you prefer? Option 1: Reduce the speed limit from 80km/h to 60km/h, or Option 2: Retain the current 80km/h speed limit and do not make any changes. With this question submitters were also asked to provide the reason for the option they selected.
- Do you think any other physical changes are required to support the proposed speed limit change?
- Specify what they use Wairere Drive for with a number of options to choose from.
- Whether they wished to speak in support of their submission.

Submitters could also attach any supporting documents to their submission if they so wished. Comments from each group of submitters (those supporting the reduction in the speed limit or those wishing to retain the current speed limit) were then analysed and the key insights are outlined below.

It should be noted that as these are opt-in submissions and not randomly selected samples from the population, so may not accurately reflect the wider populations views on the proposal.

We received 781 submissions which have been analysed below. A total of 774 of these were received online and seven submissions were received via letter or email. There were 13 submissions from organisations. Thematic analysis of verbatim responses has been done and the top themes have been noted below.

Fifteen submitters have indicated that they wish to provide a verbal presentation to the Hearings and Engagement Committee.

### INSIGHTS FROM ALL SUBMISSIONS

20% (155 of 781) of submitters supported the proposal to reduce the speed limit on Wairere Drive, whereas 80% (624 of 781) did not.

The most common reasons for supporting/retaining the current speed limit of 80km/h were:

- The current speed is appropriate for the road, area, and use.  
*"This stretch of road should be left as a quicker way through/around the city and should be able to do this around the outside of the central city. Go for a 80km loop around the city"(sic)*  
*"Structure of the road is fit for the speed of 80km/h"*
- Reducing the speed to 60km/h would make traffic congestion much worse.  
*"Traffic is bad enough within the 410m of Wairere between Te Rapa and Pukete. Adding an extra light and reducing the speed will only cause more congestion and increase the chance of accidents"*  
*"Leave it as is.. if it's any lower there will be more congestion"*



- There is already speed and traffic issues along this stretch of road without an additional reduction to the speed limit.

*"The congestion throughout the day is already far too prevalent, I believe changing the speed limit will only make that worse, while it is only a minor section the impact could make it worse."*

*"There aren't many intersection on this road and this road always has congestion, especially during work hours so reduce the speed just add up the congestion instead solving anything!" (sic)*

Furthermore, 11% of the comments made by submitters who wished to retain the current speed limit specifically commented on the implementation of traffic signals at the intersection between Wairere Drive and Karewa Place.

*"We do not need another set of traffic lights there already so close to another 2 sets on either side"*

*"The traffic with all the traffic lights already are bad enough, adding another set of lights is going to make it so much worse."*

*"Need to improve the flow of traffic not reduce it with more traffic lights. Especially when it's easy enough to go around to get into the side street"*

The most common reasons for supporting the reduction in the speed limit to 60km/h were:

- Reducing the speed limit would be safer and reduce accidents  
*"There appears to be a lot of lane changing along this stretch of road. I believe this will reduce the number of "close-call" accidents."*  
*"I believe this will make it safer for all motorists and will hopefully reduce the number of people making risky decisions when trying to merge with the traffic."*
- Reducing the speed limit would make little difference as cars rarely go above 60km/h anyway  
*"Never travel through that section at 80km as either stopped from traffic lights or slowing down at an intersection."*  
*"I don't think I have ever got up to 80km on that stretch as too much traffic anyway."*
- Reducing the speed limit would have flow on benefits such as traffic flow and driver behaviour  
*"A speed limit change of - 20kph along this portion of road to allow for traffic lights is a positive move in my opinion. Traffic could flow a lot better out of this intersection with controlled traffic signals"*  
*"Seems reasonable to reduce traffic speed in an urban environment. I assume when the traffic is turning right into Karewa place this would also allow left turning traffic out of Karewa place which is currently a bottle neck issue in evenings."*

When asked whether they believe any other physical changes were necessary if implementing the reduced speed limit, the most common suggestion by participants was increased signage. Other changes mentioned were specifically overhead signage, a raised intersection, and protected cycle lanes. A few of the suggestions made by submitters are provided below:

*"Just lots of signs with the speed limit please."*

*"It would be better if the intersection was raised like Gordonton to ensure speeds drop from 80km/h."*

*"Better over head signage indicating which is the correct lane for required destination. Arrows on roads are concealed by vehicles when traffic is heavy. The earlier vehicles are in the correct lanes for intended destination the smoother traffic flows with increased safety." (sic)*

*"Maybe overhead directional signage like the ones along motorways?"*

*"The addition of some yellow "hockey stick" posts to provide some extra visibility and separation for people on bikes along this route would be great."*

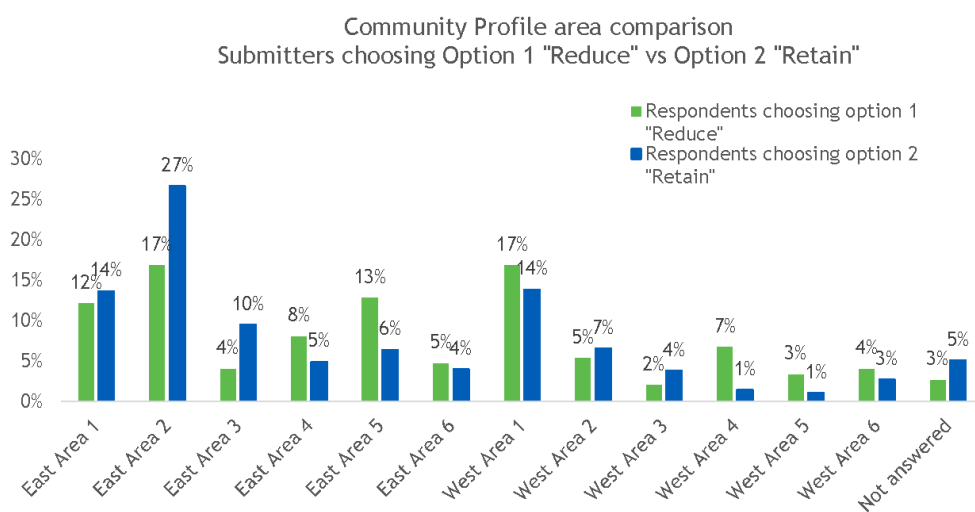
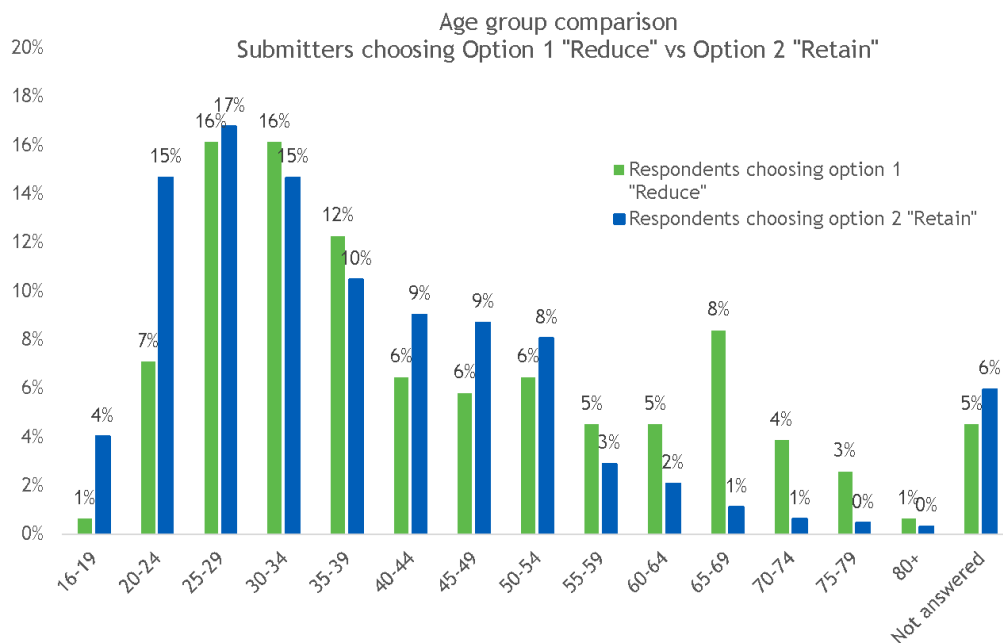
*"an addition of a protected cycle lane would be a good way to both slow drivers down as the road is narrower and provide a much safer route for cyclists"*

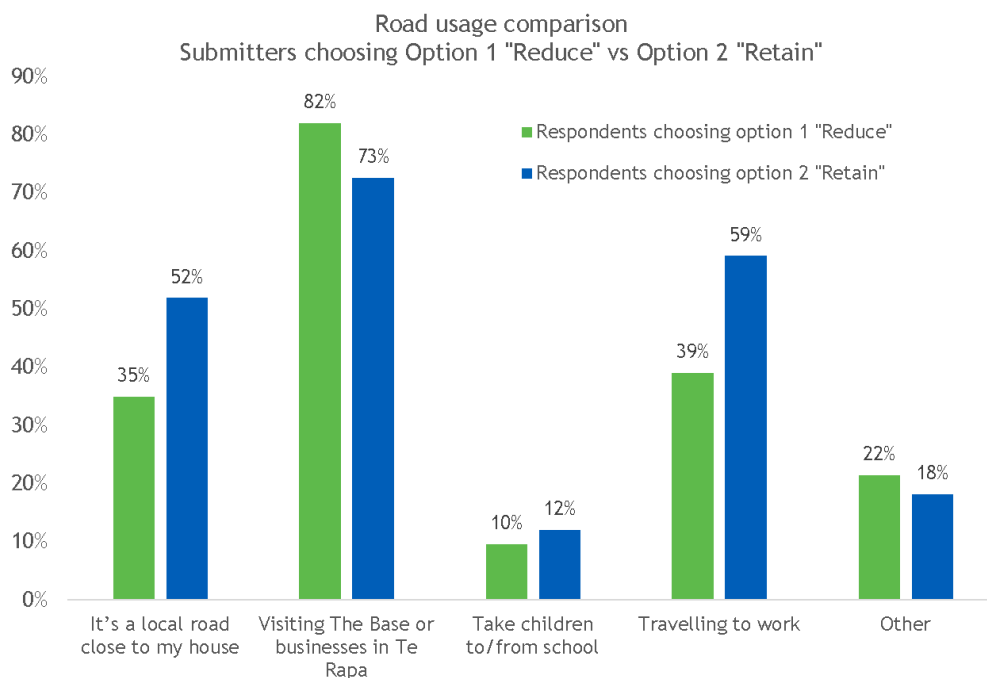
Visiting the Base or other retailers/businesses in Te Rapa was the most common reason for travelling along Wairere Drive, with 75% of total submitters indicating this to be a reason why they use Wairere Drive. Travelling to work was the next most common answer (55% of total submitters).

We also compared road usage and demographics between those in support of retaining the current speed limit and those in support of reducing the speed limit from 80km/h to 60km/h. We found that 82% of those that supported the reduction of the speed limit said they used this road for visiting the Base or other retailers/businesses in Te Rapa, compared with 72% of those who wish to retain the existing speed limit. The next most common response for both groups of submitters was travelling to work, but more submitters who supported retaining the current speed of 80km/h used Wairere Drive for this compared to those who supported the speed limit reduction.

In terms of submissions received, we had good representation from those aged 20-54 years, and found that younger persons 20-24 years were more likely to choose to retain the speed limit of 80km/h, whereas persons above 55 years were more likely to choose to reduce to speed limit from 80km/h to 60km/h.

East Area 2 had a high number of submitters, but submitters in East Area 2 were more likely to choose to retain the existing speed limit of 80km/h.

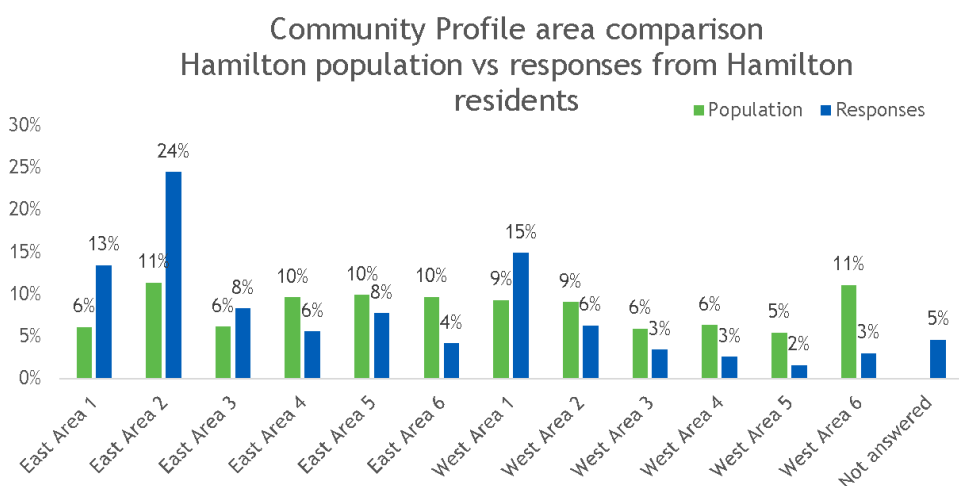




#### DEMOGRAPHIC INFORMATION OF SUBMITTERS

##### SUBMITTERS VS HAMILTON CITY PROFILE - LOCATION

We had a high representation from East Areas 1 and 2, as well as West Area 1. We had low responses from East Area 4 and West Areas 5 and 6. Submitters from East Areas 1 and 2, live in Flagstaff, Callum Brae, Huntington, Rototuna, Rototuna North, whereas West Area 1 residents are from suburbs such as Avalon, Beerescourt, Forest Lake, Northgate, Pukete, St Andrews, Te Rapa. These northern suburbs where a high number of the submitters reside, are more likely to be impacted by the speed along this section of road due this section of Wairere Drive being nearby.



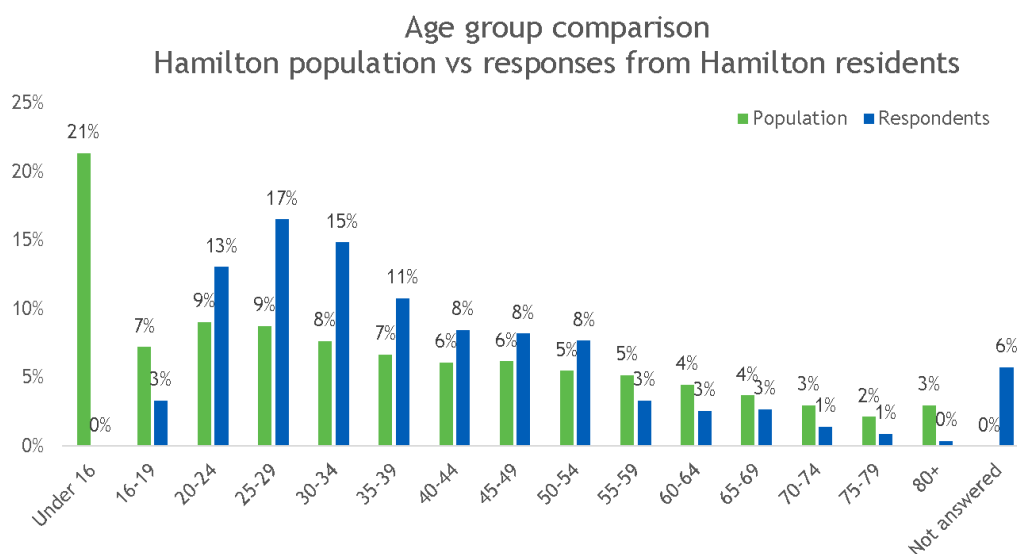
\*Hamilton city profile statistics are from the 2018 Census published by Stats NZ.

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

#### SUBMITTERS VS HAMILTON CITY PROFILE - AGE GROUP

We had good representation from those aged 20-54 years. We had low representation from those 55 and over.

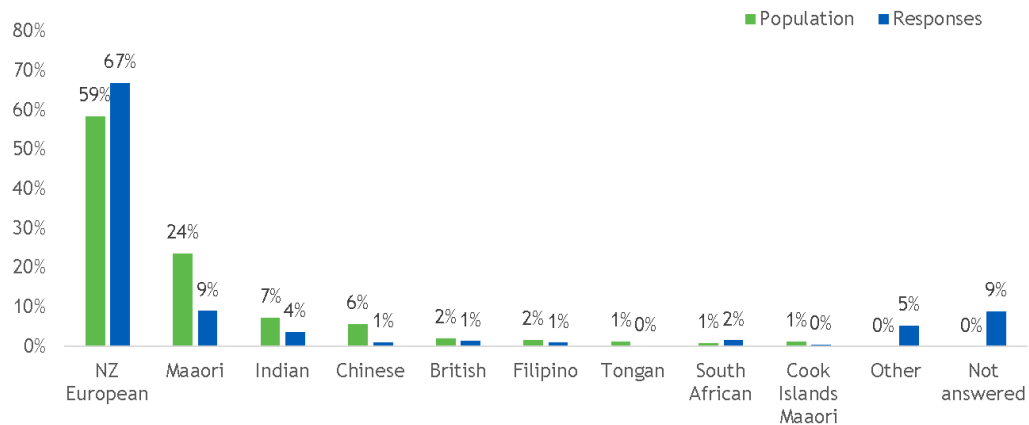


\*Hamilton city profile statistics are from the 2018 Census published by Stats NZ.

#### SUBMITTERS VS HAMILTON CITY PROFILE\*-ETHNIC GROUP

We had a high representation from people of NZ European ethnicity. We had low representation from Maaori and other minority ethnicities.

### Ethnicity comparison Hamilton population vs responses from Hamilton residents



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

#### SUBMISSIONS FROM ORGANISATIONS

We received submissions from 13 organisations. Six of the 13 organisations supported the reduction in the speed limit and seven opposed it. Below is a summary of what people submitting on behalf of these organisations said.

Organisation	Option	Summary of comments
<b>NZ Police</b>	Option 1: Reduce the speed limit from 80km/h to 60km/h.	Supported by the Police. No additional comments.
<b>Waikato District AA</b>	Option 2: Retain the current 80km/h speed limit and do not make any changes.	Does not support the speed reduction, as this stretch of road does not have a high crash-rate. Believes reducing the speed limit will defeat the purpose of intention of the ring-road, and that it is more important to maintain functioning of the ring-road rather than develop the proposed section. The speed limit currently is consistent with the Hamilton Speed Management Plan and previous agreement of this speed remaining in place in the future. Further disagrees with a right-turn from Wairere Drive into Karewa, and installation of traffic signals.
<b>Foodstuffs North Island</b>	Option 1: Reduce the speed limit from 80km/h to 60km/h.	Supports the reduction in speed for the development to go ahead. The construction and operation of a Pak'nSave is reliant on the reduction of the speed limit to a maximum of 60km/h. Believes that the additional supermarket will have great community and economic benefits such as generating employment, drawing

		customers to other retailers in Te Rapa and the Base, as well as providing essential goods.
<b>Endace</b> 85 Alexandra Street, Hamilton	Option 1: Reduce the speed limit from 80km/h to 60km/h.	Supports the reduction in speed as Te Rapa Road already has a speed of 60km/h. Believes reducing the speed may also increase safety for drivers, pedestrians, and cyclists.
<b>Companion Vets Ltd</b> 46 Church Road, Pukete	Option 1: Reduce the speed limit from 80km/h to 60km/h.	Supports the reduction in speed as it is a short section of road in an urban environment. Believes the implementation would also allow traffic flow in and out of Karewa Place more freely.
<b>Audrey Quigley physiotherapy</b> 20 Trinidad Place, Flagstaff	Option 2: Retain the current 80km/h speed limit and do not make any changes.	No additional comments.
<b>Normans Transport</b> Arthur Porter Drive, Te Rapa	Option 2: Retain the current 80km/h speed limit and do not make any changes.	Believes 70km/h would be a better option.
<b>Mitre 10 MEGA Hamilton</b> The Base, Te Rapa	Option 2: Retain the current 80km/h speed limit and do not make any changes.	Does not support speed reduction as believes the speed is already well-managed by traffic density, and a reduction would impact off-peak traffic times.
<b>HMA New Zealand Ltd</b> Karewa Place	Option 2: Retain the current 80km/h speed limit and do not make any changes.	Does not support the speed reduction as traffic is already travelling at less than 80km/h. Believes that reducing the speed could see more speed infringements. Believes the additional set of traffic lights will reduce the average travelling speed further without formal reduction.
<b>Hamilton Collision Repairs</b> Ellis Street, Frankton	Option 2: Retain the current 80km/h speed limit and do not make any changes.	Does not support the speed reduction as there is no housing or driveways on this stretch of road. Believes reducing the speed limit would defeat the purpose of the ring-road.
<b>Larkin Land Limited</b> 1026 Victoria Street, Whitiora	Option 1: Reduce the speed limit from 80km/h to 60km/h.	Supports the reduction in speed limit and introduction of traffic signals. Believes this will reduce the number of risky U-turns to obtain access to Karewa Place.
<b>Stiles Family Trust</b>	Option 2: Retain the current 80km/h speed limit and do not make any changes.	Does not support the reduction in speed as this will increase traffic down Karewa Place. In addition, delivery trucks will then need to use this road to get access to the supermarket which could impede traffic flow.

<b>Pragma Designer Homes Limited</b> 99 Greenwood Street, Frankton	Option 1: Reduce the speed limit from 80km/h to 60km/h.	Supports the reduction as it will increase safety.
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## WHAT'S NEXT

The key findings from the submission process will be included with a Council Report being prepared by City Transportation relating to the Wairere Drive speed limit reduction proposal. This Consultation Report will also be attached as an appendix to that Council Report.

At the Hearings and Engagement Committee meeting scheduled for 4 November 2021, the Committee will consider all submissions and hear from those wishing to make verbal presentations of their submissions. Following this meeting, a Deliberations and Adoption report will be prepared by City Transportation and presented to the 7 December 2021 Infrastructure Operations Committee meeting to make a decision on whether to reduce the speed limit to 60km/h, or retain it at 80km/h.