

Notice of Meeting:

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

Date: Thursday 12 September 2019
Time: 9.30am
Meeting Room: Committee Room 1
Venue: Municipal Building, Garden Place, Hamilton

Richard Briggs
Chief Executive

Regulatory and Hearings Committee OPEN AGENDA

Membership

Chairperson: Cr Angela O'Leary

Deputy Chairperson: Cr Leo Tooman

Membership: The Mayor and all Councillors
Maangai James Whetu
(The composition of any Regulatory Hearings Committee for quorum purposes to be determined by the Chairperson)

Meeting frequency: As required

Quorum: Three members

Becca Brooke
Governance Lead

4 September 2019

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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 Task Force 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, including applications for dispensation from compliance with the requirements of bylaws, 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.
5. To convene Task Force groups and carry out the terms of reference approved and 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 activities and expenses relating to Task Force groups consistent with their terms of reference and approved Task Force group budget.

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

2 Confirmation of Agenda

The Committee to confirm the agenda.

3 Declaration of Interest

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

Council Report

Item 4

Committee: Regulatory and Hearings Committee

Date: 12 September 2019

Author: Claire Guthrie

Authoriser: Becca Brooke

Position: Committee Advisor

Position: Governance Team Leader

Report Name: Confirmation of the Regulatory and Hearings Committee Meeting Open Minutes - 14 August 2019

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

That the Committee confirm the Open Minutes of the Regulatory and Hearings Committee Meeting held on 14 August 2019 as a true and correct record.

Attachments

Attachment 1 - Regulatory and Hearings Committee Minutes 14 August 2019

Regulatory and Hearings Committee

OPEN MINUTES

Minutes of a meeting of the Regulatory and Hearings Committee held in Council Chamber and Committee Room 1, Municipal Building, Garden Place, Hamilton on Wednesday 14 August 2019 at 9.35am.

PRESENT

Chairperson: Cr Angela O’Leary

Deputy Chairperson: Cr Leo Tooman

Membership: Mayor A King
Deputy Mayor M Gallagher
Cr S Henry
Cr R Pascoe
Cr D Macpherson
Cr G Mallett
Cr M Bunting
Cr R Hamilton
Cr G Taylor

In Attendance: Chris Allen, General Manager Development
Eeva-Liisa Wright, General Manager, Infrastructure
Chris Barton Capital Projects Manager
Lyle Barker Project Engineer
Nathanael Savage, Principal Planner, City Development
Robyn Denton, Operations and Network Use Manager

Governance Staff: Becca Brooke, Governance Lead
Claire Guthrie and Amy Viggers, Committee Advisor

1. Apologies

Resolved: (Cr O’Leary/Cr Bunting)

That the apologies for absence from Maangai Whetu, Crs Southgate, Casson and early departure from Mayor King, Deputy Mayor Gallagher, Crs Mallett and Taylor were accepted.

2. Confirmation of Agenda

Resolved: (Cr O’Leary/Cr Tooman)

That the agenda is confirmed.

3. Declarations of Interest

Cr O'Leary declared a conflict of interest with Item 5 (*Tasman Road - Rotokauri Public Transport Hub Proposed Changes to Parking Restrictions, Traffic and Speed Bylaws*). She would not take part in the debate or vote for this item and Cr Tooman would assume the chair for Item 5.

4. Confirmation of the Regulatory and Hearings Committee Meeting Open Minutes - 30 July 2019

Resolved: Cr O'Leary/Cr Bunting

That the Committee confirm the Open Minutes of the Regulatory and Hearings Committee Meeting held on 30 July 2019 as a true and correct record.

Cr O'Leary left the meeting (9.40am) and Cr Tooman as Deputy Chair of the Regulatory and Hearings Committee took the role of Chair.

The following members of the public spoke to their submissions on the Tasman Road - Rotokauri Public Transport Hub Proposed Changes:

Sean Stevens (Vehicle Inspection New Zealand)

Mr Stevens spoke to two points from his submission, public safety and access. He explained there had been a fatal accident at the testing station between bus and a pedestrian and that public safety was paramount when the public were moving around heavy transport. He spoke in support of the overbridge from the Base and suggested it continued over Tasman Road to the parking area as a safety precaution. He spoke of his company's concern with heavy vehicle access if Tasman Road was bus-only as many of the vehicles were long and it would difficult for these vehicles to negotiate the angle of the intersections.

Susan Howlett (Total Equipment and Machinery Limited)

Ms Howlett spoke to concerns with the proposed changes such as added time for drivers to negotiate the alternative route, possible damage to the road edges from the heavy transport vehicles and problems for businesses with their work. She said the consultation process was poor, noting that letters were received after an advertised Information Day.

Roderick Aldridge

Mr Aldridge spoke to his concerns with the design of the Transport Hub, noting that there was limited land, and the access was difficult. He was also concerned about cycle access.

Ross Windust (Windust Hydraulic Services)

Mr Windust spoke against the Tasman Road closure and his concerns with the consultation process. He felt the Council was anti-business and had a lack of care for business ratepayers. He listed issues with the proposal including the rail station site and the viability of the rail proposal.

Mark Flyger (Modern Transport Engineers Limited)

Mr Flyger spoke to his business's concerns with the proposal, particularly how the road changes would affect the large heavy vehicles they dealt with on a daily basis, which would have difficulty negotiating the road if the proposed changes were made. He was concerned with the safety issues that would occur from the mixing of the different transport modes which raised significant health and safety concerns. He said he supported the Hub but with a high speed rail service with the right rail gauge.

David Andersen (Pulse Engineering Services Limited)

Mr Andersen outlined his concerns with the impact of the proposed development on businesses, such as the impact of parking on the area's narrow roads, heavy vehicles' difficulty with negotiating the roundabout, and the developments effect on heavy vehicle traffic in the area.

Judy McDonald

Ms McDonald spoke to her concerns of public safety with the proposed development, particularly the safety issues involving vulnerable pedestrians as such elderly and children. She supported the overbridge from the Hub to the Base.

Andrew Wilson (Waikato Regional Council (WRC))

Mr Wilson spoke in support of the proposal and explained that WRC provided the city's public transport services and Hamilton City Council provided the infrastructure. He spoke to his presentation stating that the bus services for the Base were at maximum capacity and that the Hub was essential to provide wider services to the city. He said bus movements would increase from 170 to 300 movements. Mr Wilson outlined the benefits of the transport hub in that it would allow for lower operating costs and lower costs to ratepayers and users.

5. **Hearings Report for Tasman Road - Rotokauri Public Transport Hub Proposed Changes to Parking Restrictions, Traffic and Speed Bylaws**

The General Manager, City Development, took the staff report as read and responded to the following questions from Committee Members:

- design of intersections to allow trucks to negotiate safely, information on the detour routes and the authority with responsibility for ensuring safety
- Information on over-dimension vehicles and the permitting process
- timeline of consultations with local businesses and appropriate types of contact
- number of traffic movements on Tasman Road
- any options for re-siting the rail platform
- ways to make information available to potential purchasers when there are future developments affecting the sections/land
- possible technology issues with road construction
- turning radius required for heavy vehicles
- heavy vehicle effect on kerbs

Resolved: (Cr Tooman/Cr Pascoe)

2. That the Regulatory and Hearings Committee:
 - a) receives the report;
 - b) hears and considers the submissions for the proposed parking restrictions along with proposed changes to the Hamilton Traffic Bylaw 2015 and Speed Limit Bylaw 2018 associated with the urbanisation of Tasman Road and development of the Rotokauri Public Transport Hub; and
 - c) notes that a Deliberation and Approval Report will be considered at the 21 August 2019 Regulatory and Hearings Committee meeting.

The meeting was adjourned from 11.53am to 12.38pm and was reconvened in Committee Room 1

Cr O'Leary rejoined the meeting during the above adjournment and resumed her role as the Chair. Mayor King, Cr Taylor and Cr Mallett retired from the meeting during the above adjournment.

6. **Proposed Speed Limit Changes**

The Network Operations and Use Manager outlined the background to the proposed changes in speed limits. In response to questions from Committee Members she explained the intended monitoring and updates in relation to the Claudelands Bridge changes and reasons for the speed requirements on Pardo Boulevard.

Resolved: (Cr O'Leary/Cr Bunting)

That the Regulatory and Hearings Committee approves the following changes to the Hamilton City Speed Limits Bylaw 2018 registers:

- i. removes the following speed limits from registers:

SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
Register 8: Roads with a speed limit of 80km/h					
80	Borman Road	Horsham Downs Road to 450m east of Horsham Downs Road		Hamilton Speed Limit Bylaw 2013.	Hamilton Speed Limit Bylaw Amendment 2009
80	Horsham Downs Road	10m north of North Ridge Drive to 155m north of Borman Road 100m north of Borman Road to 155m north of Borman Road	1 March 2013 9 September 2019	Hamilton Speed Limit Bylaw 2013. Hamilton Speed Limit Bylaw 2018. Change to Register 14 August 2019	Hamilton Speed Limit Bylaw Amendment 2011 Hamilton Speed Limit Bylaw 2013.
80	River Road	15m north of Te Huia Drive to city Boundary	1 March 2013	Hamilton Speed Limit Bylaw 2013.	Hamilton Speed Limit Bylaw Amendment 2011
Register 12: Roads with a variable speed limit					
40/50 km/h variable speed limit	Hamilton Christian School and Te Totara Primary Northcity Road from Borman Road to 150m north of Borman Road		30 January 2018 9 September 2019	Hamilton Speed Limit Bylaw 2013 (Amended 2017) 14/12/17 Hamilton Speed Limit Bylaw 2018. Change to Register 14 August 2019	Hamilton Speed Limit Bylaw 2013. Hamilton Speed Limit Bylaw 2013 (Amended 2017) 14/12/17

ii. amends the following speed limit registers:

SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
Register 8: Roads with a speed limit of 80km/h					
80	Horsham Downs Road	<u>10m north of North Ridge Drive to 155m north of Borman Road</u> <u>100m north of Borman Road to 155m north of Borman Road</u>	<u>1 March 2013</u> <u>9 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2013.</u> <u>Hamilton Speed Limit Bylaw 2018.</u> <u>Change to Register 14 August 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
Register 12: Roads with a variable speed limit					
40/50 km/h variable speed limit	Hamilton Christian School and Te Totara Primary	<u>Northcity Road from Borman Road to 150m north of Borman Road</u>	<u>30 January 2018</u> <u>9 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2013 (Amended 2017)</u> <u>14/12/17</u> <u>Hamilton Speed Limit Bylaw 2018.</u> <u>Change to Register 14 August 2019</u>	<u>Hamilton Speed Limit Bylaw 2013.</u> <u>Hamilton Speed Limit Bylaw 2013 (Amended 2017)</u> <u>14/12/17</u>
Register 14: City of Hamilton Speed Limits Map					
<u>Updated map as at August 2019 as per attachment 4 presented at the 14 August 2019 Regulatory and Hearings Committee meeting.</u>					

iii. adds the following speed limits to registers:

SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
Register 3: Roads with a Speed Limit of 30km/h					
<u>30</u>	<u>Claudlands Road</u>	<u>Victoria Street to Grey Street</u>	<u>9 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018.</u> <u>Change to Register 14 August 2019</u>	<u>Hamilton Speed Limit Bylaw 2018</u>

<u>30</u>	<u>North City Road</u>	<u>Borman Road to Fergy Place</u>	<u>9 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 14 August 2019</u>	<u>Hamilton Speed Limit Bylaw 2018</u>
Register 6: Roads with a Speed Limit of 60km/h					
<u>60</u>	<u>Borman Road</u>	<u>Horsham Downs Road to 450m east of Horsham Downs Road</u>	<u>9 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 14 August 2019</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>60</u>	<u>Horsham Downs Road</u>	<u>10m north of North Ridge Drive to 100m north of Borman Road</u>	<u>9 September 2013</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 14 August 2019</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
<u>60</u>	<u>Pardoa Boulevard</u>	<u>Gordonton Rd to the Waikato Expressway</u>	<u>9 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 14 August 2019</u>	<u>Hamilton Speed Limit Bylaw 2018</u>
<u>60</u>	<u>River Road</u>	<u>75m north of Te Huia Drive to city boundary</u>	<u>9 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 14 August 2019</u>	<u>Hamilton Speed Limit Bylaw 2013</u>

7. Parking Restriction Changes - for On Road Cycle Lanes

The Network Operations and Use Manager outlined the proposed changes for the on-road cycle lanes which would raise awareness of the legal status of cycle lanes and reinforce the 'no parking' lines. In response to questions from Committee Members she explained that the green lines were a national safety trial to raise public awareness of cyclists; that 'no parking' lines were not required in streets with a 40kph speed limit; and that data was being collected on cyclists and pedestrians to provide information on movement around the city.

Resolved: (Cr Bunting/Cr Pascoe)

That the Regulatory and Hearings Committee approves the changes to parking restrictions and controls as set out below:

Location	Proposed changes
Bankwood Road	That the following restrictions be imposed: 171m 'No Stopping' restriction outside #3-19 Bankwood Rd. 71m 'No Stopping' restriction outside #46-50 Bankwood Rd. 11m 'No Stopping' restriction outside #57 Bankwood Rd. 53m 'No Stopping' restriction outside #63-71 Bankwood Rd. 37m 'No Stopping' restriction outside #73-75 Bankwood Rd. 114m 'No Stopping' restriction outside #2 Opal Pl to opposite #100 Bankwood Rd. 118m 'No Stopping' restriction opposite #102 Bankwood Rd to outside #1

	<p>Amethyst Pl. 113m 'No Stopping' restriction outside #2 Amethyst Pl to #137 Bankwood Rd. 115m 'No Stopping' restriction outside #169-183 Bankwood Rd.</p>
New Borman Road	<p>That the following restrictions be imposed: 114m 'No Stopping' restriction outside #100-110 New Borman Rd. 58m 'No Stopping' restriction outside #105-109 New Borman Rd. 125m 'No Stopping' restriction outside #89-103 New Borman Rd. 98m 'No Stopping' restriction outside #78-90 New Borman Rd. 41m 'No Stopping' restriction outside #92-96-110 New Borman Rd. 71m 'No Stopping' restriction outside #75-81 New Borman Rd.</p>
Borman Road	<p>That the following restrictions be imposed: 148.5m 'No Stopping' restriction outside #62-74 Borman Rd. 206m 'No Stopping' restriction opposite #56-72 Borman Rd. 44m 'No Stopping' restriction outside #56-58 Borman Rd. 21m 'No Stopping' restriction outside #215-217 Borman Rd. 71m 'No Stopping' restriction outside #212-218 Borman Rd. 27m 'No Stopping' restriction opposite #222 Borman Rd. 26m 'No Stopping' restriction outside #222 Borman Rd. 14m 'No Stopping' restriction outside #2 Hector Dr. 42m 'No Stopping' restriction opposite #2 Hector Dr. 107m 'No Stopping' restriction outside #1 Hector Dr to #240 Borman Rd. 49.5m 'No Stopping' restriction opposite #232-236 Borman Rd. 15m 'No Stopping' restriction opposite #240-244 Borman Rd. 60m 'No Stopping' restriction outside #240-246 Borman Rd. 40m 'No Stopping' restriction opposite #246-250 Borman Rd. 25m 'No Stopping' restriction outside #250-252 Borman Rd. 23m 'No Stopping' restriction outside #262-264 Borman Rd. 34m 'No Stopping' restriction outside #263-267 Borman Rd. 110m 'No Stopping' restriction outside #1 Chesham St to opposite #141 Wentworth Dr. 33m 'No Stopping' restriction outside #271-273 Borman Rd. 52m 'No Stopping' restriction outside #141 Wentworth Dr to #12 Hemsby Pl. 27m 'No Stopping' restriction opposite #5-7 Hamsby Pl. 75m 'No Stopping' restriction outside #5 Hamsby Pl to #12 Walham Dr. 32m 'No Stopping' restriction outside #300 Borman Rd. 82m 'No Stopping' restriction opposite #304-310 Borman Rd. 80m 'No Stopping' restriction outside #304-310 Borman Rd. 226m 'No Stopping' restriction opposite #310 Borman Rd. 188.5m 'No Stopping' restriction outside #314 Borman Rd. 56m 'No Stopping' restriction outside #335 Borman Rd. 53m 'No Stopping' restriction opposite #335 Borman Rd. 14m 'No Stopping' restriction outside #341 Borman Rd. 14m 'No Stopping' restriction opposite #341 Borman Rd. 10m 'No Stopping' restriction outside #341 Borman Rd. 103m 'No Stopping' restriction outside #340-370 Borman Rd. 67m 'No Stopping' restriction outside #361-367 Borman Rd. 55m 'No Stopping' restriction outside #375-381 Borman Rd. 12m 'No Stopping' restriction outside #2 Tennille St. 13m 'No Stopping' restriction outside #1 Tennille St. 13m 'No Stopping' restriction outside #385 Borman Rd. 52m 'No Stopping' restriction outside #382-386 Borman Rd. 12.5m 'No Stopping' restriction outside #389 Borman Rd. 15.5m 'No Stopping' restriction outside #392 Borman Rd. 10m 'No Stopping' restriction outside #396 Borman Rd.</p>

	<p>35m 'No Stopping' restriction outside #398 Borman Rd to #2 Castlelen Way.</p> <p>45m 'No Stopping' restriction outside #403-407 Borman Rd.</p> <p>32m 'No Stopping' restriction outside #404-406 Borman Rd.</p> <p>27m 'No Stopping' restriction outside #411 Borman Rd.</p> <p>71.5m 'No Stopping' restriction outside #408-420 Borman Rd.</p> <p>18m 'No Stopping' restriction outside #415 Borman Rd.</p> <p>28m 'No Stopping' restriction outside #424-426 Borman Rd.</p> <p>48m 'No Stopping' restriction outside #419-429 Borman Rd.</p> <p>7.5m 'No Stopping' restriction outside #430 Borman Rd.</p> <p>24m 'No Stopping' restriction outside #434-436 Borman Rd.</p> <p>95.5m 'No Stopping' restriction outside #433 Borman Rd to #56 Keston Cres.</p> <p>211.5m 'No Stopping' restriction outside #440-458 Borman Rd.</p> <p>180m 'No Stopping' restriction opposite #444-458 Borman Rd.</p> <p>16m 'No Stopping' restriction on the south side of Borman Rd 60m west of Hare Puke intersection.</p> <p>7.5m 'No Stopping' restriction on the north side of Borman Rd 67m west of Hare Puke intersection.</p> <p>99m 'No Stopping' restriction on the south side of Borman Rd 160m west of Hare Puke intersection.</p> <p>91m 'No Stopping' restriction on the north side of Borman Rd 190m west of Hare Puke intersection.</p> <p>15m 'No Stopping' restriction outside #1 Maia Pl.</p> <p>12m 'No Stopping' restriction outside #2 Meadows Dr.</p> <p>83m 'No Stopping' restriction outside #534-542 Borman Rd.</p> <p>20.5m 'No Stopping' restriction opposite #536-538 Borman Rd.</p> <p>26m 'No Stopping' restriction outside #529-531 Borman Rd.</p> <p>26m 83m 'No Stopping' restriction outside #537-539 Borman Rd.</p>
Clarkin Road	<p>That the following restrictions be imposed:</p> <p>46m 'No Stopping' restriction outside #1 Le Quesnes Pl to #145 Clarkin Rd</p> <p>193.5m 'No Stopping' restriction outside #608 River Rd to #17 Clarkin Rd</p> <p>365m 'No Stopping' restriction outside #13-67 Clarkin Rd.</p> <p>14.5m 'No Stopping' restriction outside #2 McNicol Rd.</p> <p>82m 'No Stopping' restriction outside #79 Clarkin Rd to #1 Golden Pl.</p> <p>254.5m 'No Stopping' restriction outside #2 Golden Pl to #141 Clarkin Rd.</p> <p>15m 'No Stopping' restriction outside #1 Bankwood Rd.</p>
River Road	<p>That the following restrictions be imposed:</p> <p>39m 'No Stopping' restriction outside #527 River Rd.</p> <p>250m 'No Stopping' restriction opposite #588-624 River Rd.</p> <p>Extend the 37m 'No Stopping' lines outside #697-699 River Rd to 157m outside #669-699 River Rd.</p> <p>Extend the 72m 'No Stopping' lines outside #749-755A River Rd to 86m outside #747-755A River Rd.</p> <p>171m 'No Stopping' restriction outside #660-702 River Rd.</p> <p>36m 'No Stopping' restriction outside #714-720 River Rd.</p> <p>14m 'No Stopping' restriction outside #714 River Rd.</p> <p>130m 'No Stopping' restriction outside #2 Braithwaite Ave to #747 River Rd.</p> <p>26m 'No Stopping' restriction outside #766-770 River Rd.</p> <p>470m 'No Stopping' restriction outside #798 River Rd to #2 Comries Rd.</p> <p>72m 'No Stopping' restriction outside #2 Comries to #900 River Rd.</p> <p>45.5m 'No Stopping' restriction outside #1-3 Munro Rd.</p> <p>324m 'No Stopping' restriction outside #1164 River Rd to 2 Brywood Rise.</p> <p>386m 'No Stopping' restriction outside #2 Munro Rd #1 Riverpoint Glade.</p> <p>146.5m 'No Stopping' restriction outside #14-2 Dulverton Rise.</p> <p>76m 'No Stopping' restriction outside #2 Riverpoint #1751 River Rd.</p>

	<p>138m 'No Stopping' restriction outside #1 Dulverton Rise to #1766 River Rd.</p> <p>103m 'No Stopping' restriction outside #1757-1775 River Rd.</p> <p>162m 'No Stopping' restriction outside #1775 River Rd.</p> <p>103m 'No Stopping' restriction outside #1772 River Rd to #2 Woodridge Dr.</p> <p>14m 'No Stopping' restriction outside #1 Woodridge Dr.</p>
Ruakura Road	<p>That the following restrictions be imposed:</p> <p>666.5m 'No Stopping' restriction outside #61-113A Ruakura Rd.</p> <p>424m 'No Stopping' restriction outside #49 Nottingham Dr to #26 Finchley Pl.</p> <p>280.5m 'No Stopping' restriction outside #11 Salisbury Pl to #26 Nobleman Pl.</p> <p>288.5m 'No Stopping' restriction opposite #17 Nobleman Pl to #235 Old Farm Rd.</p> <p>198m 'No Stopping' restriction outside #24 Nobleman Pl to #235 Old Farm Rd.</p> <p>246m 'No Stopping' restriction outside University Fields.</p> <p>226m 'No Stopping' restriction opposite University Fields.</p> <p>33.5m 'No Stopping' restriction immediately west of the corner of Ruakura Rd and Silverdale Rd.</p>
Silverdale Road	<p>That the following restrictions be imposed:</p> <p>30.5m 'No Stopping' restriction immediately east of the corner of Ruakura Rd and Silverdale Rd.</p> <p>11.5m 'No Stopping' restriction outside #209 Silverdale Rd.</p> <p>27.5m 'No Stopping' restriction outside #207 Silverdale Rd.</p> <p>55m 'No Stopping' restriction outside #131-137 Silverdale Rd.</p> <p>13.5m 'No Stopping' restriction outside #127 Silverdale Rd.</p> <p>123m 'No Stopping' restriction outside #2 Ashbury Ave to #61 Silverdale Rd.</p> <p>287m 'No Stopping' restriction outside #1 Ashbury Ave to #1 Silverdale Rd.</p> <p>197m 'No Stopping' restriction opposite #11-43 Silverdale Rd.</p> <p>62m 'No Stopping' restriction opposite #1-7 Silverdale Rd.</p>
Clyde Street	<p>That the following restrictions be imposed:</p> <p>68.5m 'No Stopping' restriction outside Clyde St park.</p> <p>55.5m 'No Stopping' restriction outside #214-220 Clyde St.</p> <p>18.5m 'No Stopping' restriction outside #281 Dey St.</p> <p>64.5m 'No Stopping' restriction outside #268 Fox St to #209 Clyde St.</p> <p>34.5m 'No Stopping' restriction outside #120-124 Clyde St.</p>
Vardon Road	<p>That the following restrictions be imposed:</p> <p>165.5m 'No Stopping' restriction outside #69-85 Vardon Rd</p> <p>180.5m 'No Stopping' restriction outside #47-67 Vardon Rd</p> <p>53m 'No Stopping' restriction outside #39-43 Vardon Rd</p> <p>16.5m 'No Stopping' restriction outside #2 Hampton Pl to #37 Vardon Rd</p> <p>127m 'No Stopping' restriction outside #15-29 Vardon Rd</p> <p>16m 'No Stopping' restriction outside #5 Vardon Rd</p> <p>20m 'No Stopping' restriction outside #2 Vardon Rd</p>
Garnett Ave	<p>That the following restrictions be imposed:</p> <p>210m 'No Stopping' restriction outside #2-36 Garnett Ave.</p>
Beerescourt Road	<p>That the following restrictions be imposed:</p> <p>90m 'No Stopping' restriction outside #14-30 Beerescourt Rd</p> <p>185m 'No Stopping' restriction outside #25-59 Beerescourt Rd</p> <p>58m 'No Stopping' restriction outside #36-46 Beerescourt Rd</p> <p>160.5m 'No Stopping' restriction outside #69-95 Beerescourt Rd</p> <p>40.5m 'No Stopping' restriction outside #80 Beerescourt to #87 Awatere Ave</p> <p>21.5m 'No Stopping' restriction outside #104 Beerescourt Rd</p> <p>180m 'No Stopping' restriction outside #92-126 Beerescourt Rd</p> <p>43m 'No Stopping' restriction outside #97-101 Beerescourt Rd</p> <p>73m 'No Stopping' restriction outside #128-140 Beerescourt Rd</p> <p>27m 'No Stopping' restriction outside #179 Beerescourt Rd to #30 Portal Cres.</p>

	<p>26m 'No Stopping' restriction outside #45 Portal Cres to #125 Beerescourt Rd</p> <p>82.5m 'No Stopping' restriction outside #127-135 Beerescourt Rd</p> <p>15m 'No Stopping' restriction outside #137-141 Beerescourt Rd</p> <p>94m 'No Stopping' restriction outside #143 Beerescourt Rd to #84 Vardon Rd</p> <p>37.5m 'No Stopping' restriction outside #168-170 Beerescourt Rd</p>
Pukete Road	<p>That the following restrictions be imposed:</p> <p>103m 'No Stopping' restriction outside #29 Oakfield Cres to #97 Pukete Rd.</p> <p>Extend the 8m and 50m 'No Stopping' outside #1 Cullimore St to #100 Pukete Rd as the correct length is 100m</p> <p>78m 'No Stopping' restriction outside #4-5 Oakfield Cres.</p> <p>83m 'No Stopping' restriction outside #111-119 Pukete Rd.</p> <p>97.5m 'No Stopping' restriction outside #114-130 Pukete Rd.</p> <p>47m 'No Stopping' restriction outside #123-131 Pukete Rd.</p> <p>144m 'No Stopping' restriction outside #130 Pukete Rd to 2 Challiner St.</p> <p>27m 'No Stopping' restriction outside #133-137 Pukete Rd.</p> <p>30.5m 'No Stopping' restriction outside #145-149 Pukete Rd.</p> <p>60m 'No Stopping' restriction outside #1 Challinder St to #2 Cottage Ln.</p> <p>81.5m 'No Stopping' restriction outside #151 Pukete Rd to #1 Lickfold Ln.</p> <p>111m 'No Stopping' restriction outside #158-168 Pukete Rd.</p> <p>138m 'No Stopping' restriction outside #167-181 Pukete Rd.</p> <p>30.5m 'No Stopping' restriction outside #170-172 Pukete Rd.</p> <p>90m 'No Stopping' restriction outside #174 Pukete Rd to 195 Totara Dr.</p> <p>15m 'No Stopping' restriction outside #1 Ronald Ct.</p> <p>166m 'No Stopping' restriction outside #2 Ronald Ct to #32 Moreland Ave.</p> <p>47m 'No Stopping' restriction outside #196-198 Pukete Rd.</p>
Totara Drive	<p>That the following restrictions be imposed:</p> <p>89m 'No Stopping' restriction outside #204 Sandwich Rd to #12 Totara Dr.</p> <p>64m 'No Stopping' restriction outside #12-14 Totara Dr.</p> <p>236m 'No Stopping' restriction outside #30 Totara Dr to #6 Chestnut Pl.</p> <p>217m 'No Stopping' restriction outside #17-71 Totara Dr.</p> <p>18m 'No Stopping' restriction outside #79-81 Totara Dr.</p> <p>113m 'No Stopping' restriction outside #2 Nikau Pl to # 21 Ngalo Pl</p> <p>242.5m 'No Stopping' restriction opposite #90-122 Totara Dr.</p> <p>8.5m 'No Stopping' restriction opposite #124 Totara Dr.</p> <p>37m 'No Stopping' restriction outside #131 Totara Dr to #56 Challinor St.</p> <p>224m 'No Stopping' restriction outside #137-163 Totara Dr.</p> <p>24.5m 'No Stopping' restriction opposite #163 Totara Dr.</p>
Ulster Street	<p>That the following restrictions be imposed:</p> <p>36.5m 'No Stopping' restriction outside #149-165 Ulster St.</p> <p>28.5m 'No Stopping' restriction outside #194-206 Ulster St.</p> <p>28m 'No Stopping' restriction outside #245-251 Ulster St.</p> <p>103m 'No Stopping' restriction outside #280-298 Ulster St.</p> <p>143m 'No Stopping' restriction outside #281-305 Ulster St.</p> <p>90m 'No Stopping' restriction outside #361 Ulster St to #1 Darley St.</p> <p>160m 'No Stopping' restriction outside #372-402 Ulster St.</p> <p>39m 'No Stopping' restriction outside #393-397 Ulster St.</p> <p>76m 'No Stopping' restriction outside #397-409 Ulster St.</p> <p>38m 'No Stopping' restriction outside #402 Ulster St to #37 Maeroa Rd.</p> <p>124m 'No Stopping' restriction outside #423-441 Ulster St.</p> <p>114m 'No Stopping' restriction outside #424-448 Ulster St.</p> <p>84m 'No Stopping' restriction outside #448 Ulster St to #1381 Victoria St.</p> <p>109m 'No Stopping' restriction outside #441-459 Ulster St.</p>
Forest Lake Road	<p>That the following restrictions be imposed:</p> <p>79m 'No Stopping' restriction outside #467 Ulster St to #42 Hobson St.</p>

	<p>11.5m 'No Stopping' restriction outside #12-18 Forest Lake Rd. 118m 'No Stopping' restriction outside #18-30 Forest Lake Rd. 110.5m 'No Stopping' restriction outside #32-40 Forest Lake Rd. 52m 'No Stopping' restriction outside #42-46 Forest Lake Rd. 9m 'No Stopping' restriction outside #37 Forest Lake Rd. 138m 'No Stopping' restriction outside #37-47 Forest Lake Rd. 189m 'No Stopping' restriction outside #49-73 Forest Lake Rd. 52m 'No Stopping' restriction outside #78-82 Forest Lake Rd. 22.5m 'No Stopping' restriction outside #85 Forest Lake Rd. 30m 'No Stopping' restriction outside #85-87 Forest Lake Rd. 75m 'No Stopping' restriction outside #101-105 Forest Lake Rd. 85m 'No Stopping' restriction outside #106-116 Forest Lake Rd. 88m 'No Stopping' restriction outside #47 Matai St to #115 Forest Lake Rd. 31m 'No Stopping' restriction outside #124-126 Forest Lake Rd. 83m 'No Stopping' restriction outside #117-123 Forest Lake Rd. 158m 'No Stopping' restriction outside #128-142 Forest Lake Rd. 254m 'No Stopping' restriction outside #144 Forest Lake Rd to #2B Avalon Dr. 202m 'No Stopping' restriction outside #171 Forest Lake Rd to the Lincoln St intersection.</p>
Rifle Range Road	<p>That the following restrictions be imposed: 7m 'No Stopping' restriction opposite #130 Rifle Range Rd.</p>
Te Rapa Road	<p>That the following restrictions be imposed: 31m 'No Stopping' restriction outside #183 Te Rapa Rd. 52.5m 'No Stopping' restriction outside #201 Te Rapa Rd to #1 Storey Ave. 234m 'No Stopping' restriction outside #2 Storey Ave to #349 Te Rapa Rd. 73.5m 'No Stopping' restriction outside #757-787 Te Rapa Rd. 265m 'No Stopping' restriction opposite #860 Te Rapa Rd. 238m 'No Stopping' restriction outside #860 Te Rapa Rd. 152.5m 'No Stopping' restriction outside #951 Te Rapa Rd. 154m 'No Stopping' restriction opposite #951 Te Rapa Rd. 190.5m 'No Stopping' restriction opposite #980-1018 Te Rapa Rd. 144.5m 'No Stopping' restriction outside #986-1018 Te Rapa Rd. 156m 'No Stopping' restriction opposite #1024-1052 Te Rapa Rd.</p>
Peachgrove Road	<p>That the following restrictions be imposed: 37.5m 'No Stopping' restriction outside #4/48 Peachgrove Rd to #2 Kingsford Mews. 163m 'No Stopping' restriction outside #72-88 Peachgrove Rd. Extend 72m 'No Stopping' restriction opposite #72 Peachgrove Rd to 84m as marked on site. 51.5m 'No Stopping' restriction outside #243-255 Peachgrove Rd. 22m 'No Stopping' restriction outside #268-272 Peachgrove Rd. 30m 'No Stopping' restriction outside #255 Peachgrove Rd to #78 Claude St. 71.5m 'No Stopping' restriction outside #272-284 Peachgrove Rd. 35m 'No Stopping' restriction outside #408-412 Peachgrove Rd. 42.5m 'No Stopping' restriction outside #424-426 Peachgrove Rd. 136m 'No Stopping' restriction outside #407 Peachgrove Rd to #312 Clarkin Rd.</p>
Te Aroha Street	<p>That the following restrictions be imposed: Extend 25m 'No Stopping' restriction outside #2 Argyle St to 35.5m (as marked on site).</p>
Grey Street	<p>That the following restrictions be imposed: 33.5m 'No Stopping' restriction outside #156-160 Grey St.</p>
Pembroke Street	<p>That the following restrictions be imposed: 12m 'No Stopping' restriction outside #16 Pembroke St. 80m 'No Stopping' restriction outside #15 Pembroke St to #106 Clarence St.</p>

	85m 'No Stopping' restriction from Clarence Street to #48 Pembroke St. 74m 'No Stopping' restriction outside #48-56 Pembroke St. 22m 'No Stopping' restriction outside #73-75 Pembroke St. 30m 'No Stopping' restriction opposite #75-77 Pembroke St. 67m 'No Stopping' restriction outside #75-83 Pembroke St. 46.5m 'No Stopping' restriction outside #188-196 Pembroke St.
Anzac Parade	That the following restrictions be imposed: 142.2m 'No Stopping' restriction opposite the Anzac and Memorial intersection.
Ulster Street	Rescind the following restrictions as they have been superseded by cycle lanes: 96.5m 'No Stopping clearway' restriction outside #281-299 Ulster St 36m 'No Stopping clearway' restriction outside #299-305 Ulster St 60.5m 'No Stopping clearway' restriction outside #298-310 Ulster St 92m 'No Stopping clearway' restriction outside #268-298 Ulster S 20.5m 'No Stopping clearway' restriction outside #245-251 Ulster St 113m 'No Stopping clearway' restriction outside #28 Abbotsford St to #250 Ulster S 27m 'No Stopping clearway' restriction outside #149-161 Ulster St 24m 'No Stopping clearway' restriction outside #194-2/206 Ulster S 115m 'No Stopping Clearway' restriction outside #393-409 Ulster St. 209.5m 'No Stopping clearway' restriction outside #424 Ulster St to #1379 Victoria St 245m 'No Stopping clearway' restriction outside #423-457 Ulster St 216m 'No Stopping clearway' restriction outside #37 Maeroa Rd to #372 Ulster St 54m 'No Stopping clearway' restriction outside #1 Darley St to #361 Ulster St
Pukete Road	Rescind the following restriction as it has been superseded by cycle lanes: 103m 'Clearway' restriction outside #29 Oakfield Cres to #97 Pukete Rd.

Deputy Mayor Gallagher retired from the meeting (12.58pm) at the conclusion of the above item. He was present when the item was voted on.

8. Objection to Menacing Classification - Leighton Ngawaka (part 2)

The Animal Education and Control Manager and the Team Leader took the staff report as read and they clarified the Council's responsibility under the Animal Control Act and the Hamilton City Council's Dog Control Bylaw. They responded to questions from Committee Members, advising that fencing was not enforceable, that a menacing classification could not be removed once enacted and that neutering was a requirement of the menacing classification under the Hamilton Dog Bylaw.

Motion: (Cr Hamilton/Cr Macpherson)

That the Regulatory and Hearings Committee:

- a) receives the report:
- b) requests the dog owner, Leighton Ngawaka, to have the dog "Bronx" desexed within 30 days of this decision being notified; and
- c) upon evidence being provided to Hamilton City Council Animal Education and Control of the neutering of the dog 'Bronx', the classification as menacing is removed.

Amendment: (Cr Tooman/Cr Pascoe)

That the Regulatory and Hearings Committee:

- a) receives the report; and
- b) determines to uphold the classification as menacing for the dog “Bronx”.

The Amendment was put.

Those for the Amendment: Councillors O’Leary, Pascoe and Tooman.

Those against the Amendment: Councillors Bunting, Hamilton, Henry and Macpherson.

The Amendment was declared LOST.

The Motion was put and declared CARRIED.

Resolved: (Cr Hamilton/Cr Macpherson)

That the Regulatory and Hearings Committee:

- a) receives the report;
- b) requests the dog owner, Leighton Ngawaka, to have the dog “Bronx” desexed within 30 days of this decision being notified; and
- c) upon evidence being provided to Hamilton City Council Animal Education and Control of the neutering of the dog ‘Bronx’, the classification as menacing is removed.

Those for the Motion: Councillors Bunting, Hamilton, Henry and Macpherson.

Those against the Motion: Councillors O’Leary, Pascoe and Tooman.

The meeting was declared closed at 1.44pm.

Council Report

Item 5

Committee: Regulatory and Hearings Committee

Date: 12 September 2019

Author: Claire Guthrie

Authoriser: Becca Brooke

Position: Committee Advisor

Position: Governance Team Leader

Report Name: Confirmation of the Regulatory and Hearings Committee Meeting Open Minutes - 20 August 2019

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

That the Committee confirm the Open Minutes of the Regulatory and Hearings Committee Meeting held on 20 August 2019 as a true and correct record.

Attachments

Attachment 1 - Regulatory and Hearings Committee Minutes 20 August 2019

Regulatory and Hearings Committee

(Class 4 Gambling Venue Policy Hearings)

OPEN MINUTES

Minutes of a meeting of the Regulatory and Hearings Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton on Tuesday 20 August 2019 at 9.31am.

PRESENT

Chairperson: Cr Angela O’Leary

Deputy Chairperson: Cr Leo Tooman

Membership: Mayor Andrew King
Deputy Mayor Martin Gallagher
Cr Ryan Hamilton
Cr Geoff Taylor
Cr Paula Southgate
Cr Garry Mallett
Cr James Casson
Cr Dave Macpherson
Cr Siggie Henry
Maangai James Whetu

In Attendance: Jen Baird – General Manager City Growth
Sandra Murray – Consultant
Jayne Perry – Chief of Staff
Raewyn Napier – Business Support Coordinator
Nigel Ward – Communications Advisor

Governance Staff: Claire Guthrie and Rebecca Watson – Committee Advisors

1. Apologies

Resolved: (Cr O’Leary/Cr Tooman)

That the apologies for absence from Crs Bunting and Pascoe, for lateness from Deputy Mayor Gallagher and for early departure from Crs Mallett, Southgate and Taylor are accepted.

2. Confirmation of Agenda

Resolved: (Cr O’Leary/Cr Tooman)

That the agenda is confirmed.

3. Declarations of Interest

No members of the Committee declared a Conflict of Interest.

The following members of the public spoke to their submissions on the Class 4 Gambling Venue Policy:

Ken Marcum, General Manager Hamilton Workingmen's Club – spoke in favour of option A

Mr Marcum outlined the services provided by the Club and how these services were supported by gaming machine income. He said the Club supported the amalgamation option for clubs and spoke to the advantages of retaining this option. In response to Committee members questions he said 100% of funding from the gaming machines was returned to club members and community groups were able to apply for sponsorship from this funding.

Ben MacCormack, CEO of Northern Districts Cricket – spoke in favour of option A

Mr MacCormack outlined the services provided by ND Cricket and how the support provided by the gaming funding they received was disbursed in the community, particularly supporting women's funding and for an upcoming major project. He said 50% of funding for community cricket was from gaming funding.

Karen Singers, Manager Perry Outdoor Education Trust – spoke in favour of option A

Ms Singers outlined the outdoor education programmes and facilities provided by the Trust for school children. She said that cost was the single biggest barrier for participation in this programme and although the Trust was moving towards being self-sustaining the funding received from gaming trusts was essential for its success.

Terry Booth, CEO Waikato Golf Association Incorporated – spoke in favour of option A

Mr Booth spoke to his presentation and outlined the Association's membership. He explained the wide range of groups supported by the Association, including Waikato schools, provision of community golfing festivals, competitions and championships at local, regional and national levels. In response to questions he noted that the gaming trust funding made up 47% of the Association's funding.

Nicola Clayden, Sport Development Manager, University of Waikato – spoke in favour of option A

Ms Clayden spoke on behalf of the sporting clubs at the University of Waikato stating they relied on community funding such as gaming trust funding, to provide professional services for the sports teams such as uniforms and coaches.

Stephen Cox, General Manager Dynamo Cycling and Sports Club Inc – spoke in favour of option A

Mr Cox explained how his Club organised cycling events which needed substantial funding because of the need for traffic management and health and safety provisions. He said the majority of funding came from entry fees but the gaming trusts funding was essential for small organisations such as his.

David Douglas, Chairman Wanderers Sports Club (Hamilton) Inc – spoke in favour of option A

Mr Douglas outlined the extensive services provided his club, as it supported players from four years old to elite men's premierships and operated for twelve months a year. He said that the costs to the club were significant, as they included affiliation costs to national bodies, floor lights in winter, ground hireage, and transport costs and these could not be met without support from gaming trust funding.

Murray Reade, CE The Lion Foundation – spoke in favour of option A

Mr Reade outlined the purpose of the Foundation, which distributed gaming trust funding back to communities. He described the funding returned to Hamilton and benefits to the community. He acknowledged that the Council has a difficult decision to make as gambling does cause harm but said that this is balanced by the highly regulated industry to reduce harm.

The meeting was adjourned from 11.12am – 11.30am.

Matthew Williams, CEO Surf Life Saving – spoke in favour of option A

Mr Williams explained how surf life-saving was funded, noting that local authorities support was limited to lifeguard services in summer. Gambling funds provided \$2million which was 25% of their funding. He outlined the services this provided and that service levels had increased across the Waikato because of this funding. He said they supported the retention of the policy until the next review date so replacement funding options could be explored.

Malcolm Beattie, President Sunset Beach Lifeguard Service Inc – spoke in favour of option A

Mr Beattie stated his club was dependent on gambling funding as it was situated in a very small community with serious constraints on fundraising. He said gaming funds were used to support operational requirements and had been vital for building a new community hall/surf clubhouse.

David Ciurlionis, Make-A-Wish Foundation NZ Ltd – spoke in favour of option A

Mr outlined how the Foundation started and what services were offered in New Zealand. He said gaming funding was invaluable for their organisation to provide services to the community.

Jarrold True, on behalf of Clubs NZ Inc – spoke in favour of option A

Mr True outlined the positive effects from a larger club being established from two smaller clubs merging including benefits in land use. He noted that mergers had to meet substantial requirements and were permitted by legislation.

Jarrold True, on behalf of Gaming Machine Association of NZ – spoke in favour of option A

Mr True said the Gaming Machine Association supported retention of the status quo provisions particularly as there had been full consultations in 2015, 2016, 2018 and there was no new evidence to remove the relocation provision. He noted that Hamilton was the first council in New Zealand to consider removing the relocation policy. He outlined possible negative and positive effects of relocation, including releasing large blocks of land for redevelopment.

Cr Mallett retired from the meeting (12.06pm) during the above presentation.

Tanya Piejus, Communications Manager NZ Community Trust (NZCT) – spoke in favour of option A

Ms Piejus said the NZCT supported the current relocation provision because it had positive benefits for businesses, and would allow them to relocate out of high deprivation areas. She outlined the existing government regulations to protect community interests and said that statistics showed a decline in the number of gambling machines but the percentage of problem gamblers had remained constant.

Andree Froude, Director Communications and Marketing, Problem Gamblers Foundation (PGF) – spoke in favour of option B

Ms Froude said her organisation supported Option B and she commended the Council on putting this forward. She spoke to her presentation and explained the statistics involved in problem gambling and the negative effects experienced by individuals and communities.

Blair Foote, CE Waikato Rugby Union (WRU) – spoke in favour of option A

The Waikato Rugby Union Chief Executive and Chair spoke to their opposition to the proposed policy. The services provided by the WRU were outlined along with the possible effects on players if funding was reduced and the risks of not permitting relocation. He said that the WRU Board had discussed the risk in receiving this form of funding but as it benefited over 12,000 people in the Waikato the risk was accepted.

Brendan Stone, Chairman of Junior Rugby, Suburbs Community Sports Club – spoke in favour of option A

Mr Stone outlined the services provided by the sports club and stated they relied on funding from gaming societies. He said the funding had provided new flood lights and also paid for their administrator. He noted that loss of funding would affect junior rugby resulting in more cost to families.

The meeting adjourned 1.01pm to 1.50pm.

Crs Southgate and Taylor retired from the meeting during the above adjournment.

Matthew Cooper, CEO Sports Waikato – spoke in favour of option A

Mr Cooper said Sports Waikato supported retaining the current policy until the next review in 2022. He noted that sports groups would be severely affected by a loss of funding from gaming trusts and that alternative funding of \$10million would be needed for Hamilton.

Roger Matthews, Community Action Against Alcohol Harm – spoke in favour of option B

Mr Matthews spoke to his presentation and noted that there was signage around city advertising gaming trusts and said gambling harm could be reduced by removing this visibility. He noted the conflict between legislation for gambling harm reduction but businesses with gaming machines looked to maximise profit and return, which created gambling harm in the community.

Melissa Renwick, Branch President, Hospitality NZ Waikato Branch – spoke in favour of option A

Ms Renwick spoke to her experience as an owner operator of a venue with pokie machines and the controls in place for venues.

Philip Hassall, President, Melville Rugby Sports Club – spoke in favour of option A

Mr Hassall outlined background of the rugby club which operated all year round. He said the club has its own rugby fields which required significant maintenance. The gaming funding was used for field maintenance, the purchase of outdoor lights and the heating of club rooms. He noted that higher membership fees were not feasible in this community.

Rohan West, CEO Netball Waikato Bay of Plenty – spoke in favour of option A

Mr West said that a decrease in funding would affect their organisations ability to provide services for players and to employ staff. He noted there was no new evidence to change the policy.

Dr Richard Wall, Medical Officer of Health, Waikato DHB – spoke in favour of option B

Dr Wall spoke to the harm caused from gambling and related this to the harms caused by medical disease. He noted that gambling harm was hidden and that statistics came from those who sought help. National surveys had reported 2% with high risk gambling. He spoke to the problems with mergers/relocations with the risk of moving to economically deprived areas, and resulting in larger venues which encouraged people to spend more time gambling. He said research shown that online gambling was less harmful and that gaming machines caused significant harm and that it was inappropriate for this to happen to benefit others.

Chris Williams, Hamilton Gardens Summer Festival Foundation – spoke in favour of option A

Mr Williams said the Foundation had received two funding grants from Grassroots Trust, which were vitally important to the survival of this festival. He noted a sinking lid policy would affect funding.

The meeting adjourned from 3.00pm to 3.14pm.

Cr Hamilton retired from the meeting during the above adjournment.

David Bluett, Hamilton City Netball Centre – spoke in favour of option A

Mr Bluett said that ten percent of the Netball Centre's income was from gaming trusts and was used to increase participation and improve facilities which directly benefited the sport.

Scott Gemmill, General Manager Home of Cycling Charitable Trust – spoke in favour of option A

Mr Gemmill outlined the services provided by the Trust, which was based at the Velodrome. He noted that although it was an elite training ground 80% of use was by community users including those living with disabilities, aged services, youth and children's programmes. In addition, the venue attracted many visitors who brought tourist income to the region. He said the gaming funding supported staff costs which would be difficult to replace with other sources of funding.

Robert Moore, Social Justice Researcher, Anglican Action – spoke in favour of option B

Mr Moore outlined the background to Anglican Action and the services they provide. He said gambling harm impacts families and others in communities. He noted that as a community Hamilton has become addicted to funding which causes community harm but is seen as essential because of the underfunding of community groups from other sources.

Tim Wood, Grassroots Trust Limited – spoke in favour of option A

Mr Wood noted that this review was only twelve months from the last review with no new data on deprivation. He outlined the funding provided to Hamilton, which focused on community and education services and amounted to just over \$10.3million. He said that online gambling data suggested that \$400million was spent by New Zealanders and there were no safety provisions or oversight as was required with Class 4 gaming venues.

Cr Macpherson retired from the meeting (3.41pm) during the above presentation.

Rena Schuster, Club President, Hamilton Old Boys Rugby and Sports Club – spoke in favour of option A

Mr Schuster spoke to the difficulties the club was encountering with finding alternative sources of funding to gaming funding which was essential for the provision of their services.

Cynthia Ward, CEO True Colours Children's Health Trust – spoke in favour of option A

Ms Ward said the Trust supported the retention of the current policy until the 2022 review supported the relocation provisions. Ms Ward outlined the services provided by the Trust and the fundraising they undertake. She said that 29% of their income came from gaming funding.

Harry Luteru, The Salvation Army Oasis – spoke in favour of option B

Mr Luteru said the Salvation Army Oasis supported a sinking lid policy and no relocations as this would limit access and prevent gambling harm. He noted that relocations should take into consideration the harm to a community because most gambling occurred in high deprivation areas. In response to committee members questions he said that problem gamblers were referred to their group.

4. Class 4 Gambling Venue Policy - Submissions and Hearings Report

The General Manager City Growth and City Growth Consultant spoke to the report and it was noted that in paragraph 19 of the staff report, in the table of types of organisations that have been classified, the District Health Board was included in social services not health.

Committee Members noted the following points to be considered for the deliberations report:

- accuracy of the data that 2% of the population are problem gamblers;
- explanation of the measurement of an 'acceptable level of harm';
- data on relocations and mergers of clubs and gaming venues from the Auckland City Council;
- authoritative data on other harm related activities as described by submitters eg alcohol and drugs;
- confirmation of funding amounts to communities as on DIA website;
- national figures for five years to show the decrease in gaming machines but an increase in money spent on gaming machines;
- relocation of machines to CBD from high deprivation areas;
- the effects of the Maori Party relocation policy, in Hamilton and nationally;
- information on the gaming funding policies in other territorial authorities;
- the use of Section 80 to allow club mergers, and its legitimacy;
- analysis of submissions to show who was a beneficiary of a gaming trust or community funding organisation;
- data showing the number of gaming machines in high and low deprivation areas in Hamilton and the average income in those areas;
- information on the Problem Gambling Foundation, their funding and how they help problem gamblers;
- data on club mergers in other cities;
- the money that would be needed to support sports clubs if gaming funding was reduced;
- a breakdown of Grassroots Trust income and disbursements.

Resolved: (Cr O'Leary/Cr Tooman)

That the Regulatory and Hearings Committee:

- a) receives the report;
- b) hears and considers the submissions for the Class 4 Gambling Venue Policy review; and
- c) notes that the Class 4 Gambling Venue Policy Review Deliberations Report will be considered at the 17 September 2019 Council meeting.

An extension of time was moved at 4.30pm during the above item.

Resolved: (Cr O'Leary/Cr Tooman)

That the meeting extend beyond 8 hours as per standing order 4.2.

The meeting was declared closed at 4.38pm.

Council Report

Committee: Regulatory and Hearings Committee
Date: 12 September 2019
Author: Claire Guthrie
Authoriser: Becca Brooke
Position: Committee Advisor
Position: Governance Team Leader
Report Name: Confirmation of the Regulatory and Hearings Committee Meeting Open Minutes - 21 August 2019

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

That the Committee confirm the Open Minutes of the Regulatory and Hearings Committee Meeting held on 21 August 2019 as a true and correct record.

Attachments

Attachment 1 - Regulatory and Hearings Committee Minutes 21 August 2019

Regulatory and Hearings Committee

(Hamilton Gardens Management Plan Hearings
and Traffic Matters)

OPEN MINUTES

Chairperson: Cr Angela O’Leary
Deputy Chairperson: Cr Leo Tooman
Mayor Andrew King
Deputy Mayor Gallagher
Cr Siggie Henry
Cr Rob Pascoe
Cr James Casson
Cr Geoff Taylor
Cr Mark Bunting
Cr Dave Macpherson
Maangai James Whetu

In Attendance: Lance Vervoort - General Manager Community
Chris Allen, General Manager, City Development
Lee-Ann Jordan – Visitor Destination Manager
Peter Sergal – Hamilton Gardens Manager
Joanne van Walraven – Policy and Strategy Advisor
Raewyn Napier – Business Support Coordinator
Jeff Neems – Communication Advisor
Nigel Ward – Communications and Engagement Advisor
Robyn Denton – Network Operations and Use Manager
Chris Barton, Capital Projects Manager
Lyle Barker, Project Engineer

Governance Staff: Claire Guthrie and Amy Viggers – Committee Advisors

1. **Apologies**
Resolved: (Cr O’Leary/Cr Tooman)
That the apologies for absence from Crs Southgate, and Hamilton, for early departure from Crs Pascoe, Bunting, Henry and Maangai Whetu be accepted.
2. **Confirmation of Agenda**
Resolved: (Cr O’Leary/Cr Casson)
That the agenda is confirmed.
3. **Declarations of Interest**
Cr O’Leary declared a conflict of interest in Item 7 (*Tasman Road Consultation - Deliberation Report*). She would not take part in the discussion or vote of the item and Cr Tooman would assume the chair.

The following members of the public spoke to their submissions on the Draft Hamilton Gardens Management Plan:

Lee Ann Muntz (Tainui Waka Tourism Inc.) and Craig Muntz (Community Development Trust)

Mr and Ms Muntz spoke to their submissions to the Hamilton Gardens Management Plan. They responded to questions from Committee Members concerning Hamilton Gardens design including a potential a performance stage, how Hamilton Gardens could be linked to other future cultural developments/activities, and the request from Waikato Tainui that an area of land be set aside for Waikato Tainui to develop a tourism hub.

Glenn Holmes (Hamilton Gardens Development Trust)

Mr Holmes spoke to their submission and noted the apology from John Dobson the Chairperson of the Hamilton Gardens Development Trust. He advised the Trust would ensure the development of the Hamilton Gardens would be completed and that there was a potential donor willing to make a number of large donations over the next three years based the current Draft Management Plan. He responded to questions from Committee Members concerning a potential cultural area being included in the design and additional access points into the Gardens, and level of confidence in the ability to fund the plan and for the draft plan to flex to potential future decisions of the Council.

Marilyn Yeoman (Garden History Research Foundation)

Ms Yeoman spoke to their submission and the purpose of Gardens History Gardens Foundation. She noted that the Foundation would prefer the design remain as it is in Draft Management Plan and not include further tourist infrastructure as that could delay the completion of the Gardens. She responded to questions from Committee Members concerning design of Gardens, inclusion of greater security measures, no further permanent tourist activities at the Gardens, and the potential link to Glenview.

Laura Kellaway (Waikato Heritage Group)

Ms Kellaway spoke to the heritage concerns raised in their submission, particularly the status of the Hamilton Cemetery. She noted that the District Plan did not protect any gardens or parks. She responded to questions from Committee Members concerning potential relocation of the Frankton Stationmaster house, Frankton Heritage and heritage trees.

Virginia Graham (Friends of the Gardens Inc.)

Ms Graham spoke to their submission in support of the Draft Hamilton Gardens Management Plan and outlined the work undertaken by the visitor's centre personnel. She responded to questions from Committee Members concerning the development of the Governors Green and differential entrance fees.

Virginia Graham

Ms Graham spoke to her submission and noted that she supported the two changes in the Draft Management Plan concerning parking and an access charge to the Theme Gardens. She responded to question from Committee Members concerning the new donation method and boxes.

Graeme Cairns (Hamilton Gardens Arts Festival)

Mr Cairns spoke to their submission and noted their concerns with the loss of the Rhododendron Lawn for performances and the alternative options for performance spaces and carparks. He responded to questions from Committee Members concerning potential need for smaller event spaces.

4. Draft Hamilton Gardens Management Plan - Hearings Report

The Visitor Destination Manager took the report as read. Staff responded to questions from Committee Members concerning heritage within the Gardens, the exclusion of the cemetery as it has a separate management plan, the consultation process, cultural considerations in relation to a number of Paa sites surrounding the Gardens that are not able to be accessed, and the commitment to partner with Mana Whenua.

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

- potential footprint of the link to Glenview Club and the effect that would have on green space;
- location options for the Hamilton Gardens Arts Festival, other events and bicycle parking;
- Identification of areas of influence such as Glenview club and the cemetery;
- maps of the options;
- additional information on the current and proposed carpark(s);
- information on the café design;
- options for increased security measures;
- access to the alternative jetty;
- options to futureproof the Plan to address concerns from submitters;
- additional information re Waikato-Tainui and Mana Whenua consultation and future partnership;
- responses to the submissions from Waikato-Tainui, Community Development Trust, and Tainui Waka Tourism Inc.

Staff Action: Staff undertook to provide the future Council with an overview of sites of significant heritage and the opportunities for partnership to better acknowledge those sites.

Resolved: (Cr O’Leary/Cr Macpherson)

That the Regulatory and Hearings Committee:

- a) receives the report;
- b) hears and considers public submissions to the Draft Plan; and
- c) notes that a Deliberation and Approval Report for the Draft Plan will be presented to the 17 September 2019 Council meeting of based on the results of this hearing.

Mayor King joined the meeting (9.39am) during the discussion of the above item.

The meeting was adjourned from 11.47am to 12.30pm.

The meeting was reconvened at 12.30pm in Committee Room One.

*Crs O’Leary, Henry and Maangai Whetu retired from the meeting during the adjournment.
Cr Tooman as Deputy Chair of the Regulatory and Hearings Committee took the role of Chair.*

5. Parking Restriction Changes

The Network Operations and Use Manager took the report as read. Two residents from Linthorpe Place, Mr Craig Tomlinson and Mr Keith Stantiall spoke to the Committee about their concerns with the proposed changes to this street.

Resolved: (Cr Macpherson/Cr Casson)

That the Regulatory and Hearings Committee approves the changes to parking restrictions and controls as set out below:

Location	Proposed change to parking restriction
Perclo Place	Extend the current 44m 'No Stopping' restriction in the Cul-De-Sac head to a total length of 166m so that it extends between #17 to #18 Perclo Pl. Install 20.1m of 'No Stopping' restriction in front of #6 Perclo Place.
Commerce Street	Installation of 2.5m 'P10 Loading Zone' outside #135 Commerce Street
Linthorpe Place	Installation of the following restrictions: 10m 'No Stopping' lines outside #3 Linthorpe Place 14m 'No Stopping' lines outside #4 Linthorpe Place 7m 'No Stopping' lines outside #5 Linthorpe Place 37m 'No Stopping' lines on the Cul-De-Sac head of between #7 and #6 Linthorpe Place
Hardley Street	Install 10m 'No Stopping' lines near the end of Hardley Street cul-de-sac, opposite the rear entrance to #1110 Victoria Street
Victoria Street	Install 18m 'P10 Loading Zone' restriction outside #426 Victoria Street and 22.5m 'CBD Parking restriction' outside #461-469 Victoria Street
Baverstock Road	Installation of 23.5m 'No Stopping' lines outside #17-19 Baverstock Road
Vesty Avenue	Install 9m 'No Stopping' lines outside #53 Carrington Ave and 12m 'No Stopping' lines outside #57 Carrington Ave.
Carrington Avenue	Install 11m 'No Stopping' lines outside #57 Carrington Ave.
Greensboro Street	Install 6m 'No Stopping' lines outside #38 Hogan Street and 8.5m 'No Stopping' lines outside #7 Greensboro Street.
Hogan Street	Install 6m 'No Stopping' lines outside #7 Greensboro Street and 6.5m 'No Stopping' lines outside #38 Hogan Street.
Beale Street	Gazette 15m 'P10 Loading Zone' restriction outside #31 Beale Street
May Street	Install 58m 'No Stopping' lines from #18-30 May Street.
Dorothy Place	Install 6m 'No Stopping' lines outside #2 Dorothy Pl and 11m 'No Stopping' lines outside #1 Dorothy Pl.
Aurora Terrace	Install 6m 'No Stopping' lines outside #2 Dorothy Pl and 11m 'No Stopping' lines outside #1 Dorothy Pl.
Vesty Avenue	Rescind 17m 'P60' parking outside #1 Vesty Ave and gazette 17m 'Mobility Parking All Day' restriction in its place.
Thomas Road	Install 12.5m 'No Stopping' lines outside #24 Cate Road.
Cate Road	Install 8m 'No Stopping' lines outside #24 Cate Road.
Turakina Rise	Install 15m 'Bus Stop' restriction outside #12 Turakina Rise and 15m 'Bus Stop' restriction opposite #12 Turakina Rise.
Livingstone Avenue	Install 26m 'No Stopping' lines outside #72 Livingstone Avenue
Cameron Road	Install 13.5m 'No Stopping' lines across the access way of Chiefs Court.
Liverpool Street	Rescind 44.5m of 'P120' restriction and gazette 36m 'P120' outside #2 Liverpool St
Killarney Road	Install 8.5m 'No Stopping' lines, outside #1A Paterson Street and 6m 'No Stopping' lines, outside #205 Killarney Road.
Paterson Street	Install 6m 'No Stopping' lines, outside #205 Killarney Road and 11m 'No Stopping' lines, outside #1A Paterson Street.
Dominion Road	Install 9m 'No Stopping' lines, outside #60-62 Dominion Road and 9m 'No Stopping' lines, outside #55-57 Dominion Road.
The Boulevard	Installation of 25m 'No Stopping' lines, outside #10 Te Kowhai Road to #6 The Boulevard.

The Boulevard	Install the following 11.5m 'No Stopping' lines, outside #5 The Boulevard. 11m 'No Stopping' lines, outside #9 The Boulevard. 11m 'No Stopping' lines, outside #17 The Boulevard. 10m 'No Stopping' lines, outside #19 The Boulevard. 12m 'No Stopping' lines, outside #2 Norman Hayward Place 14.5m 'No Stopping' lines, outside #1 Norman Hayward Place 13.5m 'No Stopping' lines, outside #38 The Boulevard. 14m 'No Stopping' lines, outside #1 Udy Place 11m 'No Stopping' lines, outside #37 The Boulevard. 10m 'No Stopping' lines, outside #37 Norman Hayward Place. 13.5m 'No Stopping' lines, outside #2 Barnett Place 11m 'No Stopping' lines, outside #52 The Boulevard.
Udy Place	Install 11m 'No Stopping' lines, outside #1 Udy Place and 12.5m 'No Stopping' lines, outside #38 The Boulevard.
Norman Hayward Place	Install 13m 'No Stopping' lines, outside #1 Norman Hayward Place and 9m 'No Stopping' lines, outside #37 Norman Hayward Place
Barnett Place	Install 10m 'No Stopping' lines, outside #2 Barrett Place and 11m 'No Stopping' lines, outside #52 The Boulevard.
Grey Street	Install of 16m 'P30' restriction outside #702-704 Grey Street. and 5m 'P30' restriction outside #705 Grey Street.
Minogue Drive	Install the following 47m 'No Stopping' lines, opposite #5-17 Doriemus Drive 50m 'No Stopping' lines, outside #17 Doriemus Drive to outside 5 Darley Crescent 52m 'No Stopping' lines, opposite #3-13 Darley Crescent 52m 'No Stopping' lines, outside #11-19 Darley Crescent 43m 'No Stopping' lines, opposite #17-25 Darley Crescent 34m 'No Stopping' lines, outside #25-27 Darley Crescent 54m 'No Stopping' lines, opposite #25 Darley Cres extending until opposite the southern most boundary of Forest Lake Gardens. 45m 'No Stopping' lines, outside the southern most boundary of Forest Lake Gardens extending to the eastern boundary of #60 Minogue Drive.
Ulster Street	Gazette 7m 'P5' restriction outside #222 Ulster Street
Waimarie Street	Gazette 16m 'P5' restriction outside #24 Waimarie Street, Gazette 5m 'P5' restriction outside #30 Waimarie Street,
Dinsdale Carpark Library	Gazette 8.4m 'Mobility card holders' restriction on the eastern side of the off-street carpark outside #38 Whatawhata Road,
Forest Lake Road	Gazette 52m 'No Stopping' restriction outside #74-76 Forest Lake Road
Mitcham Avenue	Gazette 13.5m 'No Stopping' restriction outside #78 Forest Lake Road
Garnett Avenue	Gazette the following restrictions that are marked out on site. 35m 'Bus Stop' restriction opposite the parking lot of #66 Garnett Avenue. 9m 'No Stopping' restriction opposite the exit to the #66 Garnett Avenue parking lot. 12m 'No Stopping' restriction opposite the Garnett Avenue entrance to the Distinction Hotel. 14m 'Bus Stop' restriction beginning after the Distinction Hotel Garnett Avenue entrance to the entrance of #66 Garnett Avenue parking lot.
Heaphy Terrace	Gazette 12.5m 'Bus Stop' restriction outside #956 Heaphy Terrace. Gazette 13m 'Bus Stop' restriction opposite #956 Heaphy Terrace.
Anson Avenue	Gazette 13m 'No Stopping' restriction outside #31 Anson Avenue and 25m 'No Stopping' restriction opposite #31 Anson Avenue.
Anglesea Street	Gazette the 4.5m by 7m block of 'Service Vehicle Only' restriction in the

HCC Municipal Building parking	north corner of the parking lot.
Clyde Street	Gazette 17m 'Bus Stop' restriction outside #209 Clyde Street, 92.2m 'No Stopping' restriction from outside #96 Clyde Street to the Nixon Street intersection, 83m 'No Stopping' restriction from outside #95 Clyde Street to the Kelvin Street intersection.
Te Rapa Road	Gazette 18m 'Bus Stop' restriction outside #400 Te Rapa Road.
Livingstone Avenue	Gazette 14.5m 'No Stopping' restriction on the north side of Livingstone Ave immediately west of Holmes Street.
Commerce Street	Gazette 8m 'P60' restriction outside #135-137 Commerce Street.
Tuhikaramea Road	Gazette the following: 160m 'No Stopping' restriction outside #19-39 Tuhikaramea Road. 66m 'No Stopping' restriction opposite #19-25 Tuhikaramea Road. 21m 'No Stopping' restriction outside #30-32 Tuhikaramea Road. 59m 'No Stopping' restriction outside #34-40 Tuhikaramea Road. 150m 'No Stopping' restriction outside #48-68 Tuhikaramea Road. 126m 'No Stopping' restriction outside #68-84 Tuhikaramea Road. 503m 'No Stopping' restriction outside #77-143 Tuhikaramea Road. 83m 'No Stopping' restriction outside #134-150 Tuhikaramea Road. 30m 'No Stopping' restriction outside #149-159 Tuhikaramea Road. 41m 'No Stopping' restriction outside #150-152 Tuhikaramea Road. 15m 'No Stopping' restriction outside #165 Tuhikaramea Road to #460 Kahikatea Dr.
Wake Street	Extend 40m 'P120' outside #46-54 Wake Street to a total length of 50m.
River Road	Rescind 17m 'P120' restriction outside #524-428 River Road and gazette 17m 'P15'. Extend 14m 'No Stopping' restriction outside #547 River Road to a total length of 26.5m extending #545-553 River Road.
Fifth Avenue	Extend 34.7m 'No Stopping' opposite #32 Fifth Avenue to a total length of 55.3m extending opposite #28-32 Fifth Ave. Rescind 39.8m 'No Stopping' outside #32 Fifth Avenue and gazette the length of 35m. Extend 92.5m 'No Stopping' outside #2-14 Fifth Avenue to a total length of 101.5m.
Flagstaff Shops Entrance (off River Road)	Rescind 51m 'No Stopping' on the west side of Flagstaff shops entrance immediately after the roundabout and gazette the length of 32.5m.
Foreman Road	Rescind 123m 'No Stopping' outside #70 Foreman Road (Te Kopuku High) and gazette the length of 107m.
Garnett Avenue	Gazette 92m 'No Stopping' Restriction, starting immediately north east of the Ken Browne Drive roundabout. Gazette 78m 'No Stopping' restriction extending from #50 Garnett Avenue to the entrance of the #66 Garnett Avenue parking lot.
Greensboro Street	Gazette the following: 12m 'No Stopping' restriction outside #1A-1B Greensboro Street, total length of 20m. 27m 'No Stopping' restriction outside #2-4 Greensboro Street, total length of 43.2m.
Helena Road	Gazette the following: 30m 'No Stopping' restriction outside #46-48 Helena Road, 77.5m 'No Stopping' restriction outside #50 Helena Road extending to #96 Knighton Road. 133m 'No Stopping' restriction outside #43 Helena extending to #92 Knighton Road.

Heaphy Terrace	<p>Extend the following gazettes:</p> <p>16.5m 'No Stopping' restriction outside #889 Heaphy Terrace, total length is 24m.</p> <p>39.5m 'No Stopping' restriction outside #926-942 Heaphy Terrace, total length is 125.5m.</p> <p>26m 'No Stopping' restriction outside #956 Heaphy Terrace to #2 Alfred Street, total length is 46m.</p> <p>9.8m 'No Stopping' restriction and 5m 'No Stopping' restriction outside #1010 Heaphy Terrace, total length is 39.5m.</p> <p>5m 'No Stopping' gazette outside #1007 Heaphy Tce, total length is 34m.</p>
Oxford Street	<p>Extend 3.5m 'No Stopping' restriction outside #2 Oxford Street, total length is 17.5m.</p>
Hillcrest Road	<p>Extend the following gazettes:</p> <p>24m 'No Stopping' restriction outside #47 Hillcrest Road, total length is 27m, this length now extends over a driveway.</p> <p>21m 'No Stopping' restriction outside #64-80 Hillcrest Road, total length is 34.5m.</p> <p>42m 'No Stopping' restriction opposite #110-118 Hillcrest Road, correct length is 37.5m.</p>
Jeanette Street	<p>Extend 2m 'No Stopping' restriction outside #78 Bruce Avenue, total length is 23m.</p>
Aberdeen Drive	<p>Extend 13.5m 'No Stopping' restriction outside #114 Rifle Range Road, total length is 26.5m extending from outside #114 Rifle Range Road to outside #2 Aberdeen Drive.</p>
Grey Street	<p>Adjust the following gazettes:</p> <p>Rescind 11.5m 'No Stopping' outside #291-293 Grey Street, gazette 9m 'No Stopping'.</p> <p>Rescind 5.5m 'No Stopping' restriction outside #725 Grey Street, gazette 5.5m 'No Stopping' outside #717 Grey Street.</p> <p>Rescind 130m 'No Stopping' restriction in the service lane opposite #625-655 Grey Street, gazette 130m 'No Stopping' outside #617-649 Grey Street.</p> <p>Extend 373m 'No Stopping' restriction outside #570-650 Grey Street, correct length is 402m.</p>
Abbotsford Street	<p>Extend the following gazettes:</p> <p>12m 'No Stopping' restriction outside #37 Willoughby Street, total length is 20m.</p> <p>15m 'No Stopping' restriction outside #60 Abbotsford Street, total length is 18.5m.</p> <p>23m 'No Stopping' restriction outside #45 Abbotsford Street, total length is 28m.</p> <p>14m 'No Stopping' restriction outside #48-50 Abbotsford Street, total length is 20.5m.</p>
Acacia Crescent	<p>Extend 21m 'No Stopping' restriction outside #25 Houchens Road to #74 Acacia Crescent, total length is 31m.</p>
Alfred Street	<p>Correct the length of the following gazettes to match what is marked on site:</p> <p>Rescind 17.8m 'No Stopping' restriction outside #966 Heaphy Terrace, gazette 9.5m 'No Stopping'.</p> <p>Extend 3m 'No Stopping' restriction outside #275 Peachgrove Road, total length of 5.5m.</p> <p>Extend 2m 'No Stopping' restriction outside #93A Alfred Street, total length of 6.5m.</p>

Anglesea Street	Adjust the following gazettes: Extend 7m 'No Stopping' restriction outside #44C Anglesea Street, total length of 11m. Extend 7m 'No Stopping' restriction outside #1/19 Knox Street, total length of 12m. Rescind 32m 'No Stopping' restriction outside #139 Anglesea Street, gazette 9m 'No Stopping' outside #131-139 Anglesea Street.
Ann Street	Extend 69.5m 'No Stopping' restriction in the cul-de-sac head of Ann Street, total length of 74m.
Ashurst Avenue	Extend the following gazettes: 11.5m 'No Stopping' restriction outside #65 Ashurst Avenue, total length of 15m. 25m 'No Stopping' restriction opposite #66-70 Ashurst Avenue, total length of 38.5m.
Aurora Terrace	Adjust the following gazettes: Extend 22m 'No Stopping' restriction in the Cul-De-Sac head of Aurora Terrace, total length of 31.5m. Extend 31.5m 'No Stopping' restriction outside #90A-96A Aurora Terrace, total length of 36.5m. Rescind 14m 'No Stopping' restriction outside #2 Scotland Place, gazette 7.5m 'No Stopping'
Bader Street	Shorten following gazettes: Rescind 31.7m 'No Stopping' restriction outside #77A-79 Bader Street, gazette 19m. Rescind 33.2m 'No Stopping' restriction opposite #77A-79 Bader Street, gazette 20m.
Bankwood Road	Extend the following gazettes: 5m and 20m 'No Stopping' restrictions outside #28 Bankwood Road, the total length is 29.5m. 7m 'No Stopping' restriction outside #26 Bankwood Road, the total length is 9m.
Beale Street	Extend the following gazettes: 28.5m 'No Stopping' restriction outside # 512 Grey Street extending to #16 Beale St, the total length is 42.8m. 27m 'No Stopping' restriction outside #24-28 Beale Street, the total length is 30m.
Bleakley Avenue	Extend 86.5m 'No Stopping' restriction outside #48D Helena Road extending to #11 Bleakley Place, total length is 114m.
Braid Road	Extend 11.6m 'No Stopping' restriction outside #29 Braid Road, the total length is 17.4m.
Bremworth Avenue	Extend 30.5m 'No Stopping' restriction outside #84 Bremworth Avenue, the total length is 36.5m.
Anzac Parade	Extend 49.7m 'No Stopping' restriction and update the reference from Bridge Street to Anzac Parade extending from Memorial Drive to Von Tempsky Street, the total length is 56.6m. Rescind 85m 'No Stopping' restriction on the south side of Anzac Parade immediately east of Anglesea Street (outside Countdown), gazette 76.5m 'No Stopping'.
Cambridge Road	Extend the following gazettes: 52m 'No Stopping' restriction outside #191-201 Cambridge Road, the total length is 82m. 32m 'No Stopping' restriction outside #190-198 Cambridge Road, the total length is 62m. 14.5m 'No Stopping' restriction outside #32 Cambridge Road extending

	<p>west outside Flynn Park, the total length is 23m.</p> <p>19.5m 'No Stopping' restriction outside #153 Cambridge Road, the total length is 30.5m.</p>
Clyde Street	<p>Extend the following gazettes:</p> <p>36m 'No Stopping' restriction outside #134-146 Clyde Street, the total length is 47.5m.</p> <p>42.5m 'No Stopping' restriction outside #158-160 Clyde Street, the total length is 73m.</p> <p>42.5m 'No Stopping' restriction outside the Hillcrest Baptist Church to #278 Clyde Street, the total length is 49m.</p> <p>Adjust the location of 66m 'No Stopping' restriction from outside #265 Clyde Street (The Warehouse), the new location extends to #1/271 Clyde Street,</p> <p>91m 'No Stopping' restriction outside #53-71 Clyde St, the total length is 112m.</p>
Coates Street	<p>Extend the following gazettes:</p> <p>10m 'No Stopping' restriction outside #126 Firth Street, the total length is 16m.</p> <p>10m 'No Stopping' restriction outside #124 Firth Street, the total length is 16m.</p>
Cobham Drive	<p>Extend 23m 'No Stopping' restriction outside #83 Anglesea Street, the total length is 55m.</p>
Cowley Drive	<p>Extend 19.5m 'No Stopping' restriction outside #27 Goodwin Terrace, the total length is 26m.</p> <p>Extend 27m 'No Stopping' restriction outside #2 Beehive Lane, the total length is 29m.</p>
Victoria Street	<p>Adjust the following gazettes:</p> <p>Rescind 19m 'Taxi stand' restriction opposite #1010 Victoria Street, gazette 18m 'Taxi stand' restriction opposite #1026-1030 Victoria Street.</p> <p>Shorten 24m 'Bus Stop' restriction outside #161-185 Victoria Street, the total length is 20m.</p> <p>Rescind 7m 'No Stopping' restriction on the east side of Victoria Street 36m south of Alma Street intersection, gazette 7m 'No Stopping' 42m south of the Alma Street intersection.</p>
Princes Street	<p>Adjust the following gazettes:</p> <p>Rescind 27.5m 'P120' restriction outside #871A Victoria Street, as the 'CBD Zone Parking' restriction is in place.</p> <p>Extend 4m 'No Stopping' restriction outside #28 Harwood Street, the total length is 7.6m.</p> <p>Extend 117.5m 'No Stopping' restriction outside #9A Princes Street to #871A Victoria Street, the total length is 126.5m.</p>
Tristram Street	<p>Extend 28m 'No Stopping' restriction outside #384 Tristram Street to outside #42 Liverpool Street, the total length is 83m.</p>
Anglesea Street	<p>Adjust the following gazettes:</p> <p>Extend 153m 'No Stopping' restriction outside #513 Anglesea Street to #20 Vialou Street, the total length is 176.3m.</p> <p>Rescind 55m 'P120' restriction opposite #218A Anglesea Street, gazette 23m 'CBD Zone Parking' covers this area of parking.</p> <p>Rescind 99.5m 'No Stopping' restriction outside #65 Bryce Street to #100 Ward St, and gazette 96.5m.</p>

	Rescind 16m 'No Stopping' restriction outside #192 Anglesea Street, and gazette 10m.
Ulster Street	Extend 14m 'No Stopping' restriction outside #96 Mill Street, the total length is 19m.
Rostrevor Street	Extend 13.5m 'No Stopping' restriction outside #108A Rostrevor Street, the total length is 16.2m.
Liverpool Street	Extend 16.5m 'No Stopping' restriction outside #5 Liverpool Street, the correct length is 70m and goes around the Cul-De-Sac head,
Hood Street	Adjust the following gazettes: Extend 5m 'P10 Loading zone' restriction outside #17B Hood Street to 9m. Rescind 61.5m 'No Stopping' restriction outside #27-33 Hood Street to 57m.
Ward Street	Adjust the following gazettes to match what is marked on site: Rescind 33m 'CBD Parking' restriction outside #16-40 Ward Street, and gazette 24.5m 'CBD Parking' restriction. Rescind 15.5m 'CBD Zone Parking' restriction #109 Ward Street, gazette 12m of 'CBD Zone Parking' and 4.5m of 'Mobility Card Holders P120' outside #109 Ward Street. Gazette 4.5m 'Mobility Card Holders P120' outside #109 Ward Street
Old Mill Street	Rescind 63m 'No Stopping' restriction opposite #28 Norton Road extending to #41 Old Mill Street, gazette 37m 'No Stopping'
London Street	Extend 28m 'No Stopping' restriction outside #106-116 London Street to 37m
Bryce Lane	Extend the following gazettes: 55.5m 'No Stopping' restriction outside #1-15 Bryce Lane to 104m. 50m 'No Stopping' restriction outside #2-16 Bryce Lane to 118m.
Bryce Street	Extend the following gazettes: 28m 'No Stopping' restriction outside #54 Bryce Street to 31.5m. 9m 'No Stopping' restriction outside #46 Bryce Street to 12.8m. 32m 'No Stopping' restriction outside #527 Victoria Street to 35.5m. 16m 'Clearway' restriction outside #44 Bryce Street, the total length is 31m and is outside #44-46 Bryce Street.
Alexandra Street	Extend the following gazettes: 2m 'No Stopping' restriction outside #26 Hood Street to 14m. 2.5m 'No Stopping' restriction outside #7 Alexandra Street to 14m.
Claude Street	Extend 14m 'No Stopping' restriction opposite #76-78 Claude Street to 48.5m.
Worley Place	Rescind 20m 'No Stopping' restriction opposite #19 Worley Place, and gazette 14m 'P10 Loading Zone' restriction.
Matai Street	Extend 8.5m 'No Stopping' restriction outside #2 Matai Street to 18.5m.
Mitcham Avenue	Extend the following gazettes: 4m 'No Stopping' restriction outside #14 Mitcham Avenue, the total length is 80m. 14.3m 'No Stopping' restriction outside #15-17 Mitcham Avenue, the total length is 16m.
Moa Crescent	Adjust the following gazettes: Rescind 126m 'No Stopping' restriction opposite #1 Weka Street to #2A Kea Street, and gazette 115.5m. Extend 40.5m 'No Stopping' restriction outside #1 Weka Street to #2A Kea Street to 99m.
Boundary Road	Extend 36m 'No Stopping' restriction on the south side of Boundary Road beginning immediately east from the Victoria Street intersection, the total length is 70m.

Pembroke Street	Extend 12m 'No Stopping' restriction outside #10 Pembroke Street to 28.5m.
Peachgrove Road	Extend the following gazettes: 18m 'No Stopping' restriction opposite #258-260 Peachgrove Road, the total length is 28m. 38m 'No Stopping' restriction opposite #201-205 Peachgrove Road, the total length is 73m. 35m 'No Stopping' restriction outside #72-88 Peachgrove Road, the total length is 149.5m.
Thomas Road	Adjust the following gazettes: Rescind 34m 'Bus Stop' restriction outside #36 Thomas Road, and gazette 16.5m 'Bus Stop' restriction outside #46 Thomas Road. Rescind 34m 'Bus Stop' restriction outside #41 Thomas Road, and gazette 21m 'Bus Stop' restriction outside #55 Thomas Road. Rescind the length of 263m 'No Stopping' restriction on the north side of Thomas Road beginning east of the Horsham Downs Road intersection. Gazette 200m 'No Stopping' restriction outside #106-118 Thomas Road.
Armagh Street	Extend 10m 'No Stopping' restriction outside #30 Argyle Street, the total length is 21.5m.
Livingstone Avenue	Extend 15m 'No Stopping' restriction outside #2 Livingstone Avenue, the total length is 28m.
Cunningham Road	Rescind 27.1m 'No Stopping' restriction outside #34-36 Cunningham Road, gazette 14.5m 'No Stopping' restriction.
Bandon Street	Extend following gazettes: 8m 'No Stopping' restriction outside #17-19 Bandon Street, the total length is 25m. 13m 'No Stopping' restriction outside #12-18 Bandon Street, the total length is 51m.
Minogue Drive	Extend 46m 'No Stopping' restriction outside #4-6 Carbine Close, to a total length of 52m outside #3-6 Carbine Cl.
Golden Place	Rescind 15m 'No Stopping' restriction outside #1 Golden Place and gazette 9m 'No Stopping'.
Pukete Road	Rescind the following restrictions: 11m 'Bus Stop' restriction outside #48 Pukete Road, 15.3m 'Bus Stop' restriction outside #33 Pukete Road, 9.1m 'P5' restriction outside #100 Pukete Road.
May Street	Rescind 58m 'P30' outside #18-30 May Street.
Ruakiwi Road	Rescind 18m 'Bus Stop' restriction outside #23 Ruakiwi Road
Tristram Street	Rescind 15m 'Bus Stop' restriction opposite #416 Tristram Street.
Deanwell Avenue	Rescind 33m 'No Stopping' restriction on the west side of Deanwell Avenue, beginning 31m north of the Rosalind St intersection.
Dey Street	Rescind the following restrictions 40m 'No Stopping' restriction outside #129 Dey Street. 36m 'No Stopping' restriction opposite #191 Dey Street. 30m 'No Stopping' restriction outside #191 Dey Street. 50m 'No Stopping' restriction opposite #233 Dey Street. 46m 'No Stopping' restriction outside #233 Dey Street. 20.5m 'No Stopping' restriction outside #159 Dey Street. 53m 'No Stopping' restriction opposite #159 Dey Street. 19m 'No Stopping' restriction opposite the Brookfield Road intersection.
East Street	Rescind 36m 'No Stopping' restriction opposite Tramway Road.
Euclid Avenue	Rescind 5.5m 'No Stopping' restriction outside #20 Euclid Avenue.

Garnett Avenue	Rescind the following restrictions 6m 'No Stopping' restriction on the south side of Garnett Avenue 138m west of the Te Rapa Road intersection. 6m 'No Stopping' restriction on the south side of Garnett Avenue 124m west of the Te Rapa Road intersection. 15m 'No Stopping' restriction on the north side of Garnett Avenue 86m west of the Te Rapa Road intersection.
Grandview Road	Rescind 13.5m 'No Stopping' restriction across the driveways of #59-63 Grandview Road.
Heaphy Terrace	Rescind 33m 'No Stopping' restriction outside #24 Thames Street.
Heath Street	Rescind 30.5m 'No Stopping' restriction on the east side of Heath Street opposite the Jamieson Cres intersection.
High Street	Rescind 30.5m 'No Stopping' restriction on the west side of High Street opposite the Commerce Street intersection.
Hillcrest Road	Rescind 21m 'No Stopping' restriction outside #62-64 Hillcrest Road.
Horne Street	Rescind 80m 'No Stopping' restriction outside #47 Horne Street.
Hukanui Road	Rescind 8.6m 'No Stopping' restriction on the south side of Hukanui Road immediately south of Kensington Place Rescind 5.5m 'No Stopping' restriction on the south side of Hukanui Road immediately north of Kensington Place. Rescind 15.2m 'No Stopping' restriction outside #20 Hukanui Road
Grey Street	Rescind 11m 'P30' restriction outside #705 Grey Street. Rescind 21m 'P30' restriction outside #702-704 Grey Street. Rescind the following restrictions. 5.5m 'No Stopping' restriction outside #275 Grey Street. 7m 'No Stopping' restriction outside #265 Grey Street. 10.5m 'No Stopping' restriction opposite #291 Grey Street. 16.5m 'No Stopping' restriction outside #649-655 Grey Street. 15.5m 'No Stopping' restriction outside #649 Grey Street. 6m 'No Stopping' restriction outside #142 Grey Street. 5m 'No Stopping' restriction outside #123 Grey Street. 8m 'No Stopping' restriction opposite #123 Grey Street.
Vickery Street	Rescind 24m 'No Stopping' restriction on the north east side of Vickery Street opposite Daniel Place
Arran Road	Rescind 34m 'No Stopping' restriction on the south side of Arran Road beginning west of the end of the Cul-De-Sac. Rescind 34m 'No Stopping' restriction on the north side of Arran Road beginning west of the end of the Cul-De-Sac.
Bankwood Road	Rescind 10m 'No Stopping' restriction outside #150 Bankwood Road.
Brooklyn Road	Rescind 36m 'No Stopping' restriction outside #13-17 Brooklyn Road.
Camellia Place	Rescind 26m 'No Stopping' restriction outside #3 Camellia Place.
Casey Avenue	Rescind 24m 'No Stopping' restriction outside #49-53 Casey Avenue
Casper Street	Rescind the following restrictions. 5m 'No Stopping' restriction outside #23 Casper Street. 5m 'No Stopping' restriction outside #21 Casper Street. 5m 'No Stopping' restriction outside #20 Casper Street.
Clarkin Road	Rescind 212m 'No Stopping' restriction on the north side of Clarkin Road beginning immediately opposite Dalethorpe Avenue heading west. Rescind 197m 'No Stopping' restriction on the south side of Clarkin Road beginning immediately west of Dalethorpe Avenue. Rescind 7.1m 'No Stopping' restriction on the north side of Clarkin Road beginning immediately east of Golden Place.
Cunningham Road	Rescind 19m 'Bus Stop' restriction outside #36 Cunningham Road

	(Vardon Primary).
Worley Place	Rescind 4m and 12m 'No Stopping' restrictions outside #47 Ward Street
Ward Street	Rescind the following restrictions 22m 'No Stopping' restriction outside #1-15 Ward Street. 13m 'No Stopping' restriction outside #47 Ward Street
Sapper Moore-Jones Place	Rescind 19m 'P120' restriction outside #6 Sapper Moore-Jones Place.
Bryce Street	Rescind 12m 'No Stopping' restriction opposite #50 Seddon Street
Alexandra Street	Rescind 8.3m 'No Stopping' restriction outside #149 Alexandra Street
Te Rapa Road	Rescind 30m 'No Stopping' restriction outside #414 Te Rapa Road
Rototuna Road	Rescind 80m 'No Stopping' restriction on the north side of Rototuna Road opposite Canaandale Drive.
Perclo Place	Rescind 19.3m of existing 'No Stopping' restriction outside #9 Perclo Place

Cr Bunting joined the meeting (1.00pm) during the discussion of the above item and was present when the item was voted on.

6. Tasman Road Consultation - Deliberation Report

The General Manager City Development, took the report as read. In response to submitters' concerns with over-dimension vehicles using the roads in the area, he explained the different categories of over-dimension vehicles and the restrictions on their movements. He noted that the future road would be of a higher standard than Tasman Road and that pedestrian and cyclist safety was a central to the Hub design.

He responded to questions from the Committee Members regarding the provision and placement of cycleways, road speed limits to ensure cyclist and pedestrian safety, consultation for speed limits, need for further consultation with submitters, options for pedestrians and cyclists to cross Tasman Road and options for the site and design of the overbridge.

Resolved: (Cr Macpherson/Cr Taylor)

That the Regulatory and Hearings Committee:

- receives the report; and
- approves the proposed safety changes outlined as Option 1 in this report and request staff works with over-dimension operators in the Tasman/Foreman Road area on the design of the new and existing roads to best accommodate over-dimension vehicles, in particular the intersection of Arthur Porter Drive and Future Collector Road; and
- approves the changes to the parking restrictions and controls as set out below:

Location	Description of proposed change
Tasman Road	Installation of 1065m 'No Stopping' restriction on the north eastern side of Tasman Road heading south east from the intersection of Te Kowhai Road. Installation of 423m 'No Stopping' restriction on the south western side of Tasman Road heading south east from the intersection of Te Kowhai Road Installation of 130m of 'No Stopping' restriction on the south western side of Tasman Road heading south east from the intersection of Chalmers Road

	<p>Installation of 222m of 'No Stopping' restriction on the south western side of Tasman Road heading south east starting 260m from the intersection of Chalmers Road</p> <p>Installation of 6m of 'No Stopping' restriction on the south western side of Tasman Road heading south east starting at a point 141m from the intersection of Chalmers Road</p> <p>Installation of 6m of 'No Stopping' restriction on the south western side of Tasman Road heading south east starting at a point 221m from the intersection of Chalmers Road</p> <p>That a 15m 'bus stop' restriction be imposed on the south western side of Tasman Road at a point 147m south of the intersection with Chalmers Road</p> <p>Installation of 16m of 'No Stopping' restriction on the south western side of Tasman Road heading south east starting at a point 162m south of the intersection with Chalmers Road</p> <p>That a 29m 'bus stop' restriction be imposed on the south western side of Tasman Road at a point 178m south of the intersection with Chalmers Road</p> <p>Installation of 8m of 'No Stopping' restriction on the south western side of Tasman Road heading south east starting at a point 207m south of the intersection with Chalmers Road</p>
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d) approves the following changes to the Hamilton Traffic Bylaw 2015 as set out below:

i. Cycle Paths Register

Location	Description	Priority
Tasman Road	Cycle Path on the north eastern side of Tasman Road progressing 370m south east starting 346m from the intersection of Te Kowhai Road. Cycle Path from the intersection of Chalmers Road progressing 135m south east	nil

ii. Special Vehicle Lanes Register - Part 1: Cycle Lanes

Location	Description
Tasman Road	Southbound cycle lane progressing 346m from the intersection of Te Kowhai on the north eastern side of Tasman Road Northbound cycle lane progressing 400m south from the intersection of Te Kowhai on the south western side of Tasman Road

iii. Special Vehicle Lanes Register – Part 2: Bus Lanes

Location	Description
Tasman Road	115m of bus only special vehicle lane from a point 130m south of the intersection with Chalmers Road and progressing 115m south

iv. Heavy Traffic Prohibitions Register – Part 6B: Higher Productivity Motor Vehicle - approved routes. Replace existing map with that included as Attachment 2 to this

report - which contains the following changes:

- Removal of the section of Tasman Road between Chalmers Road and the Future Road that passes through the transport hub
- Addition of future road (yet to be named)

v. One Way Roads Register

Road	Section/Part	Permitted direction of travel
Tasman Road	Starting at a point 141m south of Chalmers Road and progressing 80m to the south	north

e) approves the following changes to the Hamilton City Speed Limits Bylaw 2018 registers:

SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
Register 3: Roads with a Speed Limit of 30km/h – Add the following:					
<u>30</u>	<u>Tasman Road</u>	<u>254m north of Gilbek Place to 115m south of Chalmers Road</u>	<u>1 January 2020</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 14 August 2019</u>	<u>Hamilton Speed Limit Bylaw 2013</u>
Register 8: Roads with a speed limit of 80km/h – Delete the following:					
<u>80</u>	<u>Tasman Road</u>	<u>Avalon Drive overbridge to Te Kowhai Road East</u>	<u>1 March 2013</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>	
Register 14: City of Hamilton Speed Limits Map - Update					
<u>Updated map as at 2020 - Attachment 3 presented at the 14 August 2019 Regulatory and Hearings Committee meeting.</u>					

Cr Pascoe retired from the meeting (1.45pm) during the discussion of the above item. He was not present when the matter was voted on.

The meeting was declared closed at 2.07pm.

Council Report

Committee: Regulatory and Hearings Committee

Date: 12 September 2019

Author: Claire Guthrie

Authoriser: Becca Brooke

Position: Committee Advisor

Position: Governance Team Leader

Report Name: Confirmation of the Regulatory and Hearings Committee Meeting Open Minutes - 29 August 2019

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

That the Committee confirm the Open Minutes of the Regulatory and Hearings Committee Meeting held on 29 August 2019 as a true and correct record.

Attachments

Attachment 1 - Regulatory and Hearings Committee Minutes 29 August 2019

Regulatory and Hearings Committee

(Solid Waste Bylaw Review
and Prostitution Bylaw Review Hearings)

OPEN MINUTES

Minutes of a meeting of the Regulatory and Hearings Committee held in Council Chamber, Municipal Building, Garden Place, Hamilton on Thursday 29 August 2019 at 9.30am.

PRESENT

Chairperson: Cr Angela O’Leary
Deputy Chairperson: Cr Leo Tooman
Membership: Mayor A King
Cr M Bunting
Cr J R Casson
Cr S Henry
Cr D Macpherson
Cr R Pascoe
Cr R Hamilton
Maangai James Whetu

In Attendance: Jen Baird - General Manager City Growth
Eeva-Liisa Wright - General Manager, Infrastructure
Sandra Murray - Policy Consultant
Trent Fowles – Compliance Manager
Maire Porter – City Waters Manager

Governance Staff: Amy Viggers and Claire Guthrie, Committee Advisors

1. Apologies

Resolved: (Cr O’Leary/Cr Tooman)
That the apologies for absence from Deputy Mayor Gallagher and Cr Taylor are accepted.

2. Confirmation of Agenda

Resolved: (Cr O’Leary/ Cr Casson)
That the agenda is confirmed.

3. Declarations of Interest

Maangai Whetu advised that one of the submitters speaking to item 5 (*Prostitution Bylaw Review - Submissions and Hearings Report*) was known to him and advised that there was no Conflict of Interest. He would take part in the discussion and vote on the item.

4. Solid Waste Bylaw - Submissions and Hearings Report

The Compliance Manager took the report as read.

Committee Members asked that the following be included in the deliberations report:

- assisted services, including the cost of the service.
- communication and engagement plan with multi-unit and body corporate properties concerning the bylaw.

Resolved: (Cr O’Leary/Cr Tooman)

That the Regulatory and Hearings Committee:

- a) receives the report;
- b) hears and considers the submissions for the Solid Waste Bylaw 2019; and
- c) notes that a Deliberations Report for the Solid Waste Bylaw 2019 will be considered at the 17 September 2019 Council meeting.

Cr Macpherson joined the meeting (9.36am) during the discussion of the above. He was present when the matter was voted on.

The following members of the public spoke to their submissions on the Prostitution Bylaw Review:

Dame Catherine Healy (New Zealand Prostitutes’ Collective (NZPC))

Dame Catherine spoke to the NZPC’s submission on the Prostitution Bylaw and noted they did not support such a Bylaw. She outlined concerns with the proposed bylaw including the illegality in relation to solicitation, potential increased harm and restrictions placed on sex workers and the increased opportunity for prejudiced behaviour to occur. She responded to questions from Committee Members concerning the decline in street based sex workers, reasons that a person may become a street based sex worker and the Prostitution Reform Act of 2003.

Bob McCoskie (Family First NZ)

Mr McCoskie spoke to their submission and noted that they were in support of the Bylaw and opposed any changes to it. He felt that the Bylaw was consistent with the Bill of Rights and the Prostitution Reform Act of 2003.

Robyn Jackson (The Voice Waikato Network)

Ms Jackson spoke to their submission and noted their request for the Bylaw to retain the ban on public soliciting and on brothels of any size outside the permitted zones. She responded to questions from Committee Members concerning her definition of a residential area and activities that should be in a residential area.

Pat Gregory

Ms Gregory spoke to her submission and noted that she was of the opinion that the Bylaw was not broken so it did not need to be changed. She advised that she had lived in an area where a brothel was opened next door to them and it was detrimental to the area.

Roger Stafford

Mr Stafford spoke to his submission and noted that he was in support of the Bylaw being less restrictive as this would enhance Hamilton. He felt that development contributions should be sought from brothels and that they should be allowed to operate in suburbs. He responded to questions from Committee Members concerning development contributions and the removal of designated areas.

Mayor King left the meeting (10.13am) during the above presentation.

Paula Salisbury (Mothers for Safe Suburbs)

Ms Salisbury spoke to their submission and their opinion that the Bylaw provided safety for families and children. She outlined concerns from members of Mothers for Safe Suburbs including the effect on house prices and safety if brothels were able to be in residential areas.

Mayor King re-joined the meeting (10.23am) during the above presentation.

Mark Dorsey

Mr Dorsey spoke to his submission and noted that the Bylaw meant that he would not be solicited by sex workers when out at night which he appreciated.

Lisa Lewis

Ms Lewis spoke to her submission and noted that she felt that the Prostitution Bylaw was discriminatory. She advised that the restrictions area was creating segregation and the lack of suitable housing in those areas pushed sex workers to using hotels.

Jannaha Henry

Ms Henry spoke to her submission and noted sex work is a lawful profession that was not being allowed by the Bylaw. She felt that the bylaw was harmful to sex workers.

5. **Prostitution Bylaw Review - Submissions and Hearings Report**

The General Manager City Growth took the report as read.

Committee Members asked that the following be included in the deliberations report:

- how the Bylaw aligns with the District Plan
- number of locations closed by the compliance team
- areas where street sex workers were allowed when the current Bylaw was approved
- summary of the history of the Bylaw from 2004 including the number of submitters that were for or against the proposals
- overview of the Judicial Review when the Bylaw was first approved
- number of prosecutions nationally for prostitution or breaches of the Bill of Rights in relation to prostitution
- fines for other activities that occur outside the allocated area for the activity to occur, such as retailers selling on the street outside their shop
- Council processes to ensure compliance with the Bylaw – what can be done and what is HCC process
- how the designated areas of activity were approved.

Resolved: (Cr O’Leary/Cr Tooman)

That the Regulatory and Hearings Committee:

- a) receives the report;
- b) hears and considers the submissions for the Prostitution Bylaw 2009 review; and
- c) notes that a Deliberations Report for the Prostitution Bylaw 2009 review will be considered at the 17 September 2019 Council meeting.

The meeting was declared closed at 10.53am.

Council Report

Committee: Regulatory and Hearings Committee

Date: 12 September 2019

Author: Robyn Denton

Authoriser: Eeva-Liisa Wright

Position: Network Operations and Use Manager

Position: General Manager
Infrastructure Operations

Report Name: Parking Restrictions and Traffic Bylaw changes

Report Status	<i>Open</i>
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Purpose

- To seek approval from the Regulatory and Hearings Committee for the proposed changes to traffic controls throughout the city.

Staff Recommendation

- That the Regulatory and Hearings Committee:
 - approves the changes to parking restrictions and controls as set out below; and

Location	Description of proposed change
Pickering Crescent	Installation of 5m 'No Stopping' outside #24 Pickering Crescent and 14.5m 'outside #14-24 Pickering Crescent.
Edgeview Crescent	Install 18m 'No Stopping' outside #56-58 Edgeview Crescent and 37.5m 'No Stopping' outside #9-21 Edgeview Crescent.
London Street	Install 4m 'Motorcycle Only' restriction outside #153 London Street.
Aztec Place	Installation of 17m 'No Stopping' opposite #1 Aztec Place. Installation of 30m 'No Stopping' outside #1-7 Aztec Place.
Wiltshire Drive	Installation of 6m 'No Stopping' outside #1-3 Wiltshire Drive.
Macdonald Road	Installation of 50m 'No Stopping' outside #44-50 Macdonald Road.
Hatea Place	Installation of 6m 'No Stopping' outside #14-16 Hatea Place.
Kent Street Parking Lot	Installation of two 'P120 Mobility Card Holders Only' outside #8 Keddell Street.
Ward Street	Installation 29m 'No Stopping' restriction outside #148-158 Ward Street.
Victoria Street	Installation of 129.5m 'No Stopping' from the intersection of MacDiarmid Road to outside #1340 Victoria Street. Installation of 15m 'Bus Stop' outside #1340 Victoria Street. Installation of 9m 'No Stopping' outside 1340 Victoria Street.
River Road	Rescind 27m 'Clearway' restriction extending south of the Clarkin Road intersection outside #608 River Road.
Ruakiwi Road	Rescind 25m 'No Stopping' restriction outside #9-11 Ruakiwi Road.

Grasslands Place	Rescind 19m 'No Stopping' restriction outside #15 Grasslands Place.
Grey Street	Rescind 26m 'No Stopping' restriction outside #68-72 Grey Street.
Garden Place	Rescind a 90m ² block extending 9m north and 10m east of 'P10 Loading Zone' restriction 7m north of #11 Garden Place.
Killarney Road	Rescind 44m of 'Clearway' restriction outside #103-109 Killarney Road and 76m of 'Clearway' restriction outside #104-116 Killarney Road.
Rostrevor Street	Rescind 30m of 'P10 Loading Zone' restriction outside #76-82 Rostrevor Street.
Anglesea Street	Rescind 17m 'No Stopping' restriction extending 26.5m south from Ward Street and 21.5m 'No Stopping' restriction extending 63m south from Nisbet Street.
Ward Street	Rescind 10.5m 'No Stopping' outside #148-154 Ward Street.
Victoria Street	Rescind 118m 'No Stopping' from the intersection of MacDiarmid Road to outside #1340 Victoria Street and 11m 'Bus Stop' outside #1340 Victoria Street.
Comries Road	Gazette 88m 'No Stopping' restriction outside #48-54 Comries Road, 26m 'No Stopping' restriction outside #39-41 Comries Road and 43m 'No Stopping' restriction outside #2A Herbert Road to #57 Comries Road.
Herbert Road	Gazette 10.5m 'No Stopping' restriction outside #2A Herbert Street and 9m 'No Stopping' restriction outside #41 Comries Road
Wairere Drive off ramp to Carrs Road	Gazette 11m 'No Stopping' restriction on the east side immediately north of Carrs Road and 8.5m 'No Stopping' restriction on the east side immediately north of Carrs Road.
Maggie Place	Gazette 10m 'No Stopping' restriction on the west side of Maggie Place immediately north of Carrs Road and 13.5m 'No Stopping' restriction on the east side of Maggie Place immediately north of Carrs Road.
Carrs Road	Gazette 42m 'No Stopping' restriction outside #32 Carrs Road
Kent Street Parking Lot	Gazette four 'P120 Mobility Card Holders Only' on the northern side of the Kent Street Carpark.
Aberdeen Drive	Gazette 17m 'P5 8am-6pm Mon-Fri' parking restriction outside #62 Aberdeen Drive, 15m 'No Stopping' lines at the intersection of Aberdeen Drive with Thomson Avenue and 17.5m 'No Stopping' lines extending across the driveways of #46-50 Aberdeen Drive.
Grandview Road	Rescind 31m and 46m of 'No Stopping' opposite #120 Grandview Road to #1 Clancy Place and opposite #112-116 Grandview Road respectively, and gazette 206m 'No Stopping' opposite #2 Grange Avenue to #120 Grandview Road.
Grey Street	Rescind 5.5m of 'No Stopping' outside #217 Grey Street, and gazette 17.5m 'No Stopping' restriction outside #209 Grey Street.
Tristram Street	Rescind 17m 'No Stopping' opposite #324-330 Tristram Street, and gazette 12m 'No Stopping' opposite #330 Tristram Street.
Rostrevor Street	Rescind 15.5m 'No Stopping' restriction outside #76 Rostrevor Street, and gazette 33m 'No Stopping' to extend across a driveway.
Collingwood Lane	Rescind 16m and 12m 'No Stopping' restrictions outside #114-116 Collingwood Street, and gazette 11m 'P10 Loading Zone' and 17m 'No Stopping' restrictions.
Carrs Road	Rescind 80m 'No Stopping' restriction on the north side of Carrs

	Road immediately east of Tramway Road, and gazette 28.5m west and 76m east of Maggie Place 'No Stopping' restrictions.
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b) approves the changes to The Hamilton Traffic Bylaw 2015 as set out below:

- i. Special Vehicle Lanes Register – Part 1: Cycle Lanes to be updated to include the following amendments:

Location	Description
Claudlands Road	<p>(i) Southwest bound cycle lane outside number 460 Victoria Street (60m northeast of Victoria Street intersection) progressing 30 metres (south west).</p> <p>(ii) Southwest bound cycle lane outside number 29 Myrtle Street (125m south west of Grey Street intersection) progressing 357 metres (south west)</p> <p>(iii) Northeast bound cycle lane outside number 500 Victoria Street to number 7 Bryce Street (16m northeast of Victoria Street intersection), progressing 45 metres (northeast).</p> <p>(iv) Northeast bound cycle lane outside number 12 O'Neill Street extending 245 metres north east to the intersection of Heaphy Terrace.</p>

ii. Cycle Paths Register

Location	Description
Claudlands Road	(i) Cycle Path from 7m North East of the intersection of Victoria Street, progressing 22 metres (north east).

iii. Light Motor Vehicle Prohibition Register – Part 2: Motor Vehicles under 3,500kg - addition of the following locations:

Location	Description
Ruffell Road	From the intersection with Arthur Porter Drive to its western end
Earthmover Crescent	From the northern intersection of Earthmover Crescent with Arthur Porter Drive to its southern end intersection with Arthur Porter Drive
Roger Kauai Place	From the intersection with Arthur Porter Drive to its north western end
Clem Newby Road	From the intersection of Clem Newby Road with Arthur Porter Drive to the intersection of Clem Newby Road with Chalmers Road.
Hounsell Road	From the intersection with Arthur Porter Drive to its western end
Winders Road	From the intersection of Chalmers Road to its southern end
Chafer Place	From the intersection of Chalmers Road to its southern end
Ellis Street	From the intersection of Killarney Road to its southern end
Belfast Place	From the intersection of Ellis Street to its eastern end
Glennis Place	From the intersection of Ellis Street to its western end

Peregrine Place	From the intersection of Ellis Street to its western end
Duke Street	From the intersection of Greenwood Street to its eastern end
Kells Place	From the intersection of Duke Street to its southern end
Aztec Place	From the intersection of Duke Street to its southern end

Executive Summary

3. The Hamilton City Traffic Bylaw 2015 sets out the requirements for transport related activities within the road reserve. A Council resolution is required to make changes to any of these restrictions.
4. The changes proposed for approval in this report are considered in two categories:
 - parking restriction changes including No Stopping, bus stops and time limits
 - Traffic Bylaw - changes to various registers including:
 - Special Vehicle Lanes Register – Part 1: Cycle Lanes
 - Cycle Paths Register
 - Light Motor Vehicle Prohibitions Register – Part 2: Motor Vehicles under 3,500kg
5. Changes are recommended to improve safety and accessibility which may have been identified by residents, businesses or staff.
6. Consultation has been completed for all proposed changes and in general there is support for these.
7. Staff consider that the decisions in this report have low significance and that the recommendations comply with the Council's legal requirements.

Background

8. The Hamilton City Traffic Bylaw 2015 sets out the requirements for a variety of restrictions within the road reserve including:
 - parking
 - general control of vehicular or other traffic e.g. banning of turns, installation of No Stopping restrictions
 - creation of cycle lanes
 - establishment of specific parking zones such as bus stops, taxi stands, loading zones.
9. A Committee resolution is required to make changes to any of these restrictions.
10. Regular changes to traffic restrictions (including parking controls) are required throughout the city – often in response to requests from the general public or businesses in regard to safety or accessibility concerns. Opportunities for improvement are also identified by staff when considering changes in parking use patterns, or changes made to the built environment e.g. developments or discretionary transport projects.

Parking Restriction Changes

11. Several changes are proposed to parking restrictions throughout the city and the details of each of these are illustrated for each site in Attachment 1, with a list of all proposed changes included in **Attachment 2**.

12. Consultation with adjacent property owners, occupiers and any other affected parties has been undertaken for each of the proposed changes. The feedback received was positive and supportive of the majority of the proposed changes.
13. Feedback opposing the proposed changes has been received for one site (Edgeview Crescent), and further discussion on this site is set out in the report below.
14. Parking changes are also proposed for a development site in Ward Street and these are discussed further in the report below also.

Edgeview Crescent

15. Concerns have been expressed by bus drivers that their ability to safely manoeuvre through Edgeview Crescent is hindered by vehicles parking on street corners and as a result Waikato Regional Council have requested the installation of No Stopping restrictions at the two locations of greatest conflict.
16. The two sections of No Stopping restrictions proposed are located on corners where the buses are having the difficulties and are shown in the plan below:



Proposed 'No Stopping' restrictions in Edgeview Crescent.

17. The proposed restrictions highlight where it is already prohibited to park as per the New Zealand Road Code, "near a corner, **curve**, hill, traffic island or intersection, if it will stop other people from seeing along the road." As this terminology can be subjective, the installation of the proposed No Stopping restrictions will eliminate any potential confusion.

18. Both support (green boxes) and objections (red boxes) to the proposed No Stopping restrictions have been received as set out in the map below.



Feedback received for proposed No Stopping in Edgeview Crescent

19. A copy of the feedback received is included in Attachment 3.
20. Edgeview Crescent is currently used as part of the #12 Fitzroy service to allow buses to reach the terminus outside Summerset Village (Opposite 209 Dixon Road) as there is no room in Dixon Road for the bus to turn around. This terminus point has an average usage of over a thousand (1147) passengers a month and this number has increased steadily since the introduction of this stop in October 2018. This bus stop has a bus shelter and accessible kerb.

21. The nearest bus stop on the same route is opposite 65 Waterford Road which has an average patronage of 320 a month. This stop is 200 metres away and, while it has a shelter, it lacks an accessible kerb. If the #12 Fitzroy route was shortened and the bus turned around the Waterford/Dixon roundabout it would require the passengers to negotiate crossing both Dixon Road and Waterford Road as shown in the plan below:



#12 Fitzroy bus route and bus stop outside Summerset Village

22. There is no other bus route that operates in this area and staff therefore recommend that the proposed No Stopping Restrictions are approved.

Parking Changes Associated with K-Mart redevelopment

23. A consent was granted in 2018 for the redevelopment of the K-Mart building on Ward Street, Bryce Street and Tristram Street. This included the relocation of K-Mart to the existing carpark area accessed off Bryce Street, with loading for K-Mart by way of a loading dock accessed from Ward Street.
24. The application sought additions and alterations to the existing building to establish various office tenancies (this part of the development is known as Tristram Precinct). One of the proposed tenancies is Waikato Regional Council. The existing basement carpark was to be retained for office use (eg. fleet vehicles), with the external parking spaces being available for K-Mart customers.

25. In 2019, the applicant sought to alter the layout of the office part of the Tristram Precinct development as follows:
- Establishment of a visitor carpark with 7 parking spaces, accessed via a new crossing onto Ward Street. Under the original consent, the existing building on this site (Victors Place) was to be retained. This building has since been demolished.
 - Establishment of a podium level carpark with 42 spaces within the Tristram Precinct. This replaces office space originally consented. It is intended that this area be used by staff and elected members. This area will be accessed via the visitor carpark area via a ramp, with no direct access onto Ward Street.
 - Retention of existing basement carpark access.
26. The proposed changes are shown in the plan below and result in the removal of three existing carparking spaces on Ward Street.



Proposed additional entrance to Visitors and podium level carparks

Traffic Bylaw Changes

27. The Hamilton Traffic Bylaw 2015 (the Traffic Bylaw) has a series of registers that are able to be updated via Council resolution. Changes are proposed for two of the Traffic Bylaw Registers as set out below:

Special Vehicle Lanes Register Part 1: Cycle Lanes

28. The Claudelands Road cycle improvements project includes the provision of dedicated on-road cycle lanes.

29. The following addition to the Special Vehicle Lanes Register Part 1: Cycle Lanes are proposed to reflect these new facilities:

Location	Description
Claudlands Road	<p>(v) Southwest bound cycle lane outside number 460 Victoria Street (60m northeast of Victoria Street intersection) progressing 30 metres (south west).</p> <p>(vi) Southwest bound cycle lane outside number 29 Myrtle Street (125m south west of Grey Street intersection) progressing 357 metres (south west)</p> <p>(vii) Northeast bound cycle lane outside number 500 Victoria Street to number 7 Bryce Street (16m northeast of Victoria Street intersection), progressing 45 metres (northeast).</p> <p>(viii) Northeast bound cycle lane outside number 12 O'Neill Street extending 245 metres north east to the intersection of Heaphy Terrace.</p>

Cycle Paths Register

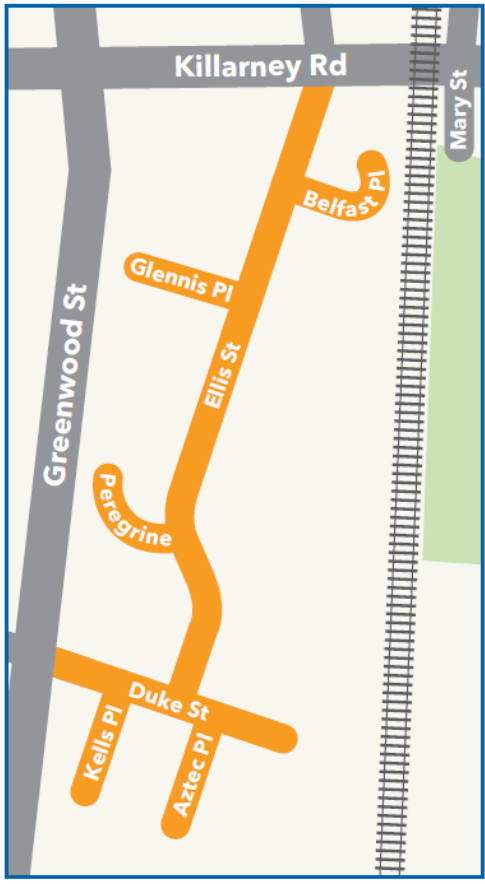
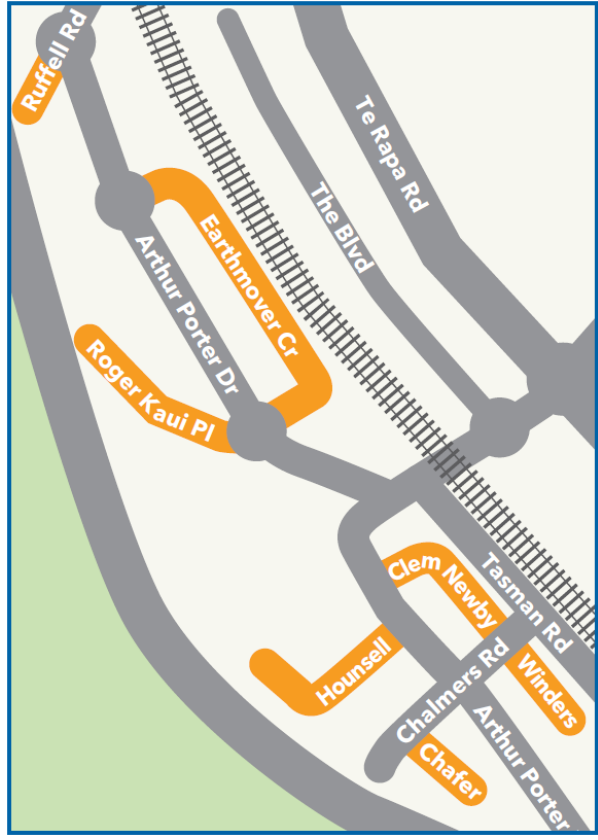
30. The Claudlands Road cycle connections upgrade also introduces areas of shared off road cycle paths at the Victoria Street end of the route.
31. The following additions to the Cycle Paths Register are therefore proposed:

Location	Description
Claudlands Road	(ii) Cycle Path from 7m North East of the intersection of Victoria Street, progressing 22 metres (north east).

Light Motor Vehicle Prohibitions Register

32. At the [Growth and Infrastructure Committee](#) meeting on 24 October 2017 an update on Illegal Street Races and Antisocial Driving Behaviour was included in the General Managers' Report.
33. The Light Motor Vehicle Prohibition clause in the Hamilton City Traffic Bylaw 2015 allows the Council, by resolution, to restrict or prohibit any vehicle under 3500kg (cars, utes and vans) from being on these streets between the hours of 9pm and 4am, unless they are there on legitimate business.
34. These changes do not affect legitimate road users such as business employees, residents and anyone with a genuine reason for being on that street. The purpose of the clause is to prevent nuisance and anti-social road users from accessing the street and creating problems.
35. The NZ Police have 'heat maps' which monitor the locations for which they are receiving complaints regarding 'boy racer' and anti-social activities.
36. The [Regulatory and Hearings Committee](#) meeting on 13 March 2018 considered the first locations for Light Motor Vehicle Prohibition, which were adopted on Gallagher Drive, Quentin Drive, Quail Place and Clow Place. The [Regulatory and Hearings Committee](#) meeting on 20 November 2018, subsequently approved Chanan Place be included also.

37. Further requests to extend the ban on light vehicles has been received by the NZ Police in regard to issues occurring in the Duke and Ellis Street area and Arthur Porter Drive area as shown in the maps below:

	
<p>Streets proposed for Light Vehicle Bans in Duke and Ellis Street Area</p>	<p>Streets proposed for Light Vehicle Bans in Arthur Porter Drive area</p>

38. These locations have been identified by the NZ Police as they have a history of night time light vehicle problems such as noise, illegal driving behaviour (excessive speed, burnouts etc), property vandalism (tagging) and rubbish dumping.
39. Consultation has been undertaken regarding the proposal via a letter to property owners followed with a delivery of a flyer to businesses on the streets (refer Attachments 4 & 5). Information of the proposal was included on the Hamilton City Council website with the 'Have Your Say' tool used to gather feedback on the proposal.
40. Total responses received for Arthur Porter Drive area proposal was 20 with 12 (60%) responses for and 8 against. For the Duke and Ellis Street areas 42 responses were received with 23 (55%) for and 19 against.
41. Comments were made by some of the submitters and a verbatim copy of these comments is included in Attachments 6 and 7 to this report. Redactions have been applied to blank out expletives in one of the responses. Where submitters included their name in the text of their submission, that has also been removed along with minor corrections to formatting and spelling.
42. Submitters who were in support of the proposal were a mixture of businesses and persons who are affected by the issues in these streets. There were comments about the illegal driving and debris left by the 'boy racers'.

43. The streets chosen for the Light Vehicle Ban are industrial streets where there is not a need for Light Vehicles to be travelling on these streets during the hours of 9pm to 4am. There is strong support from the affected businesses and support from the NZ Police and staff believe that it is appropriate to implement the Light Vehicle Bans as proposed.

Financial Considerations

44. Funding for the implementation of the proposed changes is included in the 2019/20 City Transportation Operations and Parking Activity budgets along with the Discretionary Transport Capital Programme.
45. Changes associated with the Tristram Precinct development will be paid for by the developer.

Legal and Policy Considerations

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

Wellbeing Considerations

47. 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').
48. 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.
49. The recommendations set out in this report are consistent with that purpose.

Social

50. The recommendations included in this report helps the community achieve their goals by ensuring their safety and ability to access key facilities such as education, health and employment.

Economic

51. The recommendations included in this report enable businesses to operate efficiently by ensuring safe access to their properties.

Environmental

52. No specific environmental considerations were identified in the development of this report.

Cultural

53. No specific cultural considerations were identified in the development of this report.

Risks

54. There are no known risks associated with the decisions required for this matter.
55. There are safety and accessibility risks associated with not approving the recommendations in this report.

Significance & Engagement Policy

Significance

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

Engagement

58. Community views and preferences are already known to the Council through the consultation that has been undertaken prior to the preparation of this report.

Attachments

- Attachment 1 - Illustrations of proposed parking restriction changes
- Attachment 2 - List of proposed parking restriction changes
- Attachment 3 - Feedback from consultation regarding No Stopping Restrictions on Edgeview Crescent
- Attachment 4 - Consultation flyer for Light Vehicle Ban - Duke and Ellis Street area
- Attachment 5 - Consultation flyer for Light Vehicle Ban - Arthur Porter Dr area
- Attachment 6 - Submissions on proposed light vehicle ban for Duke and Ellis street area
- Attachment 7 - Submissions on proposed light vehicle ban in Arthur Porter Drive area

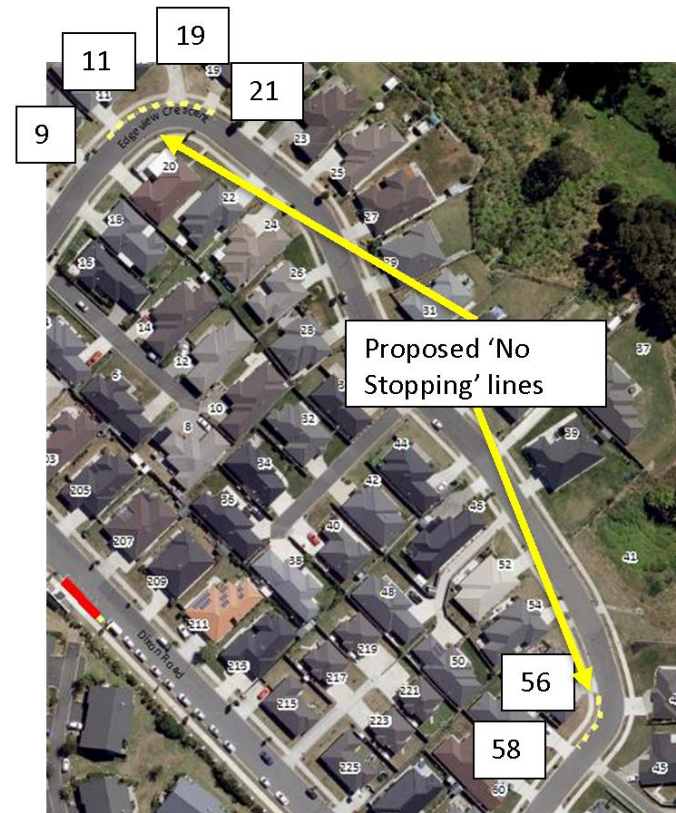
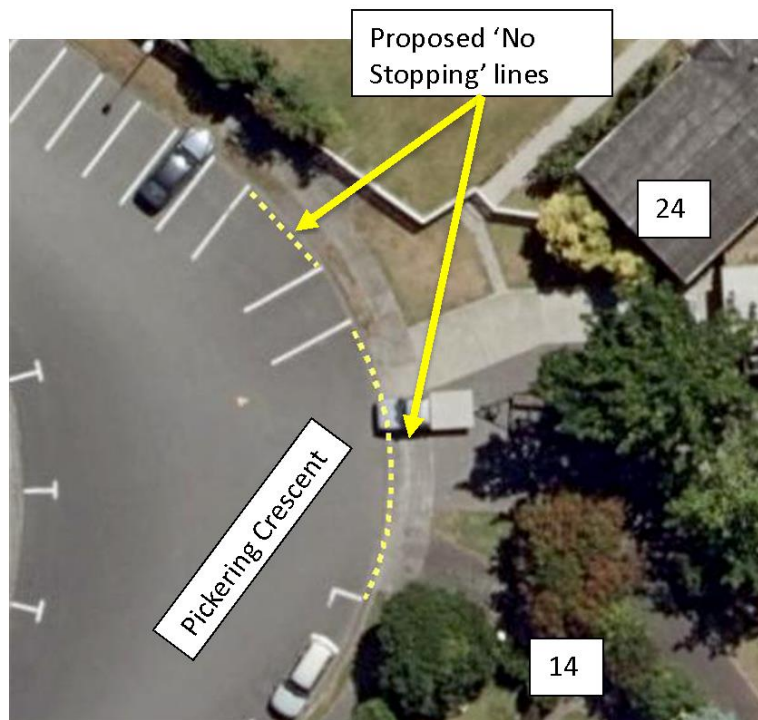
Proposed parking restriction changes

Regulatory and Hearings Committee 12 September 2019



Pickering Crescent

Edgeview Crescent



Aztec Place

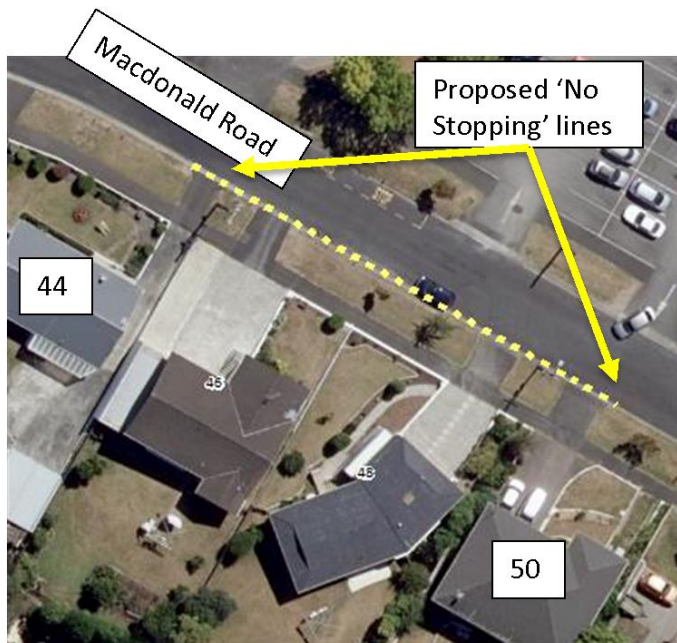


Wiltshire Drive



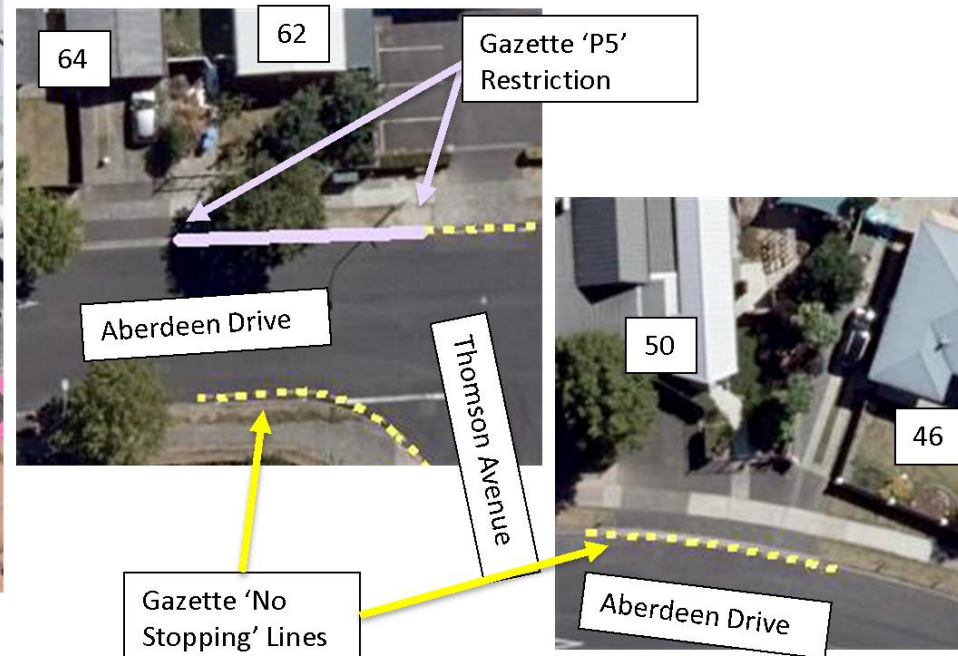
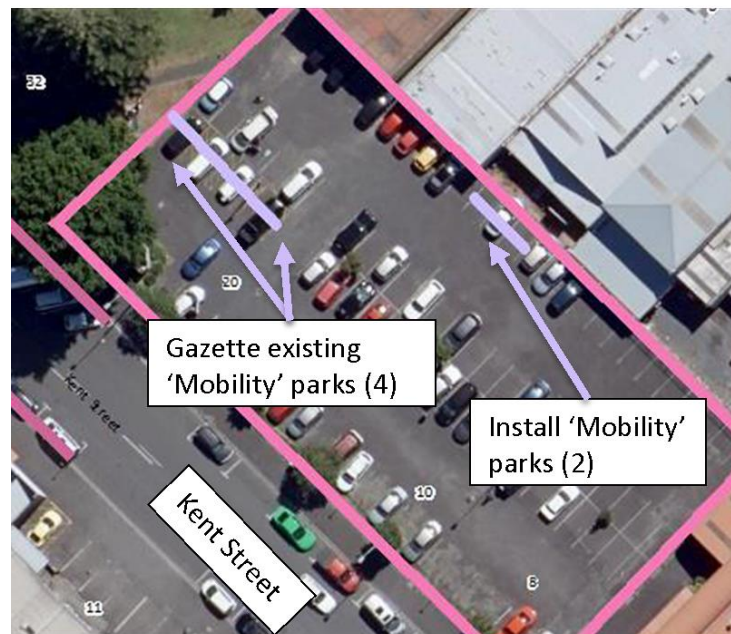
Macdonald Road Hatea Place

Item 8



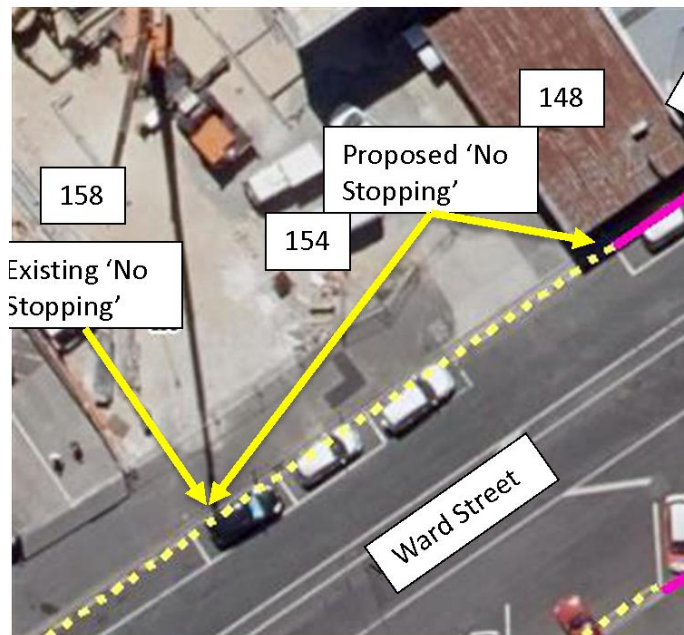
Attachment 1

Kent Parking Lot Aberdeen Drive

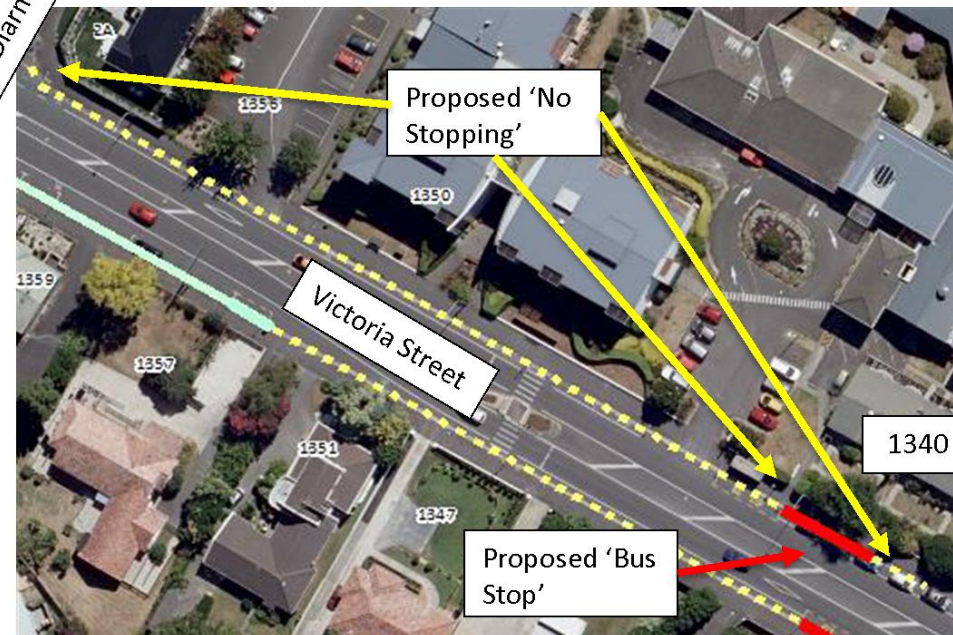


Ward Street

Victoria Street



MacDiarmid Road

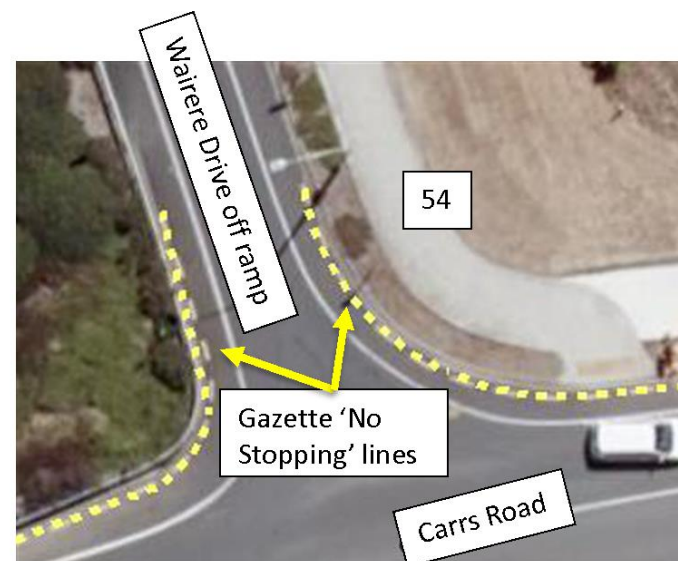
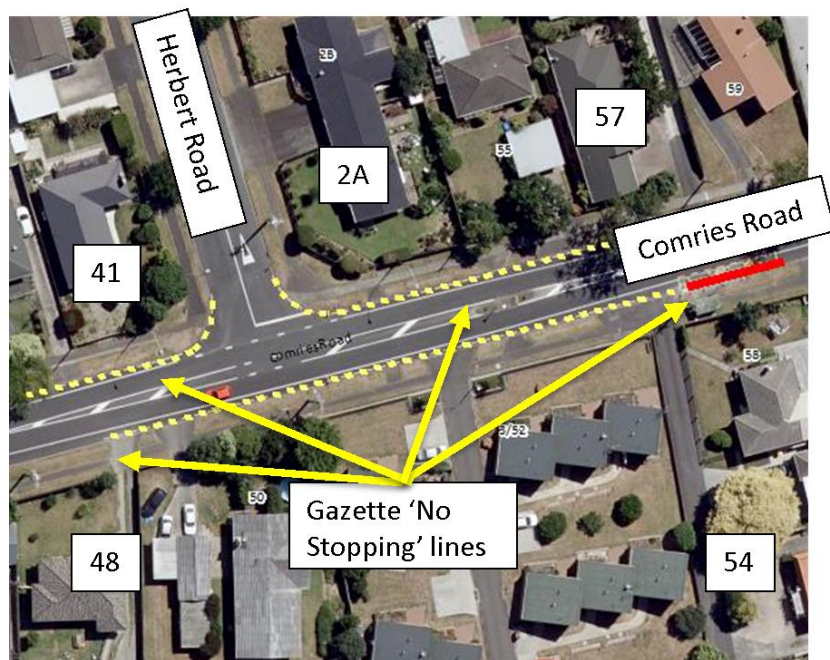


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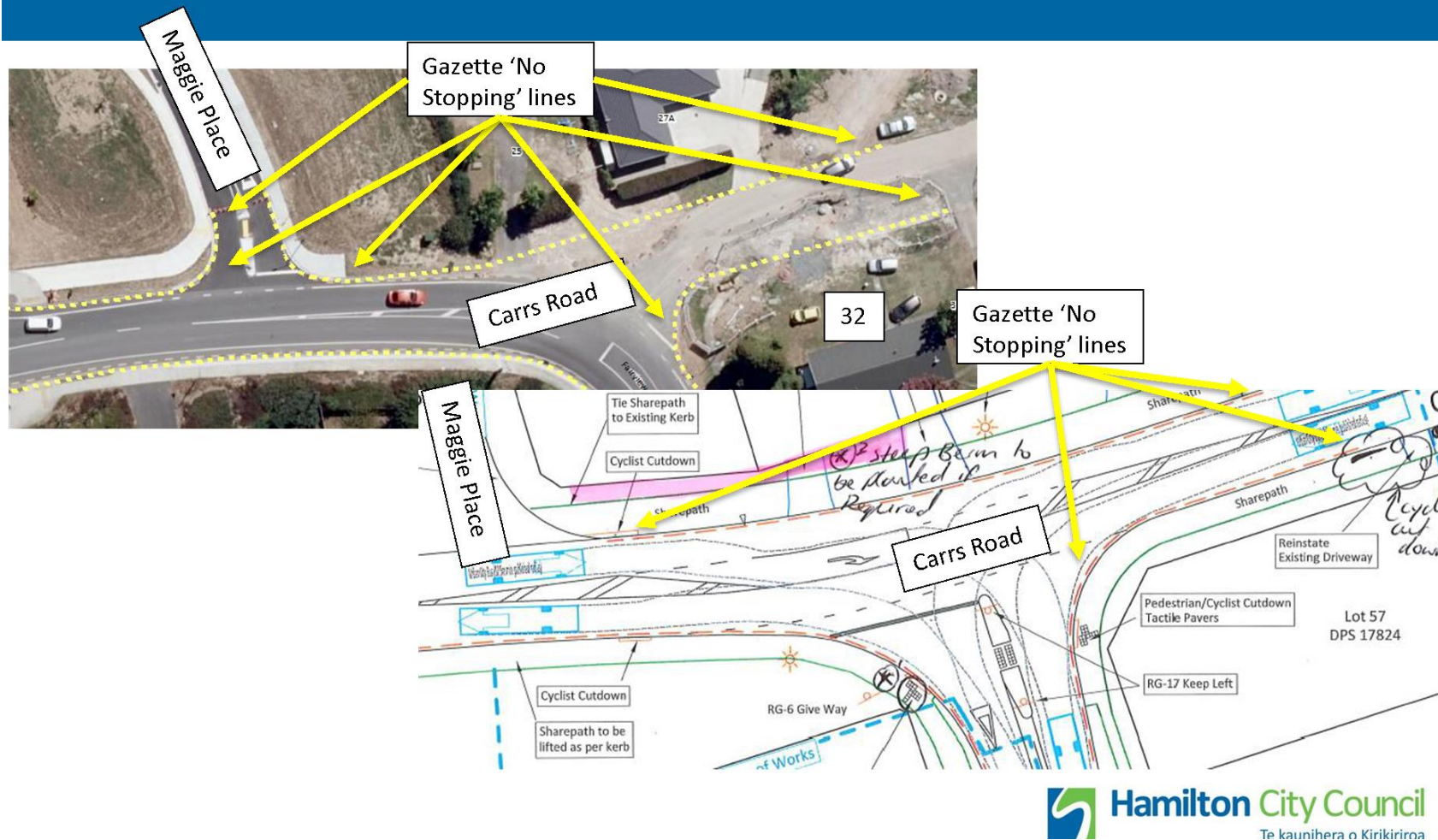
Attachment 1

Comries/Herbert Roads

Wairere Drive off ramp to Carrs Road



Carrs Road & Maggie Place Upgrade

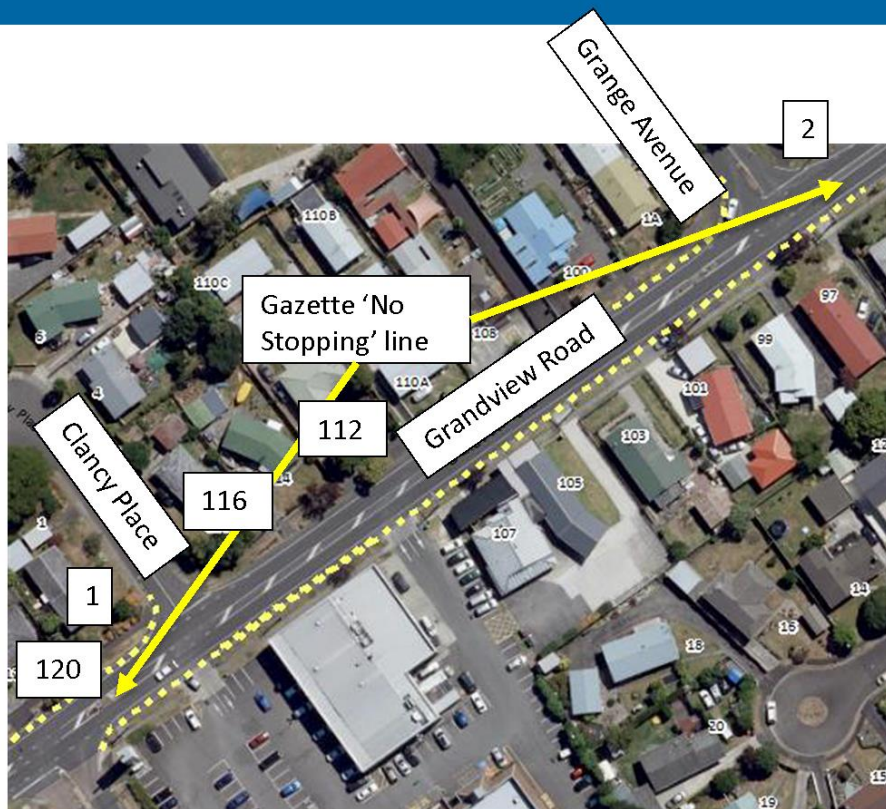


Item 8

Attachment 1

Grandview Road

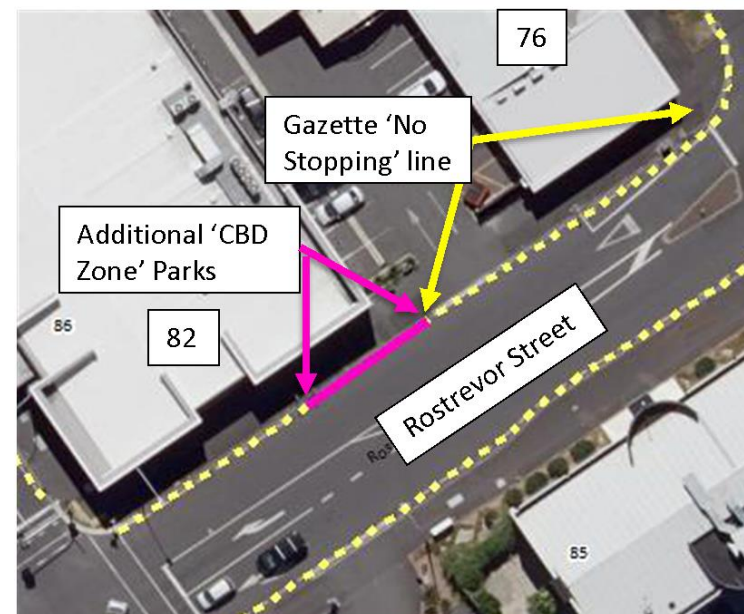
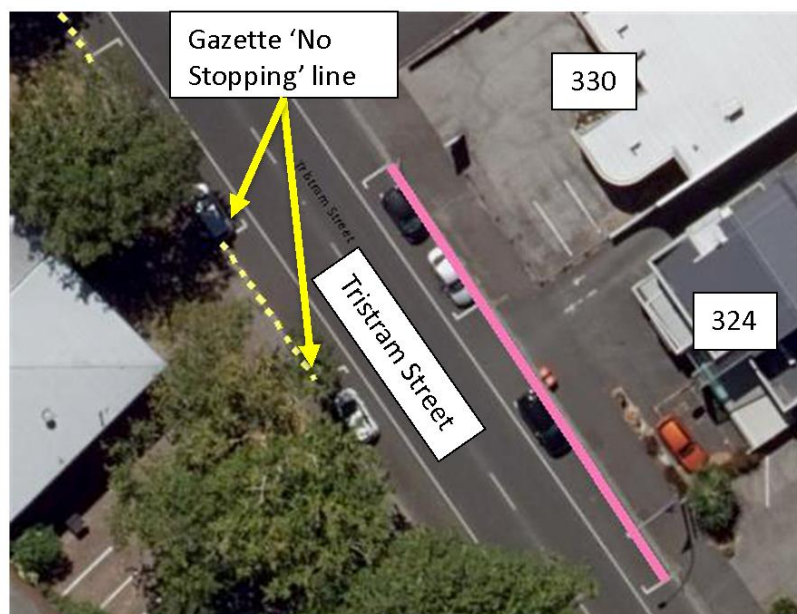
Grey Street



Tristram Street

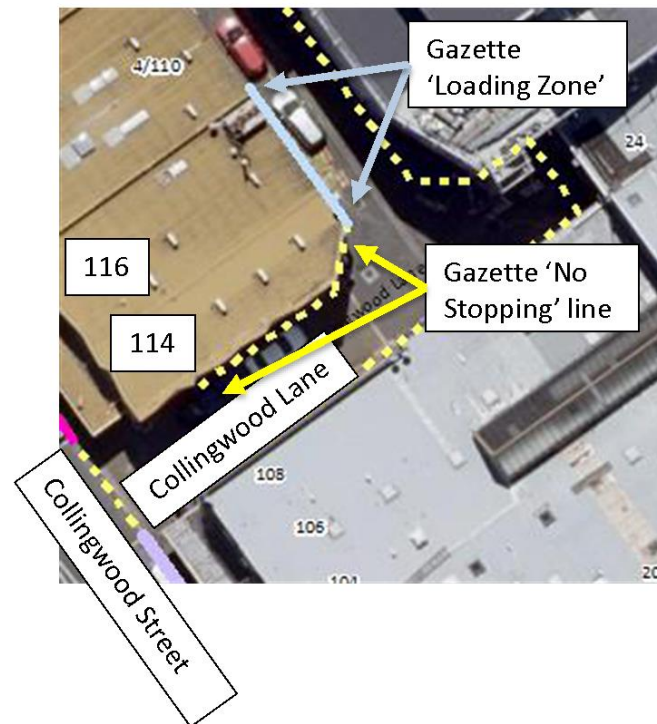
Rostrevor Street

Item 8



Attachment 1

Collingwood Lane



**Schedule of Proposed Parking Restriction Changes
September 2019**

Item 8

Attachment 2

PARKING RESTRICTIONS TO BE INSTALLED		
Location	Requested by	Description of proposed change and reason
Pickering Crescent	Resident	The following restrictions are to highlight where vehicles cannot park when picking up kids from the local school. Installation of 5m 'No Stopping' lines outside #24 Pickering Crescent. Installation of 14.5m 'No Stopping' lines outside #14-24 Pickering Crescent.
Edgeview Crescent	WRC	Install 'No Stopping' restrictions on corners to aid buses that must use Edgeview Crescent to manoeuvre. 18m 'No Stopping' lines outside #56-58 Edgeview Crescent. 37.5m 'No Stopping' lines outside #9-21 Edgeview Crescent.
London Street	Business	Install 4m 'Motorcycle Only' restriction outside #153 London Street, technically too small for a legal car park.
Aztec Place	Business	The following restrictions are to aid trucks accessing businesses. Installation of 17m 'No Stopping' lines opposite #1 Aztec Place. Installation of 30m 'No Stopping' lines outside #1-7 Aztec Place.
Wiltshire Drive	Resident	Installation of 6m 'No Stopping' outside #1-3 Wiltshire Drive, park is too close to the intersection.
MacDonald Road	Residents	Installation of 50m 'No Stopping' lines outside #44-50 Macdonald Road, to aid in the manouverability of vehicles.
Hatea Place	Resident	Installation of 6m 'No Stopping' lines outside #14-16 Hatea Place, space between driveways is too small for a car park.
Kent Street Parking Lot	Business	Installation of two 'P120 Mobility Card Holders Only' outside #8 Keddell Street, to provide greater access to dementia patients. Results in one less car park.
Ward Street	Business	Installation 29m 'No Stopping' restrictioun outside #148-158 Ward Street, to provide access to a loading zone.
Victoria Street	Development	The following restrictions are for a relocated bus stop, to clear it of a developments driveway. Installation of 129.5m 'No Stopping' from the intersection of MacDiarmid Road to outside #1340 Victoria Street. Installation of 15m 'Bus Stop' outside #1340 Victoria Street. Installation of 9m 'No Stopping' outside 1340 Victoria Street.
PARKING RESTRICTIONS TO RESCIND		
Location	Requested by	Description of proposed change and reason
River Road	HCC	Rescind the following restriction as it has been superseded by cycle lanes: 27m 'Clearway' restriction extending south of the Clarkin Road intersection outside #608 River Road.
Ruakiwi Road	HCC	Rescind 25m 'No Stopping' restriction outside #9-11 Ruakiwi Road, no longer marked on site. Removed during maintenance in 2017-2018 no requests to remark.

**Schedule of Proposed Parking Restriction Changes
September 2019**

Grasslands Place	HCC	Rescind 19m 'No Stopping' restriction outside #15 Grasslands Place, no longer marked on site. Restriction over a driveway no requests to remark following removal in 2009-2010
Grey Street	HCC	Rescind 26m 'No Stopping' restriction outside #68-72 Grey Street, no longer marked on site.
Garden Place	HCC	Rescind a 90m ² block extending 9m north and 10m east of 'P10 Loading Zone' restriction 7m north of #11 Garden Place as this is not marked on site.
Killarney Road	HCC	Rescind the following 'Clearways' as they were superseded when the intersection was upgraded. 44m of 'Clearway' restriction outside #103-109 Killarney Road. 76m of 'Clearway' restriction outside #104-116 Killarney Road.
Rostrevor Street	HCC	Rescind 30m of 'P10 Loading Zone' restriction outside #76-82 Rostrevor Street. New restrictions are proposed.
Anglesea Street	HCC	Rescind the following 'No Stopping' that was superseded when Ward Street was closed. 17m 'No Stopping' restriction extending 26.5m south from Ward Street. 21.5m 'No Stopping' restriction extending 63m south from Nisbet Street.
Ward Street	Business	Rescind 10.5m 'No Stopping' outside #148-154 Ward Street, as a new restriction is proposed.
Victoria Street		Rescind the following restrictions as new restrictions are proposed. 118m 'No Stopping' from the intersection of MacDiarmid Road to outside #1340 Victoria Street. 11m 'Bus Stop' outside #1340 Victoria Street.
EXISTING PARKING RESTRICTIONS TO BE GAZETTED		
Location	Requested by	Description of proposed change
Comries Road	HCC	Gazette the following 'No Stopping' to reflect what is marked on site. 88m 'No Stopping' restriction outside #48-54 Comries Road. 26m 'No Stopping' restriction outside #39-41 Comries Road. 43m 'No Stopping' restriction outside #2A Herbert Road to #57 Comries Road.
Herbert Road	HCC	Gazette 10.5m 'No Stopping' restriction outside #2A Herbert Street. Gazette 9m 'No Stopping' restriction outside #41 Comries Road
Wairere Drive off ramp to Carrs Road	HCC	Gazette 11m 'No Stopping' restriction on the east side immediately north of Carrs Road. Gazette 8.5m 'No Stopping' restriction on the east side immediately north of Carrs Road.
Maggie Place	HCC	Gazette 10m 'No Stopping' restriction on the west side of Maggie Place immediately north of Carrs Road. Gazette 13.5m 'No Stopping' restriction on the east side of Maggie Place immediately north of Carrs Road.
Carrs Road	HCC	Gazette 42m 'No Stopping' restriction outside #32 Carrs Road. Intersection has been developed.
Kent Street Parking Lot	HCC	Gazette four 'P120 Mobility Card Holders Only' on the northern side of the parking lot, as marked on site.

**Schedule of Proposed Parking Restriction Changes
September 2019**

Aberdeen Drive	HCC	To reflect onsite signage and markings gazette the following restrictions: 17m 'P5 8am-6pm Mon-Fri' parking restriction outside #62 Aberdeen Drive. 15m 'No Stopping' lines at the intersection of Aberdeen Drive with Thomson Avenue. 17.5m 'No Stopping' lines extending across the driveways of #46-50 Aberdeen Avenue.
PARKING RESTRICTIONS TO RESCIND AS SUPERSEDED BY NEW GAZETTE		
Location	Requested by	Description of proposed change
Grandview Road	HCC	Rescind 31m and 46m of 'No Stopping' opposite #120 Grandview Road to #1 Clancy Place and opposite #112-116 Grandview Road respectively, and gazette 206m 'No Stopping' opposite #2 Grange Avenue to #120 Grandview Road, to match what is marked onsite.
Grey Street	HCC	Rescind 5.5m of 'No Stopping' outside #217 Grey Street, and gazette 17.5m 'No Stopping' restriction outside #209 Grey Street, to match what is marked.
Tristram Street	HCC	Rescind 17m 'No Stopping' opposite #324-330 Tristram Street, and gazette 12m 'No Stopping' opposite #330 Tristram Street, to reflect what is marked on site.
Rostrevor Street	HCC	Rescind 15.5m 'No Stopping' restriction outside #76 Rostrevor Street, and gazette 33m 'No Stopping' to extend across a driveway.
Collingwood Lane	HCC	Rescind 16m and 12m 'No Stopping' restrictions outside #114-116 Collingwood Street, and gazette 11m 'P10 Loading Zone' and 17m 'No Stopping' restrictions, as marked on site.
Carrs Road	HCC	Rescind 80m 'No Stopping' restriction on the north side of Carrs Road immediately east of Tramway Road, and gazette 28.5m west and 76m east of Maggie Place 'No Stopping' restrictions. As Maggie Place now intersects this restriction.

Item 8

Attachment 2

Feedback received regarding proposed No Stopping Restrictions on Edgeview Crescent

Property #	Comments	Support?
15	In full support, should have been done 6 years ago.	Yes
19	We live at number 19 Edgeview Crescent and we agree to the proposed "no stopping" lines to be installed outside our house. We think that the yellow lines need to go past the end of our driveway to the start of number 21's driveway as cars are sometimes parked outside number 20 and 21 at the same time so it makes it difficult for the bus to pass through. Also we suggest that a solid white line to be painted around the corner (the same length as the yellow lines) to guide people so they stay on their side of the road as we have seen numerous people take the corner from both directions and most times go way over to the other side of the road. We have seen one accident with the bus but have also seen a few near misses with cars.	Yes
11	<p>I wish to make representation at the HEARINGS SUBCOMMITTEE meeting on the provision of no stopping lines outside my property 11 EDGEVIEW CRESCENT FITZROY HAMILTON.</p> <p>The provision of the no parking lines precludes any visitor parking outside my property. I contacted by phone Mr Daniel Manning suggesting a compromise that would satisfy the bus company who were concerned for their drivers having to use the street as a turning circle to the new terminal at Somerset Villiage. I requested consideration by the council to provide a layby by my house taking the land between the curb and footpath. The reply was WE HAVE NO BUDGET. EDGEVIEW CRESCENT was never meant to carry bus traffic as there is limited space between two parked cars at the best of times. Obviously the request for no parking lines was made by the bus company they have no regard for the problem they have made with the introduction of long lengths and widths of their new busses. Obviously the request for no parking lines is:</p> <ol style="list-style-type: none"> 1 To assist drivers to negotiate the tight corner near my property 2 The bus company in the past had no problems with the road using the smaller busses the problem is with the larger busses 3 The provision of a terminal at Dixon road outside Somerset Villiage was obviously at there request. The previous terminal at FITZROY PARK is only a short distance from Somerset Villiage and part of the service terminates there today. 4 Observation over many days passing my door reveals in many cases no passengers on board no doubt the bus company could confirm this. Maybe the council could do research also not many passengers use the Somerset terminal which quite recently had a layby installed no doubt this was not budgeted but money seemed to be found. 5 With the inability for the council to provide a layby at my house DUE TO NO BUDGET I ask the council to delay the provision of no parking lines at my house until money is available to provide my layby and there painting NO PARKING LINES can then be painted. Could you please acknowledge receipt of this email and provide time and place so that I can attend the HEARING. THANK YOU 	No
13	Concerned with the lack of parking already on Edgeview	No
17	Concerned that it will increase the speed of buses using Edgeview	No

PROPOSED LIGHT VEHICLE RESTRICTION

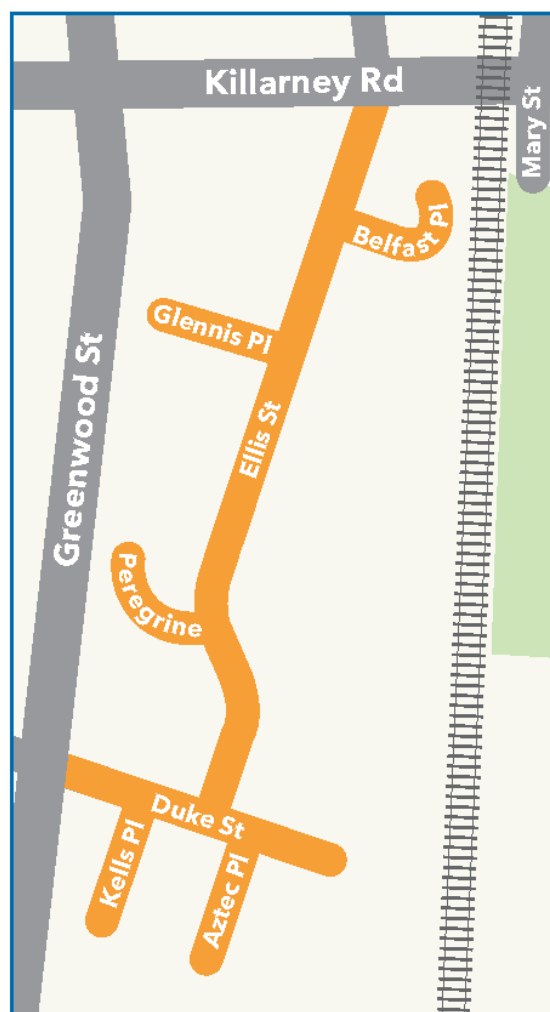
DUKE AND ELLIS ST AREAS

The Duke and Ellis St areas have a history of night time light vehicle problems such as noise, illegal driving behaviour (excessive speed, burnouts, etc.), property vandalism (tagging) and rubbish dumping.

Hamilton City Council is proposing to help the New Zealand Police address these issues by imposing a night time Light Motor Vehicle Prohibition, under the Hamilton City Traffic Bylaw 2015, in the following streets:

- Ellis St
- Duke St
- Kells Pl
- Aztec Pl
- Peregrine Pl
- Glennis Pl
- Belfast Pl

This means cars, utes and vans will be banned from these streets between the hours of 9pm and 4am, unless they are there on legitimate business.



Legitimate road users are not affected by this proposal because business employees, residents, and anyone with a genuine reason for being on the street are exempt from the restrictions.

WHY WE ARE CONSULTING

The Light Motor Vehicle Prohibitions clause in the Hamilton City Traffic Bylaw 2015 allows the Council, by resolution, to restrict or prohibit any vehicle having a gross motor vehicle mass less than 3,500kg from being operated on a road between the hours of 9pm and 4am. Legitimate users are still allowed to use these streets, such as resident, business employees or passenger vehicles such as taxis. The purpose of the clause is to prevent nuisance and anti-social road users from accessing the street and creating problems.

We have previously implemented a Light Motor Vehicle Prohibition in Gallagher Dr, Quinton Dr, Clow Pl and Quail Pl. Following a request from the Police, we are now proposing this Light Motor Vehicle Prohibition in the Duke and Ellis Street areas.

SIGNS

This is an example of what the 'No Entry' signs will look like. If you are in the area for a genuine reason you will not be fined.



HAVE YOUR SAY

Your views are important to us. Go to hamilton.govt.nz/haveyoursay to share your views on this proposal. Consultation will open at **9am on Monday 29 July** and close at **5pm on Friday 16 August 2019**.

QUESTIONS?

If you wish to discuss this proposal, or if you have questions please contact Ethan Young, City Transportation Unit, ph 07 838 6861 or email ethan.young@hcc.govt.nz

PROPOSED LIGHT VEHICLE RESTRICTION

ARTHUR PORTER DR AREA

Arthur Porter Drive Area has a history of night time light vehicle problems such as noise, illegal driving behaviour (excessive speed, burnouts, etc.), property vandalism (tagging) and rubbish dumping.

Hamilton City Council is proposing to help the New Zealand Police address these issues by imposing a night time Light Motor Vehicle Prohibition, under the Hamilton City Traffic Bylaw 2015, in the following streets:

- Clem Newby Rd
- Winders Rd
- Chafer Pl
- Hounsell Rd
- Earthmover Cres
- Roger Kauai Pl
- Ruffell Rd (west of Arthur Porter Dr only)



This means cars, utes and vans will be banned from these streets between the hours of 9pm and 4am, unless they are there on legitimate business.

Legitimate road users are not affected by this proposal because business employees, residents, and anyone with a genuine reason for being on the street are exempt from the restrictions.

WHY WE ARE CONSULTING

The Light Motor Vehicle Prohibitions clause in the Hamilton City Traffic Bylaw 2015 allows the Council, by resolution, to restrict or prohibit any vehicle having a gross motor vehicle mass less than 3,500kg from being operated on a road between the hours of 9pm and 4am. Legitimate users are still allowed to use these streets, such as resident, business employees or passenger vehicles such as taxis. The purpose of the clause is to prevent nuisance and anti-social road users from accessing the street and creating problems.

We have previously implemented a Light Motor Vehicle Prohibition in Gallagher Dr, Quinton Dr, Clow Pl and Quail Pl. Following a request from the Police we are now proposing this Light Motor Vehicle Prohibition on the Arthur Porter Drive Area.

SIGNS

This is an example of what the 'No Entry' signs will look like. If you are in the area for a genuine reason you will not be fined.



HAVE YOUR SAY

Your views are important to us. Go to hamilton.govt.nz/haveyoursay to share your views on this proposal. Consultation will open at **9am on Monday 29 July** and close at **5pm on Friday 16 August 2019**.

QUESTIONS?

If you wish to discuss this proposal, or if you have questions please contact Daniel Manning, City Transportation Unit, ph 07 858 5736 or email daniel.manning@hcc.govt.nz

Written submissions received regarding the proposed introduction of a Light Vehicle Ban in the Duke Street – Ellis Street area. August 2019			
Do you support the proposal or not?	Comments to support your decision	Are you an individual or representing a business?	Where are you based?
No - I/We do not generally support the proposal	Waste of time doesn't fix the problem just moves it elsewhere provide somewhere for it to be done legally instead	an individual	Waikato District
No - I/We do not generally support the proposal	Seems unfair for some who pay ruc's and taxes to be on roads to then now become limited and told when we can and can't be on some roads and causes confusion for some who may not be aware or notice particular signposts	an individual	Pukete
No - I/We do not generally support the proposal	Ridiculous idea	an individual	Te Rapa
No - I/We do not generally support the proposal	It's a small amount of people that are dicks and what to ruin everything they touch, for like 1 small group of people everybody else now has to suffer	an individual	Flagstaff
No - I/We do not generally support the proposal	It's a bit silly, you're just going to move the problem to suburban streets where its more likely people will get hit. Other city councils recognise that it's actually the lesser of 2 evils by allowing this behaviour is restricted areas.	an individual	Hamilton East
No - I/We do not generally support the proposal	How many innocent people are going to get caught up in a blanket bylaw like this? May as well go full police state and curfew everyone.	an individual	Hamilton Central
No - I/We do not generally support the proposal	I pay taxes and registration fees, therefore I can and will drive on these roads whenever I please, unless of course the council is going to refund me the taxes I spent to build these roads? cheers.	an individual	Rototuna

No - I/We do not generally support the proposal	This is kinda stupid, tickets and time wasted for what??	an individual	Frankton
No - I/We do not generally support the proposal	I pay rego so I'll drive wherever I want....	an individual	Dinsdale
No - I/We do not generally support the proposal	*****can get ***** if you ask me. I pay my road taxes so i can go where the **** I want. Try stop me cause I'll just drop every cop that chases me. **** ya ****,	an individual	Temple View
No - I/We do not generally support the proposal	"Boy racers" will still do as they want, your wasting time & money (our taxpayers money) to block off a block of streets that will still be used for friday night skids.	an individual	Dinsdale
Yes - I/We generally support the proposal	Being a business owner in this area, and constantly having to clean Friday and Saturday night messes up, I totally agree with the prohibition. It needs to be extended to consider loitering in these areas, especially regarding tagging issues.	a business/organisation	Waipa District
Yes - I/We generally support the proposal	As a building occupier in the affected area for the past 10 years, I am surprised at this proposal. Anecdotal evidence points toward there being a considerable reduction of such behaviour on these streets over the past 3-5 years (prior to that this problem was very obvious). My concern is with the level of policing that this will require, and the fervour with which it might be administered. The Duke and Ellis St area is a high density commercial area where many businesses are located; I would hope that there would be no impeded access of people and vehicles who must use this area in out-of-hours time periods such as the staff of the Plumbing and Manufacturing companies who line the streets.	a business/organisation	Grandview Heights

Yes - I/We generally support the proposal	Aztec Place cul de sac has been the venue frequented by Boy Racers since the By Law was imposed on Gallagher Drive. Affected Business have reported and asked for intervention from Police & HCC with no noticeable action, in fact activity has escalated over recent months. Nobody wants what happened in Wellington last week to be repeated in our community so just makes sense that the authorities impose restrictions to shut this type of activity down. A By Law gives the Police the right and obligation to intervene	a business/organisation	Hamilton Lake
Yes - I/We generally support the proposal	As an owner in Aztec Place I think it's a great plan. Thank you.	a business/organisation	Hamilton Lake
Yes - I/We generally support the proposal	City Parks operates out of Duke Street, just off Ellis Street. We have on call staff arriving and leaving our yard during night hours from time to time. They are on legitimate business so we have no issues with the restriction. If anything, this restriction will make their travel to our yard a safer experience.	a business/organisation	Waipa District
Yes - I/We generally support the proposal	Love this idea - BUT have you considered banning heavy vehicles going along Ellis and Duke Street. It is extremely common for MASSIVE double trailered trucks to travel up these roads just because they want to miss the lights along Kahikatea Dr. This causes major issues for smaller vehicles as due to road side parking the road is not wide enough so the trucks stay right in the middle of the road which causes traffic coming the other direction to have to stop and wait causing traffic jams. Also this causes major traffic delays at the intersection of Ellis and Killarney Rd as well. Have you considered a 'No Engine Breaking' area which might stop them from using this route and continuing along the SH like they should already be doing.	an individual	Rototuna
Yes - I/We generally support the proposal	positive move. Well done	an individual	Beerescourt
Yes - I/We generally support the proposal	Legitimate users exempt, simple no problem.	an individual	Hillcrest

Yes - I/We generally support the proposal	Kordia as a company would look forward to this being implemented. Over the past year or more we have had continual issues with burnouts and congregation of vehicles at the end of the Aztec Place culdesac. Every Monday there are bottles, rubbish, shredded rubber and wire remnants of tyres, diesel and the like spread on the road and surrounding area. We run a 24/7 operation and the safety of our team is paramount, particularly in the early morning when this type of thing occurs. The last thing I want is any of our team having to battle through these activities to gain access to equipment in our building, so any way in which we can discourage this type of activity is welcomed. We have had limited success in dealing with the police on this matter so this looks to be the best next step in this process.	a business/organisation	Hamilton East
Yes - I/We generally support the proposal	We received your letter regarding the LV Restrictions. We are more than happy with this plan and support it whole-heartedly. We own buildings in Aztec Place and Ellis St. We are always finding empty bottles and burn out marks in Aztec as it is a cul-de-sac.	a business/organisation	
Yes - I/We generally support the proposal	I'm writing this as a representative of Stafford Engineering in Aztec Place Frankton. We are also impacted by Boy Racers and support imposing bylaws to give Police authority and obligation to shut down this type of activity on public streets and roads	a business/organisation	Hamilton Lake
Yes - I/We generally support the proposal	Yes good idea and will help to mitigate the extra costs involved in ongoing repairs and maintenance associated with the misuse of these roads	an individual	Flagstaff
Yes - I/We generally support the proposal	We operate a business on Aztec place, and every Monday arrive to find empty bottles, broken glass, dents in our signage and loads of shredded tyre remains. We definitely support the proposed restrictions.	a business/organisation	Waikato District

Yes - I/We generally support the proposal	I work on Belfast PI - lots of weird folks around here at night, mainly doing burnouts or gathering ominously. We do sometimes get people doing burnouts soon after normal working hours finish (~6pm) who may not be affected by the proposed ban's timings. It is quite disruptive.	an individual	Fairfield
Yes - I/We generally support the proposal	Yes i agree this needs to happen. We work all hours and see a lot of "hoons" and people who clearly don't have a reason to be down these roads after hours. Fully support this!	a business/organisation	Frankton
Yes - I/We generally support the proposal	While I understand that these regulations are necessary to protect local businesses. I feel that if you can provide a place where these so called "anti-social" road users can gather where it is off public roads and, in a place where they are not bothering the public. This is beginning to look like a merry go round. They have done it for years and more roads will be restricted. Why not control it or provide someone with insight as to how to go about creating such a place. What are the regulations regarding this?	an individual	Silverdale
Yes - I/We generally support the proposal	Do Down the end of Harvey Norman and k drive part by 4x4 iron man to	an individual	Rototuna

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Attachment 6

Submissions received regarding the proposed introduction of a Light Vehicle Ban in the Arthur Porter Drive area. August 2019			
Do you support the proposal or not?	Comments to support your decision	Are you an individual or representing a business?	Where are you based?
No - I/We do not generally support the proposal	This is very inconvenient	as an individual	Rotokauri
No - I/We do not generally support the proposal	As a member of the car community, I say I'm not a fan of the idea. It'll only make them find other places to go, yes they need to be respectful, about rubbish and tagging, but they're not hurting anyone, they're simply there to just have fun together and connect over cars, if there was a place they could go that the cops wouldn't bother them and neighbours wouldn't get pissed off and it's there responsibility with how they look after it, like for a gold coin donation, I think it'll be a better idea, they will just keep going to other spots and then more bans like this will go up around Hamilton, in the end, no one will be allowed to go anywhere between 9-4, just my opinion, but all good :)	as an individual	Melville
No - I/We do not generally support the proposal	It's a waste of time people move elsewhere instead it just pushes the problem around give people a place to do it and bring them off the roads	as an individual	Hillcrest
No - I/We do not generally support the proposal	It's a small amount of people that are dicks and what to ruin everything they touch, for like 1 small group of people everybody else now has to suffer	as an individual	Flagstaff
No - I/We do not generally support the proposal	How many innocent people will be caught up in this crazy bylaw? May as well go full police state and impose curfews on the whole city. We live in a democratic society, with freedom to come and go as we please on roads that have been paid for out of our pockets.	as an individual	Hamilton Central

Yes - I/We generally support the proposal	very supportive of the proposal. Good work HCC and the Police. owner 11 Earthmover Pl and 1356 Arthur Porter Dr	as a business/organisation	Auckland
Yes - I/We generally support the proposal	While I understand and generally agree with the reasons for keeping 'boy racers' out of certain areas, I wonder if any thought has been given to nominating or providing areas specifically for them to make use of. The situation reminds me much of how skateboarding used to be treated; everybody wanted to tell them to go somewhere else but there was nowhere else to go until councils embraced the culture and started providing skate parks. It seems to me that keeping car enthusiasts out of certain areas would be much easier if there were somewhere suitable for them to go. I would perhaps suggest surveying people with this interest to find out what kind of facilities they would like to see.	as an individual	Frankton
Yes - I/We generally support the proposal	Yes we fully support this proposal as we have seen evidence of unwanted night time activity.	as a business/organisation	Flagstaff
Yes - I/We generally support the proposal	Good idea - something needs to be done to mitigate the extra costs involved in maintaining and repairing these new roads due to misuse	as an individual	Flagstaff
Yes - I/We generally support the proposal	Most of these premises are major businesses which are not open on weekends. 7.00pm - 4.00am weekdays and 2.00pm - 4.00am Weekends would be good. The only real reason for visiting the areas highlighted are for business or employment. No reason to "pass through".	as a business/organisation	Burbush

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Attachment 7

Council Report

Committee: Regulatory and Hearings Committee

Date: 12 September 2019

Author: Robyn Denton

Authoriser: Eeva-Liisa Wright

Position: Network Operations and Use Manager

Position: General Manager
Infrastructure Operations

Report Name: Hamilton City Speed Limit Bylaw Changes

Report Status	<i>Open</i>
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Purpose

1. To seek approval from the Regulatory and Hearings Committee for proposed changes to the Hamilton City Speed Limit Bylaw registers.

Staff Recommendation

2. That the Regulatory and Hearings Committee receive the report:
3. That the Regulatory and Hearings Committee approves the following changes to the Hamilton City Speed Limits Bylaw 2018 registers:
 - a) amends the following speed limit registers; and

SPEED LIMIT (km/h)	ROAD NAME/DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
Register 12: Roads with a variable speed limit				
40/50 km/h variable speed limit	Hamilton Christian School and Te Totara Primary			
	<u>Hector Drive: From Borman Road north to the end of Hector Drive</u>	<u>1 October 2019</u>	<u>Hamilton Speed Limit Bylaw 2013 (Amended 2017) 14/12/17</u>	<u>Hamilton Speed Limit Bylaw 2013:</u>
	<u>Chesham Street: From Borman Road to 40m north of Borman Road</u>	<u>1 October 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2013 (Amended 2017) 14/12/17</u>
	<u>Johnnybro Place: Borman Road to end</u>	<u>1 October 2019</u>		
40/50 km/h variable	Te Kura Kaupapa Maori o Te Ara Rima School		<u>Hamilton Speed Limit Bylaw 2013</u>	<u>Hamilton</u>

speed limit	Fifth Avenue: 85 <u>160</u> m northeast of Peachgrove Road to 15m southwest of John Street.	<u>2 December 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Speed Limit Bylaw Amendment 2010</u> <u>Hamilton Speed Limit Bylaw 2013</u>
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b) adds the following speed limits to registers:

SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
Register 3: Roads with a Speed Limit of 30km/h					
<u>30</u>	<u>Bader Street</u>	<u>Normandy Avenue to 50m east of Wills Street</u>	<u>11 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>30</u>	<u>Willis Street</u>	<u>Bader Street to 45m South of Bader Street</u>	<u>11 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>30</u>	<u>London Street</u>	<u>Anglesea Street east to River End</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>30</u>	<u>Peachgrove Road</u>	<u>Tennyson Street to Enderley Avenue</u>	<u>2 December 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>

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<u>30</u>	<u>Boundary Road</u>	<u>Peachgrove Road to 115m west of Peachgrove Road</u>	<u>2 December 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>30</u>	<u>Brooklyn Road</u>	<u>Peachgrove Road to 75m south of Peachgrove Road</u>	<u>2 December 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>30</u>	<u>Fifth Avenue</u>	<u>Peachgrove Road to 160m east of Peachgrove Road</u>	<u>2 December 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
Register 4: Roads with a Speed Limit of 40km/h					
<u>40</u>	<u>Arahi Place</u>	<u>Waireka Road to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Kapua Crescent</u>	<u>Waireka Road to Waireka Road</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Paiaka Place</u>	<u>Waireka Road to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Repoiti Court</u>	<u>Waireka Road to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Reponui Court</u>	<u>Kapua Crescent to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>

<u>40</u>	<u>Tokerau Drive</u>	<u>Waireka Road to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Waikaka Place</u>	<u>Waireka Road to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Waireka Road</u>	<u>Kay Road to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Avian Place</u>	<u>Kay Road to End</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Ekara Road</u>	<u>Kay Road to End</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Kukari Close</u>	<u>Ekara Road to End</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Onukutara Place</u>	<u>Borman Road to End</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Oolong Court</u>	<u>Te Manatu Drive to End</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Springside Court</u>	<u>Borman Road to End</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u>

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				September 2019	Hamilton Speed Limit Bylaw 2013.
40	Teafields Court	Te Manatu Drive to End	4 November 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
40	Teatree Close	Chalgrove Road to End	4 November 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
40	Teaview Court	Chalgrove Road to End	4 November 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
40	Chadwick Place	Chesham Street to End	4 November 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
40	Chatham Place	Chesham Street to End	4 November 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
40	Chesham Street	Borman Road to End	4 November 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
40	Hector Drive	Borman Road to Kimbrae Drive	4 November 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
40	Johnnybro Place	Borman Road to End	4 November 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.

<u>40</u>	<u>Keerangi Place</u>	<u>Hector Drive to End</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Kowaro Street</u>	<u>Kimbrae Drive to Keerangi Place</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Piwakawaka Court</u>	<u>Hector Drive to End</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Raupo Place</u>	<u>Hector Drive to End</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Alker Road</u>	<u>Lulu Avenue to Meachem Road</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Hatric Road</u>	<u>Pardoa Boulevard to Meachem Road</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Jobe Road</u>	<u>Lulu Avenue to Meachem Road</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Libeau Road</u>	<u>Lulu Avenue to Meachem Road</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Lulu Avenue</u>	<u>Alker Road to Webb Drive</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u>

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				September 2019	Hamilton Speed Limit Bylaw 2013.
40	Meachem Road	Lulu Avenue to End	4 November 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
40	Webb Drive	Pardoa Boulevard north to End	4 November 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
40	Athier Avenue	Probert Crescent to Carrs Road	30 September 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
40	Capper Crescent	Medland Place to Medland Place	30 September 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
40	Carrs Road	55m east of Fairview Street to Webb Drive	30 September 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
40	Coudsack Avenue	Gosset Avenue to Gosset Avenue	30 September 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
40	Gosset Avenue	Guillaume Street to Guillaume Street	30 September 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
40	Guillaume Street	Carrs Road to Popham Road	30 September 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.

<u>40</u>	<u>Hailwood Road</u>	<u>Medland Place to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Keyes Street</u>	<u>Trewern Avenue to Trewern Avenue</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Kibblewhite Road</u>	<u>Athier Avenue to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Letford Road</u>	<u>Athier Avenue to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Lissaman Place</u>	<u>Voight Avenue to Medway Place</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Maggie Place</u>	<u>Carrs Road to Maggie Place</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>McGarridle Road</u>	<u>Probert Crescent to Voight Avenue</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Medland Place</u>	<u>Popham Rd to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Medway Place</u>	<u>Probert Crescent to Carrs Road</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u>

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				September 2019	Hamilton Speed Limit Bylaw 2013.
40	Naismith Street	Trewern Avenue to Popham Road	30 September 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
40	Ogilvie Avenue	Kibblewhite Road to Guillaume Street	30 September 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
40	Popham Road	Medland Place to End	30 September 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
40	Probert Crescent	Medland Place to Voight Avenue	30 September 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
40	Squire Avenue	Capper Crescent to Capper Crescent	30 September 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
40	Trewern Avenue	Popham Road to Hailwood Road	30 September 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
40	Voight Avenue	Probert Crescent to Carrs Road	30 September 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
40	Minogue Drive	Garnett Avenue to End	4 November 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.

<u>40</u>	<u>Astor Avenue</u>	<u>Duke Street to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Charlotte Crescent</u>	<u>Duke Street to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Corum Place</u>	<u>Melanie Court to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Epping Place</u>	<u>Corrum Place to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Bosun Place</u>	<u>Te Huia Drive to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Brywood Rise</u>	<u>Te Huia Drive to River Road</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Lighter Place</u>	<u>Brywood Rise to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Purser Crescent</u>	<u>Brywood Rise to Brywood Rise</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
<u>40</u>	<u>Cabourne Drive</u>	<u>Briannarose Drive to Soo Yong Place</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u>

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				September 2019	Hamilton Speed Limit Bylaw 2013.
40	Mila Paige Close	Cabourne Drive to End	30 September 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
40	Hapori Avenue	Wairua Avenue to End	30 September 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
40	Hapu Avenue	Pukenga Avenue to Iwi Road	30 September 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
40	Iwi Road	Rotokauri Road to Wairua Avenue	30 September 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
40	Mana Drive	Iwi Road to Hapori Avenue	30 September 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
40	Pukenga Avenue	Taiatea Drive to Wairua Avenue	30 September 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
40	Wairua Avenue	Pukenga Avenue to Hapori Avenue	30 September 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
40	Whakapono Avenue	Pukenga Avenue to Iwi Road	30 September 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.

<u>40</u>	<u>Whanau Avenue</u>	<u>Iwi Road to Hapori Avenue</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
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Executive Summary

4. The Hamilton City Speed Limit Bylaw 2018 sets out the speed limits for all local (not state highway) roads in the city. The bylaw is supported by the Speed Management Plan which sets out the principles and prioritisation methodology for implementing speed limit changes within the city.
5. Consultation has been completed for all proposed changes and in general there is support for the changes. Where there has been negative feedback received, this is discussed within the report.
6. Staff consider that the decisions in this report have low significance and that the recommendations comply with the Council's legal requirements.

Background

7. The Growth and Infrastructure Committee meeting on 20 June 2017 adopted Vision Zero for our road safety target by 2028. Vision Zero, as the philosophy for road safety in the city, is an aspiration to achieve zero road deaths and serious injuries within Hamilton City.
8. The Council meeting on 6 September 2018 adopted the updated Hamilton City Speed Limits Bylaw 2018. The key change to the bylaw was to enable the Council to set speeds limits by resolution on any road within its jurisdiction. This change was made to enable timely and efficient speed limit changes to be made in the future.
9. The relationship between speed and road trauma is well-established internationally and that's why managing speed is one pillar of the Safe System approach to road safety.
10. Under our Vision Zero road safety philosophy we can make a big difference in the number of deaths and serious injuries on our roads by implementing a good speed management programme. If we can increase the number of drivers driving at a safe and appropriate speed, we can reduce the number of people in our community whose lives are devastated by road trauma.
11. The Speed Management Plan for Hamilton City was adopted at the Council meeting on 27 June 2019. The plan sets out the principles and prioritisation methodology that will be used to deliver speed management related activities including education, engineering and speed limit changes throughout Hamilton City.
12. The following principles have been adopted to guide the application of speed management within Hamilton:
 - i. The speed environment around schools at school times 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 the function and to create a safe and appropriate environment

- v. Existing roads may be upgraded appropriate to the 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
 - viii. We will work with partnering Road Controlling Authorities to provide a consistent approach in line with the Speed Management Guide
13. The following priorities will guide us in our approach to implementing speed management:
- a) High benefit routes which deliver maximum benefit in reducing deaths and serious injuries
 - b) Places where there is strong community demand for change
 - c) Supporting changes in neighbouring areas to achieve consistent and logical implementation
 - d) Places where lots of people walk or bike, or where they will soon walk and bike

Proposed Speed Limit Changes

14. The Hamilton City Speed Limits Bylaw 2018 (the Speed Limits Bylaw) has a series of registers that can be updated via a Council resolution to reflect changes in speed limits.
15. Changes are proposed for the following Speed Limit Bylaw registers:
- Register 3: Roads with a Speed Limit of 30km/h
 - Register 4: Roads with a Speed Limit of 40km/h
 - Register 6: Roads with a Speed Limit of 60km/h
 - Register 12: Roads with a Variable Speed Limit
 - Register 14: City of Hamilton Speed Limits Map
16. These proposed speed limit changes were all included in the Safe and Appropriate Speed map included in the Speed Management Plan that was adopted by the [Council at the 27 June 2019 meeting](#).
17. The proposed speed limit changes have been grouped into the following areas:

Area #	Proposed change
1	Bader Street and Willis Street – proposed speed reduction to 30km/h
2	London Street – proposed speed reduction to 30km/h
3	Five Cross Roads – proposed reduction to 30km/h
4	Waireka Road area – proposed speed reduction to 40km/h
5	Kay Road area – proposed speed reduction to 40km/h
6	Tea Fields area – proposed speed reduction to 40km/h
7	Hector Drive area – proposed speed reduction to 40km/h

8	North Pardoia Boulevard area – proposed speed reduction to 40km/h
9	South Pardoia Boulevard area – proposed speed reduction to 40km/h
10	Webb Drive – proposed speed increased to 60km/h
11	Minogue Drive – proposed speed reduction to 40km/h
12	Frankton area – proposed speed reduction to 40km/h
13	Te Huia Drive area – proposed speed reduction to 40km/h
14	Dixon Road area – proposed speed reduction to 40km/h
15	Rotokauri area – proposed speed reduction to 40km/h

18. Illustrations of the proposed areas and extents of speed limit changes are included in Attachment 1 to this report.
19. Details of the proposed changes and how these relate to the Speed Management Principles and Prioritisation methodology are set out in Attachment 2.

Consultation and Engagement Process

20. Directly affected residents, businesses and the key stakeholders set out in the Land Transport Rule: Setting of Speed Limits 2017, have been consulted regarding the proposed changes and provided with the opportunity to provide feedback.
21. The consultation process included the following:
 - Correspondence with key stakeholders including:
 - NZ Transport Agency (NZTA)
 - Waikato Regional Council
 - Waikato District Council
 - Waipa District Council
 - New Zealand Police
 - Waikato District Health Board
 - The Automobile Association (AA)
 - Living Streets
 - Cycle Action Waikato
 - Generation Zero
 - Blind Foundation
 - CCS Disability
 - The Road Transport Association (RTA)
 - Letters to each resident on the roads where changes to the speed limit was proposed.

22. Feedback resulting from this consultation is summarised as below:

Feedback received from	Areas of proposed Speed Limit changes
NZ Transport Agency	Support all changes proposed
Living Streets	Support all changes proposed
Automobile Association	Support all changes proposed
Residents and businesses	<p>Support changes proposed in the following areas:</p> <ul style="list-style-type: none"> • Bader Street area – 5 • London Street – 1 • Five Cross Roads area – 2 • Waireka Road area - 3 • North Pardoia Boulevard area – 1 • Minogue Drive – 1 (on behalf of the retirement village) <p>Oppose the changes proposed in the following areas:</p> <ul style="list-style-type: none"> • Five Cross Roads - 1

23. There was one request to present to this committee meeting from Living Streets.
24. Based on the outcome of the public consultation for these proposed speed limit changes, it is recommended that the proposed speed limit changes are implemented.
25. The proposed amendments to the speed limit registers (including the speed limits map) contained within the Speed Limits Bylaw are set out in Attachments 3 and 4.
26. The new speed limits will come into effect on the following dates:

Area #	Proposed Change	Date of speed limit change
1	Bader Street and Willis Street – proposed speed reduction to 30km/h	11 November 2019
2	London Street – proposed speed reduction to 30km/h	4 November 2019
3	Five Cross Roads – proposed reduction to 30km/h	2 December 2019
4	Waireka Road area – proposed speed reduction to 40km/h	30 September 2019
5	Kay Road area – proposed speed reduction to 40km/h	4 November 2019
6	Tea Fields area – proposed speed reduction to 40km/h	4 November 2019
7	Hector Drive area – proposed speed reduction to 40km/h	4 November 2019
8	North Pardoia Boulevard area – proposed speed reduction to 40km/h	4 November 2019

9	South Pardoia Boulevard area – proposed speed reduction to 40km/h	30 September 2019
10	Webb Drive – proposed speed increased to 60km/h	4 November 2019
11	Minogue Drive – proposed speed reduction to 40km/h	4 November 2019
12	Frankton area – proposed speed reduction to 40km/h	30 September 2019
13	Te Huia Drive area – proposed speed reduction to 40km/h	30 September 2019
14	Dixon Road area – proposed speed reduction to 40km/h	30 September 2019
15	Rotokauri area – proposed speed reduction to 40km/h	30 September 2019

27. Any infrastructure and supporting roadmarking and signage changes will be undertaken prior to the date of the speed limit changing.
28. New speed limits will also be publicly advertised and temporary yellow 'new speed limit' signage put in place at each site to raise awareness of the changes.

Financial Considerations

29. Funding for the implementation of the proposed speed limit changes is included in the 2019/20 City Transportation Operations budget along with the Low Cost Low Risk (Discretionary Transport) Capital Programme.

Legal and Policy Considerations

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

Wellbeing Considerations

31. 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').
32. 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.
33. The recommendations set out in this report are consistent with that purpose.

Social

34. The proposed speed limit changes improve safety for all road users but especially for those who are walking and biking in the community.
35. The speed limit changes in many of the locations are directly in response to requests from the community to address the unsafe speeds and behaviours that have been occurring within their neighbourhoods. These concerns have often resulted in the community not feeling safe to walk or bike within these streets.

Economic

36. The proposed speed limit changes for the three shopping precincts will have a positive impact on the economic sustainability of the adjacent businesses by improving the safety of their customers who are walking and biking within the area.

37. Enabling safe crossing of the adjacent road network with the associated engineering improvements also enables more effective use of the parking generally available in the area but removing the safety barrier previously pushing customers to want to park directly outside the shop in order to be able to safely complete their business.

Environmental

38. The proposed speed limit changes support increased use of active travel (walking and biking) within the community and therefore reduce the negative impact on the environment.

Cultural

39. No specific cultural considerations were identified in the development of this report.

Risks

40. Consultation with all directly affected parties has been undertaken and there has been support for the proposed changes.
41. There is a risk associated with not proceeding with these proposed changes as these changes are proposed to improve road safety.

Significance & Engagement Policy**Significance**

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

Engagement

44. Community views and preferences are already known to the Council through the consultation that has been undertaken prior to the preparation of this report.

Attachments

Attachment 1 - Illustrations of proposed speed limit change locations

Attachment 2 - Table of proposed speed limit changes and relationship to Speed Management Principles and Prioritisation Methodology

Attachment 3 - Proposed amendments to Speed Limit registers

Attachment 4 - Speed Limit Map updated with proposed changes

Proposed Speed Limit Changes

Regulatory and Hearings Committee
September 2019

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Attachment 1

1

Area 1 - Bader Street



Area 2 - London Street



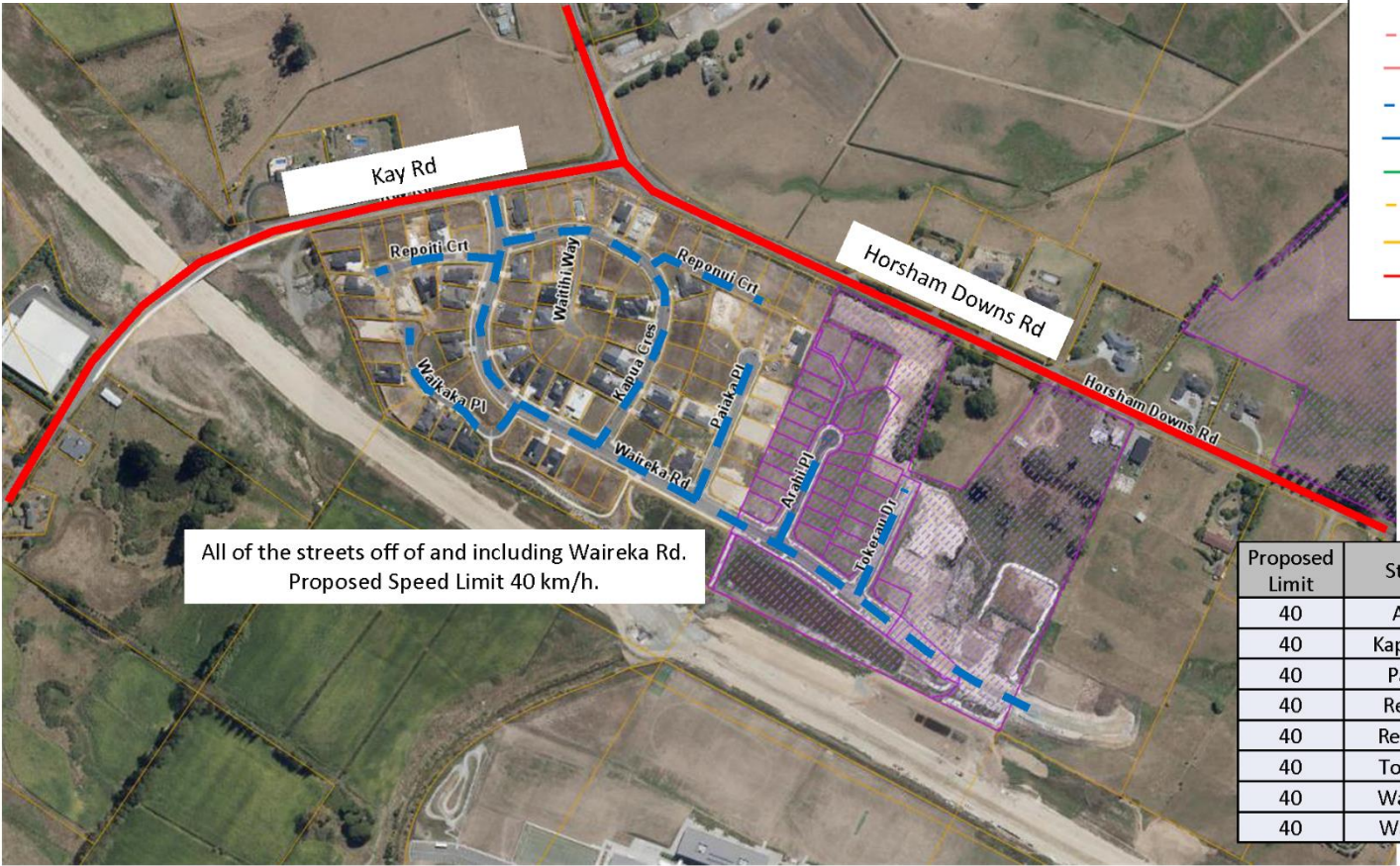
Proposed Limit	Street Name	Description
30	London Street	Anglesea Street east to River End.

Area 3 - Five Cross Roads



Proposed Limit	Street Name	Description
30	Peachgrove Road	Tennyson Street to Enderley Avenue
30	Boundary Road	Peachgrove Road to 115m west of Peachgrove Road
30	Brooklyn Road	Peachgrove Road to 75m south of Peachgrove Road
30	Fifth Avenue	Peachgrove Road to 160m east of Peachgrove Road

Area 4 - Waireka Road Area



Key:

---	Proposed 30 km/h
---	Existing 30 km/h
---	Proposed 40 km/h
---	Existing 40 km/h
---	Existing 50 km/h
---	Proposed 60 km/h
---	Existing 60 km/h
---	Existing 80 km/h

Proposed Limit	Street Name	Description
40	Arahi Place	Whole Length
40	Kapua Crescent	Whole Length
40	Paiake Place	Whole Length
40	Repoiti Court	Whole Length
40	Reponui Court	Whole Length
40	Tokerau Drive	Whole Length
40	Waikaka Place	Whole Length
40	Waireka Road	Whole Length

Area 5 - Kay Rd Area



Key:

- Proposed 30 km/h
- Existing 30 km/h
- Proposed 40 km/h
- Existing 40 km/h
- Existing 50 km/h
- Proposed 60 km/h
- Existing 60 km/h
- Existing 80 km/h

Proposed Limit	Street Name	Description
40	Avian Place	Whole Length
40	Ekara Road	Whole Length
40	Kukari Close	Whole Length

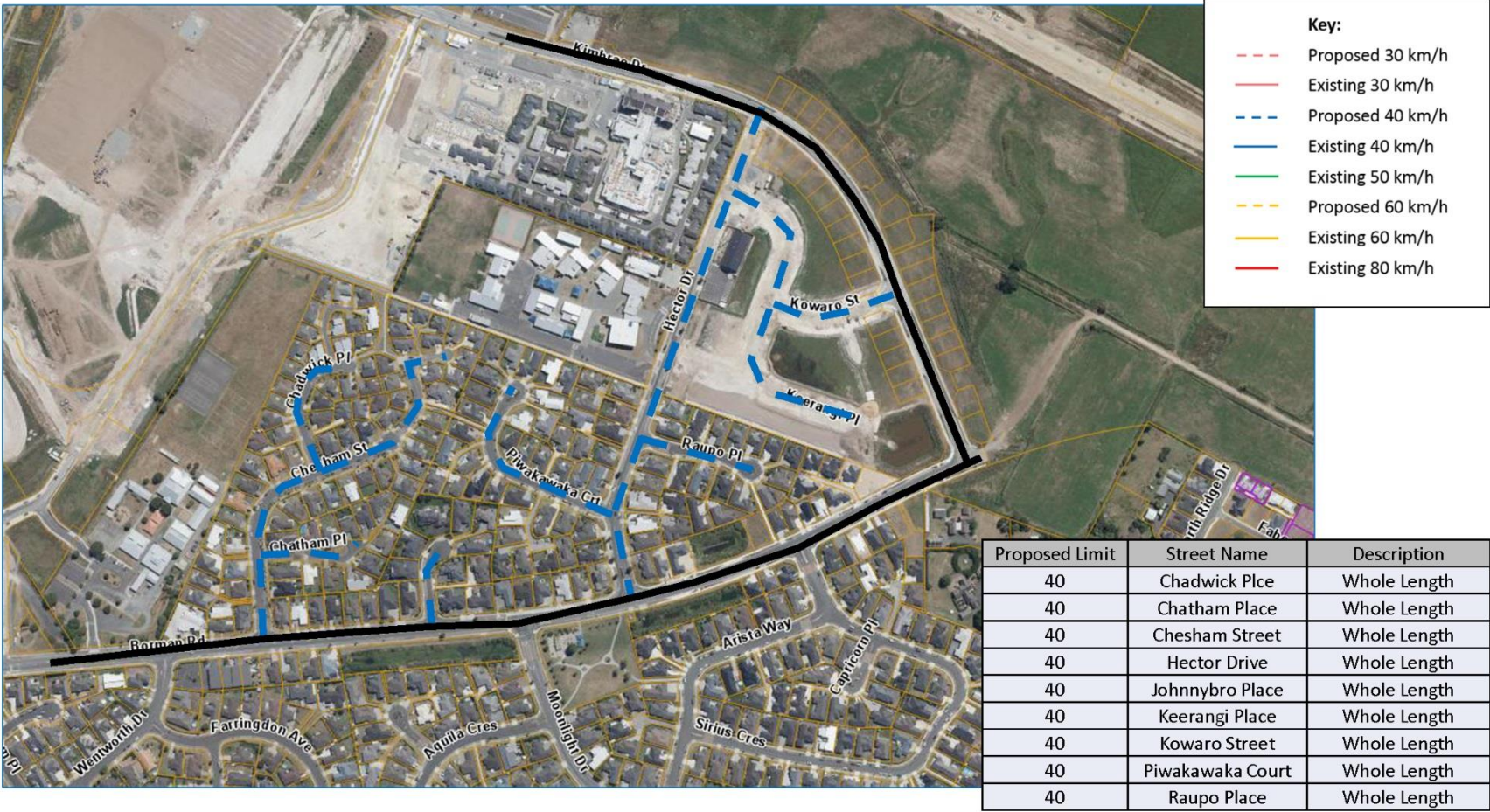
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Area 6 - Tea Fields Area



Proposed Limit	Street Name	Description
40	Onukutara Place	Whole Length
40	Oolong Court	Whole Length
40	Springside Court	Whole Length
40	Teafields Court	Whole Length
40	Teatree Close	Whole Length
40	Teaview Court	Whole Length

Area 7 - Hector Dr Area



Q

Area 8 - North Pardo Boulevard Area



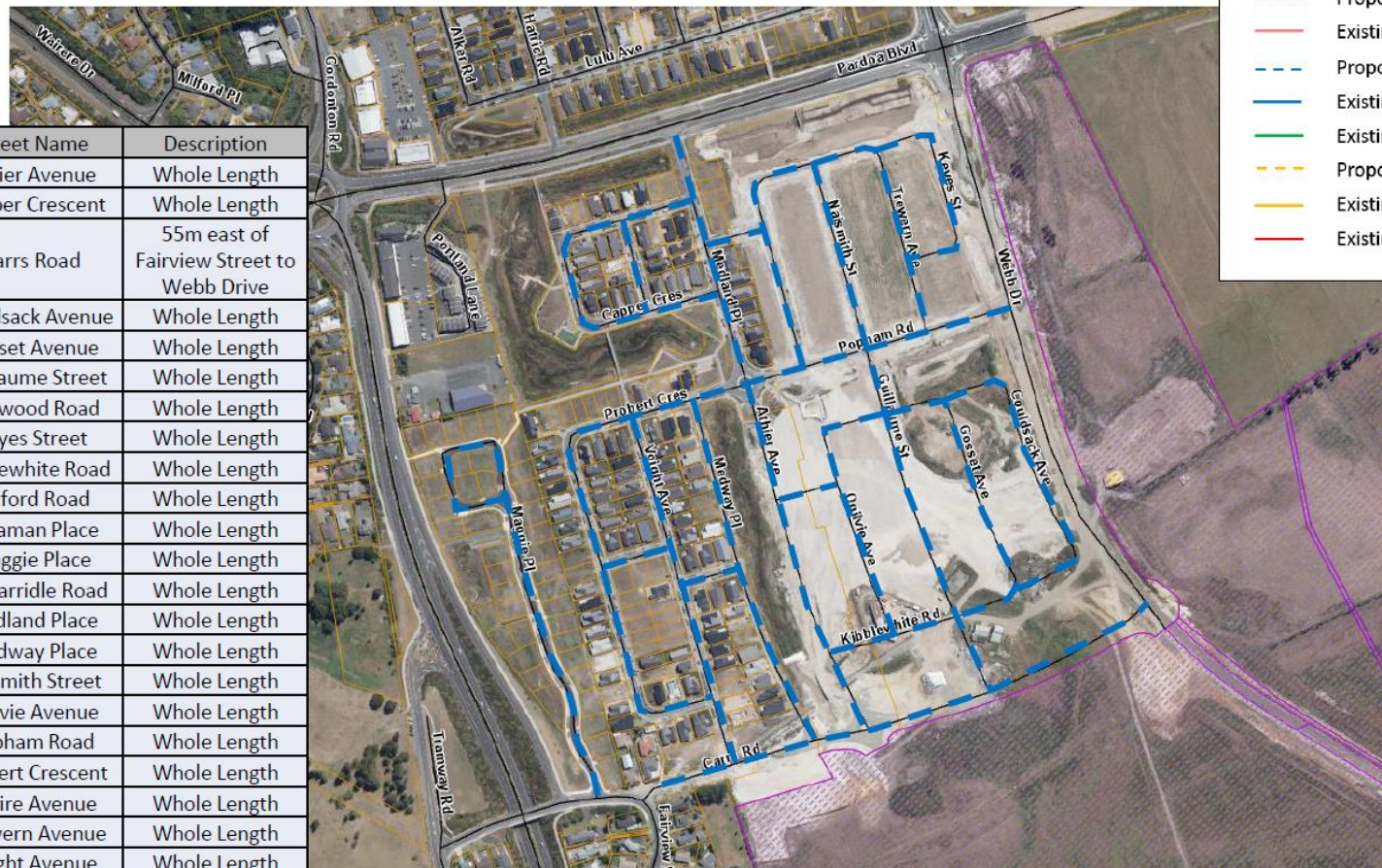
Proposed Limit	Street Name	Description
40	Alker Road	Whole Length
40	Hatric Road	Whole Length
40	Jobe Road	Whole Length
40	Libeau Road	Whole Length
40	Lulu Avenue	Whole Length
40	Meachem Road	Whole Length
40	Webb Drive	Pardo Boulevard north to End

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Attachment 1

Area 9 - South Pardoia Boulevard Area

Proposed Limit	Street Name	Description
40	Athier Avenue	Whole Length
40	Capper Crescent	Whole Length
40	Carrs Road	55m east of Fairview Street to Webb Drive
40	Couldsack Avenue	Whole Length
40	Gosset Avenue	Whole Length
40	Guillaume Street	Whole Length
40	Hailwood Road	Whole Length
40	Keyes Street	Whole Length
40	Kibblewhite Road	Whole Length
40	Letford Road	Whole Length
40	Lissaman Place	Whole Length
40	Maggie Place	Whole Length
40	McGarridle Road	Whole Length
40	Medland Place	Whole Length
40	Medway Place	Whole Length
40	Naismith Street	Whole Length
40	Ogilvie Avenue	Whole Length
40	Popham Road	Whole Length
40	Probert Crescent	Whole Length
40	Squire Avenue	Whole Length
40	Trewern Avenue	Whole Length
40	Voight Avenue	Whole Length



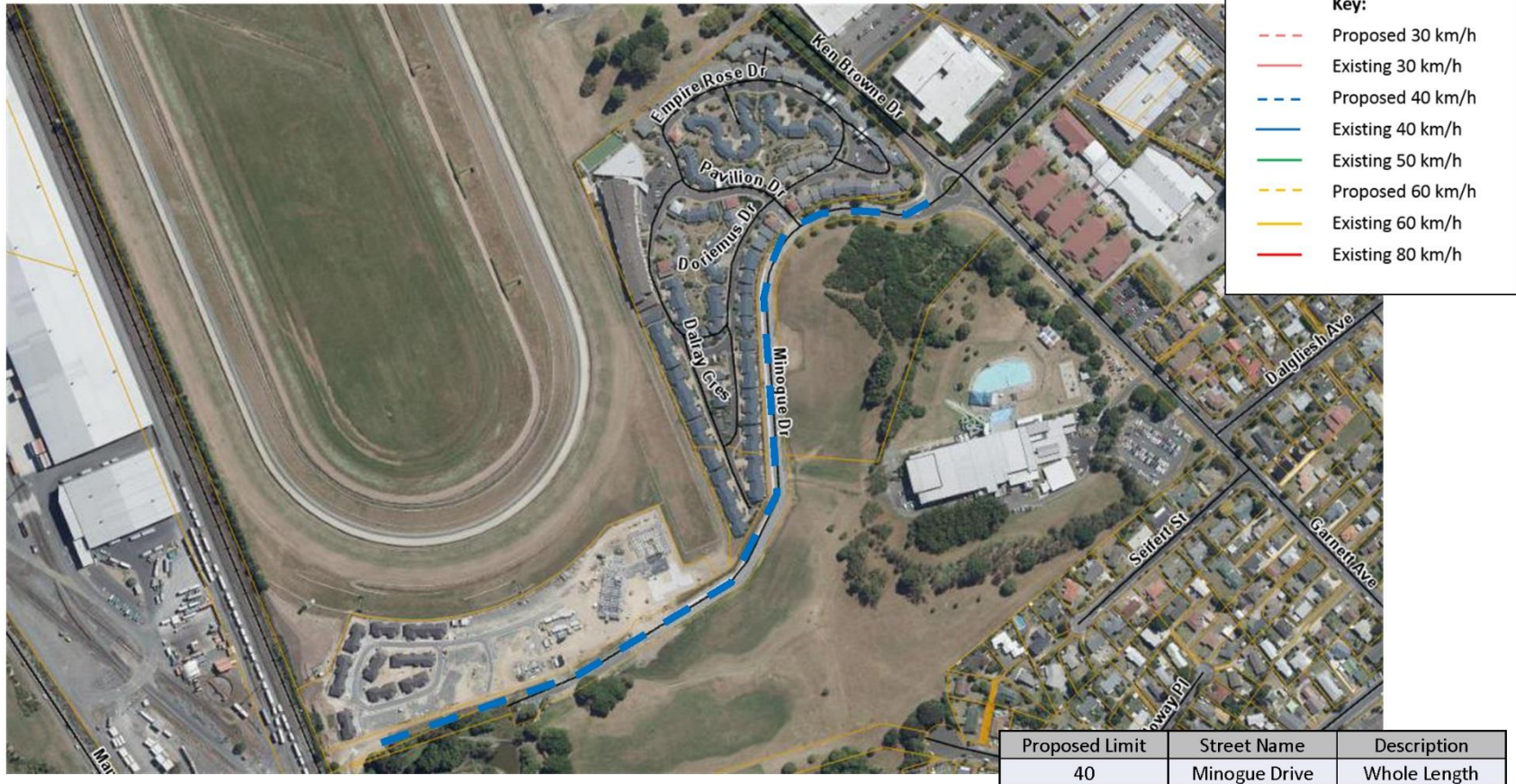
Area 10 - Webb Drive



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Attachment 1

Area 11 - Minogue Drive



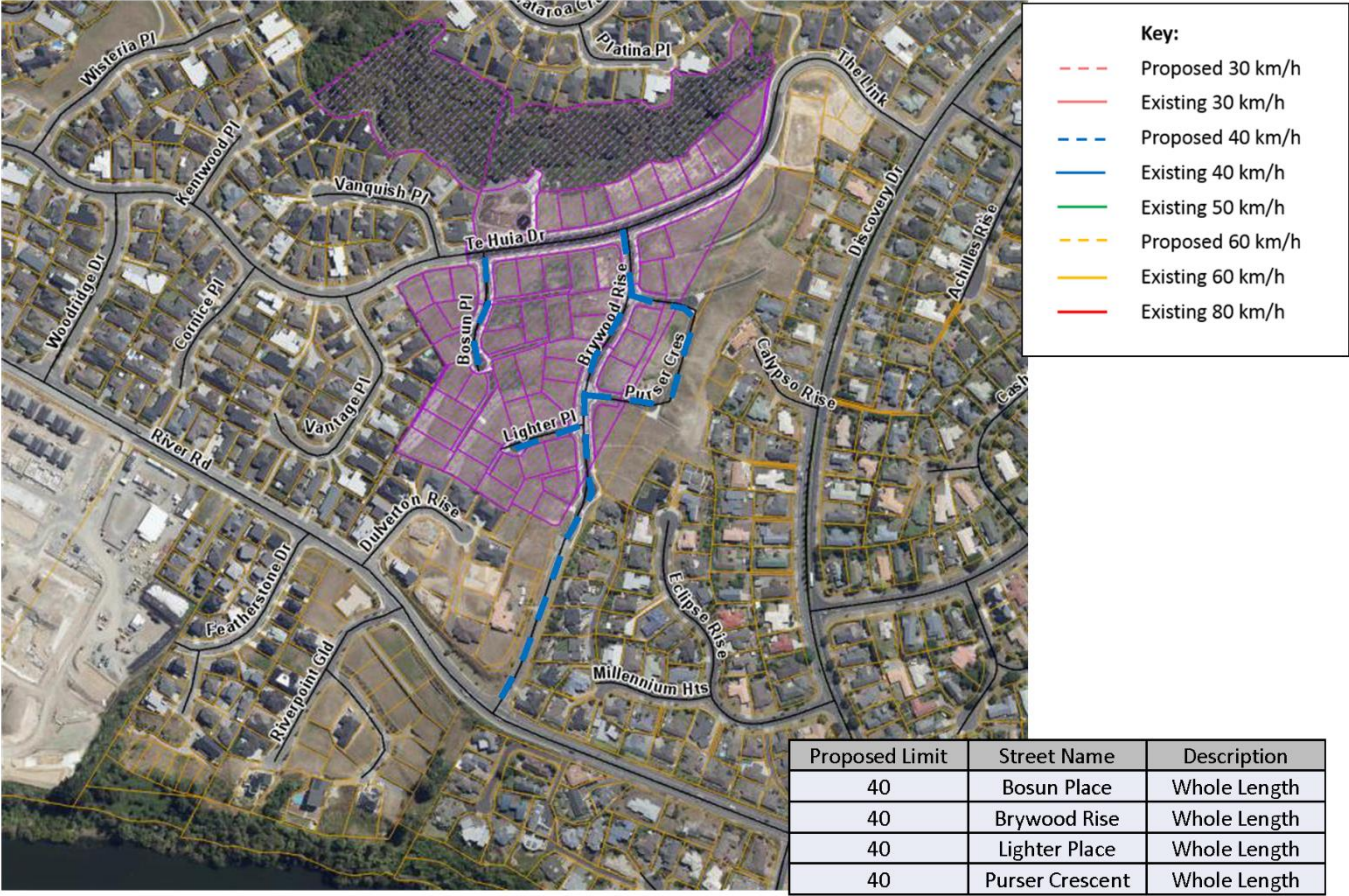
Area 12 – Frankton Area



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Attachment 1

Area 13 - Te Huia Drive Area



Area 14 - Dixon Road Area



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Attachment 1

Area 15 - Rotokauri Area

**Key:**

- Proposed 30 km/h
- Existing 30 km/h
- Proposed 40 km/h
- Existing 40 km/h
- Existing 50 km/h
- Proposed 60 km/h
- Existing 60 km/h
- Existing 80 km/h

Proposed Limit	Street Name	Description
40	Hapori Avenue	Whole Length
40	Hapu Avenue	Whole Length
40	Iwi Road	Whole Length
40	Mana Drive	Whole Length
40	Pukenga Avenue	Whole Length
40	Wairua Avenue	Whole Length
40	Whakapono Avenue	Whole Length
40	Whanau Avenue	Whole Length

Details of the proposed changes and how these relate to our Speed Management Principles and Prioritisation methodology

Area #	ROAD NAME	DESCRIPTION	Register to be changed	Applicable Principals	Reason for Prioritisation
Proposed change: Reduction in speed limit to 30km/h. Reason for proposed change: To reflect the high pedestrian numbers in the area and are being supported with physical changes to reflect the lower speed environment.					
1	Bader Street	Normandy Avenue to 50m east of Wills Street	3	ii	a,b
1	Willis Street	Bader Street to 45m South of Bader Street	3	ii	a,b
2	London Street	Anglesea Street east to River End	3	ii	a,b
3	Peachgrove Road	Tennyson Street to Enderley Avenue	3	ii	a,b
3	Boundary Road	Peachgrove Road to 115m west of Peachgrove Road	3	ii	a,b
3	Brooklyn Road	Peachgrove Road to 75m south of Peachgrove Road	3	ii	a,b
3	Fifth Avenue	Peachgrove Road to 160m east of Peachgrove Road	3	ii	a,b
Proposed change: Reduction in speed limit to 40km/h. Reason for proposed change: To reflect the speed environment that has been built into new residential streets and create logical speed limit areas.					
4	Arahi Place	Waireka Road to End	4	iv	d
4	Kapua Crescent	Waireka Road to Waireka Road	4	iv	d
4	Paiaka Place	Waireka Road to End	4	iv	d
4	Repoiti Court	Waireka Road to End	4	iv	d
4	Reponui Court	Kapua Crescent to End	4	iv	d
4	Tokerau Drive	Waireka Road to End	4	iv	d
4	Waikaka Place	Waireka Road to End	4	iv	d
4	Waireka Road	Kay Road to End	4	iv	d
5	Avian Place	Kay Road to End	4	iv	d
5	Ekara Road	Kay Road to End	4	iv	d

5	Kukari Close	Ekara Road to End	4	iv	d
6	Onukutara Place	Borman Road to End	4	iv	c
6	Oolong Court	Te Manatu Drive to End	4	iv	c
6	Springside Court	Borman Road to End	4	iv	c
6	Teafields Court	Te Manatu Drive to End	4	iv	c
6	Teatree Close	Chalgrove Road to End	4	iv	c
6	Teaview Court	Chalgrove Road to End	4	iv	c
7	Chadwick Place	Chesham Street to End	4	iv	c
7	Chatham Place	Chesham Street to End	4	iv	c
7	Chesham Street	Borman Road to End	4	iv	c
7	Hector Drive	Borman Road to Kimbrae Drive	4	iv	c
7	Johnnybro Place	Borman Road to End	4	iv	c
7	Keerangi Place	Hector Drive to End	4	iv	d
7	Kowaro Street	Kimbrae Drive to Keerangi Place	4	iv	d
7	Piwakawaka Court	Hector Drive to End	4	iv	c
7	Raupo Place	Hector Drive to End	4	iv	c
8	Alker Road	Lulu Avenue to Meachem Road	4	iv	c
8	Hatric Road	Pardoa Boulevard to Meachem Road	4	iv	c
8	Jobe Road	Lulu Avenue to Meachem Road	4	iv	c
8	Libeau Road	Lulu Avenue to Meachem Road	4	iv	c
8	Lulu Avenue	Alker Road to Webb Drive	4	iv	c
8	Meachem Road	Lulu Avenue to End	4	iv	d
8	Webb Drive	Pardoa Boulevard north to End	4	iv	d
9	Athier Avenue	Probert Crescent to Carrs Road	4	iv	d
9	Capper Crescent	Medland Place to Medland Place	4	iv	d
9	Carrs Road	55m east of Fairview Street to Webb Drive	4	iv	d

9	Could sack Avenue	Gosset Avenue to Gosset Avenue	4	iv	d
9	Gosset Avenue	Guillaume Street to Guillaume Street	4	iv	d
9	Guillaume Street	Carrs Road to Popham Road	4	iv	d
9	Hailwood Road	Medland Place to End	4	iv	d
9	Keyes Street	Trewern Avenue to Trewern Avenue	4	iv	d
9	Kibblewhite Road	Athier Avenue to End	4	iv	d
9	Letford Road	Athier Avenue to End	4	iv	d
9	Lissaman Place	Voight Avenue to Medway Place	4	iv	d
9	Maggie Place	Carrs Road to Maggie Place	4	iv	d
9	McGarridle Road	Probert Crescent to Voight Avenue	4	iv	d
9	Medland Place	Popham Rd to End	4	iv	d
9	Medway Place	Probert Crescent to Carrs Road	4	iv	d
9	Naismith Street	Trewern Avenue to Popham Road	4	iv	d
9	Ogilvie Avenue	Kibblewhite Road to Guillaume Street	4	iv	d
9	Popham Road	Medland Place to End	4	iv	d
9	Probert Crescent	Medland Place to Voight Avenue	4	iv	d
9	Squire Avenue	Capper Crescent to Capper Crescent	4	iv	d
9	Trewern Avenue	Popham Road to Hailwood Road	4	iv	d
9	Voight Avenue	Probert Crescent to Carrs Road	4	iv	d
11	Minoque Drive	Garnett Avenue to End	4	iv	b
13	Astor Avenue	Duke Street to End	4	iv	c
13	Charlotte Crescent	Duke Street to End	4	iv	c
13	Corum Place	Melanie Court to End	4	iv	c
13	Epping Place	Corrum Place to End	4	iv	c

14	Bosun Place	Te Huia Drive to End	4	iv	c
14	Brywood Rise	Te Huia Drive to River Road	4	iv	c
14	Lighter Place	Brywood Rise to End	4	iv	c
14	Purser Crescent	Brywood Rise to Brywood Rise	4	iv	c
15	Cabourne Drive	Briannarose Drive to Soo Yong Place	4	iv	d
15	Mila Paige Close	Cabourne Drive to End	4	iv	d
16	Hapori Avenue	Wairua Avenue to End	4	iv	d
16	Hapu Avenue	Pukenga Avenue to Iwi Road	4	iv	d
16	Iwi Road	Rotokauri Road to Wairua Avenue	4	iv	d
16	Mana Drive	Iwi Road to Hapori Avenue	4	iv	d
16	Pukenga Avenue	Taiatea Drive to Wairua Avenue	4	iv	d
16	Wairua Avenue	Pukenga Avenue to Hapori Avenue	4	iv	d
16	Whakaponu Avenue	Pukenga Avenue to Iwi Road	4	iv	d
16	Whanau Avenue	Iwi Road to Hapori Avenue	4	iv	d
Proposed change: Increase in speed limit to 60km/h. Reason for proposed change: To reflect the speed environment that has been built into a new arterial road.					
10	Webb Drive	Pardoa Boulevard south to End	6	iv	c

Proposed Changes to the Speed Limit Bylaw Registers for September 2019 Regulatory and Hearings Committee

Changes to the existing speed limit registers are shown in red and underlined.

Area #	SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
Register 3: Roads with a Speed Limit of 30km/h						
1	<u>30</u>	<u>Bader Street</u>	<u>Normandy Avenue to 50m east of Wills Street</u>	<u>11 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
1	<u>30</u>	<u>Willis Street</u>	<u>Bader Street to 45m South of Bader Street</u>	<u>11 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
2	<u>30</u>	<u>London Street</u>	<u>Anglesea Street east to River End</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
3	<u>30</u>	<u>Peachgrove Road</u>	<u>Tennyson Street to Enderley Avenue</u>	<u>2 December 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
3	<u>30</u>	<u>Boundary Road</u>	<u>Peachgrove Road to 115m west of Peachgrove Road</u>	<u>2 December 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
3	<u>30</u>	<u>Brooklyn Road</u>	<u>Peachgrove Road to 75m south of Peachgrove Road</u>	<u>2 December 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
3	<u>30</u>	<u>Fifth Avenue</u>	<u>Peachgrove Road to 160m</u>	<u>2 December</u>	<u>Hamilton Speed Limit Bylaw</u>	<u>Hamilton Speed Limit Bylaw</u>

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Attachment 3

Area #	SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
			east of Peachgrove Road	2019	2018. Change to Register 12 September 2019	Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
Register 4: Roads with a Speed Limit of 40km/h						
4	40	Arahi Place	Waireka Road to End	30 September 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
4	40	Kapua Crescent	Waireka Road to Waireka Road	30 September 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
4	40	Paiaaka Place	Waireka Road to End	30 September 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
4	40	Repoiti Court	Waireka Road to End	30 September 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
4	40	Reponui Court	Kapua Crescent to End	30 September 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
4	40	Tokerau Drive	Waireka Road to End	30 September 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.
4	40	Waikaka Place	Waireka Road to End	30 September 2019	Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019	Hamilton Speed Limit Bylaw Amendment June 2011 Hamilton Speed Limit Bylaw 2013.

Area #	SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
4	<u>40</u>	<u>Waireka Road</u>	<u>Kay Road to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
5	<u>40</u>	<u>Avian Place</u>	<u>Kay Road to End</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
5	<u>40</u>	<u>Ekara Road</u>	<u>Kay Road to End</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
5	<u>40</u>	<u>Kukari Close</u>	<u>Ekara Road to End</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
6	<u>40</u>	<u>Onukutara Place</u>	<u>Borman Road to End</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
6	<u>40</u>	<u>Oolong Court</u>	<u>Te Manatu Drive to End</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
6	<u>40</u>	<u>Springside Court</u>	<u>Borman Road to End</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
6	<u>40</u>	<u>Teafields Court</u>	<u>Te Manatu Drive to End</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
6	<u>40</u>	<u>Teatree Close</u>	<u>Chalgrove Road to End</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>

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Area #	SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
6	<u>40</u>	<u>Teaview Court</u>	<u>Chalgrove Road to End</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
7	<u>40</u>	<u>Chadwick Place</u>	<u>Chesham Street to End</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
7	<u>40</u>	<u>Chatham Place</u>	<u>Chesham Street to End</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
7	<u>40</u>	<u>Chesham Street</u>	<u>Borman Road to End</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
7	<u>40</u>	<u>Hector Drive</u>	<u>Borman Road to Kimbrae Drive</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
7	<u>40</u>	<u>Johnnybro Place</u>	<u>Borman Road to End</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
7	<u>40</u>	<u>Keerangi Place</u>	<u>Hector Drive to End</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
7	<u>40</u>	<u>Kowaro Street</u>	<u>Kimbrae Drive to Keerangi Place</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
7	<u>40</u>	<u>Piwakawaka Court</u>	<u>Hector Drive to End</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>

Area #	SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
7	<u>40</u>	<u>Raupo Place</u>	<u>Hector Drive to End</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
8	<u>40</u>	<u>Alker Road</u>	<u>Lulu Avenue to Meachem Road</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
8	<u>40</u>	<u>Hatric Road</u>	<u>Pardoa Boulevard to Meachem Road</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
8	<u>40</u>	<u>Jobe Road</u>	<u>Lulu Avenue to Meachem Road</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
8	<u>40</u>	<u>Libeau Road</u>	<u>Lulu Avenue to Meachem Road</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
8	<u>40</u>	<u>Lulu Avenue</u>	<u>Alker Road to Webb Drive</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
8	<u>40</u>	<u>Meachem Road</u>	<u>Lulu Avenue to End</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
8	<u>40</u>	<u>Webb Drive</u>	<u>Pardoa Boulevard north to End</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
9	<u>40</u>	<u>Athier Avenue</u>	<u>Probert Crescent to Carrs Road</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>

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Area #	SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
9	<u>40</u>	<u>Capper Crescent</u>	<u>Medland Place to Medland Place</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
9	<u>40</u>	<u>Carrs Road</u>	<u>55m east of Fairview Street to Webb Drive</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
9	<u>40</u>	<u>Couldsack Avenue</u>	<u>Gosset Avenue to Gosset Avenue</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
9	<u>40</u>	<u>Gosset Avenue</u>	<u>Guillaume Street to Guillaume Street</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
9	<u>40</u>	<u>Guillaume Street</u>	<u>Carrs Road to Popham Road</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
9	<u>40</u>	<u>Hailwood Road</u>	<u>Medland Place to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
9	<u>40</u>	<u>Keyes Street</u>	<u>Trewern Avenue to Trewern Avenue</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
9	<u>40</u>	<u>Kibblewhite Road</u>	<u>Athier Avenue to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
9	<u>40</u>	<u>Letford Road</u>	<u>Athier Avenue to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>

Area #	SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
9	<u>40</u>	<u>Lissaman Place</u>	<u>Voight Avenue to Medway Place</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
9	<u>40</u>	<u>Maggie Place</u>	<u>Carrs Road to Maggie Place</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
9	<u>40</u>	<u>McGarridle Road</u>	<u>Probert Crescent to Voight Avenue</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
9	<u>40</u>	<u>Medland Place</u>	<u>Popham Rd to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
9	<u>40</u>	<u>Medway Place</u>	<u>Probert Crescent to Carrs Road</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
9	<u>40</u>	<u>Naismith Street</u>	<u>Trewern Avenue to Popham Road</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
9	<u>40</u>	<u>Ogilvie Avenue</u>	<u>Kibblewhite Road to Guillaume Street</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
9	<u>40</u>	<u>Popham Road</u>	<u>Medland Place to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
9	<u>40</u>	<u>Probert Crescent</u>	<u>Medland Place to Voight Avenue</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>

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Area #	SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
9	<u>40</u>	<u>Squire Avenue</u>	<u>Capper Crescent to Capper Crescent</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
9	<u>40</u>	<u>Trewern Avenue</u>	<u>Popham Road to Hailwood Road</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
9	<u>40</u>	<u>Voight Avenue</u>	<u>Probert Crescent to Carrs Road</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
11	<u>40</u>	<u>Minogue Drive</u>	<u>Garnett Avenue to End</u>	<u>4 November 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
12	<u>40</u>	<u>Astor Avenue</u>	<u>Duke Street to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
12	<u>40</u>	<u>Charlotte Crescent</u>	<u>Duke Street to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
12	<u>40</u>	<u>Corum Place</u>	<u>Melanie Court to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
12	<u>40</u>	<u>Epping Place</u>	<u>Corrum Place to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
13	<u>40</u>	<u>Bosun Place</u>	<u>Te Huia Drive to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>

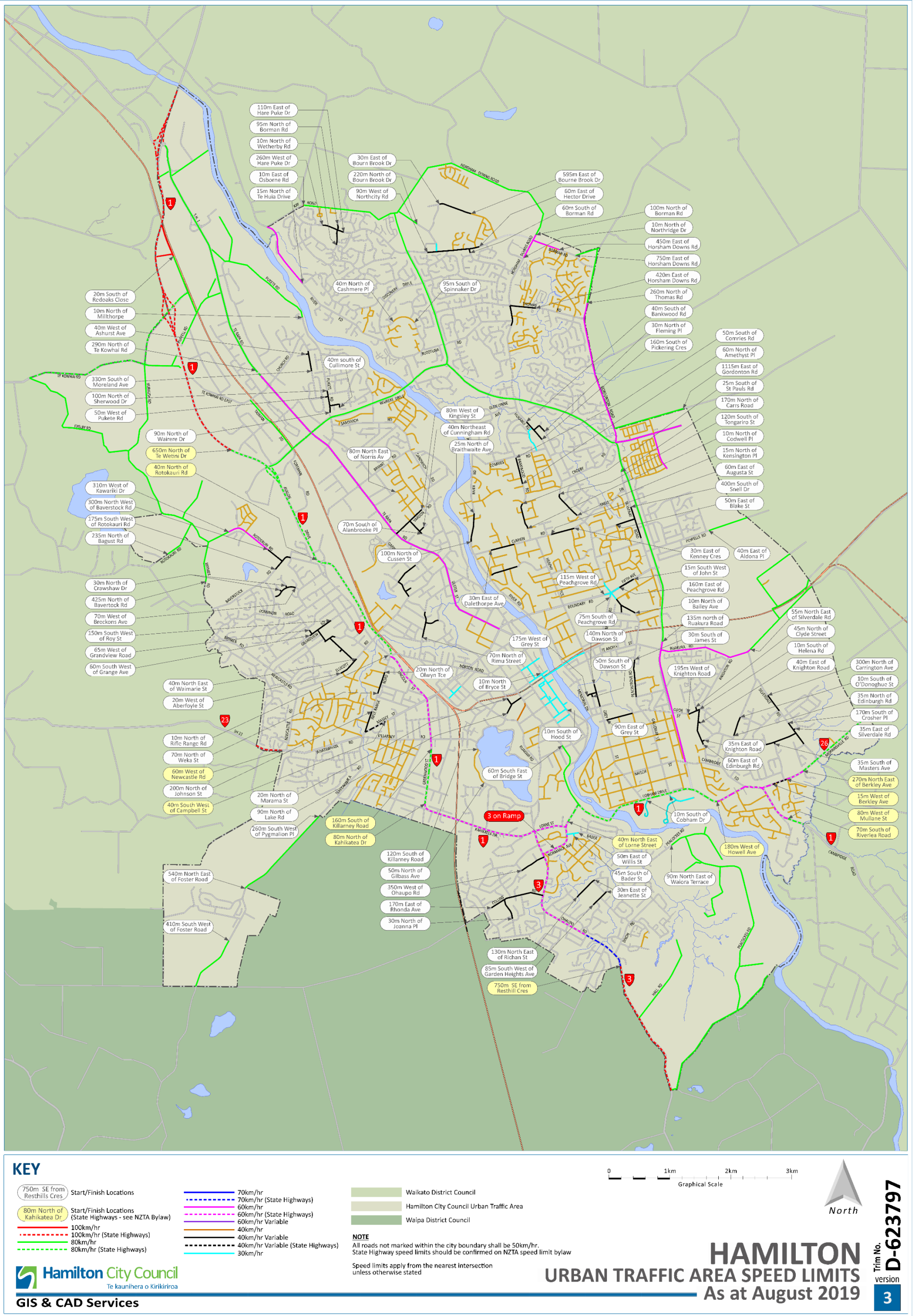
Area #	SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
13	<u>40</u>	<u>Brywood Rise</u>	<u>Te Huia Drive to River Road</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
13	<u>40</u>	<u>Lighter Place</u>	<u>Brywood Rise to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
13	<u>40</u>	<u>Purser Crescent</u>	<u>Brywood Rise to Brywood Rise</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
14	<u>40</u>	<u>Cabourne Drive</u>	<u>Briannarose Drive to Soo Yong Place</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
14	<u>40</u>	<u>Mila Paige Close</u>	<u>Cabourne Drive to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
15	<u>40</u>	<u>Hapori Avenue</u>	<u>Wairua Avenue to End</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
15	<u>40</u>	<u>Hapu Avenue</u>	<u>Pukenga Avenue to Iwi Road</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
15	<u>40</u>	<u>Iwi Road</u>	<u>Rotokauri Road to Wairua Avenue</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
15	<u>40</u>	<u>Mana Drive</u>	<u>Iwi Road to Hapori Avenue</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>

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Area #	SPEED LIMIT (km/h)	ROAD NAME	DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
15	<u>40</u>	<u>Pukenga Avenue</u>	<u>Taiatea Drive to Wairua Avenue</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
15	<u>40</u>	<u>Wairua Avenue</u>	<u>Pukenga Avenue to Hapori Avenue</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
15	<u>40</u>	<u>Whakapono Avenue</u>	<u>Pukenga Avenue to Iwi Road</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>
15	<u>40</u>	<u>Whanau Avenue</u>	<u>Iwi Road to Hapori Avenue</u>	<u>30 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw Amendment June 2011</u> <u>Hamilton Speed Limit Bylaw 2013.</u>

Area #	SPEED LIMIT (km/h)	ROAD NAME / DESCRIPTION	DATE SPEED LIMIT COMES INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
Register 12: Roads with a variable speed limit					
7	40/50 km/h variable speed limit	Hamilton Christian School and Te Totara Primary			
		<u>Hector Drive: From Borman Road north to the end of Hector Drive</u>	<u>1 October 2019</u>	<u>Hamilton Speed Limit Bylaw 2013 (Amended 2017) 14/12/17</u>	<u>Hamilton Speed Limit Bylaw 2013.</u>
		<u>Chesham Street: From Borman Road to 40m north of Borman Road</u>	<u>1 October 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2013 (Amended 2017) 14/12/17</u>
		<u>Johnnybro Place: Borman Road to end</u>	<u>1 October 2019</u>		
4	40/50 km/h variable speed limit	Te Kura Kaupapa Maori o Te Ara Rima School		<u>Hamilton Speed Limit Bylaw 2013</u>	<u>Hamilton Speed Limit Bylaw Amendment 2010</u>
		Fifth Avenue: 85 <u>160</u> m northeast of Peachgrove Road to 15m southwest of John Street.	<u>2 December 2019</u>	<u>Hamilton Speed Limit Bylaw 2018. Change to Register 12 September 2019</u>	<u>Hamilton Speed Limit Bylaw 2013</u>



Job: ISO272