

Agenda for a meeting of the Policy & Regulatory Committee to be held in the Council Chambers, District Office, 15 Galileo Street, Ngaaruawaahia on **TUESDAY, 3 OCTOBER 2023** commencing at **9.30am**.

1. APOLOGIES AND LEAVE OF ABSENCE

2. CONFIRMATION OF STATUS OF AGENDA

3. DISCLOSURES OF INTEREST

The register of interests is no longer included on agendas, however members still have a duty to disclose any interests under this item.

4. CONFIRMATION OF MINUTES

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5. ACTIONS REGISTER – AUGUST 2023 17

6. REPORTS

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| 6.1 | Approval to consult on the Proposed Water Supply Bylaw 2023 | 24 |
| 6.2 | Approval to Consult – Speed Management Plan | 119 |
| 6.3 | Hearings and Deliberations for the proposed Dangerous, Affected and Insanitary Buildings Policy 2023 | 281 |
| 6.4 | October update on Policy and Bylaw review programme | 296 |

7. EXCLUSION OF THE PUBLIC

It is intended to discuss the above matters in the open section of the meeting, however, should privileged advice be requested from the Committee a resolution may be passed to exclude the public to hold these discussions.

GJ Ion
CHIEF EXECUTIVE

POLICY & REGULATORY COMMITTEE

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| Reports to: | Council |
| Chairperson: | Deputy Mayor Carolyn Eyre |
| Deputy Chairperson: | Cr Crystal Beavis |
| Membership: | The Mayor and all Councillors |
| Meeting frequency: | Six-weekly |
| Quorum: | Majority of the members (including vacancies) |

Purpose

The Policy & Regulatory Committee is responsible for the Council's governance policies and bylaws, reviewing the District Plan and overseeing civil defence and emergency management issues.

In addition to the common delegations on page 10, the Policy & Regulatory Committee is delegated the following Terms of Reference and powers:

Terms of Reference:

1. To establish, implement and review the governance policy framework that will assist in achieving the Council's strategic priorities and outcomes.
2. To develop, review and approve the consultation process for Council bylaws.
3. To consider and determine changes to the schedules and parking restrictions in the Public Places Bylaw 2016, including hearing any submissions relating to those proposed changes.
4. To 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.
5. To administer the Council's District Plan in accordance with the Resource Management Act 1991.
6. To monitor the performance of regulatory decision-making by the District Licensing Committee¹, Regulatory Subcommittee and officers under their respective delegations.
7. To monitor the Council's Civil Defence and Emergency Management framework.

¹ For clarity, the District Licensing Committee is a committee of Council under the Sale and Supply of Alcohol Act 2012.

The Committee is delegated the following powers to act:***Governance Policies***

- Develop and agree governance policies for the purpose of consultation/engagement.
- Recommend to Council policy for adoption, amendment or revocation.
- Monitor and review policy, including recommending amendments to any policy as and when required.

Bylaws

- Develop and approve the statement of proposal for new or amended bylaws for consultation.
- Recommend to Council new or amended bylaws for adoption.

District Plan

- Review and approve for notification a proposed district plan, a proposed change to the District Plan, or a variation to a proposed plan or proposed plan change (excluding any plan change notified under clause 25(2)(a), Schedule I of the Resource Management Act 1991)
- Withdraw a proposed plan or plan change under clause 8D, Schedule I of the Resource Management Act 1991.
- Make the following decisions to facilitate the administration of plan changes, variations, designation and heritage order processes:
 - a. To decide whether a decision of a Requiring Authority or Heritage Protection Authority will be appealed to the Environment Court by the Council and authorise the resolution of any such appeal, provided such decisions are consistent with professional advice.
 - b. To consider and approve Council submissions on a proposed plan, plan changes, and variations.
 - c. To monitor the private plan change process.
 - d. To accept, adopt or reject private plan change applications under clause 25, Schedule I, Resource Management Act 1991.

Other Resource Management Issues

- Pursuant to Section 34(1) of the Resource Management Act 1991, to exercise all of the Council's functions, powers and duties under that Act, except the functions, powers and duties:
 - a. that cannot be delegated or that are otherwise retained by the Council under its terms of reference; or
 - b. expressly delegated to other Council committees or decision-making bodies, or officers.
- Monitor and approve submissions in relation to National Policy Statements.

Civil Defence and Emergency Management

- Monitor the performance of Waikato District's civil defence and emergency management response against Council's requirements under the Civil Defence and Emergency Management Act including:
 - a. implementation of Government requirements; and
 - b. co-ordinating with, and receiving reports from, the Waikato Region Civil Defence and Emergency Management Group Joint Committee.

Other Delegations

- Exercise all of the Council's functions, powers and duties under the Building Act 2004, the Health Act 1956, and the Food Act 2014, and the respective regulations made under these Acts, except the functions, powers and duties:
 - a. that cannot be delegated or that are otherwise retained by the Council under its terms of reference; or
 - b. expressly delegated to other Council committees or decision-making bodies, or officers.
- Approval of attendance of elected members at conferences, seminars, training or events, in accordance with Council policy.

| | |
|---------------------|--|
| To | Policy and Regulatory Committee |
| Report title | Confirmation of Minutes |
| Date: | 26 September 2023 |
| Report Author: | Lynette Wainwright, Democracy Advisor |
| Authorised by: | Gaylene Kanawa, Democracy Manager |

1. Purpose of the report

Te Take moo te puurongo

To confirm the minutes for a meeting of the Policy and Regulatory Committee held on Tuesday, 22 August 2023, the minutes for a meeting of the Policy and Regulatory Committee (relating to the Proposed Freedom Camping Bylaw 2023 Hearing and Deliberations), held on Tuesday 12 September 2023.

2. Staff recommendations

Tuutohu-aa-kaimahi

THAT the Policy & Regulatory Committee confirms:

- a. the minutes for a meeting of the Policy & Regulatory Committee meeting held on Tuesday, 22 August 2023 as a true and correct record; and**
- b. the minutes for a meeting of the Policy & Regulatory Committee (Proposed Freedom Camping Bylaw 2023) meeting held on Tuesday, 12 September 2023 as a true and correct record.**

3. Attachments

Ngāa taapirihanga

Attachment 1 – Minutes for P&R Committee meeting held on Tuesday, 22 August 2023

Attachment 2 – Minutes for P&R Committee meeting held on Tuesday, 12 September 2023

Minutes for a meeting of the Policy & Regulatory Committee of the Waikato District Council held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawaahia on **TUESDAY, 22 AUGUST 2023** commencing at **9.30am**.

Present:

Cr CA Eyre (Chairperson)
Her Worship the Mayor, Mrs JA Church
Cr C Beavis
Cr JM Gibb
Cr P Matatahi-Poutapu – *from 9.50am*
Cr K Ngataki
Cr EM Patterson
Cr M Raumati
Cr V Reeve
Cr T Turner
Cr D Whyte

Attending:

Mr G Ion (Chief Executive)
Ms S O’Gorman (Customer Support General Manager)
Mr R MacCulloch (Service Delivery General Manager)
Mr C Morgan (Community Growth General Manager)
Mr M Balloch (Building Review Manager)
Mr T McIntyre (Policy Advisor)
Mr W Gauntlett (Growth & Analytics Manager)
Mr J Ebenhoh (Planning & Policy Manager)
Mrs K Davis-Miller (Resource Management Policy Manager)
Mr T McIntyre (Policy Advisor)
Mr R Hermann (Community Safety Manager)
Mr W Hill (Consents Team Leader)
Ms E Saunders (Senior Democracy Advisor)

The meeting was opened with a Karakia.

APOLOGIES AND LEAVE OF ABSENCE

Resolved: (Crs Ngataki/Gibb)

THAT the Policy & Regulatory Committee accept the apologies from:

- a. Cr L Thomson, Cr P Thomson & Cr Keir for non-attendance; and
- b. Cr P Matatahi-Poutapu for lateness.

CARRIED

P&R2308/01

CONFIRMATION OF STATUS OF AGENDA ITEMS

Resolved: (Crs Patterson/Beavis)

THAT the agenda for a meeting of the Policy & Regulatory Committee held on Tuesday, 22 August 2023 be confirmed and all reports be received.

CARRIED

P&R2308/02

DISCLOSURES OF INTEREST

There were no disclosures of interest.

CONFIRMATION OF MINUTES

Resolved: (Crs Beavis/Ngataki)

THAT the minutes for a meeting of the Policy & Regulatory Committee held on Tuesday, 11 July 2023 be confirmed as a true and correct record of that meeting.

CARRIED

P&R2308/03

ACTIONS REGISTER

Agenda Item 5

The report was received [*P&R2308/02 refers*] and no further discussion was held.

REPORTS

Approval to Consult – Dangerous, Affected and Insanitary Buildings Policy 2023 Agenda Item 6.1

The report was received [*P&R2308/02 refers*] and the Policy Advisor spoke to the report and no further discussion was held.

Resolved: (Crs Patterson/Gibb)

That the Policy & Regulatory Committee:

- a. adopts the Statement of Proposal on the Proposed Dangerous, Affected and Insanitary Buildings Policy 2023 (Attachment 1); and**
- b. approves consultation to commence in accordance with s83 of the Local Government Act 2002 on the Proposed Dangerous, Affected and Insanitary Buildings Policy 2023 (Attachment 2).**

CARRIED

P&R2308/04

Proposed Scope for 2024 Development Contribution Policy Review Agenda Item 6.2

The report was received [*P&R2308/02 refers*] and the Policy Advisor along with the Growth & Analytics Manager spoke to the report and the following items were discussed:

- The Policy Advisor gave an overview of the report along with the conclusions and confirmed the review is being planned in time for the next Long-Term Plan (LTP).
- There was a brief discussion in relation to Affordable Housing and the Growth & Analytics Manager provided some further information and referenced the workshop that was held the previous day. It was further advised that the next Agenda item also references affordable housing.
- A question was raised in relation to water tanks in the urban areas in the district and whether this is something that could be investigated for our communities to enable them to have a backstop of water supply. The Growth & Analytics Manager advised that it was something that could be looked at to determine whether there was an incentive to investigate this further.

Resolved: (Her Worship the Mayor, Mrs JA Church/Cr Patterson)

THAT the Policy and Regulatory Committee:

- a. directs staff to initiate a review of the Waikato District Council's Development Contributions Policy, within the following scope:**
 - i. Updating schedules, catchment maps, and levies based on changes proposed and incorporated into the 2024-2034 Long Term Plan.**
 - ii. Amending minor errors and implementation pain-points.**
 - iii. Implementing Department of Internal Affairs guidance on best practice format and implement any legislative updates.**
 - iv. Preparing the policy to implement Affordable Waters legislative reform.**
 - v. Consider adding specific provisions in relation to retirement villages to increase certainty and reduce requirement for separate deferral agreements.**
 - vi. Reconsider the classification and applicable levies for minor dwellings to ensure the levies paid are fair and proportional to the demand created.**

CARRIED

P&R2308/05

District Plan Forward Works Programme

Agenda Item 6.3

The report was received [P&R2308/02 refers] and the Resource Management Policy Manager along with the Planning & Policy Manager spoke to the report and the following items were discussed:

- The Resource Management Policy Manager highlighted key points in the report and referred to the workshop that was held in the Chambers a few weeks ago.
- It was noted that there is a need to provide certainty to the consenting teams to be able to move forward with applications.
- A brief discussion around Inclusionary zoning occurred and it was noted that the Principal & Senior Planner for Council are working with the Strategic Initiatives & Partnership Manager and looking at the works of Waipa District Council. It was further noted that Hamilton City Council are yet to notify anything to date.
- It was noted that in order for regional mapping to progress that Waikato Regional Council have their work to do first.
- It was noted that the report overall was written well and contained good information.
- It was confirmed that the Forward Works Programme is a living document, and this should be reflected in the resolution.

Resolved: (Her Worship the Mayor, Mrs JA Church/Cr Beavis)

That the Policy and Regulatory Committee:

- a. **endorses the District Plan Forward Works Programme as a living document; and**
- b. **notes the Resource Management Policy Team will commence work when applicable.**

CARRIED

P&R2308/06

Summary of Regulatory Activities for 2022/23
Agenda Item 6.4

The report was received [*P&R2308/02 refers*] and the Customer Support General Manager spoke to the report and the following items were discussed:

- It was noted that there were 13 new Off-licences in the district.
- It was advised by the Customer Support General Manager that this report came about due to the want and need to put some of this data in front of elected members and it was very much a pilot report.

Questions/Discussions:

- A question was raised in relation to Requests for Further Information for Building Consents and it was confirmed that when a request is made to an applicant the “business days processing clock” is stopped until that information is received.
- The Building Manager outlined the two different aspects of the Building Consent process which is ‘granting’ and ‘issuing’. When the Building Team get to “granting” a consent it meets the Building code however in order to issue the consent it needs to go through a planning check as well. It was further noted that the Proposed District Plan is still going through appeals and hearings, so the team are having to check two plans each time is time consuming.
- A brief discussion was held in relation to the recruitment of experienced planning staff and the challenges with this.
- Concern was raised regarding the increase in off-licence premises in the district as there are a number of alcohol related harm incidents occurring; particularly in lower socio-economic communities which needs to be noted.
- A further point in relation to Off-licence premises was raised as looking at the data supplied in the report there has been a significant increase in these premises since 2020. Are these premises operating under the new Local Alcohol Policy (LAP) or under the old legislation? It was confirmed that operation is happening under the 2017 policy as the 2022 policy is still under appeal.

- It was noted that the Infringements figures showed quite a big difference between the current numbers and what we used to do. It was further noted that an executive summary around each point is good and easy to read.
- It was confirmed that the monitoring figures shown in the report is the number of actual consents that have been monitored this year and not a reflection of all of the consents that need to be monitored.
- Noise Control figures – it was asked whether the drop in responses to noise complaints could be because of the after-hours call centre and the possibility of calls not being put through? Is this something that has been considered? The Customer Support General Manager would look into this.
- It was asked whether the Resource Consents figures could be broken down further to show what kind of development is happening in the district? How many consents are we processing that are very complex with multiple land lots; or how many consents do we have that are smaller lot subdivisions yet have dense multiple dwellings on them?

ACTION: Resource Consent information to be looked at further by the Customer Support Leadership team to provide more detail on the type of consents being processed and the complexities involved

- A brief discussion was held in relation to forecasting consent applications and whether this can be shown in our reporting. Do we have a way of painting a clear picture of what is happening in our district so a better understanding can be had of the development that is being undertaken and what the priorities could be?
- It was noted that this report would be very interesting and informative for our Community Boards and Committees to have in their meeting agendas for their discussion and engagement.

ACTION: This presentation is to be brought to the Committee every six (6) months.

The meeting closed with a Karakia.

There being no further business the meeting was declared closed at 10.40am.

Minutes approved and confirmed this _____ day of _____ 2023.

Cr C Eyre
CHAIRPERSON

Minutes for a hearing of the Policy & Regulatory Committee (to hear and consider submissions and make recommendations on the Proposed Freedom Camping Bylaw 2023) held in the Council Chambers, 15 Galileo Street, Ngaruawahia on **TUESDAY, 12 SEPTEMBER 2023** commencing at **9.30am**.

Present:

Cr C Eyre (Chairperson)
Cr C Beavis
Cr M Keir
Cr E Patterson
Cr V Reeve
Cr M Raumati
Cr L Thomson
Cr P Thomson
Cr T Turner
Cr D Whyte

Attending:

Mr J Ebenhoh (Planning & Policy Manager)
Ms M Rinaldi (Corporate Planner)
Ms C Pidduck (Legal Counsel)
Ms T O'Shannessey (Monitoring Team Leader)
Mr M Bennyworth (Compliance Officer)
Mr R Hermann (Community Safety Manager)

Ms E Saunders (Senior Democracy Advisor)

The Policy and Regulatory Committee opened the meeting with a Karakia.

APOLOGIES AND LEAVE OF ABSENCE

Resolved: (Crs P Thomson/Turner)

THAT:

- a. **apologies from Her Worship the Mayor, Mrs JA Church; Cr J Gibb; Cr P Matatahi-Poutapu and Cr K Ngataki, for non-attendance be accepted.**

CARRIED

P&RHE2309/01

CONFIRMATION OF STATUS OF AGENDA ITEMS

Resolved: (Crs Eyre/L Thomson)

THAT:

- a. the agenda for a meeting of the Policy and Regulatory Committee hearing of the Freedom Camping Bylaw held on Tuesday, 12 September 2023 be confirmed; and
- b. all reports be received.

CARRIED

P&RHE2309/02

DISCLOSURES OF INTEREST

There were no disclosures of interest.

REPORTS

Hearing Report on the Freedom Camping Bylaw
Agenda Item 4.1

The report was received under [P&RHE2309/02] and taken as read and no further discussion was held.

Resolved: (Crs Turner/Reeve)

That the Policy and Regulatory Committee, pursuant to section 83 of the Local Government Act 2002, considers all submissions and, where requested, hears submissions on the Proposed Freedom Camping Bylaw 2023.

CARRIED

P&RHE2309/03

Hearings – Verbal Submissions: Proposed Freedom Camping Bylaw Hearing

The following submissions were presented, and submitters responded to questions:

Greg Wiechern (Submission ID 6881, Page 133)

- Mr Wiechern gave an overview of his submission to the Committee and spoke to his solution around disposal of waste.
- It was noted in response to a query that Mr Wiechern did not reference the proposal to create a restricted area in Stewart Street in Raglan as it is outside the Ngaaruawaahia area but did advise that he would like to see the bylaw make it easier for families and particularly young people to have access to cheaper accommodation.
- The Point is the main freedom camping area in Ngaaruawaahia and Mr Wiechern would not like to see the Point Reserve restricted as he thinks Ngaaruawaahia has potential to become a bigger Freedom Camping place.

Rosemarie Costar (Submission ID 6937, Page 73)

- Mrs Costar advised that 60% of the community on the FB page supported the Freedom Camping Bylaw and 26% were opposed.
- It was noted that of the 26% that were opposed to the bylaw it is made up of a lot of people that do the clean up after campers have been.
- Concern was raised around children at the playground near the freedom camping area as no-one knows who the campers are or how long they are staying for.
- It was further noted by Mrs Costar that Freedom Camping is not free at all; it costs the ratepayers to clean up afterwards and dispose of waste.
- The issue the community have is that Freedom Campers for unknown reasons prefer to use the bushes and surrounding open reserve area rather than using the public facilities that are readily available.
- Concerns raised in relation to the piles of rubbish left behind by freedom Campers which the Community have to clean up and dispose of.
- It was noted that unless the staff monitoring the bylaw are at the facilities when campers leave then they aren't going to get caught so it's up to community members to monitor this and clean up.
- It was noted by the Committee that Onewhero seem to be a special case that Council could treat slightly differently to help ease the issues raised. The Committee could look at the possibility of having a Council skip bin on-site or having more monitoring of the area take place with a dedicated northern monitoring officer that would help the community.
- It was noted that 99% of the freedom campers in the Onewhero area are either in a smaller vehicle or they pitch a tent and the issues noted in the submission don't come from those campers that are in certified motor-homes.

- The Committee asked what solutions the Onewhero Community see in assisting with the issues raised. The community as a whole and on principal support Freedom Camping but the toileting & rubbish issue is something that really needs to be addressed. The Onewhero Reserve is well used by local community members so these issues need to be looked at if the bylaw for this reserve is going to go ahead.

Dennis Amoore (Submission ID 6930, and Submission ID 6944, Pages 92 & 40)

- It was noted that Mr Amoore agrees with the proposed Stewart Street restriction in the bylaw.
- It was noted that Mr Amoore and the Raglan Community would prefer a 3 night limit rather than 5 nights for freedom camping.
- Mr Amoore queried the rule around freedom camping in a Council Reserve. It was his understanding that as long as a freedom camping site is mentioned in the Reserves Management Plan it could go ahead.
- Mr Amoore advised that the Bylaw needs to include East side James Street as a no-go camping area as the Bowling Club have regularly complained at Raglan Community Board meetings that they are having to clean up after campers in that area all the time. If Council are going to have this area as a camping site than it would be good to have the site on the other side of the road.

Shaun Mead on behalf of John Lawson (Submission ID 6551, Page 305)

- Mr Mead noted for the Committee that he is a freedom camper, supports the submission by Mr Lawson and is happy to speak on his behalf.
- Mr Mead supports Freedom Camping as a whole but notes that he does not support campers breaking the bylaw rules or leaving rubbish behind for community members to pick up.
- The 2016 Bylaw as a whole works well but not in Raglan where more than half of freedom camping complaints come from and he noted that the new Bylaw does not seem to address the concerns raised. This Bylaw might work better if the camping areas were not in the residential zone.
- Mr Mead advised that the amount of rates paid to Council by residents mean that Council should be monitoring the Bylaw better and have more dedicated staff in order to make this happen.
- Mr Mead outlined for the Committee some examples of the different issues that have arisen in the Raglan Community with freedom campers in the past.
- It was asked by the Committee if Mr Mead felt that the dedicated monitoring officers that Council do have particularly for the Raglan area aren't doing the job? It was advised by Mr Mead that there are definitely staff monitoring the freedom campers in Raglan but it doesn't seem to have any effect whatsoever. It was noted by the Committee that the current staff may need to sit down with concerned residents to address the issues raised.

“Mike” (Submission ID 6922, Page 101)

- It was noted that the new signage at Puriri Park that Council have installed has definitely helped with freedom campers but the concern remains for residents; particularly with campers setting up in the dog run area and leaving gates open and rubbish behind.
- It was advised that the residents in the Puriri Park area are adamant that this area must remain free of freedom campers.
- The issues raised by concerned residents seem to be from a monitoring & compliance perspective and it was noted by Mike that residents cannot be the ones responsible with monitoring the area. A few examples were given of previous experiences with freedom campers and the issues that neighbouring residents have had with campers coming onto their properties.
- It was asked by the Committee that since the signage has gone up in Puriri Park, have things have improved? It was advised that the signage has worked beautifully and campers have actually gone and started keeping to the designated area but the concern remains from residents that if this Bylaw goes ahead the residents will be back to square one.
- It was noted by Mike that residents do not have a concern w
- It was asked by the Committee what the term “Feral Campers” mean as it is mentioned in the submission by Mike. It was confirmed that it refers to the mess that campers have left behind and the interactions that have been had between property owners and the freedom campers; some verbal and also physical interactions between campers themselves.

There being no further business, the hearing was adjourned at 10.36am.

Minutes approved and confirmed this day of 2023.

C Eyre
CHAIRPERSON

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| To | Policy and Regulatory Committee |
| Report title | Actions Register – October 2023 |
| Date: | 3 October 2023 |
| Report Author: | Elaine Digby, EA to the General Manager Customer Support |
| Authorised by: | Roger MacCulloch, General Manager Customer Support |

1. Purpose of the report

Te Take moo te puurongo

To update the Policy and Regulatory Committee on the actions arising from the previous meeting.

2. Staff recommendations

Tuutohu-aa-kaimahi

THAT the Policy and Regulatory Committee receives the Actions Register – October 2023 report.

3. Attachments

Ngaa taapirihanga

Policy and Regulatory Committee Actions Register October 2023 (within this report)
Attachment A - Resource Consent Information and Forecasting

Policy and Regulatory Committee Actions Register October 2023

| | Action | Responsible to Action | Status/Update/Response |
|----|---|-------------------------------------|--|
| 1. | <p>Resource Consent Information</p> <p>Resource Consent information to be looked at further by the Customer Support Leadership team to provide more detail on the type of consents being processed and the complexities involved</p> | Wade Hill – Acting Consents Manager | October 2023: Please see the attached report |
| 2. | <p>Resource Consent Forecast Reporting</p> <p>This presentation is to be brought to the Committee every six (6) months.</p> | Wade Hill – Acting Consents Manager | October 2023: Please see the attached report. Staff note the request for this report 6 monthly |

| | |
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| To | Policy and Regulatory Committee |
| Report title | Resource Consent Information and Forecasting |
| Date: | 3 October 2023 |
| Report Author: | Wade Hill, Acting Consents Manager |
| Authorised by: | Roger MacCulloch, General Manager Customer Support |

1. Purpose of the report

Te Take moo te puurongo

The purpose of this report is to update the Policy and Regulatory Committee on Consents information and Forecasting arising from the previous meeting in August.

2. Executive summary

Whakaraapopotanga matua

The following information builds on the information already provided in the Memorandum from former General Manager Customer Support Sue O’Gorman to the August meeting of the Policy and Regulatory Committee.

1. Types and Complexities of Applications

For the previous year 2022/2023 the percentage of each application type received were as follows:

| Type of Application | Percentage |
|---|------------|
| Land use consent | 62% |
| Deemed Permitted Activities (including Permitted Boundary activities and Marginal Temporary Activities) | 15% |
| Subdivisions | 20% |
| Designations | 2% |
| RMA Miscellaneous | 1% |
| Section 348 Right of Way approvals | 0.5% |

Subdivision consents

Subdivision consents approved (excluding change of conditions/variations)

| Zone | Percentage |
|-------------------|------------|
| Rural | 40% |
| Residential | 29% |
| Rural Residential | 22% |
| Industrial | 4% |
| Commercial | 3% |

Note: Of the 195 subdivision applications processed in the 2022/2023 year approximately 74 (37%) were change of conditions/variations.

Note last year 1220 new lots were issued title for the 2022/2023 year.

The vast majority of new lots created in the district are created in the Residential zone and to a lesser degree in the Rural Residential zone. It is noted that some of the residential subdivisions involve Comprehensive Residential Developments (concurrent applications for Land use and Subdivision that are processed at the same time).

Most notably these CRD applications have been processed and approved in Ngaruawahia, Horotiu and Tuakau. Some of these sites are located in the Medium Residential Zone, but not exclusively.

Subdivision does occur unevenly across the district, with many of the new lots being created in the main towns, particularly in Pookeno but also Te Kauwhata, Ngaruawahia and Raglan. Latter stages of subdivision and development is on-going at Rangitahi in Raglan. Subdivision is occurring to a lesser extent in Huntly and other smaller residential areas in the district.

Rural Subdivisions typically only involve 1-2 additional lots of between 8000m² and 1.6 hectares, or boundary relocations. Only occasionally do they involve more lots, such as a Conservation Lot or Reserve entitlement subdivision.

It is noted that the introduction of the National Planning Standard – Highly Productive Land 2022 has increased the complexity of the processing of subdivision consents on Highly Productive Land.

In simple terms Highly Productive Land is all flat land (regardless of soil type and whether well drained or not) in the district.

Land use consents

Of the Land use consents issued for the 2022/2023 year (excluding change of conditions/variations)

61% involved consents relating to dwellings.

57% involved consents relating to earthworks.

Many of the consents involving dwellings also have non compliances with earthworks standards.

In addition to this is noted that 145 Deemed Permitted Activities were processed in the 2022/2023 year. When added to the land use consents processed, this amounts to 77% of all consents processed by the consents team.

DPA's are either Permitted Boundary Activities (PBA) where the only non-compliance is with a boundary rule to an infringed boundary where written approval has been provided; or a Marginal Temporary Activity (MTA) where there is a marginal or temporary non-compliance.

As an aside Council processed 49 consents last year for additional dwellings on Residential Zoned properties, including those classified as Dependent Persons Dwellings (Operative District Plan definition) and Minor Residential Units (Proposed District Plan definition) and second or third dwellings on properties. This is interesting in the context of Variation 3 allowing up to 3 dwellings on each property.

The consents team also processed 38 consents for relocatable dwellings last year. It is noted that the requirement for these consents will disappear once the appeals on the equivalent rules in the Proposed District Plan are resolved.

It is noted that last year the Council processed 23 Retrospective Resource consents last year. These were mostly for earthworks that were undertaken without first obtaining a consent. Therefore, the majority of our land use consents (and in fact all consents) fall within these categories.

However, this still leaves approximately 40% of all consents which is not an insubstantial amount. The remainder of the consents are quite mixed, being unique, and often quite complex in nature.

The continued requirement to process consents under two planning frameworks (the Operative and Proposed District Plans) adds to the complexity of processing of all consents. This can be accentuated for the more unique applications that we undertake.

There are a small number of quarry/managed fill related applications that were issued in the 2022/23 year. Also, a small number of transport depot activities in the Rural Zone. Three consents for chicken (broiler/egg) operations were also granted in the north of the district.

A number of consents have been granted where WDC is the applicant such as the works in association with the Raglan Wharf, carparking on reserves, toilet facilities and lighting on sports parks.

Of interest are two solar farms that have more recently been approved to the west of Huntly.

Other consents of interest are for:

Concrete Batching Plant, a 9 Hole Golf Course, operating a commercial tour, a pet crematorium, a vermicomposting facility to name just a few. The list is long and varied.

Consents notified.

Of all the consents processed by Council only 5 were either limited or publicly notified in the 2022/2023 year. This amounts to approximately 0.5% of all applications processed.

Consents approved.

Ultimately all consents processed to completion by Council were approved.

It is noted that 19 Permitted Boundary applications were declined.

However, this is because they did not meet the quite specific requirements to be processed as PBAs.

However, all these were latter processed and approved as either Land use consents or MTAs.

Objections

Last year no objections to the decisions (and the conditions of consent) were lodged with Council.

Appeals

Three appeals were lodged with the Environment Court relating to Council decisions. One has been granted by the Environment Court and the remaining two are ongoing.

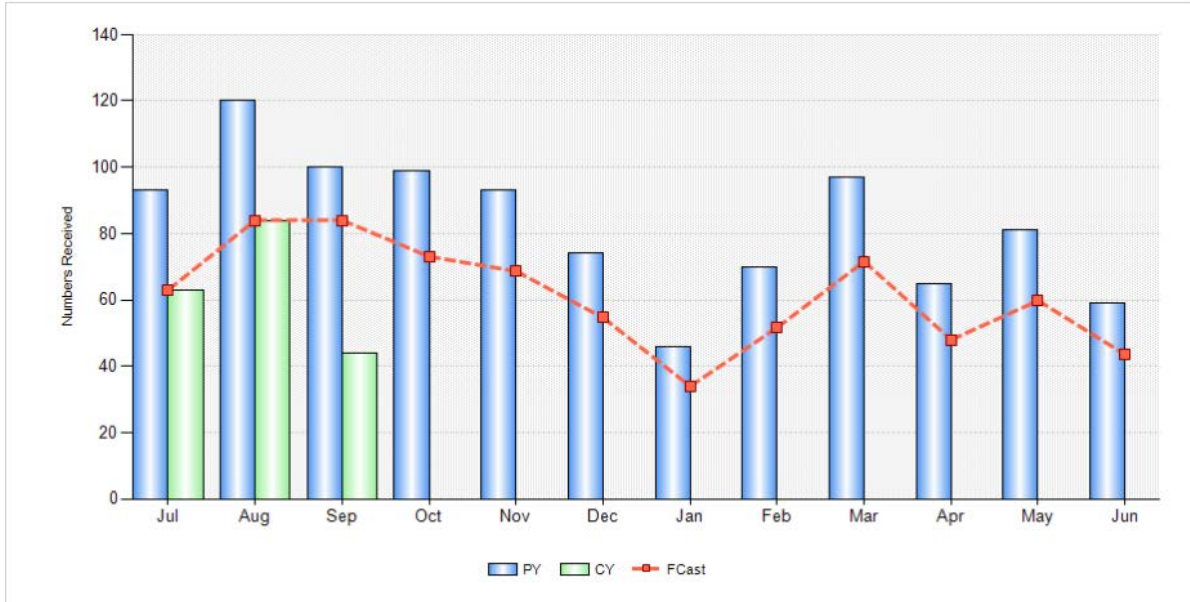
2. Forecast of ongoing resource consent activity during the current year

It is difficult to forecast forward workload, as it is reliant on a number of matters which may impact on the economy generally or the property market more directly. Our current reporting system that the consents team utilises predicts future forecasts by analysing previous statistics.

As can be seen the number of applications forecast to be lodged this year (738), is somewhat lower than those lodged over the previous seven years. It is difficult to determine what the end of year result this early on.

☐ Designatio, DPA, LandUse, LGA348, RMAMisc, Subdiv,TDR,Transfer Application Received - with Forecast

| Year | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Total |
|----------|--------|--------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--------|
| 2022-23 | 93 | 120 | 100 | 99 | 93 | 74 | 46 | 70 | 97 | 65 | 81 | 59 | 997 |
| 2023-24 | 63 | 84 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 191 |
| Variance | -32.3% | -30.0% | | | | | | | | | | | -31.0% |
| Forecast | 63 | 84 | 84 | 73 | 69 | 55 | 34 | 52 | 72 | 48 | 60 | 44 | 738 |



☐ Number of Resource Consents Received

| Year | Ram Group | RAM ID | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Total |
|---------|-----------|--------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| 2016-17 | | | 79 | 105 | 106 | 107 | 111 | 78 | 45 | 107 | 105 | 82 | 102 | 110 | 1137 |
| 2017-18 | | | 125 | 87 | 98 | 88 | 130 | 90 | 79 | 80 | 124 | 101 | 119 | 113 | 1234 |
| 2018-19 | | | 106 | 96 | 80 | 95 | 92 | 74 | 65 | 80 | 93 | 78 | 106 | 82 | 1047 |
| 2019-20 | | | 99 | 102 | 88 | 89 | 81 | 84 | 50 | 100 | 82 | 64 | 60 | 69 | 968 |
| 2020-21 | | | 101 | 86 | 86 | 90 | 82 | 99 | 62 | 80 | 134 | 110 | 112 | 161 | 1203 |
| 2021-22 | | | 121 | 110 | 113 | 117 | 114 | 132 | 68 | 90 | 131 | 90 | 114 | 110 | 1310 |
| 2022-23 | | | 93 | 120 | 100 | 99 | 93 | 74 | 46 | 70 | 97 | 65 | 81 | 59 | 997 |
| 2023-24 | | | 63 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |

3. Staff recommendations Tuutohu-aa-kaimahi

THAT the Resource Consent Information and Forecast report be received.

4. Next steps Ahu whakamua

Staff note that the Resource Consent Forecasting report is requested 6 monthly.

5. Attachments Ngaa taapirihanga

There are no attachments to this report.

| | |
|---------------------|---|
| To | Policy and Regulatory Committee |
| Report title | Approval to consult on the Proposed Water Supply Bylaw 2023 |
| Date: | 13 September 2023 |
| Report Author: | Hannah Beaven, Principal Corporate Planner Deron Sharma, Acting Waters Manager |
| Authorised by: | Megan May, Acting General Manager Service Delivery |

1. Purpose of the report

Te Take moo te puurongo

To seek approval from the Policy and Regulatory Committee to undertake formal consultation on the Proposed Water Supply Bylaw 2023.

Executive summary

Whakaraapopototanga matua

Council is responsible for ensuring a supply of 'potable' (drinking water) to ratepayers connected to Waikato District Council's (**Council's**) water supply system.

To protect its water supply system, Council previously had a Water Supply Bylaw 2014. The Water Supply Bylaw 2014 was reviewed and consulted on in 2021. Staff have become aware that the Water Supply Bylaw 2014 was not reviewed within the required legislative timeframe and is unenforceable. Therefore, Council currently has no regulatory tools to manage our water supply system.

A new Water Supply Bylaw 2023 is proposed (Attachment 1). A track changed version (Attachment 2) showing the difference between the 2014 Bylaw (as reviewed in 2021) and the Proposed Bylaw is attached.

The purpose of the Proposed Bylaw is to:

- a) Promote the efficient use of water and protect against waste or misuse of water from the water supply system.
 - b) Protect the water supply and water supply system from pollution and contamination.
-

- c) Manage and protect structures and infrastructure associated with the water supply system from damage, misuse, or loss of land.
- d) Prevent the unauthorised use of land, structures or infrastructure associated with the water supply system.

Proposed changes to the Bylaw (following its review in 2021) include:

- Acknowledging Council's duty regarding Te Ture Whaimana o Te Awa o Waikato (the vision and strategy for the Waikato River).
- Updating the Proposed Bylaw to reflect legislative changes, including references to the Water Service Regulator Act 2020 and Water Services Entity Act 2022, and removing references to Ministry of Health.
- Clarifying rules for the flow and pressure of water. These rules have been changed so that they specify operating standards, instead of just design standards.
- Updating references to Firefighting Water Supplies Code of Practice.
- Requiring each dwelling to have a separate water meter, including when there are two or more dwellings on a property title.
- Noting it is the customer's responsibility to ensure the toby (water valve) is left in the correct position.
- Correcting typos and making minor readability changes.

It is proposed to consult on the Proposed Bylaw from 5 October 2023 to 5 November 2023. A number of external stakeholders, including iwi, community committees and boards, and Fire and Emergency New Zealand, will be advised of the opportunity to provide feedback.

Hearings and deliberations are scheduled for 22 November 2023, and it is planned for Council to adopt the Proposed Bylaw on 18 December 2023.

Staff assess this decision to be of moderate significance.

2. Staff recommendations

Tuutohu-aa-kaimahi

That the Policy & Regulatory Committee:

- a. confirms that, in accordance with Section 155 of the Local Government Act:**
 - i. a Bylaw is the most appropriate way of addressing the perceived problems; and**
 - ii. the proposed Bylaw is the most appropriate form of Bylaw; and**
 - iii. the proposed Bylaw does not give rise to any implications under the New Zealand Bill of Rights Act 2002.**
-

- b. **adopts the Statement of Proposal (Attachment 3) and submission form (Attachment 4); and**
- c. **approves the commencement of public consultation on the Proposed Water Supply Bylaw (Attachment 1 and 2), to be undertaken between Thursday, 5 October to Sunday, 5 November 2023; and**
- d. **agrees to hear submissions on the Bylaw, if requested by submitters, at a hearing on Wednesday, 22 November 2023.**

3. Background

Koorero whaimaarama

Water supply system and regulations

Council is responsible for ensuring a supply of 'potable' (drinking) water to ratepayers connected to a water supply system. The Waikato River is the main water source and accounts for approximately two thirds of annual water production for the Waikato district. The source water goes through treatment facilities to ensure compliance with New Zealand Drinking Water Standards.

Council's water supply network includes almost 18,000 connections, of which 99% are metered. It is estimated that 50% of rateable properties in the district are connected to a water supply network.

Council provides a reticulated water supply to the community for domestic, dairy and agricultural use, predominantly through one of seven water treatment plants. However, Council also relies on associated service providers to maintain levels of service where appropriate. Council purchases bulk treated water from Hamilton City Council to serve the Southern Districts, comprised of Tamahere, Eureka, Gordonton, Puketaha, Maatangi and Tauwhare Paa. Similarly, Council purchases bulk treated water from Watercare Services Limited ("**Watercare**") to supply our northernmost townships, Pookeno and Tuakau. Lastly, Te Kauwhata Irrigation Association provides bulk raw water to Council, which gets treated at the Mid-Waikato water treatment plant.

On 1 October 2019, Council entered a long-term operations and maintenance contract with Watercare to provide operations, maintenance, planning and customer services for the three waters infrastructure. Watercare is responsible for collecting, treating, and distributing water for use by households, commercial industry, wet industry and firefighting. It is also responsible for providing safe and reliable drinking water.

In Aotearoa New Zealand, significant water reforms have been introduced to address issues related to water management and infrastructure.

The first part of the reform established Taumata Arowai as the Water Services Regulator, replacing Ministry of Health as the entity responsible for regulating drinking water, wastewater and stormwater services via the Water Services Regulator Act 2020.

The second part of the reform was the creation of the Water Services Act 2021, which set out the functions of Taumata Arowai and duties for all drinking water suppliers, which includes Council and its associated service providers

These reforms significantly impact local councils by shifting the responsibility for water services from individual Councils to new Water Service Providers.

Bylaws

The Council has general bylaw making powers prescribed under Sections 145 and 146 of the Local Government Act 2002 ("**the Act**").

Council can enforce breaches of bylaws and impose penalties not exceeding \$20,000, if required.

A Water Supply Bylaw 2023 will still have effect until the proposed establishment date of the Waikato Water Services Entity, which will be between 1 January 2025 and 1 July 2026. Moreover, it is anticipated that the proposed Bylaw will remain in effect for the first few years of the entity's operation, until such a time that the Waikato Water Services Entity establishes its own legal instrument to replicate the powers of the proposed Bylaw.

Process

Council's Water Supply Bylaw 2014 includes rules for managing Council's water supply system. Staff received advice which has indicated that, due to the timing of the review of the 2014 Bylaw in 2021, it is unenforceable. Therefore, Council currently has no regulatory tools to manage our Water Supply System.

Staff are now seeking to rectify this issue by drafting and adopting a new Water Supply Bylaw. Staff begun this process by reviewing the Bylaw adopted by Council in 2021 and proposed further changes, discussed below.

Council's Water Governance Board was advised of the process to make a new Water Supply Bylaw on 5 September 2023. A Council workshop to receive feedback on the proposed Bylaw was held on 11 September 2023.

Consultation on the proposed Bylaw is scheduled from 5 October 2023 to 5 November 2023. Hearings and deliberations are scheduled for 22 November 2023. It is planned for Council to adopt the new Bylaw on 18 December 2023.

4. Discussion and analysis

Taataritanga me ngaa tohutohu

Proposed Water Supply Bylaw 2023

The proposed Bylaw contains Council's rules for protecting water services. The purpose of the bylaw is to:

- a) Promote the efficient use of water and protect against waste or misuse of water from the water supply system.
- b) Protect the water supply and water supply system from pollution and contamination.
- c) Manage and protect from damage, misuse, or loss of land, structures and infrastructure associated with the water supply system.
- d) Prevent the unauthorised use of land, structures or infrastructure associated with the water supply system.

It includes proposed rules regarding:

- Accessing and connection to the Water Supply system, including use of fire hydrants.
- Working around buried services.
- Protection of water sources.
- Spillages and adverse events.
- Connection and disconnecting to the water supply network.
- Ownership and responsibility for maintenance.
- Types of water supply.
- Rules regarding meters and flow restrictors.
- Fire protection connections.
- Backflow prevention.

Changes proposed to 2014 Water Supply Bylaw

Generally, the 2014 Bylaw (as reviewed in 2021) is considered fit for purpose and proposed changes are minor. Although the 2014 Bylaw (reviewed in 2021) is unenforceable, staff, including Watercare, have started the review by looking at this Bylaw due to the recent process, including public consultation, that was undertaken in 2021.

| Proposed changes | Clause | Explanation |
|---|-----------------|--|
| 1. Proposed Bylaw acknowledges Council's duty regarding Te Ture Whaimana o Te Awa o Waikato (the vision and strategy for the Waikato River) | 1. Introduction | To recognise the special cultural, social, environmental and economic relationship of Waikato-Tainui with the Waikato River as the Waikato River is the main water source for the Waikato District. To give effect to Council's Joint Management Agreement with Waikato-Tainui. |

| Proposed changes | Clause | Explanation |
|--|--|---|
| <p>2. Updating the Proposed Bylaw to reflect legislative changes.</p> <p>This means including references to the Water Service Regulator Act 2020 and Water Services Entity Act 2022 and removing references to Ministry of Health.</p> | <p>5.1(a), 9.5.3(b)(iii), 9.8.2(a), 9.11.1, 11.1</p> | <p>Legislation regarding water services has changed over recent years. Drinking water was previously regulated by the Ministry of Health, and as a result, the Bylaw was also made under The Health Act. The Ministry of Health is no longer the water regulator as this sits with new entity 'Taumata Arowai'.</p> |
| <p>3. Simplifying wording relating to who can take water from fire hydrants.</p> | <p>8.1.2</p> | <p>It is not required to say that Council can take water from fire hydrants as it is inherent that we can do so.</p> |
| <p>4. Updating references to Firefighting Water Supplies Code of Practice.</p> | <p>9.5.2</p> | <p>The 'SNZ PAS 4509: 2008' Standards have been updated since the Bylaw was reviewed in 2021.</p> |
| <p>5. Proposed Bylaw to require each dwelling to have a separate water meter, including when there are two or more dwellings on a property title.</p> | <p>9.6.1(b)</p> | <p>The 2014 (reviewed in 2021) Bylaw required that all water connections in Waikato District shall be metered. Water meters enable Council to track how much water each dwelling is using.</p> <p>Staff recommend the Proposed Bylaw is clear that this will apply to each dwelling, even when there are multiple dwellings (such as ancillary dwellings) within a property title.</p> <p>The reasons for this proposed rule include:</p> <ul style="list-style-type: none"> • Metered connections help Council to charge for water accurately on a user pays basis. • This reflects current practice as Watercare have advised installing a water connection now includes a water meter. |

| Proposed changes | Clause | Explanation |
|------------------|--------|---|
| | | <ul style="list-style-type: none"> • The Water Service Entities have indicated a future preference for installing a water meter at each individual dwelling, with a user pays model for drinking water likely applying across New Zealand. • Variation 3 'Enabling Housing Supply' allows up to three houses on one property. The proposed Rule will ensure Council can meter each dwelling separately. There are no other rules within the district plan relating specifically to water meters, although there are rules relating to water services generally. • Meter connections also help Council to identify where illegal water takes, water leaks and water loss may be occurring, and assist with maintenance planning. • This aligns with technology where in the future customers can monitor their water use via a mobile app, as is already occurring in part of New Zealand. <p>The cost of installing water meters is accounted for in the Fees and Charges as part of the Water Connection Fee. Costs of additional meters throughout the district will be covered by general rate and therefore has a reduced impact on owners of additional dwellings. Furthermore, Council's Three Waters team currently manages a programme of work covering water meter renewals and replacement under the Long-term Plan.</p> <p>Staff will enforce this rule as new water service connections are made.</p> |

| Proposed changes | Clause | Explanation |
|--|--|---|
| 6. Noting it is the customer's responsibility to ensure the toby (water valve that shuts off the mains water to your whole property) is left in the correct position. | 9.3.1(d) | <p>The toby is a water shut-off valve that typically sit between Council's watermain and the customer's private pipe.</p> <p>The Proposed Bylaw is now clear the customer is responsible for the position of the toby, and if any additional water use occurs because of position of the water valve, this is the responsibility of the Customer.</p> <p>The reasoning behind this is to ensure that Council's standards and methodology for conducting operations and maintenance is adhered to.</p> |
| 7. Proposed Bylaw includes rules for the flow and pressure of water. These rules have been changed so that they specify operating standards, instead of just design standards. | Schedule 2: Table 1 - Compatibility Features | Requiring 'operating' standards, instead of 'designed' standards will ensure water pressure and flow is correct in practice, not just design. |
| 8. Typos and minor readability changes | Throughout Bylaw | Changes made to Proposed Bylaw to fix minor errors or remove definitions which are not required. |

4.1 Options

Ngaa koowhiringa

Staff have assessed that there are two options for the Policy and Regulatory Committee to consider. This assess reflects the level of significance (see paragraph 6.1) and Council's legislative requirements. The following options have been identified:

Option 1: Status quo

Under this option, no new Water Supply is made. The default provisions of the Act would apply. Under this option, Council would have no regulatory tools to manage our Water Supply System.

| Advantages | Disadvantages |
|--|---|
| <ul style="list-style-type: none"> No direct cost to Council or community of process, including consultation to make a bylaw. | <ul style="list-style-type: none"> Council would not have an ability to enforce breaches of rules that is enabled by having a Bylaw. As the Water Services Entities have indicated they will utilise Council's bylaw until their own rules are in place, Council loses the opportunity to influence future management of the water supply system. At times, Council may wish to decline connections into the water supply system due to a lack of capacity and may not be able to do this with no Bylaw. |

Option 2: Make a new bylaw under the Local Government Act 2002.

Under this option, a new Bylaw would be made and consulted on with the community.

| Advantages | Disadvantages |
|---|---|
| <ul style="list-style-type: none"> Consistent with previous Council decisions and community expectations that a Water Supply Bylaw is necessary and appropriate. Ensure that each dwelling (including where there are multiple dwellings on a property) has a water meter, meaning that Council can more accurately charge for water use and detect leaks and illegal taking of water. Council can decline connections to the water supply system if there are concerns regarding capacity, and can enforce other rules (for example, relating to illegal taking of water from fire hydrants). Staff are empowered to act upon transgressions and enforce the proposed Bylaw. | <ul style="list-style-type: none"> Cost to the Council and community of the process and time for making a bylaw, including consultation. On-going cost to the Council to enforce a Water Supply Bylaw when required, by staff or Watercare. |

Staff recommend Option 2 to make this Bylaw as soon as possible, as Council does not have a current, valid Water Supply Bylaw, in order to address problems associated with Water Supply.

If the Policy and Regulatory Committee request further changes to the proposed Bylaw, staff can investigate and make the necessary amendments as directed. However, please note this will result in revised timeframes, and a new Bylaw will then not be adopted until early to mid-2024.

4.2 Financial considerations

Whaiwhakaaro puutea

Staff have assessed that there may exist material, financial considerations associated with the recommendations of this report. All procedural matters related to the renewing of the Bylaw are met within existing budgets.

Option 2 provides Council with the tool to enforce action upon illegal water takes, unauthorised tampering with the network, and contamination events. These events come at a surplus cost to Council and its ratepayers beyond business-as-usual operations and maintenance. The intent of the Bylaw, as proposed in **Option 2**, is to provide a mechanism for Council to primarily minimise such occurrences, and secondarily, to provide recourse to seek compensatory damages from perpetrators.

Further to this, an issue that has been identified since the last review is the positioning of isolation (toby) valves. Council would like to make it clear to customers that it is their sole responsibility to ensure that their toby remains in a desired position. This minimises cost to Council and promotes early detection of faults with the valve by the user, ultimately reducing future cost of repairs.

4.3 Legal considerations

Whaiwhakaaro-aa-ture

Section 145 of the Local Government Act 2002 (LGA) gives Council the power to make bylaws for one or more of the following purposes:

- a) Protecting the public from nuisance;
- b) Protecting, promoting, and maintaining public health and safety;
- c) Minimising the potential for offensive behaviour in public places.

The proposed Bylaw has been made to protect, promote and maintain public health and safety.

In accordance with their delegated authority, the Corporate Planning team have determined, under section 155 of the LGA, that the proposed Bylaw:

- a) Is the most appropriate way of addressing the problem or perceived problem.
 - b) Is the most appropriate form of Bylaw.
-

A Bylaw is considered the most appropriate way of addressing of perceived problems regarding Council's water services networks, for the following reasons:

1. A Bylaw would enable Council to decline new connections to our water supply system, if required. Historically, connections to the water supply system have generally been declined through Council's resource and building consent process. However, Watercare have indicated in the near future there may be a reliance on a Bylaw to refuse connections on the basis of a lack of capacity.
2. Council's legal staff are also aware of instances where members of the public have illegally taken water from fire hydrants, and enforcement action under the 2014 Bylaw was considered but not undertaken. A new bylaw would enable enforcement action to be taken when water is taken illegally, if required.
3. A Bylaw can include rules for issues such as members of the public tampering with water meters and ensuring that water leaks on the customer side of the toby are the customer's responsibility.
4. In addition, benchmarking against other councils also shows that problems relating to water services are managed through bylaws.

Council could choose to rely on other tools, such as education alone, to address the above issues; however, this would likely be less effective than the ability to enforce when required. Other regulatory tools available to Council do not apply to water services, and so a bylaw is considered the best mechanism to address the problem.

Legal counsel has confirmed that, in accordance with section 156 of the Act, the proposed Bylaw does not give rise to any implications under the New Zealand Bill of Rights Act 1990.

4.4 Strategy and policy considerations

Whaiwhakaaro whakamaaherehere kaupapa here

The report and recommendations are consistent with the Council's policies, plans and prior decisions.

4.5 Maaori and cultural considerations

Whaiwhakaaro Maaori me oona tikanga

Mana Whenua will be contacted as part of consultation to seek their feedback on the proposed Bylaw.

Council have considered the relationship between the water supply network and Waikato Te Awa as the source of this taaonga vital to life. Moreover, Council recognises the mana of Waikato Te Awa as tuupuna Awa to Waikato-Tainui under The Waikato Raupatu River Trust and Waikato District Council Joint Management Agreement.

Furthermore, Te Nehenehenui, the newly formed Post-Settlement Governance Entity representing Maniapoto Maaori Trust Board is recognised as having Te Awa o Waipaa a taaonga under our Joint Management Agreement pertaining to the Waipaa River Act.

The overarching principle that sits above this Bylaw is Te Ture Whaimana o Te Awa o Waikato. Whilst Council has positioned itself to give effect to Te Mana o Te Wai, we anticipate that this will be enshrined into the practice of three waters service delivery by the Waikato Water Services Entity.

4.6 Climate response and resilience considerations **Whaiwhakaaro-aa-taiao**

The decisions sought by, and matters covered in, this report are consistent with the Council's [Climate Response and Resilience Policy](#) and [Climate Action Plan](#).

The widespread implementation of water meters in all dwellings is anticipated to raise consciousness regarding water as a valuable resource and promote favourable shifts in behaviour at reducing water consumption. Furthermore, the point previously raised regarding service valve positions being the customer's responsibility adds to Council's stance on behaviour change strategy, congruent with section 9.11 of the Climate Response and Resilience Policy and Action Categories 4 and 5 of the Climate Action Plan.

4.7 Risks **Tuuraru**

There are risks associated with not having a valid Water Supply Bylaw. While Council has not been required to enforce under the 2014 (reviewed in 2021) Bylaw to date, staff recommend a new Bylaw is made. This is so Council can decline new water connections when there are concerns with system capacity, ensure that all dwellings have water meters in place, and enforce other rules within the Bylaw.

The Waters Services Reform program has been clear on the intent and direction of three waters service delivery in the future. This Bylaw, having observed and incorporated that intent and direction, forms part of the Waters Reform Transition Plan to best position Council, its Elected Members, staff, and ratepayers for the upcoming reforms.

If **Option 2** is not accepted in its entirety, there is a risk that Council will be required to make steep changes in the imminent future to meet increasing compliance and climate change requirements.

5. Significance and engagement assessment **Aromatawai paahekoheko**

5.1 Significance **Te Hiranga**

The decisions and matters of this report are assessed as of moderate significance, in accordance with the Council's [Significance and Engagement Policy](#).

The following criteria are particularly relevant in determining the level of significance for this matter:

- There is a legal requirement to engage with the community. Under Section 156 of the Act, Council is required to consult with the community when making a bylaw, under Section 83.
- There is more than one viable option. Council has the choice to forgo having a Bylaw or draft the Bylaw with different rules in place.

5.2 Engagement

Te Whakatuutakitaki

It is proposed to undertake the Special Consultative Procedure, as outlined in Section 86 of the Act.

| Highest level of engagement | Inform | Consult | Involve | Collaborate | Empower |
|---|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <i>Tick the appropriate box/boxes and specify what it involves by providing a brief explanation of the tools which will be used to engage (refer to the project engagement plan if applicable).</i> | <ul style="list-style-type: none"> • Special Consultative Procedure, as outlined in Section 86 of the Local Government Act 2002. • Public notices in local papers. • Social media posts and news item in our newsletter. • Information available at Council offices and libraries, and online at Council's website 'Say it' page. • Stakeholders will be advised of opportunity to provide feedback. | | | | |

State below which external stakeholders have been or will be engaged with:

| Planned | In Progress | Complete | |
|-------------------------------------|--------------------------|-------------------------------------|--|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Internal |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Watercare |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Water Governance Board |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Community Boards/Community Committees |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Waikato-Tainui/Local iwi and hapuu |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Local Councils, including Waikato Regional Council and Hamilton City Council |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Previous submitters, including Fire and Emergency New Zealand and Genesis |

| Planned | In Progress | Complete | |
|---------|--------------------------|--------------------------|---|
| ✓ | <input type="checkbox"/> | <input type="checkbox"/> | Water related services, including Watercare Auckland, Wai Tamaki ki te Hiku (Northland and Auckland Water Services Entity), Te Kauwhata Water Association |
| ✓ | <input type="checkbox"/> | <input type="checkbox"/> | Department of Internal Affairs |

6. Next steps Ahu whakamua

If the Policy and Regulatory Committee approves consultation on the Proposed Bylaw, formal consultation will begin on 5 October and close on 5 November 2023.

Hearings and deliberations are scheduled to take place on 22 November 2023 and the Proposed Bylaw will be recommended for adoption at the Council meeting on 18 December 2024. If approved by Council, the Bylaw will come in effect on 22 December 2023.

7. Confirmation of statutory compliance Te Whakatuuturutanga aa-ture

As required by the Local Government Act 2002, staff confirm the following:

| | |
|---|-----------|
| The report fits with Council's role and the Policy and Regulatory Committee's Terms of Reference and Delegations. | Confirmed |
| The report contains sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages (<i>Section 5.1</i>). | Confirmed |
| Staff assessment of the level of significance of the issues in the report after consideration of the Council's Significance and Engagement Policy (<i>Section 6.1</i>). | Moderate |
| The report contains adequate consideration of the views and preferences of affected and interested persons taking account of any proposed or previous community engagement and assessed level of significance (<i>Section 6.2</i>). | Confirmed |
| The report considers impact on Maaori (<i>Section 5.5</i>) | Confirmed |
| The report and recommendations are consistent with Council's plans and policies (<i>Section 5.4</i>). | Confirmed |
| The report and recommendations comply with Council's legal duties and responsibilities (<i>Section 5.3</i>). | Confirmed |

8. Attachments

Ngaa taapirihanga

Attachment 1 – Proposed Water Supply Bylaw 2023

Attachment 2 – Proposed Water Supply Bylaw 2023 (track changes)

Attachment 3 – Statement of Proposal

Attachment 4 – Submission form

Proposed Waikato District Council Water Supply Bylaw 2023

The Waikato District Council, in exercise of its powers and authorities conferred on it under the Local Government Act 2002 and its respective amendments, and all other relevant powers, makes the following bylaw.

1. Introduction

- 1.1 Waikato District Council (the Council) has the ability to make bylaws for the purposes of protecting, promoting and maintaining public health and safety.
- 1.2 Council has a duty under Section 17 of the Waikato River Settlement Act 2010, to have regard to Te Ture Whaimana o Te Awa o Waikato (the vision and strategy for the Waikato River). The vision is “for a future where a healthy Waikato River sustains abundant life and prosperous communities who, in turn, are all responsible for restoring and protecting the health and well-being of the Waikato River, and all it embraces, for generations to come”. In this regard, the Council recognizes the special, cultural, social, environmental and economic relationship of Waikato-Tainui with the Waikato River and the need to protect and restore the Waikato River.

Advisory Note: the above introduction does not form part of this Bylaw and is intended to be read as an introductory note.

2. Short Title, Commencement and Application

- 2.1 The Bylaw shall be known as the “Waikato District Council Water Supply Bylaw 2023”.
- 2.2 The Bylaw shall apply to the Waikato District.
- 2.3 The Bylaw shall come into force on 22 December 2023.

3. Scope

This Bylaw shall apply to the Waikato District (within the boundaries of the Waikato District pursuant to the Local Government Act 2002) and any land, building, work, or property under the control of the Council.

4. Purpose

- 4.1 The purposes of this Bylaw are:
 - (a) Promoting the efficient use of water and protect against waste or

misuse of water from the water supply system.

- (b) Protecting the water supply and water supply system from pollution and contamination.
- (c) Managing and protecting from damage, misuse, or loss of land, structures and infrastructure associated with the water supply system.
- (d) Preventing the unauthorised use of land, structures or infrastructure associated with the water supply system.

5. Compliance with Other Acts and Codes

This Bylaw is made under the authority of the Local Government Act 2002 for the supply of water to its customers in its capacity as a Water Supply Authority. The supply and sale of water by the Council is subject to:

- (a) Statutory Acts and Regulations:
 - (i) Building Act 2004.
 - (ii) Fire and Emergency Act 2017.
 - (iii) Local Government (Rating) Act 2002.
 - (iv) Local Government Act 2002.
 - (v) Resource Management Act 1991.
 - (vi) Water Services Regulator Act 2020
 - (vii) Water Services Entity Act 2022
 - (viii) Te Ture Whaimana – the Vision and Strategy for the Waikato and Waipā Rivers
- (b) This bylaw is subject to the following relevant Codes and Standards, including:
 - (i) Drinking Water Standards for New Zealand 2005 (revised 2008).
 - (ii) OIML R49: Water meters intended for the metering of cold potable water and hot water. Part 1: Metrological and technical requirements; Part 2: Test methods and Part 3: Test report format.
 - (iii) SNZ PAS 4509: 2008 New Zealand Fire Service Fire Fighting Water Supplies Code of Practice.
 - (iv) NZS 4503:2005 Hand operated fire-fighting equipment.

- (v) NZS 4517:2010 Fire sprinkler systems for houses.
- (vi) NZS 4515:2009 Fire sprinkler systems for life safety in sleeping occupancies (up to 2000 square meters).
- (vii) NZS 4541:2020 Automatic fire sprinkler systems.
- (viii) Backflow Prevention for Drinking Water Suppliers Code of Practice 2006, Water New Zealand.
- (ix) Water Meter Code of Practice 2003, Water New Zealand.
- (x) Resource Management (National Environmental Standards for Sources of Human Drinking Water) Regulations 2007.
- (xi) Waikato Regional Infrastructure Technical Specification.
- (xii) National Engineering Design Standards

6. Interpretation

- 6.1** When interpreting this Bylaw, use the definitions set out in clause 7 unless the context requires otherwise. Where reference is made in this Bylaw to any repealed enactment, such reference should be taken as a reference to its replacement.
- 6.2** For the purpose of this Bylaw, the word 'shall' refers to requirements that are mandatory for compliance with this Bylaw, while the word 'should' refers to practices that are advised or recommended.

7. Definitions

- 7.1** For the purposes of this Bylaw, unless inconsistent with the context, the following definitions apply:

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| Advisory Note | A note which further explains a Bylaw clause but does not form part of the Bylaw. |
| Air Gap | A vertical air gap between the outlet of the water supply fitting which fills a storage tank, and the highest overflow water level of that storage tank. |
| Approved | Approved in writing by the Council, either by an authorised officer of the Council or by resolution of the Council. |
| Authorised Agent | Any person authorised or appointed by the Council to do anything in respect of the water supply system. |

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| Authorised Officer | Any officer of the Council or other person authorised under the Local Government Act 2002 and authorised by the Council to administer and enforce its Bylaws. |
| Auxiliary Supply | A water supply, other than the Council's system, on or available to a Customer system. These auxiliary supplies may include water from another provider's public potable water supply or any natural source(s) such as a well, spring, river, stream, or "used waters" or "industrial fluids." |
| Backflow | The unplanned reversal of flow of water or mixtures of water and contaminants into the water supply system. |
| Backflow Device | Backflow device or air gap that is designed to prevent the return of flow into the Councils water supply system. These devices can include non-return valves, reduce pressure zone devices, and double check valves. |
| Boundary | Legal boundary of the site, or in the case of more than one premise on a site, it is defined by the notional boundary of a complying unit site area. |
| Catchment | An area of land which drains to a waterbody from where a public water supply is drawn. |
| Commercial Use | <p>The use of land and buildings for the display, offering, provision, sale or hire of goods, equipment or services and includes shops, markets, showrooms, restaurants, cafes, takeaway food bars, professional, commercial and administration offices, service stations, motor vehicle sales, visitor accommodation, the sale of liquor and parking areas associated with any of the above.</p> <p>Advisory Note: Commercial components of retirement villages will be metered and classified as commercial activity.</p> |
| Connection | The valve, meter and associated fittings installed and maintained by the Council on the service pipe or at the point of supply. |
| Council | The Waikato District Council and includes an officer authorised to exercise the authority of the Council. |
| Customer | A person who has obtained the right to use or direct the manner of use of water supplied by the Council to any premises. |
| Domestic Water Use | Water taken and used for the purpose of providing for individual household use and for human drinking and |

sanitation needs and excludes any commercial or industrial use.

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| Development contribution | As defined in the Local Government Act 2002 and the relevant Waikato District Council Development Contributions Policy. |
| District | The Waikato District. |
| Extraordinary Supply | A category of on demand supply used for extraordinary use including all purposes for which water is supplied, other than an ordinary supply, and which may be subject to specific conditions and limitations. |
| Extraordinary Use | <p>Any use of water which is outside of ordinary use and which may be subject to specific conditions and limitations including but not limited to water alerts and emergency provisions. This applies to the following water users:</p> <ul style="list-style-type: none"> (a) Residential properties with spas, swimming pools or collapsible pools in excess of 6 cubic metres capacity; (b) Residential properties with fixed garden irrigation systems; (c) Commercial or business premises (including home-based commercial activities); (d) Industrial premises. (e) Any properties at which agricultural, horticultural or viticultural land use is occurring; (f) Lifestyle blocks (rural supplies); (g) Fire protection systems other than sprinkler systems installed to comply with NZS 4517; (h) Outside of Waikato District customers (supply to, or within another local authority); (i) Temporary suppliers; (j) Any other property found by Council to be using water above 15m³/day (a consent from the Waikato Regional Council is required); (k) Water carriers; (l) Any other auxiliary supply. |
| Fees and Charges | The fees and charges for water supply set by the Council. |

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| Fire Main Supply | A category of supply from pipework installed for the purpose of fire protection only. |
| Individual Customer Agreement | An agreement between the Council and a water user that outlines both parties' rights and responsibilities for the supply and use of water. |
| Level of Service | The measurable performance standards on the basis of which the Council undertakes to supply water to its Customers. |
| NZS | New Zealand Standard. |
| On Demand Supply | A supply which is available on demand direct from the point of supply, subject to the agreed level of service. |
| On Demand Water Supply Area | An area serviced by a Council owned reticulated water supply system as defined in Schedule 3: Water Supply Area Maps, that is intended to supply water to Customers via on demand supplies with firefighting capability. |
| Ordinary Supply | A category of on demand supply used solely for domestic purposes, excluding any identified extraordinary water use. |
| Owner | The person or entity having legal ownership of the premises receiving a supply of water from the Council. |
| Occupier | The person or legal entity having a legal right to occupy, use all or part of the premises receiving a supply of water from the Council that includes a tenant, lessee, licensee, manager, foreperson or any other person acting in the general management of any premises. |
| Permit | A permit or written authority issued by an authorised officer. |
| Person | An individual, corporation sole, or a body of persons whether corporate or otherwise. |
| Point of Supply | The point on the water pipe leading from the water main to the premises, which marks the boundary of responsibility between the Customer and the Council. |
| Potable Water | Water that does not contain or exhibit any determinants to |

any extent that exceeds the maximum acceptable values (other than aesthetic guideline values) specified in the New Zealand Drinking Water Standards applicable at the time.

Premises

The physical location to which a water supply is provided and includes:

- a) a property or allotment which is held in a separate certificate of title or for which a separate certificate of title may be issued, and in respect of which a building consent has been or may be issued;
- b) a building or part of a building which has been defined as an individual unit by a cross-lease, unit title or company lease;
- c) an individual unit in a building where units are separately leased; or land held in public ownership (e.g. reserve) for a particular purpose.

Advisory Note: Allotment means the same as defined in the Land Transfer Act 1952.

Property

A property or allotment which is held under separate certificate of title and a separate rating unit and showing on the Rating Information Database.

Prescribed charges

Charges applicable at the time of connection may include:

- a) Payment to the Council for the cost of the physical works required to provide the connection.
- b) A development contribution determined in accordance with the Local Government Act 2002.
- c) A financial contribution determined in accordance with the Resource Management Act 1991.
- d) Bacteriological and chemical testing as per the Drinking Water Standards for New Zealand to ensure connection is safe.
- e) Individual agreement charges.

Public Notice

A notice published in:

- a) One or more daily newspapers circulated in the region or district of the Council;

- b) One or more other newspapers that have at least an equivalent circulation in that region or district to the daily newspapers circulating in that region or district; or
- c) Includes any other public notice that the Council thinks desirable in the circumstances.

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| Restricted Flow Supply | A type of water supply connection where a small flow is supplied through a flow control device, and storage is provided by the Customer to cater for demand fluctuations. |
| Restrictor | A flow control device installed within the connection to control the flow rate of water to a Customer's premises. |
| Restricted Water Supply Area | An area serviced by a Council owned reticulated water supply system outside on demand areas and defined in Schedule 3: Water Supply Area Maps Water is supplied through a flow control device and customers are required to provide onsite storage to cater for demand fluctuations. |
| Service Pipe | The section of water pipe between a water main and the point of supply. |
| Service Valve | The valve at the Customer end of the service pipe used to control and/or isolate the supply. |
| Storage Tank | Any tank having a free water surface in which water supplied by the Council is stored for use. |
| Supply Pipe | The section of pipe between the point of supply and the Customer's premises through which water is conveyed to the premises. |
| Water Alert Level | Classification system used for applying water conservation restrictions. |
| Water Carrier | Any individual drinking-water carrier or company registered with the Ministry of Health as a recognised carrier of drinking- water. |
| Water Supply System | All those components of the water supply network between the point of abstraction from the natural environment and the point of supply. This includes but is not limited to: <ul style="list-style-type: none"> a) catchments, wells, infiltration |

galleries, intake structures, open raw water storage ponds/lakes/reservoirs, falling and rising mains, treatment plants, treated water reservoirs, trunk mains, service mains, rider mains, pump stations and pumps, valves, hydrants, scour lines, service pipes, boundary assemblies, meters, backflow prevention devices and tobies.

Water Unit

The basis of measurement for water supply as determined by the Council. One unit is equal to one cubic metre.

8. Protection of Water Supply System

8.1 Water Supply System

8.1.1 Access and connection to System

- (a) No person other than the Council and its authorised agents shall have access to any part of the water supply system, unless with prior approval.
- (b) Except as set out in Clause 8.1.2 (Fire Hydrants), no person shall make any connection or interfere with any part of the water supply system, unless with prior approval.
- (c) Where the water supply system becomes contaminated due to unauthorised access, the Council may recover cost of remediation of contamination.
- (d) Any person causing damage which occurs to a Council water supply system during unauthorised access shall be liable for the cost of repair and any other costs the Council incurs as a result of the incident.

8.1.2 Fire Hydrants

- (a) No person may take water from a fire hydrant unless that person is:
 - (i) taking the water for the purposes of firefighting and is a Fire and Emergency New Zealand personnel – as defined in the Fire and Emergency New Zealand Act 2017; or
 - (ii) authorised to do so either by Council directly or through the granting of a permit in which case the taking of water is in accordance with any conditions attached to such approval.
- (b) Any person using a fire hydrant in breach of 8.1.2 (a) must immediately

remove the standpipe when requested to do so by Council or their agent.

- (c) Any person using a fire hydrant pursuant to 8.1.2(a)(ii) is liable to Council for any damage or loss caused to the fire hydrant or the water supply network as a result of that use.
- (d) Without prejudice to other remedies available, the Council may seize and impound any equipment used by an offender to gain access to, or draw water from a fire hydrant, and assess and recover the value of water drawn without authorisation and any other associated costs.
- (e) Permit holders shall only use approved blue coloured metered standpipes and have two non-return valves to draw water from fire hydrants.

8.1.3 Working around Buried Services

- (a) No person shall carry out any excavation without first reviewing the Council's records of the location of its buried services to establish whether or not Council services are located in the vicinity of the proposed works. The Council may charge a fee for the provision of this information and does not guarantee the accuracy or completeness of such information.
- (b) Where appropriate the Council may in its absolute discretion mark out to within $\pm 0.5\text{m}$ on the ground the location of its services and nominate in writing any restrictions on the work it considers necessary to protect the integrity of the water supply system. The Council shall charge for this service.
- (c) All excavations within the road reserve is subject to the permit process of the appropriate road controlling authority.
- (d) The Council may require the independent supervision of works which may be in the vicinity of its buried services.
- (e) Every person excavating or working around the Council's buried water supply services shall take due care to ensure that the services are not damaged and that bedding and backfill is reinstated in accordance with the appropriate Council specification.
- (f) Any damage which occurs to the Council services shall be reported to the Council immediately. The person causing the damage shall be liable for the cost of repair and any other costs the Council incurs as a result of the damage.

Advisory Note: All excavation and trenching work carried out within the road corridor must be carried out in accordance with the National Code of Practice for Utility Operators' Access to the Transport Corridor.

8.2 Protection of Water Sources

8.2.1 Catchment Classes

Surface water and groundwater catchment areas from which untreated water is drawn for the purposes of water supply may be designated by Council as:

- (a) Controlled Catchment; or
- (b) Restricted Catchment; or
- (c) Open Catchment.

Advisory Note: These catchments are also subject to National Environmental Standards for Sources of Human Drinking Water.

8.2.2 Controlled Catchments

- (a) No person shall enter Controlled Catchments except those specifically authorised or permitted in writing by the Council.
- (b) Every person on any Controlled Catchment Area or land held by the Council as a water reserve will, upon demand, produce any such permit for inspection.
- (c) The Council may, at any time, by notice in writing, revoke or suspend any such permit for such time as may be stated in such notice.
- (d) No permit issued by Council may be transferred. Every person shall, upon the request of an authorised officer of the Council, immediately leave the controlled catchment area or land held by the Council as a water reserve.
- (e) No person shall obstruct or hinder any duly appointed officer of the Council in the exercise of any powers vested in that officer under this Bylaw.

8.2.3 Restricted Catchments

- (a) Certain activities are permitted within Restricted Catchment areas, such activities being limited to:
 - (i) Tramping;
 - (ii) Hunting;
 - (iii) Trapping;
 - (iv) Shooting; or
 - (v) Fishing

- (b) No person may camp overnight in a Restricted Catchment area.
- (c) Every person shall, upon the request of an authorised officer of the Council, immediately leave the Restricted Catchment area.

8.2.4 Open Catchments

In open catchment areas whether designated or not, there will generally be no restriction on activities other than the provisions of the Regional or the District Plan and the National Environmental Standards.

8.2.5 Spillages and Adverse Events

- (a) In the event of a spillage, or any event which may compromise potable water or the water supply system, the person responsible for the event shall advise the Council immediately. This requirement shall be in addition to those other notification procedures which are required for other authorities.
- (b) Where the owner or occupier of a premise allows or permits any item or items on the premises that may potentially contaminate or leach into the water supply and to accumulate on the premises contained within the catchment, the Council may request the owner or occupier to contain and remove the item or items using a Council approved method and location.
- (c) If the item(s) are not removed within the period specified, the Council or its authorised agents may remove the items and recover the costs from the Customer associated with containment, removal and disposal.

9. Conditions of supply

9.1.1 Connection, Disconnection and other works

- (a) No person shall, without Council's approval:
 - (i) Connect to the water supply network;
 - (ii) Disconnect from the water supply network;
 - (iii) Carry out any other works on, or in relation to, the water supply network;
 - (iv) Tamper with any, access point, valve on, or otherwise with the water supply network.
- (b) Any person wishing to connect to or disconnect from the water supply network, or to otherwise carry out works on such a network or change level of service or end use of water supplied or supply changes or

increase supply, must make a written application for approval to Council on the prescribed form, and must provide with that application all information relating to the application as specified by Council.

- (c) Council may grant approval to such connection, disconnection or other works, as the case may be, and may impose conditions which must be complied with in the exercise of the approval.

The Council may require a Customer to enter into an individual Customer agreement and supply a Water Conservation and Demand Management Plan based on the Customer's water demand requirements.

- (d) Without limiting subclause 9.1(c), a condition imposed under that subclause may require that the connection, disconnection or works comply with any relevant code of practice.
- (e) Council may refuse an application for approval to connect or disconnect to a network where:
 - (i) The applicant has not paid fees or charges associated with the connection (including development contributions) within 20 working days that have been required by Council to continue with installation, or has refused to provide such information relating to the application as has been specified by Council; or
 - (ii) Council has a documented record of the applicant's non-compliance with this Bylaw or any previous water supply Bylaw, codes of practice, or approvals granted under such Bylaws or codes of practice; or
 - (iii) in Council's reasonable opinion, there is insufficient capacity in the network to accommodate the connection; or
 - (iv) in Council's reasonable opinion, the connection could compromise its ability to maintain levels of service in relation to the water supply including volume and/or pressure required for firefighting; or
 - (v) the connection is outside the area currently served by the water supply, regardless of its proximity to any specific component of the water supply; or
 - (vi) in Council's reasonable opinion, refusal is necessary to protect the water supply network, the health and safety of any person, or the environment.

9.2 Change of Use

- (a) An application shall be submitted to the Council for approval if a Customer seeks:

- (i) a change in the level of service; or
 - (ii) end use of water supplied to the premises; or
 - (iii) a change in supply from ordinary to extraordinary (see clause 8.5) or vice versa; or
 - (iv) a physical change of location or size.
- (b) Any application under this clause 8.2 shall be treated as a new application for the purposes of clause 8.1 of this Bylaw.

9.3 Point of Supply

9.3.1 Ownership and Responsibility for Maintenance

- (a) The Council shall own and maintain the service pipe and fittings up to the point of supply. The Customer shall maintain the supply pipe and fittings beyond the point of supply.

Advisory Note: The Council gives no guarantee regarding the serviceability of the valve located on the service pipe. Where there is no Customer stopcock, or where maintenance is required between the service valve and the Customer stopcock, the Customer may use the service valve to isolate the supply. However, the Council reserves the right to charge for maintenance of this valve if damaged by such Customer use.

- (b) The Customer shall maintain the area in and around the point of supply by keeping it free of soil, growth, or other matter or obstruction which prevents, or is likely to prevent, convenient access to the point of supply.
- (c) Unless otherwise specified in this Bylaw, change of ownership (between Council and Customer), of water supply pipes and fittings occurs at the point of supply.
- (d) The Customer shall be solely responsible for maintaining the proper position of the Service Valve (Toby/Manifold) and ensuring it is correctly set at all times. If any additional water use occurs as a result of the Service Valve position, the cost of such use shall also be the responsibility of the Customer.

9.3.2 Location

- (a) For each individual property there shall be only one point of supply, unless otherwise approved in writing by the Council. A point of supply shall be located in the position as shown in Schedule I. Where fences, walls or other permanent structures make it difficult to locate it at the required position, the point of supply shall be located as close as possible to the required position indicated in Schedule I. The location of the point of supply in any position other than the required position shall require

specific approval from Council. Any new point of supply shall be located outside the boundary of the premises in the position approved by the Council.

- (b) Existing points of supply may be located either inside or outside the property boundary. The Council may relocate the point of supply when deemed appropriate or on request from the Customer. The relocation of the point of supply, pipework and fittings from the new point of supply to the existing Customer supply pipe shall be the responsibility of the Council for six months from the time of relocation.

9.3.3 Multiple Ownership of Premises

Where the premises are held in multiple ownership, the point of supply shall be as follows:

- (a) In respect of company ownership for a company share/block scheme (Body Corporate), the point of supply shall be located as shown in Schedule I or as or as close as possible where fences, walls, or other permanent structures make it difficult to locate it at the required position, unless otherwise approved. Other positions shall require specific approval from Council.
- (b) For Leasehold/Tenancy in Common Scheme (Cross Lease), Strata Title, Unit Title and any other form of multiple ownership, each Customer shall have an individual supply with the point of supply determined by agreement with the Council. In specific cases other arrangements may be acceptable, subject to the Council's approval.
- (c) Where a bulk meter feeds multiple units, a unit title must be nominated by the company or body corporate (whichever is relevant) to hold the bulk meter for payment purposes.

9.4 Access to, and about the Point of Supply

9.4.1 Rights of Access

- (a) Where the point of supply is on private property the Customer shall allow the Council access to the point of supply between 7.30am and 6.00pm on any day for:
 - (i) Meter reading without notice being given.
 - (ii) Checking, testing and maintenance work, with notice being given when possible.
- (b) For works required outside the above hours (such as for night-time leak detection), the Council shall provide notice to the Customer.
- (c) If, after giving reasonable notice, an authorised agent is prevented from

accessing the point of supply at any of the above times and a return visit is required, a fee may be charged in accordance with the fees and charges. Where the point of supply is on private property the Customer shall allow the Council access to the point of supply between 7.30am and 6.00pm on any day.

- (d) In accordance with section 173 of the Local Government Act 2002, where there is an emergency, the Council shall enter the property without notice and the Customer shall allow the Council unobstructed access to, and about the point of supply at any hour.

9.5 Types of Water Supply

9.5.1 General

Water supplies shall be classified as either 'on demand' or 'restricted flow' and the use of water from the supply shall be either 'ordinary' or 'extraordinary'.

9.5.2 On Demand Supply

- (a) All premises situated within the on demand water supply area shall be entitled to an ordinary supply of water subject to:
- (i) Any restrictions on water use made by the Council under clause 9.8.1 of this Bylaw;
 - (ii) Payment of the appropriate charges in respect of supply to that premises;
 - (iii) Any other charges or costs associated with subdivisional development; and
 - (iv) Any other relevant conditions in section 8 of this bylaw.
- (b) Any premises which are located within the on- demand water supply area but do not connect to the public water supply may still be charged an availability charge in accordance with Council's fees and charges.
- (c) The Council shall be under no obligation to provide an extraordinary supply of water (see also the provisions of clause 9.8.1 of the Bylaw).
- (d) The Council shall charge customers for the provision of the on-demand supply by either:
- (i) A targeted rate based on rating unit; or
 - (ii) The volume passing through a meter per cubic metre; or
 - (iii) Both (i) and (ii) – These charges are as set by the Council.

- (e) For premises which use a fire protection system complying with SNZ PAS 4509: 2008, in order for that use to be classified as ordinary, the Customer shall comply with the conditions set under clause 9.8.

9.5.3 Restricted Flow Supply

- (a) Restricted flow supply shall be available to premises in restricted supply areas under special conditions set by the Council. Customers receiving a restricted flow supply shall make provision for onsite water storage of a minimum volume of 22m^3 or equivalent of at least 48 hours of average water use where this is greater than 22m^3 .
- (b) This may include for the purposes of:
- (i) Rural supply within district; or
 - (ii) Water demand management (including for drought, misuse and non-remedy of water leaks); or
- (c) The water supply shall be restricted so as to deliver 1.8m^3 per day or the agreed number of water units at a steady flow rate through a water meter.
- (d) The Council shall charge for the restricted supply by:
- (i) A targeted rate based on rating unit; or
 - (ii) The volume passing through a meter per m^3 ; or
 - (iii) Both (i) and (ii) – These charges are as set by the Council.
- (e) All restricted supply storage tanks must include a suitable, testable backflow prevention device located at the boundary of the property.
- (f) Properties identified without flow restrictors in restricted supply areas may be given twelve weeks written notice to install onsite water storage of a minimum volume of 22 cubic metres or the equivalent of at least 48 hours of average water use where this is greater than 22 cubic metres. After this period Council shall install the appropriately sized flow restrictor.
- (i) Any property owner who receives written notice may make a written application within 10 working days of receiving such notice for an exemption.
 - (ii) Matters which will be taken into account when assessing an application for exemption include (but are not limited to):

- Location of the property;
 - The basis on which the exemption is claimed;
 - Any other matter which the Council deems relevant.
- (g) Owners are allowed to transfer water allocations subject to following conditions:
- (i) The initial property retains a 1.8 cubic metre allocation;
 - (ii) The transfer has to take place within the same water supply;
 - (iii) The new property to which water allocation is transferred or sold has to be located at a place where the Council is able to supply the allocation without further upgrading or extension works;
 - (iv) If upgrading or extension works are required then the Customer transferring the allocation has to pay up-front for the full cost of the upgrading or extension works; and
 - (v) The Customer transferring the allocation has to pay for the connection cost to the new property and a transfer fee.
- (h) Council allows property owners to apply for disconnection from the restricted water supply. No refund either in part or whole of any development contribution will be made. Such an application must state the alternative water source the consumer will rely on. Council charges those property owners a disconnection fee to recover costs of effecting the disconnection. Should the owner wish to reconnect to a Council water scheme, reconnection fees will be charged.

Advisory Note: The Council gives no guarantee regarding the serviceability of the valve located on the service pipe. Where there is no (Owner) stopcock or where maintenance is required between the service valve and the (Owner) stopcock, the (Owner) may use the service valve to isolate the supply in an emergency. However, Council reserves the right to charge for maintenance of this valve if it is damaged by the (Owner) during use for this purpose.

9.6 Meters and Flow Restrictors

All water connections in Waikato District shall be metered.

9.6.1 Installation of meters

- (a) Meters for on demand supplies, and restrictors for restricted flow supplies shall be supplied, installed and maintained by the Council, and shall remain the property of the Council.
- (b) The Council may fit a meter to any connection on any Premises at any time for the purposes of determining water consumption.

- (c) The Council may fit additional meters to any minor or ancillary dwelling located on any Premises, for the purposes of determining water consumption.
- (d) Where a premises is supplied with an on demand water supply and is not metered, the Council reserves the right to fit a meter at the Customers cost and charge accordingly.

9.6.2 Location

Meters and restrictors shall be located in a position where they are readily accessible for reading and maintenance, and if practicable immediately on the Council side of the point of supply.

9.6.3 Accuracy

- (a) Meters shall be tested as and when required by the Council.
- (b) The flow restrictors shall be accurate to within $\pm 10\%$ of their rated capacity.
- (c) Any Customer who disputes the accuracy of a meter or restrictor may apply to the Council for it to be tested provided that the testing is not requested within six months of any previous test. If the test shows the meter is accurate, the Customer shall pay a fee in accordance with the Council's fees and charges. A copy of independent certification of the test result shall be made available to the Customer on request.
- (d) Restrictors shall be tested by measuring the quantity of water that flows through the restrictor within a period of not less than one hour, at the expected minimum operating pressure.

9.6.4 Adjustment

- (a) If a test is carried out and the meter is found to register a consumption which is different to the quantity of water which has actually passed through the meter, the Council shall make an adjustment in accordance with the results shown by such tests, backdated for a period determined by the Council but not exceeding 12 months, and the Customer shall pay a greater or lesser amount according to the adjustment.
- (b) Where a meter is under-reading by more than 20% or has stopped, the Council reserves the right to charge for the amount of water assessed as having been used over the past billing period, taking into account any seasonal variations in water demand, and charge the customer accordingly.
- (c) Where a meter is over-reading, the Council shall make appropriate adjustments to the Customer's account, based on a period of similar use and backdated to when it is agreed the over-reading is likely to have occurred.

9.6.5 Estimating Consumption

- (a) Where a meter is damaged, ceases to register, has been removed or where the seal or dial of the meter is broken, or the meter has otherwise been interfered with, the Council shall estimate the consumption for the period since the previous reading of such meter, (based on the average of the previous four billing periods charged to the Customer) and the Customer shall be liable for the amount estimated.
- (b) If the average of the previous four billing periods would be an unreasonable estimate of the consumption (due to seasonal or other causes), the Council may consider other evidence for the purpose of arriving at a reasonable estimate, and the Customer shall pay according to such an estimate.
- (c) Where the Customer is a non-profit organisation, and the meter indicates a significant increase in consumption, and it is established that the increase is caused by a previously unknown leak, the Council may estimate consumption as provided for in clause 8.6.5 (a) providing that the Customer repairs the leak as soon as is practicable.
- (d) Where an unauthorised connection has been made to the Council's water supply system, the Council will estimate the consumption for the period from when the connection was made, using the uniform charge for water on a pro rata basis. Where a meter has been installed without approval, and such meter complies with Council's standards for meters and installation, the full consumption registered on the meter shall be payable by the current occupier of the premises. Payment of the estimated charge does not preclude Council from taking any other enforcement action available to it.

9.6.6 Incorrect Accounts

- (a) Where a situation occurs, other than as described in clause 8.6.5, and the recorded consumption does not accurately represent the actual consumption on a property, the account shall be adjusted using the best information available to the Council. Such situations include, but are not limited to, misreading of the meter, errors in data processing, meters assigned to the wrong account, and unauthorised water supplies.
- (b) Where an adjustment is required in favour of the Council or the Customer, the adjustment shall not be backdated more than 12 months from the date the error was detected.

9.6.7 Leaks

- (a) It is the Customer's responsibility to detect and fix all leaks from taps and pipes, stop overflows from cisterns, hot water cylinder exhausts

or stock troughs. If a leak is visible from fixtures and is not repaired, no leak relief remission will be available.

- (b) Relief may be available, at Council's discretion for leaks which are undetected.
- (c) Any Customer wishing to apply for relief must make such application in writing in accordance with Council's Water Leak Remission Policy.

9.7 Levels of Service and Continuity of Supply

- (a) Although Council shall make all endeavors to provide water in accordance with the level of service set out in Schedule 2, due to practical and physical limitations, the Council cannot guarantee an uninterrupted or constant supply of water in all circumstances, or the continuous maintenance of any particular water pressure.
- (b) Where planned permanent or temporary works will affect an existing supply, the Council shall inform or give notice to all Customers who, in the opinion of Council, are likely to be substantially affected.
- (c) If a Customer has a particular requirement for an uninterrupted level of service (flow, pressure, or quality), it shall be the responsibility of that Customer to provide any storage, back-up facilities, or equipment necessary to provide that level of service.

9.8 Demand Management

- (a) Where required by rules in a District Plan, owners must maintain devices that have been installed for the purposes of water demand management and in accordance with an associated integrated catchment management plan.

9.8.1 Water Alert and Emergency Restrictions

- (a) In circumstances where natural hazards (such as floods, droughts or earthquakes) or accidents result in disruptions to the supply of water, Council may declare a water alert level or an emergency for the purposes of the supply of water and shall be exempt from the levels of service requirements.
- (b) During a water alert and/or emergency the Council may restrict or prohibit the use of water for any specified purpose or period, and for any or all of its Customers. Such restrictions shall be advised by public notice. The Customer shall comply with any restrictions imposed by Council, until such time as Council advises the restrictions are no longer in place.
- (c) The Council may after serving notice and taking all practicable steps to contact a Customer, restrict and or meter the supply to reduce unnecessary and unauthorised water use and wastage where it deems necessary.

9.8.2 Maintenance and Repair

- (a) In circumstances where a scheduled maintenance shutdown of the supply is required, Council shall make all practicable attempts to notify Customers prior to any work commencing. Where Council is unable to notify the Customer, or immediate action is required, the Council may restrict the supply without notice.
- (b) Where a Customer has assets restricting the maintenance of a Council water supply system, the Council shall not be responsible for damage caused to the asset in order to maintain the Council water supply system.
- (c) If Council must carry out repairs or maintenance to privately owned supply pipes and/or water assets, the costs of such repairs or maintenance may be recovered from the Customer responsible for the pipes and/or assets.

9.9 Liability

The Council shall not be liable for any loss, damage or inconvenience incurred by a Customer (or any person using the supply) because of a reduced level of service of, or interruptions to the water supply.

9.10 Fire Protection Connection

9.10.1 Connection Application

An application to install a connection for fire protection purposes must be made, in writing, to the Council. Council may impose any conditions it determines are appropriate.

9.10.2 Design of Fire Protection Systems

As part of the application to install a connection for fire protection purposes, the Customer shall demonstrate to the Council that the available supply is adequate for the intended purpose. It shall also be the Customers responsibility to monitor the supply to ensure it continues to be adequate for the intended purpose.

Advisory Note: For further information on fire safety water sprinkler or storage requirements refer to the SNZ PAS 4509: 2008 New Zealand Fire Service Fire Fighting Water Supplies Code of Practice. Customers may also wish to consult with the New Zealand Fire Service Fire and Emergency New Zealand about suitable measures to provide firefighting protection for their properties.

9.10.3 Fire Protection Connection Metering

- (a) Where a fire connection has been installed (or located) so that it is likely

or possible that water may be drawn from it by any person for purposes other than firefighting, the Council may charge for the usage.

- (b) Where the supply of water to any premises is metered, fire hose reels shall be connected only to the metered supply, not to the fire protection system. The water supply to fire hose reels shall comply with the requirements of NZS 4503:2005 Hand operated fire-fighting equipment.
- (c) Water used for the purpose of extinguishing fires shall be supplied free of charge. Where the fire protection connection is metered, and water has been used for firefighting purposes, the Council shall estimate the quantity of water used, and credit to the Customer's account an amount based on such an estimate.
- (d) Owners intending to test fire protection systems in a manner that requires a draw-off of water must obtain the approval of the Council beforehand. Water used for routine flushing and flow testing does not constitute waste, but the quantity of water used may be assessed and charged for by the Council.

9.11 Backflow Prevention

9.11.1 Customer Responsibility

It is the Customer's responsibility to take all necessary measures on the Customer's side of the point of supply to prevent water which has been drawn from the Council's water supply from returning to that supply. All necessary measures shall include:

- (a) Backflow prevention either by providing an adequate air gap, or the use of an appropriate backflow prevention device; and/or
- (b) The provision for the exclusion of any cross-connection between the Council water supply and:
 - (i) Any other water supply (potable or non-potable)
 - (ii) Any other water source
 - (iii) Any storage tank
 - (iv) Any other pipe, fixture or equipment containing chemicals, liquids, gases, or other non-potable substances.

Advisory Note: Fire protection systems that include appropriate backflow prevention measures would generally not require additional backflow prevention, except in cases where the system is supplied by a non-potable source or a storage tank or fire pump that operates at a pressure in excess of the Council's normal minimum operating pressure.

Advisory Note: The type of back flow prevention device to be used is dependent on the risk to the water supply posed by the Customer.

9.11.2 Unmanaged Risk

Where a Customer is unable to demonstrate that the risk of backflow is adequately managed or fails to take all necessary measures as required in clause 8.11.1 of the Bylaw, the Council may undertake the required works and fit a backflow prevention device on the Council side of the point of supply. In accordance with section 186 of the Local Government Act 2002, Council may recover such costs as a debt from the Customer.

Council will undertake a periodic surveying of existing connections to determine integrity and suitability of the backflow prevention device installed from each point of supply.

Advisory Note: Testable backflow prevention devices, require annual testing by a qualified or Council approved contractor. A test report shall be submitted to the Council for the Customer owned devices.

9.12 Council Equipment and Inspection

9.12.1 Care of Water Supply System

The Customer of the premises shall not damage or tamper with any part of the water supply system, including but not limited to pipe-work, valves, meters, restrictors, chambers, and backflow prevention devices. Should any damage occur which requires repairs, the Council reserves the right to recover the cost of such damage and/or repairs as a debt from the Customer.

9.12.2 Inspection

In accordance with section 182 of the Local Government Act 2002, the Customer shall allow the Council or its agents, with or without equipment, access to any area of the premises for the purposes of determining compliance with this Bylaw.

9.13 Plumbing System

9.13.1 The Customer's plumbing system shall be designed, installed and maintained, both in its component parts and its entirety, to ensure it complies with the Regional Infrastructure Specifications (RITS) or its amendments, Building Act 2004 and the New Zealand Building Code and is compatible with the water supply service as listed in Schedule 2.

9.13.2 Quick-closing valves, pumps, hydraulically driven equipment or any other equipment which may cause pressure surges or fluctuations to be transmitted within the water supply system, or compromise the ability of the Council to maintain its stated levels of service, shall not be used on any piping beyond the point of supply. In special circumstances such equipment may be approved by the Council at its discretion. A gate valve shall not be used to control the water supply flow to the premises.

9.14 Prevention of Water Loss and Waste

- 9.14.1** The Customer shall not allow water to run to waste from any pipe, tap, or other fitting, nor allow the condition of the plumbing within the premises to deteriorate to the point where leakage or wastage occurs.
- 9.14.2** Water is provided by the Council for consumption purposes only. The Customer shall not use water or water pressure directly from the supply for driving lifts, machinery, educators, generators, or any other similar device, unless specifically approved by the Council.
- 9.14.3** The Customer shall not use water for a single pass cooling system or to dilute trade waste prior to disposal, unless specifically approved by the Council.
- 9.14.4** Where a Customer ignores advice from the Council to repair an on-going leak, the Council may after serving notice, repair the leak and charge the Customer all associated cost as provided in the Local Government Act 2002.

Advisory Note: The Waikato District Plan sets out water saving measures required for water supply connections.

9.15 Payment

- 9.15.1** The Customer shall be liable to pay for the supply of water and related services in accordance with the Council's rates, fees and charges prevailing at the time.
- 9.15.2** The Council may recover unpaid water rates in respect of the supply of water as prescribed in the Local Government (Rating) Act 2002 from the owner of a premises, the occupier of a premises, or both.

9.16 Transfer of Rights and Responsibilities

- 9.16.1** The Customer shall not transfer to any other party the rights and responsibilities set out in this Bylaw.

9.17 Change of Ownership

- 9.17.1** In the event of a premises changing ownership the new owner will be recorded as the customer at those premises from the date of notification. Where the premises are metered, the outgoing Customer shall give the Council ten working days' notice to arrange a final meter reading.
- 9.17.2** The Council reserves the right to reassess the conditions of supply when a change of ownership occurs.
- 9.17.3** The owner of the premises at the time of the consumption is responsible for any water charges.

9.18 Disconnection at the Customer's Request

The Customer shall give 10 working days' notice in writing to the Council of a requirement for disconnection of the supply. Disconnection shall be at the Customer's cost.

10. BREACHES

10.1 Breaches of conditions of supply

10.1.1 The following are deemed to be breaches of the conditions to supply water:

- (a) An incorrect application for supply which fundamentally affects the conditions of supply;
- (b) Failure to meet any obligations placed on the Customer under all Codes and Standards specified in this Bylaw;
- (c) An act or omission including but not limited to any of the following:
 - (i) Any tampering or interference with Council equipment/assets, either directly or indirectly;
 - (ii) Failure to pay the appropriate charges by the due date;
 - (iii) Frustration of the Council's ability to adequately and effectively carry out its obligations;
 - (iv) Failure to repair a leak, or in any way willfully allowing water to run to waste, or to be misused;
 - (v) The fitting of quick-closing valves, pumps, or any other equipment which may cause pressure surges or fluctuations to be transmitted within the water supply system, or compromise the ability of the Council to maintain its stated levels of service (subject to clause 8.5 of this Bylaw);
 - (vi) Failure to prevent backflow;
 - (vii) Failure to maintain or inspect backflow;
 - (viii) Using water or water pressure directly from supply for driving lifts, machinery, educators, generators, or any other similar device, unless specifically approved by the Council;
 - (ix) Using water for a single pass cooling or heating system, or to dilute trade waste prior to disposal, unless specifically approved;
 - (x) Extending by hose or any other pipe a private water supply beyond that Customer's property;

- (xi) Providing water drawn from the Council supply to any other party without approval of the Council;
 - (xii) Unauthorised removal of flow restrictors.
- (d) Every person commits a breach of this Bylaw and commits an offence who:
- (i) Does permits or allows anything to be done, which is contrary to this Bylaw;
 - (ii) Fails to do or perform any act, or thing, that they are required to do by this Bylaw, within the time and in the manner required by the Bylaw, or any part of it;
 - (iii) Commits any breach of the terms and conditions of this Bylaw;
 - (iv) Does anything prohibited by this Bylaw;
 - (v) Fails to comply with any notice given under this Bylaw or any part of it or any condition that is part of any notice granted by the Council;
 - (vi) Where required, fails to obtain written approval or having obtained written approval fails to abide by the conditions (if any);
 - (vii) Obstructs or hinders any authorised officer in the performance of any duty or in exercising any power conferred by this Bylaw;
 - (viii) Tampers or interferes with any part of the Council owned water supply system without a permit;
 - (ix) Withdraws water from a fire hydrant without authorisation from the Council for any other purpose than fire protection;
 - (x) Fails to comply with water use restriction or prohibitions introduced by the Council for any specific purpose;
 - (xi) Fails to meet any obligations placed on the Customer through any permit conditions;
 - (xii) Fails to meet any obligations placed on the Customer through an individual Customer agreement;
 - (xiii) Other than the Council or its authorised agents, who accesses the water supply system without a valid permit breaches this Bylaw.

10.1.2 In the event of a breach of any provision of this Bylaw, the Council shall serve notice on the Customer advising the nature of the breach, the steps to be taken, and required timeframe to remedy the breach to the satisfaction of the

Council beyond timeframe indicated. If the Customer persists with the breach the Council reserves the right to:

- (a) Reduce the flow rate of water to the Customer without notice. Reinstatement of full supply shall be re-established only after the Customer completes payment of the appropriate fee and remedy of the breach to the satisfaction of the Council.
- (b) Install a water meter. The Customer will also be charged for the ongoing supply of water as per Council's fees and charges for water supply as determined by Council from time to time.
- (c) For extraordinary supply – disconnect the water supply for all purposes other than domestic water use.
- (d) If the breach is such that the Council is required to disconnect the supply for health or safety reasons, disconnection may occur immediately and without further notice to the Customer.

10.2 Interference with equipment

Any tampering or interfering with Council equipment, either directly or indirectly, shall constitute a breach of this Bylaw.

11. Offences and Penalties

- 11.1 A person who fails to comply with the requirements of this Bylaw commits a breach of this Bylaw and is liable to a penalty under the Local Government Act 2002.

12. Schedules

The following schedules can be amended through a Council resolution.

Schedule 1: Examples showing Single/Manifold Connection

Schedule 2: Table 1 Compatibility Features

Schedule 3: Water Supply Area Maps

13. General

- 13.1 Any notice, order or other document which is required by this Bylaw to be served or given or sent to any person shall be deemed to have been duly served given or sent if delivered to such person or left at his or her residence or workplace or posted to such person at his or her last known address.
- 13.2 Any resolution of the Council may be amended, rescinded or reinstated by a further resolution of the Council.

This Bylaw was made pursuant to a resolution passed by the Waikato District Council on
[To be inserted].

THE COMMON SEAL of WAIKATO DISTRICT
 COUNCIL was hereto affixed in the presence of:

Mayor

Chief Executive

| Activity | Key Date | Council resolution |
|----------------------|-------------------------|---------------------------|
| Bylaw made | <i>[To be inserted]</i> | <i>[To be inserted]</i> |
| Bylaw reviewed | | |
| Next review due date | | |

Schedule I: Examples showing Single/Manifold Connection

Example 1 – With Street Frontage

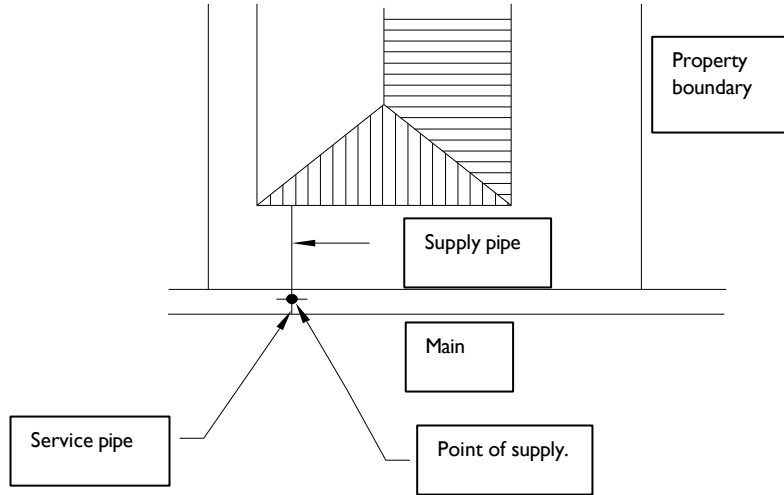


Figure 1: Point of supply outside property boundary

Example 2 – Rear lots on right of way (up to 2 customers)

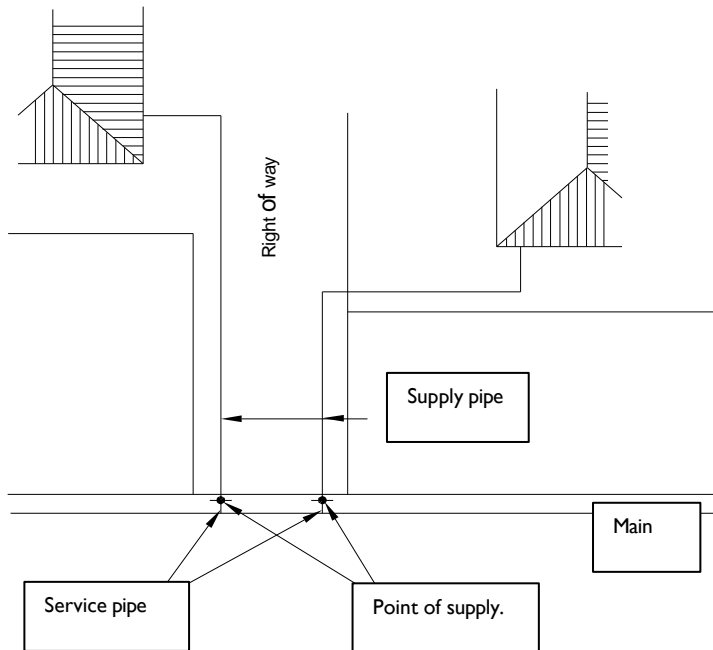


Figure 2: Point of supply outside property boundary

Example 3 – Rear lots on right of way (3 or more customers)

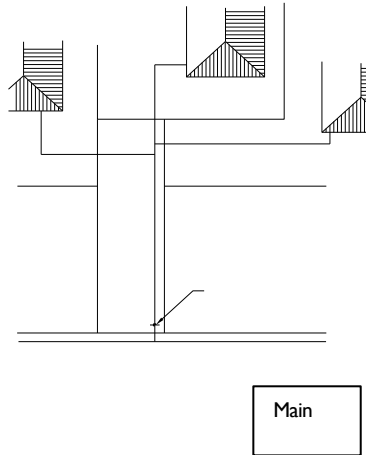
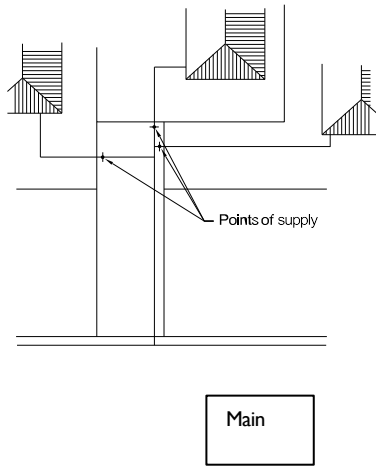


Figure 3: Point of supply outside property boundary

Figure 4: Common point of supply

Example 4 – Industrial, commercial, domestic fire and service connections including schools)

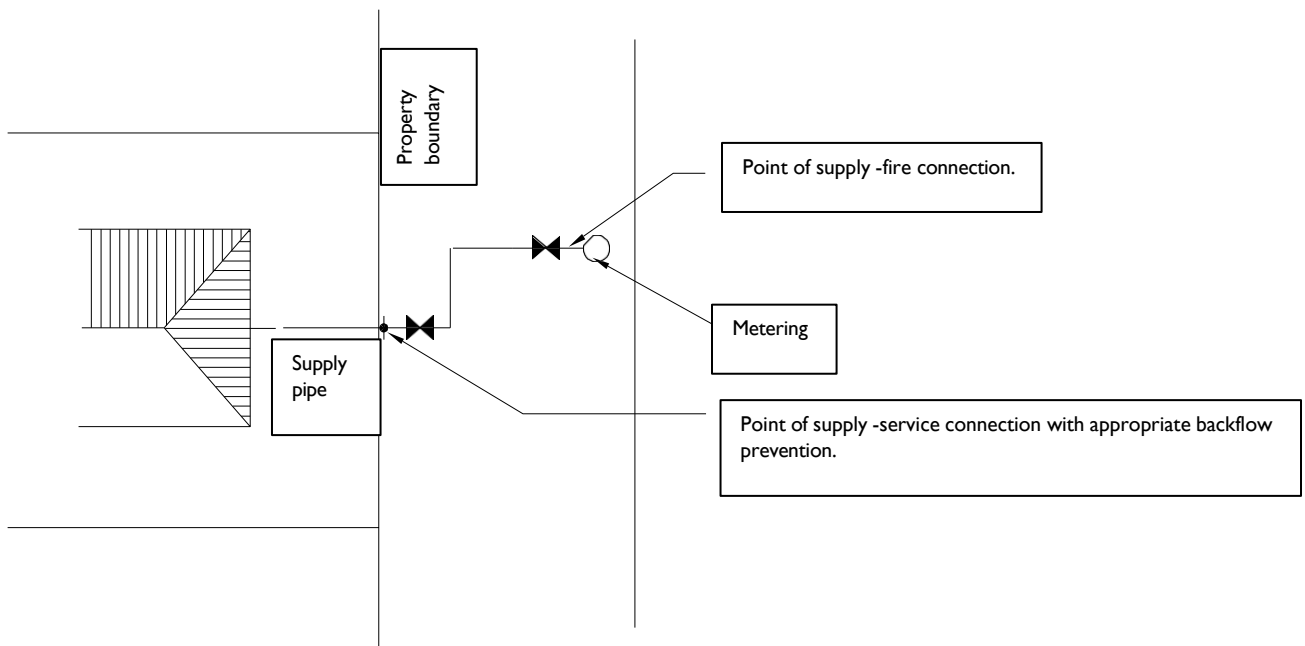


Figure 5: Combined fire and service connection

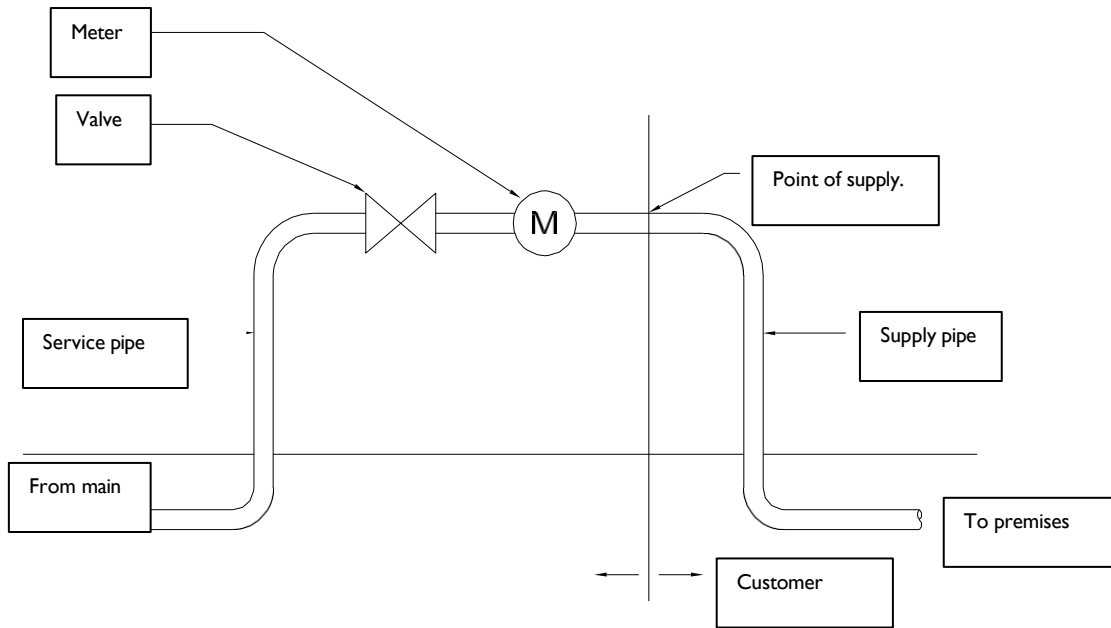
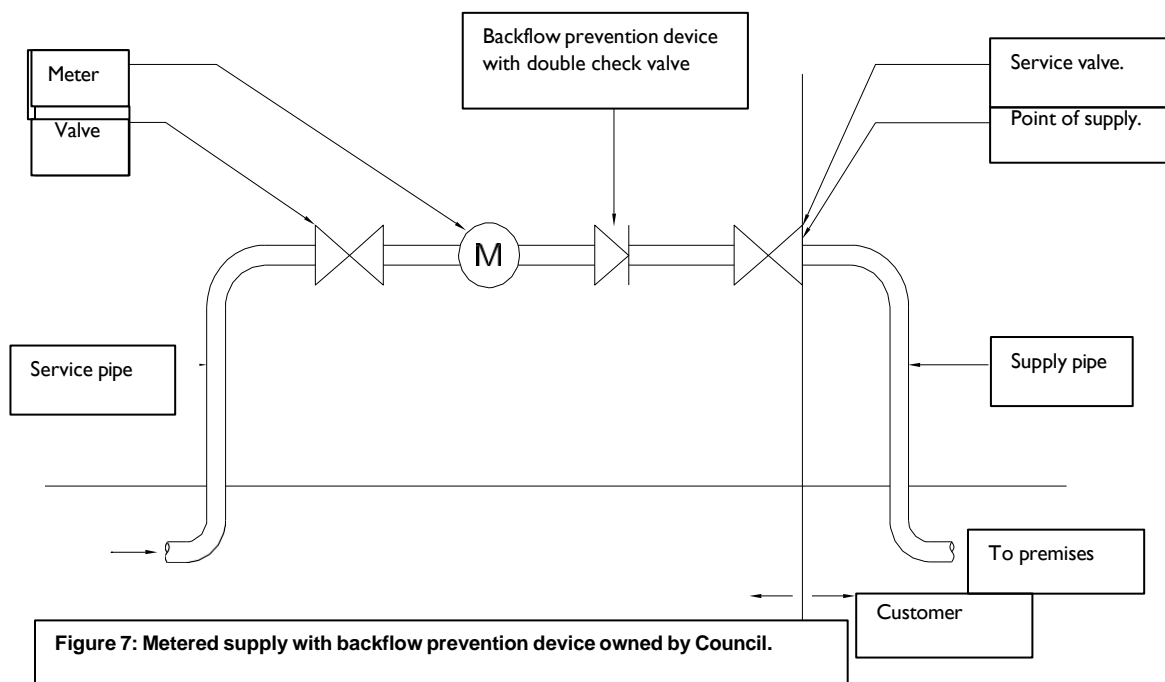


Figure 6: Domestic metered supply

Note:

- (1) Point of supply is tail piece of boundary box, meter, or service valve regardless of property boundary.
- (2) The New Zealand Building Code may require the Customer to install additional backflow prevention devices within the site, which will remain the responsibility of the Customer.



Note:

- (1) Point of supply is tail piece of boundary box, meter, or service valve regardless of property boundary.
- (2) The New Zealand Building Code may require the Customer to install additional backflow prevention devices within the site, which will remain the responsibility of the Customer.

Schedule 2: Table I Compatibility Features

Specific features of the Council supply which need to be taken into account are contained in Table I below.

Table I: Compatibility features

| Feature | Value |
|---|------------------------------------|
| Maximum operating pressure | 100 metres head (1, 000 kPa) |
| Minimum operating pressure* | 20 metres head (100 kPa) |
| Normal operating pressure | 30 – 40metres head (200 - 300 kPa) |
| Free available chlorine | Up to 1.5 g/m ³ |
| Min operating pressure (for rural supplies) | 10 meters head (100 kPa) |

*Minimum pressure refers to on demand water supplies only

Schedule 3: Water Supply Area Maps

Pokeno

<https://waikatodc.spatial.tlcloud.com/spatial/intramaps/?project=Public&module=Utilities&configId=e6b2fca7-5d63-4aed-b49c-c32dc8cb1002&startToken=6ee29987-d21a-4765-9f52-ed1f51e620e2>

Raglan, Te Akau, Western Districts & Onewhero

<https://waikatodc.spatial.tlcloud.com/spatial/intramaps/?project=Public&module=Utilities&configId=e6b2fca7-5d63-4aed-b49c-c32dc8cb1002&startToken=0f63eb87-3a54-4580-8bba-8dbfe04db53d>

Ngaaruawaahia, Taupiri & Hopuhopu

<https://waikatodc.spatial.tlcloud.com/spatial/intramaps/?project=Public&module=Utilities&configId=e6b2fca7-5d63-4aed-b49c-c32dc8cb1002&startToken=e78963c8-bdc8-4b3a-8a5a-e62e601ef967>

Huntly

<https://waikatodc.spatial.tlcloud.com/spatial/intramaps/?project=Public&module=Utilities&configId=e6b2fca7-5d63-4aed-b49c-c32dc8cb1002&startToken=3f8d5d68-a310-4abc-90ef-ea47c8e0bf09>

Southern Districts

<https://waikatodc.spatial.tlcloud.com/spatial/intramaps/?project=Public&module=Utilities&configId=e6b2fca7-5d63-4aed-b49c-c32dc8cb1002&startToken=639f77f4-2657-42a1-8502-8ab72db49071>

Te Kauwhata and Surrounds

<https://waikatodc.spatial.tlcloud.com/spatial/intramaps/?project=Public&module=Utilities&configId=e6b2fca7-5d63-4aed-b49c-c32dc8cb1002&startToken=3f8d5d68-a310-4abc-90ef-ea47c8e0bf09>

Tuakau

<https://waikatodc.spatial.tlcloud.com/spatial/intramaps/?project=Public&module=Utilities&configId=e6b2fca7-5d63-4aed-b49c-c32dc8cb1002&startToken=3fec4d6-c5aa-468e-a672-9cc0aeb499d4>

Port Waikato

<https://waikatodc.spatial.tlcloud.com/spatial/intramaps/?project=Public&module=Utilities&configId=e6b2fca7-5d63-4aed-b49c-c32dc8cb1002&startToken=cfc4af0a-72da-443b-8885-4450b5bdee3d>

Proposed Waikato District Council Water Supply Bylaw 2023~~14~~

The Waikato District Council, in exercise of its powers and authorities conferred on it under the Local Government Act 2002 ~~and the Health Act 1956~~ and ~~their~~its respective amendments, and all other relevant powers, makes the following bylaw.

1. Introduction

1.1 Waikato District Council (the Council) has the ability to make bylaws for the purposes of protecting, promoting and maintaining public health and safety.

1.2 Council has a duty under Section 17 of the Waikato River Settlement Act 2010, to have regard to Te Ture Whaimana o Te Awa o Waikato (the vision and strategy for the Waikato River). The vision is “for a future where a healthy Waikato River sustains abundant life and prosperous communities who, in turn, are all responsible for restoring and protecting the health and well-being of the Waikato River, and all it embraces, for generations to come”. In this regard, the Council recognizes the special, cultural, social, environmental and economic relationship of Waikato-Tainui with the Waikato River and the need to protect and restore the Waikato River.

Advisory Note: the above introduction does not form part of this Bylaw and is intended to be read as an introductory note.

1.2. Short Title, Commencement and Application

~~1.2.1~~ The Bylaw shall be known as the “Waikato District Council Water Supply Bylaw 2014~~2023~~”.

~~1.2.2~~ The Bylaw shall apply to the Waikato District.

~~1.2.3~~ The Bylaw shall come into force on 22 December 2023~~October 2014~~.

2.3. Scope

This Bylaw shall apply to the Waikato District (within the boundaries of the Waikato District pursuant to the Local Government Act 2002) and any land, building, work, or property under the control of the Council, ~~although situated beyond the Council’s district pursuant to the Health Act 1956.~~

3.4. Purpose

~~3.4.1~~ The purposes of this Bylaw are:

- (a) Promoting the efficient use of water and protect against waste or misuse of water from the water supply system.;
- (b) Protecting the water supply and water supply system from pollution and contamination.;
- (c) Managing and protecting from damage, misuse, or loss of land, structures and infrastructure associated with the water supply system; and.
- (d) Preventing the unauthorised use of land, structures or infrastructure associated with the water supply system.

4.5. Compliance with Other Acts and Codes

This Bylaw is made under the authority of the Local Government Act 2002 for the supply of water to its customers in its capacity as a Water Supply Authority. The supply and sale of water by the Council is subject to:

~~(b)~~(a) Statutory Acts and Regulations:

- (i) Building Act 2004.
- (ii) Fire and Emergency Act 2017.

~~(iii) Health Act 1956.~~

~~(iv)~~(iii) Local Government (Rating) Act 2002.

~~(v)~~(iv) Local Government Act 2002.

~~(v)~~ Resource Management Act 1991.

~~(vi)~~ Water Services Regulator Act 2020

~~(vi)~~(vii) Water Services Entity Act 2022

~~(vii)~~(viii) Te Ture Whaimana – the Vision and Strategy for the Waikato and Waipā Rivers

~~(e)~~(b) This bylaw is subject to the following rRelevant Codes and Standards, including:

- (i) Drinking Water Standards for New Zealand 2005 (revised 2008).
- (ii) OIML R49: Water meters intended for the metering of cold potable water and hot water. Part 1: Metrological and technical requirements; Part 2: Test methods and Part 3: Test report format.

~~(a)~~

- (iii) SNZ PAS 4509: 2008 New Zealand Fire Service Fire Fighting Water Supplies Code of Practice.
- (iv) NZS 4503:2005 Hand operated fire-fighting equipment.
- (v) NZS 4517:2010 Fire sprinkler systems for houses.
- (vi) NZS 4515:2009 Fire sprinkler systems for life safety in sleeping occupancies (up to 2000 square meters).
- (vii) NZS 4541:2020 Automatic fire sprinkler systems.
- (viii) Backflow Prevention for Drinking Water Suppliers Code of Practice 2006, Water New Zealand.
- (ix) Water Meter Code of Practice 2003, Water New Zealand.
- (x) Resource Management (National Environmental Standards for Sources of Human Drinking Water) Regulations 2007.
- (xi) Waikato Regional Infrastructure Technical Specification.
- (xii) [National Engineering Design Standards](#)

5.6. Interpretation

5.16.1 When interpreting this Bylaw, use the definitions set out in clause 7 unless the context requires otherwise. Where reference is made in this Bylaw to any repealed enactment, such reference should be taken as a reference to its replacement.

5.26.2 For the purpose of this Bylaw, the word ‘shall’ refers to requirements that are mandatory for compliance with this Bylaw, while the word ‘should’ refers to practices that are advised or recommended.

6.7. Definitions

6.17.1 For the purposes of this Bylaw, unless inconsistent with the context, the following definitions apply:

| | |
|----------------------|--|
| Advisory Note | A note which further explains a Bylaw clause but does not form part of the Bylaw . |
| Air Gap | A vertical air gap between the outlet of the water supply fitting which fills a storage tank, and the highest overflow water level of that storage tank. |
| Approved | Approved in writing by the Council, either by an authorised officer of the Council or by resolution of the |

Council.

| | |
|---------------------------|--|
| Authorised Agent | Any person authorised or appointed by the Council to do anything in respect of the water supply system. |
| Authorised Officer | Any officer of the Council or other person authorised under the Local Government Act 2002 and authorised by the Council to administer and enforce its Bylaws. |
| Auxiliary Supply | A water supply, other than the Council's system, on or available to a Customer system. These auxiliary supplies may include water from another provider's public potable water supply or any natural source(s) such as a well, spring, river, stream, or "used waters" or "industrial fluids." |
| Backflow | The unplanned reversal of flow of water or mixtures of water and contaminants into the water supply system. |
| Backflow Device | Backflow device or air gap that is designed to prevent the return of flow into the Councils water supply system. These devices can include non-return valves, reduce pressure zone devices, and double check valves. |
| Boundary | Legal boundary of the site, or in the case of more than one premise on a site, it is defined by the notional boundary of a complying unit site area. |
| Catchment | An area of land which drains to a waterbody from where a public water supply is drawn. |
| Commercial Use | <p>The use of land and buildings for the display, offering, provision, sale or hire of goods, equipment or services and includes shops, markets, showrooms, restaurants, cafes, takeaway food bars, professional, commercial and administration offices, service stations, motor vehicle sales, visitor accommodation, the sale of liquor and parking areas associated with any of the above.</p> <p>Advisory Note: Commercial components of retirement villages will be metered and classified as commercial activity.</p> |
| Connection | The valve, meter and associated fittings installed and maintained by the Council on the service pipe or at the point of supply. |
| Council | The Waikato District Council and includes an officer authorised to exercise the authority of the Council. |
| Customer | A person who has obtained the right to use or direct the manner of use of water supplied by the Council to any |

premises.

Detector Check Valve

~~A check (non-return) valve which has a positive closing pressure and a metered bypass to measure flows typically associated with leakage or unauthorised use of a dedicated fire supply~~

Domestic Water Use

Water taken and used for the purpose of providing for individual household use and for human drinking and sanitation needs and excludes any commercial or industrial use.

Development contribution

As defined in the Local Government Act 2002 and the relevant Waikato District Council Development Contributions Policy.

District

The Waikato District.

Extraordinary Supply

A category of on demand supply used for extraordinary use including all purposes for which water is supplied, other than an ordinary supply, and which may be subject to specific conditions and limitations.

Extraordinary Use

Any use of water which is outside of ordinary use and which may be subject to specific conditions and limitations including but not limited to water alerts and emergency provisions. This applies to the following water users:

- (a) Residential properties with spas, swimming pools or collapsible pools in excess of 6 cubic metres capacity;
- (b) Residential properties with fixed garden irrigation systems;
- (c) Commercial or business premises (including home-based commercial activities);
- (d) Industrial premises.
- (e) Any properties at which agricultural, horticultural or viticultural land use is occurring;
- (f) Lifestyle blocks (rural supplies);
- (g) Fire protection systems other than sprinkler systems installed to comply with NZS 4517;
- (h) Outside of Waikato District customers (supply to, or within another local authority);
- (i) Temporary suppliers;
- (j) Any other property found by Council to be using water above 15m³/day (a

consent from the Waikato Regional Council is required);

- (k) Water carriers;
- (l) Any other auxiliary supply.

| | |
|--------------------------------------|---|
| Fees and Charges | The fees and charges for water supply set by the Council. |
| Fire Main Supply | A category of supply from pipework installed for the purpose of fire protection only. |
| Individual Customer Agreement | An agreement between the Council and a water user that outlines both parties' rights and responsibilities for the supply and use of water. |
| Industrial Activity | <p>Any industrial activity and includes:</p> <p>(a) All types of processing, manufacturing, bulk storage, warehousing, service and repair activities.</p> <p>(b) Laboratories and research facilities.</p> |
| Level of Service | The measurable performance standards on the basis of which the Council undertakes to supply water to its Customers. |
| NZS | New Zealand Standard. |
| On Demand Supply | A supply which is available on demand direct from the point of supply, subject to the agreed level of service. |
| On Demand Water Supply Area | An area serviced by a Council owned reticulated water supply system as defined in Schedule 3: Water Supply Area Maps, that is intended to supply water to Customers via on demand supplies with firefighting capability. |
| Ordinary Supply | A category of on demand supply used -solely for domestic purposes, excluding any identified extraordinary water use. |
| Owner | The person or entity having legal ownership of the premises receiving a supply of water from the Council. |
| Occupier | The person or legal entity having a legal right to occupy, use all or part of the premises receiving a supply of water from the Council that includes a tenant, lessee, licensee, manager, foreperson or any other person |

acting in the general management of any premises.

| | |
|---------------------------|---|
| Permit | A permit or written authority issued by an authorised officer. |
| Person | An individual, corporation sole, or a body of persons whether corporate or otherwise. |
| Point of Supply | The point on the water pipe leading from the water main to the premises, which marks the boundary of responsibility between the Customer and the Council. |
| Potable Water | Water that does not contain or exhibit any determinants to any extent that exceeds the maximum acceptable values (other than aesthetic guideline values) specified in the New Zealand Drinking Water Standards applicable at the time. |
| Premises | <p>The physical location to which a water supply is provided and includes:</p> <ul style="list-style-type: none"> a) a property or allotment which is held in a separate certificate of title or for which a separate certificate of title may be issued, and in respect of which a building consent has been or may be issued; b) a building or part of a building which has been defined as an individual unit by a cross-lease, unit title or company lease; c) an individual unit in a building where units are separately leased; or land held in public ownership (e.g. reserve) for a particular purpose. <p><i>Advisory Note: Allotment means the same as defined in the Land Transfer Act 1952.</i></p> |
| Property | A property or allotment which is held under separate certificate of title and a separate rating unit and showing on the Rating Information Database. |
| Prescribed charges | <p>Charges applicable at the time of connection may include:</p> <ul style="list-style-type: none"> a) Payment to the Council for the cost of the physical works required to provide the connection. b) A development contribution determined in accordance with the Local |

Government Act 2002.

- c) A financial contribution determined in accordance with the Resource Management Act 1991.
- d) Bacteriological and chemical testing as per the Drinking Water Standards for New Zealand to ensure connection is safe.
- e) Individual agreement charges.

Public Notice

A notice published in:

- a) One or more daily newspapers circulated in the region or district of the Council;
- b) One or more other newspapers that have at least an equivalent circulation in that region or district to the daily newspapers circulating in that region or district; or
- c) Includes any other public notice that the Council thinks desirable in the circumstances.

Restricted Flow Supply

A type of water supply connection where a small flow is supplied through a flow control device, and storage is provided by the Customer to cater for demand fluctuations.

Restrictor

A flow control device installed within the connection to control the flow rate of water to a Customer's premises.

Restricted Water Supply Area

An area serviced by a Council owned reticulated water supply system outside on demand areas and defined in Schedule 3: Water Supply Area Maps Water is supplied through a flow control device and customers are required to provide onsite storage to cater for demand fluctuations.

Service Pipe

The section of water pipe between a water main and the point of supply.

Service Valve

The valve at the Customer end of the service pipe used to control and/or isolate the supply.

Storage Tank

Any tank having a free water surface in which water supplied by the Council is stored for use.

Supply Pipe

The section of pipe between the point of supply and the Customer's premises through which water is conveyed

to the premises.

Water Alert Level

Classification system used for applying water conservation restrictions.

Water Carrier

Any individual drinking-water carrier or company registered with the Ministry of Health as a recognised carrier of drinking- water.

Water Supply System

All those components of the water supply network between the point of abstraction from the natural environment and the point of supply. This includes but is not limited to:

- a) catchments, wells, infiltration galleries, intake structures, open raw water storage ponds/lakes/reservoirs, falling and rising mains, treatment plants, treated water reservoirs, trunk mains, service mains, rider mains, pump stations and pumps, valves, hydrants, scour lines, service pipes, boundary assemblies, meters, backflow prevention devices and tobies.

Water Unit

The basis of measurement for water supply as determined by the Council. One unit is equal to one cubic metre.

7.8. Protection of Water Supply System

7.18.1 Water Supply System

7.1.18.1.1 Access and connection to System

- (a) No person other than the Council and its authorised agents shall have access to any part of the water supply system, unless with prior approval.
- (b) Except as set out in Clause ~~87~~.1.2 (Fire Hydrants), no person shall make any connection or interfere with any part of the water supply system, unless with prior approval.
- (c) Where the water supply system becomes contaminated due to unauthorised access, the Council may recover cost of remediation of contamination.
- (d) Any person causing damage which occurs to a Council water supply system during unauthorised access shall be liable for the cost of repair and any other costs the Council incurs as a result ~~for~~of the incident.

7.1.28.1.2 Fire Hydrants

- (a) No person may take water from a fire hydrant unless that person is:
- (i) ~~is~~ taking the water for the purposes of firefighting and is a ~~F~~fire and ~~E~~emergency New Zealand personnel – as defined in the Fire and Emergency New Zealand Act 2017; or
 - (ii) ~~is Council or its~~ authorised agents to do so either by Council directly or through the granting of a permit in which case the taking of water is in accordance with any conditions attached to such approval.~~;~~~~or~~
 - ~~(iii) Is a current permit holder, being those persons who, after having submitted an application to the Council are subsequently approved to draw water from designated tanker filling points or a fire hydrant, and the taking of water is in accordance with any conditions attached to that approval.~~
- (b) Any person using a fire hydrant in breach of ~~subclause 8.1.2~~ (a) must immediately remove the standpipe when requested to do so by Council or their agent.
- (c) Any person using a fire hydrant pursuant to ~~subclause 8.1.2(a)(iii)(a) (3)~~ is liable to Council for any damage or loss caused to the fire hydrant or the water supply network as a result of that use.
- (d) Without prejudice to other remedies available, the Council may seize and impound any equipment used by an offender to gain access to, or draw water from a fire hydrant, and assess and recover the value of water drawn without authorisation and any other associated costs.
- (e) Permit holders shall only use approved blue coloured metered standpipes and have two non-return valves to draw water from fire hydrants.

7.1.38.1.3 Working around Buried Services

- (a) No person shall carry out any excavation without first reviewing the Council's records of the location of its buried services to establish whether or not Council services are located in the vicinity of the proposed works. The Council may charge a fee for the provision of this information and does not guarantee the accuracy or completeness of such information.
- ~~(b)~~ Where appropriate the Council may in its absolute discretion mark out to within $\pm 0.5\text{m}$ on the ground the location of its services and nominate in writing any restrictions on the work it considers necessary to protect the integrity of the water supply system. The Council shall charge for this service.

- ~~(b)~~(c) All excavations within the road reserve is subject to the permit process of the appropriate road controlling authority.
- ~~(e)~~(d) The Council may require the independent supervision of works which may be in the vicinity of its buried services.
- ~~(d)~~(e) Every person excavating or working around the Council's buried water supply services shall take due care to ensure that the services are not damaged and that bedding and backfill is reinstated in accordance with the appropriate Council specification.
- ~~(e)~~(f) Any damage which occurs to the Council services shall be reported to the Council immediately. The person causing the damage shall be liable for the cost of repair and any other costs the Council incurs as a result of the damage.

Advisory Note: All excavation and trenching work carried out within the road corridor must be carried out in accordance with the National Code of Practice for Utility Operators' Access to the Transport Corridor.

7.28.2 Protection of Water Sources

7.2.18.2.1 Catchment Classes

Surface water and groundwater catchment areas from which untreated water is drawn for the purposes of water supply may be designated by Council as:

- (a) Controlled Catchment; or
- ~~(b)~~ Restricted Catchment; or
- ~~(b)~~(c) Open Catchment.

Advisory Note: These catchments are also subject to National Environmental Standards for Sources of Human Drinking Water.

7.2.28.2.2 Controlled Catchments

- (a) No person shall enter Controlled Catchments except those specifically authorised or permitted in writing by the Council.
- ~~(b)~~ Every person on any Controlled Catchment Area or land held by the Council as a water reserve will, upon demand, produce any such permit for inspection.
- ~~(b)~~(c) The Council may, at any time, by notice in writing, revoke or suspend any such permit for such time as may be stated in such notice.

- (d) No permit issued by Council may be transferred. Every person shall, upon the request of an authorised officer of the Council, immediately leave the controlled catchment area or land held by the Council as a water reserve.
- (e) No person shall obstruct or hinder any duly appointed officer of the Council in the exercise of any powers vested in that officer under this Bylaw.

7.2.38.2.3 Restricted Catchments

- (a) Certain activities are permitted within Restricted Catchment areas, such activities being limited to:
- (i) Tramping;
 - (ii) Hunting;
 - (iii) Trapping;
 - (iv) Shooting; or
 - (v) Fishing
- (b) No person may camp overnight in a Restricted Catchment area.
- (c) Every person shall, upon the request of an authorised officer of the Council, immediately leave the Restricted Catchment area.

7.2.48.2.4 Open Catchments

In open catchment areas whether designated or not, there will generally be no restriction on activities other than the provisions of the Regional or the District Plan and the National Environmental Standards.

7.2.58.2.5 Spillages and Adverse Events

- (a) In the event of a spillage, or any event which may compromise potable water or the water supply system, the person responsible for the event shall advise the Council immediately. This requirement shall be in addition to those other notification procedures which are required for other authorities.
- (b) Where the owner or occupier of a premise allows or permits any item or items on the premises that may potentially contaminate or leach into the water supply and to accumulate on the premises contained within the catchment, the Council may request the owner or occupier to contain and remove the item or items using a Council approved method and location.

- (c) If the item(s) are not removed within the period specified, the Council or its authorised agents may remove the items and recover the costs from the Customer associated with containment, removal and disposal.

8.9. Conditions of supply

8.1.19.1.1 Connection, Disconnection and other works

- (a) No person shall, without Council's approval:
- (i) ~~C~~connect to the water supply network;
 - (ii) ~~D~~isconnect from the water supply network;
 - (iii) ~~C~~arry out any other works on, or in relation to, the water supply network;
 - (iv) ~~T~~amper with any, access point, valve on, or otherwise with the water supply network.
- (b) Any person wishing to connect to or disconnect from the water supply network, or to otherwise carry out works on such a network or change level of service or end use of water supplied or supply changes or increase supply, must make a written application for approval to Council on the prescribed form, and must provide with that application all information relating to the application as ~~is~~ specified by Council.
- (c) Council may grant approval to such connection, disconnection or other works, as the case may be, and may impose conditions which must be complied with in the exercise of the approval.
- The Council may require a Customer to enter into an individual Customer agreement and supply a Water Conservation and Demand Management Plan based on the Customer's water demand requirements.
- (d) Without limiting subclause 9.1(c), a condition imposed under that subclause may require that the connection, disconnection or works comply with any relevant code of practice.
- (e) Council may refuse an application for approval to connect or disconnect to a network where:
- (i) ~~T~~he applicant has not paid fees or charges associated with the connection (including development contributions) within 20 working ~~days~~ that have been required by Council to continue with installation, or has refused to provide such information relating to the application as has been specified by Council; or

- (ii) Council has a documented record of the applicant's non-compliance with this ~~B~~bylaw or any previous water supply ~~B~~bylaw, codes of practice, or approvals granted under such ~~B~~bylaws or codes of practice; or
- (iii) in Council's reasonable opinion, there is insufficient capacity in the network to accommodate the connection; or
- (iv) in Council's reasonable opinion, the connection could compromise its ability to maintain levels of service in relation to the water supply including volume and/or pressure required for firefighting; or
- (v) the connection is outside the area currently served by the water supply, regardless of its proximity to any specific component of the water supply; or
- (vi) in Council's reasonable opinion, refusal is necessary to protect the water supply network, the health and safety of any person, or the environment.

8.29.2 Change of Use

- (a) An application shall be submitted to the Council for approval if a Customer seeks:
 - (i) a change in the level of service; or
 - (ii) end use of water supplied to the premises; or
 - (iii) a change in supply from ordinary to extraordinary (see clause 8.5) or vice versa; or
 - (iv) a physical change of location or size.
- (b) Any application under this clause 8.2 shall be treated as a new application for the purposes of clause 8.1 of this Bylaw.

8.39.3 Point of Supply

8.3.19.3.1 Ownership and Responsibility for Maintenance

- (a) The Council shall own and maintain the service pipe and fittings up to the point of supply. The Customer shall maintain the supply pipe and fittings beyond the point of supply.

Advisory Note: The Council gives no guarantee regarding the serviceability of the valve located on the service pipe. Where there is no Customer stopcock, or where maintenance is required between the service valve and the Customer stopcock, the Customer may use the service valve to isolate the supply. However, the Council reserves the right to charge for maintenance of this valve if damaged by such

Customer use.

- (b) The Customer shall maintain the area in and around the point of supply by keeping it free of soil, growth, or other matter or obstruction which prevents, or is likely to prevent, convenient access to the point of supply.
- (c) Unless otherwise specified in this Bylaw, change of ownership (between Council and Customer), of water supply pipes and fittings occurs at the point of supply.
- (d) The Customer is shall be solely responsible for maintaining the proper position of the Service Valve (Toby/Manifold) and en. Ensuring it is correctly set at all times. If any additional water use occurs as a result of the Service Valve position, the cost of such use shall also be the responsibility of the Customer.

8.3.29.3.2 Location

- (a) For each individual property there shall be only one point of supply, unless otherwise approved in writing by the Council. A point of supply shall be located in the position as shown in Schedule I. Where fences, walls or other permanent structures make it difficult to locate it at the required position, the point of supply shall be located as close as possible to the required position indicated in Schedule I. The location of the point of supply in any position other than the required position shall require specific approval from Council. Any new point of supply shall be located outside the boundary of the premises in the position approved by the Council.
- (b) Existing points of supply may be located either inside or outside the property boundary. The Council may relocate the point of supply when deemed appropriate or on request from the Customer. The relocation of the point of supply, pipework and fittings from the new point of supply to the existing Customer supply pipe shall be the responsibility of the Council for six months from the time of relocation.

8.3.39.3.3 Multiple Ownership of Premises

Where the premises are held in multiple ownership, the point of supply shall be as follows:

- (a) In respect of company ownership for a company share/block scheme (Body Corporate), the point of supply shall be located as shown in Schedule I or as or as close as possible where fences, walls, or other permanent structures make it difficult to locate it at the required position, unless otherwise approved. Other positions shall require specific approval from Council.
- (b) For Leasehold/Tenancy in Common Scheme (Cross Lease), Strata Title, Unit Title and any other form of multiple ownership, each Customer shall

have an individual supply with the point of supply determined by agreement with the Council. In specific cases other arrangements may be acceptable, subject to the Council's approval.

- (c) Where a bulk meter feeds multiple units, a unit title must be nominated by the company or body corporate (whichever is relevant) to hold the bulk meter for payment purposes.

8.49.4 Access to, and about the Point of Supply

8.4.19.4.1 Rights of Access

- (a) Where the point of supply is on private property the Customer shall allow the Council access to the point of supply between 7.30am and 6.00pm on any day for:
 - (i) Meter reading without notice being given.
 - (ii) Checking, testing and maintenance work, with notice being given when possible.
- (b) For works required outside the above hours (such as for night-time leak detection), the Council shall ~~give~~ provide notice to the Customer.
- (c) If, after giving reasonable notice, an authorised agent is prevented from accessing the point of supply at any of the above times and a return visit is required, a fee may be charged in accordance with the fees and charges. Where the point of supply is on private property the Customer shall allow the Council access to the point of supply between 7.30am and 6.00pm on any day ~~for~~.
- (d) In accordance with section 173 of the Local Government Act 2002, where there is an emergency, the Council shall enter the property without notice and the Customer shall allow the Council unobstructed access to, and about the point of supply at any hour.

8.59.5 Types of Water Supply

8.5.19.5.1 General

Water supplies shall be classified as either 'on demand' or 'restricted flow' and the use of water from the supply shall be either 'ordinary' or 'extraordinary'.

8.5.29.5.2 On Demand Supply

- (a) All premises situated within the on demand water supply area shall be entitled to an ordinary supply of water subject to:

- (i) Any restrictions on water use made by the Council under clause 98.8.1 of this Bylaw;
 - (ii) Payment of the appropriate charges in respect of supply to that premises;
 - (iii) Any other charges or costs associated with subdivisional development; and
 - (iv) Any other relevant conditions in section 8 of this bylaw.
- (b) Any premises which are located within the on-demand water supply area but do not connect to the public water supply may still be charged an availability charge in accordance with Council's fees and charges.
- (c) The Council shall be under no obligation to provide an extraordinary supply of water (see also the provisions of clause 98.8.1 of the Bylaw).
- (d) The Council shall charge customers for the provision of the on-demand supply by either:
- (i) A targeted rate based on rating unit; or
 - (ii) The volume passing through a meter per cubic metre; or
 - (iii) Both (i) and (ii) – These charges are as set by the Council.
- (e) For premises which use a fire protection system complying with SNZ PAS 4509: 2008-NZS 4517, in order for that use to be classified as ordinary, the Customer shall comply with the conditions set under clause 98.8.

8.5.39.5.3 Restricted Flow Supply

- (a) Restricted flow supply shall be available to premises in restricted supply areas under special conditions set by the Council. Customers receiving a restricted flow supply shall make provision for onsite water storage of a minimum volume of 22m^3 or equivalent of at least 48 hours of average water use where this is greater than 22m^3 .
- (b) This may include for the purposes of:
- (i) Rural supply within district; or-
 - (ii) Water demand management (including for drought, misuse and non-remedy of water leaks); or-
 - ~~(iii) Properties subject to restriction under section 69ZH (Duty to provide information to territorial authority) of Health Act 1956.~~

- (c) The water supply shall be restricted so as to deliver 1.8m³ per day or the agreed number of water units at a steady flow rate through a water meter.
- (d) The Council shall charge for the restricted supply by:
- (i) A targeted rate based on rating unit; or
 - (ii) The volume passing through a meter per m³; or
 - (iii) Both (i) and (ii) – These charges are as set by the Council.
- (e) All restricted supply storage tanks must include a suitable, testable backflow prevention device located at the boundary of the property.
- (f) Properties identified without flow restrictors in restricted supply areas may be given twelve weeks written notice to install onsite water storage of a minimum volume of 22 cubic metres or the equivalent of at least 48 hours of average water use where this is greater than 22 cubic metres. After this period Council shall install the appropriately sized flow restrictor.
- (i) Any property owner who receives written notice may make a written application within 10 working days of receiving such notice for an exemption.
 - (ii) Matters which will be taken into account when assessing an application for exemption include (but are not limited to):
 - Location of the property;
 - The basis on which the exemption is claimed;
 - Any other matter which the Council deems relevant.
- (g) Owners are allowed to transfer water allocations subject to following conditions:
- (i) The initial property retains a 1.8 cubic metre allocation;
 - (ii) The transfer has to take place within the same water supply;
 - (iii) The new property to which water allocation is transferred or sold has to be located at a place where the Council is able to supply the allocation without further upgrading or extension works;
 - (iv) If upgrading or extension works are required then the Customer transferring the allocation has to pay up-front for the full cost of the upgrading or extension works; and
 - (v) The Customer transferring the allocation has to pay for the connection cost to the new property and a transfer fee.

- (h) Council allows property owners to apply for disconnection from the restricted water supply. No refund either in part or whole of any development contribution will be made. Such an application must state the alternative water source the consumer will rely on. Council charges those property owners a disconnection fee to recover costs of effecting the disconnection. Should the owner wish to reconnect to a Council water scheme, reconnection fees will be charged.

Advisory Note: The Council gives no guarantee regarding the serviceability of the valve located on the service pipe. Where there is no (Owner) stopcock or where maintenance is required between the service valve and the (Owner) stopcock, the (Owner) may use the service valve to isolate the supply in an emergency. However, Council reserves the right to charge for maintenance of this valve if it is damaged by the (Owner) during use for this purpose.

8.6.19.6 Meters and Flow Restrictors

All water connections in Waikato District shall be metered.

8.6.19.6.1 Installation of meters

- (a) Meters for on demand supplies, and restrictors for restricted flow supplies shall be supplied, installed and maintained by the Council, and shall remain the property of the Council.
- (b) The Council may fit a meter to any connection on any Premises at any time for the purposes of determining water consumption.
- ~~(c) The Council may fit additional meters to any minor or ancillary dwelling located on any Premises, for the purposes of determining water consumption.~~
- ~~(e)(d)~~ Where a premises is supplied with an on demand water supply and is not metered, the Council reserves the right to fit a meter at the Customers cost and charge accordingly.

8.6.29.6.2 Location

Meters and restrictors shall be located in a position where they are readily accessible for reading and maintenance, and if practicable immediately on the Council side of the point of supply.

8.6.39.6.3 Accuracy

- (a) Meters shall be tested as and when required by the Council.
- (b) The flow restrictors shall be accurate to within $\pm 10\%$ of their rated capacity.
- (c) Any Customer who disputes the accuracy of a meter or restrictor may apply to the Council for it to be tested provided that the testing is

not requested within six months of any previous test. If the test shows the meter is accurate, the Customer shall pay a fee in accordance with the Council's fees and charges. A copy of independent certification of the test result shall be made available to the Customer on request.

- (d) Restrictors shall be tested by measuring the quantity of water that flows through the restrictor within a period of not less than one hour, at the expected minimum operating pressure.

8.6.49.6.4 Adjustment

- (a) If a test is carried out and the meter is found to register a consumption which is different to the quantity of water which has actually passed through the meter, the Council shall make an adjustment in accordance with the results shown by such tests, backdated for a period determined by the Council but not exceeding 12 months, and the Customer shall pay a greater or lesser amount according to the adjustment.
- (b) Where a meter is under-reading by more than 20% or has stopped, the Council reserves the right to charge for the amount of water assessed as having been used over the past billing period, taking into account any seasonal variations in water demand, and charge the customer accordingly.
- (c) Where a meter is over-reading, the Council shall make appropriate adjustments to the Customer's account, based on a period of similar use and backdated to when it is agreed the over-reading is likely to have occurred.

8.6.59.6.5 Estimating Consumption

- (a) Where a meter is damaged, ceases to register, has been removed or where the seal or dial of the meter is broken, or the meter has otherwise been interfered with, the Council shall estimate the consumption for the period since the previous reading of such meter, (based on the average of the previous four billing periods charged to the Customer) and the Customer shall be liable for the amount estimated.
- (b) If the average of the previous four billing periods would be an unreasonable estimate of the consumption (due to seasonal or other causes), the Council may consider other evidence for the purpose of arriving at a reasonable estimate, and the Customer shall pay according to such an estimate.
- ~~(b)~~(c) Where the Customer is a non-profit organisation, and the meter indicates a significant increase in consumption, and it is established that the increase is caused by a previously unknown leak, the Council may estimate consumption as provided for in clause 8.6.5 (a) providing that the Customer repairs the leak as soon as is practicable.

(e)(d) Where an unauthorised connection has been made to the Council's water supply system, the Council will estimate the consumption for the period from when the connection was made, using the uniform charge for water on a pro rata basis. Where a meter has been installed without approval, and such meter complies with Council's standards for meters and installation, the full consumption registered on the meter shall be payable by the current occupier of the premises. Payment of the estimated charge does not preclude Council from taking any other enforcement action available to it.

8.6.69.6.6 Incorrect Accounts

- (a) Where a situation occurs, other than as described in clause 8.6.5, and the recorded consumption does not accurately represent the actual consumption on a property, the account shall be adjusted using the best information available to the Council. Such situations include, but are not limited to, misreading of the meter, errors in data processing, meters assigned to the wrong account, and unauthorised water supplies.
- (b) Where an adjustment is required in favour of the Council or the Customer, the adjustment shall not be backdated more than 12 months from the date the error was detected.

8.6.79.6.7 Leaks

- (a) It is the Customer's responsibility to detect and fix all leaks from taps and pipes, stop overflows from cisterns, hot water cylinder exhausts or stock troughs. If a leak is visible from fixtures and is not repaired, no leak relief remission will be available.
- (b) Relief may be available, at Council's discretion for leaks which are undetected.
- (c) Any Customer wishing to apply for relief must make such application in writing in accordance with Council's Water Leak Remission Policy.

8.79.7 Levels of Service and Continuity of Supply

- (a) Although Council shall make all endeavors to provide water in accordance with the level of service set out in Schedule 2, due to practical and physical limitations, the Council cannot guarantee an uninterrupted or constant supply of water in all circumstances, or the continuous maintenance of any particular water pressure.
- (b) Where planned permanent or temporary works will affect an existing supply, the Council shall inform or give notice to all Customers who, in the opinion of Council, are likely to be substantially affected.
- (c) If a Customer has a particular requirement for an uninterrupted level of service (flow, pressure, or quality), it shall be the responsibility of that

Customer to provide any storage, back-up facilities, or equipment necessary to provide that level of service.

8.89.8 Demand Management

- (a) Where required by rules in a District Plan, owners must maintain devices that have been installed for the purposes of water demand management and in accordance with an associated integrated catchment management plan.

8.8.19.8.1 Water Alert and Emergency Restrictions

- (a) In circumstances where natural hazards (such as floods, droughts or earthquakes) or accidents result in disruptions to the supply of water, Council may declare a water alert level or an emergency for the purposes of the supply of water and shall be exempt from the levels of service requirements.
- (b) During a water alert and/or emergency the Council may restrict or prohibit the use of water for any specified purpose or period, and for any or all of its Customers. Such restrictions shall be advised by public notice. The Customer shall comply with any restrictions imposed by Council, until such time as Council advises the restrictions are no longer in place.
- (c) The Council may after serving notice and taking all practicable steps to contact a Customer, restrict and or meter the supply to reduce unnecessary and unauthorised water use and wastage where it deems necessary.

8.8.29.8.2 Maintenance and Repair

- (a) In circumstances where a scheduled maintenance shutdown of the supply is required, Council shall make all practicable attempts to notify Customers prior to any work commencing. Where Council is unable to notify the Customer, or immediate action is required, the Council may restrict the supply without notice, ~~subject to its obligations under the Health Act 1956.~~
- (b) Where a Customer has assets restricting the maintenance of a Council water supply system, the Council shall not be responsible for damage caused to the asset in order to maintain the Council water supply system.
- (c) If Council must carry out repairs or maintenance to privately owned supply pipes and/or water assets, the costs of such repairs or maintenance may be recovered from the Customer responsible for the pipes and/or assets.

8.99.9 Liability

The Council shall not be liable for any loss, damage or inconvenience incurred by a Customer (or any person using the supply) because of a reduced level of service of, or interruptions to the water supply.

8.109.10 Fire Protection Connection

8.10.19.10.1 Connection Application

An application to install a connection for fire protection purposes must be made, in writing, to the Council. Council may impose any conditions it determines are appropriate.

8.10.29.10.2 Design of Fire Protection Systems

As part of the application to install a connection for fire protection purposes, the Customer shall demonstrate to the Council that the available supply is adequate for the intended purpose. It shall also be the Customers responsibility to monitor the supply to ensure it continues to be adequate for the intended purpose.

Advisory Note: For further information on fire safety water sprinkler or storage requirements refer to the SNZ PAS 4509: 2008 New Zealand Fire Service Fire Fighting Water Supplies Code of Practice. Customers may also wish to consult with the New Zealand Fire Service Fire and Emergency New Zealand about suitable measures to provide firefighting protection for their properties.

8.10.39.10.3 Fire Protection Connection Metering

- (a) Where a fire connection has been installed (or located) so that it is likely or possible that water may be drawn from it by any person for purposes other than firefighting, the Council may charge for the usage.
- (b) Where the supply of water to any premises is metered, fire hose reels shall be connected only to the metered supply, not to the fire protection system. The water supply to fire hose reels shall comply with the requirements of NZS 4503:2005 Hand operated fire-fighting equipment.
- (c) Water used for the purpose of extinguishing fires shall be supplied free of charge. Where the fire protection connection is metered, and water has been used for firefighting purposes, the Council shall estimate the quantity of water used, and credit to the Customer's account an amount based on such an estimate.
- (d) ~~Ongoing Testing and Monitoring~~ Owners intending to test fire protection systems in a manner that requires a draw-off of water must obtain the approval of the Council beforehand. Water used for routine flushing and flow testing does not constitute waste, but the quantity of water used may be assessed and charged for by the Council.

8.11.19.11 Backflow Prevention

8.11.19.11.1 Customer Responsibility

~~In accordance with the Health Act 1956, the Building Act 2004 and clause G12 Water Supplies of the Building Regulations 1992, it~~ is the Customer's responsibility to take all necessary measures on the Customer's side of the point of supply to prevent water which has been drawn from the Council's water supply from returning to that supply. All necessary measures shall include:

- (a) Backflow prevention either by providing an adequate air gap, or the use of an appropriate backflow prevention device; and/or
- (b) The provision for the exclusion of any cross-connection between the Council water supply and:
 - (i) Any other water supply (potable or non-potable)
 - (ii) Any other water source
 - (iii) Any storage tank
 - (iv) Any other pipe, fixture or equipment containing chemicals, liquids, gases, or other non-potable substances.

Advisory Note: Fire protection systems that include appropriate backflow prevention measures would generally not require additional backflow prevention, except in cases where the system is supplied by a non-potable source or a storage tank or fire pump that operates at a pressure in excess of the Council's normal minimum operating pressure.

Advisory Note: The type of back flow prevention device to be used is dependent on the risk to the water supply posed by the Customer.

8.11.19.11.2 Unmanaged Risk

Where a Customer is unable to demonstrate that the risk of backflow is adequately managed or fails to take all necessary measures as required in clause 8.11.1 of the Bylaw, the Council may undertake the required works and fit a backflow prevention device on the Council side of the point of supply. In accordance with section 186 of the Local Government Act 2002, Council may recover such costs as a debt from the Customer.

Council will undertake a periodic surveying of existing connections to determine integrity and suitability of the backflow prevention device installed from each point of supply.

Advisory Note: Testable backflow prevention devices, require annual testing by a qualified or Council approved contractor. A test report shall be submitted to the Council for the Customer owned devices.

8.129.12 Council Equipment and Inspection

8.12.19.12.1 Care of Water Supply System

The Customer of the premises shall not damage or tamper with any part of the water supply system, including but not limited to pipe-work, valves, meters, restrictors, chambers, and backflow prevention devices. Should any damage occur which requires repairs, the Council reserves the right to recover the cost of such damage and/or repairs as a debt from the Customer.

8.12.29.12.2 Inspection

In accordance with section 182 of the Local Government Act 2002, the Customer shall allow the Council or its agents, with or without equipment, access to any area of the premises for the purposes of determining compliance with this Bylaw.

8.139.13 Plumbing System

8.13.19.13.1 The Customer's plumbing system shall be designed, installed and maintained, both in its component parts and its entirety, to ensure it complies with the Regional Infrastructure Specifications (RITS) or its amendments, Building Act 2004 and the New Zealand Building Code and is compatible with the water supply service as listed in Schedule 2.

8.13.29.13.2 Quick-closing valves, pumps, hydraulically driven equipment or any other equipment which may cause pressure surges or fluctuations to be transmitted within the water supply system, or compromise the ability of the Council to maintain its stated levels of service, shall not be used on any piping beyond the point of supply. In special circumstances such equipment may be approved by the Council at its discretion. A gate valve shall not be used to control the water supply flow to the premises.

8.149.14 Prevention of Water Loss and Waste

8.14.19.14.1 The Customer shall not allow water to run to waste from any pipe, tap, or other fitting, nor allow the condition of the plumbing within the premises to deteriorate to the point where leakage or wastage occurs.

8.14.29.14.2 Water is provided by the Council for consumption purposes only. The Customer shall not use water or water pressure directly from the supply for driving lifts, machinery, educators, generators, or any other similar device, unless specifically approved by the Council.

8.14.39.14.3 The Customer shall not use water for a single pass cooling system or to dilute trade waste prior to disposal, unless specifically approved by the Council.

8.14.49.14.4 Where a Customer ignores advice from the Council to repair an on-going leak, the Council may after serving notice, repair the leak and charge

the Customer all associated cost as provided in the Local Government Act 2002.

Advisory Note: The Waikato District Plan sets out water saving measures required for water supply connections.

8.159.15 Payment

8.15.19.15.1 The Customer shall be liable to pay for the supply of water and related services in accordance with the Council's rates, fees and charges prevailing at the time.

8.15.29.15.2 The Council may recover unpaid water rates in respect of the supply of water as prescribed in the Local Government (Rating) Act 2002 from the owner of a premises, the occupier of a premises, or both.

8.169.16 Transfer of Rights and Responsibilities

8.16.19.16.1 The Customer shall not transfer to any other party the rights and responsibilities set out in this ~~B~~bylaw.

8.179.17 Change of Ownership

8.17.19.17.1 In the event of a premises changing ownership the new owner will be recorded as the customer at those premises from the date of notification. Where the premises are metered, the outgoing Customer shall give the Council ten working days' notice to arrange a final meter reading.

8.17.29.17.2 The Council reserves the right to reassess the conditions of supply when a change of ownership occurs.

8.17.39.17.3 The owner of the premises at the time of the consumption is responsible for any water charges.

8.189.18 Disconnection at the Customer's Request

The Customer shall give 10 working ~~days-noticedays' notice~~ notice in writing to the Council of a requirement for disconnection of the supply. Disconnection shall be at the Customer's cost.

9.10. BREACHES

9.10.1 Breaches of conditions of supply

9.1.110.1.1 The following are deemed to be breaches of the conditions to supply water:

- (a) An incorrect application for supply which fundamentally affects the conditions of supply;

- (b) Failure to meet any obligations placed on the Customer under all Codes and Standards specified in ~~clause 5~~ of this Bylaw;
- (c) An act or omission including but not limited to any of the following:
 - (i) Any tampering or interference with Council equipment/assets, either directly or indirectly;
 - (ii) Failure to pay the appropriate charges by the due date;
 - (iii) Frustration of the Council's ability to adequately and effectively carry out its obligations;
 - (iv) Failure to repair a leak, or in any way willfully allowing water to run to waste, or to be misused;
 - (v) The fitting of quick-closing valves, pumps, or any other equipment which may cause pressure surges or fluctuations to be transmitted within the water supply system, or compromise the ability of the Council to maintain its stated levels of service (subject to clause 8.5 of this Bylaw);
 - (vi) Failure to prevent backflow;
 - (vii) Failure to maintain ~~or~~; inspect backflow;
 - (viii) Using water or water pressure directly from supply for driving lifts, machinery, generators, or any other similar device, unless specifically approved by the Council;
 - (ix) Using water for a single pass cooling or heating system, or to dilute trade waste prior to disposal, unless specifically approved;
 - (x) Extending by hose or any other pipe a private water supply beyond that Customer's property;
 - (xi) Providing water drawn from the Council supply to any other party without approval of the Council;
 - (xii) Unauthorised removal of flow restrictors.
- (d) Every person commits a breach of this Bylaw and commits an offence who:
 - (i) Does permits or allows anything to be done, which is contrary to this ~~B~~ylaw;
 - (ii) Fails to do or perform any act, or thing, that they are required to do by this Bylaw, within the time and in the manner required by the Bylaw, or any part of it;

- ~~(ii)(iii)~~ Commits any breach of the terms and conditions of this Bylaw;
- ~~(iii)(iv)~~ Does anything prohibited by this Bylaw;
- ~~(iv)(v)~~ Fails to comply with any notice given under this Bylaw or any part of it or any condition that is part of any notice granted by the Council;
- ~~(v)(vi)~~ Where required, fails to obtain written approval or having obtained written approval fails to abide by the conditions (if any);
- ~~(vi)(vii)~~ _____ Obstructs or hinders any authorised officer in the performance of any duty or in exercising any power conferred by this ~~B~~bylaw;
- ~~(vii)(viii)~~ _____ Tamper or interferes with any part of the Council owned water supply system without a permit;
- ~~(viii)(ix)~~ _____ Withdraws water from a fire hydrant without authorisation from the Council for any other purpose than fire protection;
- ~~(ix)(x)~~ Fails to comply with water use restriction or prohibitions introduced by the Council for any specific purpose;
- ~~(x)(xi)~~ Fails to meet any obligations placed on the Customer through any permit conditions;
- ~~(xi)(xii)~~ _____ Fails to meet any obligations placed on the Customer through an individual Customer agreement;
- ~~(xii)(xiii)~~ _____ Other than the Council or its authorised agents, who accesses the water supply system without a valid permit breaches this ~~B~~bylaw.

9.1.210.1.2 In the event of a breach of any provision of this ~~B~~bylaw, the Council shall serve notice on the Customer advising the nature of the breach, the steps to be taken, and required timeframe to remedy the breach to the satisfaction of the Council beyond timeframe indicated. If the Customer persists with the breach the Council reserves the right to:

- (a) Reduce the flow rate of water to the Customer without notice. Reinstatement of full supply shall be re-established only after the Customer completes payment of the appropriate fee and remedy of the breach to the satisfaction of the Council.
- (b) Install a water meter. The Customer will also be charged for the ongoing supply of water as per Council's fees and charges for water supply as determined by Council from time to time.

- (c) For extraordinary supply – disconnect the water supply for all purposes other than domestic water use.
- (d) If the breach is such that the Council is required to disconnect the supply for health or safety reasons, disconnection may occur immediately and without further notice to the Customer.

9.2.10.2 Interference with equipment

Any tampering or interfering with Council equipment, either directly or indirectly, shall constitute a breach of this Bylaw.

10.11. Offences and Penalties

~~10.11.1~~ A person who fails to comply with the requirements of this Bylaw commits a breach of this Bylaw and is liable to a penalty under the Local Government Act 2002 ~~or under the Health Act 1956.~~

11.12. Schedules

The following schedules can be amended through a Council resolution.

Schedule 1: Examples showing Single/Manifold Connection

Schedule 2: Table 1 Compatibility Features

Schedule 3: Water Supply Area Maps

12.13. General

~~12.13.1~~ Any notice, order or other document which is required by this ~~B~~ylaw to be served or given or sent to any person shall be deemed to have been duly served given or sent if delivered to such person or left at his or her residence or workplace or posted to such person at his or her last known address.

~~12.213.2~~ Any resolution of the Council may be amended, rescinded or reinstated by a further resolution of the Council.

This Bylaw was made pursuant to a resolution passed by the Waikato District Council on
[To be inserted].

THE COMMON SEAL of WAIKATO DISTRICT
 COUNCIL was hereto affixed in the presence of:

 Mayor

 Chief Executive

| Activity | Key Date | Council resolution |
|----------------------|-------------------------|---------------------------|
| Bylaw made | <i>[To be inserted]</i> | <i>[To be inserted]</i> |
| Bylaw reviewed | | |
| Next review due date | | |

Schedule I: Examples showing Single/Manifold Connection

Example 1 – With Street Frontage

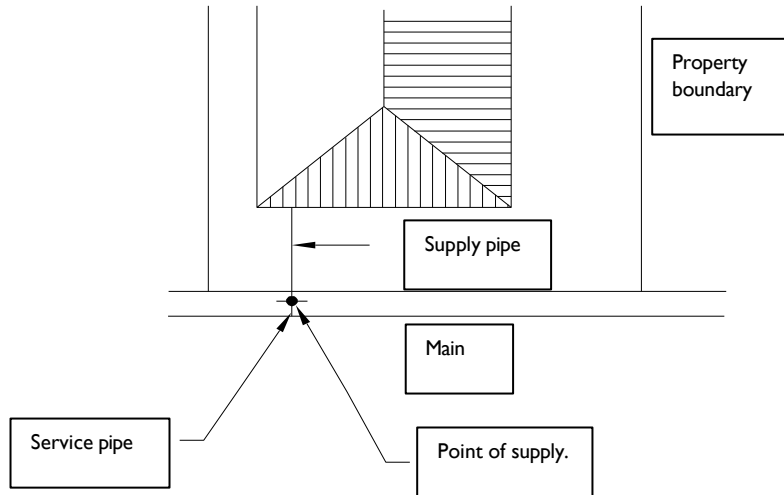


Figure 1: Point of supply outside property boundary

Example 2 – Rear lots on right of way (up to 2 customers)

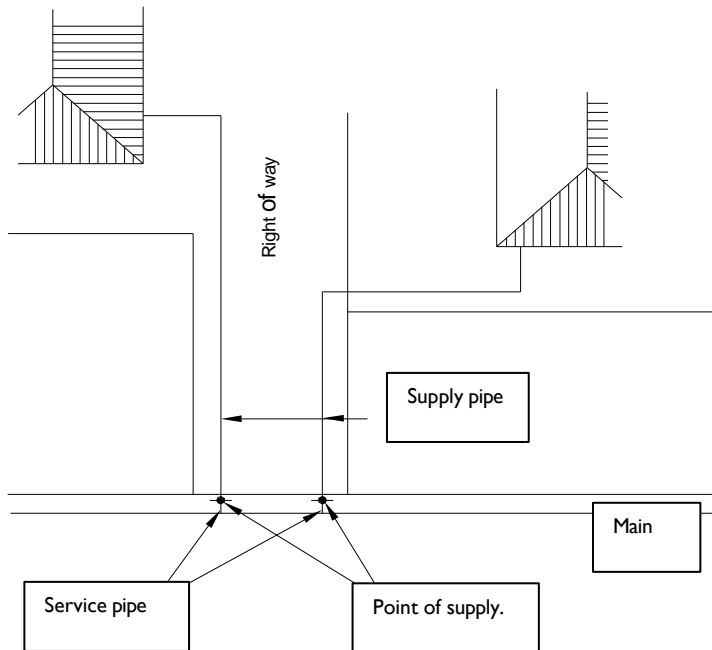


Figure 2: Point of supply outside property boundary

Example 3 – Rear lots on right of way (3 or more customers)

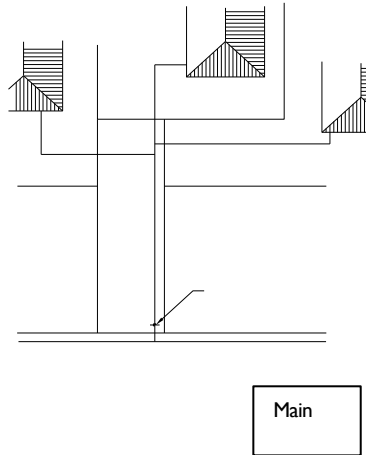
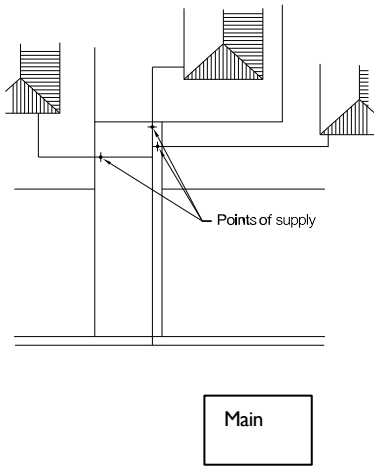


Figure 3: Point of supply outside property boundary

Figure 4: Common point of supply

Example 4 – Industrial, commercial, domestic fire and service connections including schools)

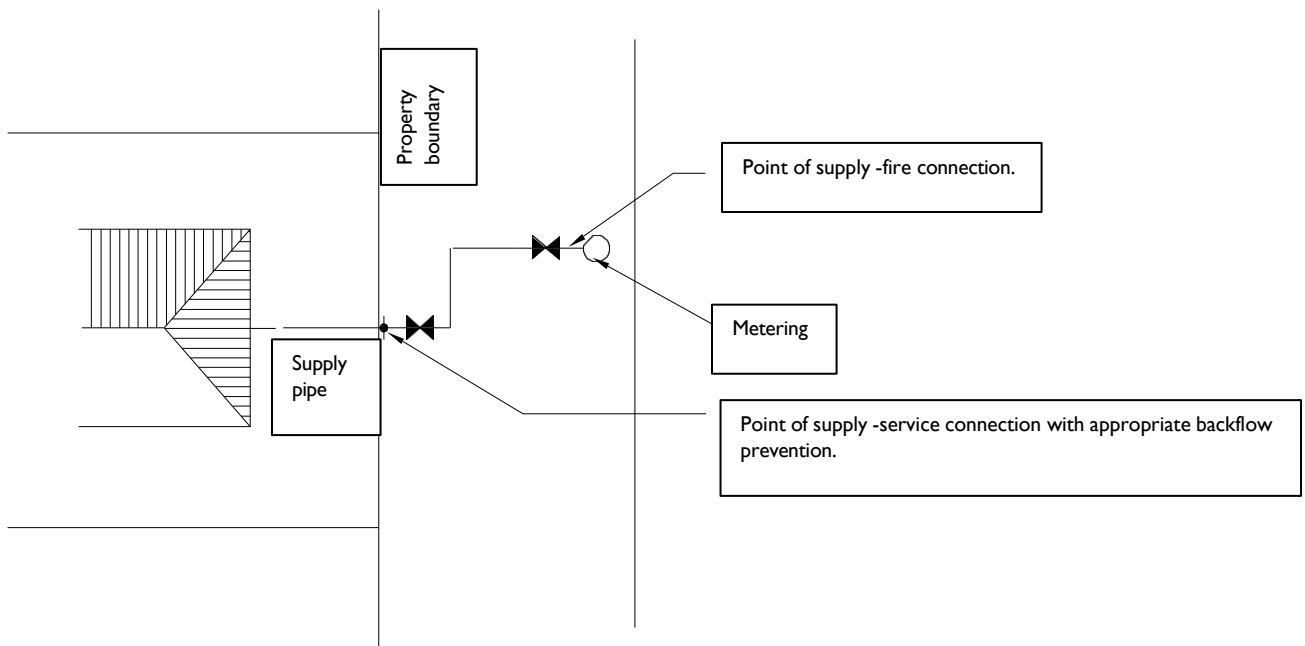


Figure 5: Combined fire and service connection

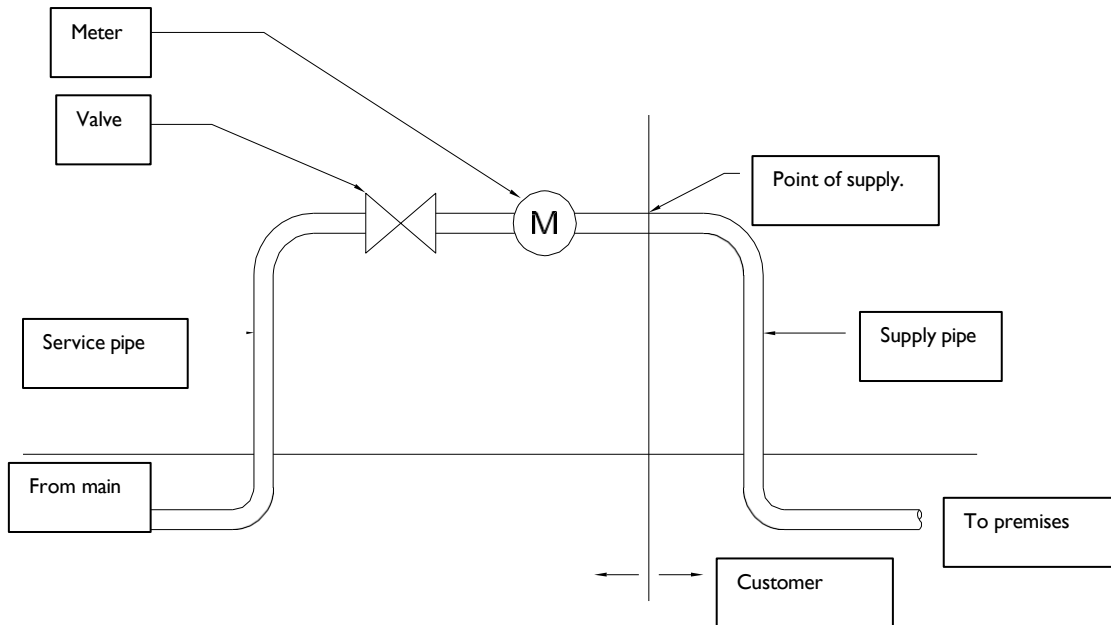
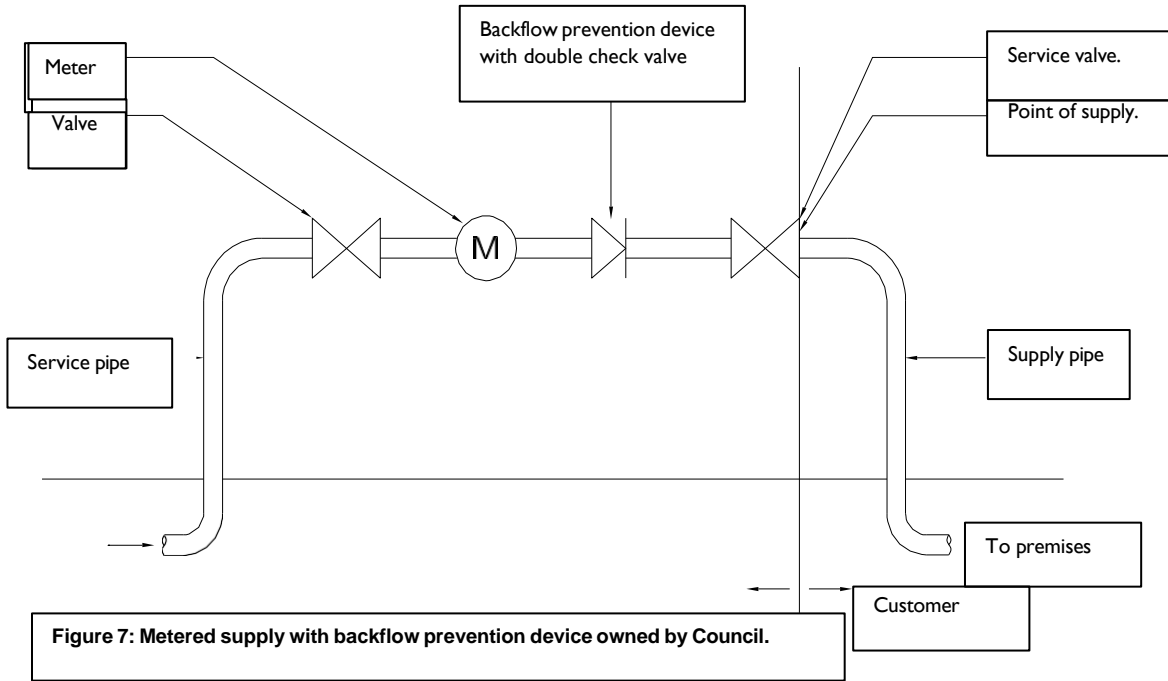


Figure 6: Domestic metered supply

Note:

- (1) Point of supply is tail piece of boundary box, meter, or service valve regardless of property boundary.
- (2) The New Zealand Building Code may require the Customer to install additional backflow prevention devices within the site, which will remain the responsibility of the Customer.



Note:

- (1) Point of supply is tail piece of boundary box, meter, or service valve regardless of property boundary.
- (2) The New Zealand Building Code may require the Customer to install additional backflow prevention devices within the site, which will remain the responsibility of the Customer.

Schedule 2: Table I Compatibility Features

Specific features of the Council supply which need to be taken into account are contained in Table I below.

Table I:- Compatibility features

| Feature | Value |
|--|--|
| Maximum <u>operating</u> pressure | 100 metres head (1,000 kPa) |
| Minimum <u>operating</u> pressure* | +0 20 -metres head (100 kPa) |
| Normal operating pressure | 20-30 30 – 40-metres head (200 - 300 kPa) |
| Free available chlorine | Up to 1.5 g/m ³ |
| <u>Min operating pressure (for rural supplies)</u> | <u>10 meters head (100 kPa)</u> |

*Minimum pressure refers to on demand water supplies only

Schedule 3: Water Supply Area Maps

Pokeno

<https://enterprise.mapimage.net/IntraMaps21B/?project=Waikato&module=Utilities&configId=4773e32d-66d0-4755-a825-a9313c15040d&startToken=dd694266-ac2c-4047-bc42-00b2e749ede9>
<https://waikatodc.spatial.tlcloud.com/spatial/intramaps/?project=Public&module=Utilities&configId=e6b2fca7-5d63-4aed-b49c-c32dc8cb1002&startToken=6ee29987-d21a-4765-9f52-ed1f51e620e2>

Raglan, Te Akau, Western Districts & Onewhero

<https://enterprise.mapimage.net/IntraMaps21B/?project=Waikato&module=Utilities&configId=4773e32d-66d0-4755-a825-a9313c15040d&startToken=946cba20-a57b-4301-98b3-d6fe17c6c7f0>
<https://waikatodc.spatial.tlcloud.com/spatial/intramaps/?project=Public&module=Utilities&configId=e6b2fca7-5d63-4aed-b49c-c32dc8cb1002&startToken=0f63eb87-3a54-4580-8bba-8dbfe04db53d>

Ngaaruawaahia, Taupiri & Hopuhopu

<https://enterprise.mapimage.net/IntraMaps21B/?project=Waikato&module=Utilities&configId=4773e32d-66d0-4755-a825-a9313c15040d&startToken=6cded6e4-1c45-4afe-860b-71f89510fd3a>
<https://waikatodc.spatial.tlcloud.com/spatial/intramaps/?project=Public&module=Utilities&configId=e6b2fca7-5d63-4aed-b49c-c32dc8cb1002&startToken=e78963c8-bdcb-4b3a-8a5a-e62e601ef967>

Huntly

<https://enterprise.mapimage.net/IntraMaps21B/?project=Waikato&module=Utilities&configId=4773e32d-66d0-4755-a825-a9313c15040d&startToken=97e3bf90-a4db-4644-8011-3798b8f6390e>
<https://waikatodc.spatial.tlcloud.com/spatial/intramaps/?project=Public&module=Utilities&configId=e6b2fca7-5d63-4aed-b49c-c32dc8cb1002&startToken=3f8d5d68-a310-4abc-90ef-ea47c8e0bf09>

Southern Districts

<https://enterprise.mapimage.net/IntraMaps21B/?project=Waikato&module=Utilities&configId=4773e32d-66d0-4755-a825-a9313c15040d&startToken=39f8efc2-54e0-4d59-8196-4da9cc9d226d>
<https://waikatodc.spatial.tlcloud.com/spatial/intramaps/?project=Public&module=Utilities&configId=e6b2fca7-5d63-4aed-b49c-c32dc8cb1002&startToken=639f77f4-2657-42a1-8502-8ab72db49071>

Te Kauwhata and Surrounds

<https://enterprise.mapimage.net/IntraMaps21B/?project=Waikato&module=Utilities&configId=4773e32d-66d0-4755-a825-a9313c15040d&startToken=9701c6e9-0592-47b6-8835-62711a5725d4>
<https://waikatodc.spatial.tlcloud.com/spatial/intramaps/?project=Public&module=Utilities&configId=e6b2fca7-5d63-4aed-b49c-c32dc8cb1002&startToken=3f8d5d68-a310-4abc-90ef-ea47c8e0bf09>

Tuakau and Port Waikato

<https://enterprise.mapimage.net/IntraMaps21B/?project=Waikato&module=Utilities&configId=4773e32d-66d0-4755-a825-a9313c15040d&startToken=95517b65-23d5-4201-87a5-5943ec3e1912>
<https://waikatodc.spatial.tlcloud.com/spatial/intramaps/?project=Public&module=Utilities&configId=e6b2fca7-5d63-4aed-b49c-c32dc8cb1002&startToken=3fec4d6-c5aa-468e-a672-9cc0aeb499d4>

Port Waikato

<https://waikatodc.spatial.tlcloud.com/spatial/intramaps/?project=Public&module=Utilities&configId=e6b2fca7-5d63-4aed-b49c-c32dc8cb1002&startToken=cfc4af0a-72da-443b-8885-4450b5bdee3d>



HAVE YOUR
SAY ON THE
PROPOSED
WATER
SUPPLY
BYLAW

STATEMENT OF PROPOSAL

PROPOSED WATER SUPPLY BYLAW 2023

This Statement of Proposal is made for the purposes of Sections 83 and 86 of the Local Government Act 2002.

It includes:

- Background
- Why are we doing this now?
- Reasons for the proposal
- Summary of the key changes
 - Enforcement
 - Feedback
- Relevant determinations
- What happens next?
- Submission information
- The Proposed Bylaw

BACKGROUND

Council is proposing to create a new Water Supply Bylaw 2023. Council owns and maintains water services within the Waikato District. These services provide drinking water to the majority of Waikato district residents. Council's water supply network includes almost 18,000 connections, of which 99% are metered.

The proposed Bylaw contains Council's rules for protecting water services. The purpose of the bylaw is to:

- a) Promote the efficient use of water and protect against waste or misuse of water from the water supply system.
- b) Protect the water supply and water supply system from pollution and contamination.
- c) Manage and protect from damage, misuse, or loss of land, structures and infrastructure associated with the water supply system.
- d) Prevent the unauthorised use of land, structures or infrastructure associated with the water supply system.

The proposed Bylaw has been approved by Council for public consultation. Council welcomes feedback on the Proposed Water Supply Bylaw.

Consultation is open from Thursday 5 October to Sunday 5 November 2023.

A hearing will be held in November 2023, and the Bylaw is planned to be adopted on 18 December 2023.

WHY ARE WE DOING THIS NOW?

Council has previously had a Water Supply Bylaw and consulted with the community on changes to a Water Supply Bylaw over June and July 2021. The reviewed Bylaw was later adopted by Council in October 2021.

However, Council has since become aware that the Water Supply Bylaw 2014 was not reviewed within the required legislative timeframe and is therefore unenforceable. This means Council currently has no regulatory tools to manage our water supply system.

Council is fully committed to rectifying the situation promptly and transparently. A new Water Supply Bylaw 2023 is proposed to ensure that Council can effectively manage our water services.

WHAT ARE THE REASONS FOR THE PROPOSED BYLAW?

Council can create bylaws for protecting, promoting and maintaining public health and safety, under the Local Government Act 2002.

Council considered two options when deciding to make a new bylaw to regulate our water supply system.

These options are summarised below:

Option 1: Status Quo

Under this option, no new Water Supply Bylaw would be made and Council would have no regulatory tools to manage our Water Supply System.

This option would have the effect of:

- Council would not have an ability to enforce breaches of rules that is enabled by having a Bylaw.
- As the Water Services Entities (formed through Three Waters Reforms) have indicated they will utilise Council's bylaw until their own rules are in place, Council would lose the opportunity to influence future management of the water supply system.
- At times, Council may wish to decline connections into the water supply system due to a lack of capacity and may not be able to do this with no Bylaw.

This option was not chosen by Council.

Option 2: Make a bylaw under the Local Government Act 2002

Under this option, a new Bylaw would be made and consulted on with the community.

This option has the effect of:

- Ensuring Council provides safe drinking water and security.
- Protecting our water supply network and water sources from contamination.
- Enables Council to refuse connection in the case of limited network availability, capacity or pressure.
- Supporting the installation of backflow prevention, water meters and restrictors.
- Minimises misuse of water and water leaks.
- Protecting water services infrastructure, including water meters.
- Future proofs guardianship for Council's water services.

Council chose Option 2 because it is the most reasonably practical option for addressing the problems associated with water supply.

SUMMARY OF THE KEY CHANGES WE'RE PROPOSING TO MAKE



Council has proposed minor changes to the version of the Bylaw which was consulted and adopted in 2021. Generally, Council believes this Bylaw is considered fit for purpose.



KEY CHANGE 1

The Proposed Bylaw acknowledges Council's duty regarding Te Ture Whaimana o Te Awa o Waikato (the vision and strategy for the Waikato River).

Clause: 1. Introduction

Explanation: To recognise the special cultural, social, environmental and economic relationship of Waikato-Tainui with the Waikato River as the Waikato River is the main water source for the Waikato District.

KEY CHANGE 2



Updating the Proposed Bylaw to reflect legislative changes, including the Water Service Regulator Act 2020 and Water Services Entity Act 2022 and removing references to Ministry of Health.

Clauses: 5.1(a), 9.5.3(b)(iii), 9.8.2(a), 9.11.1, 11.1

Explanation: In recent years, there have been significant legislative changes in water services driven through central government water reforms. In the past, the Ministry of Health oversaw the regulation of drinking water, and consequently, bylaws were established under the Health Act 1956. However, the role of water regulatory has now shifted from the Ministry of Health to a new entity known as 'Taumata Arowai'.



KEY CHANGE 3

The 2014 (reviewed in 2021) Bylaw required that all water connections in Waikato District shall be metered. Water meters serve the purpose of allowing Council to track how much water each dwelling is using. The Proposed Bylaw makes it explicit that this requirement applies to each individual dwelling, even in cases where there are multiple dwellings (such as ancillary dwellings) within a property title.

Clause: 9.6.1(b)

Explanation: Metering each dwelling assists Council in accurately billing for water usage on pay-per-use basis, aligning with current operational approach.

Water Service Entities, established through the Three Waters Reform, have expressed a future preference for installing a water meter at each individual dwelling, with the likelihood of implementing a user pays model for drinking water throughout New Zealand. This approach is supported by the use of water meters.

Water meters also help Council to detect and address issues such as illegal water takes, water leaks and water loss may be occurring, while also determining maintenance needs. Additionally, Council also has made changes to its District Plan, specifically 'Variation 3 Enabling Housing Supply', which allows up to three houses on one property. The proposed rule ensures Council can meter each dwelling separately.

The cost of installing water meters is accounted for in Council's Fees and Charges as part of the Water Connection Fee. Cost of additional meters throughout the district will be covered by general rates and, therefore, has a reduced impact on owners of additional dwellings. Furthermore, Council currently manages a programme of work covering water meter renewal and replacement under the Long-Term Plan.

KEY CHANGE 4



The toby is a water shut-off valve that typically sit between Council's water main and the customer's private pipe. The Proposed Bylaw is now clear the customer is responsible for the position of the toby, and if any additional water use occurs because of the position of the water valve, this is the responsibility of the customer.

Clause: 9.3.1(d)

Explanation: Ensuring that the customer takes responsibility for the placement of the toby is essential to guarantee compliance with Council's procedures for managing water supply operations. When the toby valve is incorrectly positioned, it can lead to situations where the customer may be billed for water they have not used. Since the toby valve is situated within or near a customer's property, it is proposed it is the customer's responsibility to ensure its correct placement.



KEY CHANGE 5

The Proposed Bylaw includes rules for the flow and pressure of water. These rules have been changed so to define operating standards, instead of just design standards.

Clause: Schedule 2: Table 1 – Compatibility Features

Explanation: Requiring 'operating' standards, as opposed to 'designed' standards will ensure water pressure and flow is correct in practice, rather than solely relying on design specifications.

KEY CHANGE 6



Other minor changes include fixing of errors, minor readability changes, other updating references to Firefighting Water Supplies Code of Practice and updating map links.

Clauses: 8.1.2(i), 9.5.2(e), Schedule 3, throughout Bylaw

Explanation: To ensure readability, update to new standards and mapping which has since changed

ENFORCEMENT

A Water Supply Bylaw is enforced by Council authorised agents or Watercare. Council can also enforce through prosecutions or penalties under the Local Government Act 2002.

A person who is convicted of an offence against this bylaw can be fined up to \$20,000.

FEEDBACK



You can let us know what you think about any of the following proposed changes, or anything else that is covered by the Proposed Water Supply Bylaw.

You can do this by completing the submission form online, or by printing out the submission form and sending it in to us, by the submission due date of 5 November 2023.

SUBMISSIONS

Anyone can make a submission to the review of the Proposed Water Supply Bylaw, and we encourage you to let us know your views.

This feedback will be considered during the decision-making process and will inform the final bylaw.

PRIVACY ACT INFORMATION

The Local Government Act 2022 requires submissions to be made available to the public.

Your details are collected:

- o so that the Council can write and inform you of the decision(s) on your submission(s)
- o to arrange a hearing date and time for you to speak (if you choose to).

Your name will be publicly available. If you would like your name kept confidential you need to inform us when you send in your submission.

You have the right to correct any errors in personal details contained in your submission. If you do not supply your name and address the Council will formally receive your submission but will not be able to inform you of the outcome.

RELEVANT DETERMINATIONS

This Statement of Proposal has been prepared in accordance with the requirements of section 83 of the Local Government Act 2002. As part of the Statement of Proposal, Council is required to report against determinations under Section 155 of the Local Government Act.

In reviewing this Bylaw, the Policy and Regulatory Committee determined that having a Bylaw to manage Council's water service is the appropriate way of addressing the perceived problems.

We consider the proposed Water Supply Bylaw 2023 to be the most appropriate form of Bylaw and have assessed that the proposed Bylaw is not inconsistent with the New Zealand Bill of Rights Act 1990.

These determinations will be reassessed before a final bylaw is made.

WHAT HAPPENS NEXT?

Council will acknowledge each submission received in writing, either by letter or email.

Following the closing of submissions on 5 November 2023, all submissions will be reviewed. Verbal submissions will be heard and all submissions formally considered at a meeting of Council's Policy and Regulatory Committee in November 2023.

This meeting is open to both submitters and members of public to attend.

IMPORTANT DATES TO REMEMBER:

SUBMISSIONS OPEN – Thursday, 5 October 2023

SUBMISSIONS CLOSE – Sunday, 5 November 2023

HEARING OF SUBMISSIONS/DELIBERATIONS – November 2023

ADOPTION OF FINAL BYLAW – 18 December 2023

If you have any further queries or would like further copies of the Proposed Bylaw, please contact us via email at consult@waidc.govt.nz or call us on 0800 492 452.

SUBMISSIONS CAN BE:

ONLINE:

www.waikatodistrict.govt.nz/sayit



POSTED:

Waikato District Council
Private Bag 544
Ngaaruawaahia 3742

DELIVERED:

Waikato District Council
Attn: Corporate Planner



EMAILED:

consult@waidc.govt.nz
Subject heading should read:
"Freedom Camping Bylaw
Submission"

15 Galileo Street, Ngaaruawaahia
3742

Huntly Office
142 Main Street, Huntly 3700

Raglan Office
7 Bow Street, Raglan 3225

Tuakau Office
2 Dominion Rd, Tuakau 2121

Te Kauwhata Office
1 Main Road, Te Kauwhata 3710

For internal use only:ECM project # BYL23/01

ECM no. # _____

Submission # _____

Customer # _____

Property # _____

Proposed Water Supply Bylaw 2023

Submission form (please provide feedback by **5 November 2023**)

Name _____

Organisation (if applicable) _____

Physical address _____

Postal address _____

Postcode _____

Email _____

A hearing will be held in November 2023. Would you like to present your submission to Council at the hearing?

Yes No

Do you support the Proposed Water Supply Bylaw 2023?

Yes No In Part

Please tell us why:

What changes would you like to see to the Proposed Water Supply Bylaw 2023?

Any additional comments? (Please attach any further information if preferred)

Prefer to do it online?

You can complete the submission form online at www.waikatodistrict.govt.nz/sayit

Need more information

For more information, visit our website www.waikatodistrict.govt.nz

Privacy statement

The contents of your submission (not including your address and contact details) will be made public through Council agendas and as a result will be published on our website.

| | |
|---------------------|--|
| To | Policy and Regulatory Committee |
| Report title | Approval to Consult – Speed Management Plan |
| Date: | 3 October 2023 |
| Report Author: | Toby McIntyre, Policy Advisor Janette Underwood, Roading Contractor |
| Authorised by: | Megan May, General Manager Service Delivery |

1. Purpose of the report

Te Take moo te puurongo

To seek approval from the Policy and Regulatory Committee to consult on the proposed Speed Management Plan (Attachment 2).

2. Executive summary

Whakaraapopotanga matua

As per the Land Transport Rule: Setting of Speed Limits 2022, Council is required to create a Speed Management Plan to develop our short-term and long-term changes to speed management. This includes adjusting speed limits and engineering treatments to support the overall road safety goal of reducing deaths and serious injuries within the Waikato District.

The purpose of this interim Speed Management Plan is to provide a structured and methodological process for the review and change of speed limits and/or the implementation of speed management treatments as required to reduce the risk to road users.

3. Staff recommendations Tuutohu-aa-kaimahi

That the Policy and Regulatory Committee:

- a. **adopts the Statement of Proposal (Attachment 1); and**
- b. **approves consultation to commence on the Speed Management Plan (Attachment 2) in accordance with the Land Transport Rule: Setting of Speed Limits 2022 and Section 82 of the Local Government Act 2002 (subject to any changes directed by this committee).**

4. Background Koorero whaimaarama

The Land Transport Rule: Setting of Speed Limits was updated in 2022 (the Rule) and came into effect in May 2022. This removes the requirement for Road Controlling Authorities¹ to set speed limits through bylaws, enabling a whole of network approach that considers safety-related engineering improvements, speed limit changes and safety camera placement together.

Speed limits will now be regularly reviewed, and any proposed speed limit changes and engineering treatments identified, as part of the development of a speed management plan for Waikato District. These plans set out a 10-year vision with a 3-year implementation plan and are to be reviewed in line with the National Land Transport Programme funding timelines.

All speed limit records are now held in the National Speed Limit Register and any change to an existing speed limit must conform to the changes proposed in a speed management plan to enable it to be certified and become operative.

This Speed Management Plan will supersede Council's Speed Limit Bylaw 2011.

5. Discussion and analysis Taataritanga me ngaa tohutohu

The implementation costs of road safety initiatives on public roads, including speed management, are shared between Council and Waka Kotahi NZ Transport Agency (Waka Kotahi), as the agent for the New Zealand Government. The Plan works, in part, to meet our obligations towards Waka Kotahi's Road to Zero vision (where no one is killed or seriously injured in road crashes). The guidelines for receiving funding from Waka Kotahi include meeting requirements for projects identified that support speed management and a reduction in death and serious injuries.

¹ Road Controlling Authority – Council is the road controlling authority for local roads. Waka Kotahi manages the state highway network.

Regional Land Transport Plans feed into the National Land Transport Programme and the projects that Waka Kotahi approve in the Programme on local roads receive funding assistance.

The proposed Plan has had a particular focus on marae, schools, community facilities, roads of concern (based on crash data and customer service requests) and roads/areas identified through the Speed Limits Bylaw review in 2022. To support the Speed Management Plan, a range of initiatives are required to be implemented such as speed limit changes, engineering treatments and enforcement by Police and the installation of speed cameras. These will support either existing speed limits or changes in speed limits if and when required. Any physical works will be undertaken in conjunction with education programmes and enforcement as required.

5.1 Options

Ngaa koowhiringa

The following options have been identified.

Option 1 – the Proposed Speed Management Plan is adopted for consultation.

Council accepts the recommendation in this report and begins consultation on the proposed plan from 23 October to 1 December 2023.

Option 2 – Further work is undertaken on the Plan.

Council does not accept the recommendation to begin consultation and requests staff make amendments to the proposed plan, postponing consultation to a later date.

Staff recommend Option 1 as Council needs to progress the proposed plan to meet regional speed management requirements, in order to meet legislative and financial milestones.

5.2 Financial considerations

Whaiwhakaaro puutea

The implementation costs of road safety initiatives on public roads, including speed management, is shared between Council and Waka Kotahi NZ Transport Agency (Waka Kotahi), as the agent for the New Zealand Government. The guidelines for receiving funding from Waka Kotahi include meeting requirements for projects identified that support speed management and a reduction in death and serious injuries.

Regional Land Transport Plans feed into the National Land Transport Programme and the projects that Waka Kotahi approve in the Programme on local roads receive funding assistance.

The outputs from this Speed Management Plan will be used to develop a forward works programme for the national Road to Zero programme, and funding will be sought for works to support speed management on these roads.

5.3 Legal considerations

Whaiwhakaaro-aa-ture

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

5.4 Strategy and policy considerations

Whaiwhakaaro whakamaaherehere kaupapa here

The report and recommendations are consistent with the Council's policies, plans and prior decisions.

5.5 Maaori and cultural considerations

Whaiwhakaaro Maaori me oona tikanga

Staff have been engaging directly with mana whenua, through contact with marae committees, to gather information about how current speed limits affect use of the marae and ask for suggestions on how it could be improved.

5.6 Climate response and resilience considerations

Whaiwhakaaro-aa-taiao

The decisions sought by, and matters covered in, this report are have climate change implications in accordance with the following sections of Council's [Climate Response and Resilience Policy](#) and [Climate Action Plan](#):

- Climate Response and Resilience Plan
 - Objective 6.2. Mitigation: Community: WDC to use its tools and partner with others to encourage and support the community in reducing Districtwide GHG emissions in line with Zero Carbon Act.
 - Action Category 3: Corporate Emissions Reduction:
 - 1. Develop and implement action plans that reduce greenhouse gas emissions and support resilience within our own councils and for our local communities.
- Climate Response and Resilience Policy
 - 9.3 - Ensure that low emission, climate-resilient development is adopted as a key tenet into development and land-use decisions, in addition to associated end use impacts where practicable, including our district plans, annual plans, long term plans, urban design and development, building control, energy use, transport planning and waste management.
 - 9.10 - Strive for best practice in response to Climate Change - including but not limited to reducing greenhouse gas emissions and, where possible, encourage avoidance of risk rather than remedial measures.

5.7 Risks

Tuuraru

Staff have assessed the recommendations in this report against council's risk assessment tool and have identified that the recommendations are of low to medium risk.

6. Significance and engagement assessment Aromatawai paahekoheko

6.1 Significance Te Hiranga

The decisions and matters of this report are assessed as of moderate significance, in accordance with the Council's [Significance and Engagement Policy](#).

The following criteria are relevant in determining the level of significance for this matter:

- There is a legal requirement to engage with the community.
- The proposal will affect a large portion of the community.
- The community interest may be high.
- The community views have already been gathered during Speed Limit Bylaw reviews.

6.2 Engagement Te Whakatuutakitaki

| Highest level of engagement | Inform | Consult | Involve | Collaborate | Empower |
|-----------------------------|---|-------------------------------------|-------------------------------------|--------------------------|--------------------------|
| | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | <ul style="list-style-type: none"> • Consultation via Shape Waikato; • Public notices in local papers; • An update on the Council Website; • Promotional media release. | | | | |

State below which external stakeholders have been or will be engaged with:

| Planned | In Progress | Complete | |
|-------------------------------------|-------------------------------------|-------------------------------------|---------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Internal |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Community Boards/Community Committees |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Waikato-Tainui/Local iwi and hapuu |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Affected Communities |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Affected Businesses |

7. Next steps

Ahu whakamua

Following consultation, dates for Hearings and Deliberations will be set for early 2024, to allow staff to analyse community submissions and prepare material.

It is acknowledged that speed limits are an emotive topic and that the requirement for dramatic changes to speed limits from a risk management perspective is not fully understood by the community.

To this end Council may look to take a staged approach to lowering speed limits in the district. The majority of changes proposed will result in a maximum of a 20km/hr drop in the speed limit being implemented on a road in a single year. Should a larger decrease in the speed limit be desired, from an engineering perspective, or where there is significant resistance from the community, this will be addressed on a case-by-case basis and may result in the speed limit being reduced in stages. An initial drop in the speed limit with supporting engineering improvements would be implemented however, if the risks continue to be present or the situation changes, then a further reduction would be implemented as part of the next review or within three years, whichever is the earlier.

8. Confirmation of statutory compliance

Te Whakatuuturutanga aa-ture

As required by the Local Government Act 2002, staff confirm the following:

| | |
|---|-----------|
| The report fits with Council's role and Policy and Regulatory Committee's Terms of Reference and Delegations. | Confirmed |
| The report contains sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages (<i>Section 5.1</i>). | Confirmed |
| Staff assessment of the level of significance of the issues in the report after consideration of the Council's Significance and Engagement Policy (<i>Section 6.1</i>). | Moderate |
| The report contains adequate consideration of the views and preferences of affected and interested persons taking account of any proposed or previous community engagement and assessed level of significance (<i>Section 6.2</i>). | Confirmed |
| The report considers impact on Maaori (<i>Section 5.5</i>) | Confirmed |

| | |
|---|-----------|
| The report and recommendations are consistent with Council's plans and policies (<i>Section 5.4</i>). | Confirmed |
|---|-----------|

| | |
|--|-----------|
| The report and recommendations comply with Council's legal duties and responsibilities (<i>Section 5.3</i>). | Confirmed |
|--|-----------|

9. Attachments

Ngaa taapirihanga

Attachment 1 – Statement of Proposal – Speed Management Plan

Attachment 2 – Proposed Speed Management Plan

Attachment 3 – Proposed Speed Management Plan Technical Assessment

Attachment 4 – Printable Submission Form



STATEMENT OF PROPOSAL

SPEED MANAGEMENT PLAN

This Statement of Proposal is made for the purposes of Section 82 of the Local Government Act 2002 and Section 3.5 of the Land Transport Rule: Setting of Speed Limits 2022.

It includes:

- Background to the proposal
- Reasons for the proposal
- 'Have your say' details

BACKGROUND

This Speed Management Plan is being developed by Waikato District Council to support the overall road safety goal of reducing deaths and serious injuries within the Waikato District.

As per the new Land Transport Rule: Setting of Speed Limits 2022, Council is required to create a Speed Management Plan. This helps us develop our short-term and long-term changes to speed management, which includes adjusting speed limits and engineering treatments.

Speed limits will now be regularly reviewed, to identify any proposed speed limit changes and engineering treatments, as part of the development of a speed management plan for Waikato District.

These plans set out a 10-year vision with a 3-year implementation plan and are to be reviewed in line with the National Land Transport Programme funding timelines.

The Speed Management Plan will take the place of our Speed Limit Bylaw 2011.

DEVELOPING A SPEED MANAGEMENT PLAN



As the Road Controlling Authority, Waikato District Council is responsible for speed management on local roads in the district.*

To support the Speed Management Plan, a range of initiatives are required to be implemented such as speed limit changes, engineering treatments and enforcement by Police and the installation of speed cameras.

Speed management is about achieving safe and appropriate vehicle speeds that reflect a road's function, design, safety and use.

People and goods need to move efficiently around our transport network; however, we also need to see a reduction in deaths and serious injuries on the network.

*Waka Kotahi manages the state highway network.



HOW YOU CAN HELP US

We would like you to look at the proposed changes for the areas you live in, and travel through, and tell us what you think about them.

Our proposed Plan has a particular focus on marae, schools, community facilities, roads of concern (based on crash data and customer service requests) and roads/ areas identified through the Speed Limits Bylaw review in 2022.

By ensuring that everyone feels safe to use our roading network we open up opportunities for a more diverse use, and opportunities for improvement in health such as letting children walk, bike or scooter to school.

This allows for easy use of a variety of modes of transport that connect people and communities rather than dividing them

What we'd like to know

The proposed Speed Management Plan has been broken down into wards, then areas within those wards.

What we would like feedback on is how you feel about the proposed speed changes.

Do you feel like the speed limit changes we are suggesting are:

- On the right track?
- Mostly right, with some changes?
- Not right?

You can comment on a specific road, or section of road, or an area.

SUBMISSIONS CAN BE:

ONLINE:

www.waikatodistrict.govt.nz/sayit



POSTED:

Waikato District Council
Private Bag 544
Ngaaruawaahia 3742

DELIVERED:

Waikato District Council
Attn: Policy Advisor
15 Galileo Street, Ngaaruawaahia
3742



EMAILED:

consult@waidc.govt.nz
Subject heading should read:
"Speed Management Plan –
Submission"

Huntly Office
142 Main Street, Huntly 3700

Raglan Office
7 Bow Street, Raglan 3225

Tuakau Office
2 Dominion Rd, Tuakau 2121

Te Kauwhata Office
1 Main Road, Te Kauwhata 3710

WHAT HAPPENS NEXT?

Council will acknowledge each submission received in writing, either by letter or email.

Following the closing of submissions on 23 October 2023, all submissions will be reviewed. Verbal submissions will be heard and all submissions formally considered at a future date (TBC).

This meeting will be open to both submitters and the public to attend.

IMPORTANT DATES TO REMEMBER:

SUBMISSIONS OPEN – 23 October 2023

SUBMISSIONS CLOSE – 20 November 2023

HEARING OF SUBMISSIONS – TBC

If you have any further queries or would like further copies of the proposed policy, please contact Toby McIntyre on 0800 492 452.



Waikato District Council

Speed Management Plan

September 2023



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Appendices

Appendix A – Technical Assessment (see attached)

1. Why a Speed Management Plan?

This Speed Management Plan is being developed by Waikato District Council to support the overall road safety goal of reducing deaths and serious injuries within the Waikato District. To support the Speed Management Plan, a range of initiatives are required to be implemented such as speed limit changes, engineering treatments and enforcement by Police and the installation of speed cameras. These will support either existing speed limits or changes in speed limits if and when required. Any physical works will be undertaken in conjunction with education programmes and enforcement as required.

Road safety goes beyond our obligation to prevent deaths and injuries to improving lives and lifestyles too. By ensuring that everyone feels safe to use our transport network we open up opportunities for a more diverse use of modes and opportunities for improvement in health such as letting children walk, bike or scooter to school. This creation of road networks that allow for easy and multimodal transport use connect people and communities rather than dividing them.

Influencing road user behaviour and improving our driving culture will continue to be critical to making significant gains in road safety. All users of our roads, streets and footpaths have a responsibility to make good choices and follow the rules, while central and local government has a responsibility to support and enforce that behaviour.

1.1 Setting of Speed Limits Rule

The Land Transport Rule: Setting of Speed Limits was updated in 2022 (Rule) and came into effect in May 2022. This removes the requirement for Road Controlling Authorities¹ to set speed limits through bylaws, enabling a whole of network approach that considers safety-related engineering improvements, speed limit changes and safety camera placement together.

Speed limits will now be regularly reviewed, and any proposed speed limit changes and engineering treatments identified, as part of the development of a speed management plan for Waikato District. These plans set out a 10-year vision with a 3-year implementation plan and are to be reviewed in line with the National Land Transport Programme funding timelines.

All speed limit records are now held in the National Speed Limit Register and any change to an existing speed limit must conform to the changes proposed in a speed management plan to enable it to be certified and become operative.

1.2 Funding

The implementation costs of road safety initiatives on public roads, including speed management, is shared between Council and Waka Kotahi NZ Transport Agency (Waka Kotahi), as the agent for the New Zealand Government. The guidelines for receiving funding from Waka Kotahi include meeting requirements for projects identified that support speed management and a reduction in death and serious injuries.

Regional Land Transport Plans feed into the National Land Transport Programme and the projects that Waka Kotahi approve in the Programme on local roads receive funding assistance.

¹ Road Controlling Authority – Council is the road controlling authority for local roads. Waka Kotahi manages the state highway network.

The National Land Transport Programme has a three yearly cycle, with 2024-2027 being the next cycle.

The outputs from this Speed Management Plan will be used to develop a forward works programme for the national Road to Zero programme, and funding will be sought for works to support speed management on these roads.

1.3 Government Policy Statement on Land Transport

The Ministry of Transport releases the Government Policy Statement (GPS) on land transport every three years². The GPS provides direction and guidance to those who are planning, assessing and making funding decisions on land transport over the next 10 years.

The GPS is reviewed every three years and the 2024 review is currently out for consultation. The draft³ review continues to have safety as one of the strategic priorities for investment in Land Transport.



1.4 Road to Zero

The New Zealand Government is committed to tackling unsafe speeds as part of their Road to Zero vision of a New Zealand where no one is killed or seriously injured in road crashes. The risk of a crash occurring and the resulting severity of injury resulting from the crash depends significantly on the speed of vehicles involved.

² <https://www.transport.govt.nz/assets/Uploads/Paper/GPS2021.pdf>

³ <https://www.transport.govt.nz/area-of-interest/strategy-and-direction/government-policy-statement-on-land-transport-2024>

Road to Zero is underpinned by the safe system approach for the which the fundamental principle is that we are all human and as such we will make mistakes however these mistakes should not cost us our lives.



2. What is speed management?

Speed management is about achieving safe and appropriate vehicle speeds on roads that reflect the road's function, design, safety and use. People and goods need to move efficiently around our transport network; however, aligned to the Road to Zero vision, we also need to see a reduction in deaths and serious injuries on the network. Benefits gained from the implementation of appropriate vehicle speeds include enabling more active ways in how we get to where we need to go such as letting children walk, bike or scooter to school.

The creation of a speed management plan is one part of a wider Safe System approach to road safety with the four broad areas of the system being: safe speeds, safe vehicles, safe road use and safe roads and roadsides.

Speed management is more than just setting or adjusting speed limits. It requires input from policy makers, engineers, educators and the police to educate, encourage and influence road users to adopt safe and appropriate speeds.

The Global Road Safety Facility – World Bank released a report in 2020 titled "Road Crash Trauma, Climate Change, Pollution and the Total Costs of Speed: Six graphs that tell the story". This report states that:

"Reduced speeds of travel represent a major, yet under-appreciated, opportunity to improve safety, climate change impacts of travel, health, inclusion, the economy, and in some circumstances, congestion. Speed management can be achieved through a range of interventions including road infrastructure and vehicle technology, as well as enforcement and promotion".

2.1 Crash survivability

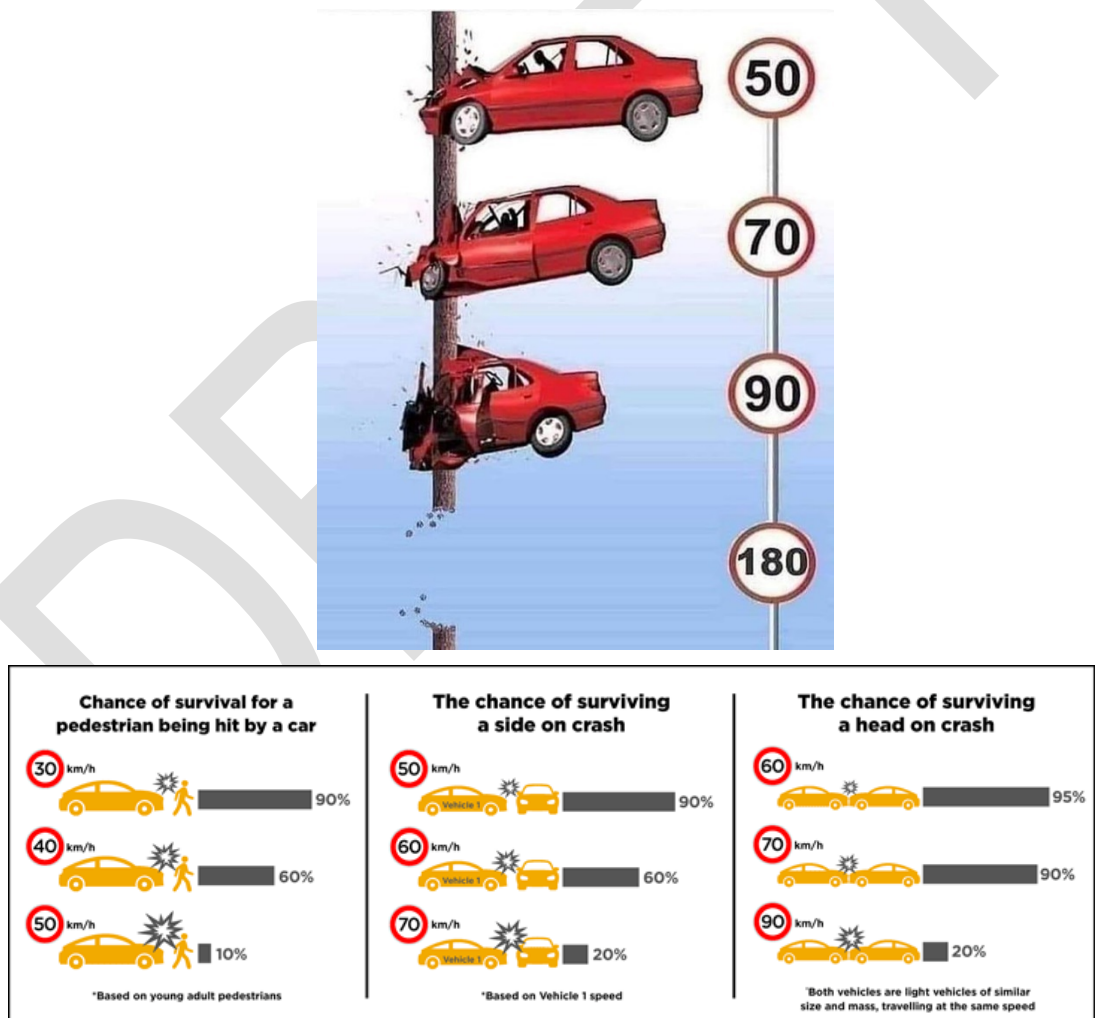
The role and impact of speed in crashes is often underestimated with the most common argument used against any reduction in speed limits being that "vehicle speeds don't cause crashes poor drivers do". This is correct in part.

The speed that a vehicle is traveling at does not cause the crash, however it has a **direct effect** on the severity of the crash and higher vehicle speeds increase the probability of a crash in several ways:

- by reducing the capacity of a driver/vehicle to stop in time;
- by reducing manoeuvrability in evading a problem;
- by making it impossible to negotiate curves and corners at speeds which are too high for the friction available;
- by reducing the driver’s field of vision; and
- by causing others to misjudge gaps.

Therefore, speed plays a significant role in the both the outcome of the crash as well as the potential for a crash to occur. The speed of the vehicle is the difference between a correctable mistake and a fatal error as illustrated in Figure 1.

Figure 1 Crash survivability⁴



The Waka Kotahi crash database (CAS) holds information on all crashes that have been reported to the Police. This data can be broken down into the various local authority regions and separated into local roads and state highways. Contributing factors and crash types are

⁴ Source - Centre for Road Safety – NSW Government

some of the features that are analysed to develop a picture of the crash history within Waikato District. A summary of the crash data for Waikato District local roads only is shown in Table 1.

Table 1 Crashes: 2013 – 2022

| | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 |
|------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Fatal Crash | 3 | 9 | 10 | 12 | 5 | 6 | 8 | 4 | 9 | 10 |
| Serious Crash | 32 | 30 | 26 | 37 | 50 | 42 | 38 | 45 | 36 | 40 |
| Minor Crash | 93 | 80 | 102 | 93 | 105 | 145 | 116 | 128 | 141 | 169 |
| Non-Injury Crash | 185 | 193 | 199 | 236 | 325 | 286 | 251 | 254 | 278 | 216 |
| Total | 313 | 312 | 337 | 378 | 485 | 479 | 413 | 431 | 464 | 435 |

2.2 Crash types

A review of the crash data for the ten-year period 2013 – 2022, shows that there has been 76 fatal and 376 serious crashes on local roads within the Waikato District. The types of the crashes are shown in Table 2.

Table 2 Crash type: 2013 – 2022

| Crash Type | Fatal | Serious | Minor | Non-injury | Total |
|-------------------------------|-----------|------------|-------------|-------------|-------------|
| Bend-Lost control/Head on | 42 | 194 | 603 | 1169 | 2008 |
| Straight-Lost control/Head on | 11 | 61 | 212 | 457 | 741 |
| Rear end/obstruction | 4 | 31 | 111 | 464 | 610 |
| Crossing/Turning | 9 | 54 | 165 | 206 | 434 |
| Overtaking | 5 | 14 | 34 | 90 | 143 |
| Pedestrian vs Vehicle | 4 | 18 | 38 | 4 | 64 |
| Miscellaneous | 1 | 4 | 9 | 33 | 47 |
| Total | 76 | 376 | 1172 | 2423 | 4047 |

A review of the crash data for the Waikato region and nationally on local roads for the same period shows that the top crash factors are the same indicating that the issues in Waikato District are not dissimilar to those elsewhere in the country.

2.3 Pedestrians and Cyclists

Safer speed limits around schools and other high pedestrian generating areas will help to support more liveable and thriving communities by improving safety and accessibility and encouraging more active modes of transport.

Pedestrian crashes can occur anywhere on the roading network, however there are opportunities to improve safety and accessibility, in particular around schools. Current speed limits within town centres and outside many schools do not make walking and cycling an appealing mode of transport and therefore increase the reliance on vehicles. Increased rates of children walking and cycling to school will reduce the level of congestion in the vicinity of schools, lowering the risk of crashes and stress to other road users. It may also have a range of co-benefits, including health and accessibility by helping people to feel safer to walk or bike to school which has benefits for the community as a whole.

Pedestrians and cyclists are particularly vulnerable in crashes involving vehicles. A crash with an impact speed of 50km/hr is 80% more likely to result in death or serious injury than one with an impact speed of 30km/hr.

In the 10-year period of 2013 to 2022 inclusive there have been 121 crashes involving pedestrians or cyclists on local roads within the Waikato district with eight fatal crashes and 42 resulting in serious injuries.

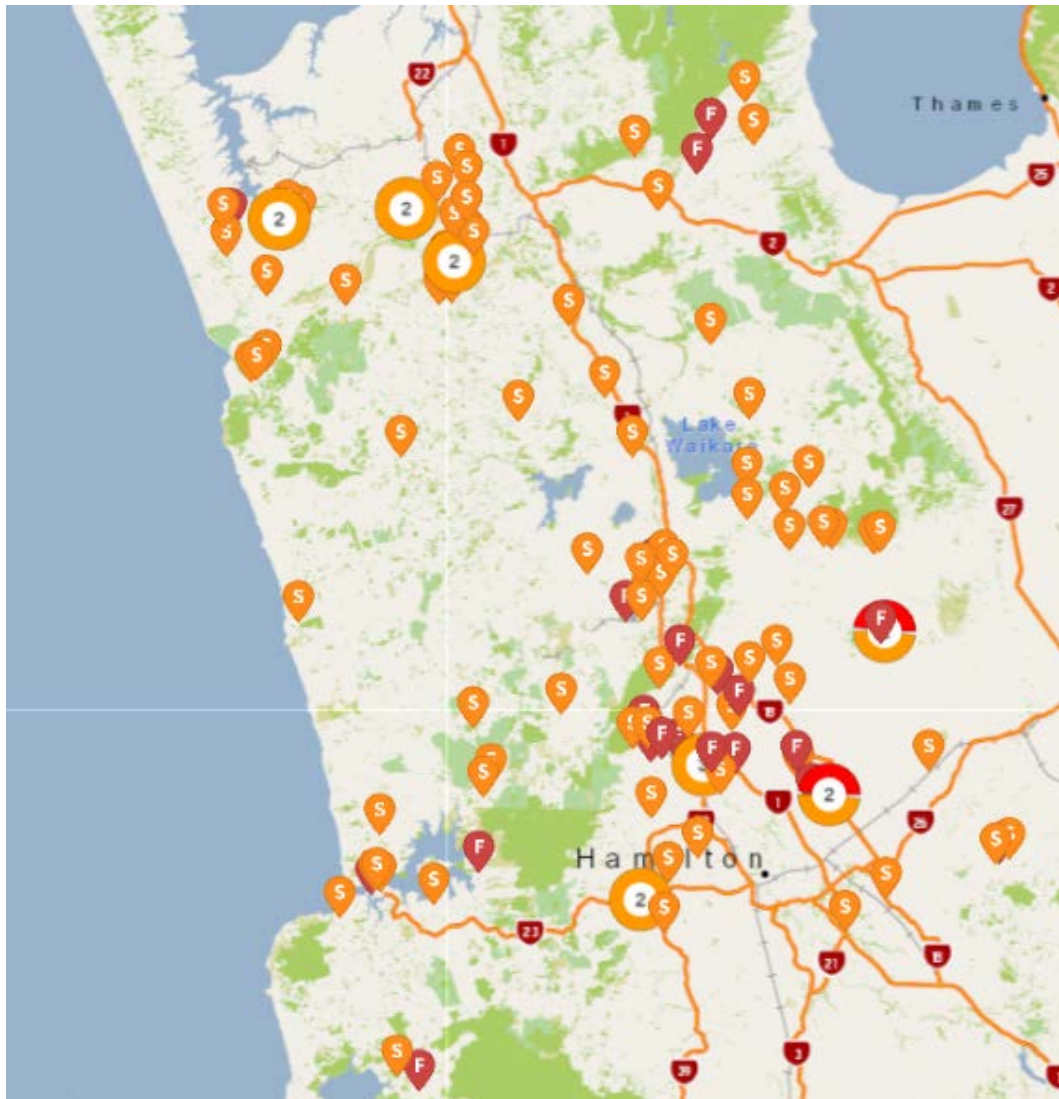
Table 3 Crashes involving vulnerable road users: 2013 – 2022

| Road User Type | Fatal | Serious | Minor | Non-injury | Total |
|--|----------|-----------|-----------|------------|------------|
| Cyclist | 3 | 19 | 14 | 5 | 41 |
| Pedestrian | 5 | 22 | 42 | 4 | 73 |
| Skateboard, in-line skate | 0 | 0 | 1 | 1 | 2 |
| Wheeled pedestrian (wheelchairs, mobility scooters) | 0 | 1 | 4 | 0 | 5 |
| Total | 8 | 42 | 61 | 10 | 121 |

2.4 Travel speed

Travel speed was indicated as being a contributing factor in 27% of all fatal and serious crashes and 25% of all crashes on the Waikato local road network between 2013 and 2022. This indicates that inappropriate speed (not necessarily above the speed limit) plays a significant part in the number of crashes in this district.

Figure 2 Fatal and serious crashes involving inappropriate speed



2.4.1 Travel Time

A New Zealand Transport Agency Research Report (RR568) was produced in 2017 which the result of surveys undertaken to understand time saving as a motivation for New Zealand drivers' speeding⁵. The result of the research showed that:

“Drivers do not have a good understanding of how much time they would save by speeding. Some drivers choose to speed because they want to save time, but generally underestimate time savings from increasing low speeds and overestimate time savings from increasing high speeds.”

Drivers who choose to speed to save time are those whose speeding behaviour falls into the violation category, as opposed to accidental lapses and other speeding behaviour. They make a conscious decision that the benefit of increasing speed (arriving at their destination sooner) outweighs the costs of speeding (financial, safety, possible penalties). If that cost-benefit decision is based on incorrect information, providing correct information may result in a different outcome. For example, the driver's decision to speed may be based on an inflated estimate of the time they may save and an underestimate of the increased safety risk. If the driver instead has correct information about time saving and risk, they may make a different speed choice.

⁵ [Research Report 568 Travel time savings and speed: actual and perceived \(nzta.govt.nz\)](https://www.nzta.govt.nz/research-and-development/research-reports/568-travel-time-savings-and-speed-actual-and-perceived/)

2.1 Climate change

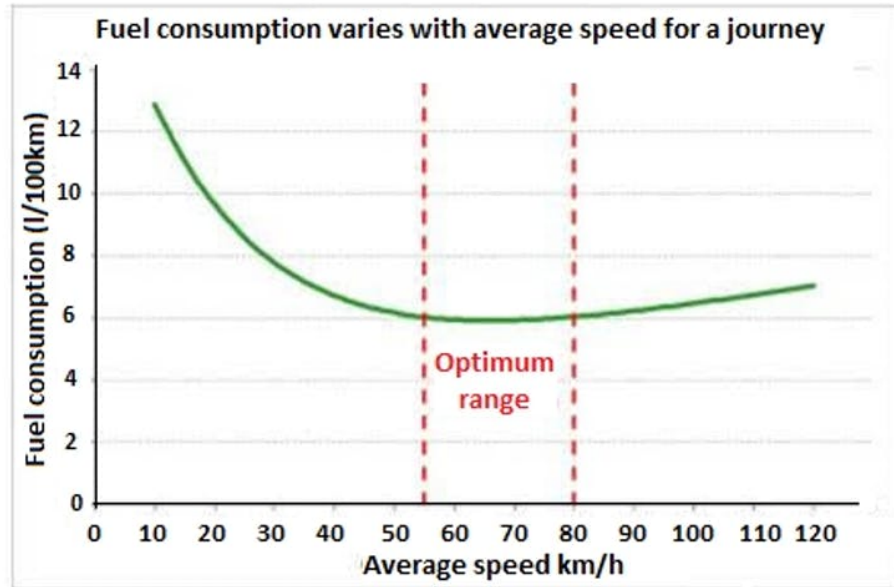
Waikato District Council is committed to addressing climate change impacts locally, now and for the future, by aligning operational decisions and policy positions that address greenhouse gas emissions reductions and risk management through appropriate mitigation and adaptation strategies.

The WDC Climate Action Plan has several action areas that relate to speed management, as listed below:

- Climate Response and Resilience Plan:
 - Objective 6.2: Mitigation: Community: WDC to use its tools and partner with others to encourage and support the community in reducing Districtwide GHG emissions in line with Zero Carbon Act
 - Action Category 3: Corporate Emissions Reduction: 1. Develop and implement action plans that reduce greenhouse gas emissions and support resilience within our own councils and for our local communities.
- WDC Climate Response and Resilience Policy:
 - 9.3 - Ensure that low emission, climate-resilient development is adopted as a key tenet into development and land-use decisions, in addition to associated end use impacts where practicable, including our district plans, annual plans, long term plans, urban design and development, building control, energy use, transport planning and waste management.
 - 9.10 - Strive for best practice in response to Climate Change - including but not limited to reducing greenhouse gas emissions and, where possible, encourage avoidance of risk rather than remedial measures.

Climate change can be impacted by not only the number and types of vehicles being driven on the network, but also the speed at which vehicles are travelling.

Due to the largely rural nature of Waikato District the reliance on personal vehicles will remain high. Every car has an optimal speed range that results in minimum fuel consumption and therefore emissions. The typical correlation between vehicle speed and fuel consumption is shown in Figure 1.

Figure 3 Correlation Between Vehicle Speed and Fuel Consumption⁶

Fuel consumption increases at lower speeds due to the typical start/stop nature of driving in these lower speed environments.

⁶ [Climate explained: does your driving speed make any difference to your car's emissions? \(theconversation.com\)](https://www.theconversation.com/climate-explained/does-your-driving-speed-make-any-difference-to-your-car-s-emissions/)

3. Speed Management Plans

Speed Management Plans are required to be developed by Road Controlling Authorities to develop their short-term and long-term changes to speed management including adjusting speed limits and engineering treatments.

Due to the requirement for funding to support any engineering treatments that need to be implemented, the plans are proposed to have a 10-year horizon. The plans will be reviewed every three years to ensure that they are being delivered as expected, are adapting to any network changes, and align with the long-term planning process for funding.

The intention of the implementation of a speed management plan is not to undertake wholesale changes to speed limits within the district. The purpose of this interim Speed Management Plan is to provide a structured and methodological process for the review and change of speed limits and/or the implementation of speed management treatments as required to reduce the risk to road users. Where the road environment needs to be modified to support the desired speed limit then physical works will need to be undertaken. The nature of these engineering treatments will depend on the road and the speed management goal to be achieved.

3.1 Speed Limits

As a speed management tool, lowering speed limits are not used to stop crashes but to align drivers' expectations with the reality of the road environment and improve survivability of a crash should it occur. Often lowering the speed limit will not significantly affect the travel time of vehicles but may stop a driver pushing the bounds on the speed that they think they can achieve on the road and hopefully reduce the risk of them losing control. This also works to provide better alignment of speeds between visitors (who are more cautious) and locals (who push the limits) by providing all drivers with a more accurate reflection of what speed they should be travelling at.

It is acknowledged that speed limits are an emotive topic and that the requirement for dramatic changes to speed limits from a risk management perspective is not fully understood by the community.

To this end the Council may look to take a staged approach to lowering speed limits in the district. The majority of changes proposed will result in a maximum of a 20km/hr drop in the speed limit being implemented on a road in a single year. Should a larger decrease in the speed limit be desired, from an engineering perspective, or where there is significant resistance from the community, this will be addressed on a case-by-case basis and may result in the speed limit being reduced in stages. An initial drop in the speed limit with supporting engineering improvements would be implemented however, if the risks continue to be present or the situation changes, then a further reduction would be implemented as part of the next review or within three years, whichever is the earlier.

3.2 Schools

By the end of 2027, the speed limits on roads in the vicinity of all schools must be reviewed and a reasonable effort have been made by the road controlling authority to have reduced the speed limits in the vicinity of all schools on local roads based on their category.

There are two categories of schools:

- Category 1 schools require a speed limit on the outside of the school to be 30 km/h.
- Category 2 schools are those where the road controlling authority deems a safe and appropriate speed limit of 60 km/h or less is suitable for the roads outside the school.

For a school to be category 2, it is expected to have the appropriate level of entranceway design and supporting safety infrastructure that removes or manages potential pedestrian crash conflicts to align within Safe System injury tolerances.

The reduced speed limits can be either variable or permanent. Where schools are located on a no exit road or within residential neighbourhoods then permanent speed limits should be installed. For locations that are on through roads with higher speed limits, then a variable speed limit is considered to be the most appropriate form of treatment.

Coordination is required to ensure that schools with frontages to both local roads and state highways are treated the same and all work occurs simultaneously to avoid confusion for drivers.

3.3 Marae

Roads within the vicinity of marae have been reviewed due to the potential for increased traffic movements in these areas. Temporary speed limits associated with events such as tangi are not part of this process.

3.4 Roads of concern

These roads have been identified from a number of sources such as crash data, customer service requests and community discussions. Roads that cross Council boundaries have also been reviewed to ensure alignment with neighbouring speed limits.

In addition the Rule requires that if a road controlling authority has a speed limit of 70 km/h or 90 km/h on a road, it must review the speed limit and either confirm that the speed limit is appropriate or change it.

3.5 Safe Journeys Risk Assessment Tool

Waka Kotahi have developed a Speed Management Guide and the Safer Journeys Risk Assessment Tool (known as MegaMaps) for use by council staff that provides a range of technical information on each road within New Zealand. These metrics are used as a starting point to help assess the safe and appropriate speed (SAAS) for each road / section of road within New Zealand, including Waikato District.

The SAAS for a section of road is derived from the combination of:

- Safe System speed thresholds for crash survivability,
- One Network Framework street categories,
- Infrastructure Risk Rating (road stereotype, horizontal alignment, volume, carriageway width, access density and land use), and
- Presence or planned implementation of safety infrastructure.

The SAAS is based on a speed limit being appropriate for the road function, design, safety and use, and takes both safety and efficiency into account.

The use of these recommended speeds as a speed limit is not compulsory, however they do assist with ensuring that speed limits are consistent across the country.

As a result of changing the speed limit, the following effects can be calculated:

- Estimated death and serious injury savings per annum
- Travel time change per vehicle traversing the section of road
- Vehicle Operating Cost (VOC) change per vehicle traversing the section of road

- The change in CO2 emissions per annum.

The tool estimates the effect of speed limit changes only. Safety savings from engineering improvements are expected to be greater than those achieved from lowering the speed limit alone.

3.6 Road Design

Posted speed limits that are not consistent with the road layout will not be respected by drivers and not complied with. Observations of roads within Waikato with inappropriate speed limits signs show high levels of non-compliance. If the current road design is not consistent with the desired use of the road engineering treatment may be required to achieve compliance with the proposed speed limit.

3.7 Consultation

The development of the Speed Management Plan requires a formal consultation process as part of the communication and engagement with the community to assist with building public understanding and awareness of safe and appropriate speed limits.

Engagement with schools/kura and marae have been on going with Council Staff in regular contact with the effected parties in the develop of the plan and as part of the consultation process. This has helped to ensure that this Speed Management Plan supports the desires of the community, improves road safety outcomes and reduce the impacts of unsafe speed limits on all communities.

4. 2023 Speed Management Review

4.1 Objectives and principles

The objective of this Speed Management Plan is to:

“Create a roading network where residents and visitors can travel safely and efficiently around the district, no matter how they travel”.

The principles underpinning this Speed Management Plan are:

- Speed limits will align with the layout of the road, the adjacent land use and the role of the road.
- Speed limit reductions will be supported by signage, infrastructure, and education.
- Ensure speed limits are appropriate to the movement and place function of the transport network.
- Ensure safe speed limits around schools/kura, marae and other areas of local significance.

4.2 Philosophy

When determining an appropriate speed limit for a road/area within Waikato District the following broad approaches have been used in keeping with Council’s philosophy of undertaking a staged approach where necessary to avoid multiple changes of speed limit within an area.

Rural roads

- Typically 80km/hr. Changes to main roads are driven by activity. Side roads are changed to match main road as appropriate.

Urban Roads

- CBD areas 30km/hr due to high pedestrian and vehicle manoeuvring.
- Through routes 50km/hr to acknowledge the purpose of the road
- Residential streets 40km/hr, increased pedestrian movements and liveable areas

Schools

- 40/60 Variable Speed Limit (VSL) in rural through road locations
- 30/50 VSL in urban through road locations
- 40 Permanent Speed Limit (PSL) in residential environments

4.3 Roads for review

Those roads considered as part of the development of the interim speed management plan for Waikato District have been identified from the following sources:

- Schools
- Marae
- Town Centres; and
- Roads of concern.

Changes to speed limits will be on going as development in the district continues and to achieve alignment with the NZ Governments Road to Zero Action Plan with respect to speed management. The initial plan will provide guidance on when and how speed should be managed on each of the roads identified.

4.4 Engineering treatments

Supporting engineering treatments will be required regardless of where and what changes are made to speed limits in an area. Some treatments will be standard layouts such as the signs and markings used at threshold locations or in the vicinity of schools, while others will be more bespoke designs depending on the location and outcomes sought.

4.5 Treatment lengths and adjacent roads

The Waikato District roading network is interlinked and as a result speed limits and treatments that are applied to one section of a road should be consistent with the adjacent sections of road.

Schedule 1 of the Setting of Speed Limits Rule sets the minimum length of road over which a speed limit must apply. Where roads are directly connected then consideration should be given to applying the same speed limit over both, especially where the adjacent road is a cul-de-sac.

Isolated sections of reduced speed limits are undesirable unless there is significant change in the environment unless there are other factors such as a school in the vicinity to support the change.

Zones of influence

To ensure that the lower speed limits are applied where they will offer the greatest protection to vulnerable road users in the vicinity of high pedestrian usage areas such as schools a 'zone of influence' is proposed to be used. This is to ensure that the length of any speed restriction is reasonable, and the purpose of the restriction is obvious to a driver so that there is a greater level of compliance.

Based on stopping distance calculations, the distances proposed ensures that the signs/restrictions are placed with sufficient distance from the likely area of conflict such that a driver can observe, react and stop prior to hitting the potential hazard.

4.6 Future reviews

Future reviews of the Speed Management Plan are likely to focus on the urban areas (local streets) with a view to lowering speed limits on all local streets to 30km/h - 40km/h.

The rural roading network will continue to be balance between safety and efficiency with speed limits required across local authority and regional boundaries to be consistent to avoid confusion and driver frustration. This will be a longer-term project requiring collaboration across the Waikato region with Waka Kotahi and neighbouring road controlling authorities.

5. Implementation Plan

The review identified a number of recommendations that have been collated to form an implementation plan. The initial plan for implementation will be reviewed every three years in alignment with the Long-Term Plan funding cycle to provide alignment with funding opportunities. The initial ranking has been undertaken based to the legislative requirements for schools to be prioritised in the first instance. The implementation plan will be finalised once the consultation process has been completed and Speed Management Plan is adopted.

5.1 Speed limits around schools

A summary of the proposed speed limits around schools in the Waikato District are shown in Table 3. The National Land Transport Programme (NLTP) dates gives an indicative implementation date which is based on the prioritisation undertaken for all speed limit changes on local roads in the district.

Table 1 Speed Limits Around Schools

| School Name | Category | Current Speed Limit | Proposed Speed Limit | Comments | NLTP |
|---------------------------------------|----------|---------------------|----------------------|---|------|
| Aka Aka School | 2 | 40 VSL | | Remote rural school with no pedestrian access. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| Eden Christian Academy | 1 | 70 | 30 VSL | | |
| Glen Massey School | 1 | 40 VSL | 30 VSL | | |
| Gordonton School | 2 | 40 | | Step change. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| Hamilton Seventh-Day Adventist School | 1 | 50 | 30 | | |
| Harrisville School | 2 | 40 VSL | | Rural school with limited pedestrian activity. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| Horotiu School | 1 | 40 VSL | 30 VSL | | |
| Horsham Downs School | 2 | 40 VSL | | Rural school with limited pedestrian activity. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| Huntly College | 2 | 40 | | Step change. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| Huntly School (Waikato) | 1 | 40 VSL | 30 | | |
| Huntly West School | 2 | 40 | | Step change. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| Kimihia School | 2 | 40 | | Step change. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| Mangatangi School | 2 | 40 | | Rural school with limited pedestrian activity. | |
| Mangatawhiri School | 2 | 40 | | Rural school with limited pedestrian activity. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| Maramarua School | | | | State Highway | |
| Matangi School | 1 | 40 VSL | 30 VSL | | |
| Meremere School | 2 | 40 | | Within a 40km/hr residential area. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| Newstead Model School | | | | State Highway | |
| Ngaruawahia High School | 1 | 40 | 30 | | |

| School Name | Category | Current Speed Limit | Proposed Speed Limit | Comments | NLTP |
|--|----------|---------------------|----------------------|---|------|
| Ngaruawahia School | 1 | 40 VSL | 30 VSL | | |
| Ohinewai School | 2 | 40 VSL | | Rural school with limited pedestrian activity. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| Onewhero Area School | 2 | 40 | | Step change. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| Orini Combined School | 2 | 40 VSL | | Rural school with limited pedestrian activity. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| Otaua School | 2 | 40 | | Step change. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| Pokeno School | 1 | 40 VSL | 30 VSL | | |
| Pukekawa School | 2 | 40 VSL | | Rural school with limited pedestrian activity. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| Pukeoware School | | | | Auckland Transport | |
| Puketaha School | 2 | 40 VSL | | Rural school with limited pedestrian activity. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| Raglan Area School | 1 | 40 | 30 | | |
| Rotokauri School | 2 | 40 VSL | | Rural school with limited pedestrian activity. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| Ruawaro Combined School | 2 | 40 VSL | | Rural school with limited pedestrian activity. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| St Anthony's Catholic School (Huntly) | 2 | 40 | | Step change. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| St Paul's Catholic School (Ngaruawahia) | 1 | 40 VSL | 30 VSL | | |
| Tamahere Model Country School | 1 | 40 VSL | 30 | | |
| Taupiri School | 1 | 40 | 30 | | |
| Tauwhare School | 1 | 40 | 30 VSL | | |
| Te Akau School | 2 | 40 VSL | | Rural school with limited pedestrian activity. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| Te Kauwhata College | 1 | 40 VSL | 30 VSL | | |
| Te Kauwhata Primary School | 1 | 40 | 30 | | |
| Te Kohanga School | 2 | 40 VSL | | Rural school with limited pedestrian activity. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| Te Kowhai School | 1 | 40 | 30 VSL | | |
| Te Kura o Ngaati Hauaa | 2 | 40 VSL | | Rural school with limited pedestrian activity. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| Te Kura o Rangiriri | 2 | 40 | | Step change. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| Te Mata School (Raglan) | 2 | 40 | | Step change. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| Te Paina School | 2 | 40 | | Step change. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| Te Uku School | | | | State Highway | |

| School Name | Category | Current Speed Limit | Proposed Speed Limit | Comments | NLTP |
|-------------------------------------|----------|---------------------|----------------------|---|------|
| Te Wharekura o Rakaumangamanga | 1 | 40 | 30 | | |
| TKKM o Bernard Fergusson | 1 | 40 | 30 | | |
| TKKM o Te Puaha o Waikato | 2 | 40 | | Within a 40km/hr residential area. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| Tuakau College | 2 | 40 VSL | | Request to leave as is in 2022 Speed limit bylaw update | |
| Tuakau School | 2 | 40 VSL | | Request to leave as is in 2022 Speed limit bylaw update | |
| Waerenga School | 2 | 40 VSL | | Rural school with limited pedestrian activity. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| Waikaretu School | 2 | 40 VSL | | Rural school with limited pedestrian activity. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| Waikato Montessori Education Centre | 1 | 60 | 30 VSL | | |
| Waingarō School | 2 | 40 VSL | | Rural school with limited pedestrian activity. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| Waipa School | 1 | 40 | 30 | | |
| Waitetuna School | 2 | 40 VSL | | Rural school with limited pedestrian activity. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| Whatawhata School | 2 | 40 | | Within a 40km/hr residential area. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| Whitikahu School | 2 | 40 VSL | | Rural school with limited pedestrian activity. Speed Limit changed in 2022 Speed Limit Bylaw update | |
| OneSchool Global Hamilton | 2 | | 40 VSL | Rural school with limited pedestrian activity. Speed Limit changed in 2022 Speed Limit Bylaw update | |

5.2 Speed Limit Changes

A summary of each road where a speed limit change has been recommended in the 2023 review process are tabled below. Due to funding limitations the locations have been prioritised for implementation with schools assigned the highest priority. Existing budgets have been used to determine a likely implementation time frame and these priorities will be reviewed each NLTP cycle as funding allocations are renegotiated.

Table 2 Speed Limit Changes - Awaroa-Maramarua General Ward

| Tech Report Section | Road Name | Start RP | Start | End RP | End | Posted Speed Limit | Proposed Speed Limit | Speed Limit Type | Implementation timeframe (NLTP Period) | Safe and Appropriate Speed | Proposed = SAAS (Y/N) | Further Information |
|---------------------|---------------------|----------|--------------------------------|--------|----------------------------------|--------------------|----------------------|------------------|--|----------------------------|-----------------------|---|
| 2.1.1 | Binns Road | 0 | Karioitahi Rd | 473 | End (Gate) | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 2.3.1 | Caie Road | 0 | Jeff Rd | 1489 | End | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 2.6.1 | Clark & Denize Road | 400 | 400m east of Highway 22 | 5279 | Morrison Rd | 100 | 80 | Permanent | | 60 | N | SAAS too low for function of the rad |
| 2.4.1 | Coalfields Rd | 0 | SH 2 | 935 | 170m southwest of Morris Road | 70 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 2.7.1 | Dimmock Road | 0 | SH 2 | 4433 | End (Concrete Driveway) | 100 | 80 | Permanent | | 60 | N | Council philosophy to set all side roads off SH2 the same speed limit |
| 2.7.1 | Dobson Road | 0 | SH 2 | 691 | End (Gate) | 100 | 80 | Permanent | | 60 | N | Council philosophy to set all side roads off SH2 the same speed limit |
| 2.5.1 | Factory Rd | 274 | 275m west of Waiuku-Otaua Road | 581 | Hoods Landing Rd (Powerpole Lhs) | 70 | 60 | Permanent | | 80 | N | SAAS too high for level of development |
| 2.6.1 | Geraghty Road | 0 | Clark & Denize Rd | 1390 | End | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 2.7.1 | Heaven Road | 0 | SH 2 | 823 | End (Gate) | 100 | 80 | Permanent | | 60 | N | Council philosophy to set all side roads off SH2 the same speed limit |
| 2.5.1 | Hoods Landing Rd | 0 | Maioro Rd | 268 | 150m south of Factory Road | 70 | 60 | Permanent | | 80 | N | SAAS too high for level of development |
| 2.7.1 | Irish Road | 0 | SH 2 | 1023 | END | 100 | 80 | Permanent | | 60 | N | Council philosophy to set all side roads off SH2 the same speed limit |
| 2.3.1 | Jeffer Road | 0 | Mangatawhiri Rd | 1174 | Mckenzie Rd | 100 | 80 | Permanent | | 80 | Y | |
| 2.2.1 | Kaiaua Road | 400 | 400m north of Mangatangi Road | 9449 | District Boundary | 100 | 80 | Permanent | | 80 | Y | |
| 2.1.2 | Karioitahi Beach | 0 | Karioitahi Rd | 10460 | River Mouth | 40 | 20 | Permanent | | | | |
| 2.2.2 | Mangatangi Road | 0 | Mangatawhiri Rd | 4091 | 400m southwest of Kaiaua Road | 100 | 80 | Permanent | | 80 | Y | |

| Tech Report Section | Road Name | Start RP | Start | End RP | End | Posted Speed Limit | Proposed Speed Limit | Speed Limit Type | Implementation timeframe (NLTP Period) | Safe and Appropriate Speed | Proposed = SAAS (Y/N) | Further Information |
|---------------------|----------------|----------|---------------------------------|--------|-------------------------------|--------------------|----------------------|------------------|--|----------------------------|-----------------------|---|
| 2.7.1 | Maxwell Road | 0 | SH 2 | 2088 | End (Gate) | 100 | 80 | Permanent | | 60 | N | Council philosophy to set all side roads off SH2 the same speed limit |
| 2.3.1 | Mckenzie Road | 389 | 400m north of Mangatawhiri Road | 1771 | Jeff Rd | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 2.7.1 | McMillian Road | 0 | Irish Rd | 469 | End (Gate) | 100 | 80 | Permanent | | 60 | N | Council philosophy to set all side roads off SH2 the same speed limit |
| 2.7.1 | McPherson Road | 0 | SH 2 | 418 | End (Gate) | 100 | 80 | Permanent | | 60 | N | Council philosophy to set all side roads off SH2 the same speed limit |
| 2.7.1 | McWatt Road | 0 | SH 2 | 1358 | End | 100 | 80 | Permanent | | 80 | Y | |
| 2.2.2 | Montana Road | 0 | Miranda Rd | 760 | End (Gate) | 100 | 80 | Permanent | | 80 | Y | |
| 2.7.1 | Rimu Road | 0 | O'leary Rd | 314 | End (Tree Rhs) | 100 | 80 | Permanent | | 60 | N | Council philosophy to set all side roads off SH2 the same speed limit |
| 2.7.1 | Serpell Road | 0 | SH 2 | 1606 | End (Gate) | 100 | 80 | Permanent | | 60 | N | Council philosophy to set all side roads off SH2 the same speed limit |
| 2.7.1 | Steen Road | 0 | SH 2 (WEST) | 1613 | District Boundary (Seal Join) | 100 | 80 | Permanent | | 60 | N | Council philosophy to set all side roads off SH2 the same speed limit |
| 2.7.1 | Wyatt Road | 0 | SH 2 | 519 | END | 100 | 80 | Permanent | | 60 | N | Council philosophy to set all side roads off SH2 the same speed limit |

Table 4 Speed Limit Changes - Tuakau - Pokeno General Ward

| Tech Report Section | Road Name | Start RP | Start | End RP | End | Posted Speed Limit | Proposed Speed Limit | Speed Limit Type | Implementation timeframe (NLTP Period) | Safe and Appropriate Speed | Proposed = SAAS (Y/N) | Further Information |
|---------------------|------------------------|----------|-------------------------|--------|-----|--------------------|----------------------|------------------|--|----------------------------|-----------------------|--|
| 3.2.2 | Alexandra Redoubt Road | 131 | 140m east of River Road | 1589 | End | 100 | 80 | Permanent | | 80 | Y | |
| 3.2.2 | Brown Road | 0 | Whangarata Rd | 1877 | End | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |

| Tech Report Section | Road Name | Start RP | Start | End RP | End | Posted Speed Limit | Proposed Speed Limit | Speed Limit Type | Implementation timeframe (NLTP Period) | Safe and Appropriate Speed | Proposed = SAAS (Y/N) | Further Information |
|---------------------|---------------------------|----------|-----------------------------------|--------|-----------------------------|--------------------|----------------------|------------------|--|----------------------------|-----------------------|--|
| 3.2.2 | Dominion Road | 935 | 315m east of Armitage Place | 3591 | End | 70 | 60 | Permanent | | 60 | Y | |
| 3.2.2 | Dominion Road | 1115 | 495m east of Armitage Place | 1515 | 895m east of Armitage Place | 70 | 40 VSL | Variable | | 60 | | |
| 3.3.1 | Ewing Road | 0 | Whangarata Rd | 1246 | Potter Rd (Sign) | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 3.2.2 | George Street | 0 | Dominion Rd | 94 | Liverpool St | 50 | 30 | Permanent | | 30 | Y | |
| 3.2.2 | George Street | 340 | Jellicoe Ave | 866 | 30m south of Escotts Road | 50 | 30 | Permanent | | 40 | N | SAAS too high for level of pedestrian activity |
| 3.1.2 | Great South Road - Pokeno | 0 | Sh 1 On/Off Ramp (End Island Rhs) | 210 | 50m south of Selby Street | 40/50 | 50 | Permanent | | 30 | N | SAAS too low for function of the rad |
| 3.1.2 | Great South Road - Pokeno | 210 | 50m south of Selby Street | 680 | 20m south of Pokeno Road | 40 | 30 | Permanent | | 30 | Y | |
| 3.1.2 | Great South Road - Pokeno | 680 | 20m south of Pokeno Road | 1037 | Dean Road | 40 | 50 | Permanent | | 30 | N | SAAS too low for function of the rad |
| 3.3.1 | Hayward Road | 0 | Trig Rd (Sign) | 474 | End (Gate) | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 3.1.2 | Helenslee Road | 0 | Pokeno Road | 835 | Munro Road | 40 and 60 | 50 | Permanent | | 60 | N | SAAS too high for level of development |
| 3.1.2 | Helenslee Road | 0 | Pokeno Road | 240 | 240m north of Pokeno Road | 40 | 30 VSL | Variable | | 60 | Y | |
| 3.1.2 | Huia Road | 0 | Munro Rd | 1139 | End | 100 | 60 | Permanent | | 60 | Y | |
| 3.2.2 | Liverpool Street | 0 | Carr St | 197 | George Street | 40 | 30 | Permanent | | 30 | Y | |
| 3.2.2 | Mccready Rd | 0 | Dominion Rd | 800 | End | 70 | 60 | Permanent | | 60 | Y | |
| 3.1.2 | Munro Road | 0 | Pokeno Rd | 746 | Helenslee Rd | 60 | 50 | Permanent | | 80 | N | SAAS too high for level of development |
| 3.1.3 | Pokeno Road | 3 | Great South Rd | 1295 | 100m west of Munro Road | 40 | 50 | Permanent | | 40 | N | SAAS too low for function of the rad |
| 3.1.3 | Pokeno Road | 366 | 80m South of Helenslee Road | 741 | 375m West of Helenslee Road | 40 | 30 VSL | Variable | | 80 | | |
| 3.1.3 | Pokeno Road | 366 | 80m South of Helenslee Road | 741 | 375m West of Helenslee Road | 40 | 30 VSL | Variable | | 80 | | |
| 3.1.3 | Pokeno Road | 1294 | 100m west of Munro Road | 4510 | Ridge Rd | 100 | 80 | Permanent | | 80 | Y | |
| 3.3.1 | Potter Road | 0 | Ewing Rd | 1573 | End (Gate Left) | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |

| Tech Report Section | Road Name | Start RP | Start | End RP | End | Posted Speed Limit | Proposed Speed Limit | Speed Limit Type | Implementation timeframe (NLTP Period) | Safe and Appropriate Speed | Proposed = SAAS (Y/N) | Further Information |
|---------------------|-----------------|----------|------------------|--------|----------------------------|--------------------|----------------------|------------------|--|----------------------------|-----------------------|--|
| 3.2.2 | Roberts Road | 0 | Brown Rd | 1916 | Alexandra Redoubt Rd (Lhs) | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 3.3.1 | Smeed Road | 0 | Whangarata Rd | 1164 | Trig Rd | 100 | 80 | Permanent | | 80 | Y | |
| 3.3.1 | Trig Rd (North) | 0 | Potter Rd (Sign) | 805 | End (Left) | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 3.3.1 | Trig Road | 0 | Start Of Seal | 1237 | Hayward Rd (Sign) | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 3.3.1 | Whangarata Road | 662 | Brown Rd | 2729 | 580m east of Smeed Road | 100 | 80 | Permanent | | 80 | Y | |

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Table 5 Speed Limit Changes - Western Districts General Ward

| Tech Report Section | Road Name | Start RP | Start | End RP | End | Posted Speed Limit | Proposed Speed Limit | Speed Limit Type | Implementation timeframe (NLTP Period) | Safe and Appropriate Speed | Proposed = SAAS (Y/N) | Further Information |
|---------------------|-----------------------|----------|--|--------|---|--------------------|----------------------|------------------|--|----------------------------|-----------------------|--|
| 4.4 | Daff Road | 0 | Klondyke Rd | 1577 | End (Powerpole Lhs) | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 4.4 | Frost Road | 0 | Tuakau Bridge-Port Waikato Rd | 3418 | End (Loading Ramp) | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 4.3.1 | Henderson Road | 0 | Kohanga Rd | 301 | End | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 4.4 | Hira Access Road | 0 | Klondyke Rd | 1324 | End (Gate) | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 4.4 | Hull Road | 0 | Tuakau Bridge-Port Waikato Rd | 826 | End | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 4.3.1 | Kaipō Flats Road | 0 | Kohanga Rd | 3070 | Onewhero-Tuakau Bridge Rd | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 4.3.1 | Kaipō Flats Road Loop | 0 | Kaipō Flats Rd (West) | 2930 | Kaipō Flats Rd (East/Powerpole Rhs) | 100 | 80 | Permanent | | 80 | Y | |
| 4.4 | Klondyke Road | 0 | Wairamarama-Onewhero Rd | 18526 | Tuakau Bridge-Port Waikato Rd | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 4.3.1 | Kohanga Road | 0 | Tuakau Bridge-Port Waikato Rd | 330 | 330m south of Tuakau Bridge-Port Waikato Road | 100 | 60 | Permanent | | 80 | N | SAAS too high for level of development |
| 4.2.1 | Kohanga Road | 5945 | 750m west of Onewhero-Tuakau Bridge Road | 6545 | 150m west of Onewhero-Tuakau Bridge Road | 100 | 60 | Permanent | | 60 | Y | |
| 4.2.1 | Kohanga Road | 6545 | 150m west of Onewhero-Tuakau Bridge Road | 6695 | Onewhero-Tuakau Bridge Rd | 70 | 50 | Permanent | | 60 | N | Old signs to be confirmed |
| 4.3.1 | Kohanga Store Road | 0 | Tuakau Bridge-Port Waikato Rd | 1145 | End (Gate) | 100 | 60 | Permanent | | 60 | Y | |
| 4.3.1 | Lee Road | 0 | Kohanga Rd (North Fork) | 1141 | End (Gate) | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 4.3.1 | McKinney Road | 0 | Kohanga Rd | 555 | End (Gate) | 100 | 80 | Permanent | | 80 | Y | |
| 4.3.1 | Miller Road | 0 | Kaipō Flats Loop Rd | 1451 | End | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 4.3.1 | Te Kumi Road | 0 | Kohanga Rd | 967 | End (Gate) | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |

| Tech Report Section | Road Name | Start RP | Start | End RP | End | Posted Speed Limit | Proposed Speed Limit | Speed Limit Type | Implementation timeframe (NLTP Period) | Safe and Appropriate Speed | Proposed = SAAS (Y/N) | Further Information |
|---------------------|---------------------------------|----------|-----------------------------------|--------|----------------------------------|--------------------|----------------------|------------------|--|----------------------------|-----------------------|---------------------------|
| 4.4 | Tuakau Bridge-Port Waikato Road | 0 | Highway 22 (Lhs) | 9488 | 300m east of Kohanga Road | 100 | 80 | Permanent | | 80 | Y | |
| 4.4 | Tuakau Bridge-Port Waikato Road | 10052 | 270m West Of Kohanga Road | 23711 | 1200m east of Maunsell Road | 100 | 80 | Permanent | | 80 | Y | |
| 4.1.1 | Waingarō Road | 8861 | 360m East Of Wilton Colliers Road | 9200 | 20m east of Wilton Colliers Road | 40 VSL | 30 VSL | Variable | | | | |
| 4.2.1 | Wairamarama-Onewhero Rd | 0 | Parsons Rd | 150 | 150m south of Parsons Road | 70 | 50 | Permanent | | 60 | N | Old signs to be confirmed |

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Table 6 Speed Limit Changes - Waerenga - Whitiakahu General Ward

| Tech Report Section | Road Name | Start RP | Start | End RP | End | Posted Speed Limit | Proposed Speed Limit | Speed Limit Type | Implementation timeframe (NLTP Period) | Safe and Appropriate Speed | Proposed = SAAS (Y/N) | Further Information |
|---------------------|-------------------------|----------|--------------------------------|--------|---------------------------|--------------------|----------------------|------------------|--|----------------------------|-----------------------|--|
| 5.3.2 | Baird Avenue | 0 | Waerenga Rd | 96 | End (Gate) | 40 | 30 | Permanent | | 30 | Y | |
| 5.3.4 | Belcher Road | 0 | Waerenga Rd | 1411 | End (Culvert Lhs) | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 5.5.1 | Black Road | 0 | Wattle Rd | 655 | End | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 5.4.1 | Carter Rd | 0 | Taniwha Rd | 939 | End | 70 | 60 | Permanent | | 80 | N | Council philosophy to match adjacent roads |
| 5.5.1 | Foster Road | 0 | Whangamarino Rd | 1212 | Springhill Rd | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 5.1.1 | Hampton Downs Loop Road | 0 | Hampton Downs Rd (East) | 828 | Hampton Downs Rd (West) | 100 | 60 | Permanent | | 60 | Y | |
| 5.3.3 | Hawke Road | 0 | Swan Rd | 872 | End (Gate) | 100 | 60 | Permanent | | 60 | Y | |
| 5.3.4 | Kiwi Road | 0 | Waerenga Rd | 118 | End | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 5.3.2 | Main Road | 0 | Mahi Rd | 30 | Saleyard Rd | 50 | 30 | Permanent | | 40 | N | SAAS too high for level of pedestrian activity |
| 5.3.2 | Main Road | 294 | Baird Ave | 363 | Wira St | 40 | 30 | Permanent | | 30 | Y | |
| 5.2.1 | Mangatea Road | 0 | Tahuna Rd | 300 | 300m north of Tahuna Road | 100 | 60 | Permanent | | 60 | Y | |
| 5.5.1 | Paddy Road | 0 | Summertime Lane | 2359 | End | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 5.3.2 | Saleyard Road | 0 | Main Rd (Te Kauwhata) | 108 | End | 40 | 30 | Permanent | | 30 | Y | |
| 5.5.1 | Springhill Road | 0 | Whangamarino Rd | 6932 | SH 1 (Southbound) | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 5.3.3 | Swan Road | 600 | 600m north of Waerenga Road | 2062 | End | 100 | 60 | Permanent | | 60 | Y | |
| 5.2.1 | Tahuna Road | 16980 | 300m west of Te Hoe Road | 17580 | 300m east of Te Hoe Road | 100 | 60 | Permanent | | 80 | N | Rural intersection safety treatment |
| 5.3.2 | Tavern Park Lane | 0 | Baird Ave | 170 | Saleyard Rd | 40 | 30 | Permanent | | 30 | Y | |
| 5.2.1 | Te Hoe Road | 5655 | 300m south of Tahuna Road | 5955 | Tahuna Road | 100 | 60 | Permanent | | 80 | N | Rural intersection safety treatment |
| 5.3.2 | Te Kauwhata Road | 868 | 150m southwest of Travers Road | 1350 | 50m west of Eccles Avenue | 60 | 50 | Permanent | | 40 | N | SAAS too low for function of the rad |

| Tech Report Section | Road Name | Start RP | Start | End RP | End | Posted Speed Limit | Proposed Speed Limit | Speed Limit Type | Implementation timeframe (NLTP Period) | Safe and Appropriate Speed | Proposed = SAAS (Y/N) | Further Information |
|---------------------|-------------------|----------|---------------------------|--------|---------------------------|--------------------|----------------------|------------------|--|----------------------------|-----------------------|--|
| 5.3.2 | Te Kauwhata Road | 1350 | 50m west of Eccles Avenue | 1747 | Mahi Rd | 40 | 30 | Permanent | | 40 | N | SAAS too high for level of pedestrian activity |
| 5.3.4 | Waerenga Road | 0 | Wira Road | 888 | 280m west of Swan Road | 40 and 50 | 50 | Permanent | | 40 | N | SAAS too low for function of the rad |
| 5.3.4 | Waerenga Road | 1388 | 220m east of Swan Road | 5080 | 200m east of Belcher Road | 100 | 80 | Permanent | | 80 | Y | |
| 5.3.4 | Waerenga Road | 377 | 35m west of Rata Street | 833 | 45m west of Roto Street | 40 VSL | 30 VSL | Variable | | 40 | | |
| 5.5.1 | Wattle Road | 0 | Whangamarino Rd | 3106 | End (Gate) | 100 | 80 | Permanent | | 80 | Y | |
| 5.5.1 | Whangamarino Road | 0 | Paddy Road | 5320 | 80m south of FOSTER RD | 100 | 80 | Permanent | | 80 | Y | |
| 5.3.4 | Wira Street | 0 | Mahi Rd (Lhs) | 236 | Waerenga Rd | 40 | 30 | Permanent | | 30 | Y | |

Table 7 Speed Limit Changes - Huntly General Ward

| Tech Report Section | Road Name | Start RP | Start | End RP | End | Posted Speed Limit | Proposed Speed Limit | Speed Limit Type | Implementation timeframe (NLTP Period) | Safe and Appropriate Speed | Proposed = SAAS (Y/N) | Further Information |
|---------------------|---------------------------|----------|-----------------------------------|--------|-----------------------------------|--------------------|----------------------|------------------|--|----------------------------|-----------------------|--|
| 6.3.2 | Berrymans Access Road | 0 | Hetherington Rd | 601 | End | 100 | 60 | Permanent | | 60 | Y | |
| 6.3.2 | Bone Road | 0 | Hetherington Rd | 467 | End | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 6.3.1 | Davis Place | 0 | Mcdiarmid Cres | 140 | Cul-De-Sac | 50 | 30 | Permanent | | 30 | Y | |
| 6.1.2 | East Mine Rd | 0 | SH 1 (LHS) | 160 | 160m east of SH1 | 70 | 60 | Permanent | | 80 | N | Council philosophy to match adjacent roads |
| 6.1.2 | Great South Road - Huntly | 10.157 | State Highway 1 | 11.155 | existing 100/70 threshold | 100 | 80 | Permanent | | 80 | Y | |
| 6.1.2 | Great South Road - Huntly | 11.155 | existing 100/70 threshold | 12.885 | 425m north of Fletcher Street | 70 | 60 | Permanent | | 80 | N | SAAS too high for level of development |
| 6.1.2 | Great South Road - Huntly | 12.885 | 425m north of Fletcher Street | 1750 | south of Spiers Road | 70 | 50 | Permanent | | 40 | N | SAAS too low for function of the rad |
| 6.1.2 | Great South Road - Huntly | 1750 | south of Spiers Road | 3350 | south of the Great South Road LLA | 70 | 60 | Permanent | | 40 | N | SAAS too low for function of the rad |
| 6.3.1 | Hall Street | 0 | Mcdiarmid Cres | 112 | Cul-De-Sac | 50 | 30 | Permanent | | 30 | Y | |
| 6.3.2 | Harris Street | 1800 | 230m south of Te Ohaki Rd | 2031 | Te Ohaki Rd (lighthouse Lhs) | 50 | 60 | Permanent | | 40 | N | SAAS too low for function of the rad |
| 6.3.2 | Hetherington Road | 0 | Te Ohaki Rd (Lightpole Lhs) | 160 | 160m west of Te Ohaki Road | 70 | 60 | Permanent | | 60 | Y | |
| 6.3.2 | Hetherington Road | 160 | 160m west of Te Ohaki Road | 1466 | 50m east of Berrymans Access Road | 100 | 80 | Permanent | | 60 | N | SAAS too low for function of the rad |
| 6.3.2 | Hetherington Road | 1466 | 50m east of Berrymans Access Road | 2139 | 100m west of Okowhao Road | 70 | 60 | Permanent | | 60 | Y | |
| 6.2.2 | James Road | 0 | Kimihia Rd | 690 | End | 80 | 50 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 6.2.2 | Kimihia Road | 1747 | 410m west of James Road | 2347 | Tawa Rd (Powerpole Lhs) | 80 | 50 | Permanent | | 30 | N | Council philosophy to match adjacent roads |
| 6.3.1 | McDiarmid Crescent | 0 | Fairfield Ave (South) | 499 | Fairfield Ave (North) | 40 | 30 | Permanent | | 30 | Y | |
| 6.3.2 | Okowhao Road | 0 | Hetherington Rd | 1453 | End (Gate) | 100 | 60 | Permanent | | 60 | Y | |
| 6.2.1 | Onslow Street | 124 | 20m east of William Street | 388 | Taihua Rd | 50/40 VSL | 30 | Permanent | | 30 | Y | |

| Tech Report Section | Road Name | Start RP | Start | End RP | End | Posted Speed Limit | Proposed Speed Limit | Speed Limit Type | Implementation timeframe (NLTP Period) | Safe and Appropriate Speed | Proposed = SAAS (Y/N) | Further Information |
|---------------------|-----------------------------|----------|------------------------------|--------|------------------------------------|--------------------|----------------------|------------------|--|----------------------------|-----------------------|--|
| 6.2.1 | Park Avenue | 0 | Hakanoa St | 332 | Taihua St | 50 | 30 | Permanent | | 30 | Y | |
| 6.3.1 | Penman Place | 0 | Mcdiarmid Cres | 52 | End | 50 | 30 | Permanent | | 30 | Y | |
| 6.3.2 | Rakaumangamang Road | 0 | Te Ohaki Rd | 243 | End | 100 | 80 | Permanent | | 30 | N | Council philosophy to match adjacent roads |
| 6.2.2 | Rayner Road | 1393 | Croft Tce | 1978 | End | 100 | 50 | Permanent | | 30 | N | Council philosophy to match adjacent roads |
| 6.1.2 | Sutherlands Lane | 0 | SH 1 | 421 | Ralph Rd | 100 | 80 | Permanent | | 80 | Y | |
| 6.2.1 | Taihua Road (Huntly Domain) | 9 | Wight | 693 | Onslow St | 40 | 30 | Permanent | | 30 | Y | |
| 6.2.2 | Tawa Road | 0 | Kimihia Rd (Powerpole Lhs) | 466 | End (Culvert) | 80 | 50 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 6.3.2 | Te Ohaki Road | 0 | Hetherington Rd | 1050 | 1050m north of Harris Street | 100 | 60 | Permanent | | 60 | Y | |
| 6.3.2 | Te Ohaki Road | 1050 | 1050m north of Harris Street | 1448 | 320m north of Rakaumangamanga Road | 100 | 80 | Permanent | | 60 | N | SAAS too low for function of the rad |
| 6.2.2 | Wight Street | 0 | Park Ave (Rhs) | 346 | Taihua St | 50 | 30 | Permanent | | 30 | Y | |

Table 8 Speed Limit Changes - Newcastle - Ngaruawahia General Ward

| Tech Report Section | Road Name | Start RP | Start | End RP | End | Posted Speed Limit | Proposed Speed Limit | Speed Limit Type | Implementation timeframe (NLTP Period) | Safe and Appropriate Speed | Proposed = SAAS (Y/N) | Further Information |
|---------------------|--------------------------------|----------|-------------------------------|--------|--------------------------------|--------------------|----------------------|------------------|--|----------------------------|-----------------------|--|
| 7.4.2 | Belt Street | 0 | Great South Rd | 162 | 20m west of Waikato Esplanade | 40 VSL | 30 VSL | Variable | | | | |
| 7.5.1 | Brymer Road | | | | | 80 | TBC | Permanent | | | | |
| 7.4.2 | Clark Road | 0 | Waingaro Rd | 1436 | End | 80 | 60 | Permanent | | 60 | Y | |
| 7.4.2 | Duke Street | 390 | 30m North Of Herangi Cres | 775 | 100m south of STARR RD | 40 | 30 | Permanent | | 30 | Y | |
| 7.4.2 | Duke Street | 878 | Starr Rd | 1396 | Kelm Rd | 100 | 60 | Permanent | | 80 | N | Council philosophy to match adjacent roads |
| 7.5.1 | Exelby Road | | | | | | TBC | Permanent | | | | |
| 7.1.1 | Fox Road | 0 | Great South Rd | 762 | Cul-De-Sac | 100 | 80 | Permanent | | 80 | Y | |
| 7.4.2 | Galileo Street | 550 | Martin Street | 697 | Jesmond St Rab | 50 | 30 | Permanent | | 30 | Y | |
| 7.4.2 | Galileo Street | 0 | Great South Rd | 300 | School Zone | 40 VSL | 30 VSL | Variable | | | | |
| 7.6.2 | Gleeson Place | 0 | Greenlane Rd | 80 | End | 40 | 30 | Permanent | | 30 | Y | |
| 7.4.2 | Great South Road | 6910 | Market Road | 7460 | 80m south of Martin Street | 50 | 30 | Permanent | | 30 | Y | |
| 7.1.1 | Great South Road - Hopuhopu | 1791 | 320m south of Kainui Road | 2986 | Fox Road | 100 | 80 | Permanent | | 80 | Y | |
| 7.4.2 | Great South Road - Ngaruawahia | 7764 | 190m north of Gaileo Street | 8215 | 20m south of Belt Street | 40 VSL | 30 VSL | Variable | | | | |
| 7.6.2 | Greenlane Road | 0 | Te Putu St | 401 | Cul-De-Sac | 40 | 30 | Permanent | | 30 | Y | |
| 7.4.3 | Hakarimata Road | 669 | 530m north of Brownlee Avenue | 9924 | Riverview Rd (1st Bridge Abut) | 100 | 80 | Permanent | | 80 | Y | |
| 7.4.2 | Havelock Road | 56 | 60m east of Struve Street | 415 | 60m west of Whatawhata Avenue | 40 | 30 | Permanent | | 30 | Y | |
| 7.2.2 | Horotiu Bridge Road | 537 | 50m north of Washer Road | 1116 | Great South Rd (Lhs) | 60 | 50 | Permanent | | 40 | N | SAAS too low for function of the rad |
| 7.2.2 | Horotiu Bridge Road | 687 | 100m south of Washer Road | 1006 | 110m east of Great South Road | 40 VSL | 30 VSL | Permanent | | 40 | Y | |
| 7.7.2 | Horotiu Road | 5917 | 35m north of Te Kowhai Road | 6323 | 20m south of Bedford Road | 40 | 50 | Permanent | | 40 | N | SAAS too low for function of the rad |
| 7.7.2 | Horotiu Road | 5917 | 35m north of Te Kowhai Road | 6280 | 20m north of Bedford Road | 40 | 30 VSL | Permanent | | | | |
| 7.3.1 | Horsham Downs Road | 0 | Kay Rd | 1129 | 130m south of Henderson Road | 80 | 60 | Permanent | | 60 | Y | |

| Tech Report Section | Road Name | Start RP | Start | End RP | End | Posted Speed Limit | Proposed Speed Limit | Speed Limit Type | Implementation timeframe (NLTP Period) | Safe and Appropriate Speed | Proposed = SAAS (Y/N) | Further Information |
|---------------------|-------------------|----------|--------------------------------|--------|-----------------------------------|--------------------|----------------------|------------------|--|----------------------------|-----------------------|--|
| 7.4.2 | Kai Toa Street | 0 | Havelock Rd | 343 | End | 40 | 30 | Permanent | | 30 | Y | |
| 7.6.2 | Kainui Road | 6990 | 250m east of Great South Road | 7237 | Great South Rd | 100 | 60 | Permanent | | 60 | Y | |
| 7.4.2 | Kauri Ridge Drive | 0 | Clark Rd | 282 | Cul-De-Sac | 80 | 60 | Permanent | | 60 | Y | |
| 7.4.2 | Kelm Road | 0 | Great South Rd | 1881 | End (Gate) | 100 | 60 | Permanent | | 80 | N | Council philosophy to match adjacent roads |
| 7.4.2 | Kent Street | 281 | 280m northeast of River Road | 708 | 125m south of Starr Rd | 40 | 30 | Permanent | | 30 | Y | |
| 7.2.2 | Kernott Road | 0 | Horotiu Bridge Rd | 295 | End | 60 | 40 | Permanent | | 30 | N | Council philosophy to match adjacent roads |
| 7.4.2 | Martin Street | 0 | Great South Rd | 153 | Galileo St | 50 | 30 | Permanent | | 30 | Y | |
| 7.4.2 | Newcastle Street | 0 | Great South Rd | 134 | Jesmond St Rab | 50 | 30 | Permanent | | 30 | Y | |
| 7.2.3 | Park Road | 0 | Great South Rd | 470 | 470 southwest of Great South Road | 70 | 60 | Permanent | | 30 | N | SAAS too low for function of the rad |
| 7.6.2 | Railway Road | 0 | Greenlane Rd | 85 | End | 40 | 30 | Permanent | | 30 | Y | |
| 7.3.1 | Resolution Drive | 0 | Horsham Downs Rd | 460 | State Highway 1 | 100 | 60 | Permanent | | N/A | | |
| 7.3.1 | Resolution Drive | N/A | | | | 100 | 80 | Permanent | | N/A | | |
| 7.4.4 | River Road | 9530 | 85m southeast of Kent Street | 9847 | Regent Street | 50 | 30 VSL | Variable | | | | |
| 7.5.1 | Rotokauri Road | 1272 | 145m southwest of Bunyard Road | 1860 | 70m west of Pheasant Close | 70 | 60 | Permanent | | 60 | Y | |
| 7.4.2 | Speedy Rd | 0 | River Rd | 600 | 600m north of River Road | 70 | 60 | Permanent | | 60 | Y | |
| 7.4.2 | Starr Road | 0 | Great South Rd | 1391 | End | 50 | 60 | Permanent | | 60 | Y | |
| 7.6.2 | State Highway 1H | | | | | 70 | 60 | Permanent | | 60 | Y | |
| 7.2.2 | Washer Road | 0 | Great South Rd | 678 | Horotiu Bridge Rd | 60 | 40 | Permanent | | 30 | N | Council philosophy to match adjacent roads |
| 7.5.1 | Wynvale Lane | 0 | Rotokauri Rd | 382 | END | 70 | 40 | Permanent | | 40 | Y | |

Table 9 Speed Limit Changes - Tamahere - Woodlands General Ward

| Tech Report Section | Road Name | Start RP | Start | End RP | End | Posted Speed Limit | Proposed Speed Limit | Speed Limit Type | Implementation timeframe (NLTP Period) | Safe and Appropriate Speed | Proposed = SAAS (Y/N) | Further Information |
|---------------------|--------------------------|----------|----------------------------|--------|--------------------------------|--------------------|----------------------|------------------|--|----------------------------|-----------------------|--|
| 8.4.1 | Annebrook Road | 333 | Cedar Park Rd | 878 | End | 50 | 30 | Permanent | | 60 | N | SAAS too high for level of pedestrian activity |
| 8.1.1 | Appleton Lane | 0 | Eureka Rd | 425 | Appleton Lane Hammerhead | 70 | 60 | Permanent | | 60 | Y | |
| 8.1.1 | Appleton Lane Hammerhead | 0 | Start West/Gate) | 35 | Appleton Lane | 70 | 60 | Permanent | | 80 | N | Council philosophy to match adjacent roads |
| 8.5.2 | Blue Heron Place | 0 | Te Awa Rd | 108 | End | 100 | 50 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 8.5.1 | Brinkworth Road | 0 | Bruntwood Rd | 1334 | Lee Martin Rd | 100 | 80 | Permanent | | 80 | Y | |
| 8.3.1 | Broadmeadows Road | 0 | Hautapu Rd | 637 | End | 100 | 80 | Permanent | | 80 | Y | |
| 8.5.1 | Camdon Place | 0 | Koppens Rd | 184 | Cul-De-Sac | 50 | 30 | Permanent | | 50 | N | Council philosophy to match adjacent roads |
| 8.4.4 | Catra Place | 0 | Tauwhare Rd | 459 | Cul-De-Sac | 100 | 80 | Permanent | | 80 | Y | |
| 8.4.4 | Clover Close | | | | | TBC | | Permanent | | | | |
| 8.5.1 | Devine Road | 0 | SH 1 Onramp | 620 | 220m West Of Koppens Rd | 50 | 30 | Permanent | | 50 | N | SAAS too high for level of development |
| 8.3.1 | Discombe Road | 0 | Pickering Rd | 2522 | End | 100 | 80 | Permanent | | 80 | Y | |
| 8.5.2 | Duncan Road | 0 | Hooker Rd | 2029 | End | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 8.1.1 | Eureka Rd | 0 | SH 26 | 550 | 550m northwest of SH26 | 70 | 60 | Permanent | | 60 | Y | |
| 8.1.1 | Eureka Rd | 0 | SH 26 | 320 | 320m north of State Highway 26 | 70 | 40 VSL | Variable | | | | |
| 8.3.1 | Fernando Drive | 0 | Pickering Rd | 693 | End | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 8.2.1 | Gordonton Road | 0 | Borman Rd | 4800 | 600m Sth Of Taylor Rd | 100 | 80 | Permanent | | 80 | Y | |
| 8.2.1 | Gordonton Road | | 125m west of College Drive | | 190m east of Piako Road | 70 | 60 | Permanent | | 80 | N | SAAS too low for function of the rad |
| 8.2.1 | Gordonton Road | | 190m east of Piako Road | | 160m north of Taylor Road | 100 | 80 | Permanent | | 80 | Y | |
| 8.2.1 | Gordonton Road | | 160m north of Taylor Road | | Taylor Road | 100 | 60 | Permanent | | 80 | N | SAAS too low for function of the rad |

| Tech Report Section | Road Name | Start RP | Start | End RP | End | Posted Speed Limit | Proposed Speed Limit | Speed Limit Type | Implementation timeframe (NLTP Period) | Safe and Appropriate Speed | Proposed = SAAS (Y/N) | Further Information |
|---------------------|------------------|----------|-------------------------------|--------|--------------------------------|--------------------|----------------------|------------------|--|----------------------------|-----------------------|--|
| 8.2.1 | Gordonton Road | 4800 | 600m Sth Of Taylor Rd | 5424 | Taylor Road | 80 | 60 | Permanent | | 80 | N | SAAS too low for function of the rad |
| 8.2.1 | Graham Road | 0 | Gordonton Rd | 838 | End (Gate) | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 8.3.1 | Hautapu Road | 0 | District Boundary (Hana Lane) | 150 | 150m west of Broadmeadows Road | 100 | 60 VSL | Variable | | | | |
| 8.3.1 | Hautapu Road | 0 | District Boundary (Hana Lane) | 2949 | End | 100 | 80 | Permanent | | 80 | Y | |
| 8.4.1 | Hillbrook Way | 0 | Annebrook Rd | 193 | End | 50 | 30 | Permanent | | 50 | N | Council philosophy to match adjacent roads |
| 8.6.1 | Hiwi Road | 0 | Victoria Rd | 3621 | Scotsman Valley Rd | 100 | 80 | Permanent | | 80 | Y | |
| 8.5.2 | Hooker Road | 0 | SH 1 | 3332 | Pencarrow Rd | 100 | 80 | Permanent | | 80 | Y | |
| 8.1.2 | Hunter Road | 0 | SH 26 | 2244 | Tauwhare Rd | 100 | 60 | Permanent | | 60 | Y | |
| 8.5.1 | Koppens Road | 0 | Devine Rd | 508 | Cul-De-Sac (Camdon Pl) | 50 | 30 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 8.5.1 | Lees Martin Road | 0 | Tauwhare Rd | 3946 | Bruntwood Rd | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 8.4.4 | Margot Lane | | | | | TBC | | Permanent | | | | |
| 8.4.2 | Matangi Road | 5696 | 300m west of Tauwhare Road | 5893 | 100m west of TAUWHARE RD | 40 VSL | 30 VSL | Variable | | | | |
| 8.4.4 | Meadowpark Way | | | | | TBC | | Permanent | | | | |
| 8.5.1 | Newell Road | 0 | SH 1 | 3391 | 100m south of Aspenleigh Drive | 60 | 50 | Permanent | | 60 | N | SAAS too high for level of development |
| 8.5.1 | Newell Road | 2560 | 35m south of Davidson Lane | 2790 | 265m south of Davidson Lane | 60 | 30 VSL | Variable | | | | |
| 8.4.3 | Oak View Place | 0 | Platt Rd | 129 | End | 80 | 60 | Permanent | | 80 | N | Council philosophy to match adjacent roads |
| 8.5.2 | Pencarrow Road | 0 | Tamahere Dr (End K&C Lhs) | 4948 | 140m south of Day Road | 100 | 80 | Permanent | | 80 | Y | |
| 8.2.1 | Piako Rd | 0 | SH 1B | 214 | 215m north of SH1B | 70 | 60 | Permanent | | 80 | N | SAAS too low for function of the rad |
| 8.3.1 | Pickering Road | 0 | Tamahere Dr | 4116 | District Boundary | 100 | 80 | Permanent | | 80 | Y | |
| 8.5.1 | Platinum Place | 0 | Koppens Rd | 220 | End | 50 | 30 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 8.4.3 | Platt Road | 0 | SH 26 | 600 | 410m south of Oakview Place | 80 | 60 | Permanent | | 80 | N | SAAS too high for topography |

| Tech Report Section | Road Name | Start RP | Start | End RP | End | Posted Speed Limit | Proposed Speed Limit | Speed Limit Type | Implementation timeframe (NLTP Period) | Safe and Appropriate Speed | Proposed = SAAS (Y/N) | Further Information |
|---------------------|------------------------|----------|----------------------------------|--------|--------------------------------|--------------------|----------------------|------------------|--|----------------------------|-----------------------|--|
| 8.2.1 | Puke Road | 0 | SH 1B | 840 | End (Gate) | 100 | 80 | Permanent | | 80 | Y | |
| 8.6.1 | Ranstead Road | 0 | Hiwi Rd | 609 | End | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 8.7.1 | Ringer Road | 350 | Speed Destriction | 2848 | Victoria Rd | 100 | 80 | Permanent | | 80 | Y | |
| 8.6.1 | Scotsman Valley Road | 89 | 90m south of Tauwhare Road | 385 | 55m north of Glen Ida Way | 40 | 30 VSL | Variable | | | | |
| 8.6.1 | Scotsman Valley Road | 0 | Tauwhare Rd | 570 | 130m south of Glen Ida Way | 40 | 50 | Permanent | | 60 | N | SAAS too high for level of development |
| 8.6.1 | Scotsman Valley Road | 570 | 130m south of Glen Ida Way | 1170 | 410m west of Hiwi Road | 40/100 | 60 | Permanent | | 60 | Y | |
| 8.6.1 | Scotsman Valley Road | 1170 | 410m west of Hiwi Road | 2720 | 150m east of Pukemoremore Road | 100 | 80 | Permanent | | 80 | Y | |
| 8.4.4 | Shaw Road | 0 | Tauwhare Rd | 486 | End (Cattlestop) | 100 | 80 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 8.3.1 | Strawberry Fields Lane | 0 | Pickering Rd Rab | 776 | Cul-De-Sac | 100 | 80 | Permanent | | 80 | Y | |
| 8.5.1 | Tamahere Lane | 0 | Devine Rd | 90 | End | 50 | 30 | Permanent | | 50 | N | Council philosophy to match adjacent roads |
| 8.4.4 | Taplin Road | | | | | TBC | 50 | Permanent | | | | |
| 8.4.4 | Tauwhare Road | 4767 | 280m northeast of Robinsons Lane | 5360 | 320m northeast of Hoeka Road | 70 and 100 | 60 | Permanent | | 70 | N | SAAS inappropriate |
| 8.4.4 | Tauwhare Road | 5360 | 320m northeast of Hoeka Road | 6908 | Platt Rd | 100 | 80 | Permanent | | 80 | Y | |
| 8.5.2 | Te Awa Lane | 0 | Te Awa Rd | 492 | End | 100 | 50 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 8.5.1 | Titoki Drive | 0 | Tauwhare Rd | 195 | End Island Rhs | 100 | 50 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 8.8.1 | Victoria Road | 3530 | 300m north of Hiwi Rd | 4130 | 300m south of Hiwi Road | 100 | 60 | Permanent | | 80 | N | Rural intersection safety treatment |

Table 10 Speed Limit Changes - Whaingaroa General Ward

| Tech Report Section | Road Name | Start RP | Start | End RP | End | Posted Speed Limit | Proposed Speed Limit | Speed Limit Type | Implementation timeframe (NLTP Period) | Safe and Appropriate Speed | Proposed = SAAS (Y/N) | Further Information |
|---------------------|--------------------|----------|-----------------------------|--------|---------------------|--------------------|----------------------|------------------|--|----------------------------|-----------------------|--|
| 9.2.1 | Cogswell Rad | 0 | SH 23 | 4189 | End (Gate) | 100 | 90 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 9.2.1 | Heddon Road | 0 | SH 23 | 1371 | End (Gate) | 100 | 90 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 9.2.1 | Mangakino Road | 0 | SH 23 | 866 | End (Powerpole Lhs) | 100 | 90 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 9.2.1 | Matakotea Road | 0 | SH 23 | 1148 | End (Gate) | 100 | 90 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 9.1.2 | Norrie Avenue | 569 | 70m north of Whitley Street | 838 | End Island Rhs | 40 | 30 | Permanent | | 30 | Y | |
| 9.2.1 | Otonga Valley Road | 0 | SH 23 | 1274 | End | 100 | 90 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 9.2.1 | Van Houtte Road | 0 | SH 23 | 1925 | End (Cattlestop) | 100 | 90 | Permanent | | 60 | N | Council philosophy to match adjacent roads |
| 9.1.2 | Whitley Street | 0 | Wainui Rd | 127 | Norrie Ave | 40 | 30 | Permanent | | 30 | N | |
| 9.2.1 | Wrights Road | 0 | SH 23 | 1202 | End (Gate) | 100 | 90 | Permanent | | 60 | N | Council philosophy to match adjacent roads |

5.3 Safety Infrastructure

A summary of the initial safety infrastructure recommendations in the 2023 review process is tabled below. This summary includes locations where safety infrastructure including speed limit signage and threshold improvements is required on a road with a proposed speed limit change as well as locations where safety infrastructure is required to support the existing speed limit. Existing budgets have been used to determine a likely implementation time frame and these priorities will be reviewed each NLTP cycle as funding allocations are renegotiated.

Table 11 Safety Infrastructure

| Tech Assess Section | Road Name / Location | Proposed safety infrastructure | Implementation timeframe (NLTP Period) | Comments |
|---------------------|---------------------------------|---|--|----------|
| 2.2.2 | Mangatangi Road | Install advance and directional marae signage for Mangatangi marae on both approaches to the marae. | | |
| 2.5.1 | Otaua Township | Install threshold treatments on Factory Road and Hoods Landing Road. | | |
| 3.1.2 | Roads in Pokeno | Install school threshold signage on Pokeno Road and Helenslee Road. | | |
| 3.1.3 | Pokeno Road | Install threshold signs on the Pokeno Road approach to Pokeno. | | |
| 3.2.2 | Roads in Tuakau | Install variable school threshold treatments on both approaches to Eden Christian Academy. | | |
| 3.2.2 | Roads in Tuakau | Install Town Centre threshold on the George Street approaches to the 30km/hr speed limit area. | | |
| 3.2.2 | Roads in Tuakau | Install a raised safety platform with a pedestrian crossing on George Street north of Escotts Road. | | |
| 4.1.1 | Waingarō Road | Install variable school threshold treatments on both approaches to Glen Massey School. | | |
| 4.2.1 | Onewhero Urban Traffic Area | Install settlement threshold treatments on the Kohanga Road approach to Onewhero. | | |
| 4.4 | Tuakau Bridge-Port Waikato Road | Install advance and directional marae signage for Tauranganui, Te Awamaarahi and Tikirahi Marae on both approaches to the marae. | | |
| 5.2.1 | Te Hoe Road | Install settlement threshold treatments on both Tahuna Road approaches to Te Hoe. | | |
| 5.2.1 | Te Hoe Road | Install speed limit signs on Te Hoe Road and Mangatea Road approach to Tahuna Road. | | |
| 5.3.2 | Roads in Te Kauwhata | Install school threshold signage on both Waeranga Road approach to Te Kauwhata College. | | |
| 5.3.4 | Waerenga Road | Install advance and directional marae signage for Waikare Marae on both approaches to the marae. | | |
| 6.1.2 | Great South Road | Remove the southbound passing lane at the southern end of Huntly and replace with wider shoulder on the eastern side of the road and a flush median for turning vehicles. | | |
| 6.2.1 | Taihua Road | Install school threshold signage on the western approach to Huntly Primary School. | | |
| 6.3.1 | McDiarmid Crescent | Install school threshold treatments on the approach to Te Wharekura o Rakaumangamanga. | | |
| 6.3.2 | Hetherington and Te Ohaki | Install settlement threshold treatments on the approaches to Hunty and Hetherington | | |
| 6.3.2 | Hetherington and Te Ohaki | Install advance and directional marae signage for Waahi and Te Kauri Marae on both approaches to the marae. | | |
| 7.2.2 | Horotiu Bridge Road | Install variable school threshold signage on both approaches to Horotiu School. | | |
| 7.4.2 | Roads in Ngaruawahia | Install additional signage and markings at all speed limit change locations to create school thresholds. | | |

| Tech Assess Section | Road Name / Location | Proposed safety infrastructure | Implementation timeframe (NLTP Period) | Comments |
|---------------------|-------------------------|--|--|----------|
| 7.4.4 | Tuurangawaewae Marae | Install variable threshold treatments on River Road with advance and directional marae signage for Tuurangawaewae Marae on both approaches to the marae. | | |
| 7.6.2 | Roads in Taupiri | Install school threshold on the approach to Taupiri School. | | |
| 7.6.2 | Roads in Taupiri | Install settlement threshold at the change in speed limit location on Kainui Road | | |
| 7.6.2 | Roads in Taupiri | Install advance and directional marae signage for Taupiri Marae on both approaches to the marae on Kainui Road. | | |
| 7.6.2 | Roads in Taupiri | Investigate the feasibility of installing a variable speed limit within the vicinity of the pedestrian access to Taupiri Mountain. | | |
| 7.7.2 | Roads in Te Kowhai | Install school threshold signs and markings on Horotiu Road on both approaches to Te Kowhai School. | | |
| 8.1.1 | Eureka Road | Install school threshold treatment on the northern approach to OneSchool Global Hamilton. | | |
| 8.2.1 | Gordonton Road | Install settlement threshold signs and markings on southern approach to Hukanui. | | |
| 8.3.1 | Hautapu Roads | Install variable school threshold treatment on the western approach to Hautapu School on Hautapu Road. | | |
| 8.4.1 | Annebrook Road | Install school threshold treatment on the northern approach to Hamilton Seventh-day Adventist Primary School on Annebrook Road. | | |
| 8.4.2 | Matangi Road | Install variable school threshold treatments on both approaches to Matangi School. | | |
| 8.4.4 | Tauwhare Road | Install additional signage and roadmarking at the 60/50km/hr speed limit change on the approach to Matangi. | | |
| 8.5.1 | Roads in Tamahere North | Install variable school threshold treatments on both approaches to Waikato Montessori Education Centre. | | |
| 8.5.1 | Roads in Tamahere North | Install school threshold treatment on Devine Road eastern approach to Tamahere Model Country School. | | |
| 8.6.1 | Scotsman Valley Road | Install settlement threshold on Scotsman Valley Road at the 50/60km/hr speed limit change. | | |
| 8.6.1 | Scotsman Valley Road | Install additional signs and markings at variable speed limit change locations on Scotsman Valley Road. | | |
| 8.8.1 | Victoria Road | Install settlement threshold on Victoria Road at both change in speed limit locations. | | |
| 8.8.1 | Victoria Road | Install advance and directional marae signage for Waimakariri Marae on both approaches to the marae. | | |
| 9.1.2 | Norrie Avenue | Install school threshold on Norris Street at the change in speed limit location. | | |

Waikato District Council
Proposed Speed Management Plan
- Technical Assessment

September 2023



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1. Purpose of this document

Waikato District Council is developing its speed management plan for the district, to align with the development of Council's Long Term Plan and funding application to the National Land Transport Programme.

As the plan includes both short-term and long-term road safety goals; speed limit changes for the whole network, and future improvements to roads to support changes in speed limits these need to be reviewed to ensure that they continue to support Council's road safety goals.

A large number of roads were considered as part of the 2022 Speed Limit Bylaw for Waikato District Council. As a result, the locations considered for this review have been limited to:

- Roads in the vicinity of Marae, Community Halls and Sports Fields
- Updates to the Urban Traffic Areas (UTA's) to reflect changes in development areas.
- Roads identified in submissions received in the last speed limit bylaw change.
- Schools have been also reviewed to determine if the original proposal is still valid for the area.

Each of the roads / areas identified are listed below, with additional information and their assessment.

1.1 Guiding Principles

When determining an appropriate speed limit for a road/area the following guiding principles have been used:

Rural roads

- Typically 80km/hr. Changes to main roads are driven by activity. Side roads are changed to match main road as appropriate.

Urban Roads

- CBD areas 30km/hr due to high pedestrian and vehicle manoeuvring.
- Through routes 50km/hr to acknowledge the purpose of the road
- Residential streets 40km/hr, increased pedestrian movements and liveable areas

Schools

- 40/60 Variable Speed Limit (VSL) in rural through road locations
- 30/50 VSL in urban through road locations
- 30 Permanent Speed Limit (PSL) in residential environments with 50km/hr speed limits
- 40 (PSL) in residential environments with 40km/hr speed limits

1.2 Signs and roadmarking

Speed limit signs must be installed within 20m of the identified speed limit location. To support the management of vehicle speeds in these areas and provide a sense of place some general threshold treatments have been developed to assist with cost estimating.

Each location will require site specific design but is unlikely to vary significantly to provide a degree of consistency for drivers as they travel throughout the district.

Other supporting infrastructure improvements have been identified for each location as required and the installation of these will be dependent on the funding available for these types of works.

2. Awaroa-Maramarua General Ward

2.1 Karioitahi

2.1.1 Binns Road

Binns Road is an unsealed no exit road off Karioitahi Road and is 473m long. This section of road was identified for review as its speed limit is higher than the adjacent road and it provides access to the Karioitahi Hall.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS ¹ Speed (km/hr) | Proposed speed limit (km/hr) |
|------------|----------------------------|---------------------------------|------------------------------|
| Binns Road | 100 | 60 | 80 |

In keeping with Councils philosophy to match the speed limit on no exit side roads to the main road and to undertake a step change approach an 80km/hr speed limit is recommended for this road.

Figure 1 Binns Road



¹ SAAS – Safe and Appropriate Speed

Recommendation

The following changes are recommended for Binns Road:

- Lower the speed limit to 80km/hr for the full length of Binns Road.
- Update existing speed limit signage as required.

2.1.2 Kariotahi Beach

In 2022 Council opted to lower the speed limit on the Waikato District section of Kariotahi Beach to 40km/hr. Under the Auckland Transport proposed speed management plan they are proposing to lower the speed limit on their section to 20km/hr.

This lower speed limit is in keeping with other speed limits on beach both in Auckland and Waikato.

Recommendation

The following changes are recommended for Kariotahi Beach:

- Lower the speed limit to 20km/hr on Kariotahi Beach from Kariotahi Road to the Waikato River mouth.
- Update existing speed limit signage as required.

2.2 Mangatangi

2.2.1 Kaiaua Road

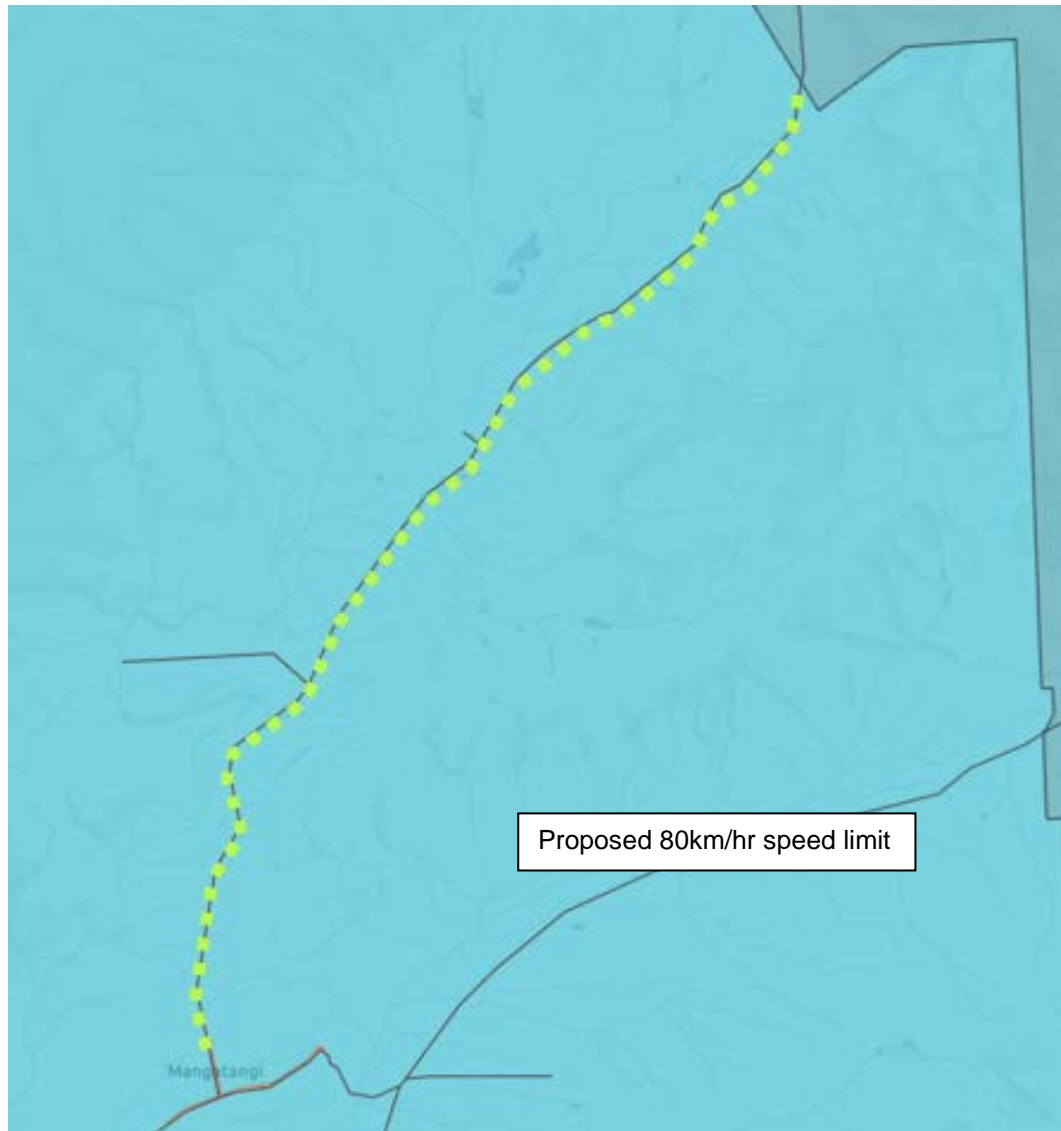
Kaiaua Road is a sealed rural connector that runs from Mangatangi to Kaiaua. The first 9.5km of the road is managed and maintained by Waikato District Council while the remaining section is managed and maintained by Hauraki District Council. This section of road was identified for review due to it being a boundary road.

Hauraki District Council have lowered the speed limit on their section of Kaiaua Road to 60km/hr. The Waikato District Council section is straighter however, it does have a significant crash rate and 80km/hr is considered appropriate.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|-------------|----------------------------|--------------------|------------------------------|
| Kaiaua Road | 100 | 80 | 80 |

Figure 2 Kaiiua Road



Recommendation

The following changes are recommended for Kaiiua Road:

- Lower the speed limit to 80km/hr on Kaiiua Road from 400m north of Mangatangi Road to the district boundary.
- Update existing speed limit signage as required.

2.2.2 Mangatangi Road

Mangatangi Road is a rural connector road between Mangatawhiri and Mangatangi. This section of road was identified for review due to the presence of Mangatangi Marae. Any changes to the speed limit should be extended to cover the side road of Montana Road.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|-----------------|----------------------------|--------------------|------------------------------|
| Mangatangi Road | 100 | 80 | 80 |

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|--------------|----------------------------|--------------------|------------------------------|
| Montana Road | 100 | 80 | 80 |

Figure 3 Mangatangi Road



Recommendation

The following changes are recommended for Mangatangi Road:

- Lower the speed limit to 80km/hr on Mangatangi Road from Mangatawhiri Road to 400m 400m southwest of Kaiua Road.
- Lower the speed limit to 80km/hr on the full length of Montana Road.
- Update existing speed limit signage as required.
- Install advance and directional marae signage for Mangatangi marae on both approaches to the marae.

2.3 Mangatawhiri

2.3.1 Jeffs Road

Jeffs Road is a narrow rural road off Mangatawhiri Road that is 1.1km long. This section of road was identified for review from a customer query. Any changes to the speed limit should be extended to cover the other roads in the area: McKenzie Road and Caie Road.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|------------|----------------------------|--------------------|------------------------------|
| Jeffs Road | 100 | 80 | 80 |

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|---------------|----------------------------|--------------------|------------------------------|
| McKenize Road | 100 | 60 | 80 |
| Caie Road | 100 | 60 | 80 |

In keeping with Councils philosophy to match the speed limits within an area and to undertake a step change approach an 80km/hr speed limit is recommended for these roads.

Figure 4 Jeffs Road



Recommendation

The following changes are recommended for Jeffs Road:

- Lower the speed limit to 80km/hr on the full length of the following roads:
 - Jeffs Road
 - Caie Road
- Lower the speed limit to 80km/hr on McKenzie Road from 400m north of Mangatawhiri Road to Jeffs Road
- Update existing speed limit signage as required.

2.4 Maramarua

2.4.1 Coalfields Road

Coalfields Road is a rural road off State Highway 2. This section of road was identified for review as it currently has a 70km/hr speed limit. There are multiple speed limits on this road and the adjacent state highway has a speed limit of 90km/hr.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|-----------------|----------------------------|--------------------|------------------------------|
| Coalfields Road | 70 | 60 | 80 |

In keeping with Councils philosophy to undertake a step change approach an 80km/hr speed limit is recommended for this road, with the lower speed limit to be extended to the intersection with State Highway 2 .

Figure 5 Coalfields Road



Recommendation

The following changes are recommended for Coalfields Road:

- Lower the speed limit to 80km/hr on Coalfields Road from State Highway 2 to 170m southwest of Morris Road.
- Update existing speed limit signage as required.

2.5 Otaua

2.5.1 Otaua Township

These roads within Otaua were identified for review as they have an existing speed limit of 70km/hr.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|--------------|----------------------------|--------------------|------------------------------|
| Factory Road | 70 | 80 | 60 |

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|--------------------|----------------------------|--------------------|------------------------------|
| Hoods Landing Road | 70 | 80 | 60 |

A 60km/hr speed limit is recommended for these roads, as this is a better fit for the level of development on the edge of the settlement.

Figure 6 Otua Township



Recommendation

The following changes are recommended for Otua:

- Lower the speed limit to 60km/hr on the following sections of road:
 - Factory Road from 275m west of Waiuku-Otua Road to Hoods Landing Road
 - Hoods Landing Road from Maioro Road to 150m south of Factory Road
- Install threshold treatments on Factory Road and Hoods Landing Road.
- Update existing speed limit signage as required.

2.6 Pukekawa

2.6.1 Clark & Denize Road

Clark & Denize Road is a rural connector road off Highway 22. This section of road was identified for review as the result of a submission to the previous speed limit bylaw. Any changes to the speed limit should be extended to cover the side road of Geraghty Road.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|---------------------|----------------------------|--------------------|------------------------------|
| Clark & Denize Road | 100 | 60 | 80 |
| Geraghty Road | 100 | 60 | 80 |

In keeping with Councils philosophy to undertake a step change approach an 80km/hr speed limit is recommended for this road and the side road.

Figure 7 Coalfields Road



Recommendation

The following changes are recommended for Clark & Denize Road:

- Lower the speed limit to 80km/hr on Clark & Denize Road from 400m east of Highway 22 to Morrison Road.
- Lower the speed limit to 80km/hr for the full length of Geraghty Road
- Update existing speed limit signage as required.

2.7 State Highway 2

2.7.1 State Highway 2 Side Roads

The speed limit on State Highway 2 through Waikato District is primarily 90km/hr however there has been limited opportunity to reduce the speed limit on the adjacent side roads resulting in a number of side roads having higher speed limits than those of the main road. To provide consistency it is proposed to lower the speed limit on all no exit side roads to 80km/hr to match those that have already been changed. Through roads will be left at this stage with further investigation required as to the extent of changes on these roads. The roads affected are: Dimmock Road, Dobson Road, Heaven Road, Irish Road, McMillian Road, Maxwell Road, McPherson Road, McWatt Road, Rimu Road, Serpell Road, Steen Road, Wyatt Road

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|----------------|----------------------------|--------------------|------------------------------|
| Dimmock Road | 100 | 60 | 80 |
| Dobson Road | 100 | 60 | 80 |
| Heaven Road | 100 | 60 | 80 |
| Irish Road | 100 | 60 | 80 |
| McMillian Road | 100 | 60 | 80 |
| Maxwell Road | 100 | 60 | 80 |
| McPherson Road | 100 | 60 | 80 |
| McWatt Road | 100 | 80 | 80 |
| Rimu Road | 100 | 60 | 80 |
| Serpell Road | 100 | 60 | 80 |
| Steen Road | 100 | 60 | 80 |
| Wyatt Road | 100 | 60 | 80 |

In keeping with Councils philosophy to undertake a step change approach and to be consistent with other side roads in the area an 80km/hr speed limit is recommended for these roads.

Recommendation

The following changes are recommended for the side roads off State Highway 2:

- Lower the speed limit to 80km/hr on the full length of the following roads:
 - Dimmock Road
 - Dobson Road
 - Heaven Road
 - Irish Road
 - McMillian Road
 - Maxwell Road
 - McPherson Road
 - McWatt Road
 - Rimu Road
 - Serpell Road
 - Steen Road
 - Wyatt Road
- Update existing speed limit signage as required.

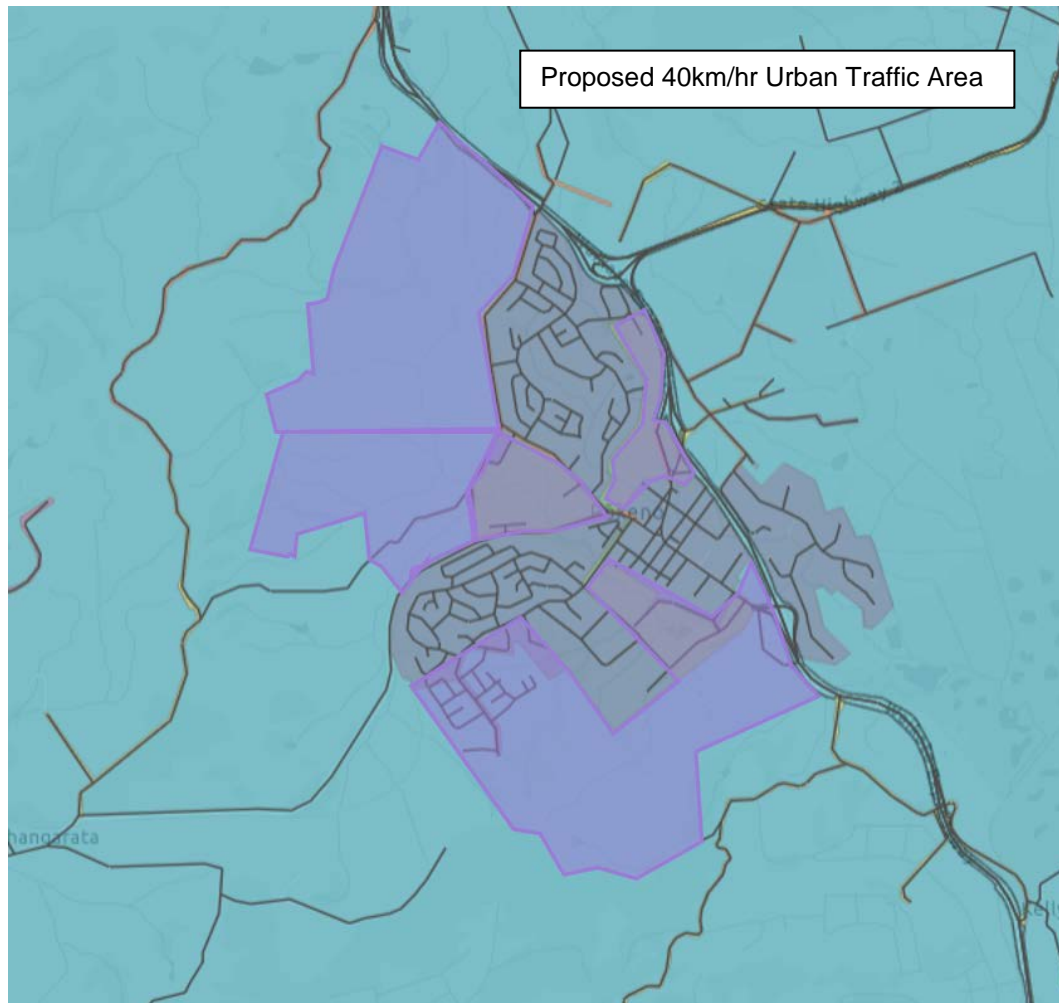
3. Tuakau - Pokeno General Ward

3.1 Pokeno

3.1.1 Pokeno Urban Traffic Area

The Urban Traffic Area (UTA) for Pokeno is currently a mix of 40km/hr and 50km/hr. The majority of roads have a speed limit of 40km/hr. The UTA and any extension to the UTA should have a speed limit of 40km/hr to provide consistency and avoid confusion.

Figure 8 Proposed Pokeno Urban Traffic Area



Recommendation

The following changes are recommended for Pokeno Urban Traffic Area:

- Update the Urban Traffic Area for Pokeno to cover all proposed growth areas and set the speed limit at 40km/hr within this area, unless specifically identified otherwise.
- Update existing speed limit signage as required.

3.1.2 Roads in Pokeno

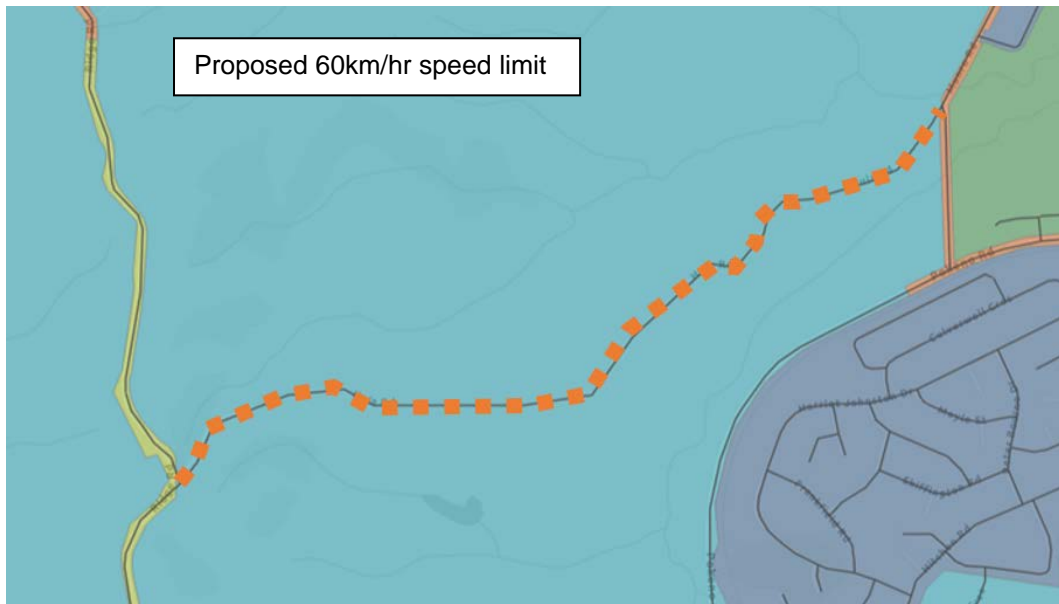
Huia Road

Huia Road is a narrow no exit rural road off Munro Road that is 1.1km long. This section of road was identified for review from a customer query.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|-----------|----------------------------|--------------------|------------------------------|
| Huia Road | 100 | 60 | 60 |

Figure 9 Huia Road proposed speed limit



Pokeno Connector Roads

McDonald Road, Gateway Park and a section of Hitchen Road currently have a speed limit of 50km/hr to encourage trucks to bypass the main street, however this is not supported by the speed limits on Great South Road and Pokeno Road. To support the proposed urban traffic area and encourage drivers to use the main connector roads rather than rat running through alternative routes it is proposed to change speeds limits as follows to better reflect the function of these roads (urban and rural connectors):

- Great South Road from Pokeno Road to Dean Road – 50km/hr
- Helenslee Road from Pokeno Road to Munro Road – 50km/hr
- Munro Road from Helenslee Road to Pokeno Road – 50km/hr
- Pokeno Road from Great South Road to west of Munro Road – 50km/hr

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|--------------------------|----------------------------|--------------------|------------------------------|
| Great South Road (On/Off | 50 and 40 | 30 | 50 |

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|--|----------------------------|--------------------|------------------------------|
| ramp to Selby Road) | | | |
| Great South Road (Pokeno Road to Dean Road) | 40 | 30 | 50 |
| Helenslee Road (Pokeno Road to Munro Road) | 40 and 60 | 60 | 50 |
| Munro Road | 60 | 80 | 50 |
| Pokeno Road (Great South Road to Munro Road) | 40 | 60 | 50 |
| Pokeno Road (Munro Road to Ridge Road) | 100 | 80 | 80 |

Figure 10 Pokeno connector roads proposed speed limits



Pokeno School

To balance the needs of the through traffic and school traffic in the vicinity of Pokeno School on the corner of Pokeno Road and Helenslee Road the variable speed limit in this area is proposed to be lowered to 30km/r to reflect the increased risk during the start and end of school times.

Pokeno Town Centre

Extensive works are proposed within the town centre of Pokeno to create a destination for visitors and improve pedestrian. To compliment these improvements the speed limit in this area should reflect its use and it is proposed to lower the speed limit on Great South Road from Church Street to Selby Street to 30km/hr.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|--|----------------------------|--------------------|------------------------------|
| Great South Road (Selby Road to Pokeno Road) | 40 | 30 | 30 |

Recommendation

The following changes are recommended for other roads within Pokeno:

- Lower the speed limit to 60km/hr on the full length of Huia Road
- Change the speed limit to 50km/hr on the following sections of road:
 - Great South Road from SH 1 On/off ramp to 50m south of Selby Street
 - Great South Road from 20m south of Pokeno Road to Dean Road.
 - Helenslee Road from Pokeno Road to Munro Road
 - Munro Road from Pokeno Road to Helenslee Road
 - Pokeno Road from Great South Road to 100m west of Munro Road
- Lower the variable speed limit on Pokeno Road and Helenslee Road to 30km/hr.
- Install school threshold signage on Pokeno Road and Helenslee Road.
- Update existing speed limit signage as required.

3.1.3 Pokeno Road

Pokeno Road is a rural connector road between Tuakau and Pokeno. This section of road was identified for review as the result of a submission to the previous speed limit bylaw.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|-------------|----------------------------|--------------------|------------------------------|
| Pokeno Road | 100 | 80 | 80 |

Figure 11 Pokeno Road proposed speed limit



Recommendation

The following changes are recommended for other roads within Pokeno:

- Lower the speed limit to 80km/hr on Pokeno Road from 100m west of Munro Road to Ridge Road.
- Install threshold signs on the Pokeno Road approach to Pokeno.

3.2 Tuakau

3.2.1 Tuakau Urban Traffic Area

The Urban Traffic Area for Tuakau is a mix of 40km/hr and 50km/hr. The majority of roads have a speed limit of 40km/hr. The UTA and any extension to the UTA should have a speed limit of 40km/hr to provide consistency and avoid confusion. A 50km/hr speed limit is to be maintained on through routes, excluding the Tuakau Town Centre.

Figure 12 Proposed Tuakau Urban Traffic Area



Recommendation

The following changes are recommended for Tuakau Urban Traffic Area:

- Update the Urban Traffic Area for Tuakau to cover all proposed growth areas and set the speed limit at 40km/hr within this area, unless specifically identified otherwise.
- Update existing speed limit signage as required.

3.2.2 Roads in Tuakau

Tuakau Schools

No changes to the speed limits in the vicinity of Tuakau College, Tuakau Primary School or Harrisville School are proposed.

Eden Christian Academy was not included in the school speed limits proposed in the 2022 Speed Limit Bylaw update. Dominion Road currently has a speed limit of 70km/hr and this limit is required to be reviewed for appropriateness.

In keeping with other rural schools within Waikato District it is proposed to lower the speed limit on Dominion Road to 60km/hr and add a 40km/hr VSL in the vicinity of the school (La Bella Estate). Dominion Road has a single side road and the speed limit on McCreedy Road is proposed to be lowered to match Dominion Road.

Figure 13 Eden Christian Academy proposed speed limit



Tuakau Town Centre

During the installation of the 2022 Speed Limit Bylaw changes a number of inconsistencies were noted. To stop multiple changes in speed limit over short distances and in keeping with Councils philosophy to maintain a 50km/hr for connector roads and 30km/hr within areas with high pedestrian and vehicle manoeuvres proposed changes are recommended to George Street and Liverpool Street in Tuakau.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|---|----------------------------|--------------------|------------------------------|
| George Street (Dominion Road to Liverpool Road) | 50 | 30 | 30 |
| George Street (Jellicoe Avenue to Escotts Road) | 40 | 40 | 30 |
| Liverpool Street | 40 | 30 | 30 |

Figure 14 Proposed Tuakau Town Centre speed limits



To support the proposed speed limit changes and manage vehicle speeds it is recommended that the existing pedestrian crossing on George Street north of Escotts Road be raised.

Tuakau Recreation Reserve

Alexandra Redoubt Road is a rural road off River Road and was identified for review as it provides access to the Tuakau Recreation Reserve. Alexandra Redoubt Road connects to Roberts Road and Brown Road. Roberts Road has also been the subject of a customer request to lower the speed limit in this area. See Section 3.3 for details on proposed changes to Whangarata Road.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|------------------------|----------------------------|--------------------|------------------------------|
| Alexandra Redoubt Road | 100 | 80 | 80 |
| Brown Road | 100 | 60 | 80 |
| Roberts Road | 100 | 60 | 80 |

In keeping with Councils philosophy to match the speed limits within an area and to undertake a step change approach an 80km/hr speed limit is recommended for these roads.

Figure 15 Tuakau Recreation Reserve proposed speed limit



Recommendation

The following changes are recommended for other roads in Tuakau:

- Lower the speed limit to 60km/hr on Dominion Road from the existing 40km/hr speed limit to its end.
- Lower the speed limit to 60km/hr on the full length of McCreedy Road
- Install a 40km/hr variable speed limit in the vicinity of Eden Christian Academy.
- Install variable school threshold treatments on both approaches to Eden Christian Academy.
- Lower the speed limit to 30km/hr on the following sections of road:
 - George Street from Dominion Road to Liverpool Street
 - George Street from Jellicoe Avenue to 30m south of Escotts Road
 - Liverpool Street from Carr Street to George Street
- Install Town Centre threshold on the George Street approaches to the 30km/hr speed limit area.
- Install a raised safety platform with a pedestrian crossing on George Street north of Escotts Road.
- Lower the speed limit to 80km/hr on the full length of the following roads:
 - Brown Road
 - Roberts Road
- Lower the speed limit to 80km/hr on Alexandra Redoubt Road from 140m east of River Road to its end.
- Update existing speed limit signage as required.

3.3 Whangarata

3.3.1 Whangarata Roads

Ewing Road is a rural road off Whangarata Road and was identified for review as it provides access to the access to the Whangarata Hall. The speed limit is also inconsistent with the adjacent main road of Whangarata Road.

The section of Whangarata Road between Brown Road and 580m east of Smeed Road has an open road speed limit, however this is located been areas with 60km/hr and 80km/hr speed limits making it out of context with the rest of the route. This is also inconsistent with changes proposed to the speed limit on Pokeno Road. See Section 3.1.3 for more information.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|-----------------|----------------------------|--------------------|------------------------------|
| Ewing Road | 100 | 60 | 80 |
| Hayward Road | 100 | 60 | 80 |
| Potter Road | 100 | 60 | 80 |
| Smeed Road | 100 | 80 | 80 |
| Trig Road | 100 | 60 | 80 |
| Whangarata Road | 100 | 60 | 80 |

In keeping with Councils philosophy to match the speed limits within an area and to undertake a step change approach an 80km/hr speed limit is recommended for these roads.

Figure 16 Whangarata proposed speed limits



Recommendation

The following changes are recommended for Whangarata:

- Lower the speed limit to 80km/hr on the full length of the following roads:
 - Ewing Road
 - Hayward Road
 - Potter Road

- Smeed Road
 - Trig Road
- Lower the speed limit to 80km/hr on Whangarata Road from Brown Road to 580m east of Smeed Road.
- Update existing speed limit signage as required.

4. Western Districts General Ward

4.1 Glen Massey

4.1.1 Waingaro Road

In 2022 the speed limit on Waingaro Road outside Glen Massey School was lowered to 40km/hr with a variable speed limit. Since that time there has been a change to lower speed limits outside schools to 30km/r. As a result, it is recommended that the variable speed limit on Waingaro Road in the vicinity of Glen Massey School be lowered to 30km/hr.

Recommendation

The following changes are recommended for Glen Massey School:

- Lower the variable speed limit to 30km/hr in the vicinity of Glen Massey School.
- Install variable school threshold treatments on both approaches to Glen Massey School.
- Update existing speed limit signage as required.

4.2 Onewhero

4.2.1 Onewhero Urban Traffic Area

There has been significant growth in Onewhero and the Urban Traffic Area for Onewhero needs to be extended to cover the new growth areas and associated roading network.

Kohanga Road and Wairamarama-Onewhero Road have been identified for review as the schedules show that these roads have a 70km/hr speed limit, however signage in the area shows a 50km/hr speed limit. It is recommended that the schedule be updated to reflect the installed signage.

In addition, due to the increase development on Kohanga Road a 600m section with a speed limit of 60km/hr is proposed on the approach to Onewhero.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|---------------------------|----------------------------|--------------------|------------------------------|
| Kohanga Road | 50 | 60 | 50 |
| Kohanga Road | 100 | 60 | 60 |
| Wairamarama-Onewhero Road | 50 | 60 | 50 |

Figure 17 Onewhero Urban Traffic Area and proposed speed limits



Recommendation

The following changes are recommended for Onewhero Urban Traffic Area:

- Update the Urban Traffic Area for Tuakau to cover all proposed growth areas and set the speed limit at 40km/hr within this area, unless specifically identified otherwise.
- Lower the speed limit to 50km/hr on the following sections of road:
 - Kohanga Road from Onewhero – Tuakau Bridge Road for 150m (already sign posted)
 - Wairamarama-Onewhero Road for 150m south of Parsons Road (already sign posted)
- Lower the speed limit to 60km/hr on Kohanga Road between 150m and 750m west of Onewhero – Tuakau Bridge Road.
- Install settlement threshold treatments on the Kohanga Road approach to Onewhero.
- Update existing speed limit signage as required.

4.3 Te Kohanga

4.3.1 Kohanga Road and Kohanga Store Road

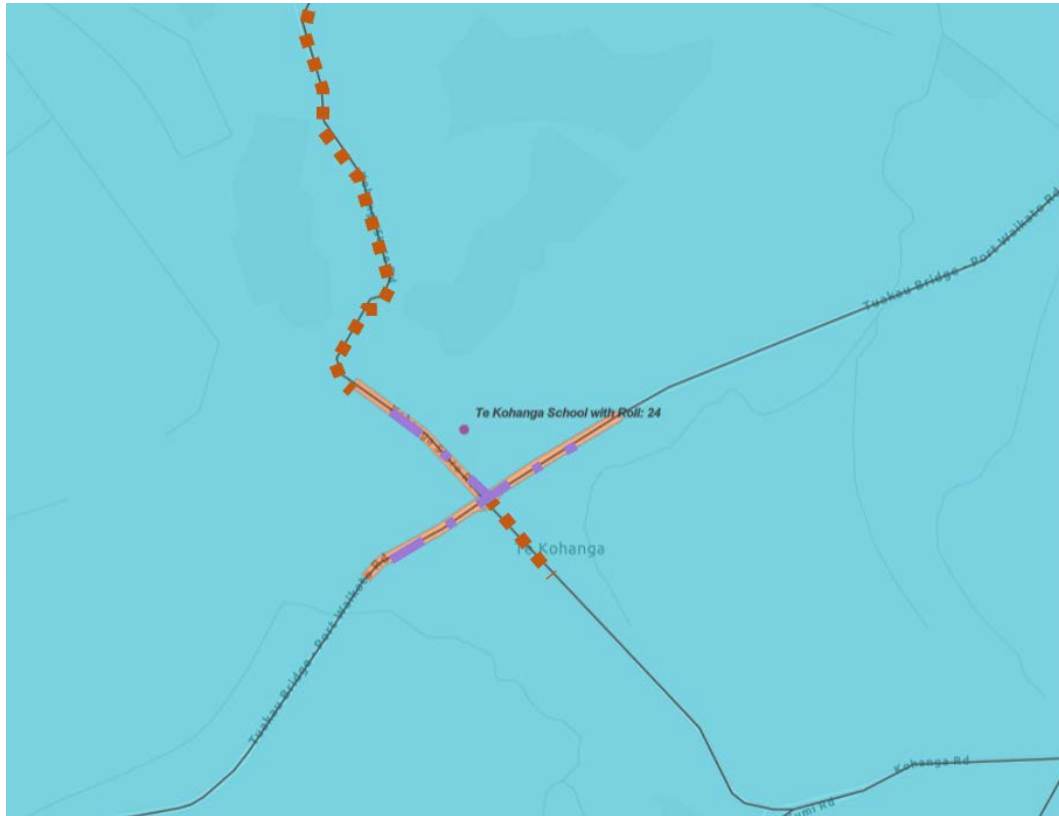
Kohanga Store Road is a no exit rural road that has 60km/hr speed limit associated with Te Kohanga School at the start of the road, however as this is a no exit road the speed limit on the rest of the road should be consistent.

Kohanga Road is a rural connector road between Te Kohanga and Onewhero and was identified for review as it provides access to the Te Kohanga Reserve and as it is a side road to Tuakau Bridge-Port Waikato Road. The reserve is located at the northern end of the road and there are also a number of dwellings in this section of the road. Further south the road is primarily rural.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|--------------------|----------------------------|--------------------|------------------------------|
| Kohanga Road | 100 | 80 | 60 |
| Kohanga Store Road | 100 | 60 | 60 |

Figure 18 Te Kohanga proposed speed limits



In keeping with Councils philosophy to match the speed limits within an area the remainder of Kohanga Road is recommended to be lowered to 80km/hr. Kohanga Road has a number of side roads: Te Kumi Road, Lee Road, Henderson Road, McKinney Road, Kaipō Flats Road, Kaipō Flats Road Loop, Miller Road, and the speed limit on all these roads should also be lowered to provide consistency within the area.

Figure 19 Te Kohanga Road proposed speed limits



Recommendation

The following changes are recommended for Te Kohanga:

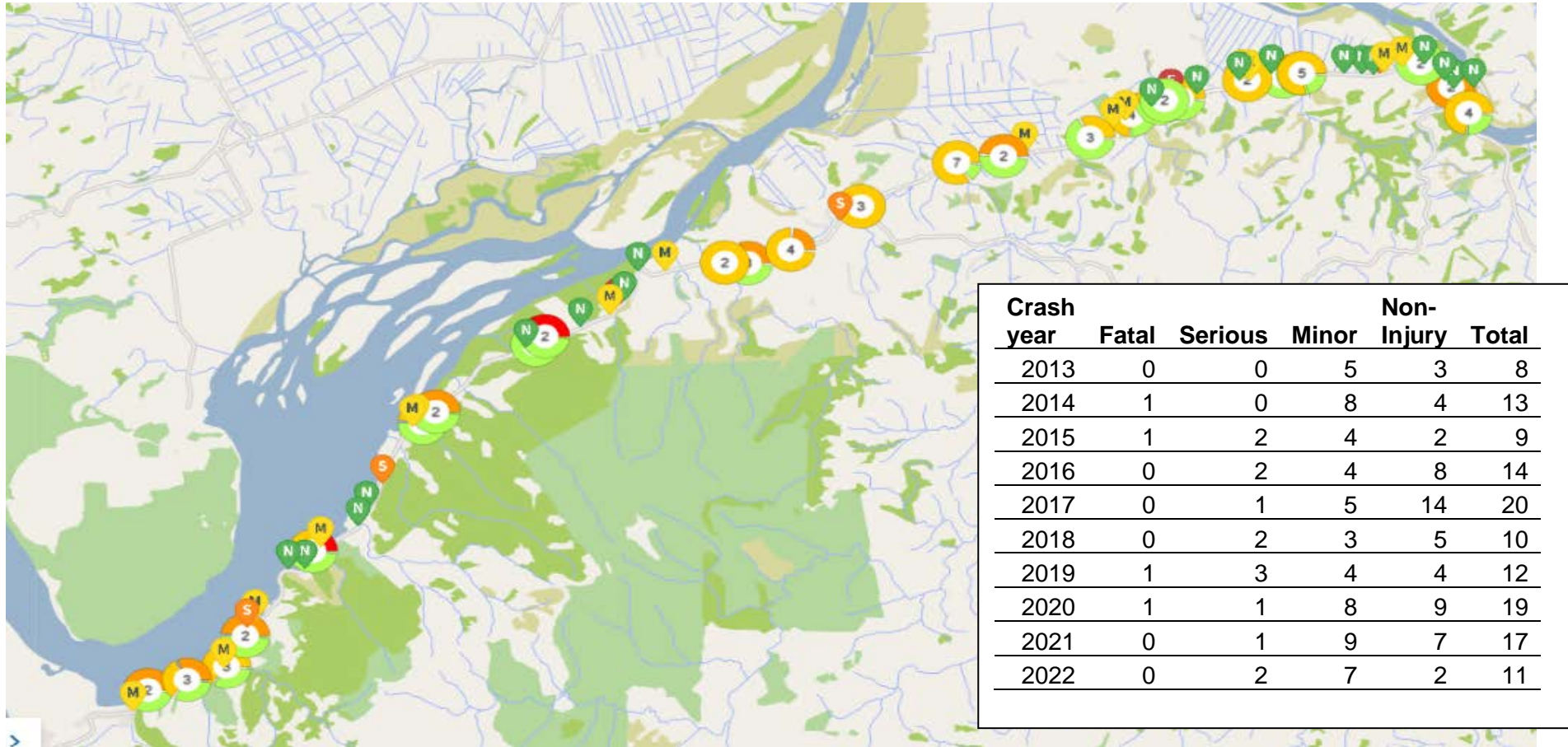
- Lower the speed limit to 60km/hr on Kohanga Store Road from Tuakau Bridge-Port Waikato Road to its end.
- Lower the speed limit to 60km/hr on Kohanga Road from Tuakau Bridge-Port Waikato Road for 330m (already sign posted)
- Lower the speed limit to 80km/hr on Kohanga Road from 330m south of Tuakau Bridge-Port Waikato Road to 750m west of Onewhero – Tuakau Bridge Road.
- Lower the speed limit to 80km/hr on the full length of the following roads:
 - Te Kumi Road,
 - Lee Road,
 - Henderson Road,
 - McKinney Road,
 - Kaipō Flats Road,
 - Kaipō Flats Road Loop,
 - Miller Road
- Update existing speed limit signage as required.

4.4 Tuakau Bridge-Port Waikato Road

Tuakau Bridge-Port Waikato Road is a rural connector road between Tuakau and Port Waikato that continues to have a number of fatal and serious crashes along this route. There are three marae as well as a number of locations with small pockets of dwellings adjacent to the road.

The three marae located along this route are Tauranganui, Te Awamaarahi and Tikirahi.

Figure 20 Crash locations on Tuakau Bridge-Port Waikato Road



As this road is the main access to Port Waikato the speed limits need to be representative of both the through traffic and those who live and work on/along the road.

An option of only lowering the speed limit on the windy sections of the road and leaving the open road speed limit on the remaining portions was considered. However, this was discarded as a minimum of 2.0km is required for an isolated section of 100km/hr speed limit and there is insufficient areas for this to be achieved safely or practically.

To provide consistency to drivers the speed limit on the side roads of Frost Road, Hull Road, Klondyke Road should also be lowered to match the speed limit on Tuakau Bridge-Port Waikato Road.

The side roads of Kohanga Road and Kohanga Store Road have been addressed separately in Section 4.3.1.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|---------------------------------|----------------------------|--------------------|------------------------------|
| Tuakau Bridge-Port Waikato Road | 100 | 80 | 80 |
| Frost Road | 100 | 60 | 80 |
| Hull Road | 100 | 60 | 80 |
| Klondyke Road | 100 | 60 | 80 |
| Daff Road | 100 | 60 | 80 |
| Hira Access Road | 100 | 60 | 80 |

In keeping with Councils philosophy to match the speed limits within an area and to undertake a step change approach an 80km/hr speed limit is recommended for these roads.

Recommendation

The following changes are recommended for Tuakau Bridge-Port Waikato Road:

- Lower the speed limit to 80km/hr on the following sections of Tuakau Bridge-Port Waikato Road:
 - From Highway 22 to 330m south of Kohanga Road
 - From 270m west of Kohanga Road to 1200m east of Maunsell Road
- Lower the speed limit to 80km/hr on the full length of the following roads:
 - Frost Road,
 - Hull Road
 - Klondyke Road
 - Daff Road
 - Hira Access Road
- Update existing speed limit signage as required.
- Install advance and directional marae signage for Tauranganui, Te Awamaarahi and Tikirahi Marae on both approaches to the marae.

Figure 21 Tuakau Bridge-Port Waikato Road proposed speed limit



5. Waerenga-Whitikahu General Ward

5.1 Hampton Downs

5.1.1 Hampton Downs Loop Road

Hampton Downs Loop Road is a rural road off Hampton Downs Road. This road was identified for review as its speed limit is inconsistent with the adjacent main road.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|-------------------------|----------------------------|--------------------|------------------------------|
| Hampton Downs Loop Road | 100 | 60 | 60 |

Hampton Downs Loop Road proposed speed limits



Recommendation

The following changes are recommended for Whangarata:

- Lower the speed limit to 60km/hr on the full length of Hampton Downs Loop Road
- Update existing speed limit signage as required.

5.2 Te Hoe

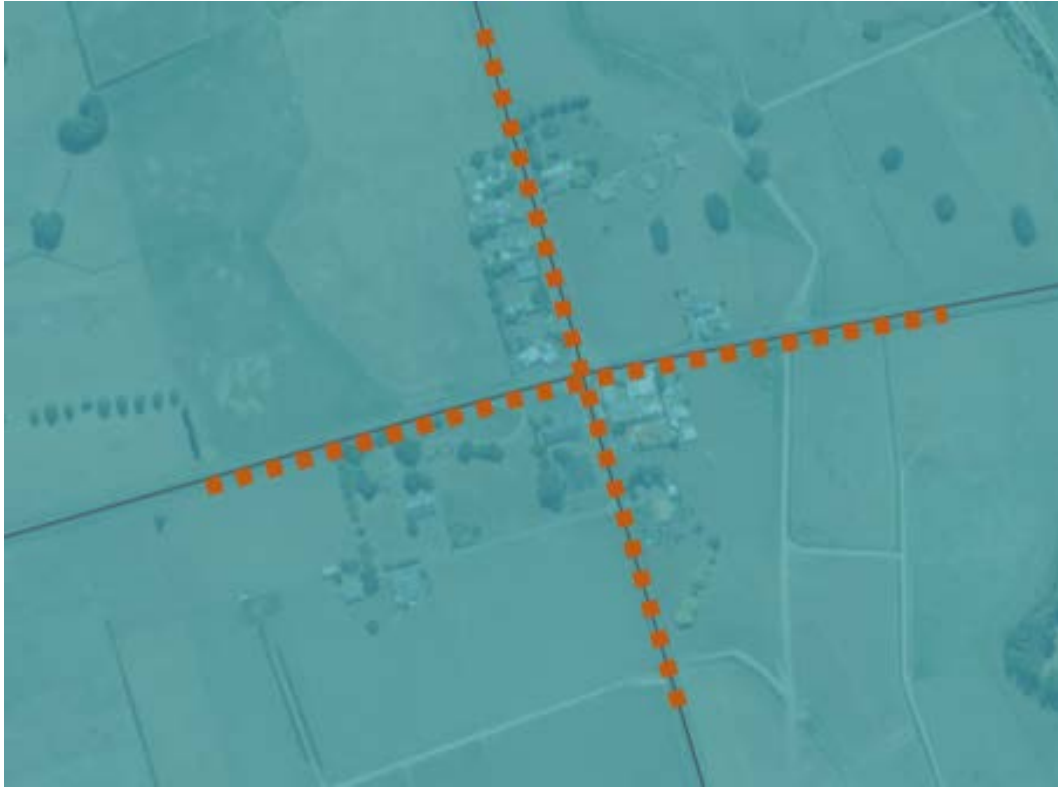
5.2.1 Te Hoe Road

Te Hoe Road is a rural connector road that was identified for review as the Te Hoe Memorial Hall is located on the corner of Te Hoe Road and Tahuna Road. The roads form a cross intersection with Mangatea Road to the north.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|---------------|----------------------------|--------------------|------------------------------|
| Tahuna Road | 100 | 80 | 60 |
| Te Hoe Road | 100 | 80 | 60 |
| Mangatea Road | 100 | 60 | 80 |

Figure 22 Te Hoe proposed speed limit



To reinforce the presence of the Te Hoe settlement and to reduce the risk it is recommended to lower the speed limit to 60km/hr for 300m in each direction of the cross roads. This will result in a 600m length being provided north-south and east-west through the settlement.

Recommendation

The following changes are recommended in the vicinity of Te Hoe:

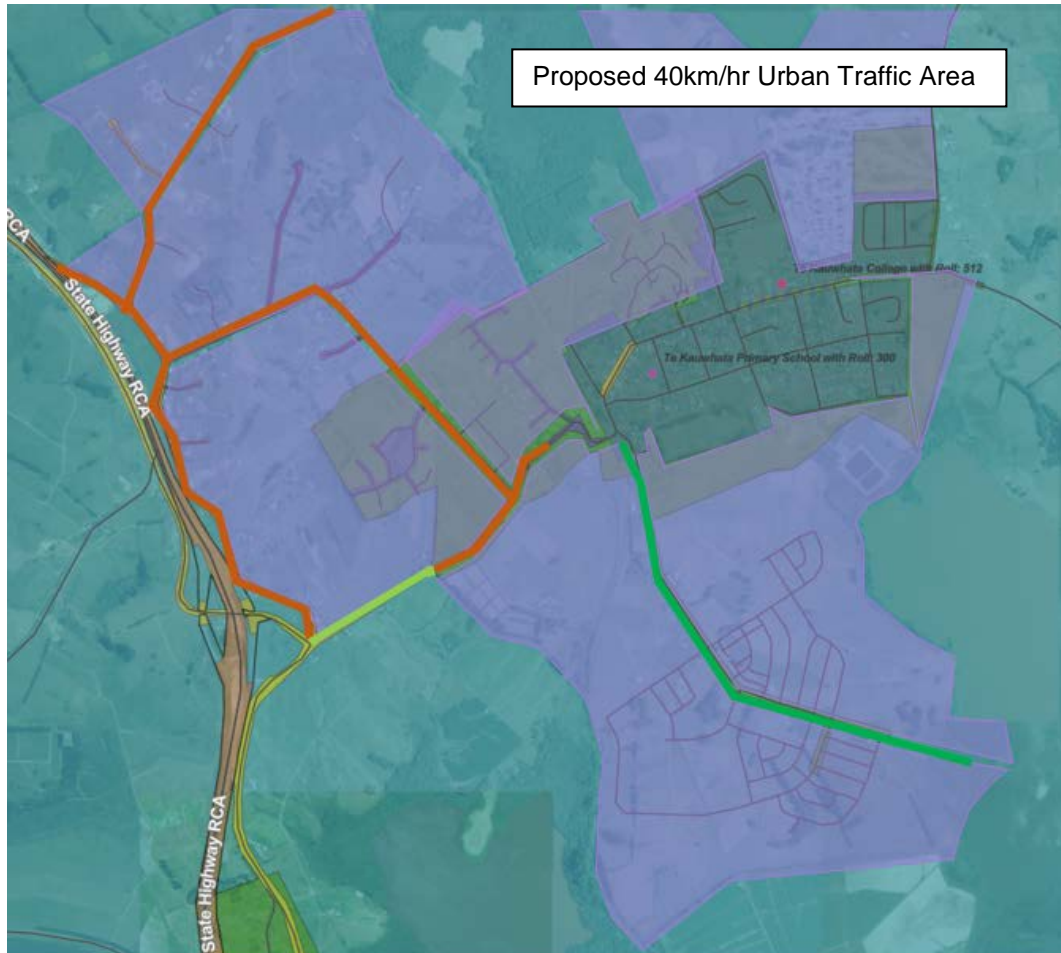
- Lower the speed limit to 60km/hr on the following sections of road:
 - Tahuna Road from 300m west of Te Hoe Road to 300m east of Te Hoe Road
 - Te Hoe Road from 300m south of Tahuna Road to Tahuna Road
 - Mangatea Road from Tahuna Road to 300m north of Tahuna Road
- Install settlement threshold treatments on both Tahuna Road approaches to Te Hoe.
- Install speed limit signs on Te Hoe Road and Mangatea Road approach to Tahuna Road.

5.3 Te Kauwhata

5.3.1 Te Kauwhata Urban Traffic Area

The Urban Traffic Area (UTA) for Te Kauwhata is currently a mix of 40km/hr and 50km/hr. The majority of roads have a speed limit of 40km/hr. The UTA and any extension to the UTA should have a speed limit of 40km/hr to provide consistency and avoid confusion.

Figure 23 Proposed Te Kauwhata Urban Traffic Area



Recommendation

The following changes are recommended for Te Kauwhata Urban Traffic Area:

- Update the Urban Traffic Area for Te Kauwhata to cover all proposed growth areas and set the speed limit at 40km/hr within this area, unless specifically identified otherwise.
- Update existing speed limit signage as required.

5.3.2 Roads in Te Kauwhata

Te Kauwhata Connector Roads

Drivers traveling through Te Kauwhata currently has six changes of speed limit from Rodda Road to Swan Road. To support the proposed urban traffic area and encourage better compliance it is proposed to change speed limits as follows to better reflect the function of these roads (urban and rural connectors):

- Te Kauwhata Road from Rodda Road to 150m west of Travers Road – 80km/hr

- Te Kauwhata Road from 150m west of Travers Road to 50m west of Eccles Avenue – 50km/hr
- Te Kauwhata Road from 50m west of Eccles Avenue to Mahia Road – 30km/hr
- Waeranga Road from Wira Road to 220m east of Swan Road – 50km/hr

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|---|----------------------------|--------------------|------------------------------|
| Te Kauwhata Road - 150m west of Travers Road to 50m west of Eccles Avenue | 60 | 40 | 50 |
| Te Kauwhata Road - 50m west of Eccles Avenue to Mahia Road | 40 | 40 | 30 |
| Waeranga Road | 40 and 50 | 40 | 50 |

Te Kauwhata Schools

To balance the needs of the through traffic and school traffic in the vicinity of Te Kauwhata College the variable speed limit in this area is proposed to be lowered to 30km/r to reflect the increased risk during the start and end of school times.

Due to the limited access to Te Kauwhata Primary School the speed limit on Wira Street is proposed to be lowered to 30km/hr.

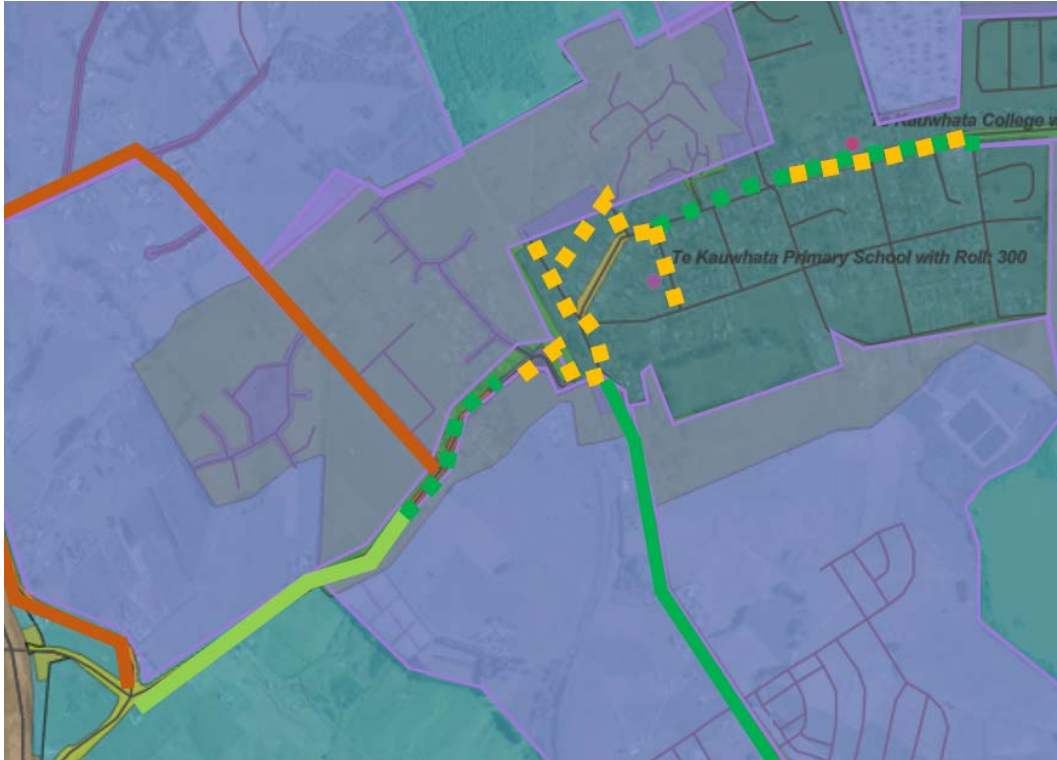
Te Kauwhata Town Centre

The existing 30km/hr on Main Street does not start and end at logical locations and should be extended to cover the complete length from Mahia Road to Wira Road. The side roads of Saleyard Road, Baird Avenue and Tavern Park Lane should also be lowered to match the main road.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|-------------------------|----------------------------|--------------------|------------------------------|
| Main Street – extension | 50 and 40 | 30 | 30 |
| Saleyard Road | 40 | 30 | 30 |
| Baird Avenue | 40 | 30 | 30 |
| Tavern Park Lane | 40 | 30 | 30 |

Figure 24 Proposed Te Kauwhata speed limit changes



The proposed speed limit changes recommended in Te Kauwhata are to stop multiple changes in speed limit over short distances and in keeping with Councils philosophy to maintain a 50km/hr for connector roads and 30km/hr within areas with high pedestrian and vehicle manoeuvres.

Recommendation

The following changes are recommended for other roads within Te Kauwhata:

- Change the speed limit to 80km/hr on Te Kauwhata Road from Rodda Road to 150m west of Travers Road
- Lower the speed limit to 50km/hr on the following sections of road:
 - Te Kauwhata Road from 150m west of Travers Road to 50m west of Eccles Avenue
 - Waeranga Road from Wira Road to 220m east of Swan Road.
- Lower the speed limit to 30km/hr on the following sections of road:
 - Te Kauwhata Road from 50m west of Eccles Avenue to Mahia Road
 - Main Road from Mahi Road to Saleyard Road
 - Main Road from Baird Avenue to Wira Street
 - Saleyard Road – Full length
 - Baird Road – Full length
 - Tavern Park Lane – Full length
 - Wira Street – Full length
- Lower the variable speed limit on Waeranga Road to 30km/hr
- Install school threshold signage on both Waeranga Road approach to Te Kauwhata College.
- Update existing speed limit signage as required.

5.3.3 Swan Road

Swan Road is a narrow rural road off Waeranga Road that is 2.1km long on the eastern edge of Te Kauwhata. This section of road was identified for review from a customer query. The first 600m of Swan Road has a 50km/hr speed limit with the remainder open road.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|------------|----------------------------|--------------------|------------------------------|
| Swan Road | 100 | 80 | 80 |
| Hawke Road | 100 | 60 | 80 |

In keeping with Councils philosophy to match the speed limits within an area and to undertake a step change approach an 80km/hr speed limit is recommended for these roads.

Figure 25 Swan Road



Recommendation

The following changes are recommended for Swan Road:

- Lower the speed limit to 80km/hr on the following sections of road:

- Swan Road from 600m north of Waerenga Road to its end
- Hawke Road – Full length
- Update existing speed limit signage as required.

5.3.4 Waerenga Road

Waeranga Road is a rural connector road connecting Te Kauwhata to the rural communities east of the settlement. This section of road was identified for review due to the presence of Waikare Marae. There is a small settlement of houses within the vicinity of marae, on approach to Te Kauwhata. Extend to cover Belcher Road and Kiwi Road.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|---------------|----------------------------|--------------------|------------------------------|
| Waerenga Road | 100 | 80 | 80 |
| Belcher Road | 100 | 60 | 80 |
| Kiwi Road | 100 | 60 | 80 |

Figure 26 Mangatangi Road



Recommendation

The following changes are recommended for Waeranga Road:

- Lower the speed limit to 80km/hr on Waeranga Road from 220m east of Swan Road to 200m east of Belcher Road.
- Lower the speed limit to 80km/hr on the full length of the following roads:
 - Belcher Road

- Kiwi Road
- Update existing speed limit signage as required.
- Install advance and directional marae signage for Waikare Marae on both approaches to the marae.

5.4 Waerenga

5.4.1 Carter Road

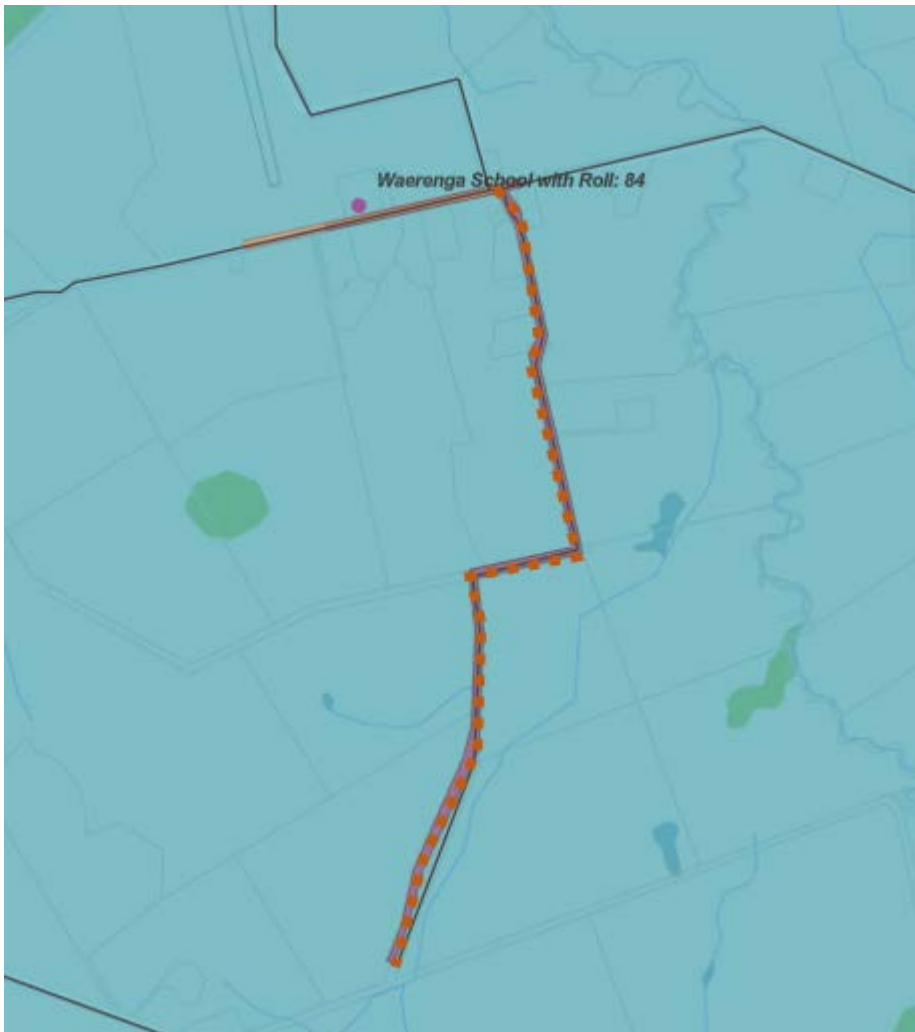
Carter Road is a no exit rural road off Taniwha Road. This section of road was identified for review as it currently has a 70km/hr speed limit.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|-------------|----------------------------|--------------------|------------------------------|
| Carter Road | 70 | 80 | 60 |

In keeping with Councils philosophy to match speed limits within an area it is recommended to lower the speed limit to 60km/hr to match speed limit on Taniwha Road.

Figure 27 Carter Road proposed speed limits



Recommendation

The following changes are recommended for Carter Road:

- Lower the speed limit to 60km/hr on full length of Carter Road.
- Update existing speed limit signage as required.

5.5 Whangamarino

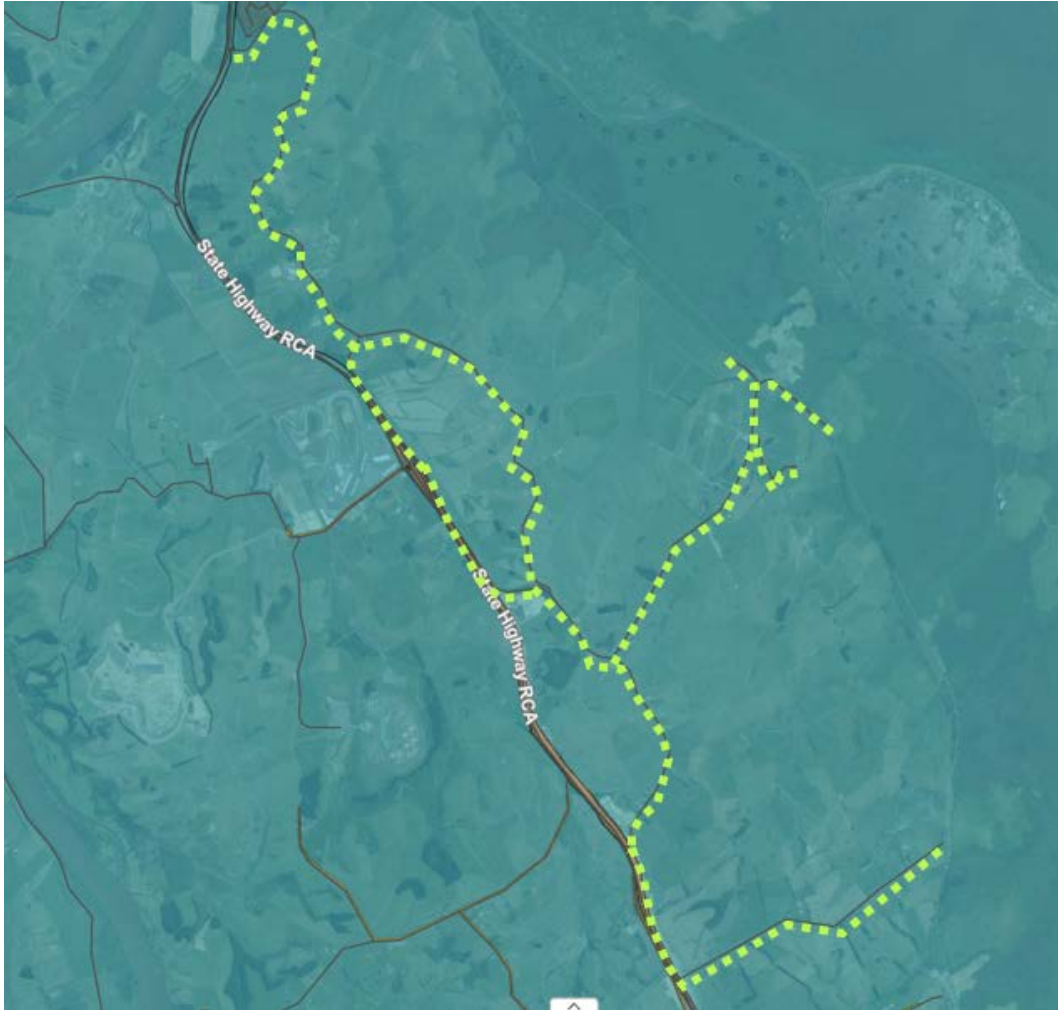
5.5.1 Whangamarino Road

Whangamarino Road is a rural connector road between Te Kauwhata and Hampton Downs and was identified for review from a customer query and due to it being the detour route should there be an issue on State Highway 1 in this vicinity.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|-------------------|----------------------------|--------------------|------------------------------|
| Whangamarino Road | 100 | 80 | 80 |
| Wattle Road | 100 | 80 | 80 |
| Paddy Road | 100 | 60 | 80 |
| Springhill Road | 100 | 60 | 80 |
| Black Road | 100 | 60 | 80 |
| Foster Road | 100 | 60 | 80 |

Figure 28 Whangamarino proposed speed limits



In keeping with Councils philosophy to match the speed limits within an area Whangamarino Road is recommended to be lowered to 80km/hr. The speed limit on the side roads of: Wattle Road, Paddy Road, Black Road and Springhill Road should also be lowered to provide consistency within the area.

Recommendation

The following changes are recommended for Whangamarino:

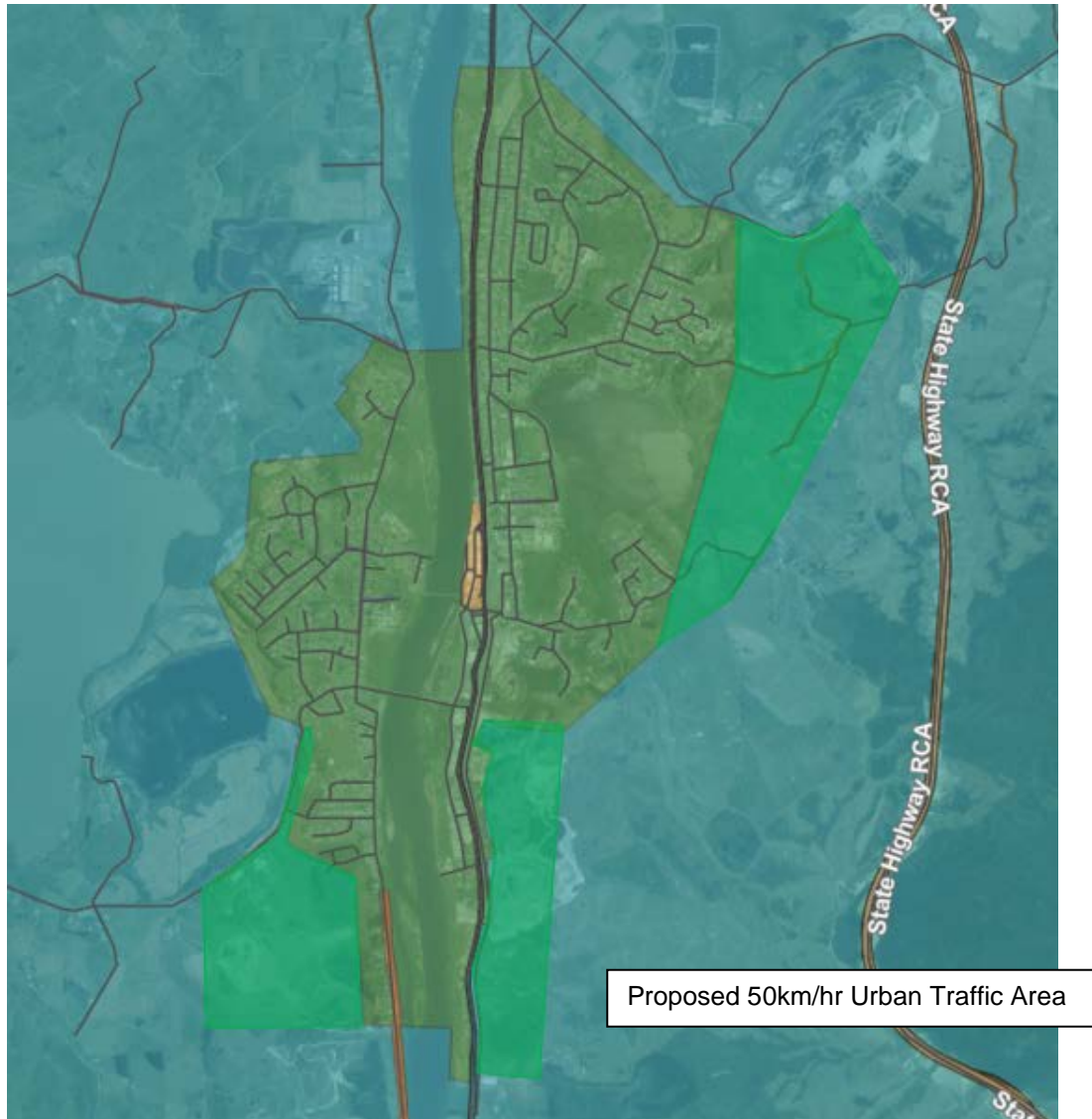
- Lower the speed limit to 80km/hr on Whangamarino Road from Paddy Road to 80m south of Foster Road.
- Lower the speed limit to 80km/hr on the full length of the following roads:
 - Wattle Road
 - Paddy Road
 - Springhill Road
 - Black Road
 - Foster Road
- Update existing speed limit signage as required.

6. Huntly General Ward

6.1.1 Huntly Urban Traffic Area

The Urban Traffic Area (UTA) for Huntly is currently 50km/hr. The UTA should be extended to cover new growth areas and should have a speed limit of 50km/hr to provide consistency and avoid confusion. Consideration should be given to lowering the UTA speed limit to 40km/hr.

Figure 29 Proposed Huntly Urban Traffic Area



Recommendation

The following changes are recommended for Huntly Urban Traffic Area:

- Update the Urban Traffic Area for Huntly to cover all proposed growth areas and set the speed limit at 50km/hr within this area, unless specifically identified otherwise.
- Update existing speed limit signage as required.

6.1.2 Great South Road

Great South Road through Huntly is currently a State Highway and a significant portion of it has a speed limit of 70km/hr, however once the revocation process has been completed it is proposed to lower the speed limit.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|--|----------------------------|--------------------|------------------------------|
| Great Sth Rd – State Highway 1 to existing threshold | 100 | 80 | 80 |
| Great Sth Rd – Existing threshold to 425m north of Fletcher Street | 70 | 80 | 60 |
| Great Sth Rd – 425m north of Fletcher Street to south of Spiers Road | 70 | 40 | 50 |
| Great Sth Rd – south of Spiers Road to south of Great Sth Road LLA | 70 | 40 | 60 |
| East Mine Road (existing 70km/hr section only) | 70 | 80 | 60 |
| Sutherlands Road | 100 | 80 | 80 |

To support the urban traffic area and provide consistent messages to drivers it is proposed to change speeds limits as follows to better reflect the function of these roads (urban and rural connectors):

Figure 30 Proposed Great South Road (Huntly) speed limits



Recommendation

The following changes are recommended for Great South Road (Huntly):

- Lower the speed limit to 80km/hr on Great South Road from State Highway 1 (RP 10.157) to existing 100/70 threshold (RP 11.155)
- Lower the speed limit to 80km/hr on the full length of Sutherland Road
- Lower the speed limit to 60km/hr on Great South Road from existing 100/70 threshold (11.155) to 425m north of Fletcher Street (RP 12.885)
- Lower the speed limit to 50km/hr on Great South Road from 425m north of Fletcher Street (RP 12.885) to south of Spiers Road (RP 1750)
- Lower the speed limit to 60km/hr on Great South Road from south of Spiers Road (RP 1750) to south of the Great South Road LLA (RP 3350)
- Lower the speed limit to 60km/hr on the existing 70km/hr section of East Mine Road.
- Remove the southbound passing lane at the southern end of Huntly and replace with wider shoulder on the eastern side of the road and a flush median for turning vehicles.

NOTE: These speed limit changes can not occur until the State Highway status of the road has been revoked.

6.2 Roads in Huntly East

6.2.1 Taihua Road

Taihua Road is a local street that was identified for review as it provides access to the Huntly Domain and Lake Hakanoa. Taihua Road runs between Hakanoa Street and Onslow Street. Huntly Primary School is located on Onslow Street and as the roads are connected the areas has been reviewed together.

Huntly Primary School currently has a 40km/hr variable speed limit within the vicinity of the school. Since the 2022 Speed Limit Bylaw update there has been a change to lower speed limits outside schools to 30km/r and to better support the school a lower and permanent speed limit of 30km/hr is proposed in this area.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|---------------|----------------------------|--------------------|------------------------------|
| Taihua Road | 40 | 30 | 30 |
| Park Road | 50 | 30 | 30 |
| Onslow Street | 50 with 40 VSL | 30 | 30 |
| Wight Street | 50 | 30 | 30 |

Figure 31 Proposed Huntly Domain and Primary School speed limits



Recommendation

The following changes are recommended for roads within the vicinity of Huntly Domain and Huntly Primary School:

- Lower the speed limit to 30km/hr on the following sections of road:
 - Onslow Street from Williams Street to Taihua Road
 - Taihua Road from Wight Street to Onslow Street
 - Park Avenue from Hakanoa Street to Taihua Street
 - Wight Street from Park Avenue to Taihua Street
- Install school threshold signage on the western approach to Huntly Primary School.
- Update existing speed limit signage as required.

6.2.2 Huntly East Other Roads

Kimihia Road is a no exit local street road that has been severed as part of the Waikato Expressway. This section of road was identified for review from a customer query. Any

changes to the speed limit should be extended to cover the other roads in the area: James Road and Tawa Road.

Rayner Road is another no exit local street road that was identified for review from a customer query.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|--------------|----------------------------|--------------------|------------------------------|
| James Road | 80 | 60 | 50 |
| Kimihia Road | 80 | 30 | 50 |
| Tawa Road | 80 | 60 | 50 |
| Rayner Road | 100 | 30 | 50 |

In keeping with Councils philosophy to match the speed limits within an area a 50km/hr speed limit is recommended for these roads. These areas are proposed to be covered by the extension to the Huntly UTA.

Figure 32 Kimihia Road proposed speed limit



Figure 33 Rayner Road proposed speed limit



Recommendation

The following changes are recommended for Kimihia:

- Lower the speed limit to 50km/hr on the full length of the following roads:
 - James Road
 - Tawa Road
- Lower the speed limit to 50km/hr on Kimihia Road from 410m west of James Road to Tawa Road.
- Lower the speed limit to 50km/hr on Rayner Road from Croft Terrace to its end:
- Update existing speed limit signage as required.

6.3 Roads in Huntly West

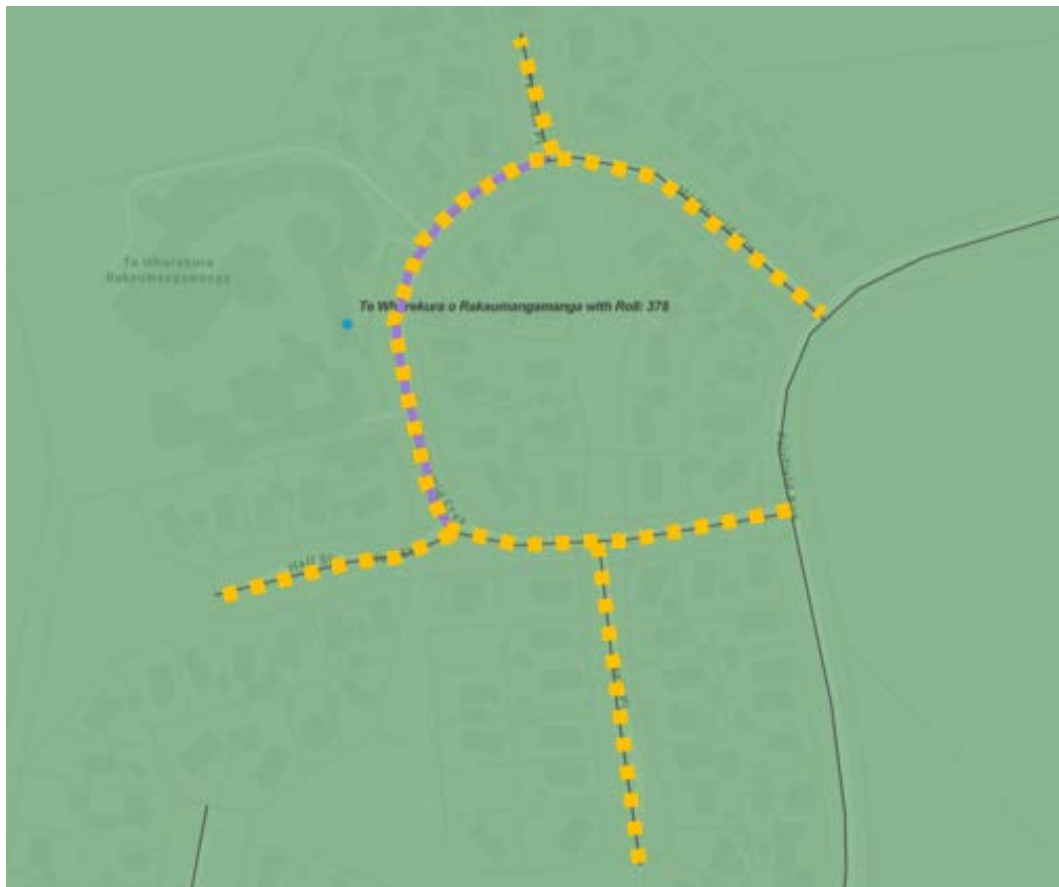
6.3.1 McDiarmid Crescent

In 2022 the speed limit outside Te Wharekura o Rakaumangamanga School was lowered to 40km/hr. Since that time there has been a change to lower speed limits outside schools to 30km/r. As a result, it is recommended that the speed limit on McDiarmid Crescent be lowered to 30km/hr and the lower speed limit be extended to cover the side roads of Davis Place, Hall Street and Penman Place.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|--------------------|----------------------------|--------------------|------------------------------|
| McDiarmid Crescent | 40 | 30 | 30 |
| Davis Place | 50 | 30 | 30 |
| Hall Street | 50 | 30 | 30 |
| Penman Place | 50 | 30 | 30 |

Figure 34 Te Wharekura o Rakaumangamanga proposed speed limits



Recommendation

The following changes are recommended for the vicinity of Te Wharekura o Rakaumangamanga:

- Lower the speed limit to 30km/hr on the following roads:
 - McDiarmid Crescent
 - Davis Place,
 - Hall Street
 - Penman Place
- Install school threshold treatments on the approach to Te Wharekura o Rakaumangamanga.
- Update existing speed limit signage as required.

6.3.2 Hetherington and Te Ohaki

These sections of Hetherington Road and Te Ohaki Road were identified for review due to the presence of two marae in the area, Waahi Marae and Te Kauri Marae. In addition, there was a section of 70km/hr speed limit which is required to be reviewed.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|---|----------------------------|--------------------|------------------------------|
| Harris Street – from RP1800 north | 50 | 40 | 60 |
| Hetherington Road - existing 70km/hr section at Harris Street | 70 | 60 | 60 |
| Hetherington Road – existing 100km/hr section | 100 | 80 | 60 |
| Bone Road | 100 | 60 | 80 |
| Te Ohaki Road – to 1050m north of Harris Road | 100 | 60 | 60 |
| Te Ohaki Road – from 1050m north of Harris Road to existing 80km/hr | 100 | 60 | 80 |
| Rakaumangamang Road | 100 | 30 | 80 |
| Hetherington Road – existing 70km/hr section at Te Kauri Marae | 70 | 60 | 60 |
| Okowhao Road | 100 | 60 | 60 |
| Berrymans Access Road | 100 | 60 | 60 |

Figure 35 Hetherington/Te Ohaki proposed speed limits



In keeping with Councils philosophy to match the speed limits within an area the speed limit on the side roads have been lowered to match the main road.

Recommendation

The following changes are recommended for roads in Hetherington and Te Ohaki:

- Lower the speed limit to 60km/hr on the following sections of road:
 - Harris Street from 230m south of Te Ohaki Road to Te Ohaki Road
 - Hetherington Road from Te Ohaki Road to 160m west of Te Ohaki Road
 - Te Ohaki Road from Harris Street to 1050m north of Harris Street
 - Hetherington Road from 50m east of Berrymans Access Road to 100m west of Okowhao Road
 - Berrymans Access Road – Full length
 - Okowhao Road – Full length
- Lower the speed limit to 80km/hr on the following sections of road:
 - Te Ohaki Road from 1050m north of Harris Street to 320m north of Rakaumangamanga Road
 - Hetherington Road from 160m west of Te Ohaki Road to 50m east of Berrymans Access Road
- Install settlement threshold treatments on the approaches to Hunty and Hetherington

- Update existing speed limit signage as required.
- Install advance and directional marae signage for Waahi and Te Kauri Marae on both approaches to the marae.

7. Newcastle - Ngaruawahia General Ward

7.1 Hopuhopu

7.1.1 Great South Road

Great South Road – Lower to 80km/hr between the existing 60km/hr at Taupiri and north of Fox Road. Extend to include Fox Road.

Great South Road in this location is a rural connector road between Taupiri and Ngaruawahia. This section of road was identified for review from a submission to the 2022 Speed Limit Bylaw update process. Any changes to the speed limit should be extended to cover the side road of Fox Road.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|---|----------------------------|--------------------|------------------------------|
| Great South Road – South of Kainui Road to Fox Road | 100 | 80 | 80 |
| Fox Road | 100 | 80 | 80 |

In keeping with Councils philosophy to match the speed limits within an area and to undertake a step change approach an 80km/hr speed limit is recommended for these roads.

Figure 36 Great south Road (Hopuhopu) proposed speed limits



Recommendation

The following changes are recommended for Great South Road (Hopuhopu):

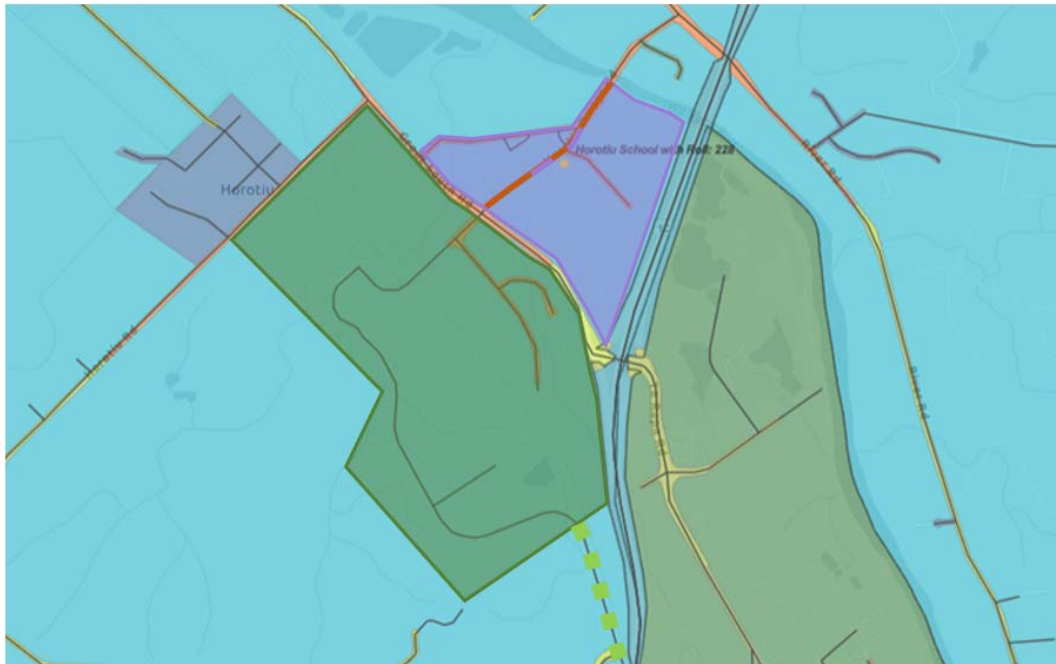
- Lower the speed limit to 80km/hr on Great South Road from 320m south of Kainui Road to Fox Road
- Lower the speed limit to 80km/hr on the full length of Fox Road
- Update existing speed limit signage as required.

7.2 Horotiu

7.2.1 Horotiu Urban Traffic Area

The Urban Traffic Area (UTA) for Horotiu currently only covers a small section of the residential area off Horotiu Road with a 40km/hr speed limit. There are areas of residential development proposed to the east of Great South Road as well as a large industrial area to the west. Due to the significant growth in this area UTAs should be extended to cover the differing land uses separately. The UTA for the residential area should have a speed limit of 40km/hr to provide consistency with other residential areas, while the speed limit in the industrial area is proposed to be 50km/hr to match other industrial areas.

Figure 37 Proposed Horotiu Urban Traffic Areas



As part of the introduction of the UTA's the speed limits in a number of existing roads should be lowered to match the UTA speed limit. These roads include Washer Road and Kernott Road which are proposed to have a 40km/hr speed limit. The speed limit on Gateway Drive, Evolution Drive, Innovation Way and Kohia Drive should be lowered to 50km/hr.

Recommendation

The following changes are recommended for Horotiu Urban Traffic Areas:

- Update the Urban Traffic Area for Horotiu to cover all existing and proposed residential areas and set the speed limit at 40km/hr within this area, unless specifically identified otherwise.

- Update the Urban Traffic Area for Horotiu to cover all existing and proposed industrial areas and set the speed limit at 50km/hr within this area, unless specifically identified otherwise.
- Lower the speed limit to 40km/hr on the full length of the following roads:
 - Washer Road
 - Kernott Road
- Lower the speed limit to 50km/hr on the full length of the following roads:
 - Gateway Drive
 - Evolution Drive
 - Innovation Way
 - Kohia Drive
- Update existing speed limit signage as required.

7.2.2 Horotiu Bridge Road

Horotiu Bridge Road is an urban and rural connector road that has a 60km/hr speed limit with a 40km/hr VSL for Horotiu School. To balance the needs of the through traffic and school traffic in the vicinity of Horotiu School on Horotiu Bridge Road the variable speed limit in this area is proposed to be lowered to 30km/r to reflect the increased risk during the start and end of school times.

The speed limit on Horotiu Bridge Road is proposed to be lowered to 50km/hr from south of Washer Road to Great South Road.

NOTE: The 50km/hr speed limit signs installed on Horotiu Bridge Road have been installed illegally and are unable to be enforced.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|---|----------------------------|--------------------|------------------------------|
| Horotiu Bridge Road – Washer Road to Great South Road | 60 | 40 | 50 |

Figure 38 Proposed Horotiu Bridge Road speed limits



Recommendation

The following changes are recommended for Horotiu Bridge Road:

- Lower the speed limit to 50km/hr on Horotiu Bridge Road from 50m north of Washer Road to Great South Road.
- Lower the variable speed limit to 30km/hr in the vicinity of Horotiu School
- Install variable school threshold signage on both approaches to Horotiu School.
- Update existing speed limit signage as required.

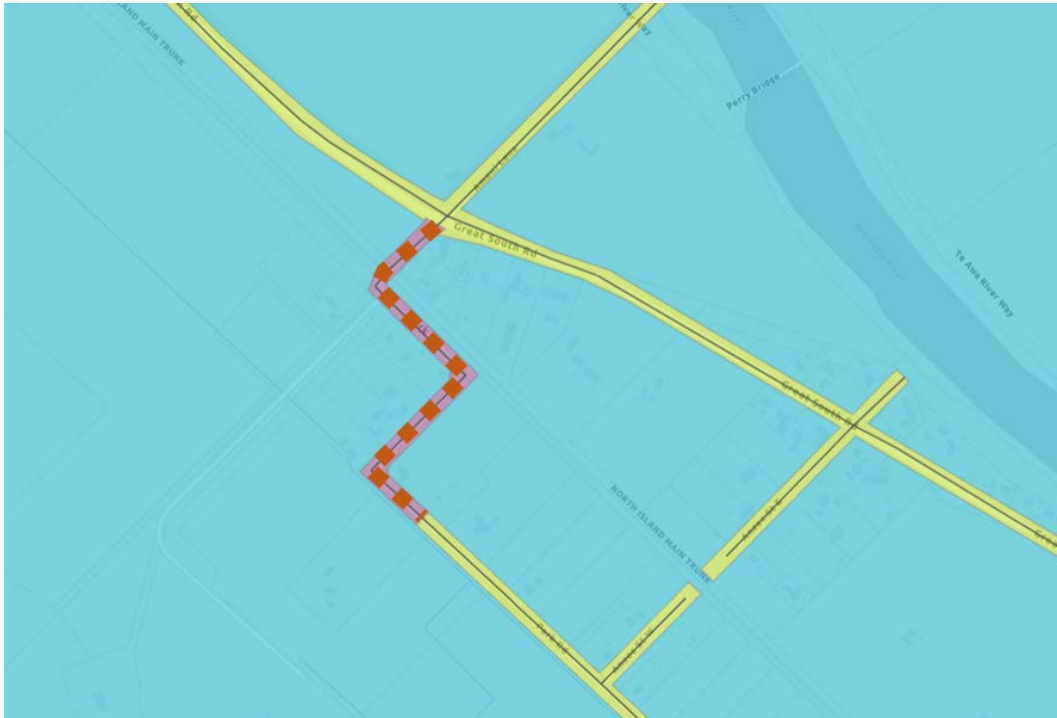
7.2.3 Park Road

Park Road is a local street that connects between Great South Road and Horotiu Road. This section of road was identified for review as it currently has a 70km/hr speed limit.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|-----------|----------------------------|--------------------|------------------------------|
| Park Road | 70 | 30 | 60 |

Figure 39 Coalfields Road



Recommendation

The following changes are recommended for Park Road:

- Lower the speed limit to 60km/hr on Park Road from Great South Road to 470 southwest of Great South Road.
- Update existing speed limit signage as required.

7.3 Horsham Downs

7.3.1 Horsham Downs Roads

There are a number of boundary roads with Hamilton City Council where they are proposing to lower the speed limit as follows:

- Ennion Rise - Lower to 60km/hr from Kay Road to Horsham Downs Road (Boundary with Hamilton City Council)
- Horsham Downs Road - Lower to 60km/hr from Ennion Rise to the Waikato Expressway (Boundary with Hamilton City Council)

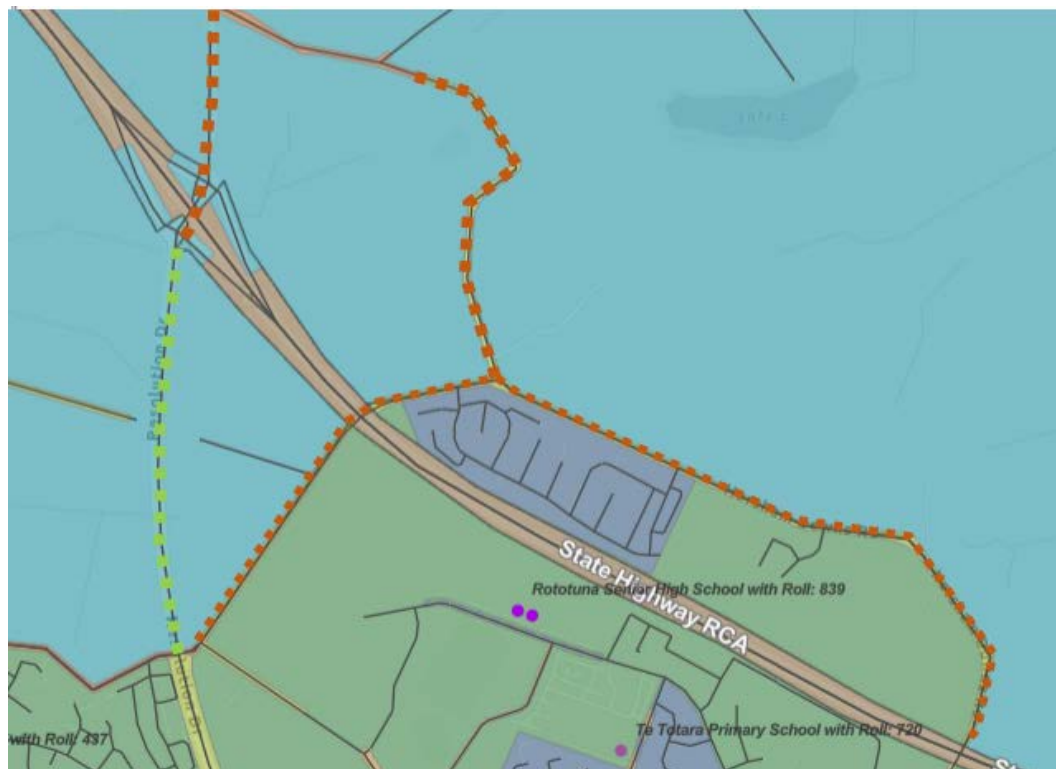
In addition, Resolution Drive was not included on the 2022 Speed Limit Bylaw Schedule as the road had not been opened at that stage. Both sections have been included in this review. From Horsham Downs Road to State Highway 1 the speed limit is 60km/hr, while the section between State Highway 1 to the boundary with Hamilton City Council is proposed to be 80km/hr. The difference between the speed limits on the two sections of Resolution Drive is due to the median separating traffic on the section between State Highway 1 and the boundary with Hamilton City Council.

The above mentioned changes have resulted in a section of Horsham Downs Road that is inconsistent with the rest. As a result, it is proposed to lower the speed limit to 60km/hr on the section of Horsham Downs Road from Henderson Road to Ennion Rise.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|---|----------------------------|--------------------|------------------------------|
| Horsham Downs Road – Henderson to Ennion Rise | 80 | 60 | 60 |

Figure 40 Horsham Downs Road



Recommendation

The following changes are recommended for Horsham Downs:

- Lower the speed limit to 60km/hr on Horsham Downs Road from Henderson Road to Ennion Rise.
- Lower the speed limit to 60km/hr on Resolution Drive from Horsham Downs Road to State Highway 1.
- Lower the speed limit to 80km/hr on Resolution Drive from State Highway 1 to the Hamilton City Council boundary.
- Update existing speed limit signage as required.

7.4 Ngaruawahia

7.4.1 Ngaruawahia Urban Traffic Area

The Urban Traffic Area for Ngaruawahia is 50km/hr. The UTA and any extension to the UTA should have a speed limit of 40km/hr to provide consistency across the district. The speed limit on the through routes are to remain 50km/hr unless otherwise specified.

Figure 41 Proposed Ngaruawahia Urban Traffic Areas



Recommendation

The following changes are recommended for Horotiu Urban Traffic Areas:

- Update the Urban Traffic Area for Ngaruawahia to cover all existing and proposed residential areas and set the speed limit at 40km/hr within this area, unless specifically identified otherwise.
- Update existing speed limit signage as required.

7.4.2 Roads in Ngaruawahia

Ngaruawahia Schools

In 2022 the speed limit outside Schools in Ngaruawahia was lowered to 40km/hr. Since that time there has been a change to lower speed limits outside schools to 30km/r. As a result, it is recommended that the speed limits outside of the schools with Ngaruawahia be changed as follows:

- St Paul's Catholic School (Ngaruawahia) – Lower the VSL to 30km/hr on Great South Road, Belt Street and Galileo Street.
- Ngaruawahia School - Lower the VSL to 30km/hr on Great South Road, Belt Street and Galileo Street.
- TKKM o Bernard Fergusson – Lower the existing 40km/hr speed limit on Duke Street to 30km/hr.
- Ngaruawahia High School - Lower the existing 40km/hr speed limit on Kent Street to 30km/hr.

- Waipa School – Lower to the speed limit on Kia Toa Street to 30km/hr on Kia Toa Street. Lower the speed limit on the section of Havelock Road in the vicinity of the school to 30km/hr.

Figure 42 Ngaruawahia Schools proposed speed limit



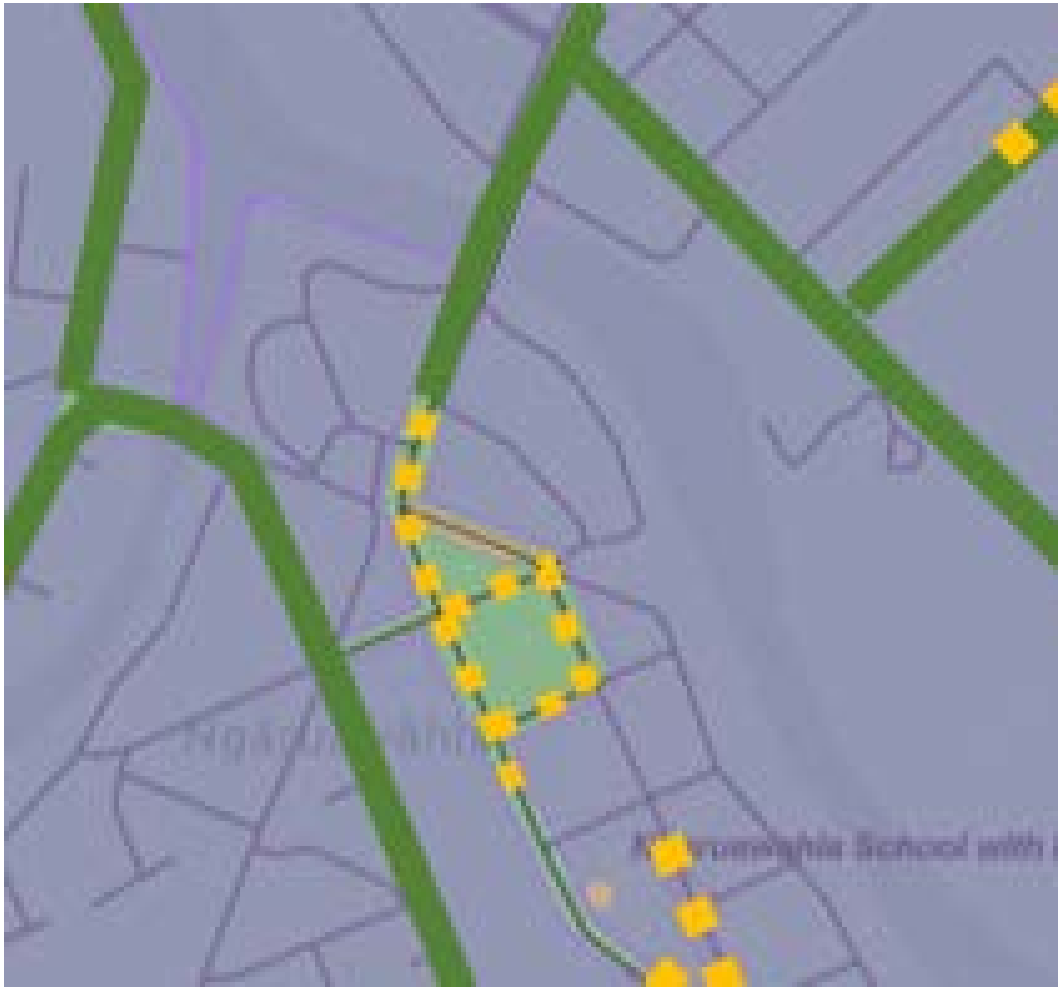
Ngaruawahia Town Centre

Extensive works are proposed within the town centre of Ngaruawahia to create a destination for visitors and improve pedestrian and cycle access. To compliment these improvements the speed limit in this area should reflect its use and it is proposed to lower the speed limit to 30km/hr on Newcastle Street, and sections of Great South Road, Galileo Street and Martin Street.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|--|----------------------------|--------------------|------------------------------|
| Great South Road (Market Steet to Martin Street) | 50 | 30 | 30 |
| Newcastle Street | 50 | 30 | 30 |
| Martin Street | 50 | 30 | 30 |
| Galileo Street (Martin Street to Newcastle Street) | 50 | 30 | 30 |

Figure 43 Proposed Ngaruawahia Town Centre speed limits



NOTE: Speed limit thresholds and speed management features will be installed as part of the town centre upgrade project.

Kelm Road

Kelm Road is a rural road off Great South at the northern edge of Ngaruawahia. This road runs parallel with Starr Road and both have a similar level of development. For consistency the speed limit should be the same on both roads and also the section of Duke Street between Kelm Road and Starr Road.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|---------------------------------------|----------------------------|--------------------|------------------------------|
| Kelm Road | 100 | 80 | 60 |
| Starr Road | 50 | 60 | 60 |
| Duke Street (Kelm Road to Starr Road) | 100 | 80 | 60 |

In keeping with Councils philosophy to match the speed limits within an area a 60km/hr speed limit is recommended for these roads.

Speedy Road

Speedy Road is a rural road off River Road that has a section of 70km/hr speed limit. To limit the number of speed limits in the area it is proposed to lower the speed limit to 60km/hr.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|---|-----------------------------------|---------------------------|-------------------------------------|
| Speedy Road (existing 70km/hr section only) | 70 | 60 | 60 |

Clark Road

Clark Road is a rural road off Waingaro Road that was identified for review from a customer request. Any changes to Clark Road should also include the side road of Kauri Ridge Drive.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|------------------|-----------------------------------|---------------------------|-------------------------------------|
| Clark Road | 80 | 60 | 60 |
| Kauri Ridge Road | 80 | 60 | 60 |

Figure 44 Proposed Ngaruawahia speed limits



Recommendation

The following changes are recommended for the roads around Ngaruawahia:

- Lower the variable speed limit to 30km/hr on the following roads:
 - Great South Road
 - Belt Street
 - Galileo Street
- Lower the speed limit to 30km/hr on the following sections of road:
 - Duke Road from 30m north of Herangi Crescent to 100m south of Starr Road
 - Kent Street from 280m northeast of River Road to 125m south of Starr Road
 - Kai Toa Street – Full length
 - Havelock Road from 60m east of Struve Street to 60m west of Whatawhata Avenue
 - Great South Road from Market Road to 80m south of Martin Street
 - Galileo Street from Martin Street to Jesmond Street
 - Martin Street from Great South Road to Galileo Street
 - Newcastle Street – Full Length
- Install additional signage and markings at all speed limit change locations to create school thresholds.
- Update existing variable speed limit signage as required.
- Lower the speed limit to 60km/hr on the full length of the following roads:
 - Kelm Road
 - Starr Road

- Clark Road
- Kauri Ridge Drive
- Lower the speed limit to 60km/hr on the following sections of road:
 - Duke Street from Starr Road to Kelm Road
 - Speedy Road from River Road for 600m.
- Update existing speed limit signage as required.

7.4.3 Hakarimata Road

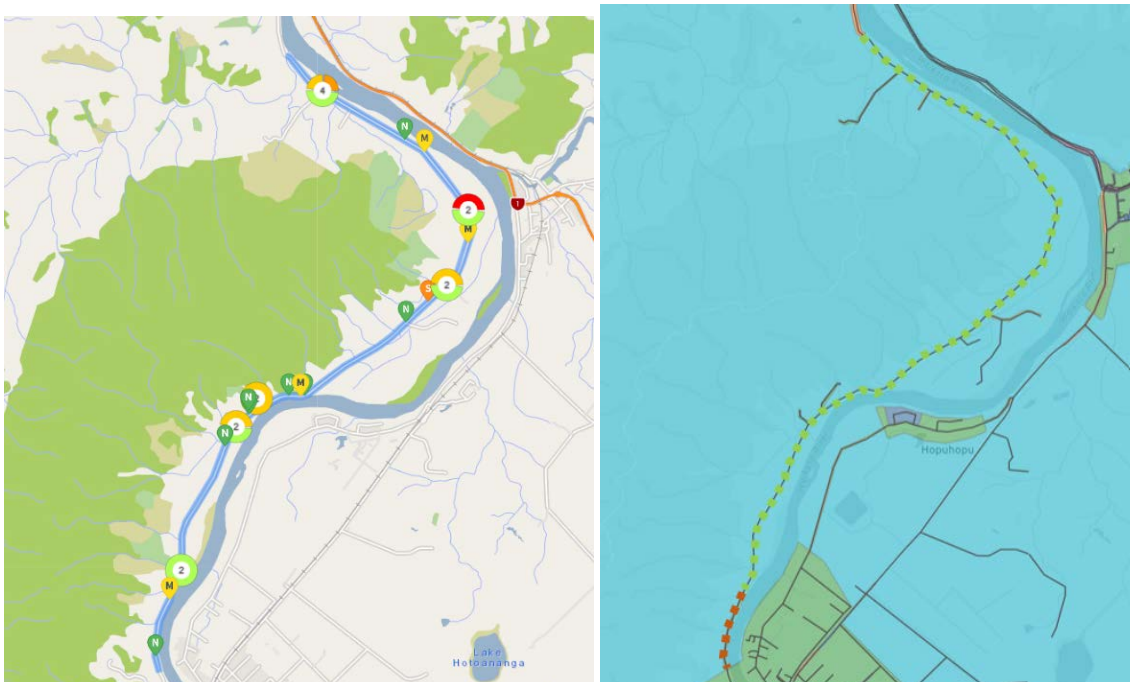
Hakarimata Road is a rural connector road between Huntly and Ngaruawahia that continues to have a number of fatal and serious crashes along this route. This road was the subject of a number of submissions requesting the speed limit to be lowered in the 2022 Speed Limit Bylaw update.

The 50km/hr speed limit was shifted north a considerable distance from Ngaruawahia however this has resulted in poor compliance from drivers. To provide a more consistent message to drivers it is proposed to lower the majority of the road between Ngaruawahia and the one lane bridge to 80km/hr while raising the speed limit to 60km/hr for the windy section on the approach to Ngaruawahia.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|--|----------------------------|--------------------|------------------------------|
| Hakarimata Road (530m – 1380m nth of Brownlee Ave) | 50 | 80 | 60 |
| Hakarimata Road (1380m nth of Brownlee Ave to one lane bridge) | 100 | 80 | 80 |

Figure 45 Hakarimata Road crashes and proposed speed limits



Recommendation

The following changes are recommended for Hakarimata Road:

- Change the speed limit to 60km/hr on Hakarimata Road between 530m and 1380m north of Brownlee Avenue
- Lower the speed limit to 80km/hr on Hakarimata Road from 1380m north of Brownlee Avenue to the one lane bridge.
- Update existing speed limit signage as required.

7.4.4 Tuurangawaewae Marae

Tuurangawaewae Marae is located on River Road and is a very significant marae, it is the headquarters for the Māori King Movement (Te Kīngitanga) and the official residence and reception centre of the head of the Kīngitanga - the current Māori King.

Due to its prominence, there are often large events held on site with large volumes of vehicle and pedestrian movements in the area. To assist with managing the risk to users during events a variable speed limit is recommended to be installed on River Road in the vicinity of the marae.

As this variable speed limit would not operate at fixed times, but on demand instead an operational and management plan is being developed in conjunction with the marae to ensure its safe operation.

Figure 46 Tuurangawaewae Marae proposed speed limit



Recommendation

The following changes are recommended for Tuurangawaewae Marae:

- Install a 30km/hr variable speed limit on River Road from Regent Street to 85m south of Kent Street
- Install variable threshold treatments on River Road with advance and directional marae signage for Tuurangawaewae Marae on both approaches to the marae.
- Develop and implement a management and operational plan with representatives from Tuurangawaewae Marae to enable the speed limit to be enforced.

7.5 Rotokauri

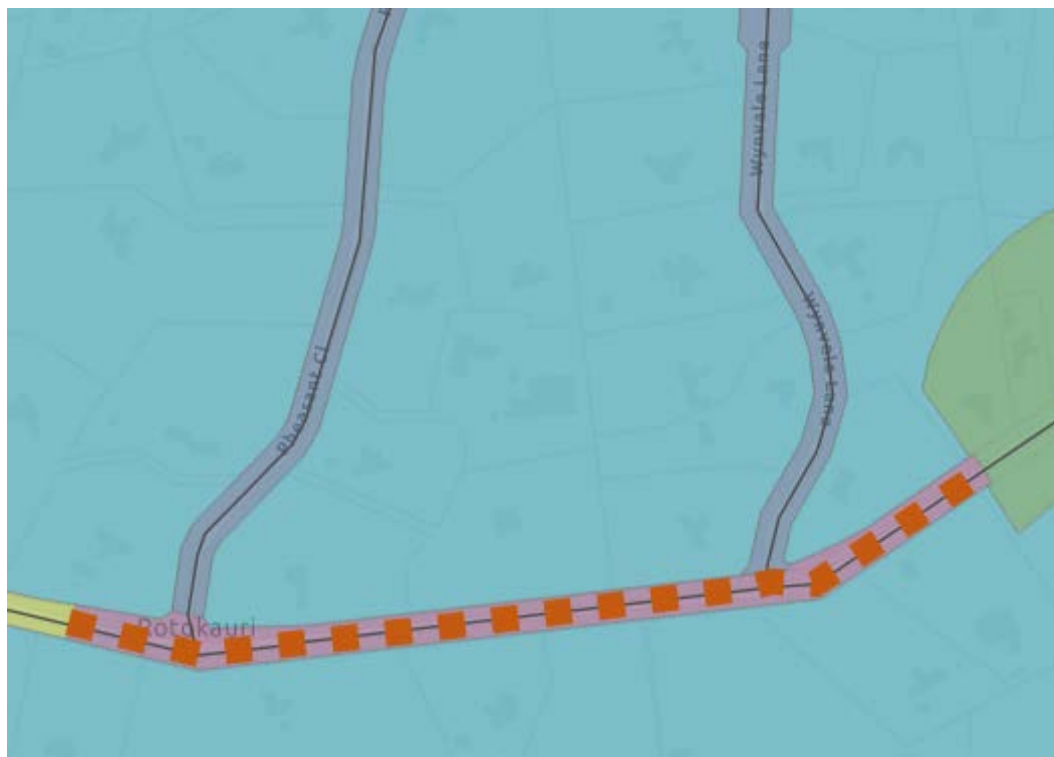
7.5.1 Rotokauri Road

Rotokauri Road is a peri-urban road west of Hamilton. This section of road was identified for review as it currently has a 70km/hr speed limit. During the review it was noted that the speed limit for Wynvale Lane had not been updated in the 2022 Speed Limit Bylaw Schedule.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|----------------|----------------------------|--------------------|------------------------------|
| Rotokauri Road | 70 | 60 | 60 |

Figure 47 Rotokauri Road



Recommendation

The following changes are recommended for Rotokauri Road:

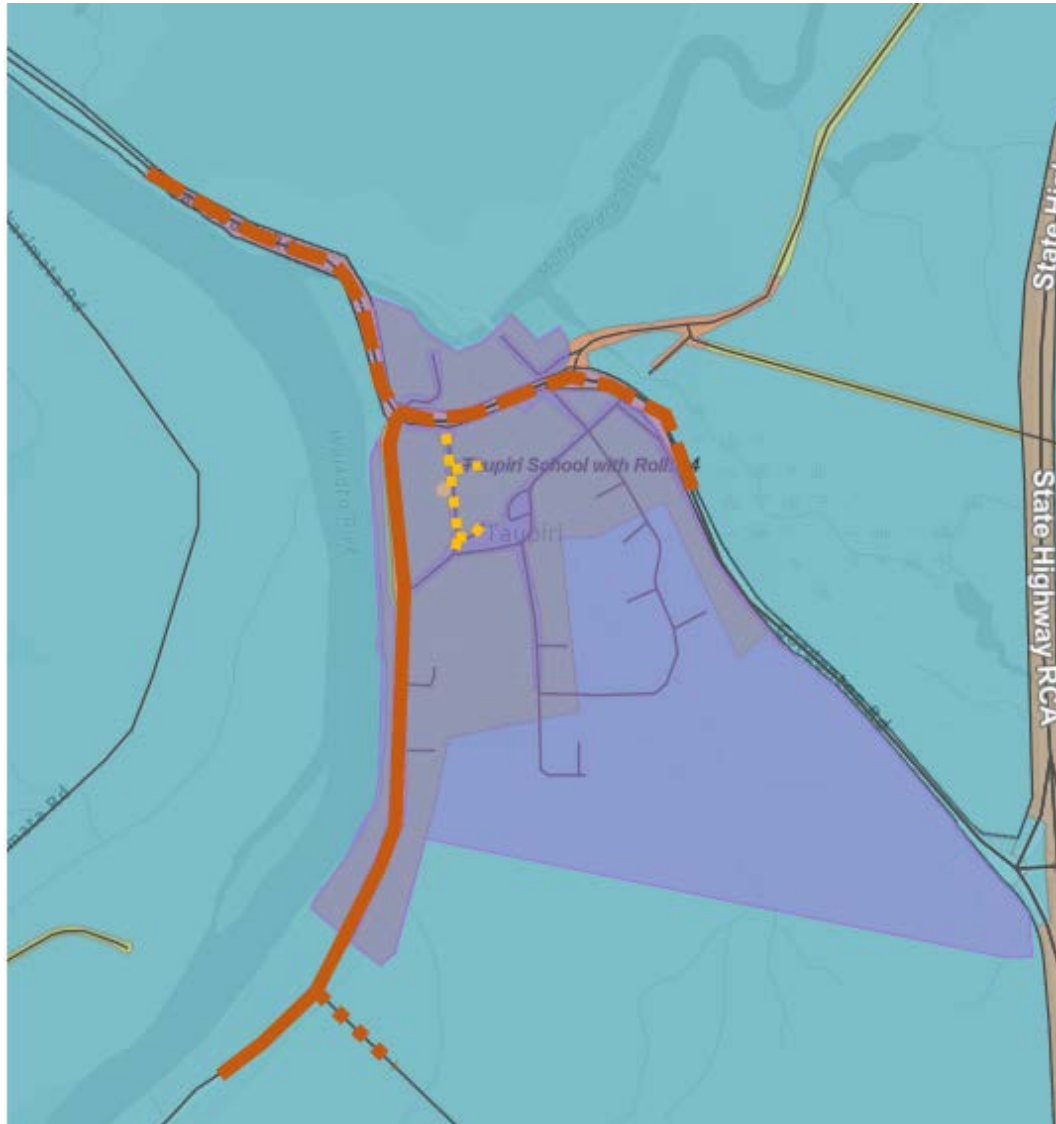
- Lower the speed limit to 60km/hr on Rotokauri Road from 145m southwest of Bunyard Road to 70m west of Pheasant Close.
- Lower the speed limit to 40km/hr on the full length of Wynvale Lane.
- Update existing speed limit signage as required.

7.6 Taupiri

7.6.1 Taupiri Urban Traffic Area

The Urban Traffic Area for Taupiri is currently a mix of 40km/hr and 50km/hr. The majority of roads have a speed limit of 40km/hr. The UTA and any extension to the UTA should have a speed limit of 40km/hr to provide consistency and avoid confusion.

Figure 48 Proposed Taupiri Urban Traffic Area and other proposed changes



Recommendation

The following changes are recommended for Taupiri Urban Traffic Area:

- Update the Urban Traffic Area for Taupiri to cover all proposed growth areas and set the speed limit at 40km/hr within this area, unless specifically identified otherwise.
- Update existing speed limit signage as required.

7.6.2 Roads in Taupiri

Taupiri School

In 2022 the speed limit outside Schools was lowered to 40km/hr. Since that time there has been a change to lower speed limits outside schools to 30km/r and due to the location of the school on a no exit road a 30km/hr speed limit is considered to be appropriate. Any changes to the speed limit on Greenlane Road should be extended to include the side roads of Railway Road and Gleeson Place.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|----------------|----------------------------|--------------------|------------------------------|
| Greenlane Road | 40 | 30 | 30 |
| Railway Road | 40 | 30 | 30 |
| Gleeson Place | 40 | 30 | 30 |

Taupiri Marae

Kainui Road is a rural connector off Great South Road in Taupiri. This section of road was identified for review due to the presence of Taupiri Marae.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|-------------|----------------------------|--------------------|------------------------------|
| Kainui Road | 100 | 60 | 60 |

To improve safety at both the marae and for the railway crossing it is proposed to lower the speed limit to 60km/hr for 250m.

Taupiri Connector Roads

State Highway 1H through Taupiri currently has a speed limit of 70km/hr. Once the state highway status of the road is revoked it is proposed to lower the speed limit to 60km/hr to match the rest of Great South Road.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|------------------------------------|----------------------------|--------------------|------------------------------|
| Great South Road (SH1H) Taupiri | 70 | 60 | 60 |

To improve safety for pedestrians accessing the Urupa on Taupiri Mountain it is recommended that the practicality of installing a variable speed limit in this area be further investigated.

NOTE: These speed limit changes can not occur until the State Highway status of the road has been revoked.

Recommendation

The following changes are recommended for other roads in Taupiri:

- Lower the speed limit to 30km/hr on the following roads:
 - Greenlane Road
 - Railway Road
 - Gleeson Place
- Install school threshold on the approach to Taupiri School.

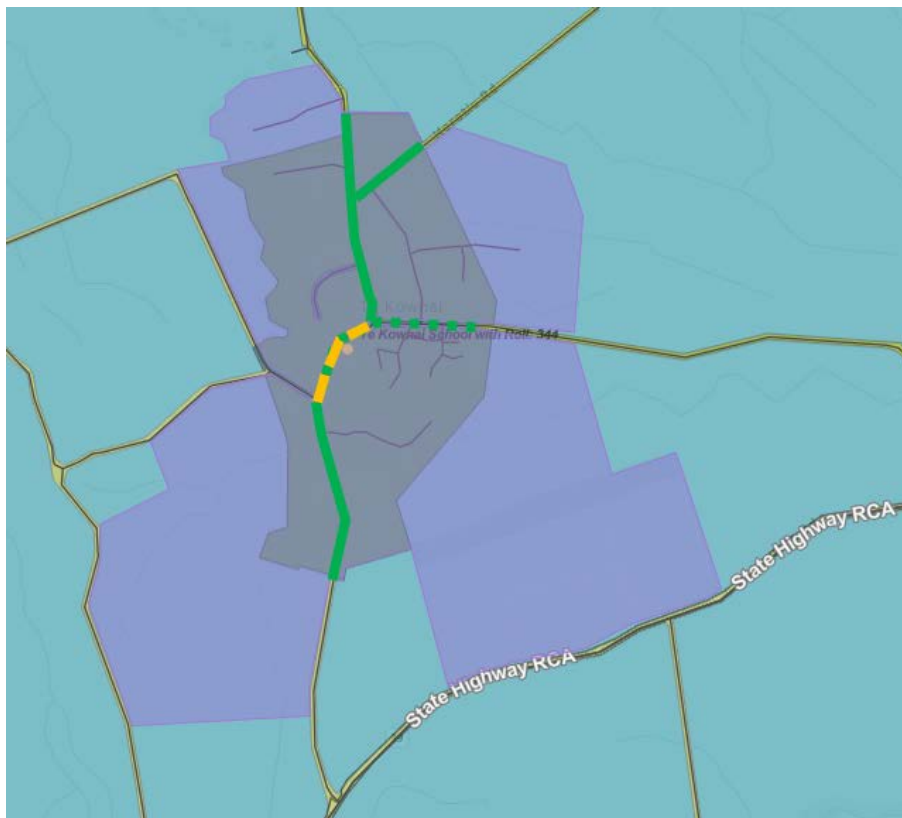
- Lower the speed limit to 60km/hr on Kainui Road from Great South Road for 250m.
- Install settlement threshold at the change in speed limit location on Kainui Road
- Install advance and directional marae signage for Taupiri Marae on both approaches to the marae on Kainui Road.
- Lower the speed limit to 60km/hr on the full length of the existing 70km/hr speed limit on State Highway 1H.
- Update existing speed limit signage as required.
- Investigate the feasibility of installing a variable speed limit within the vicinity of the pedestrian access to Taupiri Mountain.

7.7 Te Kowhai

7.7.1 Te Kowhai Urban Traffic Area

The Urban Traffic Area for Te Kowhai is a mix of 40km/hr and 50km/hr. The majority of roads have a speed limit of 40km/hr. The UTA and any extension to the UTA should have a speed limit of 40km/hr to provide consistency and avoid confusion.

Figure 49 Proposed Te Kowhai Urban Traffic Area



Recommendation

The following changes are recommended for Te Kowhai Urban Traffic Area:

- Update the Urban Traffic Area for Te Kowhai to cover all proposed growth areas and set the speed limit at 40km/hr within this area, unless specifically identified otherwise.
- Update existing speed limit signage as required.

7.7.2 Roads in Te Kowhai

Horotiu Road

Horotiu Road is an urban connector road and as such a balance needs to be provided between the needs of the through traffic and school traffic in the vicinity of Te Kowahi School. There is currently poor compliance with the 40km/hr as this is not a speed limit that drivers are expecting on this type of road.

As a result, it is recommended that the speed limit on Horotiu Road be raised back to 50km/hr as this provides a consistent speed limit with other comparable types of roads. To reduce the risk to pedestrians and users at the start and end of school times a variable speed limit of 30km/hr should be installed, with associated threshold signs and markings.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|---|----------------------------|--------------------|------------------------------|
| Horotiu Road – existing 40km/hr section | 40 | 40 | 50 |

In keeping with Councils philosophy to maintain a 50km/hr for connector roads and 30km/hr within areas with high pedestrian and vehicle manoeuvres the speed limit on Horotiu Road will revert back to 50km/hr with a lower variable speed limit of 30km/hr.

Recommendation

The following changes are recommended for other roads in Te Kowhai:

- Change the speed limit to 50km/hr on Horotiu Road from 35m north Te Kowhai Road to 20m south of Bedford Road
- Install a 30km/hr variable speed limit on Horotiu Road from 35m north Te Kowhai Road to 20m north of Bedford Road.
- Install school threshold signs and markings on Horotiu Road on both approaches to Te Kowhai School.
- Update existing speed limit signage as required.

8. Tamahere - Woodlands General Ward

8.1 Eureka

8.1.1 Eureka Road

Eureka Road is a rural connector road that runs between State Highway 26 and Holland Road. This road was identified for review as a section of it has a 70km/hr speed limit and OneSchool Global Hamilton is located on the corner of State Highway 26 and Eureka Road. Any changes to Eureka Road should also include the side road of Appleton Lane.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|--|----------------------------|--------------------|------------------------------|
| Eureka Road – existing 70km/hr section | 70 | 60 | 60 |
| Appleton Lane | 70 | 60 | 60 |

In keeping with Councils philosophy to have a maximum of 60km/hr in the vicinity of schools

In keeping with other rural schools within Waikato District it is proposed to lower the speed limit on Eureka Road to 60km/hr. Due to the proximity of the school to the intersection with State Highway 26 a 40km/hr VSL would need to extend through the intersection onto the State Highway which will require coordination with Waka Kotahi as the road controlling authority.

Recommendation

The following changes are recommended for Eureka Road:

- Lower the speed limit to 60km/hr on the following sections of road:
 - Eureka Road from State Highway 26 for 550m
 - Appleton Road – Full length
- Install a 40km/hr variable speed limit on Eureka Road from State Highway 26 for 320m. (Coordinate installation with Waka Kotahi)
- Install school threshold treatment on the northern approach to OneSchool Global Hamilton.
- Update existing speed limit signage as required.

8.1.2 Hunter Road

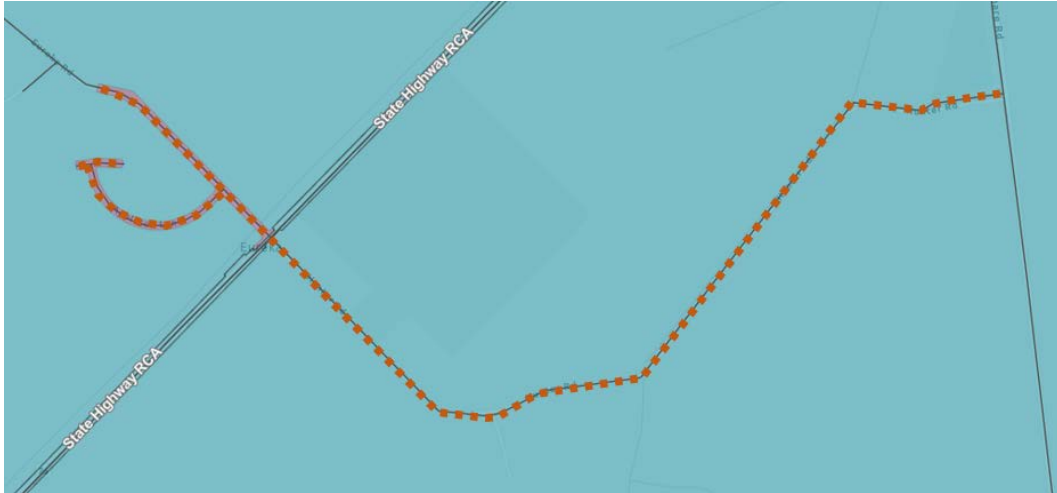
Eureka Road is a rural connector road that runs between Tauwhare Road and State Highway 26. This road was identified for review the Eureka Hall is located on the corner of State Highway 26 and Hunter Road.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|-------------|----------------------------|--------------------|------------------------------|
| Hunter Road | 100 | 60 | 60 |

Due to the narrow road and challenging topography the lower speed limit is recommended.

Figure 50 Eureka Proposed Speed Limits



Recommendation

The following changes are recommended for Hunter Road:

- Lower the speed limit to 60km/hr on the full length of Hunter Road.
- Update existing speed limit signage as required.

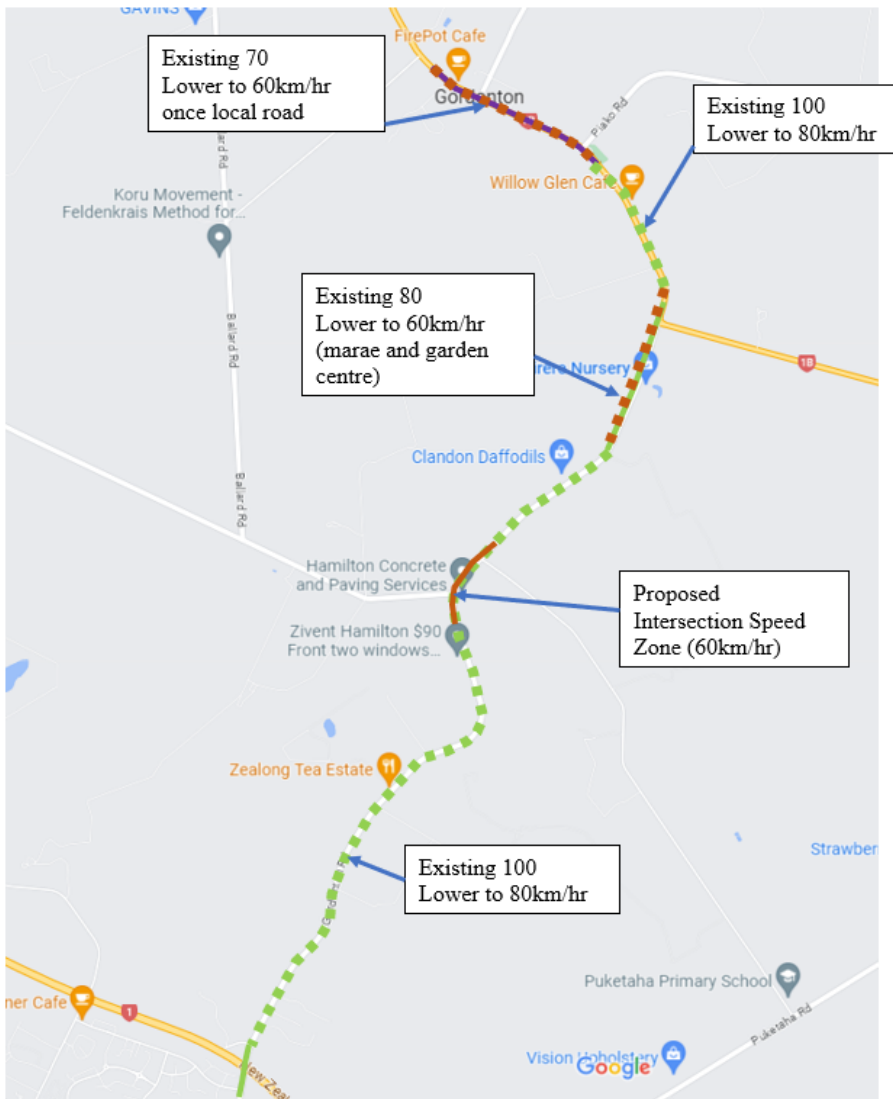
8.2 Gordonton

8.2.1 Gordonton Road

Gordonton Road has been identified for review due to the presence of the Gordonton Hall and Hukanui Marae off the road. Sections of the road also have a 70km/hr speed limit and the speed limit on the southern section of the road is inconsistent with the speed limit on the Hamilton City Section.

The increase in development and traffic volumes has also resulted in infrastructure improvements for lower speed limit can compliment. As part of these improvement works an intersection speed limit is to be installed at the intersections of Boyd Road and Sainsbury Road. To reduce the number of speed limit changes along this route it is proposed to remove the currently intersection speed limit on the State Highway 1B/Gordonton Road and replace it with a permanent speed limit.

Any changes to Gordonton Road should also include the side roads of Piako Road, Broadley Downs, Graham Road, Grantham Lane and Puke Road.



Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|---|----------------------------|--------------------|------------------------------|
| State Highway 1B (Gordonton township) | 70 | 80 | 60 |
| State Highway 1B (Gordonton to Hukanui) | 100 | 80 | 80 |
| Gordonton Road | 80 and 100 | 80 | 60 and 80 |
| Piako Road (70km/hr section only) | 70 | 80 | 60 |
| Graham Road | 100 | 60 | 80 |
| Puke Road | 100 | 80 | 80 |

Figure 51 Gordonton Road Proposed Speed Limits



NOTE: The speed limit changes on State Highway can not occur until the State Highway status of the road has been revoked.

Recommendation

The following changes are recommended for Gordonton Road:

- Lower the speed limit to 60km/hr on the following sections of road:
 - Gordonton Road from 125m west of College Drive to 190m east of Piako Road
 - Gordonton Road from 160m north of Taylor Road to 600m south of Taylor Road
 - Piako Road from State Highway 1B to 215m north of State Highway 1B
- Lower the speed limit to 80km/hr on the following sections of road:
 - Gordonton Road from 190m east of Piako Road to 160m north of Taylor Road

- Gordonton Road from 600m south of Taylor Road to Borman Road
- Puke Road – Full length
- Graham Road – Full length
- Install settlement threshold signs and markings on southern approach to Hukanui.
- Update existing speed limit signage as required.

8.3 Hautapu

8.3.1 Hautapu Roads

Following discussions with Waipa District Council regarding the speed limit outside Hautapu School and consistency of speed limits on boundary roads it is proposed to lower the speed limit on Hautapu Road and Pickering Road. Any changes to these roads should be extended to include the side roads of Broadmeadows Lane, Discombe Road, Fernando Drive and Strawberry Fields Lane

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|------------------------|----------------------------|--------------------|------------------------------|
| Hautapu Road | 100 | 80 | 80 |
| Pickering Road | 100 | 80 | 80 |
| Discombe Road | 100 | 80 | 80 |
| Broadmeadows Road | 100 | 80 | 80 |
| Fernando Drive | 100 | 60 | 80 |
| Strawberry Fields Lane | 100 | 80 | 80 |

Figure 52 Hautapu Proposed Speed Limits



The variable speed limit on Hautapu School has been proposed by Waipa District Council as they are the primary road controlling authority.

Recommendation

The following changes are recommended for roads in Hautapu:

- Lower the speed limit to 80km/hr on the following sections of road:
 - Hautapu Road from the District Boundary (Hana Lane) to its end
 - Pickering Road from Tamahere Drive to the District Boundary
 - Broadmeadows Road from Hautapu Road to its end
 - Discombe Road from Pickering Road to its end
 - Fernando Drive from Pickering Road to its end
 - Strawberry Fields Lane from Pickering Road to its end
- Install a 60km/hr variable speed limit on Hautapu Road from the District Boundary (Hana Lane) to 150m west of the District Boundary (Hana Lane).
- Install variable school threshold treatment on the western approach to Hautapu School on Hautapu Road.
- Update existing speed limit signage as required.

8.4 Matangi

8.4.1 Annebrook Road

Hamilton Seventh-day Adventist Primary School was not included in the school speed limits proposed in the 2022 Speed Limit Bylaw update. Annebrook Road currently has a speed limit of 50km/hr and in keeping with Council's philosophy to have 30km/hr speed limits outside urban schools the speed limit should be lowered in this area. Any changes to the speed limit should be extended to cover the side road of Hillbrook Way.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|------------------------------------|----------------------------|--------------------|------------------------------|
| Annebrook Road (Cedar Park to end) | 50 | 60 | 30 |
| Hillbrook Way | 50 | 50 | 30 |

Recommendation

The following changes are recommended for Hamilton Seventh-day Adventist Primary School:

- Lower the speed limit to 30km/hr on the following sections of road:
 - Annebrook Road from Cedar Park Road to its end
 - Millbrook Way – Full length
- Install school threshold treatment on the northern approach to Hamilton Seventh-day Adventist Primary School on Annebrook Road.
- Update existing speed limit signage as required.

8.4.2 Matangi Road

In 2022 the speed limit on Matangi Road outside Matangi School was lowered to 40km/hr with a variable speed limit. Since that time there has been a change to lower speed limits outside schools to 30km/hr. As a result, it is recommended that the variable speed limit on Matangi

Recommendation

The following changes are recommended for Matangi Road:

- Lower the variable speed limit to 30km/hr in the vicinity of Matangi School.
- Install variable school threshold treatments on both approaches to Matangi School.
- Update existing speed limit signage as required.

8.4.3 Platt Road

Platt Road is a rural connector road off State Highway 26 that was identified for review from a customer query. The first 600m of the road has a very tight alignment and is out of context with the rest of the road. There are also a number of properties in this area. Any changes to the speed limit should be extended to cover the side road of Oak View Place.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|-----------------------------|----------------------------|--------------------|------------------------------|
| Platt Road (600m from SH26) | 80 | 80 | 60 |
| Oak View Place | 80 | 80 | 60 |

Recommendation

The following changes are recommended for Platt Road:

- Lower the speed limit to 80km/hr on the following sections of road:
 - Platt Road from State Highway 26 for 600m
 - Oak View Place – Full length
- Update existing speed limit signage as required.

8.4.4 Tauwhare Road

Tauwhare Road is a rural connector road between Tauwhare and Matangi. This section of the road was identified for review from a number of submissions in the 2022 Speed Limit Bylaw update and customer queries. The road also provides access to the Matangi Recreation Reserve and has a section of 70km/hr speed limit. Any changes to the speed limit should be extended to cover the side roads of Catra Place and Shaw Road.

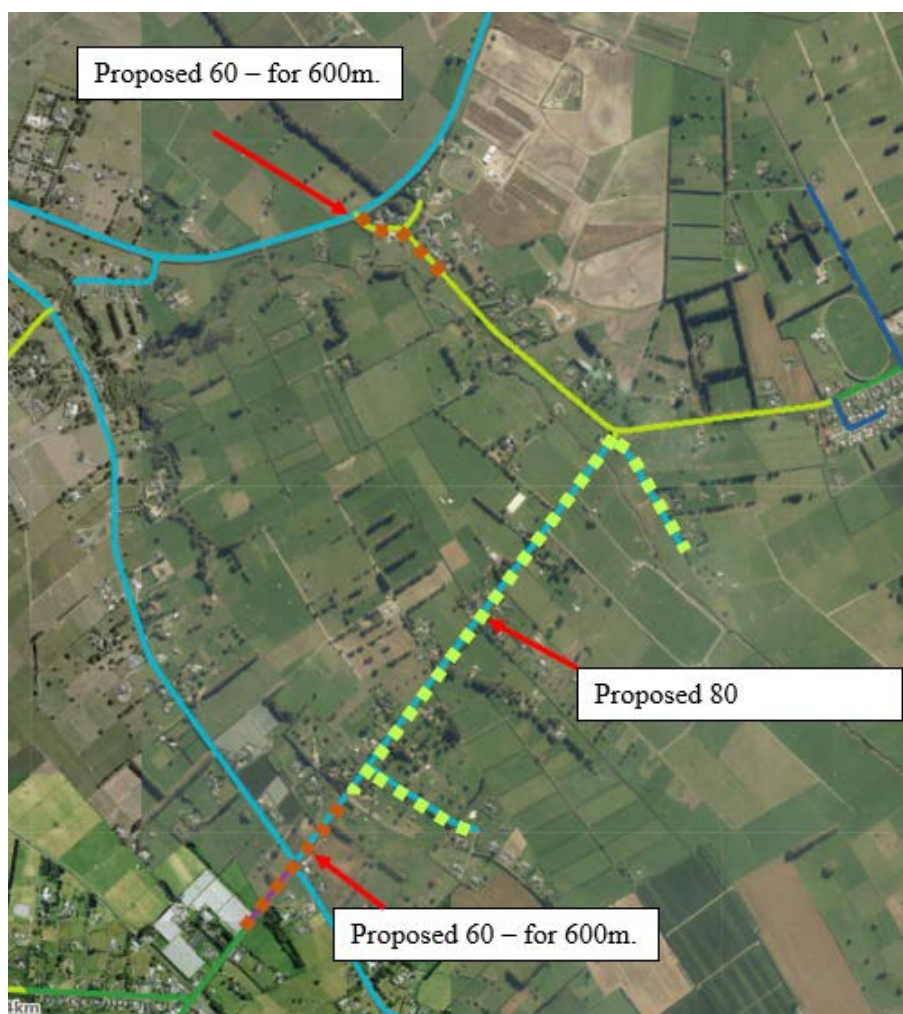
Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|----------------------------------|----------------------------|--------------------|------------------------------|
| Tauwhare Road (Existing 70km/hr) | 70 | 70 | 60 |

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|--|----------------------------|--------------------|------------------------------|
| Tauwhare Road (Existing 70km/hr to Platt Road) | 100 | 80 | 80 |
| Catra Place | 100 | 80 | 80 |
| Shaw Road | 100 | 60 | 80 |

In keeping with Councils philosophy to provide a constant speed limit within an area and to match the speed limit on no exit side roads to the main road an 80km/hr speed limit is recommended for these roads.

Figure 53 Tauwhare Road Proposed Speed Limits



Recommendation

The following changes are recommended for Tauwhare Road:

- Lower the speed limit to 60km/hr on Tauwhare Road from 280m northeast of Robinsons Lane to 320m northeast of Hoeka Road.
- Lower the speed limit to 80km/hr on the following sections of road:
 - Tauwhare Road from 320m northeast of Hoeka Road to Platt Road.
 - Catra Place – Full length
 - Shaw Road - Full length

- Install additional signage and roadmarking at the 60/50km/hr speed limit change on the approach to Matangi.
- Update existing speed limit signage as required.

8.4.5 Matangi Side Roads

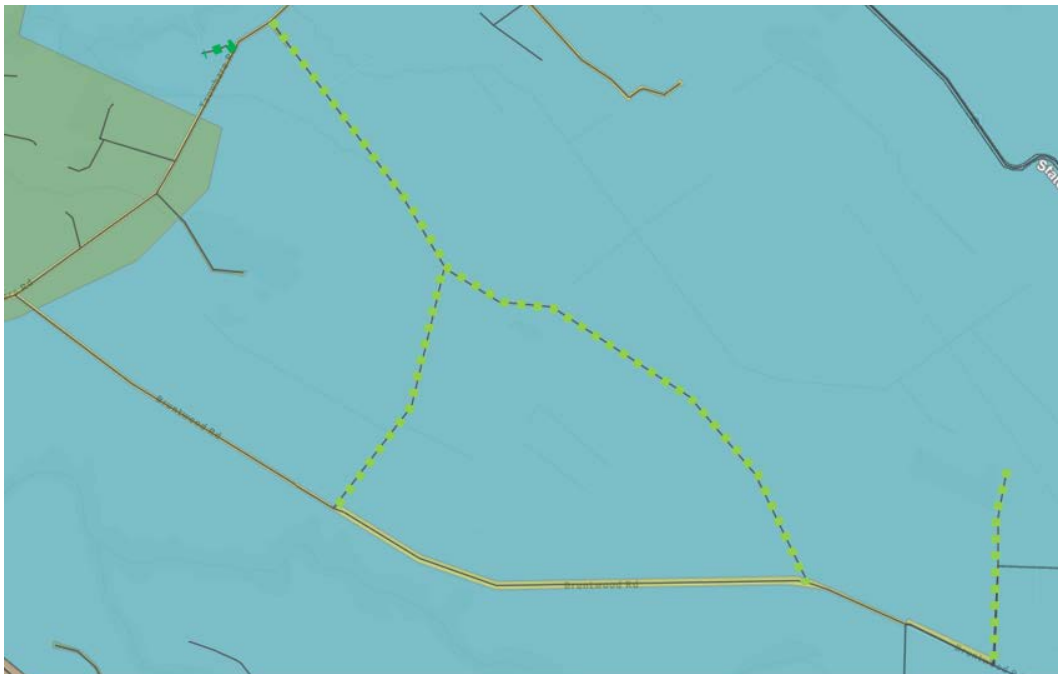
During the review of the Matangi area a number of roads were identified that speed limits inconsistent with the main roads. In keeping with Councils philosophy to provide a constant speed limit within an area to provide consistency for drivers and consistency for drivers and limit the number of speed limit changes are number of changes are proposed.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|------------------|----------------------------|--------------------|------------------------------|
| Brinkworth Road | 100 | 80 | 80 |
| Lees Martin Road | 100 | 60 | 80 |
| Mills Road | 100 | 60 | 80 |
| Titoki Drive | 100 | 60 | 50 |

Note the speed limit proposed for Titoki Drive matches the other side roads off the northern side of Tauwhare Road in this area. During the review it was noted that the speed limit for Mills Road had not been updated in the 2022 Speed Limit Bylaw Schedule

Figure 54 Matangi Proposed Speed Limits



Recommendation

The following changes are recommended for roads within Matangi:

- Lower the speed limit to 50km/hr on the full length of Titoki Drive.

- Lower the speed limit to 80km/hr on the full length of the following roads:
 - Brinkworth Road
 - Lee Martin Road
 - Mills Road
- Update existing speed limit signage as required.

8.5 Tamahere

8.5.1 Roads in Tamahere North

Newell Road

Newell Road has recently been severed as a through road due to the construction of the new interchange. To reinforce this lower hierarchy of road the speed should also be lowered. This would also match the other roads in the area.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|-------------|----------------------------|--------------------|------------------------------|
| Newell Road | 60 | 60 | 50 |

Tamahere Schools

In 2022 the speed limit on Devine Road outside Tamahere Model Country School was lowered to 40km/hr with a variable speed limit, however Waikato Montessori Education Centre was not included in this review. Since that time there has been a change to lower speed limits outside schools to 30km/r. As a result, it is recommended that the speed limit outside Tamahere Model Country School be lowered to a permanent 30km/hr and a 30km/hr variable speed limit be installed on Newell Road in the vicinity of Waikato Montessori Education Centre. Any changes to the speed limit on Devine Road should be extended to include Koppens Road, Camdon Place, Platinum Place and Tamahere Lane.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|---|----------------------------|--------------------|------------------------------|
| Devine Road (Birchwood Lane to SH1 on ramp) | 50 | | |
| Koppens Road | 50 | | |
| Camdon Place | 50 | | |
| Platinum Place | 50 | | |
| Tamahere Lane | 50 | | |

Figure 55 Tamahere North Proposed Speed Limits



Recommendation

The following changes are recommended for roads in Tamahere North:

- Lower the speed limit to 50km/hr on Newell Road from the State Highway 1 to 100m south of Aspenleigh Drive.
- Lower the speed limit to 30km/hr on the following sections of road:
 - Devine Road from Birchwood Lane to SH1 on ramp
 - Koppens Road – Full length
 - Camdon Place – Full length
 - Platinum Place – Full length
 - Tamahere Lane – Full length
- Install a 30km/hr variable speed limit in the vicinity of Waikato Montessori Education Centre.
- Install variable school threshold treatments on both approaches to Waikato Montessori Education Centre.
- Install school threshold treatment on Devine Road eastern approach to Tamahere Model Country School.
- Update existing speed limit signage as required.

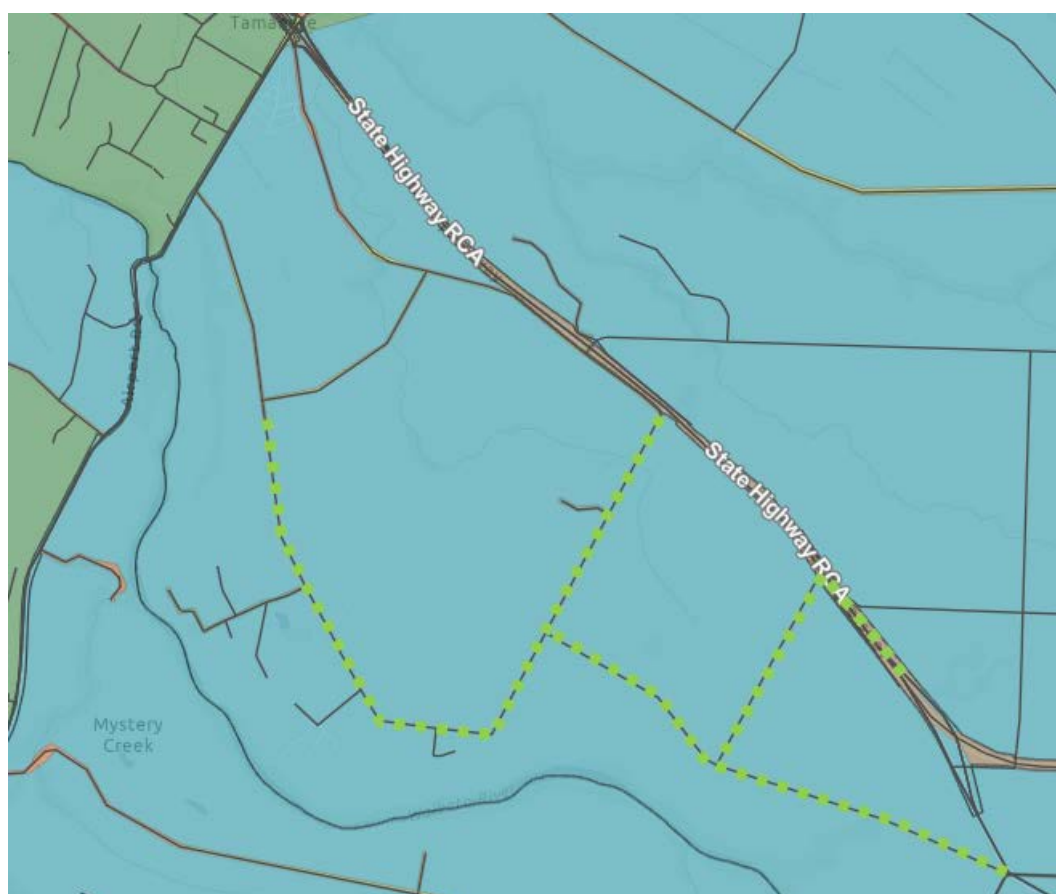
8.5.2 Roads in Tamahere South

The construction of the Te Awa River Cycle Ride paths has resulted in a significant change to the use of the roads in this area. In keeping with Councils philosophy to provide a constant speed limit within an area to provide consistency for drivers and limit the number of speed limit changes are number of changes are proposed.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|----------------|----------------------------|--------------------|------------------------------|
| Hooker Road | 100 | 80 | 80 |
| Pencarrow Road | 100 | 80 | 80 |
| Duncan Road | 100 | 60 | 80 |

Figure 56 Tamahere South Proposed Speed Limits



Recommendation

The following changes are recommended for roads in Tamahere South:

- Lower the speed limit to 80km/hr on the following sections of road:
 - Hooker Road – Full length
 - Pencarrow Road from Tamahere Drive to 140m south of Day Road
 - Duncan Road – Full length
- Update existing speed limit signage as required.

8.6 Tauwhare

8.6.1 Scotsman Valley Road

Scotsman Valley Road is a rural connector road and was identified for review following a number of submissions in the 2022 Speed Limit Bylaw update. At this time the existing 50km/hr speed limit on Scotsman Valley Road was lowered to 40km/hr in response to the presence of Tauwhare School.

This is not consistent with Council's philosophy for the treatment of schools on through roads and has resulted in poor compliance. To balance the needs of the through traffic and school traffic in the vicinity of Tauwhare School on Scotsman Valley Road it is proposed to reinstate the 50km/hr speed limit and the variable speed limit in this area is proposed to be lowered to 30km/hr to reflect the increased risk during the start and end of school times.

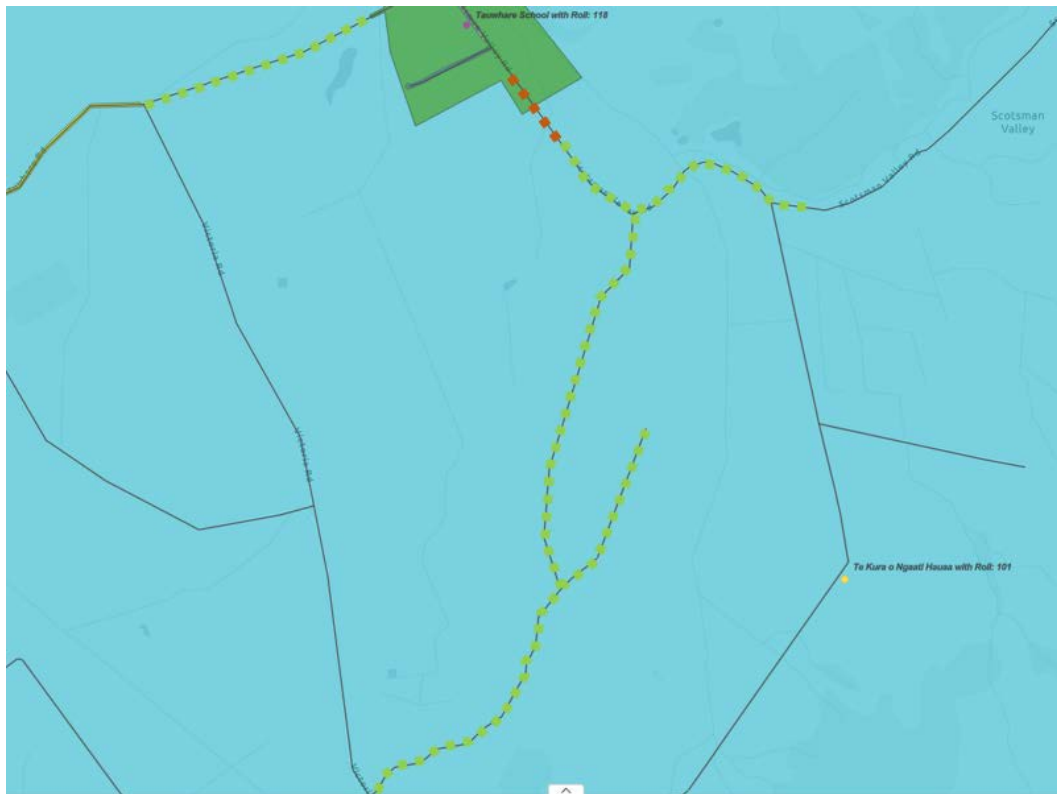
There have been multiple customer queries and submissions regarding the appropriateness of the length of the 50km/hr speed limit and the lack of compliance due to the perceived inappropriate location of the speed limit change. As a result, the following changes are proposed:

- Section 1 - Reinstate the 50km/hr speed limit from Tauwhare Road for 570m
- Section 2 - Lower speed limit to 60km/hr from 130m east of Glen Ida Way for 600m (RP1170)
- Section 3 - Lower speed limit to 80km/hr from 410m west of Hiwi Road to 150m east of Pukemoremore Road (RP2720)

Any changes Scotsman Valley Road should be extended to include the side road of Hiwi Road.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|----------------------------------|----------------------------|--------------------|------------------------------|
| Scotsman Valley Road – Section 1 | 40 | 60 | 50 |
| Scotsman Valley Road – Section 2 | 40/100 | 60 | 60 |
| Scotsman Valley Road – Section 3 | 100 | 60 | 80 |
| Hiwi Road | 100 | 80 | 80 |
| Ranstead Road | 100 | 60 | 80 |



Recommendation

The following changes are recommended for Scotsman Valley Road:

- Change the speed limit to 50km/hr on Scotsman Valley Road from Tauwhare Road for 570m.
- Lower speed limit to 60km/hr on Scotsman Valley Road from 130m east of Glen Ida Way for 600m (RP1170)
- Lower speed limit to 80km/hr on the following sections of road:
 - Scotsman Valley Road from 410m west of Hiwi Road to 150m east of Pukemoremore Road (RP2720)
 - Hiwi Road – Full length
 - Ranstead Road - Full length
- Lower the variable speed limit to 30km/hr in the vicinity of Tauwhare School.
- Install settlement threshold on Scotsman Valley Road at the 50/60km/hr speed limit change.
- Install additional signs and markings at variable speed limit change locations on Scotsman Valley Road.
- Update existing speed limit signage as required.

8.7 Tauwhare Pa

8.7.1 Ringer Road

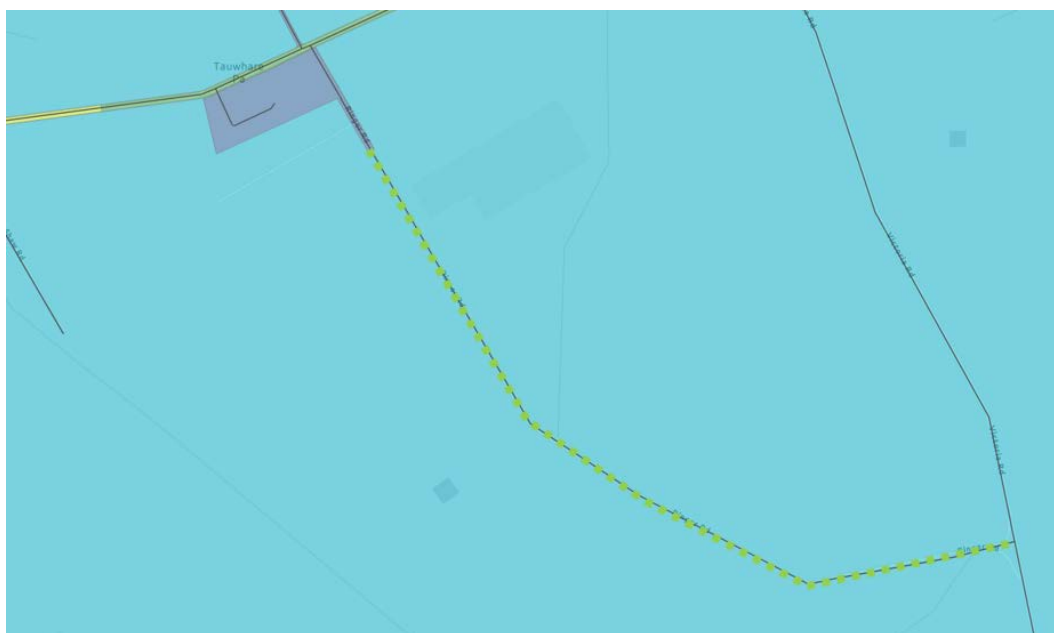
Ringer Road is a narrow rural road between Tauwhare Road and Victoria Road. This section of road was identified for review from a submission in the 2022 Speed Limit Bylaw update.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|-------------|----------------------------|--------------------|------------------------------|
| Ringer Road | 100 | 80 | 80 |

In keeping with Councils philosophy to match the speed limits within an area an 80km/hr speed limit is recommended for these roads.

Figure 57 Ringer Road



Recommendation

The following changes are recommended for Ringer Road:

- Lower the speed limit to 80km/hr on Ringer Road from 350m south of Tauwhare Road to Victoria Road
- Update existing speed limit signage as required.

8.8 Waimakariri

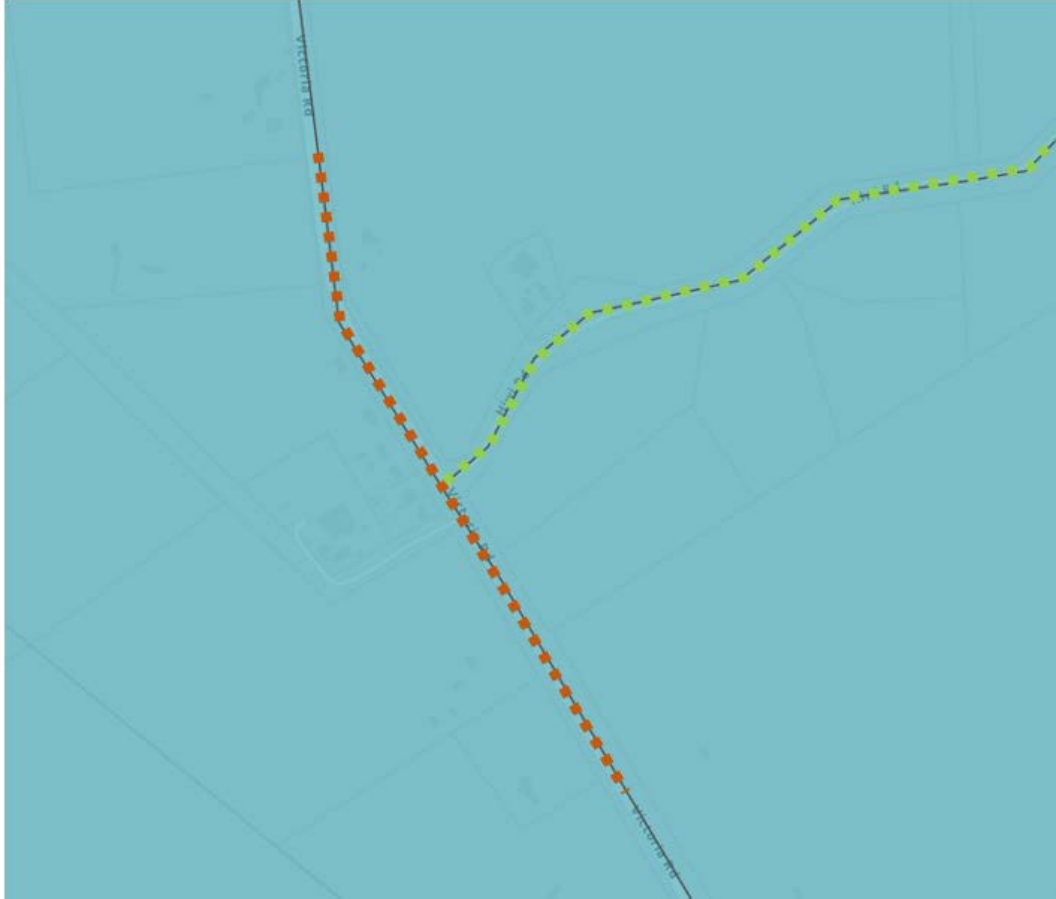
8.8.1 Victoria Road

Victoria Road is a rural connector road between Hautapu and Tauwhare. This section of road was identified for review due to the presence of Waimakariri Marae. The marae is located within close proximity of the intersection with Hiwi Road.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|---------------|----------------------------|--------------------|------------------------------|
| Victoria Road | 100 | 80 | 60 |

Figure 58 Victoria Road



Recommendation

The following changes are recommended for Victoria Road:

- Lower the speed limit to 60km/hr on Victoria Road for 300m north and south of the intersection with Hiwi Road
- Install settlement threshold on Victoria Road at both change in speed limit locations.
- Install advance and directional marae signage for Waimakariri Marae on both approaches to the marae.

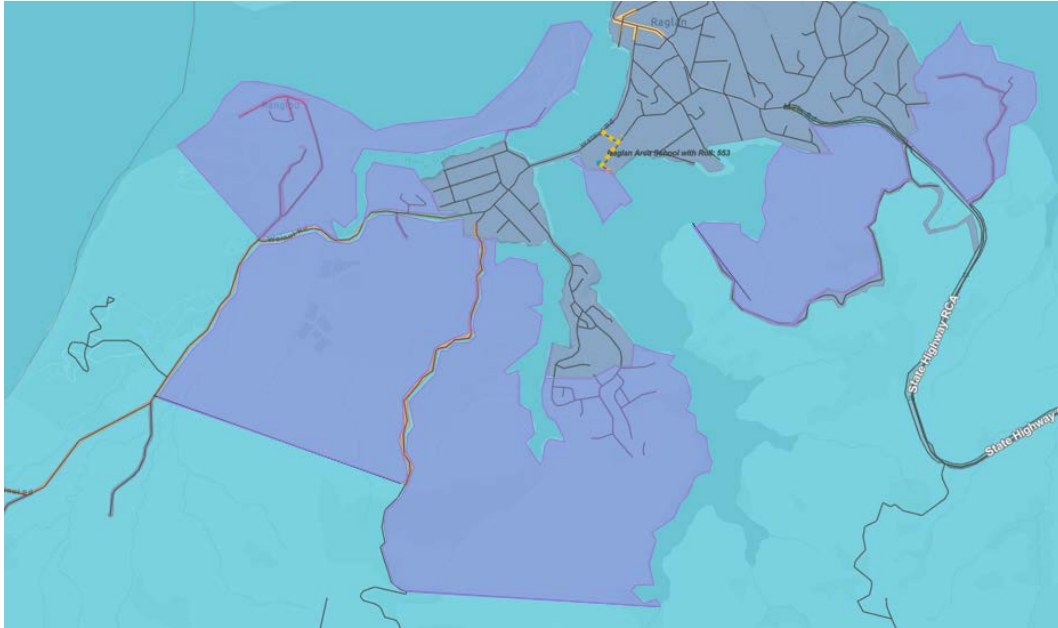
9. Whaaingaroa General Ward

9.1 Raglan

9.1.1 Raglan Urban Traffic Area

The Urban Traffic Area for Raglan is 40km/hr. Large areas of growth have been identified for Raglan and these areas should be included in the UTA. The extension to the UTA should have a speed limit of 40km/hr to provide consistency and avoid confusion.

Figure 59 Raglan Proposed Urban Traffic Area



Recommendation

The following changes are recommended for Raglan Urban Traffic Area:

- Update the Urban Traffic Area for Raglan to cover all proposed growth areas and set the speed limit at 40km/hr within this area, unless specifically identified otherwise.
- Update existing speed limit signage as required.

9.1.2 Norrie Avenue

In 2022 the speed limit outside Raglan Area School was lowered to 40km/hr. Since that time there has been a change to lower speed limits outside schools to 30km/r and due to the location of the school on a no exit road a 30km/hr speed limit is considered to be appropriate for this situation. Any changes to the speed limit on Norrie Road should be extended to include the side roads of Railway Road and Gleeson Place.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|--|----------------------------|--------------------|------------------------------|
| Norrie Road (70m north of Whitley Street to end) | 40 | 30 | 30 |
| Whitley Street | 40 | 30 | 30 |

Recommendation

The following changes are recommended for Norrie Street:

- Lower the speed limit to 30km/hr on the following sections of road:
 - Norrie Street from 70m north of Whitley Street to the end
 - Whitley Street – Full length.

- Install school threshold on Norris Street at the change in speed limit location.

9.2 State Highway 23

9.2.1 State Highway 23 side roads

Waka Kotahi are proposing to lower the speed limit on State Highway 23 to 90km/hr. As a result a number of side roads will have higher speed limits than those of the main road. The roads affected are Heddon Road, Cogswell Road, Otonga Valley Road including the side road of Small Road, Mangakino Road, Matakotea Road, Van Houtte Road and Wrights Road.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

| Road | Posted speed limit (km/hr) | SAAS Speed (km/hr) | Proposed speed limit (km/hr) |
|--------------------|----------------------------|--------------------|------------------------------|
| Heddon Road | 100 | 60 | 90 |
| Cogswell Rad | 100 | 60 | 90 |
| Otonga Valley Road | 100 | 60 | 90 |
| Mangakino Road | 100 | 60 | 90 |
| Matakotea Road | 100 | 60 | 90 |
| Van Houtte Road | 100 | 60 | 90 |
| Wrights Road | 100 | 60 | 90 |

To provide clarity to drivers and avoid constant speed limit sign changes it is proposed to lower the speed limit on all no exit side roads to 90km/hr to match the state highway. Through roads will be left at this stage with further investigation required as to the extent of changes on these roads.

Recommendation

The following changes are recommended for the side roads off State Highway 23:

- Lower the speed limit to 90km/hr on the full length of the following roads:
 - Heddon Road
 - Cogswell Rad
 - Otonga Valley Road
 - Mangakino Road
 - Matakotea Road
 - Van Houtte Road
 - Wrights Road

10. Summary

A summary of the recommendations for each road or section of road identified above is tabled below.

| Report No. | School / Road Name | Recommendations |
|------------|---------------------|---|
| 2.1.1 | Binns Road | Lower the speed limit to 80km/hr for the full length of Binns Road. Update existing speed limit signage as required. |
| 2.1.2 | Karioitahi Beach | Lower the speed limit to 20km/hr on Karioitahi Beach from Karioitahi Road to the Waikato River mouth. Update existing speed limit signage as required. |
| 2.2.1 | Kaiaua Road | Lower the speed limit to 80km/hr on Kaiaua Road from 400m north of Mangatangi Road to the district boundary. Update existing speed limit signage as required. |
| 2.2.2 | Mangatangi Road | Lower the speed limit to 80km/hr on Mangatangi Road from Mangatawhiri Road to 400m southwest of Kaiaua Road. Lower the speed limit to 80km/hr on the full length of Montana Road. Update existing speed limit signage as required. Install advance and directional marae signage for Mangatangi marae on both approaches to the marae. |
| 2.3.1 | Jeffs Road | Lower the speed limit to 80km/hr on the full length of Jeffs Road and Caie Road Lower the speed limit to 80km/hr on McKenize Road from 400m north of Mangatawhiri Road to Jeffs Road Update existing speed limit signage as required. |
| 2.4.1 | Coalfields Road | Lower the speed limit to 80km/hr on Coalfields Road from State Highway 2 to 170m southwest of Morris Road. Update existing speed limit signage as required. |
| 2.5.1 | Otaua Township | Lower the speed limit to 60km/hr on Factory Road from 275m west of Waiuku-Otaua Road to Hoods Landing Road and Hoods Landing Road from Maioro Road to 150m south of Factory Road Install threshold treatments on Factory Road and Hoods Landing Road. Update existing speed limit signage as required. |
| 2.6.1 | Clark & Denize Road | Lower the speed limit to 80km/hr on Clark & Denize Road from 400m east of Highway 22 to Morrison Road and for the full length of Geraghty Road |

| Rep ort No. | School / Name | Road | Recommendations |
|-------------------|---------------------------------|------|--|
| | | | Update existing speed limit signage as required. |
| 2.7.1 | State Highway 2 Side Roads | | Lower the speed limit to 80km/hr on the full length Dimmock Road, Dobson Road, Heaven Road, Irish Road, McMillian Road, Maxwell Road, McPherson Road, McWatt Road, Rimu Road, Serpell Road, Steen Road, and Wyatt Road Update existing speed limit signage as required. |
| 3.1.1 | Pokeno Urban Traffic Area | | Update the Urban Traffic Area for Pokeno to cover all proposed growth areas and set the speed limit at 40km/hr within this area, unless specifically identified otherwise. Update existing speed limit signage as required. |
| 3.1.2 | Roads in Pokeno | | Lower the speed limit to 60km/hr on the full length of Huia Road Change the speed limit to 50km/hr on Great South Road from SH 1 On/off ramp to 50m south of Selby Street, Great South Road from 20m south of Pokeno Road to Dean Road, Helenslee Road from Pokeno Road to Munro Road, Munro Road from Pokeno Road to Helenslee Road, and Pokeno Road from Great South Road to 100m west of Munro Road Lower the variable speed limit on Pokeno Road and Helenslee Road to 30km/hr. Install school threshold signage on Pokeno Road and Helenslee Road. Update existing speed limit signage as required. |
| 3.1.3 | Pokeno Road | | Lower the speed limit to 80km/hr on Pokeno Road from 100m west of Munro Road to Ridge Road. Install threshold signs on the Pokeno Road approach to Pokeno. |
| 3.2.1 | Tuakau Urban Traffic Area | | Update the Urban Traffic Area for Tuakau to cover all proposed growth areas and set the speed limit at 40km/hr within this area, unless specifically identified otherwise. Update existing speed limit signage as required. |
| 3.2.2 | Roads in Tuakau | | Lower the speed limit to 60km/hr on Dominion Road from the existing 40km/hr speed limit to its end. Lower the speed limit to 60km/hr on the full length of McCreedy Road Install a 40km/hr variable speed limit in the vicinity of Eden Christian Academy. Install variable school threshold treatments on both approaches to Eden Christian Academy. Lower the speed limit to 30km/hr on George Street from Dominion |

| Rep ort No. | School Name | / Road | Recommendations |
|-------------------|---|--------|--|
| | | | <p>Road to Liverpool Street, George Street from Jellicoe Avenue to 30m south of Escotts Road, and Liverpool Street from Carr Street to George Street,</p> <p>Install Town Centre threshold on the George Street approaches to the 30km/hr speed limit area.</p> <p>Install a raised safety platform with a pedestrian crossing on George Street north of Escotts Road.</p> <p>Lower the speed limit to 80km/hr on the full length of Brown Road, Roberts Road,</p> <p>Lower the speed limit to 80km/hr on Alexandra Redoubt Road from 140m east of River Road to its end.</p> <p>Update existing speed limit signage as required.</p> |
| 3.3.1 | Whangarata Roads | | <p>Lower the speed limit to 80km/hr on the full length of Ewing Road, Hayward Road, Potter Road, Smeed Road and Trig Road</p> <p>Lower the speed limit to 80km/hr on Whangarata Road from Brown Road to 580m east of Smeed Road.</p> <p>Update existing speed limit signage as required.</p> |
| 4.1.1 | Waingaro Road | | <p>Lower the variable speed limit to 30km/hr in the vicinity of Glen Massey School.</p> <p>Install variable school threshold treatments on both approaches to Glen Massey School.</p> <p>Update existing speed limit signage as required.</p> |
| 4.2.1 | Onewhero Urban Traffic Area | | <p>Update the Urban Traffic Area for Tuakau to cover all proposed growth areas and set the speed limit at 40km/hr within this area, unless specifically identified otherwise.</p> <p>Lower the speed limit to 50km/hr on Kohanga Road from Onewhero – Tuakau Bridge Road for 150m (already sign posted) and Wairamarama-Onewhero Road for 150m south of Parsons Road (already sign posted)</p> <p>Lower the speed limit to 60km/hr on Kohanga Road between 150m and 750m west of Onewhero – Tuakau Bridge Road.</p> <p>Install settlement threshold treatments on the Kohanga Road approach to Onewhero.</p> <p>Update existing speed limit signage as required.</p> |
| 4.3.1 | Kohanga Road and Kohanga Store Road | | <p>Lower the speed limit to 60km/hr on Kohanga Store Road from Tuakau Bridge-Port Waikato Road to its end.</p> <p>Lower the speed limit to 60km/hr on Kohanga Road from Tuakau Bridge-Port Waikato Road for 330m (already sign posted)</p> <p>Lower the speed limit to 80km/hr on Kohanga Road from 330m south</p> |

| Report No. | School / Road Name | Recommendations |
|------------|---------------------------------|---|
| | | <p>of Tuakau Bridge-Port Waikato Road to 750m west of Onewhero – Tuakau Bridge Road.</p> <p>Lower the speed limit to 80km/hr on the full length of Te Kumi Road, Lee Road, Henderson Road, McKinney Road, Kaipo Flats Road, Kaipo Flats Road Loop, and Miller Road.</p> <p>Update existing speed limit signage as required.</p> |
| 4.4 T | Tuakau Bridge-Port Waikato Road | <p>Lower the speed limit to 80km/hr on Tuakau Bridge-Port Waikato Road from Highway 22 to 330m south of Kohanga Road and from 270m west of Kohanga Road to 1200m east of Maunsell Road</p> <p>Lower the speed limit to 80km/hr on the full length of Frost Road, Hull Road, Klondyke Road, Daff Road, and Hira Access Road.</p> <p>Update existing speed limit signage as required.</p> <p>Install advance and directional marae signage for Tauranganui, Te Awamaarahi and Tikirahi Marae on both approaches to the marae.</p> |
| 5.1.1 | Hampton Downs Loop Road | <p>Lower the speed limit to 60km/hr on the full length of Hampton Downs Loop Road</p> <p>Update existing speed limit signage as required.</p> |
| 5.2.1 | Te Hoe Road | <p>Lower the speed limit to 60km/hr on Tahuna Road from 300m west of Te Hoe Road to 300m east of Te Hoe Road, Te Hoe Road from 300m south of Tahuna Road to Tahuna Road, and Mangatea Road from Tahuna Road to 300m north of Tahuna Road</p> <p>Install settlement threshold treatments on both Tahuna Road approaches to Te Hoe.</p> <p>Install speed limit signs on Te Hoe Road and Mangatea Road approach to Tahuna Road.</p> |
| 5.3.1 | Te Kauwhata Urban Traffic Area | <p>Update the Urban Traffic Area for Te Kauwhata to cover all proposed growth areas and set the speed limit at 40km/hr within this area, unless specifically identified otherwise.</p> <p>Update existing speed limit signage as required.</p> |
| 5.3.2 | Roads in Te Kauwhata | <p>Change the speed limit to 80km/hr on Te Kauwhata Road from Rodda Road to 150m west of Travers Road</p> <p>Lower the speed limit to 50km/hr on Te Kauwhata Road from 150m west of Travers Road to 50m west of Eccles Avenue, and Waeranga Road from Wira Road to 220m east of Swan Road.</p> <p>Lower the speed limit to 30km/hr on Te Kauwhata Road from 50m west of Eccles Avenue to Mahia Road, Main Road from Mahi Road to Saleyard Road, Main Road from Baird Avenue to Wira Street, and on the full length of Saleyard Road, Baird Road, Tavern Park Lane and Wira Street</p> |

| Rep ort No. | School / Name | Road | Recommendations |
|-------------------|---------------------------|------|--|
| | | | <p>Lower the variable speed limit on Waeranga Road to 30km/hr</p> <p>Install school threshold signage on both Waeranga Road approach to Te Kauwhata College.</p> <p>Update existing speed limit signage as required.</p> |
| 5.3.3 | Swan Road | | <p>Lower the speed limit to 80km/hr on Swan Road from 600m north of Waerenga Road to its end and Hawke Road.</p> <p>Update existing speed limit signage as required.</p> |
| 5.3.4 | Waerenga Road | | <p>Lower the speed limit to 80km/hr on Waeranga Road from 220m east of Swan Road to 200m east of Belcher Road.</p> <p>Lower the speed limit to 80km/hr on the full length of Belcher Road and Kiwi Road</p> <p>Update existing speed limit signage as required.</p> <p>Install advance and directional marae signage for Waikare Marae on both approaches to the marae.</p> |
| 5.4.1 | Carter Road | | <p>Lower the speed limit to 60km/hr on full length of Carter Road.</p> <p>Update existing speed limit signage as required.</p> |
| 5.5.1 | Whangamarino Road | | <p>Lower the speed limit to 80km/hr on Whangamarino Road from Paddy Road to 80m south of Foster Road.</p> <p>Lower the speed limit to 80km/hr on the full length Wattle Road, Paddy Road, Springhill Road, Black Road, and Foster Road</p> <p>Update existing speed limit signage as required.</p> |
| 6.1.1 | Huntly Urban Traffic Area | | <p>Update the Urban Traffic Area for Huntly to cover all proposed growth areas and set the speed limit at 50km/hr within this area, unless specifically identified otherwise.</p> <p>Update existing speed limit signage as required.</p> |
| 6.1.2 | Great South Road | | <p>Lower the speed limit to 80km/hr on Great South Road from State Highway 1 (RP 10.157) to existing 100/70 threshold (RP 11.155) and on the full length of Sutherland Road</p> <p>Lower the speed limit to 60km/hr on Great South Road from existing 100/70 threshold (11.155) to 425m north of Fletcher Street (RP 12.885), Great South Road from south of Spiers Road (RP 1750) to south of the Great South Road LLA (RP 3350) and on the existing 70km/hr section of East Mine Road</p> <p>Lower the speed limit to 50km/hr on Great South Road from 425m north of Fletcher Street (RP 12.885) to south of Spiers Road (RP 1750)</p> <p>Remove the southbound passing lane at the southern end of Huntly and replace with wider shoulder on the eastern side of the road and</p> |

| Report No. | School / Road Name | Recommendations |
|------------|---------------------------|--|
| | | a flush median for turning vehicles. |
| 6.2.1 | Taihua Road | <p>Lower the speed limit to 30km/hr on Onslow Street from Williams Street to Taihua Road, Taihua Road from Wight Street to Onslow Street, Park Avenue from Hakanoa Street to Taihua Street, Wight Street from Park Avenue to Taihua Street</p> <p>Install school threshold signage on the western approach to Huntly Primary School.</p> <p>Update existing speed limit signage as required.</p> |
| 6.2.2 | Huntly East Other Roads | <p>Lower the speed limit to 50km/hr on the full length of James Road, and Tawa Road</p> <p>Lower the speed limit to 50km/hr on Kimihia Road from 410m west of James Road to Tawa Road and on Rayner Road from Croft Terrace to its end:</p> <p>Update existing speed limit signage as required.</p> |
| 6.3.1 | McDiarmid Crescent | <p>Lower the speed limit to 30km/hr on McDiarmid Crescent, Davis Place, Hall Street, and Penman Place</p> <p>Install school threshold treatments on the approach to Te Wharekura o Rakaumangamanga.</p> <p>Update existing speed limit signage as required.</p> |
| 6.3.2 | Hetherington and Te Ohaki | <p>Lower the speed limit to 60km/hr on Harris Street from 230m south of Te Ohaki Road to Te Ohaki Road, Hetherington Road from Te Ohaki Road to 160m west of Te Ohaki Road, Te Ohaki Road from Harris Street to 1050m north of Harris Street, Hetherington Road from 50m east of Berrymans Access Road to 100m west of Okowhao Road and the full length of Berrymans Access Road, and Okowhao Road</p> <p>Lower the speed limit to 80km/hr on Te Ohaki Road from 1050m north of Harris Street to 320m north of Rakaumangamanga Road and Hetherington Road from 160m west of Te Ohaki Road to 50m east of Berrymans Access Road</p> <p>Install settlement threshold treatments on the approaches to Hunty and Hetherington</p> <p>Update existing speed limit signage as required.</p> <p>Install advance and directional marae signage for Waahi and Te Kauri Marae on both approaches to the marae.</p> |
| 7.1.1 | Great South Road | <p>Lower the speed limit to 80km/hr on Great South Road from 320m south of Kainui Road to Fox Road and on the full length of Fox Road</p> <p>Update existing speed limit signage as required.</p> |

| Rep ort No. | School / Road Name | Recommendations |
|-------------------|--------------------------------|--|
| 7.2.1 | Horotiu Urban Traffic Area | <p>Update the Urban Traffic Area for Horotiu to cover all existing and proposed residential areas and set the speed limit at 40km/hr within this area, unless specifically identified otherwise.</p> <p>Update the Urban Traffic Area for Horotiu to cover all existing and proposed industrial areas and set the speed limit at 50km/hr within this area, unless specifically identified otherwise.</p> <p>Lower the speed limit to 40km/hr on the full length of Washer Road and Kernott Road</p> <p>Lower the speed limit to 50km/hr on the full length of Gateway Drive, Evolution Drive, Innovation Way and Kohia Drive</p> <p>Update existing speed limit signage as required.</p> |
| 7.2.2 | Horotiu Bridge Road | <p>Lower the speed limit to 50km/hr on Horotiu Bridge Road from 50m north of Washer Road to Great South Road.</p> <p>Lower the variable speed limit to 30km/hr in the vicinity of Horotiu School</p> <p>Install variable school threshold signage on both approaches to Horotiu School.</p> <p>Update existing speed limit signage as required.</p> |
| 7.2.3 | Park Road | <p>Lower the speed limit to 60km/hr on Park Road from Great South Road to 470 southwest of Great South Road.</p> <p>Update existing speed limit signage as required.</p> |
| 7.3.1 | Horsham Downs Roads | <p>Lower the speed limit to 60km/hr on Horsham Downs Road from Henderson Road to Ennion Rise.</p> <p>Lower the speed limit to 60km/hr on Resolution Drive from Horsham Downs Road to State Highway 1.</p> <p>Lower the speed limit to 80km/hr on Resolution Drive from State Highway 1 to the Hamilton City Council boundary.</p> <p>Update existing speed limit signage as required.</p> |
| 7.4.1 | Ngaruawahia Urban Traffic Area | <p>Update the Urban Traffic Area for Ngaruawahia to cover all existing and proposed residential areas and set the speed limit at 40km/hr within this area, unless specifically identified otherwise.</p> <p>Update existing speed limit signage as required.</p> |
| 7.4.2 | Roads in Ngaruawahia | <p>Lower the variable speed limit to 30km/hr on Great South Road, Belt Street and Galileo Street</p> <p>Lower the speed limit to 30km/hr on Duke Road from 30m north of Herangi Crescent to 100m south of Starr Road, Kent Street from 280m northeast of River Road to 125m south of Starr Road, Havelock Road from 60m east of Struve Street to 60m west of Whatawhata Avenue, Great South Road from Market Road to 80m south of Martin Street,</p> |

| Rep ort No. | School / Name | Road | Recommendations |
|-------------------|----------------------------|------|---|
| | | | <p>Galileo Street from Martin Street to Jesmond Street, Martin Street from Great South Road to Galileo Street and the full length of Kai Toa Street and Newcastle Street</p> <p>Install additional signage and markings at all speed limit change locations to create school thresholds.</p> <p>Update existing variable speed limit signage as required.</p> <p>Lower the speed limit to 60km/hr on Duke Street from Starr Road to Kelm Road, Speedy Road from River Road for 600m and on the full length of Kelm Road, Starr Road, Clark Road, and Kauri Ridge Drive.</p> <p>Update existing speed limit signage as required.</p> |
| 7.4.3 | Hakarimata Road | | <p>Change the speed limit to 60km/hr on Hakarimata Road between 530m and 1380m north of Brownlee Avenue</p> <p>Lower the speed limit to 80km/hr on Hakarimata Road from 1380m north of Brownlee Avenue to the one lane bridge.</p> <p>Update existing speed limit signage as required.</p> |
| 7.4.4 | Tuurangawaewae Marae | | <p>Install a 30km/hr variable speed limit on River Road from Regent Street to 85m south of Kent Street</p> <p>Install variable threshold treatments on River Road with advance and directional marae signage for Tuurangawaewae Marae on both approaches to the marae.</p> <p>Develop and implement a management and operational plan with representatives from Tuurangawaewae Marae to enable the speed limit to be enforced.</p> |
| 7.5.1 | Rotokauri Road | | <p>Lower the speed limit to 60km/hr on Rotokauri Road from 145m southwest of Bunyard Road to 70m west of Pheasant Close.</p> <p>Lower the speed limit to 40km/hr on the full length of Wynvale Lane. (already signed)</p> <p>Update existing speed limit signage as required.</p> |
| 7.6.1 | Taupiri Urban Traffic Area | | <p>Update the Urban Traffic Area for Taupiri to cover all proposed growth areas and set the speed limit at 40km/hr within this area, unless specifically identified otherwise.</p> <p>Update existing speed limit signage as required.</p> |
| 7.6.2 | Roads in Taupiri | | <p>Lower the speed limit to 30km/hr on Greenlane Road, Railway Road, and Gleeson Place</p> <p>Install school threshold on the approach to Taupiri School.</p> <p>Lower the speed limit to 60km/hr on Kainui Road from Great South Road for 250m.</p> <p>Install settlement threshold at the change in speed limit location on</p> |

| Rep ort No. | School / Name | Road | Recommendations |
|-------------------|------------------------------------|-------------|--|
| | | Kainui Road | <p>Install advance and directional marae signage for Taupiri Marae on both approaches to the marae on Kainui Road.</p> <p>Lower the speed limit to 60km/hr on the full length of the existing 70km/hr speed limit on State Highway 1H.</p> <p>Update existing speed limit signage as required.</p> <p>Investigate the feasibility of installing a variable speed limit within the vicinity of the pedestrian access to Taupiri Mountain.</p> |
| 7.7.1 | Te Kowhai Urban Traffic Area | | <p>Update the Urban Traffic Area for Te Kowhai to cover all proposed growth areas and set the speed limit at 40km/hr within this area, unless specifically identified otherwise.</p> <p>Update existing speed limit signage as required.</p> |
| 7.7.2 | Roads in Te Kowhai | | <p>Change the speed limit to 50km/hr on Horotiu Road from 35m north Te Kowhai Road to 20m south of Bedford Road</p> <p>Install a 30km/hr variable speed limit on Horoitu Road from 35m north Te Kowhai Road to 20m north of Bedford Road.</p> <p>Install school threshold signs and markings on Horotiu Road on both approaches to Te Kowhai School.</p> <p>Update existing speed limit signage as required.</p> |
| 8.1.1 | Eureka Road | | <p>Lower the speed limit to 60km/hr on Eureka Road from State Highway 26 for 550m and the full length of Appleton Road</p> <p>Install a 40km/hr variable speed limit on Eureka Road from State Highway 26 for 320m. (Coordinate installation with Waka Kotahi)</p> <p>Install school threshold treatment on the northern approach to OneSchool Global Hamilton.</p> <p>Update existing speed limit signage as required.</p> |
| 8.1.2 | Hunter Road | | <p>Lower the speed limit to 60km/hr on the full length of Hunter Road.</p> <p>Update existing speed limit signage as required.</p> |
| 8.2.1 | Gordonton Road | | <p>Lower the speed limit to 60km/hr on Gordonton Road from 125m west of College Drive to 190m east of Piako Road, Gordonton Road from 160m north of Taylor Road to 600m south of Taylor Road and Piako Road from State Highway 1B to 215m north of State Highway 1B</p> <p>Lower the speed limit to 80km/hr on Gordonton Road from 190m east of Piako Road to 160m north of Taylor Road, Gordonton Road from 600m south of Taylor Road to Borman Road and on the full length of Puke Road and Graham Road.</p> <p>Install settlement threshold signs and markings on southern approach to Hukanui.</p> |

| Rep ort No. | School / Name | Road | Recommendations |
|-------------------|--------------------|------|--|
| | | | Update existing speed limit signage as required. |
| 8.3.1 | Hautapu Roads | | <p>Lower the speed limit to 80km/hr on Hautapu Road from the District Boundary (Hana Lane) to its end, Pickering Road from Tamahere Drive to the District Boundary, Broadmeadows Road from Hautapu Road to its end, Discombe Road from Pickering Road to its end, and the full length of Fernando Drive and Strawberry Fields Lane.</p> <p>Install a 60km/hr variable speed limit on Hautapu Road from the District Boundary (Hana Lane) to 150m west of the District Boundary (Hana Lane). Coordinate with Waipa District Council</p> <p>Install variable school threshold treatment on the western approach to Hautapu School on Hautapu Road.</p> <p>Update existing speed limit signage as required.</p> |
| 8.4.1 | Annebrook Road | | <p>Lower the speed limit to 30km/hr on Annebrook Road from Cedar Park Road to its end and the full length of Millbrook Way</p> <p>Install school threshold treatment on the northern approach to Hamilton Seventh-day Adventist Primary School on Annebrook Road.</p> <p>Update existing speed limit signage as required.</p> |
| 8.4.2 | Matangi Road | | <p>Lower the variable speed limit to 30km/hr in the vicinity of Matangi School.</p> <p>Install variable school threshold treatments on both approaches to Matangi School.</p> <p>Update existing speed limit signage as required.</p> |
| 8.4.3 | Platt Road | | <p>Lower the speed limit to 80km/hr on Platt Road from State Highway 26 for 600m and the full length of Oak View Place</p> <p>Update existing speed limit signage as required.</p> |
| 8.4.4 | Tauwhare Road | | <p>Lower the speed limit to 60km/hr on Tauwhare Road from 280m northeast of Robinsons Lane to 320m northeast of Hoeka Road.</p> <p>Lower the speed limit to 80km/hr on Tauwhare Road from 320m northeast of Hoeka Road to Platt Road and the full length of Catra Place and Shaw Road</p> <p>Install additional signage and roadmarking at the 60/50km/hr speed limit change on the approach to Matangi.</p> <p>Update existing speed limit signage as required.</p> |
| 8.4.5 | Matangi Side Roads | | <p>Lower the speed limit to 50km/hr on the full length of Titoki Drive.</p> <p>Lower the speed limit to 80km/hr on the full length of Brinkworth Road, Lee Martin Road, and Mills Road</p> |

| Rep ort No. | School Name | Road | Recommendations |
|-------------------|-------------------------|--------|--|
| | | | Update existing speed limit signage as required. |
| 8.5.1 | Roads in Tamahere North | | <p>Lower the speed limit to 50km/hr on Newell Road from the State Highway 1 to 100m south of Aspenleigh Drive.</p> <p>Lower the speed limit to 30km/hr on Devine Road from Birchwood Lane to SH1 on ramp and the full length of Koppens Road, Camdon Place, Platinum Place, and Tamahere Lane</p> <p>Install a 30km/hr variable speed limit in the vicinity of Waikato Montessori Education Centre.</p> <p>Install variable school threshold treatments on both approaches to Waikato Montessori Education Centre.</p> <p>Install school threshold treatment on Devine Road eastern approach to Tamahere Model Country School.</p> <p>Update existing speed limit signage as required.</p> |
| 8.5.2 | Roads in Tamahere South | | <p>Lower the speed limit to 80km/hr on Pencarrow Road from Tamahere Drive to 140m south of Day Road and the full length of Hooker Road and Duncan Road</p> <p>Update existing speed limit signage as required.</p> |
| 8.6.1 | Scotsman Road | Valley | <p>Change the speed limit to 50km/hr on Scotsman Valley Road from Tauwhare Road for 570m.</p> <p>Lower speed limit to 60km/hr on Scotsman Valley Road from 130m east of Glen Ida Way for 600m (RP1170)</p> <p>Lower speed limit to 80km/hr on Scotsman Valley Road from 410m west of Hiwi Road to 150m east of Pukemoremore Road (RP2720), and the full length of Hiwi Road, and Ranstead Road</p> <p>Lower the variable speed limit to 30km/hr in the vicinity of Tauwhare School.</p> <p>Install settlement threshold on Scotsman Valley Road at the 50/60km/hr speed limit change.</p> <p>Install additional signs and markings at variable speed limit change locations on Scotsman Valley Road.</p> <p>Update existing speed limit signage as required.</p> |
| 8.7.1 | Ringer Road | | <p>Lower the speed limit to 80km/hr on Ringer Road from 350m south of Tauwhare Road to Victoria Road</p> <p>Update existing speed limit signage as required.</p> |
| 8.8.1 | Victoria Road | | <p>Lower the speed limit to 60km/hr on Victoria Road for 300m north and south of the intersection with Hiwi Road</p> <p>Install settlement threshold on Victoria Road at both change in speed</p> |

| Report No. | School / Road Name | Recommendations |
|------------|-----------------------------|---|
| | | <p>limit locations.</p> <p>Install advance and directional marae signage for Waimakariri Marae on both approaches to the marae.</p> |
| 9.1.1 | Raglan Urban Traffic Area | <p>Update the Urban Traffic Area for Raglan to cover all proposed growth areas and set the speed limit at 40km/hr within this area, unless specifically identified otherwise.</p> <p>Update existing speed limit signage as required.</p> |
| 9.1.2 | Norrie Avenue | <p>Lower the speed limit to 30km/hr on Norrie Street from 70m north of Whitley Street to the end and the full length of Whitley Street.</p> <p>Install school threshold on Norris Street at the change in speed limit location.</p> |
| 9.2.1 | State Highway 23 Side Roads | <p>Lower the speed limit to 90km/hr on the full length of Heddon Road, Cogswell Road, Otonga Valley Road, Mangakino Road, Matakotea Road, Van Houtte Road and Wrights Road</p> |

Appendices



Appendix A – Marae Summary

| Marae | Road Name | Exist Speed Limit (km/hr) | Road Type | AADT | ONRC | Comment |
|-----------------|------------------|---------------------------|-----------|------|-------------------|---|
| Horahora | Horahora Road | 100 | No exit | 170 | Access | No change - End of no exit road. |
| Hukanui | Gordonton Road | 80 | Through | 7100 | Arterial | Lower to 60km/hr. Include Taylor Road Intersection and part of proposal to drop Gordonton Road to 80km/hr |
| Kaharoa Aramiro | Orongo Road | 100 | No exit | 20 | LV | No change - End of no exit road. |
| Kaitumutumu | Te Ohaki Road | 80 | Through | 1400 | Primary Collector | No changes - already 80km/hr |
| Mangatangi | Mangatangi Road | 100 | Through | 1650 | Primary Collector | Lower to 80km/hr - would need support of Marae |
| Matahuru | Johnson Road | 100 | No exit | 66 | Access | No change - On short no exit road. Insufficient interaction with main road (Tahuna Road) |
| Maurea | Te Ohaki Road | 100 | Through | 1200 | Primary Collector | No change - insufficient development or interaction with Te Ohaki Road |
| Mootakotako | Phillips Road | 100 | No exit | 50 | Access | No change - On narrow no exit road. |
| Ngaa Tai E Rua | Carr Street | 40 | No exit | 50 | Access | No change - At end of short no exit road. |
| Ookarea | Jamieson Road | 100 | No exit | 10 | LV | No change - On no exit road. |
| Oomaero | Maori Point Road | 50 | No exit | 900 | Access | No change - speed limit already lowered. |
| Ooraeroa | Stack Road | 40 | No exit | 90 | LV | No change - On short no exit road. |

| Marae | Road Name | Exist Speed Limit (km/hr) | Road Type | AADT | ONRC | Comment |
|-----------------------------|----------------------------|---------------------------|-----------|------|---------------------|---|
| Papaoorotu (Te Papa-o-Rotu) | Maori Point Road | 50 | No exit | 200 | Access | No change - On short no exit road. Speed limit already lowered. |
| Poihaakena | Wainui Road | 50 | Through | 4800 | Primary Collector | No change - Within existing 50km/hr area. |
| Pukerewa | Pukerewa Road | 100 | Through | 25 | LV | No change - Insufficient development or interaction with road |
| Taniwha | McGovern Road | 100 | No exit | 30 | LV | No change - On short no exit road. |
| Tauhei | Tauhei Road | 100 | Through | 1900 | Primary Collector | No change - insufficient interaction with Tauhei Road |
| Taupiri | Kainui Road | 100 | Through | 700 | Secondary Collector | Extend 60km/hr from Great South Road to cover marae |
| Taupiri Mountain | State Highway 1C | 70 | Through | | Primary Collector | 30km/hr variable speed limit. Propose to reduce existing to 70 to 60 to match rest of Taupiri |
| Tauranganui | Tuakau Bridge-Port Waikato | 100 | Through | 860 | Arterial | Lower to 80km/hr - Proposal to reduce the full length of Tuakau Bridge-Port Waikato Road |
| Te Aakau | Te Akau Road | 100 | Through | 200 | Access | No change - Insufficient development or interaction with road |
| Te Awamaarahi | Tuakau Bridge-Port Waikato | 100 | Through | 1500 | Arterial | Lower to 80km/hr - Proposal to reduce the full length of Tuakau Bridge-Port Waikato Road |
| Te Iti O Hauaa | Tauwhare Road | 50 | Through | 2400 | Primary Collector | No change - Within existing 50km/hr area. |

| Marae | Road Name | Exist Speed Limit (km/hr) | Road Type | AADT | ONRC | Comment |
|-----------------------------|----------------------------|---------------------------|-----------|------|---------------------|--|
| Te Kauri | Hetherington Road | 70 | Through | 1000 | Secondary Collector | Lower to 60km/hr |
| Te Kotahitanga | Te Kumi Road | 100 | No exit | 40 | LV | No change - End of no exit road. |
| Te Oohaaki | Te Ohaki Road | 80 | Through | 1400 | Primary Collector | No changes - already 80km/hr |
| Te Papatapu | Te Papatapu Road | 100 | Through | 70 | Access | No change - On narrow unsealed road. |
| Te Poho oTanikena (Opuatia) | Highway 22 | 100 | Through | 350 | Secondary Collector | No change - Insufficient development or interaction with road |
| Tikirahi | Tuakau Bridge-Port Waikato | 100 | Through | 900 | Arterial | Lower to 80km/hr - Proposal to reduce the full length of Tuakau Bridge-Port Waikato Road (no marae) |
| Tuurangawaewae | River Road | 50 | Through | 3200 | Primary Collector | 30km/hr variable speed limit |
| Waahi | Harris Street | 70 | Through | 3000 | Primary Collector | Lower to 60km/hr |
| Waikare | Waerenga Road | 100 | Through | 1700 | Primary Collector | Lower to 80km/hr Small settlement of houses within the vicinity of Marae, on approach to Te Kauwhata |
| Waikeri (Tangirau) | Ngaruawahia Road | 100 | Through | 1600 | Primary Collector | No change - insufficient development or interaction with Ngaruawahia Road |
| Waimakariri | Victoria Road | 100 | Through | 2000 | Primary Collector | Lower to 60km/hr Include Hiwi Road Intersection |

| Marae | Road Name | Exist Speed Limit (km/hr) | Road Type | AADT | ONRC | Comment |
|----------------------|-----------------------|---------------------------|-----------|------|--------|--|
| Waingaro | Waingaro Landing Road | 100 | No exit | 70 | Access | No change - At start of narrow no exit road. Insufficient development or interaction with road |
| Weraroa (Waikaretuu) | Richardson Road | 100 | Through | 50 | Access | No change - Insufficient development or interaction with road |

Appendix B – School Summary

| School Name | Current Speed Limit (km/hr) | Proposed Speed Limit (km/hr) |
|---------------------------------------|-----------------------------|------------------------------|
| Aka Aka School | 40 VSL | |
| Eden Christian Academy | 70 | 30 VSL |
| Glen Massey School | 40 VSL | 30 VSL |
| Gordonton School | 40 | |
| Hamilton Seventh-Day Adventist School | 50 | 30 |
| Harrisville School | 40 VSL | |
| Horotiu School | 40 VSL | 30 VSL |
| Horsham Downs School | 40 VSL | |
| Huntly College | 40 | |
| Huntly School (Waikato) | 40 VSL | 30 |
| Huntly West School | 40 | |
| Kimihia School | 40 | |
| Mangatangi School | 40 | |
| Mangatawhiri School | 40 | |
| Maramarua School | State Highway | |
| Matangi School | 40 VSL | 30 VSL |
| Meremere School | 40 | |
| Newstead Model School | State Highway | |
| Ngaruawahia High School | 40 | 30 |
| Ngaruawahia School | 40 VSL | 30 VSL |
| Ohinewai School | 40 VSL | |
| Onewhero Area School | 40 | |
| Orini Combined School | 40 VSL | |
| Otaua School | 40 | |
| Pokeno School | 40 VSL | 30 VSL |
| Pukekawa School | 40 VSL | |

| School Name | Current Speed Limit (km/hr) | Proposed Speed Limit (km/hr) |
|---|-----------------------------|------------------------------|
| Pukeoware School | Auckland Transport | |
| Puketaha School | 40 VSL | |
| Raglan Area School | 40 | 30 |
| Rotokauri School | 40 VSL | |
| Ruawaro Combined School | 40 VSL | |
| St Anthony's Catholic School (Huntly) | 40 | |
| St Paul's Catholic School (Ngaruawahia) | 40 VSL | 30 VSL |
| Tamahere Model Country School | 40 VSL | 30 |
| Taupiri School | 40 | 30 |
| Tauwhare School | 40 | 30 VSL |
| Te Akau School | 40 VSL | |
| Te Kauwhata College | 40 VSL | 30 VSL |
| Te Kauwhata Primary School | 40 | 30 |
| Te Kohanga School | 40 VSL | |
| Te Kowhai School | 40 | 30 VSL |
| Te Kura o Ngaati Hauaa | 40 VSL | |
| Te Kura o Rangiriri | 40 | |
| Te Mata School (Raglan) | 40 | |
| Te Paina School | 40 | |
| Te Uku School | State Highway | |
| Te Wharekura o Rakaumangamanga | 40 | 30 |
| TKKM o Bernard Fergusson | 40 | 30 |
| TKKM o Te Puaha o Waikato | 40 | |
| Tuakau College | 40 VSL | |
| Tuakau School | 40 VSL | |
| Waerenga School | 40 VSL | |
| Waikaretu School | 40 VSL | |
| Waikato Montessori Education Centre | 60 | 30 VSL |
| Waingaro School | 40 VSL | |

| School Name | Current Speed Limit (km/hr) | Proposed Speed Limit (km/hr) |
|---------------------------|-----------------------------|------------------------------|
| Waipa School | 40 | 30 |
| Waitetuna School | 40 VSL | |
| Whatawhata School | 40 | |
| Whitikahu School | 40 VSL | |
| OneSchool Global Hamilton | 70 | 40 VSL |

Prefer to do it online?

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Need more information

For more information, visit our website www.waikatodistrict.govt.nz

Privacy statement

The contents of your submission (not including your address and contact details) will be made public through Council agendas and as a result will be published on our website.

If you would like your name also kept confidential, please tick this box

| | |
|---------------------|---|
| To | Policy and Regulatory Committee |
| Report title | Hearings and Deliberations for the proposed Dangerous, Affected and Insanitary Buildings Policy 2023 |
| Date: | 3 October 2023 |
| Report Author: | Toby McIntyre, Policy Advisor |
| Authorised by: | Roger MacCulloch, General Manager, Customer Delivery |

1. Purpose of the report

Te Take moo te puurongo

The purpose of this report is to:

- enable the receiving and hearing of submissions on the proposed Dangerous, Affected and Insanitary Buildings Policy 2023, and
- to assist the Policy and Regulatory Committee (Committee) with their deliberations on the proposed Dangerous, Affected and Insanitary Buildings Policy 2023, and
- to recommend the policy to Council for adoption.

2. Executive summary

Whakaraapopotanga matua

During 2023, staff reviewed the Dangerous, Affected and Insanitary Buildings Policy 2018. This review identified that no substantive changes needed to be made to the policy. Some minor changes were made to the 2018 Policy, to reflect changes in the Building Act 2004 and renaming the New Zealand Fire Service to Fire and Emergency New Zealand.

A Special Consultative Procedure took place between 23 August and 22 September 2023. A total of three submissions were received on the proposed policy.

3. Staff recommendations Tuutohu-aa-kaimahi

That the Policy and Regulatory Committee:

- a. pursuant to section 83 of the Local Government Act 2002, considers and makes decisions on all submissions and, where requested, hears submissions on the proposed Dangerous, Affected and Insanitary Buildings Policy;
- b. provides direction to staff on any changes to make to the proposed Dangerous, Affected and Insanitary Buildings Policy;
- c. recommends to Council to adopt the Dangerous, Affected and Insanitary Buildings Policy 2023 (Option 1), and
- d. revokes the Dangerous, Affected and Insanitary Buildings Policy 2018.

4. Background Koorero whaimaarama

Under Section 131 of the Building Act 2004 (the Act) all territorial authorities are required to adopt a policy on dangerous and insanitary buildings.

The policy must state:

- a) the approach that the territorial authority will take in performing its functions under this Part; and
- b) the territorial authority's priorities in performing those functions; and
- c) how the policy will apply to heritage buildings.

Council last reviewed this policy in 2018. The proposed policy is intended to replace the Dangerous, Affected and Insanitary Buildings Policy 2018. As a part of the policy review, the Act required Council to undergo a Special Consultative Procedure (as per Section 83 of the Local Government Act 2002).

There are no substantive changes being proposed to the policy, with only minor changes from the 2018 Policy, to reflect small shifts in the Act and the renaming of the New Zealand Fire Service to Fire and Emergency New Zealand.

Hearings and Deliberations are being held at this Committee meeting, at which a recommendation to adopt will be sought for Council on 9 October 2023.

Submissions are included in Attachment 2.

5. Discussion and analysis

Taataritanga me ngaa tohutohu

A Special Consultative Procedure was undertaken between 23 August and 22 September 2023 to advise the public of the proposed changes to the policy and invite submissions on our approach. Staff used the following communication methods:

- Media release;
- Public notices;
- Council's Facebook page.

Shape Waikato is Council's main portal for engagement with the community. The Dangerous, Affected and Insanitary Buildings policy page on Shape Waikato received 241 views and 211 individual visitors. In total, Council received three formal submissions. One submitter did request to be heard although their submission was out of scope for the policy review, so they elected not to present. The submissions, and staff responses, are included in the table below.

| Submitter # | Submitter Comment | Staff Response |
|-------------|--|--|
| 7035 | <p>In Te Kowhai there has been an incident where Ammonium Nitrate has been stored illegally.</p> <p>A resource consent was applied for the building of the shed and passed, however it was not till neighbours alerted to the fact of what was being stored, that the council got on to it, as the person is applying for a resource consent to store the product, There is potentially a hazardous situation, with close dwellings, a gas line an airport that flies planes over the shed, several that have crashed on Neighboring properties ,a local child care center and primary school not to mention the local community-should this consent go through ,even though the existing product has to be removed.</p> <p>There is no knowledge of where it was moved to. As a rate payer should we be privy to this information.</p> <p>What does the future look like, as Orcon has been banned in other areas throughout the world.</p> <p>We need to be vigilant in stopping this process, before it starts for the future of small rural communities, such as Te Kowhai, and those families who choose to live there.</p> | <p>The illegal storage of any material is not an issue that relates to this Policy (therefore out of scope). The policy is about the buildings, not what is stored in them.</p> <p>Staff spoke with the submitter and explained the situation; they now understand this and said they wouldn't need to present at the hearing.</p> |

| Submitter # | Submitter Comment | Staff Response |
|-------------|---|---|
| 7034 | <ul style="list-style-type: none"> ● The time frame policy for complaints would be a good start i think. ● Ensuring that information of the area is in plan English so that question are explained. ● Ensuring the foundation of the effected area are safe and stable. For living, buildings and dwellings. ● Ensuring that the damages to heritage areas are repaired and protected with building policies and protected. <p>My own thoughts when issues arise it is better to make policy that work both for our future and the future of our next generation.</p> | <p>Most of these points raised are out of scope for the legislative requirements of this policy.</p> <p>The other points raised are covered by the operational approach(es) staff use in the application of the policy.</p> |
| 7030 | <p>Overall it appears reasonable and consulting owners is a key step before imposing drastic remedies. Attention should be applied to the level of risk and access issues when considering a building poses risk - eg a disused building on private land that closed to public and has warning signs...</p> | <p>Staff engage with the building owners in a respectful manner and work with them to affect a resolution. This includes using an engagement and education approach first.</p> |

Social media post reactions are presented in Attachment 3. Please note that these are not considered to be formal submissions, however Council can choose to have some level of regard to these comments during deliberations.

5.1 Options

Ngaa koowhiringa

Staff have assessed that there are two options for the Council to consider. This assessment reflects the level of significance and Council's legislative requirements.

The options are set out below:

1. Council to adopt the Policy.
2. Further consultation and review of the Policy.

Staff recommend **Option 1** in order that Council meets the legislative requirements of the Building Act 2004. Option 2 would not meet the legislative requirements, and the policy would be left out of date.

5.2 Financial considerations

Whaiwhakaaro puutea

There are no material financial considerations associated with the recommendations of this report.

5.3 Legal considerations

Whaiwhakaaro-aa-ture

Staff confirm that the staff recommendation complies with the Council's legal and policy requirements. Consultation on the policy occurred under section 83 of the Local Government Act 2002.

5.4 Strategy and policy considerations

Whaiwhakaaro whakamaaherehere kaupapa here

The report and recommendations are consistent with the Council's policies, plans and prior decisions.

5.5 Maaori and cultural considerations

Whaiwhakaaro Maaori me oona tikanga

The proposed policy will not have a direct impact on Maaori and their relationship with whenua, water and other taonga.

5.6 Climate response and resilience considerations

Whaiwhakaaro-aa-taiao

The matters in this report have no known impact on climate change or resilience for the Council.

5.7 Risks

Tuuraru

There are no risks associated with this report.

6. Significance and engagement assessment

Aromatawai paahekoheko

6.1 Significance

Te Hiranga

The decisions and matters of this report are assessed as of low significance, in accordance with the Council's [Significance and Engagement Policy](#).

The following criteria are particularly relevant in determining the level of significance for this matter:

- There is a legal requirement to engage when reviewing this policy;
- Community views on the proposals are not already known;
- The policy has minimal potential to affect all residents in the Waikato district.

6.2 Engagement

Te Whakatuutakitaki

| Highest level of engagement | Inform | Consult | Involve | Collaborate | Empower |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Consultation was carried out in accordance with section 83 of the Local Government Act 2002. | | | | | |

State below which external stakeholders have been or will be engaged with:

| Planned | In Progress | Complete | |
|--------------------------|--------------------------|-------------------------------------|---------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Internal |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Community Boards/Community Committees |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Waikato-Tainui/Local iwi and hapuu |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Affected communities |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Affected businesses |

7. Next steps

Ahu whakamua

Deliberations on the policy will take place during this committee meeting.

Submitters will be directly contacted post-adoption, and the policy will be uploaded to the WDC external website.

8. Confirmation of statutory compliance Te Whakatuuturutanga aa-ture

As required by the Local Government Act 2002, staff confirm the following:

| | |
|---|-----------|
| The report fits with Council's role and Committee's Terms of Reference and Delegations. | Confirmed |
| The report contains sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages | Confirmed |
| Staff assessment of the level of significance of the issues in the report after consideration of the Council's Significance and Engagement Policy (<i>Section 6.1</i>). | Low |
| The report contains adequate consideration of the views and preferences of affected and interested persons taking account of any proposed or previous community engagement and assessed level of significance (<i>Section 6.2</i>). | Confirmed |
| The report considers impact on Maaori (<i>Section 5</i>) | Confirmed |
| The report and recommendations are consistent with Council's plans and policies (<i>Section 5</i>). | Confirmed |
| The report and recommendations comply with Council's legal duties and responsibilities (<i>Section 5</i>). | Confirmed |

9. Attachments Ngaa taapirihanga

- Attachment 1 – Dangerous, Affected and Insanitary Buildings Policy 2023
- Attachment 2 – Submissions on the proposed Dangerous, Affected and Insanitary Buildings Policy 2023
- Attachment 3 – Social Media reactions

Dangerous, Affected and Insanitary Buildings Policy

| | |
|--------------------------|---|
| Policy Owner: | Building Quality Manager |
| Date approved: | 3 October 2023 |
| Next review date: | September 2028 |
| Document number: | XX |
| Required by legislation: | Sections 131 and 132 of the Building Act 2004 |

I Introduction and Background

- 1.1 Under Section 131 of the Building Act 2004 (the Act) all territorial authorities are required to adopt a policy on dangerous and insanitary buildings. Waikato District Council (Council) adopted such a policy in 2006. In 2013 the Act was amended to require councils to also consider 'affected buildings' in their policies.
- 1.2 This Policy replaces Council's Dangerous, Affected and Insanitary Buildings Policy 2018.
- 1.3 Legislative Provisions

A building is defined as being dangerous in Section 121 of the Act if in the ordinary course of events (excluding the occurrence of an earthquake), the building is likely to cause:

- a) injury or death (whether by collapse or otherwise) to any persons in it or to persons on other property; or
- b) damage to other property; or
- c) in the event of fire, injury or death to any persons in the building or to persons on other property is likely.

A building is defined as affected in Section 121A of the Act if it is adjacent to, adjoining or nearby:

- a) a dangerous building as defined in section 121; or
- b) a dangerous dam within the meaning of section 153.

A building is defined as insanitary in Section 123 of the Act defines if it:

- a) is offensive or likely to be injurious to health because:
 - i) of how it is situated or constructed; or
 - ii) it is in a state of disrepair; or
- b) has insufficient or defective provisions against moisture penetration so as to cause dampness in the building or in any adjoining building; or
- c) does not have a supply of potable water that is adequate for its intended use; or
- d) does not have sanitary facilities that are adequate for its intended use.

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2 Purpose

- 2.1 This document sets out Council's response to the policy requirements of the Act in relation to Dangerous, Affected, and Insanitary buildings.
- 2.2 The policy includes:
- The approach that Council will take in performing its functions under the Building Act 2004.
 - Council's priorities in performing those functions.

- How the policy will apply to heritage buildings.

3 Application

- 3.1 The provisions of the Building Act 2004 reflect the government's broad concern with public safety in buildings and the need to reduce the danger to the public posed by dangerous and insanitary buildings.
- 3.2 The Act requires Council to develop and adopt a policy for the management of these buildings but provides discretion in the approach to be adopted and implementation of the policy. This policy document is Council's response to the requirements of the Act.

4 Policy statements

4.1 Policy Approach

- 4.1.1 It is intended that Council will maintain a reactive approach to the management of dangerous, affected and insanitary buildings. Identification of these types of buildings is particularly difficult as a building's external appearance does not necessarily reflect its internal condition. For this reason, Council will continue to be reliant upon external sources such as building occupants, neighbours, police, fire service and other agencies to inform them of dangerous, affected and insanitary buildings.
- 4.1.2 Once a building has been brought to Council's attention, Council will then actively engage in inspection and assessment of the buildings condition in terms of the Act. Following confirmation of a buildings status as being dangerous, affected or insanitary, Council will actively work with building owners to find a mutually acceptable solution before exercising its powers under the Act.
- 4.1.3 Council will, however, exercise its statutory powers under Section 124 of the Act where action is required to avoid immediate danger or in circumstances where an acceptable solution cannot be reached with the building owner. Council will not actively inspect all buildings within the District but will make it a priority to quickly and efficiently respond to information received regarding potentially dangerous, affected and insanitary buildings.

5 Responding to Complaints about Potentially Dangerous, Affected or Insanitary Buildings

- 5.1 Once Council has received information regarding a potentially dangerous, affected or insanitary building it will:
- Check the details of the property against Council records.
 - Have an authorised officer undertake an inspection of the building in question. In doing this, Council may seek advice from Fire Emergency New Zealand, or any other professional deemed appropriate by Council.
 - Prepare an inspection record.
- 5.2 Assessment Criteria
All inspections of potentially dangerous, affected or insanitary buildings will involve assessment of the building's condition in terms of the definitions in Sections 121 and 123 of the Act and the current building code requirements. Inspection records will be prepared in all cases.
- 5.3 Taking Action on Dangerous, Affected or Insanitary Buildings

Council will review the inspection record and any information received from the Fire and Emergency New Zealand and consider Sections 124 of the Act by an authorised Council Officer.

- Where appropriate, try to work with the owner of the building to achieve an acceptable outcome.
- Where a mutually acceptable outcome cannot be reached, or where the situation requires, Council may invoke its powers under Sections 124, 126 or 129 of the Act.

5.4 Interacting with Building Owners and Complainants

Council will endeavour to work with property owners/occupiers. Warranted officers are not required to inform or obtain approval for inspections to determine whether or not a building is dangerous, affected or insanitary, unless the building is a household unit.

In these circumstances Council must either:

- a) obtain consent of the occupier of the household unit; or
- b) an order of a District Court.

Once Council has determined that a building is dangerous, affected or insanitary it will, in the first instance, consult with the owners of the subject building to further determine the circumstances and decide on an appropriate course of action. However, where the situation requires, immediate action will be taken without consultation with the building owner to remove danger or fix insanitary conditions.

Complainants will be informed of the inspection results and Council's intended course of action to deal with the situation.

5.5 Recording Information about Dangerous, Affected and Insanitary Buildings

All information relating to dangerous, affected and insanitary buildings will be filed on the relevant property file. This will include a copy of the original inspection record and any further action taken. This information will also be included on any LIM prepared for the property.

6 Interaction with Related Sections of Building Act 2004

In exercising its powers under the Act in relation to dangerous, affected and insanitary buildings Council will be guided by the purpose of the Act and the principles of its functions as set out in Section 4.

Particular regard will be given to:

- harmful effects on human health; and
- special cultural, traditional or heritage aspects of a building; and
- protection of other property from physical damage resulting from use of a building; and
- preservation of buildings of significant cultural, historical or heritage value.

When issuing building consents Council will also consider any requirements relating to dangerous, affected and insanitary buildings.

7 Impacts of the Policy

Implementation of this policy will have beneficial effects on the health and safety of people using buildings. The policy provides a clear framework of how Council will manage unsatisfactory building conditions. Implementation of this policy will raise people's awareness of the processes that are in place to address such building issues and empower people to raise concerns about buildings and have these concerns investigated.

The options available to Council under the Act to deal with dangerous, affected and insanitary buildings will be applied with discretion. The situation regarding each building will be different and Council will weigh up all elements when deciding what approach should be taken to deal with the situation and remove or minimise the danger the building presents. The cost of any action taken will be borne by the building owner.

8 Application of the Policy to Heritage Buildings

This policy applies to heritage buildings in the same way it applies to all other buildings.

Where Council receives information regarding buildings which have a heritage classification, either in the District Plan or under Heritage New Zealand, in addition to consulting with affected owners Council will consider seeking advice from Heritage New Zealand.

9 Policy review

This policy shall be reviewed at five yearly intervals or as otherwise required by the Chief Executive or the Building Quality Manager.

Attachment 2 - Submissions on the proposed Dangerous, Affected and Insanitary Buildings Policy 2023

| Submitter Number | Submitter Name | Submitter Comment | Staff Response |
|------------------|----------------|--|--|
| 7035 | REDACTED | <p>In Te Kowhai there has been an incident where Ammonium Nitrate has been stored illegally. A resource consent was applied for the building of the shed and passed, however it was not till neighbours alerted to the fact of what was being stored , that the council got on to it, as the person is applying for a resource consent to store the product, There is potentially a hazardous situation , with close dwellings , a gas line an airport that flies planes over the shed, several that have crashed on Neighboring properties ,a local child care center and primary school not to mention the local community-should this consent go through ,even though the existing product has to be removed.</p> <p>There is no knowledge of where it was moved to. As a rate payer should we be privy to this information.</p> <p>What does the future look like , as Orcon has been banned in other areas throughout the world We need to be vigilant in stopping this process , before it starts for the future of small rural communities , such as Te Kowhai, and those families who choose to live there</p> | <p>The illegal storage of any material is not an issue that relates to this Policy (therefore out of scope). The policy is about the buildings, not what is stored in them.</p> <p>Staff spoke with the submitter and explained the situation; they now understand this and said they wouldn't need to present at the hearing.</p> |
| 7034 | REDACTED | <ul style="list-style-type: none"> ● The time frame policy for complaints would be a good start i think. ● Ensuring that information of the area is in plain English so that question are explained. ● Ensuring the foundation of the effected area are safe and stable. For living, buildings and dwellings. ● Ensuring that the damages to heritage areas are repaired and protected with building policies and protected. <p>My own thoughts when issues arise it is better to make policy that work both for our future and the future of our next generation.</p> | <p>Most of these points raised are out of scope for the legislative requirements of this policy.</p> <p>The other points raised are covered by the operational approach(es) staff use in the application of the policy.</p> |
| 7030 | REDACTED | <p>Overall it appears reasonable and consulting owners is a key step before imposing drastic remedies. Attention should be applied to the level of risk and access issues when considering a building poses risk - eg a disused building on private land that closed to public and has warning signs...</p> | <p>Staff engage with the building owners in a respectful manner and work with them to affect a resolution. This includes using an engagement and education approach first.</p> |

Attachment 3 – Social Media reactions (DAIB policy)

**Waikato District Council**

24 Aug · 🌐

Tell us what you think about Council's process to deal with dangerous building issues.

Consultation on the Dangerous, Affected and Insanitary Buildings Policy closes on 22 September. The policy outlines what we do if someone has concerns about a building and wants these concerns investigated.

<https://shape.waikatodistrict.govt.nz/daib-policy>



Like

Comment

Share

5

Waikato District Council's post

5

All comments ▾

Bryce Mounsey
 We have brought an issue to your attention and all we have had is inaction. I followed up as i had had zero contact from council only to be advised that staff had done a drive by?? I was told i would be contacted. 2 more weeks and still no word. Really? Pretty poor on a whole. Why consult on something when you clearly lack the ability to take action when necessary. I am seriously considering meeting with our mayor in order to try and get some action around this.

3 w Like Reply 1

Melissa McCarty
Bryce Mounsey we've had the same thing happen. Just send alot of emails, find the person at the top and if still nothing contact ombudsman. <https://www.ombudsman.parliament.nz/what-ombudsman-can-help/complaints-about-government-agencies>

Complaints about government agencies
 ombudsman.parliament.nz

3 w Like Reply

Comment as Toby McIntyre

Waikato District Council's post

Complaints about government agencies
 ombudsman.parliament.nz

3 w Like Reply

Bryce Mounsey
Melissa McCarty thanks for that. You would think if it was around health and safety and well being that they would be all over it?

3 w Like Reply 1

Melissa McCarty
Bryce Mounsey Yes definitely if it's a health and safety matter. Hope you can get it sorted.

3 w Like Reply

Write a reply...

Chauhan Ashwin
Bryce Mounsey Lucky if you hear back from the Mayor, She went quite since the rate hikes, Has no answer for the rate payers, They do ask for opinion and concerns but not ready to listen or take actions on...

3 w Like Reply

Write a reply...

Waikato District Council's post

Kathy Barakat
 On a different note, why not clean up the area where the waipa hotel was, the land is still an eyesore. Totally scruffy.

3 w Like Reply

Alicia Dixon
 Hiya could you please tell me what, if any plans the council has for dealing with the huge number of wooly nightshade trees taking over on many areas. Thanks 😊

3 w Like Reply Page replied privately 1

Author
Waikato District Council
 Kia ora **Alicia**, thank you for raising your concerns.
 We have PM'd you 😊

3 w Like Reply 2

Teraumoko Waina
Waikato District Council especially the enormous wooly nightshade and gorse bushes and privet on council property at 1 market street Pokeno

2 w Like Reply

Write a reply...

Comment as Toby McIntyre

Waikato District Council's post

David Peter
 I think They over think the earth quake building issues on old buildings. It's crazy when the building have been up for many years. With about 1% risk to human safety. More risk of being killed crossing the road.

3 w Like Reply

Author
Waikato District Council
 Hi David. This policy doesn't include earthquake prone buildings. The definitions of dangerous, affected or insanitary are explained in the proposed policy, which can be found here: <https://shape.waikatodistrict.govt.nz/daib-policy>
 Earthquake-prone buildings come under the Building (Earthquake-prone Buildings) Amendment Act. You'll find more info here: <https://www.waikatodistrict.govt.nz/services-facilities/land-and-property/ongoing-involvement-with-council/earthquake-prone-buildings>

Warning
 Dangerous, Affected and Insanitary Buildings Policy
 shape.waikatodistrict.govt.nz

3 w Like Reply

Write a reply...

Comment as Toby McIntyre



Heather Stone

Hi there... not buildings, but we Leslie Road people would love to see some activity on the rockfall cleanup, on the Blue Springs trackplease ?

The security/ traffic stop situation is using up lots of dosh...and tourists are still challenging entry !! Cheers, with respect...

3 w Like Reply 1



Author

Waikato District Council

Kia ora [Heather](#), Blue Springs falls under the South Waikato District Council.

It would be best to take your concerns to them directly, you can find their contact info here <https://www.southwaikato.govt.nz/our-council/council-contacts>



Council Contacts - South Waikato District Council

southwaikato.govt.nz

3 w Like Reply 1



Heather Stone

[Waikato District Council](#) cheers

3 w Like Reply



Write a reply...



Comment as Toby McIntyre



| | |
|---------------------|---|
| To | Policy and Regulatory Committee |
| Report title | October update on Policy and Bylaw review programme |
| Date: | 3 October 2023 |
| Report Author: | Nicole Hubbard, Corporate Planning Manager Toby McIntyre, Policy Advisor |
| Authorised by: | Clive Morgan, General Manager Community Growth |

1. Purpose of the report

Te Take moo te puurongo

To update the Policy and Regulatory Committee on progress made on the Policy and Bylaw review programme.

2. Executive summary

Whakaraapopototanga matua

Staff have worked on updating several bylaws and policies since May 2023. Policy work has focused on establishing project plans for Service Delivery policies, the Development Contributions Policy and revising the internal processes for policy reviews.

The review of the Freedom Camping bylaw has been progressed, and the Trade Waste and Wastewater and Cemeteries Bylaws have been adopted.

Details of where each bylaw is at in the review process is detailed in attachment 1 and in attachment 2 for the policy review process.

3. Staff recommendations

Tuutohu-aa-kaimahi

That the Policy and Regulatory Committee receives the Policy & Bylaws Review update report.

4. Discussion Matapaki

Policies and bylaws are key decision-making and regulatory documents. They need to be kept up to date so any decision or enforcement action using the bylaw or policy taken by Council is appropriate and consistent.

Policies

Council has a total of 92 policies. Policies cover a variety of activities and while some are on legislated review cycles, policies not required by legislation are generally reviewed every three to five years or as required. Policies that are required by legislation are given higher priority than those that are not.

Bylaws

Council has a total of 12 bylaws (now that the Traffic Bylaw has been adopted at the Council meeting on 24 April). Under section 156 of the Local Government Act 2002 (LGA), bylaws must be reviewed five years after they are made and every 10 years thereafter. The LGA allows bylaws to remain in force for two years after their review period (i.e. years six and seven after the first review and years 11 and 12 thereafter).

Policy and Bylaw Review Process

The process of review usually starts with discussion in a Council workshop to identify any issues or improvements related to the policy or bylaw. Once these have been discussed and considered by Council, staff will work through these and produce a report seeking consultation approval from the Policy and Regulatory Committee.

Consultation then occurs, as appropriate and is guided by sections 82 or 83 of the LGA. The results of the consultation are presented to the Committee who can request further changes or corrections to the policy or bylaw in response to submissions. The Committee may recommend that Council formally adopts the policy or bylaw. The adopted policy or bylaw is publicly notified, and the review is complete. The whole process can take anywhere from eight to 18 months depending on the complexities of the document and related issues.

A review may be triggered by a legislated review period or change in legislation, a political driver or an issue having been identified that requires an amendment.

Progress made:

The following bylaws and policies have had work carried out on them since February 2023:

| Document | Update |
|--|---|
| Bylaws | |
| Trade Waste and Wastewater Bylaw | Adopted on 11 July 2023. |
| Cemeteries Bylaw | Adopted on 11 July 2023. |
| Freedom Camping Bylaw | Consultation and Hearings on the proposed bylaw have taken place, and Deliberations are set for 16 October 2023, with an intended adoption date of 29 November 2023. |
| Proposed Solid Waste Bylaw | Staff have identified the need for a new Solid Waste Bylaw, however due to staff vacancies, this work will need to be undertaken by a consultant. Internal conversations are underway to identify appropriate external support and funding for this work. |
| Reserves and Beaches Bylaw | This bylaw was quashed by the High Court in 2022 therefore, Waikato District Council does not have a current Reserves and Beaches Bylaw. A workplan is currently being developed, as part of this work staff will be confirming what the issues are that need to be addressed through the bylaw. |
| Policies | |
| Local Alcohol Policy 2016 | The Provisional Local Alcohol Policy was adopted on 6 October 2022 after which the appeal period opened. Three appeals have been received. Council is still awaiting further direction from the Alcohol Regulatory and Licensing Authority. |
| Dangerous, Affected and Insanitary Buildings Policy 2023 | The proposed policy underwent consultation and is before the Policy and Regulatory Committee at this meeting for adoption. |

Further details on the bylaw and policy review programme are provided in the attachments to this report.

The review timings noted in the attachments are an estimate only.

5. Next Steps

The Policy and Bylaw review programme is progressing as anticipated, and therefore staff will report back to this committee with an update at the first Committee meeting of 2024.

6. Attachments

Ngaa taapirihanga

Attachment 1 – Register of bylaws.

Attachment 2 – Register of policies.

Attachment 1 – Register of bylaws

| Bylaw | Status | Full Review Date | Bylaw Revoked (full review + 2 Years) | Progress made as at September 2023 |
|---|---------------------|------------------|---------------------------------------|--|
| Keeping of Animals Bylaw | Current | - | - | Staff have become aware that the Keeping of Animals Bylaw 2015 was not reviewed within the required legislative timeframe. Staff are proposing to rectify this by creating a new Keeping of Animals Bylaw. A project plan has been developed and a Council workshop is planned to take place before the conclusion of 2023. Pre engagement with the community on the bylaw and any proposed changes is planned for early 2024. |
| Water Supply Bylaw | Current | - | - | A proposed bylaw is going before the Policy and Regulatory Committee on 3 October, seeking approval to consult. |
| Freedom Camping | 2 year grace period | 2021 | 2023 (17 Oct.) | Deliberations are being held on 16 October 2023, and will be going to Council on 20 November 2023 seeking adoption. |
| Reserves and Beaches Bylaw | Quashed | - | - | This bylaw was quashed by the High Court in 2022 therefore, Waikato District Council does not have a current Reserves and Beaches Bylaw. |
| Waste Management and Minimisation Bylaw | New | - | - | Staff have identified the need for a new Solid Waste Bylaw, however due to staff vacancies, this work will need to be undertaken by a consultant. Internal conversations are underway to identify appropriate external support and funding for this work. |
| Speed Limit Bylaw | Current | 2016 | 2018 | The schedules of this bylaw are still in effect, however, the objectives of speed bylaws have been superseded by regional speed management plans which are the responsibility of regional councils. The draft District Speed Management Plan is before the Policy and Regulatory Committee on 3 October, seeking approval to consult. |

| Bylaw | Status | Full Review Date | Bylaw Revoked (full review + 2 Years) | Progress made as at September 2023 |
|----------------------------------|---------|------------------|---------------------------------------|-------------------------------------|
| Alcohol Control Bylaw | Current | 2025 | 2027 | |
| Stormwater Bylaw | Current | 2026 | 2028 | |
| Dog Control Bylaw | Current | 2027 | 2029 | |
| Livestock Movement Bylaw | Current | 2027 | 2029 | |
| Public Places Bylaw | Current | 2028 | 2030 | |
| Traffic Bylaw | Current | 2028 | 2030 | |
| Trade Waste and Wastewater Bylaw | Current | 2028 | 2030 | Adopted by Council on 11 July 2023. |
| Cemeteries Bylaw | Current | 2028 | 2030 | Adopted by Council on 11 July 2023. |

Register of Policies
Updated: April 2023

| | Overdue for review | Council (WDC/FDC) | Group | Policy Owner | Date approved | Next review date | On website | Required under Statute? If so, which act? | Comments | Status | Update since last Committee meeting? |
|--|---------------------|-------------------|------------------|--|---------------|------------------|------------|---|--|--------------|---|
| | Policy is current | | | | | | | | | | |
| | Ready to be revoked | | | | | | | | | | |
| | Will be revoked | | | | | | | | | | |
| | Under review | | | | | | | | | | |
| Appointments to Community Boards and Other Committees Policy | | WDC | Operations | Tony Whittaker (Chief Operating Officer) | Oct 2013 | Oct 2016 | No | Local Government Act 2002 Local Electoral Act 2001 | | UNDER REVIEW | Content covered under the new Governance Structure, final review being undertaken before revocation will be sought. |
| Cellular Network Site Policy | | FDC | Service Delivery | Megan May (General Manager Service Delivery) | Jan 2008 | Jan 2011 | No | N/A | | UNDER REVIEW | All property policies (except for Easements Policy) have been combined into a new Use of Council Land Policy. The first draft of this policy is complete and has been circulated to others in the organisation for input. |
| Code of Conduct (Elected Members) | | WDC | Operations | Tony Whittaker (Chief Operating Officer) | Dec 2019 | Dec 2022 | Yes | Local Government Act 2002 | Will be reviewed after the October 2022 local body election. | UNDER REVIEW | Policy is currently out for under review. New iteration is likely to be presented mid-year. |
| Code of Conduct (Staff) | | WDC | Operations | Tony Whittaker (Chief Operating Officer) | Aug 2018 | Aug 2021 | No | N/A | | UNDER REVIEW | Currently with an External Consultant. |
| Community Board Charter | | WDC | Operations | Tony Whittaker (Chief Operating Officer) | Mid - 2019 | Mid- 2022 | Yes | N/A | Was under review in 2022. | UNDER REVIEW | Covered under the new Governance Structure, final review being |

Register of Policies

Updated: April 2023

| Overdue for review | Council (WDC/FDC) | Group | Policy Owner | Date approved | Next review date | On website | Required under Statute? If so, which act? | Comments | Status | Update since last Committee meeting? |
|--|-------------------|------------------|---|---------------|------------------|------------|---|----------|--------------|--|
| Policy is current | | | | | | | | | | |
| Ready to be revoked | | | | | | | | | | |
| Will be revoked | | | | | | | | | | |
| Under review | | | | | | | | | | |
| | | | Officer) | | | | | | | undertaken before revocation will be sought. |
| Easements Policy | WDC | Service Delivery | Megan May (General Manager Service Delivery) | Dec 2014 | Dec 2017 | Yes | N/A | | UNDER REVIEW | A project team is developing a more fit-for-use policy. The scope will include land use, consents and waters management. |
| Grass Verge Policy | WDC | Service Delivery | Megan May (General Manager Service Delivery) | Sep 2016 | Oct 2019 | Yes | N/A | | UNDER REVIEW | Consultation on this policy is planned for early 2024. The review has focused on determining what properties should and should not have verges mown and looking at planting options to aid biodiversity. |
| Heritage Policy | WDC | Community Growth | Clive Morgan (General Manager Community Growth) | Apr 2014 | Apr 2017 | Yes | N/A | | UNDER REVIEW | The draft Heritage Policy is under review by the Heritage Advisor and once completed will be staged with an implementation strategy and plan. Incorporation of Te Reo under discussion |
| Leases to Individuals and Commercial Organisations | WDC | Service Delivery | Megan May (General Manager Service) | Jan 2010 | Jan 2013 | No | N/A | | UNDER REVIEW | All property policies (except for Easements Policy) have been combined into a new Use |

Register of Policies

Updated: April 2023

| Overdue for review | Council (WDC/FDC) | Group | Policy Owner | Date approved | Next review date | On website | Required under Statute? If so, which act? | Comments | Status | Update since last Committee meeting? |
|---|-------------------|------------------|---|---------------|------------------|------------|---|---|--------------|---|
| Policy | | | Delivery) | | | | | | | of Council Land Policy. The first draft of this policy is complete and has been circulated to others in the organisation for input. |
| Leasing of Reserve Land Policy | WDC | Service Delivery | Megan May (General Manager Service Delivery) | Jan 2010 | Jan 2013 | No | N/A | | UNDER REVIEW | As above |
| Local Alcohol Policy | WDC | Customer Support | Roger MacCulloch (Customer Support General Manager) | Dec 2016 | Dec 2022 | Yes | Sale and Supply of Alcohol Act 2012 | 3 appeals against the PLAP were received. Advice on the merits of each of the appeals has been presented by external legal counsel. | UNDER REVIEW | The Provisional Local Alcohol Policy was adopted on 6 October 2022. Appeals opened on 19 October and closed on 18 November. At this time staff are still waiting for ARLA to advise on hearing dates. |
| Meremere Community Committee Charter | WDC | Operations | Tony Whittaker (Chief Operating Officer) | Mid- 2019 | Mid - 2022 | Yes | N/A | | UNDER REVIEW | Covered under the new Governance Structure, final review being undertaken before revocation will be sought. |
| Plaques, Memorials and Monuments Policy | WDC | Service Delivery | Megan May (General Manager Service Delivery) | Sep 2016 | Sep 2019 | Yes | N/A | Review of this policy has commenced but progress has been restrained by competing priorities in | UNDER REVIEW | Council Workshop has been planned for later this year. |

Register of Policies

Updated: April 2023

| Overdue for review | Policy is current | Ready to be revoked | Will be revoked | Under review | Council (WDC/FDC) | Group | Policy Owner | Date approved | Next review date | On website | Required under Statute? If so, which act? | Comments | Status | Update since last Committee meeting? |
|--------------------|-------------------|---------------------|-----------------|--------------|-------------------|------------------|--|---------------|------------------|------------|---|--|--------------|---|
| | | | | | | | | | | | | the Open Spaces team. | | |
| | | | | | WDC | Service Delivery | Megan May (General Manager Service Delivery) | Jan 2010 | Jan 2013 | No | N/A | All property related policies are under review and will form part of a new general property management policy. Due to competing priorities, the review won't be completed until later this year. | UNDER REVIEW | All property policies (except for Easements Policy) have been combined into a new Use of Council Land Policy. The first draft of this policy is complete and has been circulated to others in the organisation for input. |
| | | | | | WDC | Service Delivery | Megan May (General Manager Service Delivery) | Mar 2012 | Mar 2015 | Yes | N/A | This review was paused until after the local body election and will restart now a new Council has been elected. | UNDER REVIEW | A draft has been finalised, and a Council workshop and engagement has been planned for early 2024. |
| | | | | | WDC | Service Delivery | Megan May (General Manager Service Delivery) | Mar 2016 | Oct 2018 | Yes | N/A | | UNDER REVIEW | Community Board/Committee and Mana Whenua engagement has been taking place to inform the development of a new policy. Writing is underway at present. A Council workshop and engagement has been |

Register of Policies

Updated: April 2023

| | Overdue for review | Council (WDC/FDC) | Group | Policy Owner | Date approved | Next review date | On website | Required under Statute? If so, which act? | Comments | Status | Update since last Committee meeting? |
|--|---------------------|-------------------|------------------|--|---------------|------------------|------------|---|----------|--------------|---|
| | Policy is current | | | | | | | | | | |
| | Ready to be revoked | | | | | | | | | | |
| | Will be revoked | | | | | | | | | | |
| | Under review | | | | | | | | | | |
| | | | | | | | | | | | planned for early 2024. |
| Sponsorship of, and Advertising On, Council Properties and Assets Policy | | WDC | Service Delivery | Megan May (General Manager Service Delivery) | Jan 2002 | Jan 2005 | No | N/A | | UNDER REVIEW | |
| Standing Orders | | WDC | Operations | Tony Whittaker (Chief Operating Officer) | Sept 2018 | Sept 2022 | Yes | Local Government Act 2002 | | UNDER REVIEW | |
| Te Kaupapa Here o Ngaa Tohu Reorua - Bilingual Signage Policy | | WDC | Operations | Tony Whittaker (Chief Operating Officer) | May 2017 | May 2020 | Yes | N/A | | UNDER REVIEW | Review targets have changed, with a new focus on, and integration with, the Te Reo Maaori Policy. |
| Te Kauwhata Community Committee Charter | | WDC | Operations | Tony Whittaker (Chief Operating Officer) | Mid- 2019 | Mid - 2022 | Yes | N/A | | UNDER REVIEW | Covered under the new Governance Structure, final review being undertaken before revocation will be sought. |
| Appointment and Remuneration of Directors Policy | | WDC | Operations | Chief Executive Group | March 2023 | March 2028 | Yes | N/A | | CURRENT | Previously Appointing Directors and Trustees to Council Controlled Organisations Policy |

Register of Policies

Updated: April 2023

| | Overdue for review | Council (WDC/FDC) | Group | Policy Owner | Date approved | Next review date | On website | Required under Statute? If so, which act? | Comments | Status | Update since last Committee meeting? |
|--|---------------------|-------------------|------------------|---|---------------|------------------|------------|---|----------|---------|---|
| | Policy is current | | | | | | | | | | |
| | Ready to be revoked | | | | | | | | | | |
| | Will be revoked | | | | | | | | | | |
| | Under review | | | | | | | | | | |
| Building Consents Authority Complaints Policy | | WDC | Customer Support | Roger MacCulloch (Customer Support General Manager) | April 2024 | April 2026 | Yes | Building (Accreditation of Building Consent Authorities) Regulations 2006 | | CURRENT | New policy. |
| Climate Response and Resilience Policy | | WDC | Community Growth | Clive Morgan (General Manager Community Growth) | Dec 2021 | Dec 2023 | Yes | N/A | | CURRENT | SME review extended the policy to the end of 2023. |
| Conferences and Seminars Policy – Attendance and Payment of Expenses (Including Local Government NZ Conferences) | | WDC | Operations | Tony Whittaker (Chief Operating Officer) | Sept 2022 | Sept 2025 | No | N/A | | CURRENT | This policy was adopted by Council in September 2022. |
| Conflict of Interest Policy | | WDC | Operations | Tony Whittaker (Chief Operating Officer) | July 2022 | July 2027 | Yes | N/A | | CURRENT | |
| Dangerous and Insanitary Buildings Policy | | WDC | Customer Support | Roger MacCulloch (General Manager Customer | Sep 2018 | Sep 2023 | Yes | Building Act 2004 | | CURRENT | Adoption of updated policy is being sought at Policy and Regulatory Committee on 3 October. |

Register of Policies

Updated: April 2023

| Overdue for review | Council (WDC/FDC) | Group | Policy Owner | Date approved | Next review date | On website | Required under Statute? If so, which act? | Comments | Status | Update since last Committee meeting? |
|---------------------|-------------------|------------------|---|---------------|----------------------------|------------|---|----------|---------|---|
| Policy is current | | | Support) | | | | | | | |
| Ready to be revoked | WDC | Community Growth | Clive Morgan (General Manager Community Growth) | Jun 2018 | Jun 2021 | Yes | Local Government Act 2002 | | CURRENT | |
| Will be revoked | WDC | Community Growth | Clive Morgan (General Manager Community Growth) | Jun 2021 | Jun 2024 | Yes | Local Government Act 2002 | | CURRENT | Work is progressing in the review of this policy. |
| Under review | WDC | Community Growth | Clive Morgan (General Manager Community Growth) | Jan 2007 | N/A | Yes | Local Government Act 2002 | | CURRENT | |
| | WDC | Community Growth | Clive Morgan (General Manager Community Growth) | Jan 2009 | N/A | Yes | Local Government Act 2002 | | CURRENT | |
| | WDC | Customer Support | Roger MacCulloch (Customer Support) | April 2022 | With the Dog Control Bylaw | Yes | Dog Control Act 1996 | | CURRENT | |

Register of Policies

Updated: April 2023

| | Overdue for review | | | | | | | | | | |
|------------------------------|---------------------|-------------------|------------------|---|---------------|------------------|------------|---|----------|---------|---|
| | Policy is current | | | | | | | | | | |
| | Ready to be revoked | | | | | | | | | | |
| | Will be revoked | | | | | | | | | | |
| | Under review | | | | | | | | | | |
| | | Council (WDC/FDC) | Group | Policy Owner | Date approved | Next review date | On website | Required under Statute? If so, which act? | Comments | Status | Update since last Committee meeting? |
| | | | | General Manager) | | | | | | | |
| Easter Trading Policy | | WDC | Customer Support | Roger MacCulloch (Customer Support General Manager) | Feb 2022 | Feb 2027 | Yes | Shop Trading Hours Act 1990 | | CURRENT | |
| Gambling Venues Policy | | WDC | Customer Support | Roger MacCulloch (Customer Support General Manager) | Dec 2021 | Dec 2024 | Yes | Gambling Act 2003 Racing Act 2003 | | CURRENT | |
| Gifts and Hospitality Policy | | WDC | Operations | Vanessa Jenkins (EM, People and Capability) | April 2023 | April 2028 | Yes | No | | CURRENT | Policy has been reviewed and is now current until 2028. |
| Library Policy | | WDC | Customer Support | Roger MacCulloch (Customer Support General Manager) | Oct 2019 | Oct 2024 | Yes | N/A | | CURRENT | |
| Petitions Guidelines Policy | | WDC | Community Growth | Clive Morgan (General Manager Community Growth) | Mar 2021 | Mar 2024 | Yes | N/A | | CURRENT | |

Register of Policies

Updated: April 2023

| | Overdue for review | | | | | | | | | | |
|--|---------------------|-------------------|------------------|---|---------------|------------------|-------------|---|----------|---------|---|
| | Policy is current | | | | | | | | | | |
| | Ready to be revoked | Council (WDC/FDC) | Group | Policy Owner | Date approved | Next review date | On website | Required under Statute? If so, which act? | Comments | Status | Update since last Committee meeting? |
| | Will be revoked | | | | | | | | | | |
| | Under review | | | | | | | | | | |
| Psychoactive Substances Policy | | WDC | Customer Support | Roger MacCulloch (Customer Support General Manager) | Jul 2019 | Jul 2024 | Yes | Psychoactive Substances Act 2013 | | CURRENT | |
| Rates Remission and Postponement Policy | | WDC | Operations | Alison Diaz (Chief Finance Officer) | Jun 2021 | June 2024 | Part of LTP | N/A | | CURRENT | |
| Reimbursements for Elected Members Policy | | WDC | Operations | Tony Whittaker (Chief Operating Officer) | Sept 2022 | Sept 2025 | No | N/A | | CURRENT | Reviewed policy was adopted at the September Council meeting. |
| Remission or Postponement of Rates on Māori Freehold Land Policy | | WDC | Operations | Alison Diaz (Chief Finance Officer) | Jun 2021 | June 2024 | Part of LTP | Local Government Act 2002 | | CURRENT | |
| Sensitive Expenditure Policy | | WDC | Operations | Alison Diaz (Chief Finance Officer) | April 2022 | April 2025 | Yes | N/A | | CURRENT | |
| Significance and Engagement Policy | | WDC | Community Growth | Clive Morgan (General Manager Community Growth) | Dec 2020 | Dec 2023 | Yes | Local Government Act 2002 | | CURRENT | Work has begun on the review of this policy. |

Register of Policies

Updated: April 2023

| | Overdue for review | | | | | | | | | | |
|---|---------------------|-------------------|------------------|--|---------------|------------------|------------|---|----------|---------|--------------------------------------|
| | Policy is current | | | | | | | | | | |
| | Ready to be revoked | | | | | | | | | | |
| | Will be revoked | | | | | | | | | | |
| | Under review | | | | | | | | | | |
| | | Council (WDC/FDC) | Group | Policy Owner | Date approved | Next review date | On website | Required under Statute? If so, which act? | Comments | Status | Update since last Committee meeting? |
| Strategic Land Acquisition and Disposal Policy | | WDC | Service Delivery | Megan May (General Manager Service Delivery) | Oct 2019 | Oct 2024 | Yes | N/A | | CURRENT | |
| Treasury Risk Management Policy (including Liability and Investment Policies) | | WDC | Operations | Alison Diaz (Chief Finance Officer) | April 2022 | April 2025 | Yes | N/A | | CURRENT | |
| Water Leak Remission Policy | | WDC | Service Delivery | Keith Martin (Special Infrastructure Projects Manager) | Sept 2021 | Sept 2024 | Yes | N/A | | CURRENT | |
| Funding for Road Closures for Community Events Policy | | WDC | Community Growth | Clive Morgan (General Manager Community Growth) | Jan 2009 | Jan 2011 | No | N/A | | REVOKED | This policy has been revoked. |
| Appointing Directors and Trustees to Council Controlled Organisations Policy | | WDC | Operations | Alison Diaz (Chief Finance Officer) | | | | | | REVOKED | This policy has been revoked. |

Register of Policies

Updated: April 2023

| Overdue for review | Policy is current | Council (WDC/FDC) | Group | Policy Owner | Date approved | Next review date | On website | Required under Statute? If so, which act? | Comments | Status | Update since last Committee meeting? | | | | | | | | | |
|---------------------|-------------------|--------------------------|--------------|---------------------|----------------------|-------------------------|-------------------|--|-----------------|---------------|---|------------------|---|----------|----------|----|-----|--|---------------|---|
| Ready to be revoked | Will be revoked | | | | | | | | | | | Under review | | | | | | | | |
| Notable Tree Policy | WDC | | | | | | | | | | | Community Growth | Clive Morgan (General Manager Community Growth) | Nov 2014 | Nov 2017 | No | N/A | | TO BE REVOKED | This policy will be revoked and will become a process. Staff are working on the process and once that's finalised, the policy can be revoked. |