

Agenda for a meeting of the Onewhero-Tuakau Community Board to be held in Glen Murray Hall, 2400 Highway 22, Glen Murray on **MONDAY 4 SEPTEMBER 2017** commencing at **7.30pm**.

Note: A public forum will be held at 7.00pm pm prior to the commencement of the meeting.

*Information and recommendations are included in the reports to assist the Board in the decision making process and may not constitute Council's decision or policy until considered by the Board.*

**1. APOLOGIES AND LEAVE OF ABSENCE**

**2. CONFIRMATION OF STATUS OF AGENDA**

*Representatives from WRC will be in attendance to discuss item 5.1*

**3. DISCLOSURES OF INTEREST**

**4. CONFIRMATION OF MINUTES**

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**5. REPORTS**

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5.7	Public forum	Verbal
5.8	Chairperson's Report	Verbal
5.9	Councillors' and Community Board Members' Report	Verbal

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**CHIEF EXECUTIVE**

Agenda 2017\OTCB\170904 OTCB OP

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**Open Meeting**

<b>To</b>	Onewhero-Tuakau Community Board
<b>From</b>	Gavin Ion Chief Executive
<b>Date</b>	8 August 2017
<b>Prepared by</b>	Lynette Wainwright Committee Secretary
<b>Chief Executive Approved</b>	Y
<b>Reference/Doc Set #</b>	GOV0502
<b>Report Title</b>	Receipt of Minutes

**1. EXECUTIVE SUMMARY**

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To confirm the minutes of the Onewhero-Tuakau Community Board meeting held on Monday 7 August 2017.

**2. RECOMMENDATION**

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**THAT the minutes of the meeting of the Onewhero-Tuakau Community Board held on Monday 7 August 2017 be confirmed as a true and correct record of that meeting.**

**3. ATTACHMENTS**

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OTCB minutes 7 August 2017

**MINUTES** of a meeting of the Onewhero-Tuakau Community Board held in the Board Room, Tuakau Memorial Hall, George Street, Tuakau on **MONDAY 7 AUGUST 2017** commencing at **7.30pm**.

**Present:**

Mr S Jackson (Chairperson)  
 Cr J Church  
 Cr B Main  
 Ms C Conroy  
 Mr L Petersen  
 Mr V Reeve  
 Mrs B Watson

**Attending:**

His Worship the Mayor AM Sanson  
 Mrs T Sanson  
 Cr S Henderson  
 Mr T Whittaker (Acting Chief Executive)  
 Mrs S O’Gorman (General Manager Customer Support)  
 Mrs LM Wainwright (Committee Secretary)  
 Ms P Cronin (Waste Minimisation Officer)  
 Mrs F Coker-Grey (Glen Murray Community Equestrian Centre)  
 Ms A Taua (Tuakau Youth Sport Trust)  
 Ms K Ngataki (Te Kohanga Community Hall Inc.)  
 Mr D Holland (Te Kohanga Community Hall Inc.)  
 Mr U Hawira (Sculptor/Artist)

**APOLOGIES AND LEAVE OF ABSENCE**

**Resolved: (Mr Jackson/Mrs Watson)**

**THAT** an apology be received from **Mr Cameron**.

**CARRIED** on the voices

**OTCBI708/01**

**CONFIRMATION OF STATUS OF AGENDA ITEMS**

**Resolved: (Mr Jackson/Cr Main)**

**THAT** the agenda for a meeting of the Onewhero-Tuakau Community Board held on **Monday 7 August 2017** be confirmed and all items therein be considered in open meeting;

**AND THAT** all reports be received;

**AND FURTHER THAT** in accordance with Standing Order 9.4 the order of business be changed with agenda item 5.2 [*Discretionary Fund Report to 30 June 2017*] being considered the first item and that other items be considered as appropriate during the course of the meeting.

**CARRIED on the voices**

**OTCBI708/02**

### **DISCLOSURES OF INTEREST**

Ms Conroy advised members of the Board that she would declare a non financial conflict of interest in item 5.3 [*Application for Funding – Glen Murray Community Equestrian Centre*].

Mr Jackson advised members of the Board that he would declare a non financial conflict of interest in item 5.4 [*Application for Funding – Tuakau Youth Sport Trust*].

Cr Church advised members of the Board that she would declare a non financial conflict of interest in item 5.6 [*Application for Funding – Te Kohanga Community Equestrian Centre*].

### **CONFIRMATION OF MINUTES**

**Resolved: (Mr Jackson/Mrs Watson)**

**THAT** the minutes of a meeting of the Onewhero-Tuakau Community Board held on Tuesday 6 June 2017 be confirmed as a true and correct record of that meeting.

**CARRIED on the voices**

**OTCBI708/03**

### **REPORTS**

Discretionary Fund Report to 30 June 2017  
Agenda Item 5.2

Tabled: Up to date Discretionary Fund report.

The report was received [*OTCBI 708/02 refers*] and discussion was held.

Application for Funding – Glen Murray Community Equestrian Centre  
Agenda Item 5.3

Mrs Coker-Grey gave a verbal presentation and answered questions of the Board.

The report was received [*OTCBI 708/02 refers*] and discussion was held.

Application for Funding – Tuakau Youth Sport Trust  
Agenda Item 5.4

Ms Taua gave a verbal presentation and answered questions of the Board.

The report was received [OTCBI 708/02 refers] and discussion was held.

This item was deferred pending further discussions by Waikato District Council.

Application for Funding – Te Kohanga Community Hall Inc  
Agenda Item 5.5

Ms Ngataki and Mr Holland gave a verbal presentation and answered questions of the Board.

The report was received [OTCBI 708/02 refers] and discussion was held.

Project Accountability Forms  
Agenda Item 5.6

The report was received [OTCBI 708/02 refers] and discussion was held.

**Resolved: (Mr Jackson/Mrs Watson)**

**THAT the Onewhero Tuakau Community Board notes that the following amounts have been spent:**

<b>Tuakau Lions Club Tuakau Christmas Parade</b>	<b>\$1,000.00</b>
<b>Port Waikato Residents &amp; Ratepayers Installation of CCTV Cameras</b>	<b>\$5,000.00</b>

**CARRIED on the voices**

**OTCBI 708/04**

Cr Church requested her dissenting vote be recorded.

Community Plan & Long Term Plan Projects  
Agenda Item 5.7

The report was received [OTCBI 708/02 refers] and discussion was held.

Tabled: Mr Hawira presented “Welcome to Tuakau” plans for the enhanced northern entrance to Tuakau.

Onewhero and Glen Murray Rural Monthly Recycling Collection  
Agenda Item 5.8

Ms Cronin gave a verbal presentation and answered questions of the Board.

The report was received [OTCBI 708/02 refers] and discussion was held.

Works & Issues Report  
Agenda Item 5.9

The report was received [OTCBI 708/02 refers] and discussion was held.

Bollard Repair George Street CBD  
Agenda Item 5.10

The report was received [OTCBI 708/02 refers] and discussion was held.

Year to Date Service Request Report  
Agenda Item 5.11

The report was received [OTCBI 708/02 refers] and discussion was held.

Youth Engagement Update August 2017  
Agenda Item 5.1

The report was received [OTCBI 708/02 refers] and discussion was held.

**APPLICATIONS FOR FUNDING (CONTINUED)**

Application for Funding – Glen Murray Community Equestrian Centre  
Agenda Item 5.3

Ms Conroy declared a non financial conflict of interest, withdrew to the public gallery and did not speak to, or vote on this item.

Resolved: (Mr Jackson/Mr Reeve)

THAT an allocation of \$1,000.00 is made to the Glen Murray Community Equestrian Centre towards the cost of purchasing a new defibrillator.

The motion was LOST.



### Open Meeting

<b>To</b>	All Community Boards/Committees
<b>From</b>	Tim Harty General Manager Service Delivery
<b>Date</b>	16 August 2017
<b>Prepared by</b>	Vincent Kuo (Waikato Regional Council) and Chris Clarke, Roding Manager
<b>Chief Executive Approved</b>	Y
<b>Reference #</b>	HCB2017, NCB2017, RCB2017, TCB2017, OTCB2017, MMCC2017, TKCC2017, TCC2017, PCC2017, MANGATANGI CC2017
<b>Report Title</b>	<b>Update on North Waikato Public Transport Review</b>

## I. EXECUTIVE SUMMARY

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Waikato Regional Council, in partnership with Waikato District Council, Auckland Transport and the NZ Transport Agency, is undertaking a public transport review focused on the North Waikato area. The aim of the project is to better understand community transport needs and identify potential public transport options that may be considered for funding as part of Waikato District Council's 2018-21 Long Term Plan.

As part of the review, a household travel survey was undertaken in 2016. The purpose of the survey was to gain the community feedback and to collect relevant information on household travel demands and needs. Following the survey, a workshop was held with the chairs of local Community Boards/Committees and transport partners to confirm the survey findings and to identify key transport challenges. All of the information was then brought together via a technical assessment.

Based on the household survey, stakeholder engagement and technical assessment, a number of potential options have been identified aimed at enhancing public transport connections in North Waikato. These potential options include:

- **Bus service between Pokeno and Pukekohe** – this option will provide improved connections for Pokeno and Tuakau residents to Pukekohe, both in peak and off-peak times.
- **Bus service between Huntly and Pukekohe** – this option looks at establishing a bus service through to Pukekohe once a day in the off-peak, providing connectivity between Huntly, Rangiriri, Te Kauwhata, Mercer, Pokeno and Pukekohe.
- **Bus service between Te Kauwhata and Hamilton** – this option looks at extending the current Northern Connector service to Te Kauwhata for one return



trip in the peak weekdays, providing access for Te Kauwhata residents to Huntly and Hamilton.

- **Bus service between Hamilton and Papakura** – a new bus route designed to provide fast and direct commuter access between Hamilton and Auckland, and between key towns in North Waikato.
- **Bus service between Port Waikato and Pukekohe** – this looks at maintaining current levels of bus service between Port Waikato and Pukekohe (once a week) or replacing the scheduled bus service with a community based transport solution.
- **North Waikato Community Transport Service** – this option will investigate the opportunity of community initiated transport solutions to provide improved transport access, particularly in areas where public transport may not be a suitable/cost effective option.

Waikato Regional Council staff will be attending the following meetings to provide a short presentation and to answer any question regarding the draft public transport options:

- Onewhero-Tuakau Community Board (in Glen Murray) on 4 September at 7.30pm
- Te Kauwhata Community Committee on 6 September at 7.00pm
- Pokeno Community Committee on 12 September at 7.00pm
- Meremere Community Committee on 14 September at 7.00pm
- Huntly Community Board on 19 September at 6.00pm

## 2. RECOMMENDATION

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**THAT the report from the General Manager Service Delivery be received.**

## 3. ATTACHMENTS

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N/A

### **Open Meeting**

<b>To</b>	Onewhero-Tuakau and Ngaruawahia Community Boards; Meremere, Te Kauwhata, North East Waikato and Pokeno Community Committees
<b>From</b>	Tim Harty General Manager
<b>Date</b>	25 August 2017
<b>Prepared by</b>	Janette Underwood, Consultant Engineer
<b>Chief Executive Approved</b>	Y
<b>Reference #</b>	OTCB2017, MMCC2017, NCB2017, TKCC2017, NEWCC2017, PCC2017
<b>Report Title</b>	Proposed 2017 Amendments to the Waikato District Council Speed Limits Bylaw 2011

## **1. EXECUTIVE SUMMARY**

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The Waikato District Council (“the Council”) adopted a new approach to speed management in June 2017. Council is currently reviewing its bylaw relating to the Speed Limits within the Waikato District. In accordance with the Speed Bylaw Review Policy and the New Zealand Transport Agency (“NZTA”) Speed Management Framework this review has a focus on sites that were identified as having a self-explaining priority of high to medium-high and located within Area One of the district (North Waikato).

Council is now required to consult on all proposed changes using the special consultative procedure as outlined in the Local Government Act 2002 (“LGA 2002”).

The proposed Bylaw is attached along with the Statement of Proposal for consideration. Subject to Council approval, the proposed Bylaw will be publicly notified on 13 September 2017 with submissions being open until 13 October 2017. Submissions on the proposed Bylaw will be considered and, if requested, heard by Council at a meeting on 27 November 2017 or as early thereafter as possible. The Bylaw is scheduled to be confirmed by Council at a meeting to be held on 11 December 2017.

## **2. RECOMMENDATION**

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**THAT the report of the General Manager Service Delivery be received.**

## **3. BACKGROUND**

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The NZTA Speed Management Guide (“the Guide”) was released by NZTA in November 2016. The Guide is a tool designed to help Road Controlling Authorities, such as Council, determine objective road risks and work with communities to develop speed management

approaches to address those risks and meet their needs. The Guide provides a framework to identify roads offering the greatest benefit from speed management, and assess the safe and appropriate speed on them. The new approach is underpinned by the Government's Safer Journeys Strategy 2010-2020 which seeks to reduce death and serious injury on New Zealand roads.

Council adopted the guidance provided in the Guide as part of a new Speed Bylaw Review Policy ("the Policy") in June 2017. Adopting this Policy formalised the Speed Bylaw Review process. The Policy sets out an approach that splits the District in three areas, with the roads identified as being high to medium-high risk and self-explaining priority by the NZTA Speed Management Framework maps addressed one area per year over a three year time frame (see Appendix 3).

Council staff recommended that the high risk roads in the northern area of the district be addressed first. The roads in the Awaroa ki Tuakau, Onewhero – Te Akau and Whangamarino that have been identified as high risk within the NZTA framework are shown on the attached spreadsheet. As this process represents a fundamental shift in the way that roads are assessed and speed limits applied, the Guide recommends early engagement with affected communities to gauge the level of support for these types of speed limit alterations. Council commenced an early engagement process to seek community feedback between 23 May and 23 June 2017. This was done by letters to residents on the identified roads, Police, NZTA and environmental groups. This was supported by Councillor use of social media to widen the engagement. Community Boards were also advised of this early engagement and provided feedback. The results of the feedback has been summarised and is included in the assessment summary in Appendix 1 of this report. These have been incorporated into the final decisions and recommended changes to the proposed bylaw which are included in the Statement of Proposal in Appendix 2 of this report.

As part of the review of the Awaroa ki Tuakau, Onewhero – Te Akau and Whangamarino wards the existing urban extents for the main settlements have also been looked at. Where significant areas of residential development are zoned the Urban Traffic Areas have been extended to cover these zones. This is to ensure that any future roading development in these areas will have a default speed limit of 50km/hr. These areas are shown on the proposed bylaw maps included in Appendix 2 of this report.

All recommended changes to a speed limit are detailed on the spreadsheet in Appendix 1 and shown on the proposed new speed limit bylaw maps in Appendix 2.

## **4. DISCUSSION AND ANALYSIS OF OPTIONS**

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### **4.1 DISCUSSION**

The 2017 Speed Limit Bylaw Review has been undertaken in three parts. Part 1 is the identification of high risk roads within the Awaroa ki Tuakau, Onewhero – Te Akau and Whangamarino wards, Part 2 is the review of adjoining and ad hoc locations that have been requested by members of the public, Councillors and Council staff, while Part 3 is to review the urban traffic areas of the significant settlements within the Awaroa ki Tuakau, Onewhero – Te Akau and Whangamarino wards.

### Part I – High Risk Roads

From the NZTA Speed Management Framework maps a number of roads in the Waikato district have been identified as high risk with their current speed limits in place. Assessment criteria used to determine roads that fall into the high risk category by the Speed Management Framework tool include: alignment; carriageway width; roadside hazards; land use; traffic volume; crash history and the suitability of the existing speed limit.

The sections of road identified as being high risk and therefore where the most safety gains could be made by reducing their speed limit were:

Road Name	Start	End
Avon Road	State Highway 2	Fraser Road
Bayly Road	Top Road	Queen Street
Burrow Road	Attewell Road	Top Road
Chapman Road	Highway 22	Ramsey Road
Churchill Road	Glen Murray Road	For a distance of 2.2km
Clark & Denize Road	Morrison Road	1.5km from Highway 22
George Street (Tuakau)	Liverpool Street	Henderson Avenue
Glen Murray Road	Highway 22	Tikotiko Road
Great South Road (Pokeno)	State Highway 1 Underpass	State Highway 1 northern On/Off Ramps
Hall Road (Te Kauwhata)	State Highway 1	End
Highway 22	Tikotiko Road	Woodleigh Road
Hull Road	Colombo Road	Bright Road
Mangatangi Road	Homestead Road	To a point 1.7km east of Rawiri Road
Mercer Ferry Road	Waikato River Bridge	For a distance of 2.5km
Miranda Road	Findlay Road	For a distance of 2.0km
Miranda Road (East)	East Coast Road	Findlay Road
O'Leary Road	State Highway 2	End
Onewhero-Tuakau Bridge Road (Section 1)	Te Awa Kite Road	Existing 50/100
Onewhero-Tuakau Bridge Road (Section 2)	Hall Road	Kohanga Road
Park Avenue (Tuakau)	Dominion Road	Liverpool Street
Pioneer Road	State Highway 1	State Highway 1
Ray Wright Road	Queen	Tuakau Road
Ridge Road	Pokeno Road	Huia Road
Te Kauwhata Road	State Highway 1	Travers Road
Tuakau Road (Shared)	Ray Wright	Buckland Road
Upper Queen Street	Attewell Road	Woodlands Road
Wily Road	Waiuku Road	To a point 2.5km south of Waiuku Road

To gauge the level of support for changing the speed limit on these sections of road early stakeholder engagement was undertaken. This engagement was targeted to the residents who lived on the roads as well as various community groups and government agencies. The results of the early engagement are summarised below:

Road	Do not Support	Support	Total	% in support
Avon Road		15	15	100%
Bayly Road	1	20	21	95%
Burrow Road	1	20	21	95%
Chapman Road	1	5	6	83%
Churchill Road	6	4	10	40%
Clark & Denize Road	10	9	19	47%
George St (Tuakau)	5	8	13	62%
Glen Murray Road	5	10	15	67%
Great South Road (Pokeno)	2	8	10	80%
Hall Road (Te Kauwhata)	3	23	26	88%
Highway 22	7	2	9	22%
Hull Road	2	9	11	82%
Mangatangi Road	14	6	20	30%
Mercer Ferry Road	4	8	12	67%
Miranda Road	8	6	14	43%
Miranda Road (East)	8	8	16	50%
O'Leary Road		6	6	100%
Onewhero-Tuakau Bridge Road	7	17	24	71%
Onewhero-Tuakau Bridge Road	2	19	21	90%
Park Ave (Tuakau)	4	4	8	50%
Pioneer Road		4	4	100%
Ray Wright Road	5	16	21	76%
Ridge Road		6	6	100%
Te Kauwhata Road	3	15	18	83%
Tuakau Road (Shared)	6	18	24	75%
Upper Queen St	1	20	21	95%
Wily Road	4	10	14	71%

In addition to the above sections of road Council has previously undertaken an engagement process that provided for informal pre-engagement as part of the work undertaken on the sites that were used as part of the demonstration process for the development of the Speed Management Framework. The sections of road that were included in the demonstration project were:

1. Helenslee Road and adjacent subdivision.
2. Tuakau Bridge – Port Waikato Road, Port Waikato township.

Both of these demonstration sites indicated that a speed limit change may be appropriate and are included in this proposed bylaw. (Refer to the Policy & Regulatory report # I569072 for further information).

Road Name	Start	End
Helenslee Road	Pokeno Road	State Highway 1 North Bound on ramp
Maunsell Road	Tuakau Bridge - Port Waikato Road	End
Pokeno Residential Roads	Various	Various
Port Waikato – Waikaretu Road	Maunsell Road	900m South of Maunsell Road
Port Waikato Residential Roads	Various	Various
Tuakau Bridge – Port Waikato Road	Maunsell Road	1200m East of Maunsell Road
Tuakau Bridge – Port Waikato Road	1200m East of Maunsell Road	Highway 22

## Part 2 – Ad hoc and Adjoining Roads

Each year a number of sections of road are identified by members of the public, Councillors and Council staff where for a variety of reasons the existing speed limit is considered to be inappropriate.

The roads that have been reviewed from requests this year are:

Road Name	Start	End
Bruntwood Road	Tauwhare Road	State Highway 1B
Galbraith Street	Old Taupiri Road	End (Jacobs Lane)
Hampton Downs Road	State Highway 1	Landfill Access
Horotiu Bridge Road	Great South Road	River Road
Horotiu Road	Ngaruawahia Road	Existing 50/100
Jacobs Lane	Galbraith Street	End
Ohinewai South Road	Tahuna Road	500m south of Tahuna Road
Pendergrast Road	State Highway 2	End
River Road	Existing 80/100	Sherwood Drive
Rotokauri Road	Exelby Road	Bagust Road
Waingaro Road	Existing 50/80	Quarry Entrance
Wainui Road	Existing 50/80	Ngarunui Beach Road

In addition to the above list there were a number of sections of road that adjoined sections that are proposed to be changed. These roads are typically dead-end roads with lower volumes and narrower carriageways than the main road. The roads identified were:

Road Name	Start	End
Aislabie Road	Onewhero-Tuakau Bridge Rd	End
Baird Road	Avon Road	End
Bluff Road	Pioneer Road	End
Dean Road	State Highway 1 Off ramp	End

Road Name	Start	End
Fraser Road	Market Street	End
Glen Murray Road	Murphy Street	180m south of Horahora Road
Gulland Road	Avon Road	End
Hill Top Road East	Upper Queen Street	End
Hoheria Road	Wayside Road	End
Josephine Lane	Wayside Road	End
Lawrence Road	Ridge Road	End
Lower Church Road	Avon Road	End
Market Street	Fraser Road	End
McGill Road	Fraser Road	End
McIntosh Drive	Market Street	End
Miller Road	Pioneer Road	End
Munro Road	Pokeno Road	Helenslee Road
Nandina Lane	Ray Wright Road	End
Pokeno Road	100 West of Munro Road	Existing 70/100
Ramsey Road	Churchill Road	End
Rodda Road	Hall Road	End
Stewart Road	Hall Road	End
Summertime Lane	Hall Road	End
Te Awa Kite Road	Onewhero-Tuakau Bridge Road	End
Te Wharepu Road	Te Kauwhata Road	Murphy Street
Te Wheoro Road	Te Wharepu Road	End
Upper Church Road	Avon Road	End
Vineyard Road	Wayside Road	End
Wayside Road	Te Kauwhata Road	Northern end

These roads were assessed where possible using the same assessment criteria in the Speed Management Framework tool to determine if the existing speed limits were appropriate or not for these locations.

### Part 3 – Urban Extents

Rapid development in Pokeno has resulted in roading construction occurring within residential areas that are not covered by an Urban Traffic Area. Due to the way the legislation is currently written, new roads are covered by two default speed limits until such time as a road is specified to have an alternative speed limit. The default speed limits are 50km/hr within Urban Traffic Areas or 100km/hr outside of these areas. Currently the Urban Traffic Area for Pokeno only covers the area that was developed prior to 2013. As a result those roads built after this time, while residential in design and intended use, have a default speed limit of 100km/hr.

To limit the possibility of Council finding itself in a similar situation in other areas a review has been undertaken of the main settlements within the Awaroa ki Tuakau, Onewhero – Te Akau and Whangamarino wards to determine the likely extent of residential

development in Tuakau, Pokeno and Te Kauwhata. The proposed extension of the Urban Traffic Areas does not affect any current or proposed speed limits in these areas but will 'capture' any new roads built after the implementation of this bylaw.

## 4.2 OPTIONS

Two options have been identified:

**Option 1: Do nothing** (This option is not recommended)

This option would see no change to the existing speed limits on all sections of road within the district. From the analysis undertaken this is highly undesirable in a number of locations and could lead to higher crash rates and more severe crashes as drivers attempt to drive to limits considered undesirable due to the level of development or alignment of the road.

**Option 2: Review and Update Bylaw** (This option is recommended)

Following the early engagement and technical review of the roads identified it is recommended that the speed limit be reduced on the following sections of road (see Appendix 4).

The proposed Bylaw aligns with the purpose of LGA as defined in section 10(1)(b) that relates to the provision of good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses. Provision of speed limits is a vital service that is best managed by local government to ensure consistency and affordability of the service.

It is recommended to proceed to consultation on the bylaw with these speed limits included.

## 5. CONSIDERATION

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### 5.1 FINANCIAL

It is not envisaged that the proposed Bylaw will require any extra funding over that which is currently provided in operational budgets.

Any fees and charges that are associated with this Bylaw will be set through the Long Term Plan.

### 5.2 LEGAL

#### Implications under the New Zealand Bill of Rights Act 1990

Section 155(2) of the LGA 2002 also requires the Council to determine whether the proposed bylaw "gives rise to any implications under the New Zealand Bill of Rights Act 1990". No bylaw may be inconsistent with this legislation.

The Bill of Rights Act 1990 details a number of rights and freedoms in relation to life and security of people.



It is the view of the staff preparing the proposed Bylaw that it is not considered to be inconsistent with or likely to give rise to any implications under the New Zealand Bill of Rights Act 1990.

During this review process staff have made efforts to:

- Take account of improvements suggested by officers who manage and maintain the Bylaw within the Waikato district;
- Comply with the NZTA Speed Management Framework (including early community engagement such as those that live on the road, environmental groups, Community Boards and Committees).
- Have regard to similar bylaws in neighbouring authorities; and
- Ensure the Bylaw is fair, efficient and clearly understandable.

The making of the Bylaw is subject to the special consultative procedure to enable individuals to participate in the process.

**Local Government Act 2002 (“the Act”)**

The proposed Bylaw is considered to meet the requirements of Section 10 of the Act in relation to the purpose of local government, as management of public places provides essential means for Council to perform its regulatory and public health obligations. Having a bylaw for the management of speed limits is considered to be a cost effective way of ensuring that Council meets its statutory obligations.

**5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT**

The proposal to engage for a bylaw review aligns with Council’s Significance and Engagement Policy and the NZTA Speed Management Framework.

**5.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS**

The Speed Limits Bylaw triggers Council’s Significance and Engagement Policy as the Special Consultative Procedure is required.

<b>Highest levels of engagement</b>	<b>Inform</b> <input type="checkbox"/>	<b>Consult</b> <input checked="" type="checkbox"/>	<b>Involve</b> <input type="checkbox"/>	<b>Collaborate</b> <input type="checkbox"/>	<b>Empower</b> <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>	Media Release/Public Notice Online tools Letters to stakeholders Reports to Community Boards and Committees				

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

Planned	In Progress	Complete	
Y	Y		Internal
Y			Community Boards/Community Committees
Y			Waikato-Tainui/Local iwi (provide evidence / description of engagement and response)
Y			Households

Feedback was sought from persons who live on the respective roads, NZTA, Police, Iwi, Environmental Groups the Community Boards and Committees on this review and proposed changes. Initial feedback was sought between 23 May and 23 June 2017. Staff reviewed the feedback provided and included changes where appropriate into the proposed Bylaw.

## 6. CONCLUSION

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This report is to provide Community Boards and Community Committees with the background information on the process of determining which roads have been selected for consultation as part of 2017 review of the Speed Limit Bylaw.

Community Boards and Community Committees are encouraged to review the proposed changes and provide feedback on the selected roads as part of the Special Consultative Procedure. We encourage you to submit online at [www.waikatodistrict.govt.nz/sayit](http://www.waikatodistrict.govt.nz/sayit).

## 7. ATTACHMENTS

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- Appendix 1 – Speed Limit Assessment Summary
- Appendix 2 - Statement of Proposal (including the submission form and proposed Speed Limits Bylaw amendments and 2017 maps)
- Appendix 3 – Ward Map
- Appendix 4 – Sections of Road for Consultation

Source	Road Name	Start	End	Current Speed Limit	Land Use	No. Lanes	Road Width	Daily Traffic	% HCV	One Network Road Classification	Collective Risk	Infrastructure Risk Rating Band	Safe and Appropriate Speed	Self Explaining Priority	Big Gains Priority	% in Support	Consultation Summary	Proposed Speed Limit	Comments	Map
Part 2 Adhoc Sites	Aislabie Road	Onewhero-Tuakau Bridge Road	End	100	Rural	2	5.1	38	10	Low Volume	Low	Medium	N/A	N/A	N/A			80	Reduce to 80km/hr to match adjacent section of Onewhero-Tuakau Bridge Road. Road is a dead end with similar environment as adjoining road. Reduce speed limit to maintain consistency.	4
Part 1 High Risk	Avon Road	State Highway 2	Fraser Road	100	Rural	2	5.3	325	6	Access	Medium	Medium High	<80 km/h (Rural only)	HIGH	MEDIUM	100%	All respondents supported the change. Some requested it to be even lower.	80	Change to 80km/hr. Supported both technically and by the community. Change speed limit to Deon Road, Fraser Road, Market Road, Gulland Road and Lower Church Road to maintain consistency	3
Part 2 Adhoc Sites	Baird Road	Avon Road	End	100	Rural	2	4.5	221	7	Access	Low	Medium	N/A	N/A	N/A			80	Reduce to 80km/hr to match adjacent section of Avon Road. Road is a dead end with similar environment as adjoining road. Reduce speed limit to maintain consistency.	3
Part 1 High Risk	Bayly Road	Top Road	Upper Queen Street	100	Rural	2	5.5	448	6	Secondary Collector	Medium High	Medium	80 km/h	HIGH	MEDIUM	95%	Majority support the change	80	Change to 80km/hr. Supported both technically and by the community. Consistent with adjacent roads of Burrow Road, Upper Queen Street, Ray Wright Road and Tuakau Road.	2
Part 2 Adhoc Sites	Bluff Road	Pioneer Road	End	100	Rural	2	5.1	64	10	Access	Low	High	N/A	N/A	N/A			80	Reduce to 80km/hr to match adjacent section of Pioneer Road. Road is a dead end with similar environment as adjoining road. Reduce speed limit to maintain consistency.	3
Part 2 Adhoc Sites	Bruntwood Road	Tauwhare Road	State Highway 1B	100	Rural	2	7.4	1750	10	Primary Collector	Medium / Medium Low	Medium	80 km/h	N/A	N/A			N/C	No change - insufficient level of development. Road environment is consistent with adjacent 100km/hr. sections	
Part 1 High Risk	Burrow Road	Attewell Road	Top Road	100	Rural	2	5.3	298	6	Secondary Collector	Medium	Medium	80 km/h	HIGH	MEDIUM	95%	Majority support the change	80	Change to 80km/hr. Supported both technically and by the community. Consistent with adjacent roads of Bayly Road, Upper Queen Street, Ray Wright Road and Tuakau Road.	2
Part 1 High Risk	Chapman Road	Highway 22	Ramsey Road	100	Rural	2	6.1	105	5	Access	Low	High	<80 km/h (Rural only)	HIGH	LOW	83%	Majority support the change. Community Board only opposition	80	Change to 80km/hr and extend to Churchill Road. Supported both technically and by the community. Extension proposed to cover length of unsealed road. Change speed limit on Ramsey Road for consistency	7
Part 1 High Risk	Churchill Road	Glen Murray Road	For a distance of 2.2km	100	Rural	2	6.5	90	11	Access	Low Medium	Medium	80 km/h	HIGH	LOW MEDIUM	40%	Little community support.	N/C	No change. Technically sound and would match with adjacent roads, but with limited support unlikely to have good compliance and safety savings are unlikely to be realised.	
Part 1 High Risk	Clark & Denize Road	Morrison Road	1.5km from Highway 22	100	Rural	2	5.7	355	10	Secondary Collector	Low Medium	Medium	80 km/h	MEDIUM HIGH	MEDIUM	47%	Little community support.	N/C	No change as lack of support means that compliance would be low and possible safety savings are unlikely to be realised.	
Part 2 Adhoc Sites	Dean Road	State Highway 1 Off ramp	End	100	Rural Residential	2	9.4 - 4.7	902	10	Access	Low	High	N/A	N/A	N/A			80	Reduce to 80km/hr to match adjacent section of Fraser Road. Road is a dead end with similar environment as adjoining road. Reduce speed limit to maintain consistency.	3
Part 2 Adhoc Sites	Fraser Road	Market Street	End	100	Rural Residential	2	5.7 - 5.1	53 - 83	7	Access	Low	High	N/A	N/A	N/A			80	Section forming through route with Avon Road from SH2 to Pokeno. Reduce speed limit for consistency.	3
Part 2 Adhoc Sites	Galbraith Street	Old Taupiri Road	End (Jacobs Lane)	50/80	Rural	2	5	113	3	Access	Low	Low Medium	N/A	N/A	N/A			N/C	No change - insufficient development. Would require extensive engineering works to manage driver behaviour	
Part 1 High Risk	George Street (Tuakau)	Liverpool Street	Henderson Avenue	50	Urban	2	12.8	5401	5	Primary Collector	Low Medium	Medium High	40 km/h	HIGH	MEDIUM HIGH	62%	Comments feel that the speed humps control the speed anyway no need for the reduction in speed limit.	40	Reduce extent of 40km/hr to between Jellicoe Avenue and Liverpool Street to reinforce the shopping centre / pedestrian nature of the road. Speed limit to support effect of speed humps.	2
Part 1 High Risk	Glen Murray Road	Highway 22	Tikitiko Road	100	Rural	2	6.5	115	8	Secondary Collector	Low Medium	Medium High	<80 km/h (Rural only)	HIGH	MEDIUM HIGH	67%	Ony partial community support	N/C	No change. Has only limited support so compliance is likely to be low.	
Part 2 Adhoc Sites	Glen Murray Road	Murphy Street	180m south of Horahora Road	100	Rural	2	6.4	1873	11	Primary Collector	Low Medium	Low Medium	100 km/h	N/A	N/A			50	Reduce to 50km/hr due to 35km/hr speed advisory on curve, one lane bridge and complex intersections with close proximity. Also leads into Rangiriri Township	9
Part 1 High Risk	Great South Road (Pokeno)	State Highway 1 Underpass	State Highway 1 northern On/Off Ramps	50	Urban	2	14.9	3800	6	Primary Collector	Low Medium	Low Medium	40 km/h	MEDIUM HIGH	MEDIUM	80%	Majority support the change	N/C	Defer - Reduce the length to better fit the current development. Will require threshold treatments to support the change so needs to be aligned with appropriate safety improvement project.	
Part 2 Adhoc Sites	Gulland Road	Avon Road	End	100	Rural Residential	1	3	55	7	Access	Low	Medium High	N/A	N/A	N/A			80	Reduce to 80km/hr to match adjacent section of Avon Road. Road is a dead end with similar environment as adjoining road. Reduce speed limit to maintain consistency.	3

Source	Road Name	Start	End	Current Speed Limit	Land Use	No. Lanes	Road Width	Daily Traffic	% HCV	One Network Road Classification	Collective Risk	Infrastructure Risk Rating Band	Safe and Appropriate Speed	Self Explaining Priority	Big Gains Priority	% in Support	Consultation Summary	Proposed Speed Limit	Comments	Map
Part 1 High Risk	Hall Road (Te Kauwhata)	State Highway 1	End	100	Rural	2 - 1	5.3	89	5	Secondary Collector	Low	Medium	80 km/h	HIGH	LOW MEDIUM	88%	Majority support the change	80	Change to 80km/hr - Supported both technically and by the community. Change speed limit on Rodda Road and Summertime Lane for consistency	7
Part 2 Adhoc Sites	Hampton Downs Road	State Highway 1	Landfill Access	100	Rural	2	6	84	5	Access	Medium	Medium High	N/A	N/A	N/A			80	80km/hr - High volume of turning vehicles and heavy vehicles.	5
Demo Site	Helenslee Road	Pokeno Road	State Highway 1 northbound on ramp	100	Rural / Residential	2	5.7 - 9.0	2707	10	Secondary Collector	Low Medium	Medium High	<80 km/h (Rural only)	N/A	N/A			60	Results from previous stakeholder engagement	3
Part 1 High Risk	Highway 22	Tikotiko Road	Woodleigh Road	100	Rural	2	6.6	454	6	Secondary Collector	Low Medium	Medium	<80 km/h (Rural only)	MEDIUM HIGH	MEDIUM	22%	Little community support.	N/C	No change due to the minimal community support and is an isolated location which would be unlikely to have good compliance.	
Part 2 Adhoc Sites	Hill Top Road East	Upper Queen Street	End	100	Rural	2	5	153	6	Low Volume	Low	Medium High	N/A	N/A	N/A			80	Reduce to 80km/hr to match adjacent section of Upper Queen Street. Road is a dead end with similar environment as adjoining road. Reduce speed limit to maintain consistency.	2
Part 2 Adhoc Sites	Hoheria Road	Wayside Road	End	100	Rural	2	6.1	67	13	Access	Low	Medium High	N/A	N/A	N/A			80	Reduce to 80km/hr to match adjacent section of Wayside Road. Road is a dead end with similar environment as adjoining road. Reduce speed limit to maintain consistency.	8
Part 2 Adhoc Sites	Horotiu Bridge Road	Great South Road	River Road	70/100	Residential / Rural	2	12.2 - 8.3	4118	5	Arterial	Low / Medium	Low / Medium	60 / 80 km/h	N/A	N/A			N/C	Defer - The Safe and Appropriate speed assessment for this section is 60/80 however it needs to be considered within the context of the wider Horitui Area. Under the Speed Limit Bylaw Review Policy this area is programmed for review in Year 2 (2018)	
Part 2 Adhoc Sites	Horotiu Road	Ngaruawahia Road	Existing 50/100	100	Rural	2	9.7	1173	9	Primary Collector	Medium	Medium	80 km/h	N/A	N/A			N/C	Defer - Extension to be considered as part of Te Kowhai review which is programmed for Year 2 (2018)	
Part 1 High Risk	Hull Road	Colombo Road	Bright Road	100	Rural	2	5.4	376	3	Secondary Collector	Medium	Medium	80 km/h	MEDIUM HIGH	MEDIUM	82%	Majority support the change with comments requesting that the speed limit be lowered to 70km/hr to match the adjacent sections of road.	N/C	Defer - Needs discussion with Auckland Transport as lower speed limit on this section would result in inconsistent speed limits due to the location of the Local Authority boundary.	
Part 2 Adhoc Sites	Jacobs Lane	Galbraith Street	End	80	Rural	2	4.5	80	3	Access	Low	Medium	N/A	N/A	N/A			N/C	No change - insufficient development. Would require extensive engineering works to manage driver behaviour	
Part 2 Adhoc Sites	Josephine Lane	Wayside Road	End	100	Rural	2	6.4	27	13	Low Volume	Low	Medium High	N/A	N/A	N/A			80	Reduce to 80km/hr to match adjacent section of Wayside Road. Road is a dead end with similar environment as adjoining road. Reduce speed limit to maintain consistency.	8
Part 2 Adhoc Sites	Lawrence Road	Ridge Road	End	100	Rural	2	5.5			Low Volume	Low	Low Medium	N/A	N/A	N/A			80	Reduce to 80km/hr to match adjacent section of Ridge Road. Road is a dead end with similar environment as adjoining road. Reduce speed limit to maintain consistency.	2
Part 2 Adhoc Sites	Lower Church Road	Avon Road	End	100	Rural Residential	1	7.3	58	7	Access	Low	Medium High	N/A	N/A	N/A			80	Reduce to 80km/hr to match adjacent section of Avon Road. Road is a dead end with similar environment as adjoining road. Reduce speed limit to maintain consistency.	3
Part 1 High Risk	Mangatangi Road	Homestead Road	1.7km east of Rawiri Road	100	Rural	2	8	2122	3	Primary Collector	Medium	Medium	80 km/h	MEDIUM HIGH	MEDIUM HIGH	30%	Little community support.	N/C	No change due to the minimal community support and lack of significant difference between adjacent sections it is unlikely to have good compliance.	
Part 2 Adhoc Sites	Market Street	Fraser Road	End	100	Rural Residential	2	5.2	110	7	Access	Low	Low Medium	N/A	N/A	N/A			80	Reduce to 80km/hr to match adjacent section of Fraser Road. Road is a dead end with similar environment as adjoining road. Reduce speed limit to maintain consistency.	3
Demo Site	Maunsell Road	Tuakau Bridge-Port Waikato Road	End	50	Residential	2	7.5	1980	7	Secondary Collector	Low	Medium	40 km/h	N/A	N/A			40	Results from previous stakeholder engagement	1
Part 2 Adhoc Sites	McGill Road	Fraser Road	End	100	Rural Residential	1	3.5	47	7	Low Volume	Low	High	N/A	N/A	N/A			80	Reduce to 80km/hr to match adjacent section of Fraser Road. Road is a dead end with similar environment as adjoining road. Reduce speed limit to maintain consistency.	3
Part 2 Adhoc Sites	McIntosh Drive	Market Street	End	100	Rural Residential	2	5.4	60	10	Low Volume	N/A	N/A	N/A	N/A	N/A			80	Reduce to 80km/hr to match adjacent section of Fraser Road. Road is a dead end with similar environment as adjoining road. Reduce speed limit to maintain consistency.	3
Part 1 High Risk	Mercer Ferry Road	Waikato River Bridge	For a distance of 2.5km	100	Rural	2	7.5	1091	3	Primary Collector	Medium	Medium	80 km/h	MEDIUM HIGH	MEDIUM HIGH	67%	Limited community support.	N/C	No change due to limited community support and is unlikely to have good compliance as it is a through route with a lack of significant difference between adjacent sections of road.	

Source	Road Name	Start	End	Current Speed Limit	Land Use	No. Lanes	Road Width	Daily Traffic	% HCV	One Network Road Classification	Collective Risk	Infrastructure Risk Rating Band	Safe and Appropriate Speed	Self Explaining Priority	Big Gains Priority	% in Support	Consultation Summary	Proposed Speed Limit	Comments	Map
Part 2 Adhoc Sites	Miller Road	Pioneer Road	End	100	Rural Residential	2	4	62	6	Access	Low	High	N/A	N/A	N/A			80	Reduce to 80km/hr to match adjacent section of Pioneer Road. Road is a dead end with similar environment as adjoining road. Reduce speed limit to maintain consistency.	3
Part 1 High Risk	Miranda Road	Findlay Road	For a distance of 2.0km	100	Rural	2	6	491	6	Secondary Collector	Low	Medium High	<80 km/h (Rural only)	MEDIUM HIGH	MEDIUM	43%	Little community support.	N/C	No change due to minimal community support and lack of significant differences between adjacent sections it is unlikely to have good compliance. Need to co-ordinate with Auckland Transport due to locations of local authority boundaries	
Part 1 High Risk	Miranda Road (East)	East Coast Road	Findlay Road	100	Rural	2	6	491	6	Secondary Collector	Low	Medium High	<80 km/h (Rural only)	MEDIUM HIGH	MEDIUM	50%	Little community support.	N/C	No change due to minimal community support and lack of significant differences between adjacent sections it is unlikely to have good compliance. Need to co-ordinate with Auckland Transport due to locations of local authority boundaries	
Part 2 Adhoc Sites	Munro Road	Pokeno Road	Helenslee Road	100	Rural	2	6	677	10	Low Volume	Low	Medium	80 km/h	N/A	N/A			60	Change to 60km/hr. To maintain consistency with adjoining section of Helenslee Road with a proposed speed limit of 60km/hr. There is also a one lane bridge and the level of development is also similar to Helenslee Road.	3
Part 2 Adhoc Sites	Nandina Lane	Ray Wright Road	End	100	Rural	2	5.5	76	6	Access	N/A	N/A	N/A	N/A	N/A			80	Reduce to 80km/hr to match adjacent section of Ray Wright Road. Road is a dead end with similar environment as adjoining road. Reduce speed limit to maintain consistency.	2
Part 2 Adhoc Sites	Ohinewai South Road	Tahuna Road	500m south of Tahuna Road	70	Rural	2	11	130	9	Access	Low	Low	N/A	N/A	N/A			N/C	No change - road is a cul de sac and does not meet the criteria for a school zone.	
Part 1 High Risk	O'Leary Road	State Highway 2	End	100	Rural	2	5.5	52	5	Access	Medium	Medium	80 km/h	HIGH	MEDIUM	100%	All respondents supported the change. Some requested it to be even lower.	80	Change to 80km/hr. Short length of road is out of context with adjacent 90km/hr speed limit.	3
Part 1 High Risk	Onewhero-Tuakau Bridge Road (Section 1)	Te Awe Kite Road	Existing 50/100	100	Rural	2	6.7	1814	10	Primary Collector	Low Medium	Medium High	<80 km/h (Rural only)	MEDIUM HIGH	MEDIUM HIGH	71%	Majority support the change	80	Change to 80km/hr. Extend to Highway 22 as this section has similar alignment and characteristics. Te Awa Kite Road and Aislabie Road should also be reduced for consistency	4
Part 1 High Risk	Onewhero-Tuakau Bridge Road (Section 2)	Hall Road	Kohanga Road	70	Urban	2	8.1	978	10	Primary Collector	Low	Medium	60 km/h	MEDIUM HIGH	MEDIUM	90%	Majority support the change, with 50% requesting a lower speed limit of 50km/hr	50	Change to 50km/hr. This is consistent with the adjacent section of Hall Road and the preceding section of Onewhero-Tuakau Bridge Road. Supported technically and by the community.	4
Part 1 High Risk	Park Avenue (Tuakau)	Dominion Road	Liverpool Street	50	Urban	2	8.8	441	6	Access	Low	Medium	40 km/h	MEDIUM HIGH	MEDIUM	50%	Little community support.	N/C	Due to minimal community support it is unlikely to have good compliance. Needs to be considered as part of a neighbourhood change.	
Part 2 Adhoc Sites	Pendergrast Road	State Highway 2	End	100	Rural	2	4.9	80	3	Access	Low	Medium High	N/A	N/A	N/A			80	80km/hr - short length of road is out of context with adjacent 90km/hr speed limit.	6
Part 1 High Risk	Pioneer Road	State Highway 1	State Highway 1	100	Rural	2	7.6	110	3	Secondary Collector	Low Medium	Medium	80 km/h	HIGH	MEDIUM	100%	All respondents supported the change.	80	Change to 80km/hr. Supported both technically and by the community. Bluff Road and Miller Road should be reduced for consistency	3
Demo Site	Pokeno Residential Roads	Various	Various	50	Residential	2	7.0 - 8.0	Varies	Varies	Low Volume	Low	Low	N/A	N/A	N/A			40	Results from previous stakeholder engagement	3
Demo Site	Pokeno Road	100m west of Munro Road	Existing 70/100	80	Rural	2	8.8	2346	10	Primary Collector	Medium	Low Medium	100 km/h	N/A	N/A			80	80km/hr - improves safety at the Munro Road intersection and provides a lead in to the school zone	3
Demo Site	Port Waikato - Waikaretu Road	Maunsell Road	900m south of Maunsell Road	70	Residential	2	7.8	1297	5	Arterial	Low	Low Medium	60 km/h	N/A	N/A			60	Results from previous stakeholder engagement	1
Demo Site	Port Waikato Residential Roads	Various	Various	50	Residential	2	7.5	Varies	Varies	Low Volume	Low	Medium	N/A	N/A	N/A			40	Results from previous stakeholder engagement	1
Part 2 Adhoc Sites	Ramsey Road	Churchill Road	End	100	Rural	1	3	23	6	Low Volume	Low	High	N/A	N/A	N/A			80	Reduce to 80km/hr to match adjacent section of Chapman Road. Road is a dead end with similar environment as adjoining road. Reduce speed limit to maintain consistency.	7
Part 1 High Risk	Ray Wright Road	Upper Queen Street	Tuakau Road	100	Rural	2	8	1363	8	Primary Collector	Low Medium	Medium	80 km/h	HIGH	MEDIUM	76%	Majority support the change	80	Change to 80km/hr. Supported both technically and by the community. Consistent with adjacent roads of Bayly Road, Upper Queen Street, Burrow Road and Tuakau Road. Add Nandina Lane for consistency	2
Part 1 High Risk	Ridge Road	Pokeno Road	Huia Road	100	Rural	2	6.7	757	6	Secondary Collector	Medium	Medium	80 km/h	HIGH	MEDIUM	100%	All respondents supported the change.	80	Change to 80km/hr. Supported both technically and by the community. Reduce speed limit on Lawrence Road for consistency	2
Part 2 Adhoc Sites	River Road	Existing 80/100	Sherwood Drive	100	Rural	2	6.5	2896	5	Primary Collector	Low Medium	Medium	80 km/h	N/A	N/A			N/C	No change - requires full extend of development to be achieved to support a change. Consultation with HCC required.	

Source	Road Name	Start	End	Current Speed Limit	Land Use	No. Lanes	Road Width	Daily Traffic	% HCV	One Network Road Classification	Collective Risk	Infrastructure Risk Rating Band	Safe and Appropriate Speed	Self Explaining Priority	Big Gains Priority	% in Support	Consultation Summary	Proposed Speed Limit	Comments	Map
Part 2 Adhoc Sites	Rodda Road	Hall Road	End	100	Rural	2	7.4	59	5	Access	Low	Medium	N/A	N/A	N/A			80	Reduce to 80km/hr to match adjacent section of Hall Road. Road is a dead end with similar environment as adjoining road. Reduce speed limit to maintain consistency.	7
Part 2 Adhoc Sites	Rotokauri Road	Exelby Road	Bagust Road	80	Rural	2	6.5	1542	4	secondary Collector	Medium High	Medium High	<80 km/h (Rural only)	N/A	N/A			80	80km/hr - to maintain consistency of speed limits through the area.	15
Part 2 Adhoc Sites	Stewart Road	Hall Road	End	100	Rural	2	6	23	5	Low Volume	Low	High	N/A	N/A	N/A			80	Reduce to 80km/hr to match adjacent section of Hall Road. Road is a dead end with similar environment as adjoining road. Reduce speed limit to maintain consistency.	7
Part 2 Adhoc Sites	Summertime Lane	Hall Road	End	100	Rural	2	8	122	5	Secondary Collector	Low	Low Medium	100 km/h	N/A	N/A			80	Reduce to 80km/hr to match adjacent section of Hall Road. Road is a dead end with similar environment as adjoining road. Reduce speed limit to maintain consistency.	7
Part 2 Adhoc Sites	Te Awa Kite Road	Onewhero-Tuakau Bridge Road	End	100	Rural	2	5.8	18	5	Low Volume	Low	Medium	N/A	N/A	N/A			80	Reduce to 80km/hr to match adjacent section of Onewhero-Tuakau Bridge Road. Road is a dead end with similar environment as adjoining road. Reduce speed limit to maintain consistency.	4
Part 1 High Risk	Te Kauwhata Road	State Highway 1	Travers Road	100	Rural	2	8	3621	12	Primary Collector	Low Medium	Medium	80 km/h	MEDIUM HIGH	MEDIUM	83%	Majority support the change	80	Change to 80km/hr. Supported both technically and by the community. Change speed limit on Wayside Road for consistency	8
Part 2 Adhoc Sites	Te Kauwhata Road Extension	Wayside Road	320m west of State Highway 1 northbound off ramp	100	Rural	2	10	N/A	N/A	Primary Collector	N/A	N/A	N/A	N/A	N/A			80	Reduce to 80km/hr to match Te Kauwhata Road as this is a similar environment and improve safety through the Te Kauwhata interchange.	8
Part 2 Adhoc Sites	Te Wharepu Road	Te Kauwhata Road	Murphy Street	100	Rural	2	7	N/A	N/A	Primary Collector	N/A	N/A	N/A	N/A	N/A			80	Reduce to 80km/hr to match Te Kauwhata Road as this is a similar environment.	9
Part 2 Adhoc Sites	Te Wheoro Road	Te Wharepu Road	End	100	Rural	2	5.5	43	11	Access	Low	Medium	N/A	N/A	N/A			50	Reduce to 50km/hr for consistency as it is a short length off proposed 50km/hr main road. Road is narrow and residential in nature.	9
Demo Site	Tuakau Bridge-Port Waikato Road	Maunsell Road	1200m east of Maunsell Road	70	Residential	2	7.2	1524	7	Arterial	Low Medium	Medium	50 / 60 km/h	N/A	N/A			60	Results from previous stakeholder engagement	1
Demo Site	Tuakau Bridge-Port Waikato Road	1200m east of Maunsell Road	Highway 22	100	Rural	2	7.8	1297	5	Arterial	Low Medium	Medium	80 km/h	MEDIUM HIGH	MEDIUM			80	Results from previous stakeholder engagement	1
Part 1 High Risk	Tuakau Road (Shared)	Ray Wright Road	Buckland Road	100	Rural	2	7.1	4009	8	Primary Collector	Low Medium	Medium	80 km/h	HIGH	MEDIUM	75%	Majority support the change	80	Change to 80km/hr. Supported both technically and by the community. Consistent with adjacent roads of Burrow Road, Bayly Road, Ray Wright Road and Upper Queen Street.	2
Part 2 Adhoc Sites	Upper Church Road	Avon Road	End	100	Rural Residential	1	3.5	60	10	Low Volume	Low	N/A	N/A	N/A	N/A			80	Reduce to 80km/hr to match adjacent section of Avon Road. Road is a dead end with similar environment as adjoining road. Reduce speed limit to maintain consistency.	3
Part 1 High Risk	Upper Queen Street	Attewell Road	Woodlands Road	100	Rural	2	7.6	373	6	Secondary Collector	Low Medium	Medium	80 km/h	MEDIUM HIGH	MEDIUM	95%	Majority support the change	80	Change to 80km/hr. Supported both technically and by the community. Consistent with adjacent roads of Burrow Road, Bayly Road, Ray Wright Road and Tuakau Road. Reduce speed limit on Hill Top Road East for consistency	2
Part 2 Adhoc Sites	Vineyard Road	Wayside Road	End	100	Rural	2	5.4	127	13	Access	Low	Medium	N/A	N/A	N/A			80	Reduce to 80km/hr to match adjacent section of Wayside Road. Road is a dead end with similar environment as adjoining road. Reduce speed limit to maintain consistency.	9
Part 2 Adhoc Sites	Waingaro Road	Existing 50/80	Quarry Entrance	80	Rural	2	6.9	2528	5	Primary Collector	Low	Medium	50/80	N/A	N/A			N/C	No change - insufficient development to support change. Not supported by SAAS assessment	
Part 2 Adhoc Sites	Wainui Road	Existing 50/80	Ngarunui Beach Road	80	Rural	2	5.4	3193	2	Primary Collector	Low Medium / Medium High	Medium High	<80 km/h (Rural only)	N/A	N/A			N/C	No change - lack of development to support lower speed limit.	
Part 2 Adhoc Sites	Wayside Road	Te Kauwhata Road	Northern end	100	Rural	2	7.6	1269	13	Secondary Collector	Low	Medium High	<80 km/h (Rural only)	N/A	N/A			80	Reduce to 80km/hr to match adjacent section of Te Kauwhata Road. Road is a dead end with similar environment as adjoining road. Reduce speed limit to maintain consistency.	8
Part 1 High Risk	Wily Road	Waiuku Road	2.5km south of Waiuku Road	100	Rural	2	7.3	746	6	Secondary Collector	Low Medium	Medium	80 km/h	MEDIUM HIGH	MEDIUM	71%	Majority support the change	N/C	Defer - Needs discussion with Auckland Transport as lower speed limit on this section would result in inconsistent speed limits due to the location of the Local Authority boundary.	

# WAIKATO DISTRICT COUNCIL SPEED LIMITS BYLAW 2011

## 1 Introduction

Pursuant to Section 684(1)(13) of the Local Government Act 1974, the Local Government Act 2002 and *Land Transport Rule 54001: Setting of Speed Limits 2003* the Waikato District Council makes this bylaw to set speed limits as specified in the Schedules attached.

## 2 Title

The title of this bylaw is the “Waikato District Council Speed Limits Bylaw 2011”.

## 3 Date the by-law comes into force

The bylaw comes into force on ..... 2011

## 4 Revocation of Waikato District Council Speed Limit Bylaw 2005

The above bylaw is hereby revoked as from the date the new bylaw comes into force.

## 5 Interpretation

### “Road”

(a) includes:

- (i) a street; and
- (ii) a motorway; and
- (iii) a beach; and
- (iv) a place to which the public have access, whether as of right or not; and
- (v) all bridges, culverts, ferries and fords forming part of a road or street or motorway, or a place referred to in (iv); and
- (vi) all sites at which vehicles may be weighed for the purpose of the *Land Transport Act 1998* or any other enactment;

and

(b) includes a section of a road

“Speed limit” means:

- (a) the maximum speed at which a vehicle may legally be operated on a particular road, but does not mean the maximum permitted operating speed for classes or types of vehicles specified in any Act, regulation or rule;
- (b) for a minimum speed limit, the minimum speed at which a vehicle may be legally operated in a specified lane of a road;
- (c) an urban, rural, permanent, holiday, temporary, variable or minimum speed limit.

**“Urban traffic area”** means an area designated under this rule that consists of one or more specified roads or a specified geographical area, to which the urban speed limit generally applies.

## 6 Speed Limits

The roads or areas described in the schedules specified in paragraph 7 or as shown on a map referenced in the schedules are declared to have the speed limits specified in the attached schedules and maps, which are part of this bylaw.

## 7 Schedules

- Schedule 1: Urban traffic areas – roads that have a speed limit of 50 km/h.
- Schedule 2: Roads that have a speed limit of 70 km/h.
- Schedule 3: Roads that have a speed limit of 80 km/h.
- Schedule 4: Roads that have a Variable Speed School Zone of 40 km/h.
- Schedule 5: Roads that have a Variable Speed School Zone of 60 km/h.
- Schedule 6: Roads that have a speed limit of 100km/h.
- Schedule 7: Roads that have a speed limit of 20km/h.
- Schedule 8: Roads that have a Variable intersection Speed Zone of 70 km/h.
- Schedule 9: Roads that have a speed limit of 40 km/h.
- Schedule 10: Roads that have a speed limit of 60 km/h.

## 8 Setting of Additional Speed Limits on Council Controlled Roads

Pursuant to Section 151(2) of the Local Government Act 2002, the Waikato District Council may from time to time by way of resolution set additional speed limits for additional Council controlled roads.



**9 Date bylaw made**

The above bylaw was made pursuant to a resolution passed by the Waikato District Council on ..... 2011.

**The Common Seal of Waikato District Council  
was hereto affixed in the presence of:**

\_\_\_\_\_  
**Mayor**

\_\_\_\_\_  
**Chief Executive**

## STATEMENT OF PROPOSAL

### AMENDMENT TO THE WAIKATO DISTRICT COUNCIL SPEED LIMITS BYLAW 2011

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This Statement of Proposal is prepared pursuant to sections 83, 86, 155 and 156 of the Local Government Act 2002 (LGA). This is a proposal to adopt amendments to the Waikato Speed Limits Bylaw 2011.

The Waikato District Council Speed Bylaw enables Council to review existing speed limits on District roads and assess for suitability against changes in safety and/or development/land use patterns.

#### Background

The New Zealand Transport Agency (NZTA) Speed Management Guide was adopted in November 2016. The Guide is a tool designed to help Road Controlling Authorities determine objective road risk, and work with communities to develop speed management approaches to address that risk and meet their needs. The Guide provides a framework to identify roads offering the greatest benefit from speed management, and assess the safe and appropriate speed on them. The new approach is underpinned by the Government's Safer Journeys Strategy 2010-2020 which seeks to reduce death and serious injury on New Zealand roads.

Council adopted the guidance provided in the Speed Management Guide document, as part of a new Speed Bylaw Review Policy. Adopting this Policy formalised the Speed Bylaw Review process. The Policy sets out an approach that splits the District in three areas, with the roads identified as being high to medium-high self-explaining priority by the NZTA Speed Management Framework maps addressed one area per year over a three year time frame.

Council has decided to address the high risk roads in the Awaroa ki Tuakau, Onewhero – Te Akau and Whangamarino wards representing the northern area of the district first. In addition a number of sections of road were requested to be reviewed by members of the public, Councillors and Council staff for a variety of reasons. These roads have been assessed against the criteria in the Speed Management Guide and the recommendations have resulted in proposed changes to the bylaw.

As part of the review of the Awaroa ki Tuakau, Onewhero – Te Akau and Whangamarino wards the existing urban extents for the main settlements has been looked at and where significant areas of residential development are zoned for the urban extents have been extended to cover these zones. This is to ensure that any future roading development in these areas will have a default speed limit of 50km/hr.

#### Reasons for the proposal

- Effectively deal with issues associated with the management of speed limits in the District.
- Address issues that have arisen since the last Speed Bylaw Review in 2014.
- To align the bylaw with those of other local authorities and NZTA's Speed Management Guide.

## Summary of Key Changes

27

Key proposed changes in the proposed Bylaw are outlined below.

Road Name	Start	End	Current Speed Limit	Proposed Speed Limit	Map
Maunsell Road	Tuakau Bridge-Port Waikato Road	End	50	40	1
Port Waikato - Waikaretu Road	Maunsell Road	900m south of Maunsell Road	70	60	1
Port Waikato Residential Roads	Various (See <a href="http://www.waikatodistrict.govt.nz/sayit">www.waikatodistrict.govt.nz/sayit</a> for full details.)		50	40	1
Tuakau Bridge-Port Waikato Road	Maunsell Road	1200m east of Maunsell Road	70	60	1
Tuakau Bridge-Port Waikato Road	1200m east of Maunsell Road	Highway 22	100	80	1
Bayly Road	Top Road	Upper Queen Street	100	80	2
Burrow Road	Attewell Road	Top Road	100	80	2
Hill Top Road East	Upper Queen Street	End	100	80	2
Nandina Lane	Ray Wright Road	End	100	80	2
Ray Wright Road	Upper Queen Street	Tuakau Road	100	80	2
Tuakau Road (Shared)	Ray Wright Road	Buckland Road	100	80	2
Upper Queen Street	Attewell Road	Woodlands Road	100	80	2
George Street (Tuakau)	Liverpool Street	Henderson Avenue	50	40	2
Lawrence Road	Ridge Road	End	100	80	2
Ridge Road	Pokeno Road	Huia Road	100	80	2
McGill Road	Fraser Road	End	100	80	3
McIntosh Drive	Market Street	End	100	80	3
Munro Road	Pokeno Road	Helenslee Road	100	60	3
Avon Road	State Highway 2	Fraser Road	100	80	3
Baird Road	Avon Road	End	100	80	3
Bluff Road	Pioneer Road	End	100	80	3
Dean Road	State Highway 1 Off ramp	End	100	80	3
Fraser Road	Market Street	End	100	80	3
Gulland Road	Avon Road	End	100	80	3
Helenslee Road	Pokeno Road	State Highway 1 northbound on ramp	100	60	3
Lower Church Road	Avon Road	End	100	80	3
Market Street	Fraser Road	End	100	80	3
Miller Road	Pioneer Road	End	100	80	3
O'Leary Road	State Highway 2	End	100	80	3
Pioneer Road	State Highway 1	State Highway 1	100	80	3
Pokeno Residential Roads	Various (See <a href="http://www.waikatodistrict.govt.nz/sayit">www.waikatodistrict.govt.nz/sayit</a> for full details.)		100	40	3

Road Name	Start	End	Current Speed Limit	Proposed Speed Limit	Map
Pokeno Road	100m west of Munro Road	Existing 70/100	100	80	3
Upper Church Road	Avon Road	End	100	80	3
Aislabie Road	Onewhero-Tuakau Bridge Road	End	100	80	4
Onewhero-Tuakau Bridge Road (Section 1)	Highway 22	Existing 50/100	100	80	4
Onewhero-Tuakau Bridge Road (Section 2)	Hall Road	Kohanga Road	70	50	4
Te Awa Kite Road	Onewhero-Tuakau Bridge Road	End	100	80	4
Hampton Downs Road	State Highway 1	Landfill Access	100	80	5
Pendergrast Road	State Highway 2	End	100	80	6
Hall Road (Te Kauwhata)	State Highway 1	End	100	80	7
Rodda Road	Hall Road	End	100	80	7
Stewart Road	Hall Road	End	100	80	7
Summertime Lane	Hall Road	End	100	80	7
Chapman Road	Highway 22	Churchill Road	100	80	7
Ramsey Road	Chapman Road	End	100	80	7
Te Kauwhata Road	State Highway 1	Travers Road	100	80	8
Hoheria Road	Wayside Road	End	100	80	8
Josephine Lane	Wayside Road	End	100	80	8
Te Kauwhata Road Extension	Wayside Road	320m west of State Highway 1 northbound off ramp	100	80	8
Wayside Road	Te Kauwhata Road	Northern end	100	80	8
Glen Murray Road	Murphy Street	180m south of Horahora Road	100	50	9
Te Wharepu Road	Te Kauwhata Road	Murphy Street	100	80	9
Te Wheoro Road	Te Wharepu Road	End	100	50	9
Vineyard Road	Wayside Road	End	100	80	9
Horotiu Bridge Road (Section 1)	Washer Road	West of Evolution Drive	70	60	14
Horotiu Bridge Road (Section 2)	Washer Road	River Road	100	80	14
Rotokauri Road	Exelby Road	Bagust	100	80	15

Zoning Area	Current Speed Limit	Proposed Speed Limit	Map
Tuakau Urban Traffic Area	100	50	2
Pokeno Urban Traffic Area	100	50	3
Te Kauwhata Urban Traffic Area	100	50	8

### **Relevant Determinations by Council**

Prior to making a bylaw, Council is required to assess whether a bylaw is the most appropriate way of addressing the perceived problem. In this case, a bylaw is considered to be the most appropriate mechanism as the provision of Speed Limit Bylaw is a vital service that is best managed by local government to ensure consistency and affordability of the service. A bylaw allows staff to effectively deal with the problems associated with the management of the district's speed limits. Not having a bylaw would lessen Council's ability to control and set standards around the management of the district's speed limits.

Council is also required to consider whether the proposed Bylaw gives rise to any implications under the New Zealand Bill of Rights Act 1990. In this case it is not considered that there are any such implications, the Bylaw simply provides the regulatory means by which speed limits can be managed.

### **Consultation and submissions**

Anyone can make a submission about the proposed Waikato District Council Speed Limit Bylaw Review 2017 and we encourage you to let us know your views.

#### **What is a submission?**

Submissions are a record of your views/preferences on a particular issue. By making a submission you can ensure that your voice is heard by councillors to assist them in their decision making. Submissions may be sent or given to the Council from any organisation or any member of the public during a time period specified by Council. In most cases submission forms are available at Council offices and libraries and on the 'Have your say' page of Council's website.

#### **When can I make a submission?**

The submission period for the proposed Waikato District Council Speed Limit Bylaw opens on 13 September 2017 and closes at 5pm on 13 October 2017.

#### **How can I make a submission?**

Any person may make a submission on the content of this proposed Bylaw.

Written submissions should follow the format shown in the submission form following this page. This form is intended as a guide only, but is suitable for brief submissions. Please attach additional pages as necessary.

In addition, if you wish to present your comments in person, Council will hear verbal submissions on 27 November 2017 (or as early thereafter as possible). Submitters wishing to be heard in support of their submission must clearly state this in their submission. All submitters wishing to be heard will be contacted to arrange an appropriate time on the date specified.

Please note that written submissions are to be received by Waikato District Council by 5pm on 13 October 2017.

#### **Privacy Act Information - The Local Government Act 2002 requires submissions to be made available to the public.**

Your contact details are collected:

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

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**Your name and address will be publicly available. If you would like your address and phone details (including email address) 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.

Submissions can be:

**Online:** [www.waikatodistrict.govt.nz/sayit](http://www.waikatodistrict.govt.nz/sayit)

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**Posted to:** Waikato District Council  
Private Bag 544  
Ngaruawahia 3742

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**Delivered to:** Waikato District Council  
Attn: Corporate Planner  
15 Galileo Street  
Ngaruawahia 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

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**Emailed to:** [consult@waidc.govt.nz](mailto:consult@waidc.govt.nz)

Subject heading should read: “Speed Limits Bylaw – Submission”

### **What happens next?**

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

Following the closing of submissions on 13 October 2017, all submissions will be reviewed. Verbal submissions will be heard and all submissions formally considered at a Council meeting on 27 November 2017 (or as soon thereafter as possible). This meeting is open to both submitters and the public to attend.

### **Important Dates to Remember:**

Submissions open – 13 September 2017

Submissions close – 13 October 2017

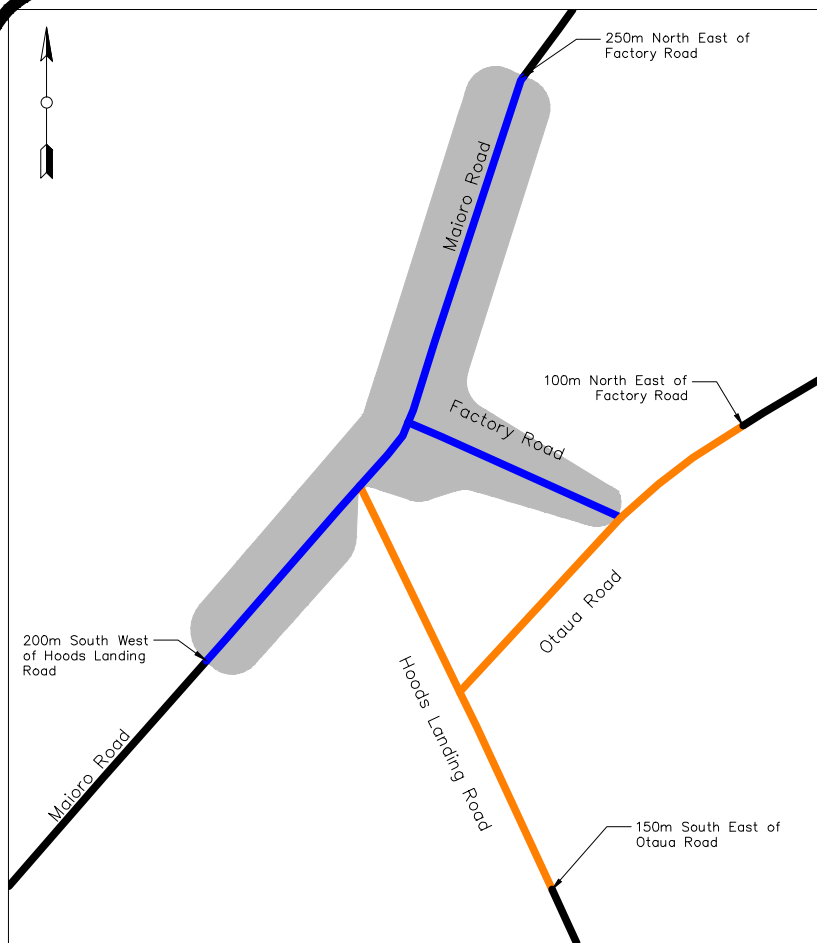
Hearing of submissions – 27 November 2017

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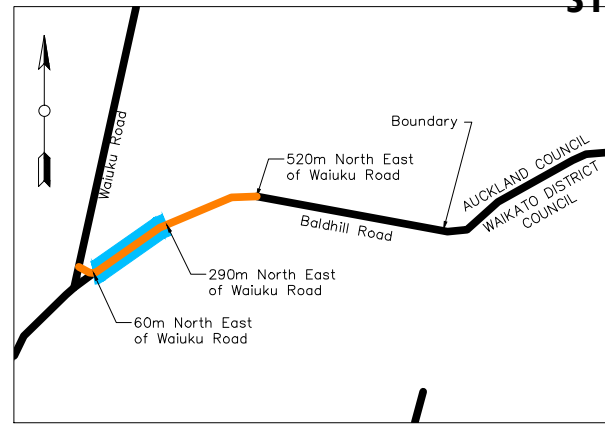
If you have any further queries or would like further copies of the proposed Bylaw, please contact Amy Murphy or Melissa Russo on 0800 492 452.

Statement of Proposal:

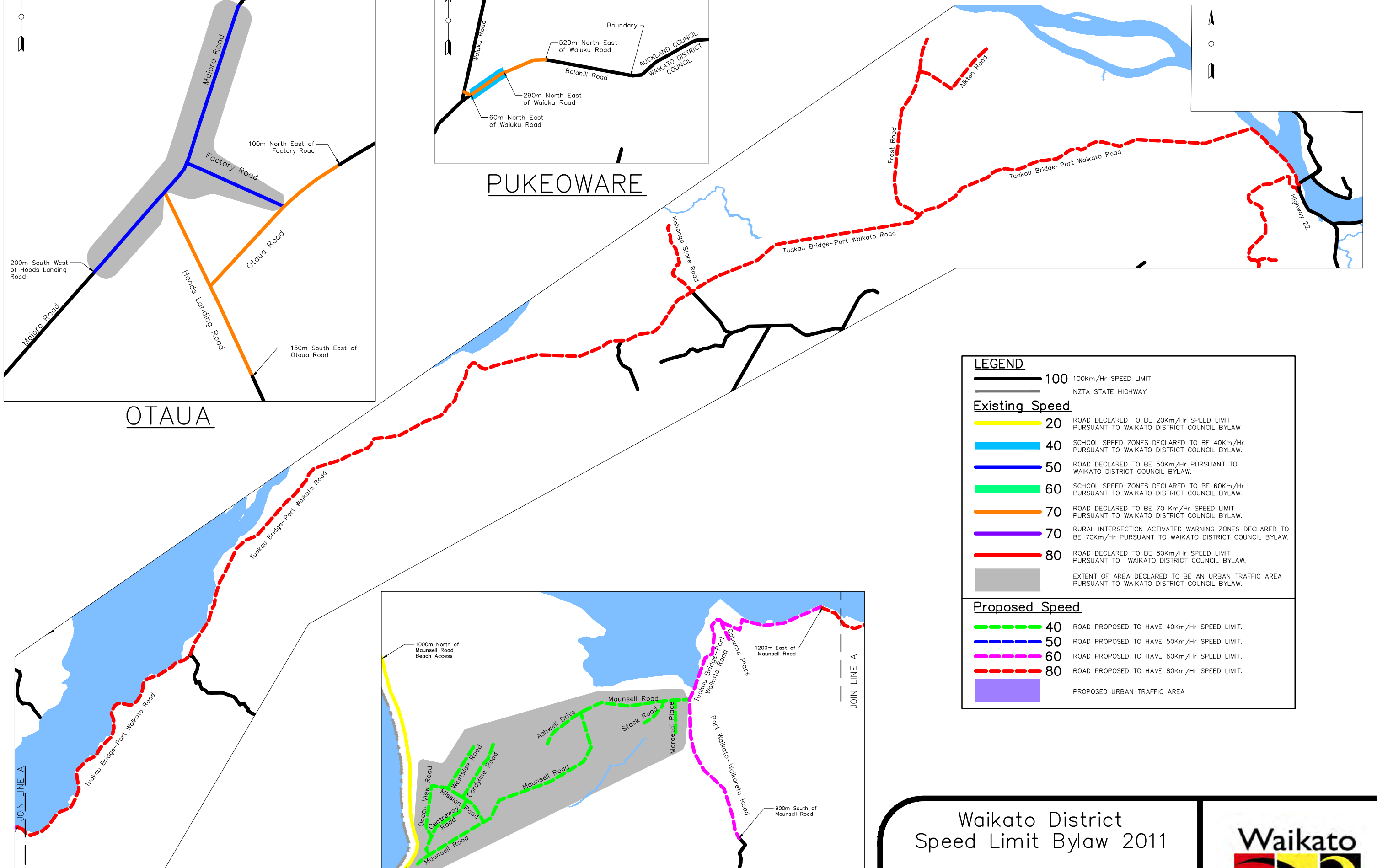
Amendment to Waikato District Council Speed Limits Bylaw 2011



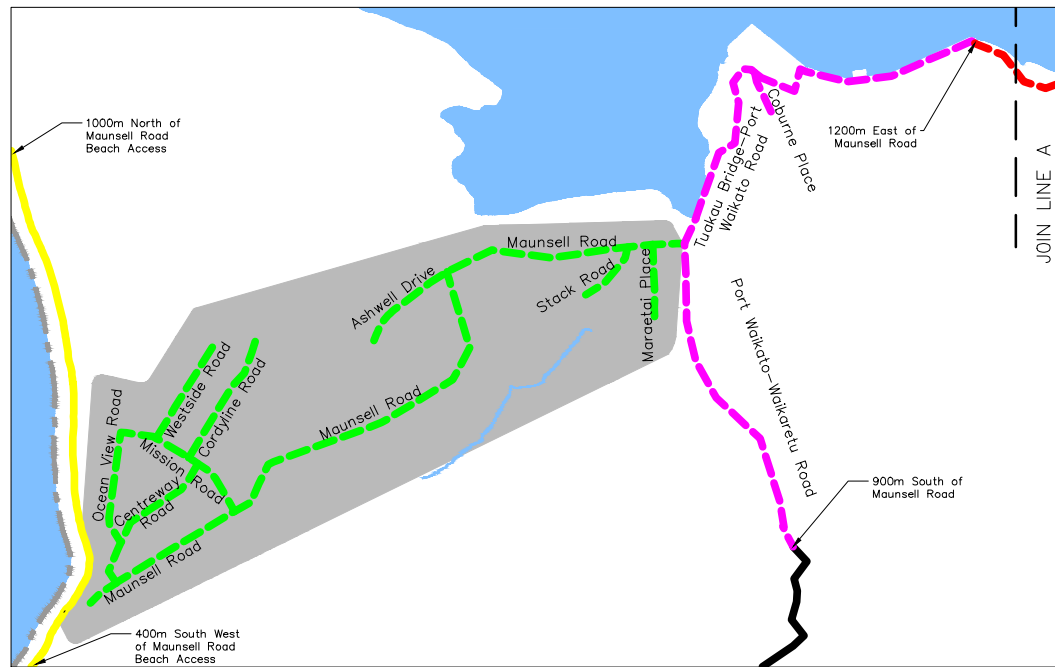
OTAUA



PUKEOWARE



LEGEND	
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	NZTA STATE HIGHWAY
Existing Speed	
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	PROPOSED URBAN TRAFFIC AREA

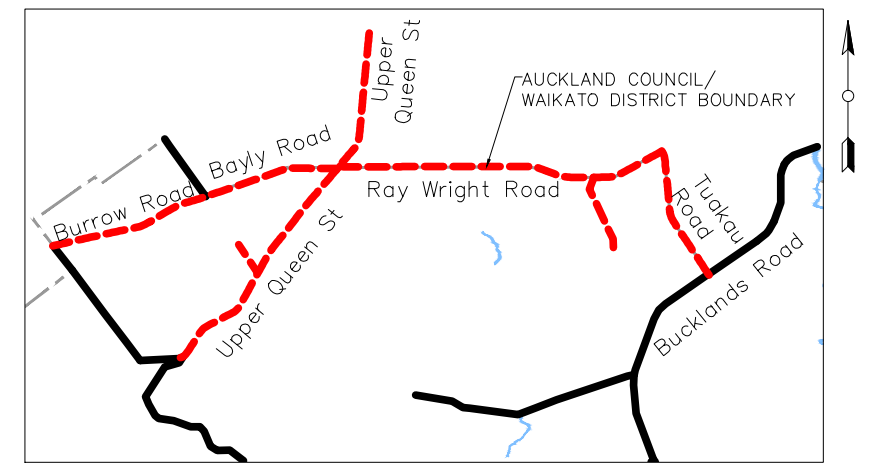
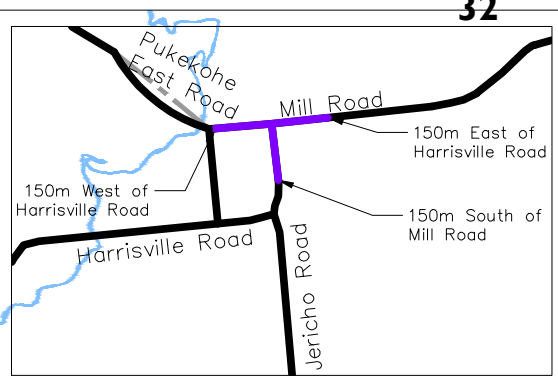
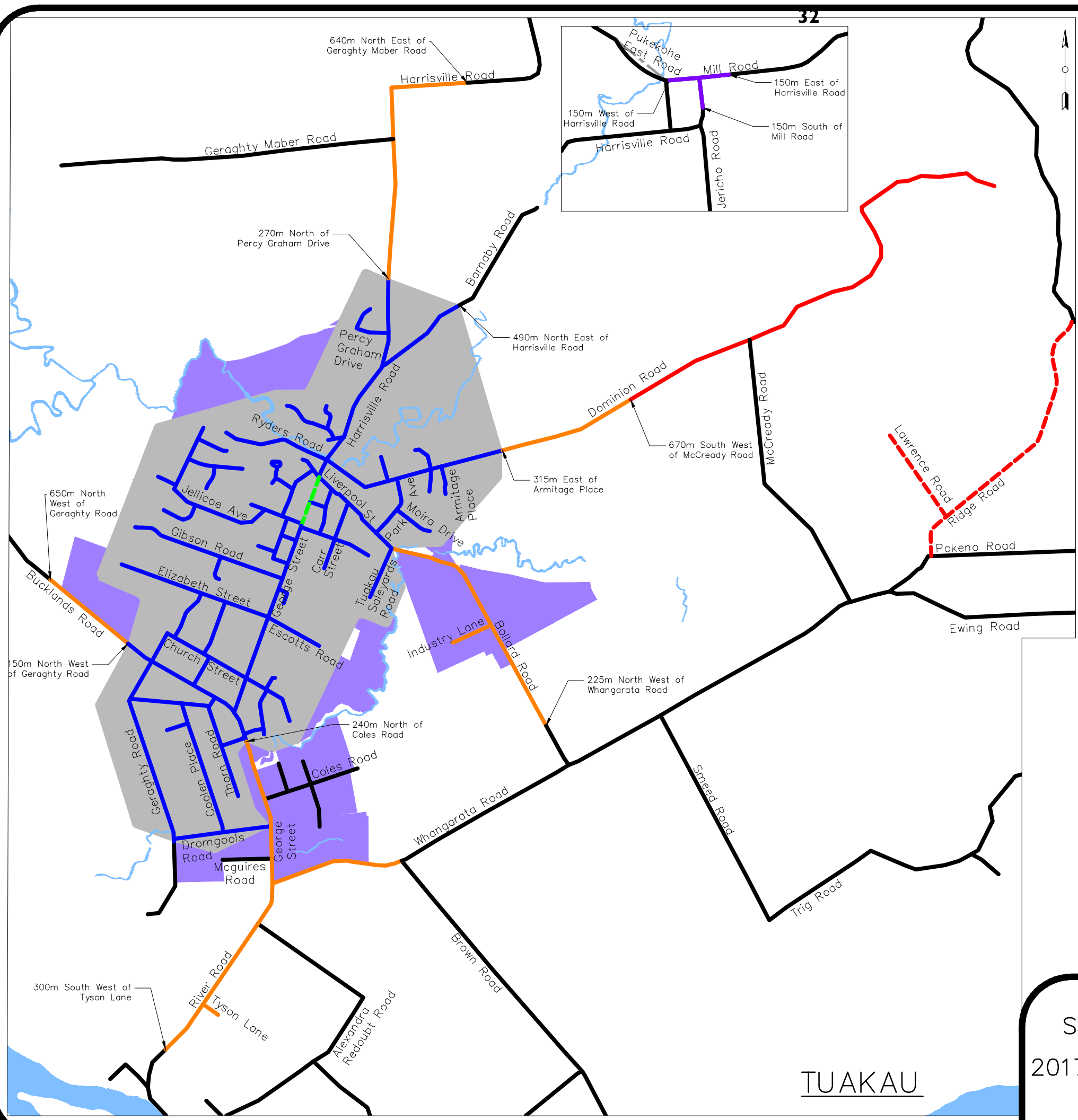


PORT WAIKATO

TUAKAU BRIDGE—  
PORT WAIKATO ROAD

Waikato District  
Speed Limit Bylaw 2011  
2017 Proposed Amendments





PUKEKOHE

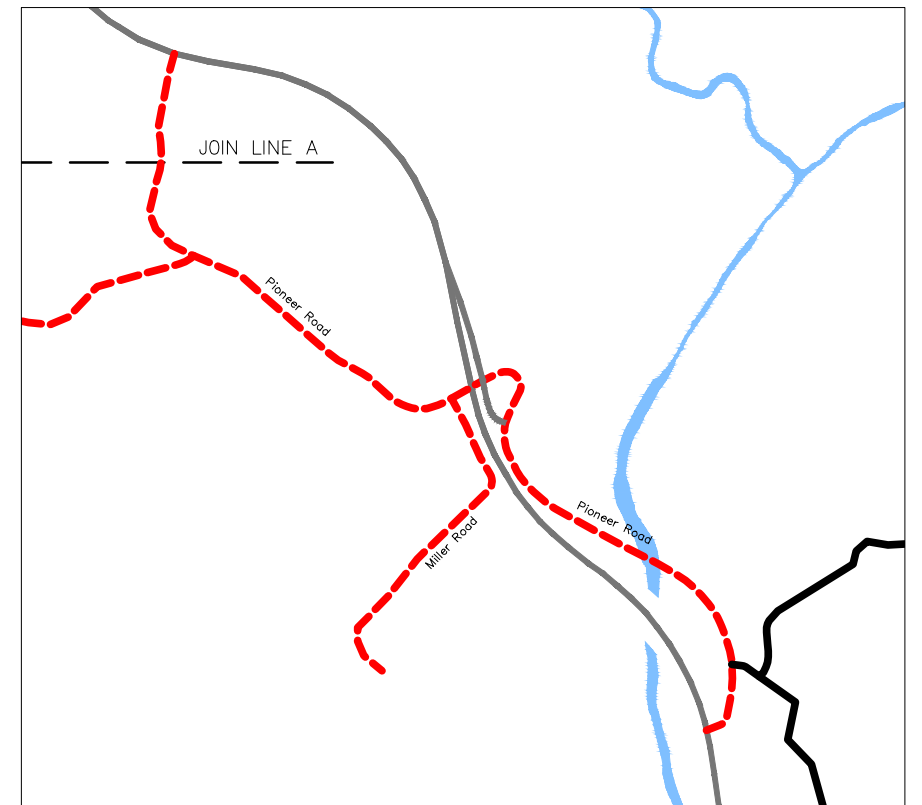
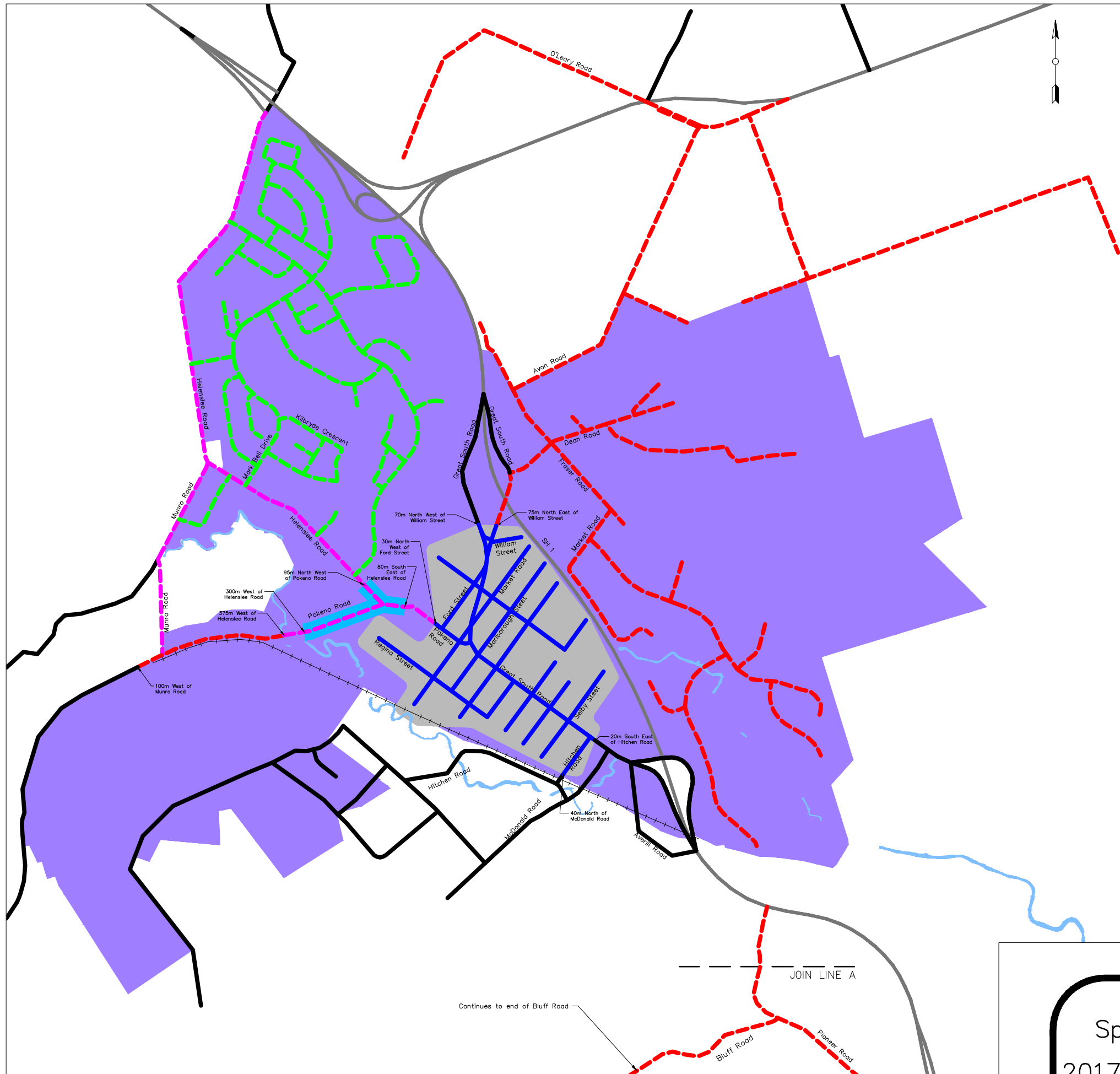
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	PROPOSED URBAN TRAFFIC AREA

Waikato District  
Speed Limit Bylaw 2011  
2017 Proposed Amendments



TUAKAU





LEGEND	
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	PROPOSED URBAN TRAFFIC AREA

Continues to end of Bluff Road

JOIN LINE A

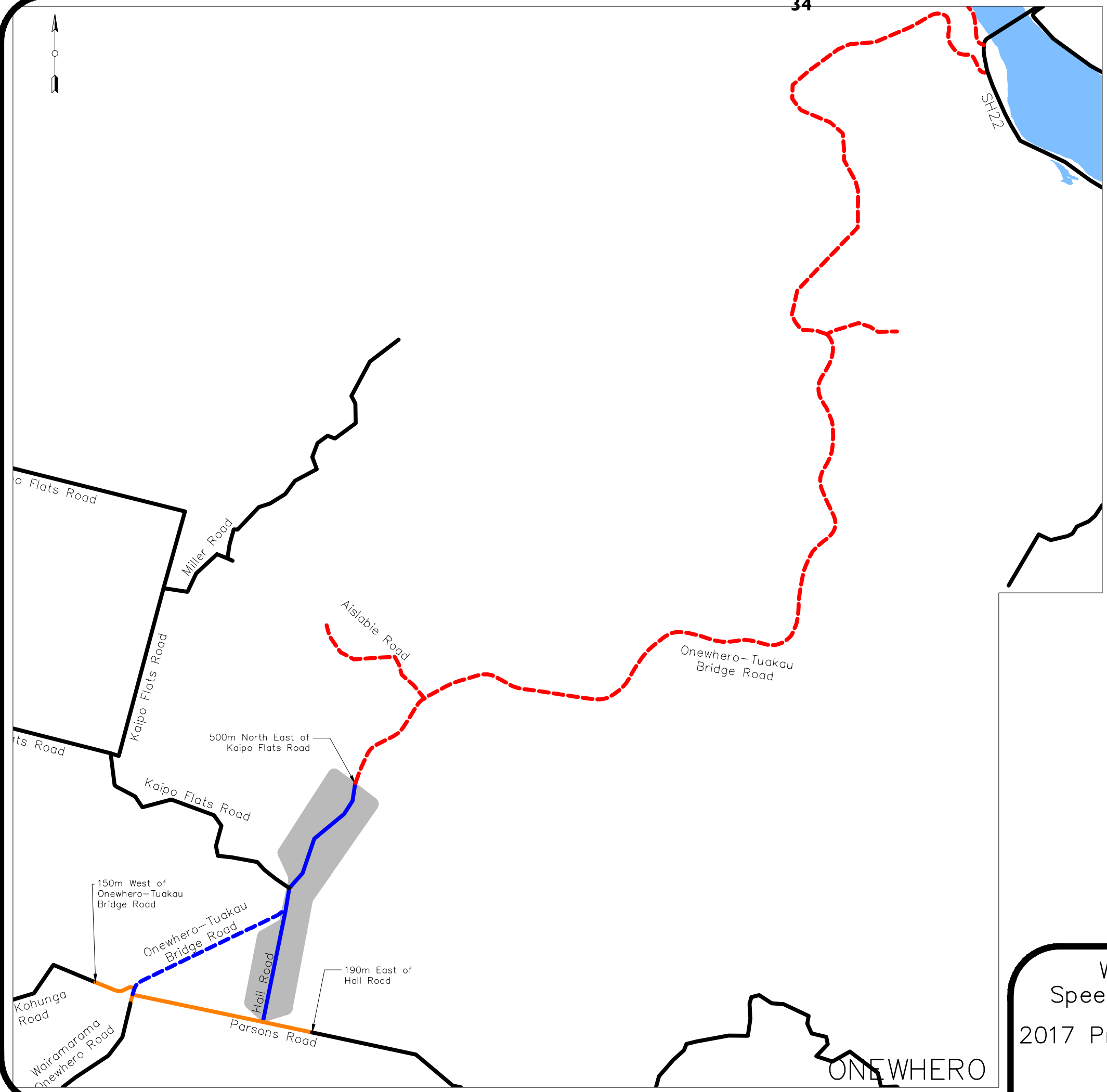
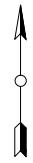
Bluff Road

Pioneer Road

**POKENO**

Waikato District  
Speed Limit Bylaw 2011  
2017 Proposed Amendments

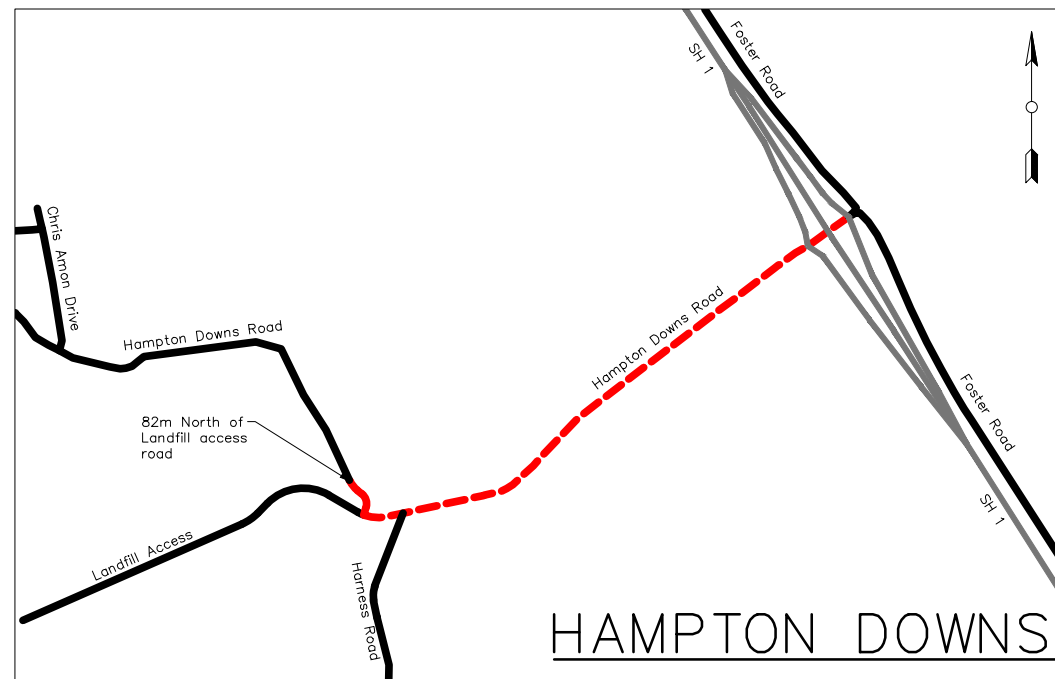
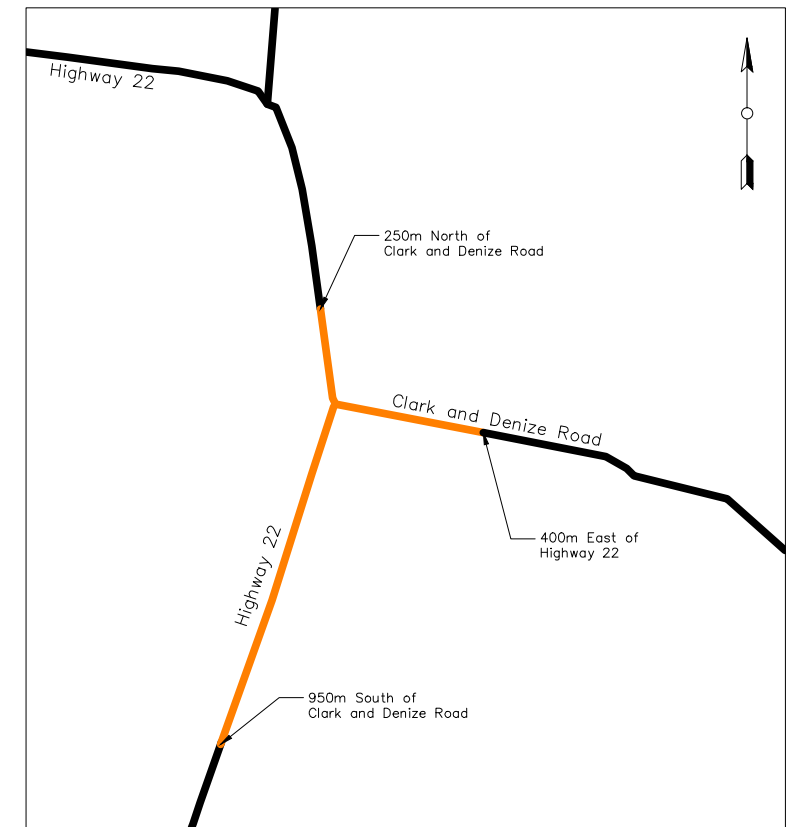
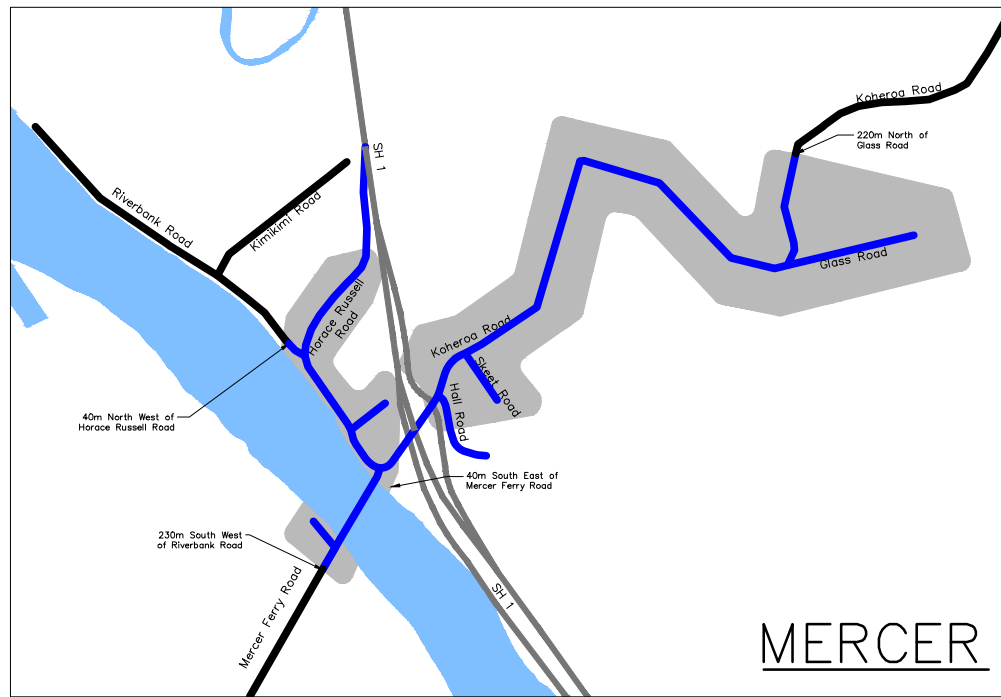
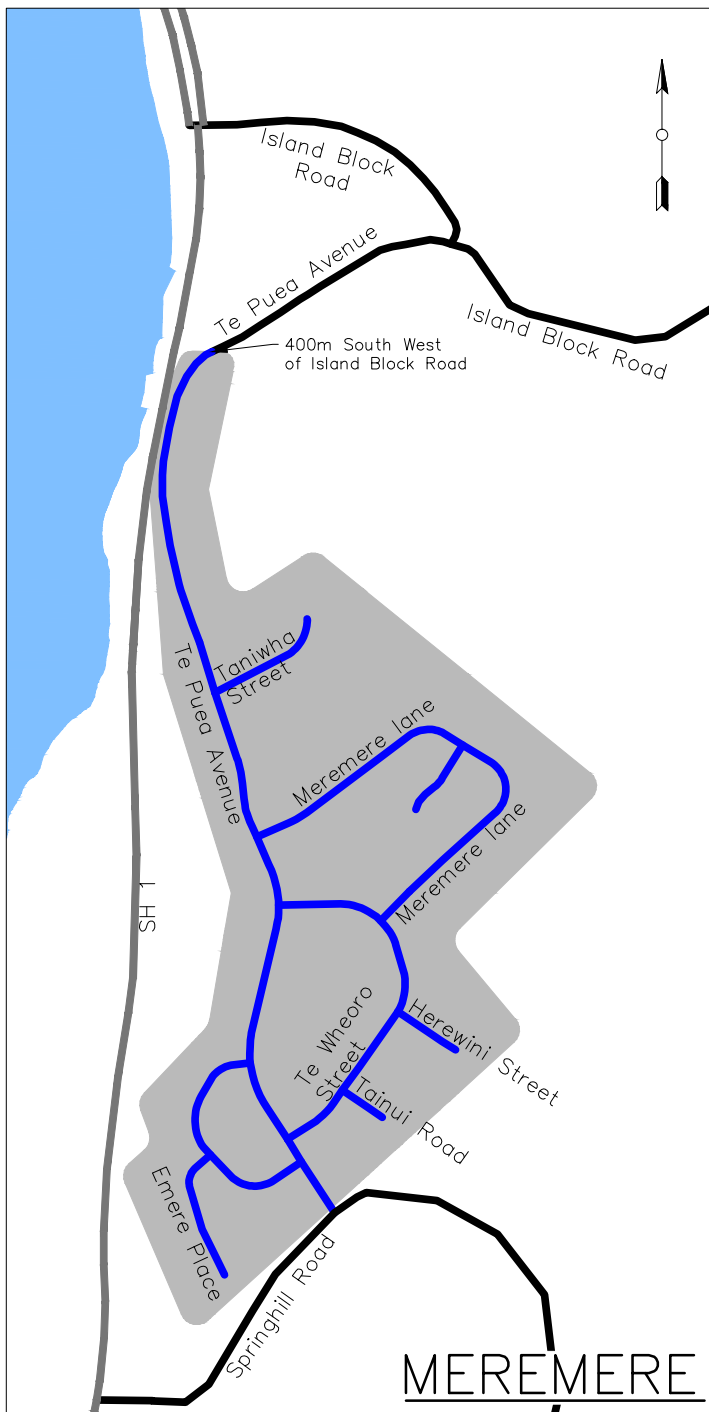




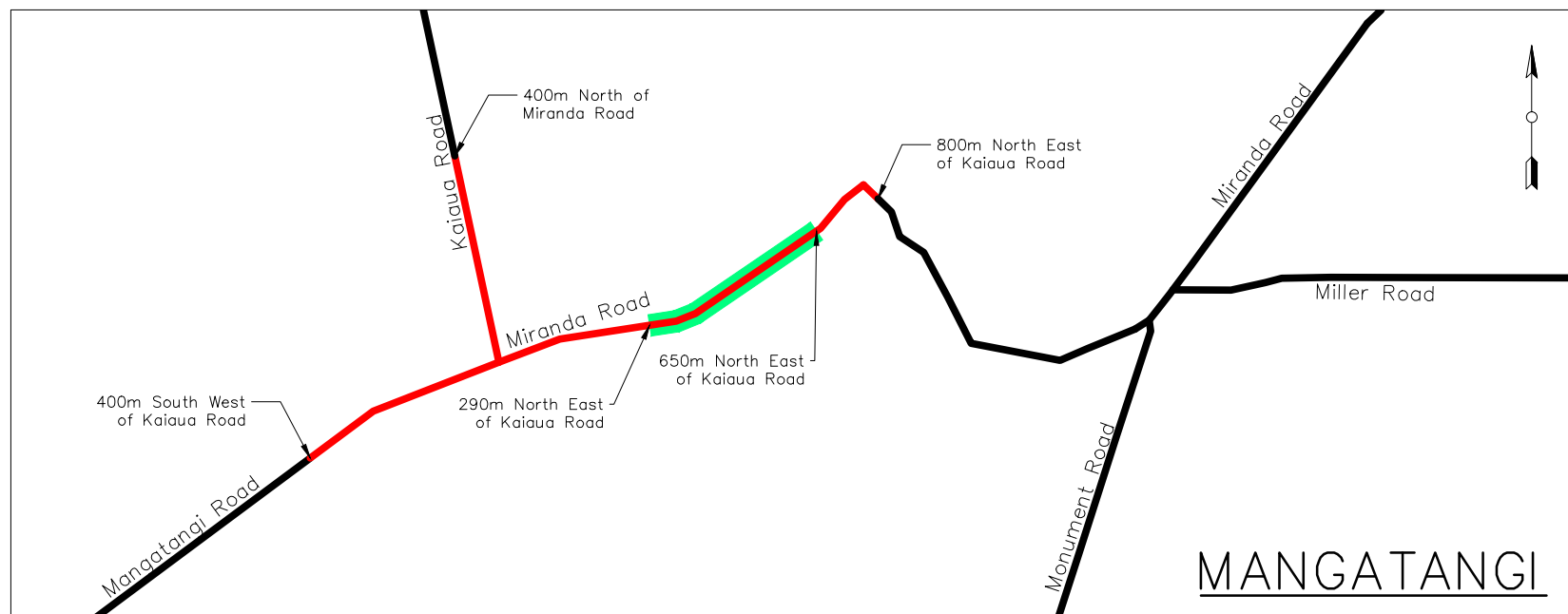
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	PROPOSED URBAN TRAFFIC AREA

Waikato District  
Speed Limit Bylaw 2011  
2017 Proposed Amendments



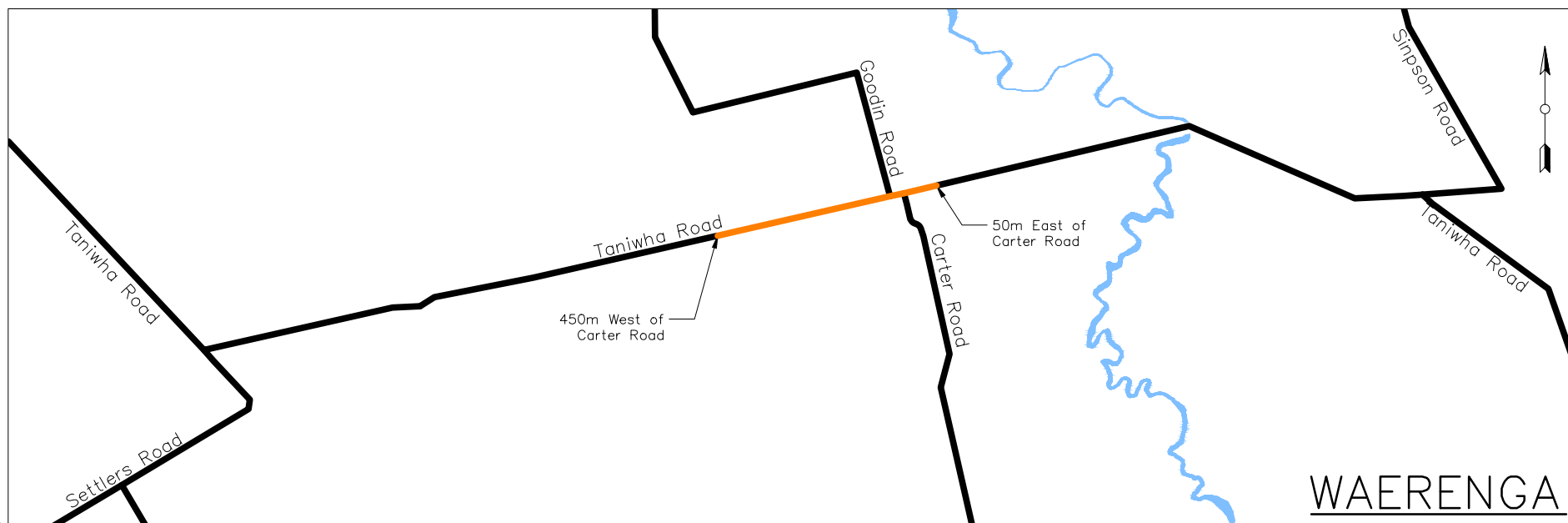
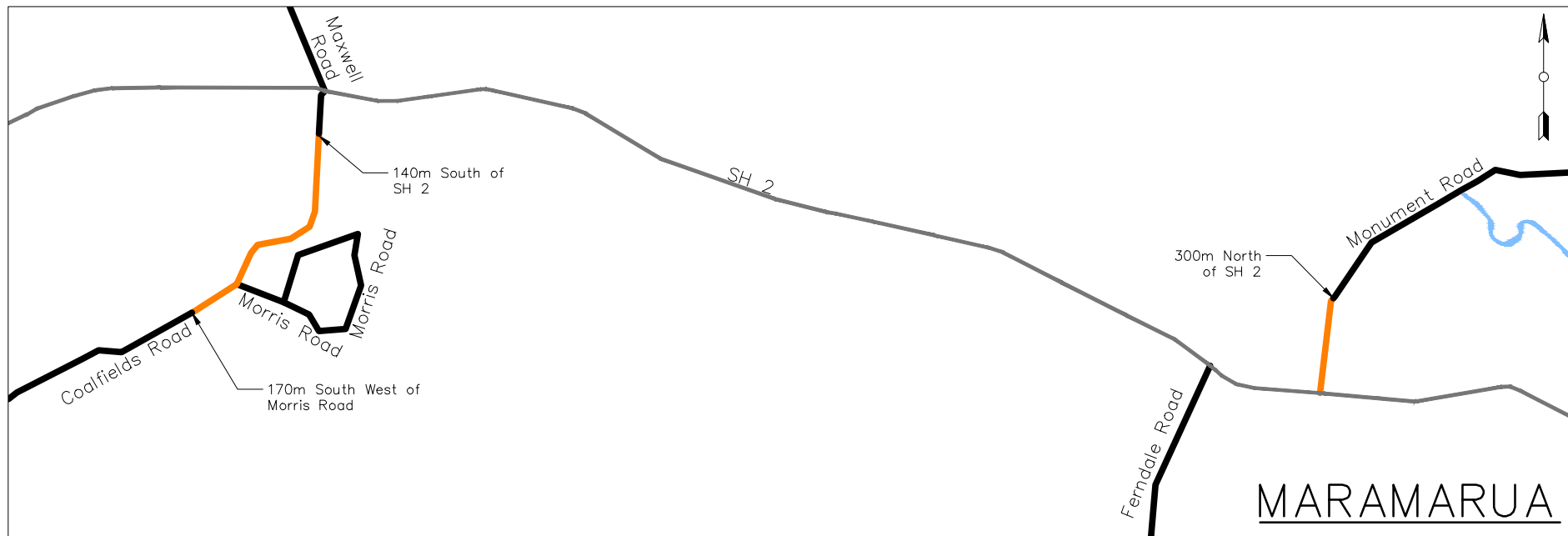
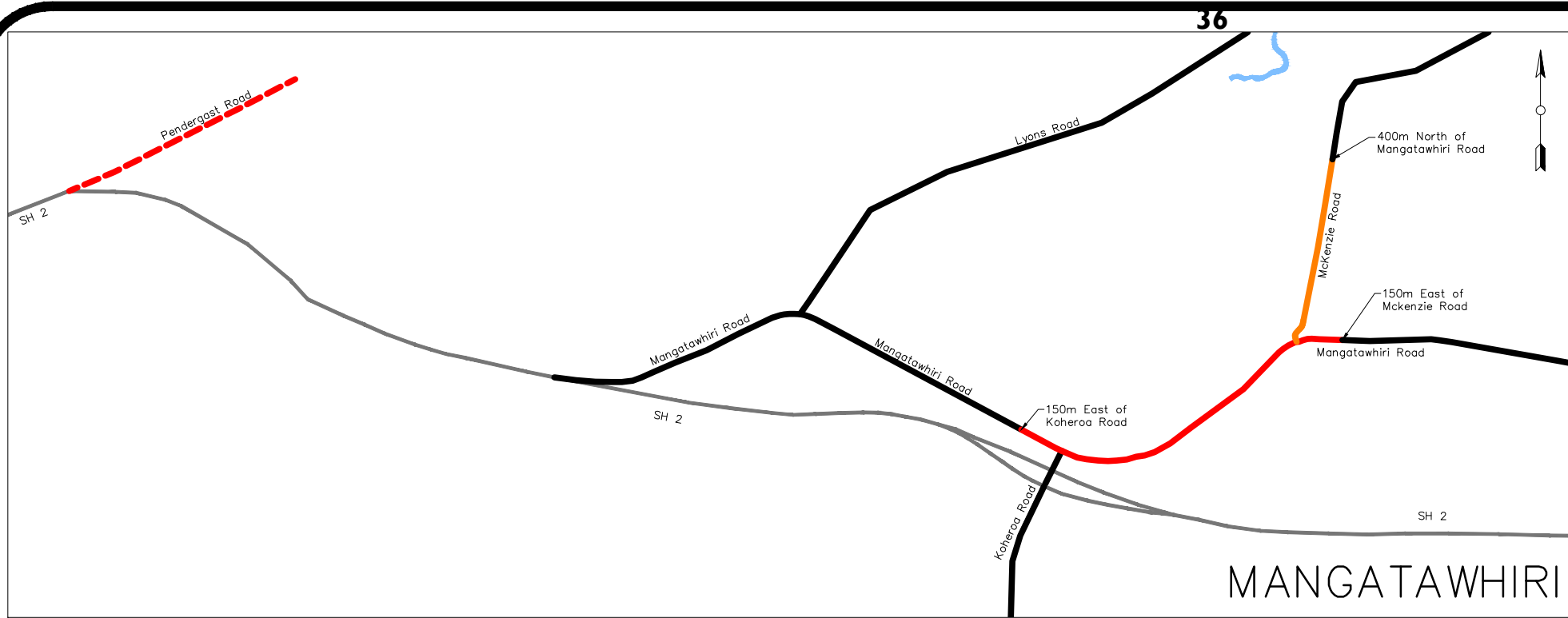


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	PROPOSED URBAN TRAFFIC AREA



Waikato District  
Speed Limit Bylaw 2011  
2017 Proposed Amendments  
Sheet 5 of 18

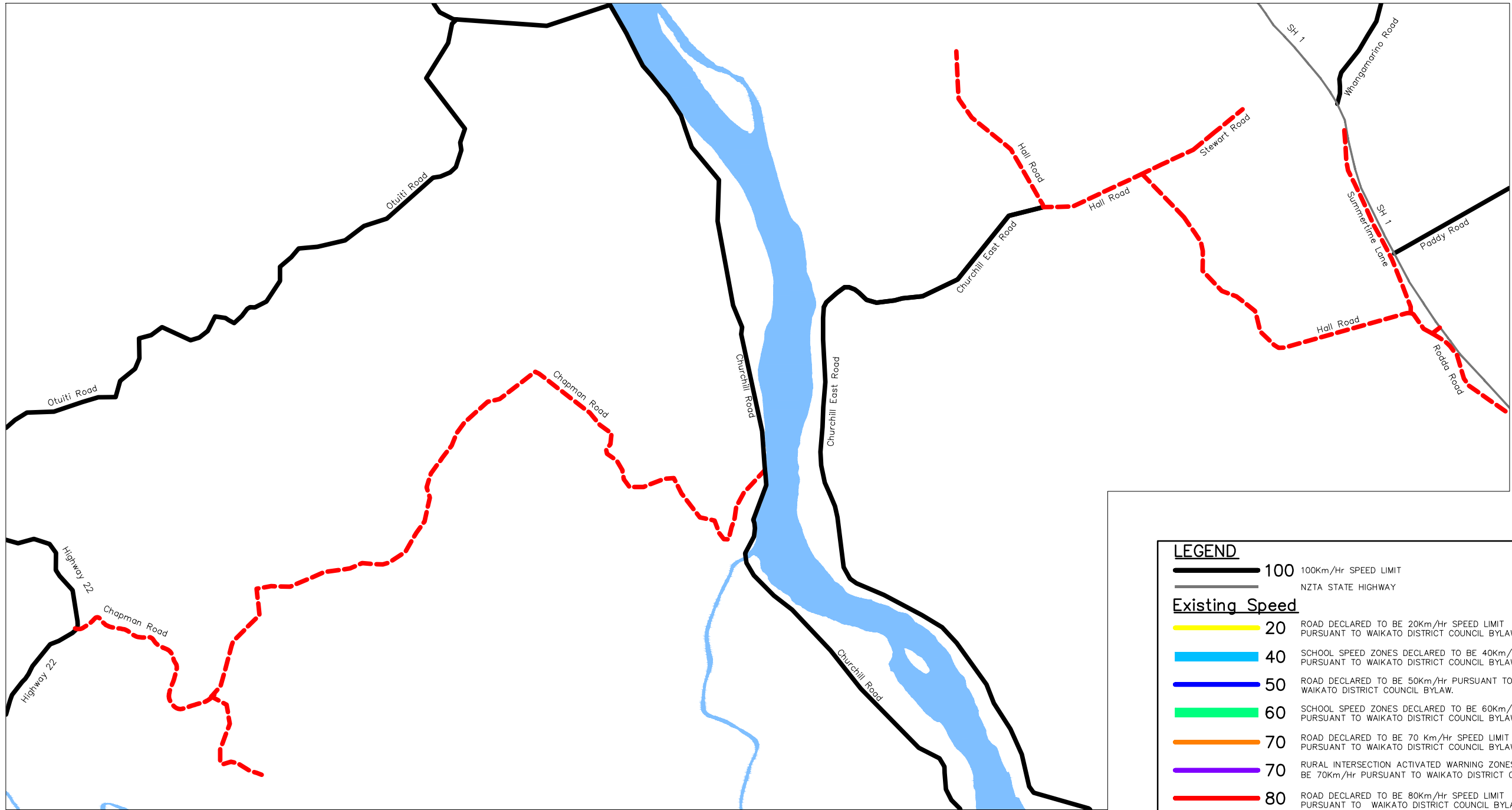




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	70 RURAL INTERSECTION ACTIVATED WARNING ZONES DECLARED TO BE 70Km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	80 ROAD DECLARED TO BE 80Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	EXTENT OF AREA DECLARED TO BE AN URBAN TRAFFIC AREA PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
Proposed Speed	
	40 ROAD PROPOSED TO HAVE 40Km/Hr SPEED LIMIT.
	50 ROAD PROPOSED TO HAVE 50Km/Hr SPEED LIMIT.
	60 ROAD PROPOSED TO HAVE 60Km/Hr SPEED LIMIT.
	80 ROAD PROPOSED TO HAVE 80Km/Hr SPEED LIMIT.
	PROPOSED URBAN TRAFFIC AREA

Waikato District  
Speed Limit Bylaw 2011  
2017 Proposed Amendments  
Sheet 6 of 18



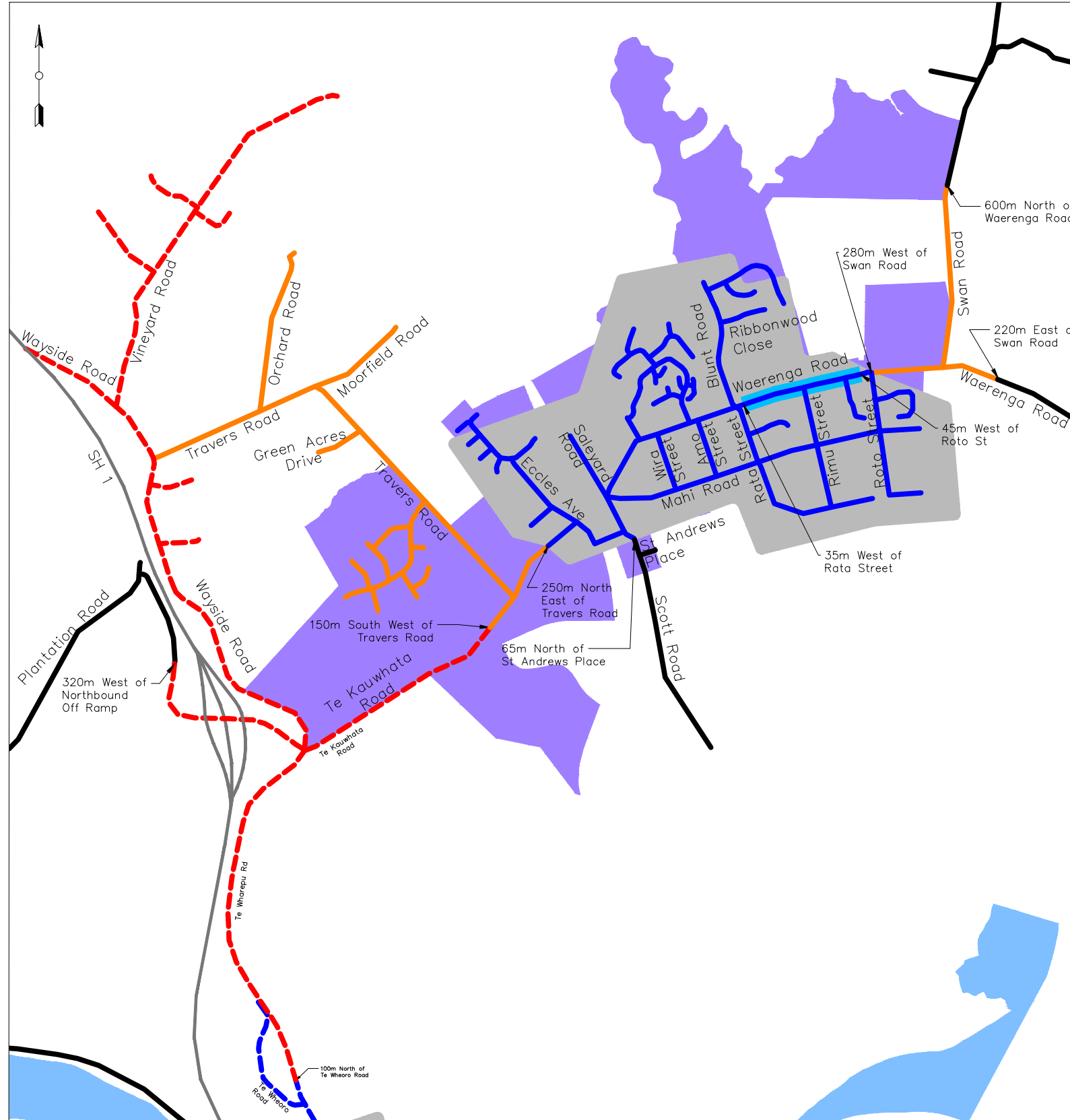


Chapman Road , Pukekawa

LEGEND	
	100 100Km/Hr SPEED LIMIT
	NZTA STATE HIGHWAY
Existing Speed	
	20 ROAD DECLARED TO BE 20km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	40 SCHOOL SPEED ZONES DECLARED TO BE 40km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	50 ROAD DECLARED TO BE 50km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	60 SCHOOL SPEED ZONES DECLARED TO BE 60km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	70 ROAD DECLARED TO BE 70 Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	70 RURAL INTERSECTION ACTIVATED WARNING ZONES DECLARED TO BE 70km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	80 ROAD DECLARED TO BE 80km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	EXTENT OF AREA DECLARED TO BE AN URBAN TRAFFIC AREA PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
Proposed Speed	
	40 ROAD PROPOSED TO HAVE 40km/Hr SPEED LIMIT.
	50 ROAD PROPOSED TO HAVE 50km/Hr SPEED LIMIT.
	60 ROAD PROPOSED TO HAVE 60km/Hr SPEED LIMIT.
	80 ROAD PROPOSED TO HAVE 80km/Hr SPEED LIMIT.
	PROPOSED URBAN TRAFFIC AREA

Waikato District  
Speed Limit Bylaw 2011  
2017 Proposed Amendments



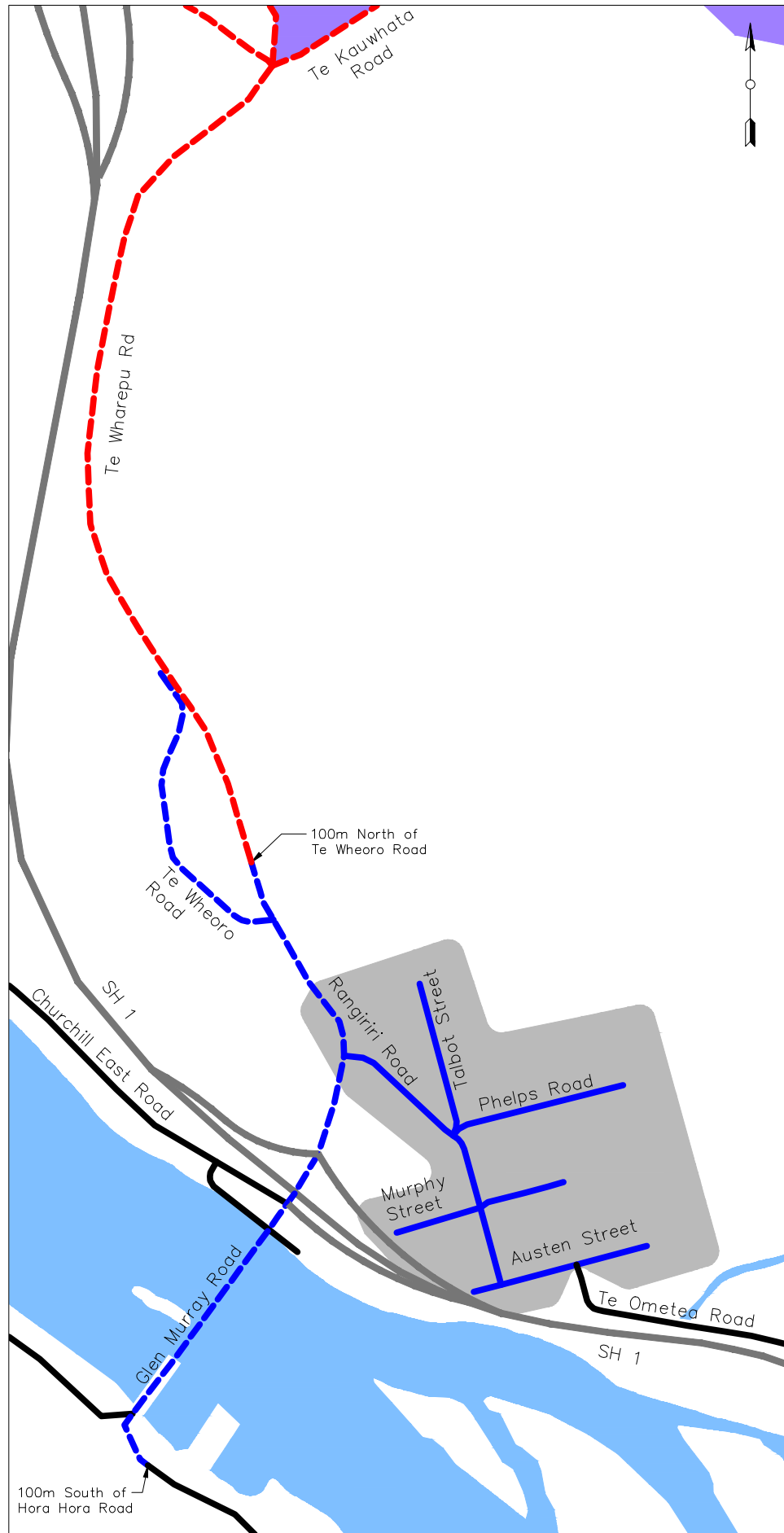


TE KAUWHATA

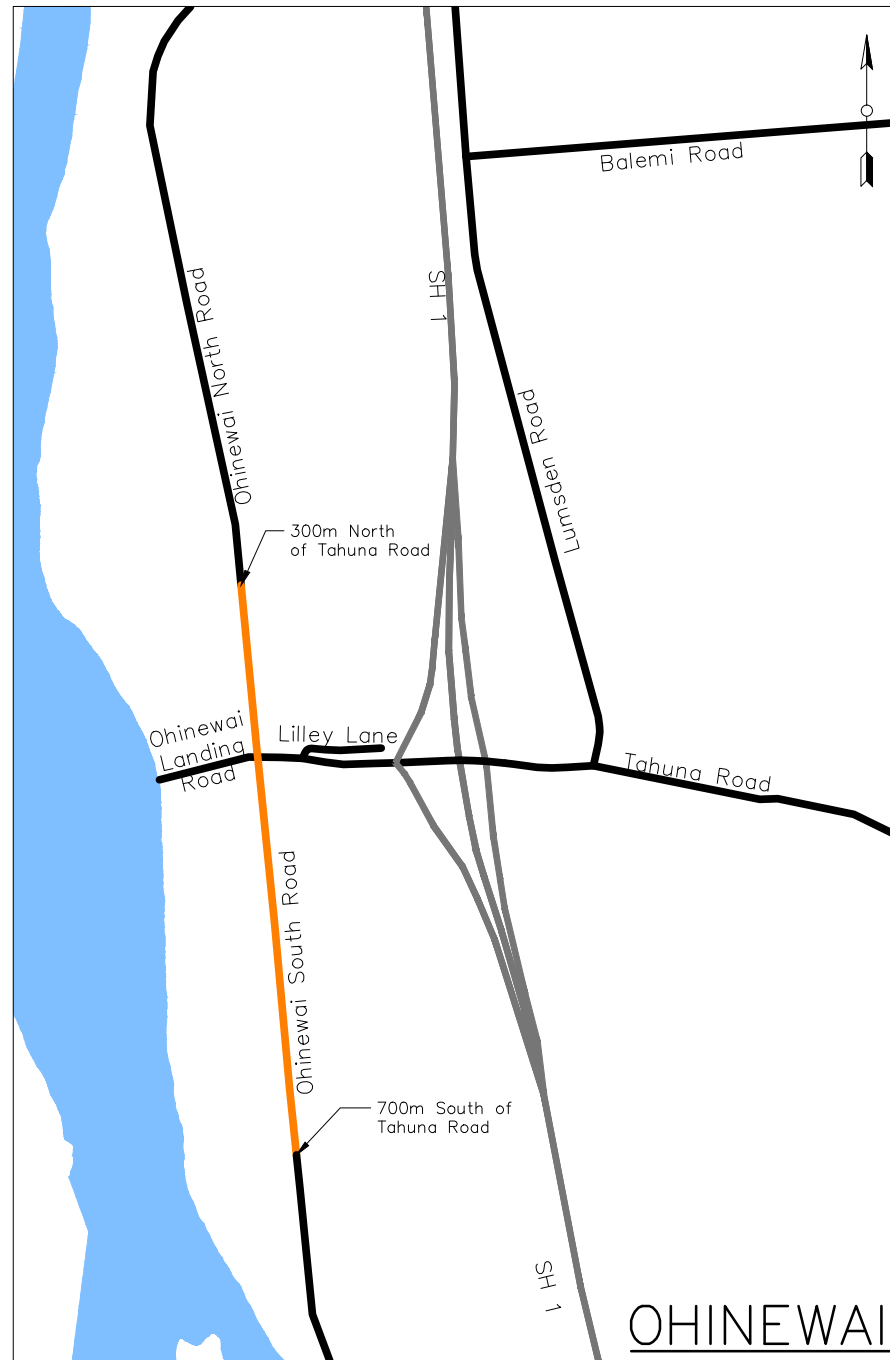
LEGEND	
	100 100Km/Hr SPEED LIMIT
	NZTA STATE HIGHWAY
Existing Speed	
	20 ROAD DECLARED TO BE 20Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	40 SCHOOL SPEED ZONES DECLARED TO BE 40Km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	50 ROAD DECLARED TO BE 50Km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	60 SCHOOL SPEED ZONES DECLARED TO BE 60Km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	70 ROAD DECLARED TO BE 70 Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	70 RURAL INTERSECTION ACTIVATED WARNING ZONES DECLARED TO BE 70Km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	80 ROAD DECLARED TO BE 80Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	EXTENT OF AREA DECLARED TO BE AN URBAN TRAFFIC AREA PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
Proposed Speed	
	40 ROAD PROPOSED TO HAVE 40Km/Hr SPEED LIMIT.
	50 ROAD PROPOSED TO HAVE 50Km/Hr SPEED LIMIT.
	60 ROAD PROPOSED TO HAVE 60Km/Hr SPEED LIMIT.
	80 ROAD PROPOSED TO HAVE 80Km/Hr SPEED LIMIT.
	PROPOSED URBAN TRAFFIC AREA

Waikato District  
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2017 Proposed Amendments





RANGIRIRI

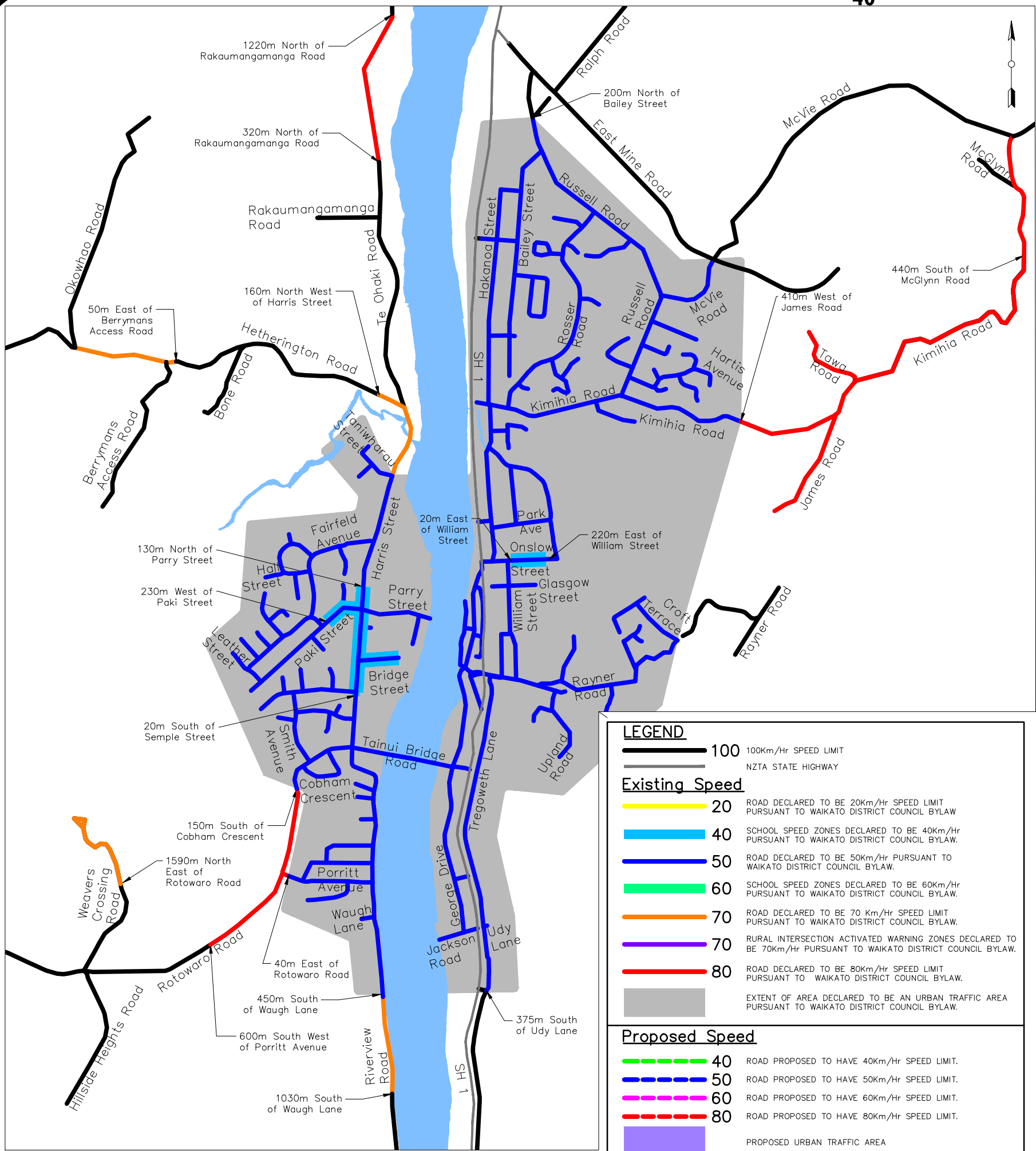


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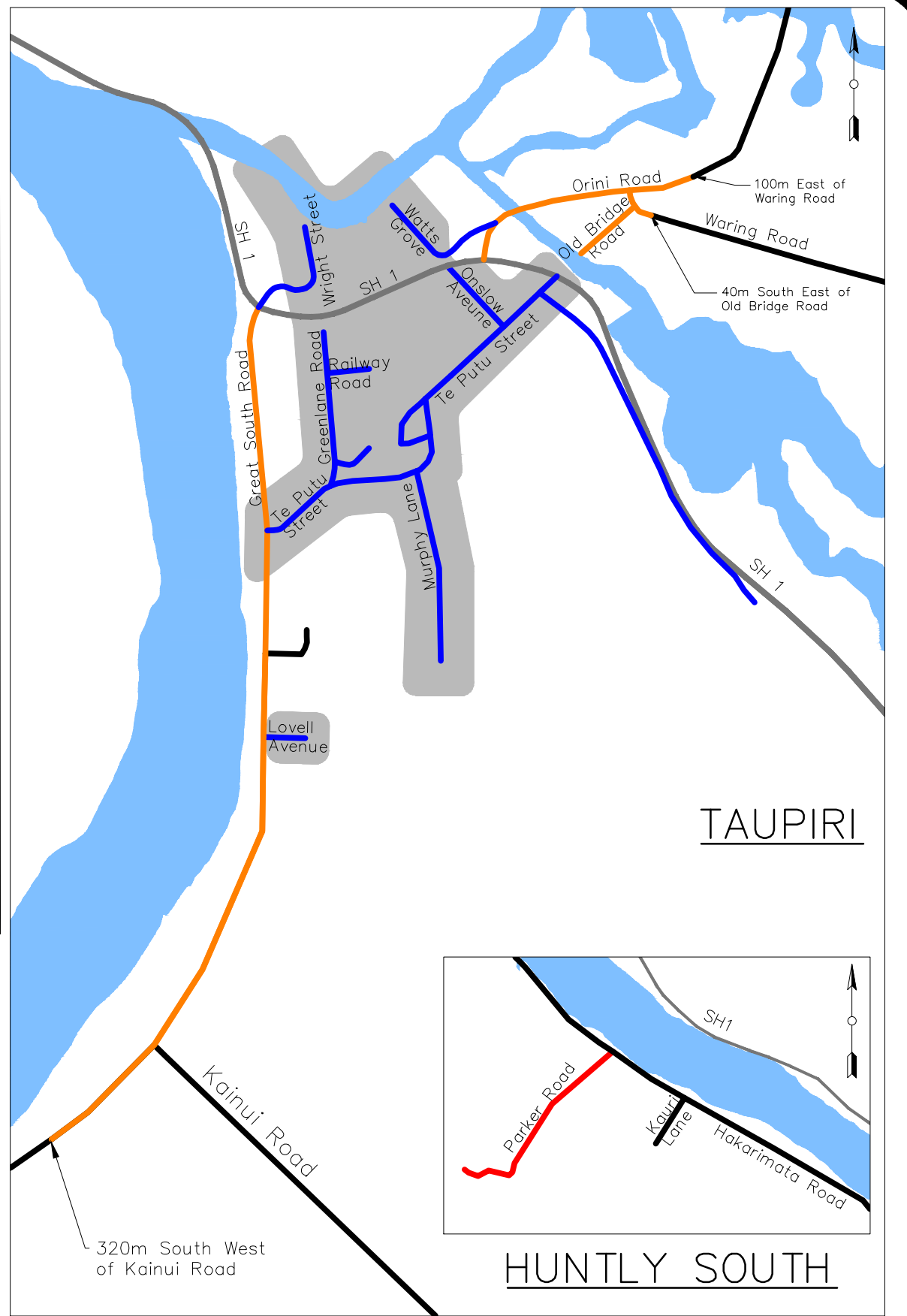
LEGEND	
	100 100km/hr SPEED LIMIT
	NZTA STATE HIGHWAY
Existing Speed	
	20 ROAD DECLARED TO BE 20km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	40 SCHOOL SPEED ZONES DECLARED TO BE 40km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	50 ROAD DECLARED TO BE 50km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	60 SCHOOL SPEED ZONES DECLARED TO BE 60km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	70 ROAD DECLARED TO BE 70 Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	70 RURAL INTERSECTION ACTIVATED WARNING ZONES DECLARED TO BE 70km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	80 ROAD DECLARED TO BE 80km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	EXTENT OF AREA DECLARED TO BE AN URBAN TRAFFIC AREA PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
Proposed Speed	
	40 ROAD PROPOSED TO HAVE 40km/Hr SPEED LIMIT.
	50 ROAD PROPOSED TO HAVE 50km/Hr SPEED LIMIT.
	60 ROAD PROPOSED TO HAVE 60km/Hr SPEED LIMIT.
	80 ROAD PROPOSED TO HAVE 80km/Hr SPEED LIMIT.
	PROPOSED URBAN TRAFFIC AREA

Waikato District  
Speed Limit Bylaw 2011  
2017 Proposed Amendments





HUNTLY

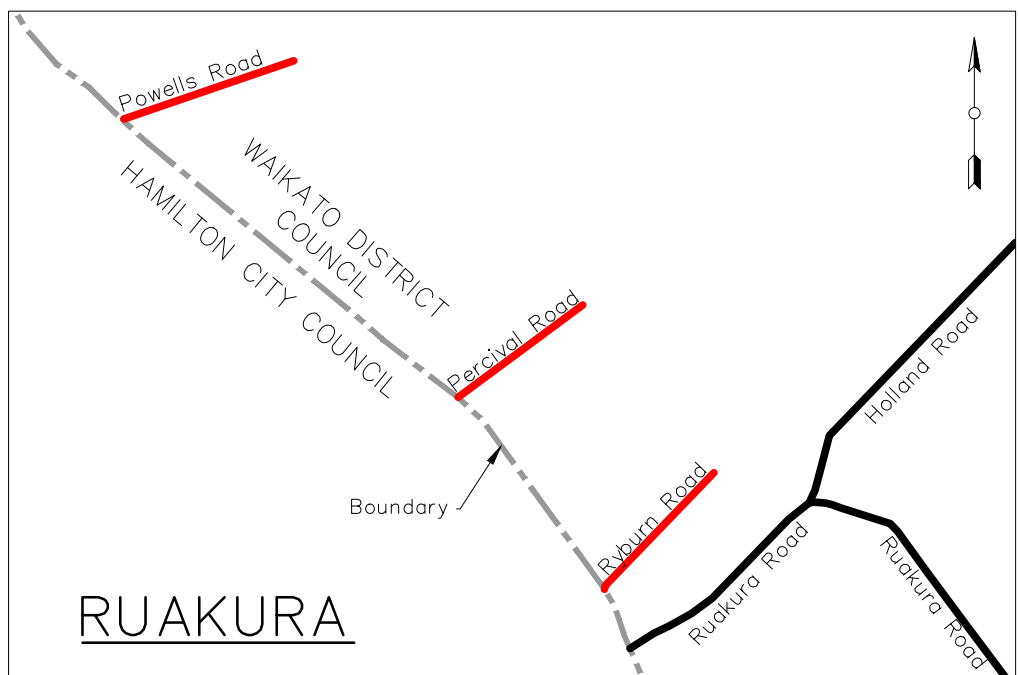
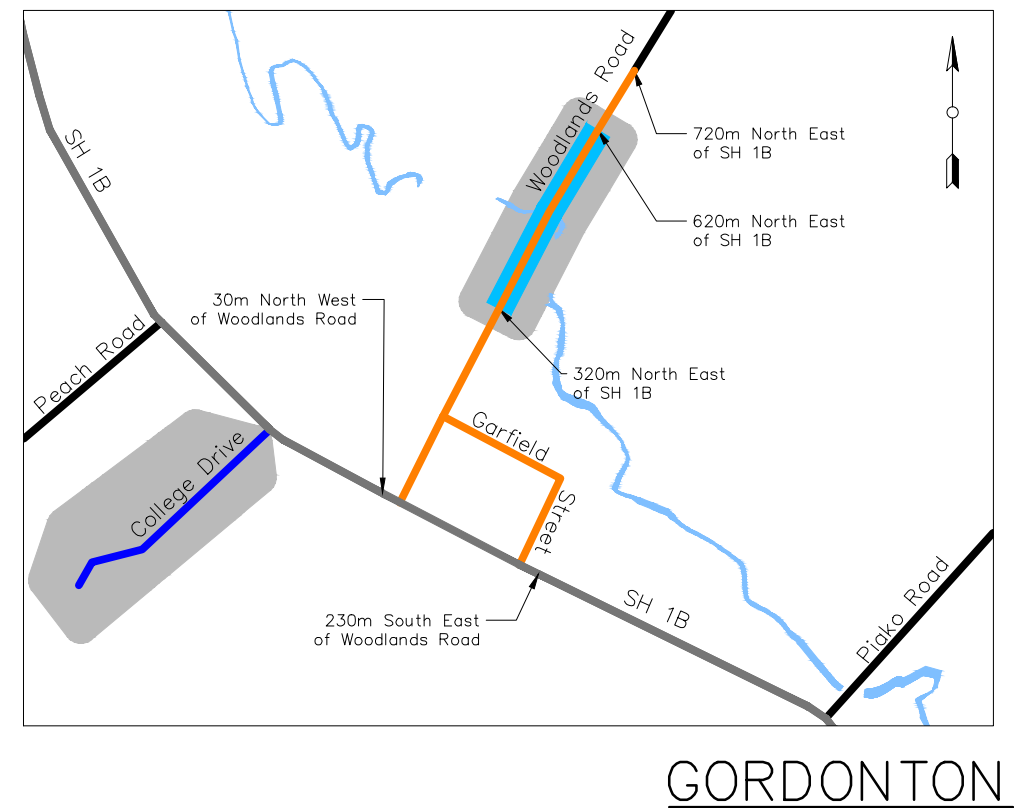
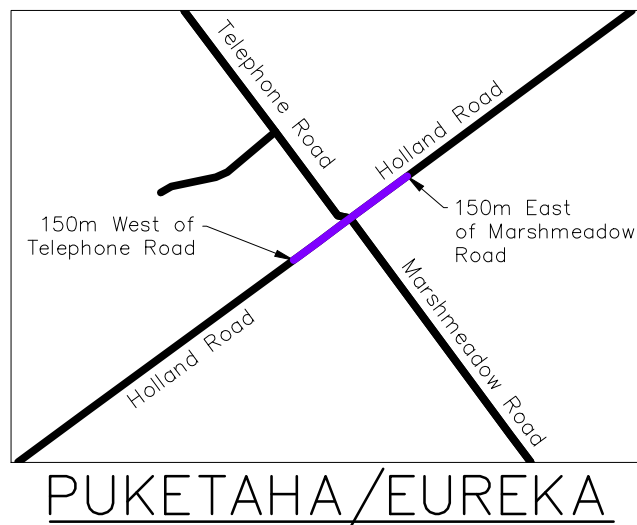
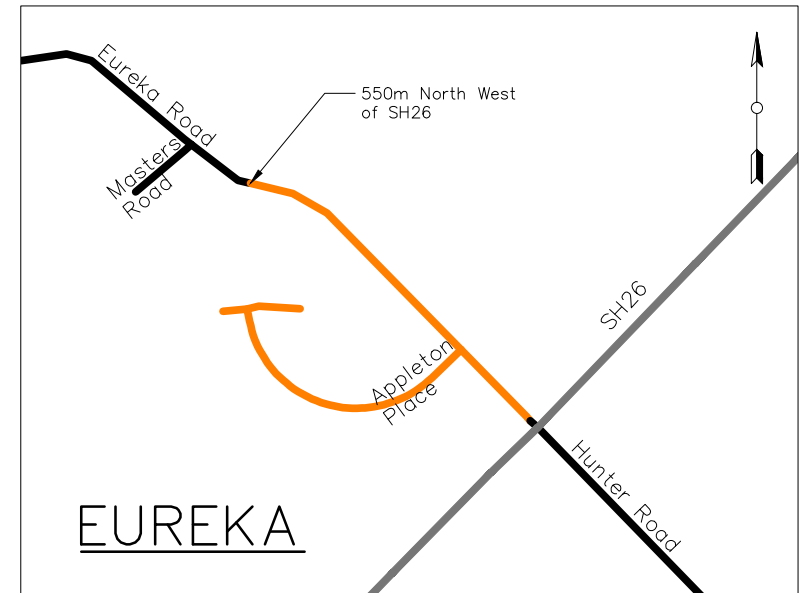
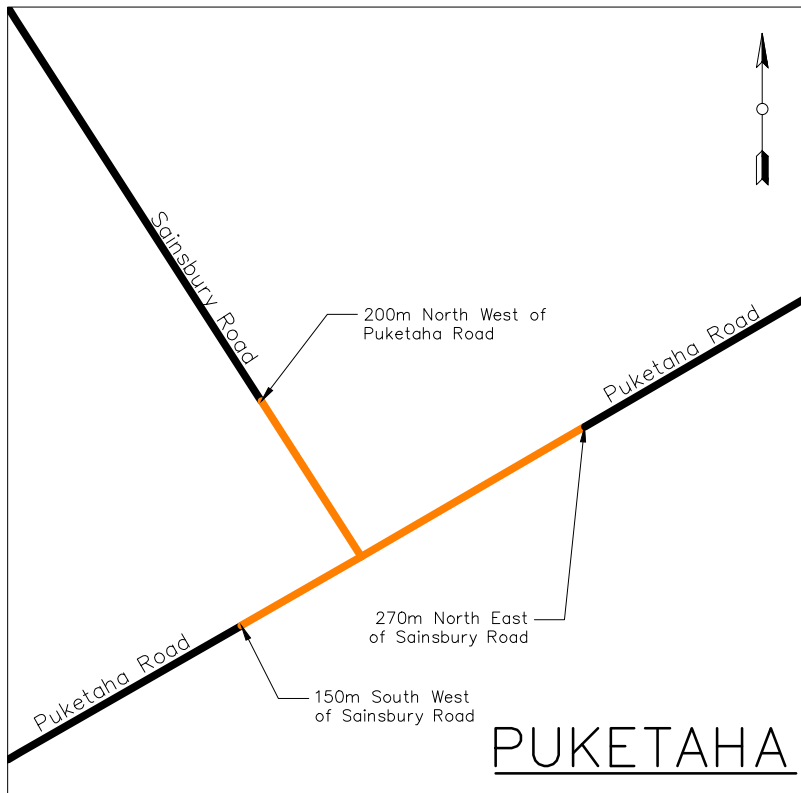


HUNTLY SOUTH

Waikato District  
Speed Limit Bylaw 2011  
2017 Proposed Amendments







**LEGEND**

**100** 100Km/Hr SPEED LIMIT  
 ——— NZTA STATE HIGHWAY

**Existing Speed**

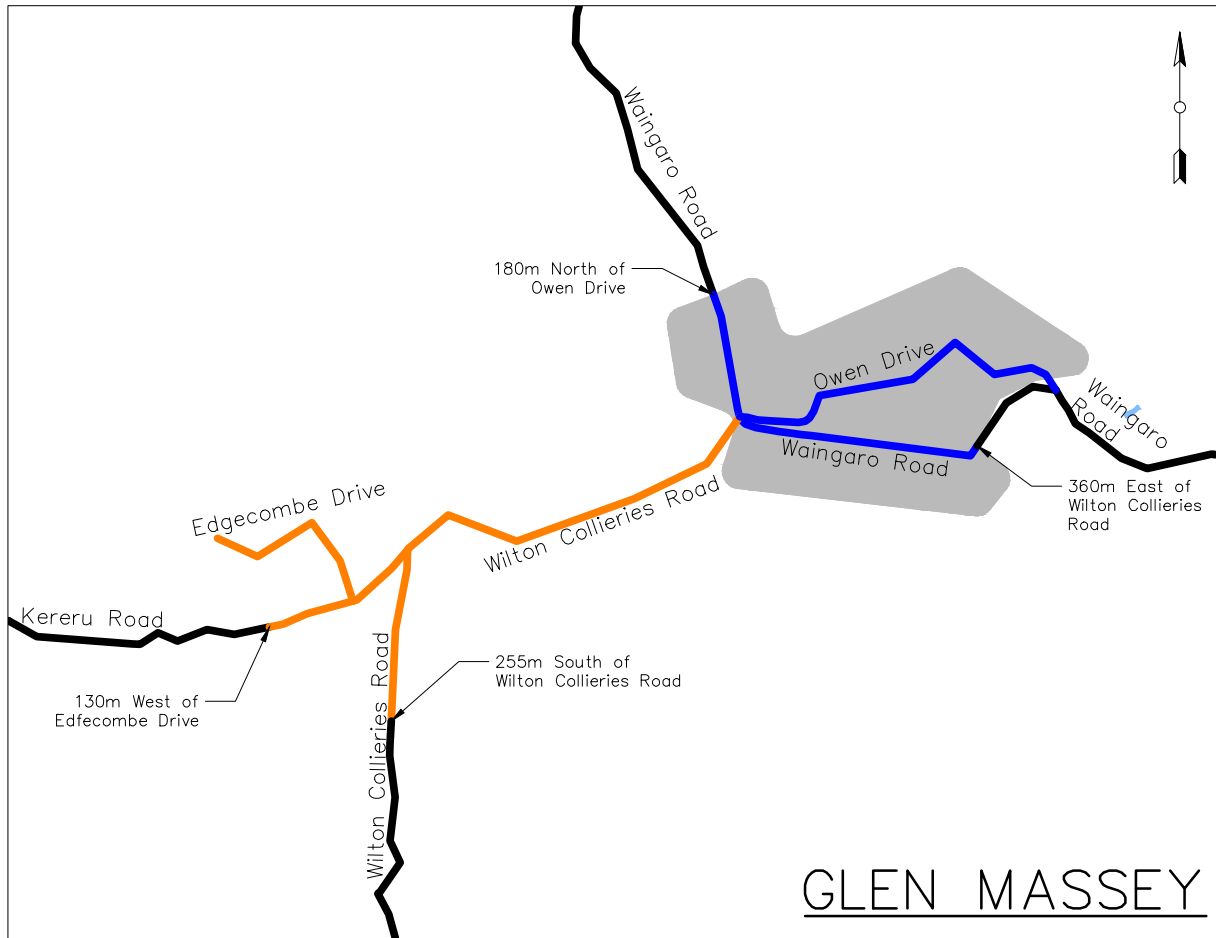
- 20 ROAD DECLARED TO BE 20Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
- 40 SCHOOL SPEED ZONES DECLARED TO BE 40Km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
- 50 ROAD DECLARED TO BE 50Km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
- 60 SCHOOL SPEED ZONES DECLARED TO BE 60Km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
- 70 ROAD DECLARED TO BE 70 Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
- 70 RURAL INTERSECTION ACTIVATED WARNING ZONES DECLARED TO BE 70Km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
- 80 ROAD DECLARED TO BE 80Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
- EXTENT OF AREA DECLARED TO BE AN URBAN TRAFFIC AREA PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.

**Proposed Speed**

- - - 40 ROAD PROPOSED TO HAVE 40Km/Hr SPEED LIMIT.
- - - 50 ROAD PROPOSED TO HAVE 50Km/Hr SPEED LIMIT.
- - - 60 ROAD PROPOSED TO HAVE 60Km/Hr SPEED LIMIT.
- - - 80 ROAD PROPOSED TO HAVE 80Km/Hr SPEED LIMIT.
- PROPOSED URBAN TRAFFIC AREA

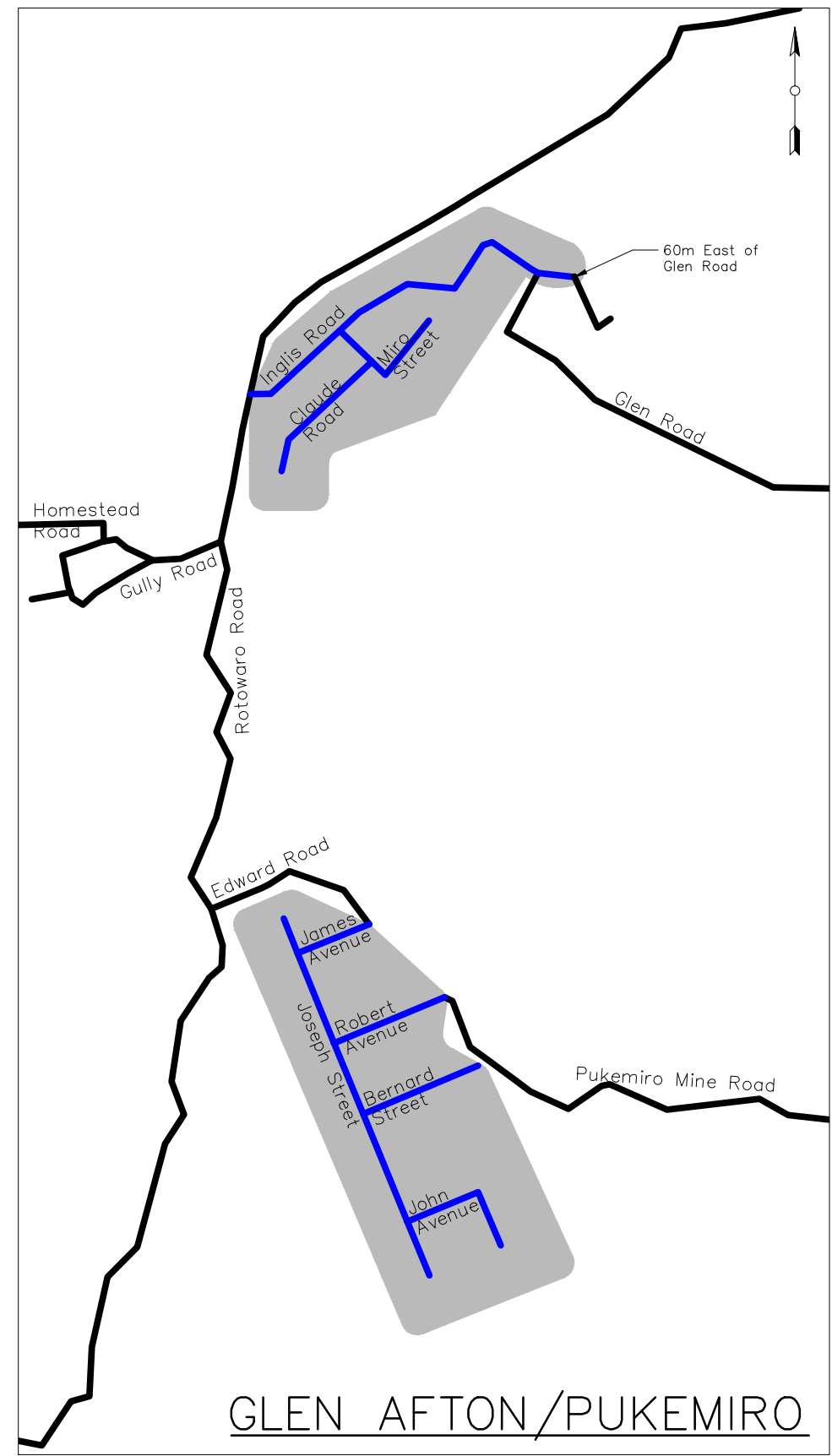
Waikato District  
 Speed Limit Bylaw 2011  
 2017 Proposed Amendments  
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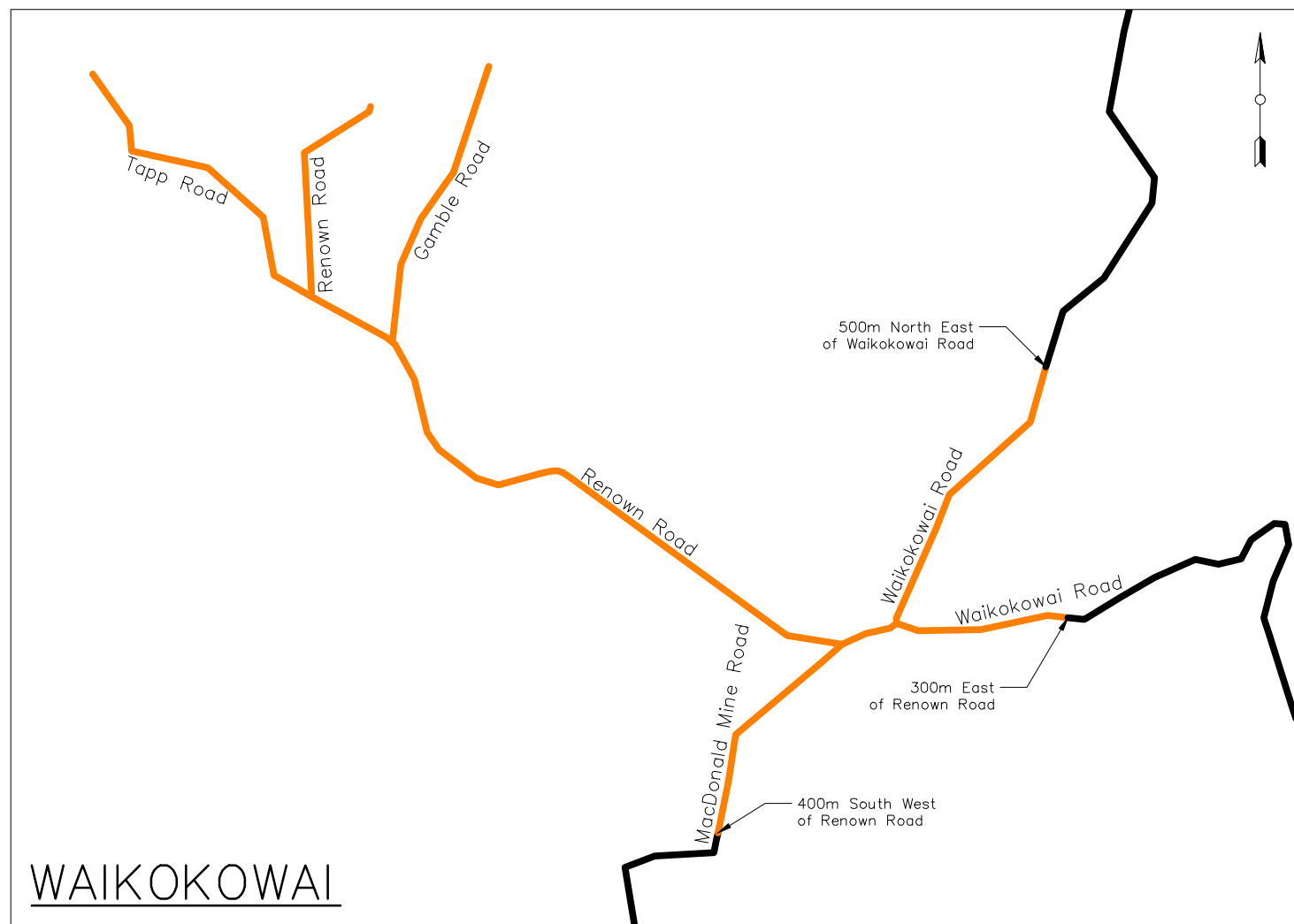


GLEN MASSEY

LEGEND	
	100 100Km/Hr SPEED LIMIT
	NZTA STATE HIGHWAY
Existing Speed	
	20 ROAD DECLARED TO BE 20Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	40 SCHOOL SPEED ZONES DECLARED TO BE 40Km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	50 ROAD DECLARED TO BE 50Km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	60 SCHOOL SPEED ZONES DECLARED TO BE 60Km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	70 ROAD DECLARED TO BE 70 Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	70 RURAL INTERSECTION ACTIVATED WARNING ZONES DECLARED TO BE 70Km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	80 ROAD DECLARED TO BE 80Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	EXTENT OF AREA DECLARED TO BE AN URBAN TRAFFIC AREA PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
Proposed Speed	
	40 ROAD PROPOSED TO HAVE 40Km/Hr SPEED LIMIT.
	50 ROAD PROPOSED TO HAVE 50Km/Hr SPEED LIMIT.
	60 ROAD PROPOSED TO HAVE 60Km/Hr SPEED LIMIT.
	80 ROAD PROPOSED TO HAVE 80Km/Hr SPEED LIMIT.
	PROPOSED URBAN TRAFFIC AREA



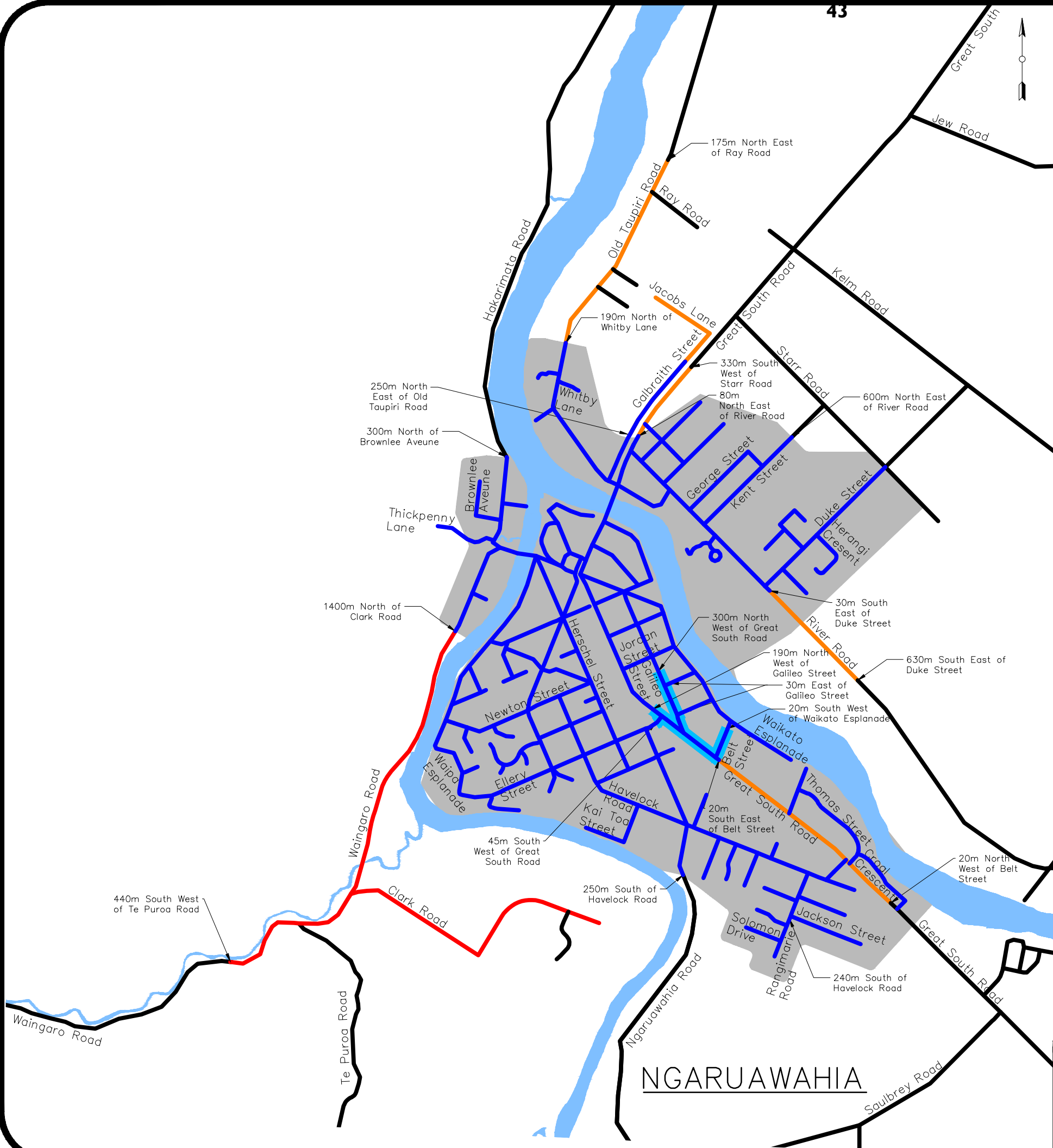
GLEN AFTON/PUKEMIRO



WAIKOKOWAI

Waikato District  
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**LEGEND**

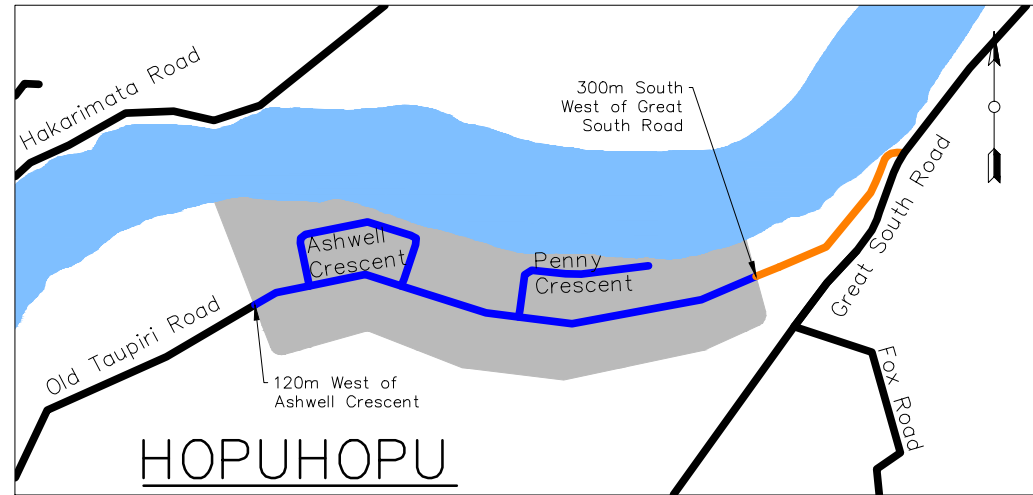
**100** 100km/Hr SPEED LIMIT  
 ———— NZTA STATE HIGHWAY

**Existing Speed**

- 20 ROAD DECLARED TO BE 20km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
- 40 SCHOOL SPEED ZONES DECLARED TO BE 40km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
- 50 ROAD DECLARED TO BE 50km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
- 60 SCHOOL SPEED ZONES DECLARED TO BE 60km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
- 70 ROAD DECLARED TO BE 70 Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
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- 80 ROAD DECLARED TO BE 80km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
- EXTENT OF AREA DECLARED TO BE AN URBAN TRAFFIC AREA PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.

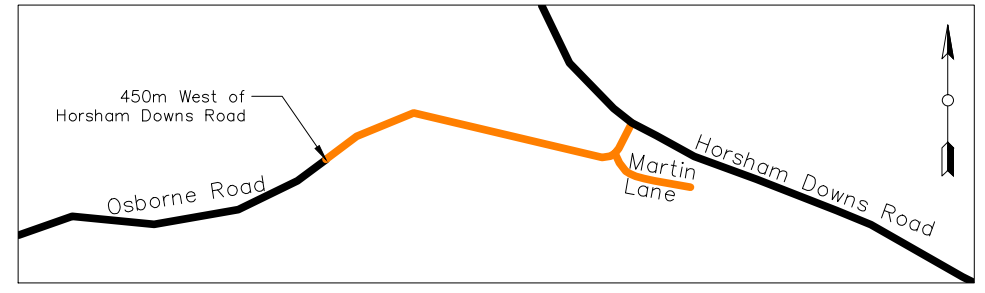
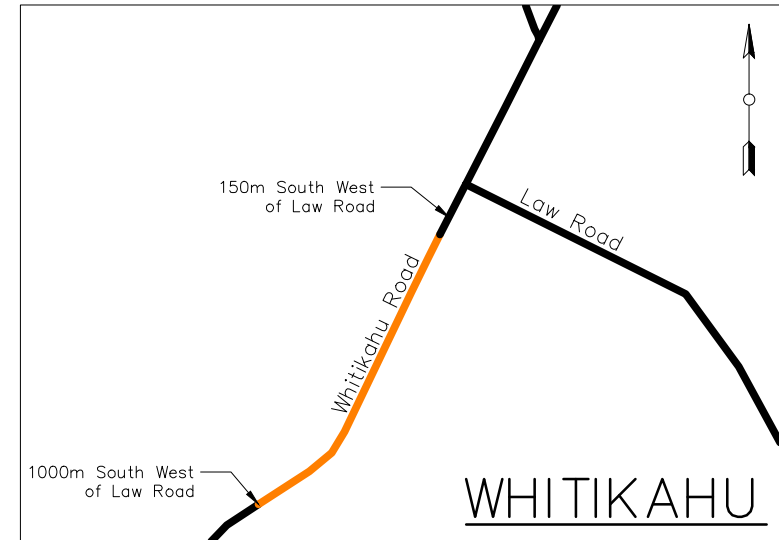
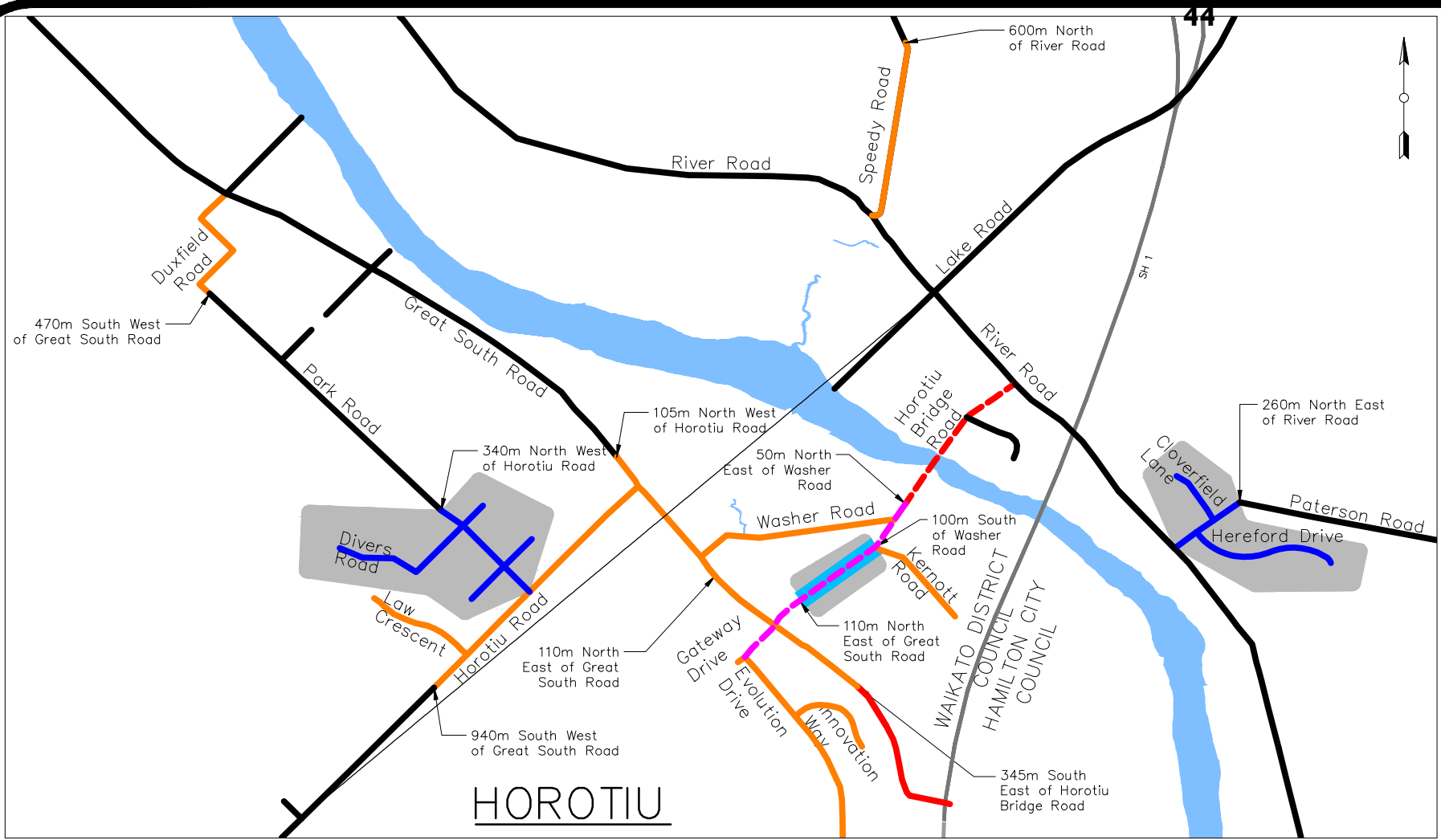
**Proposed Speed**

- - - 40 ROAD PROPOSED TO HAVE 40km/Hr SPEED LIMIT.
- - - 50 ROAD PROPOSED TO HAVE 50km/Hr SPEED LIMIT.
- - - 60 ROAD PROPOSED TO HAVE 60km/Hr SPEED LIMIT.
- - - 80 ROAD PROPOSED TO HAVE 80km/Hr SPEED LIMIT.
- PROPOSED URBAN TRAFFIC AREA



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 2017 Proposed Amendments

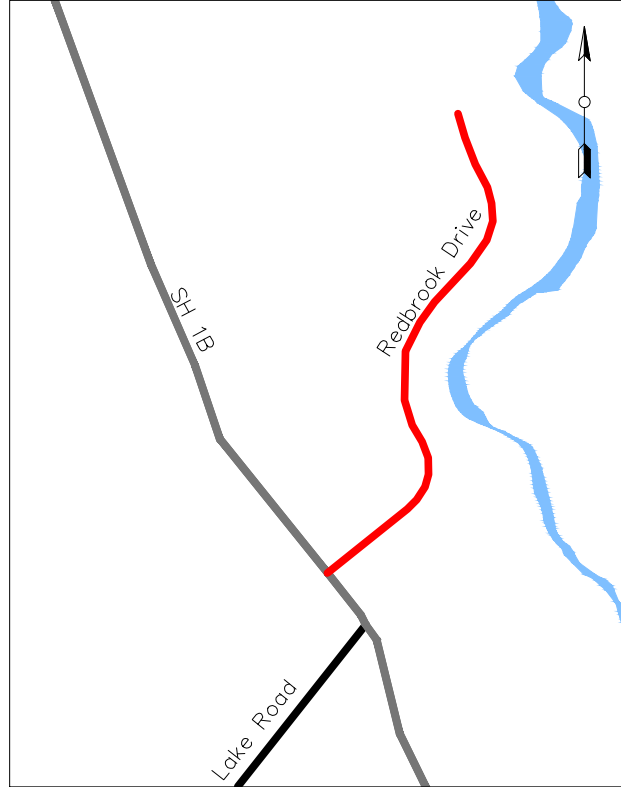
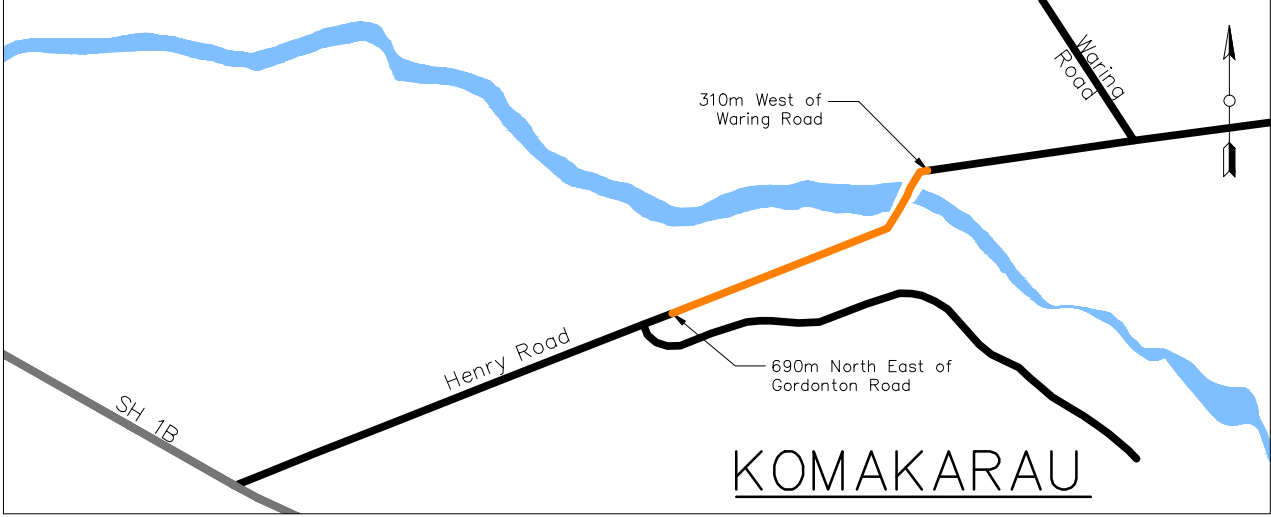




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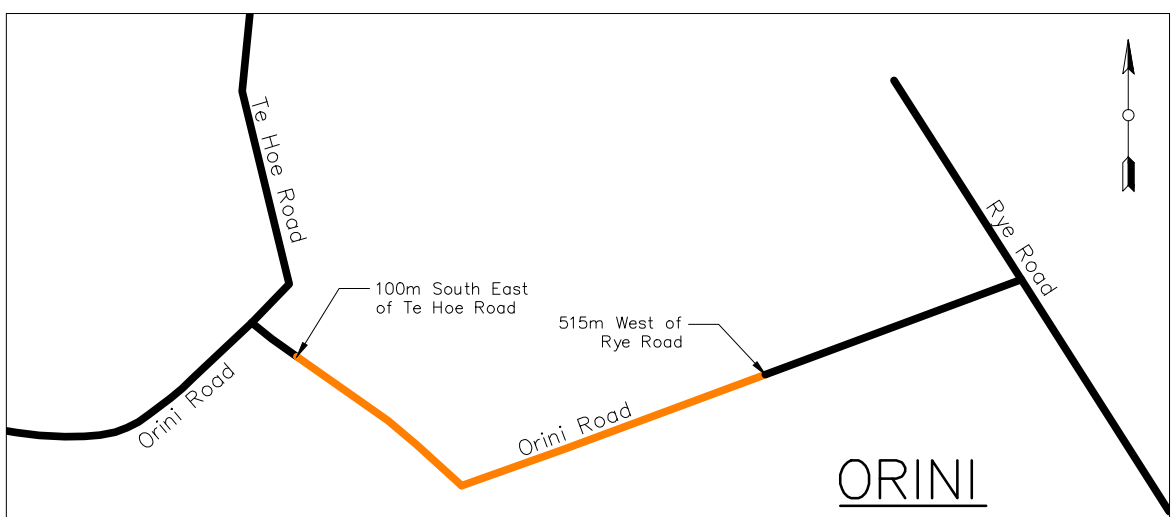
**WHITIKAHU**

**HORSHAM DOWNS**



**KOMAKARAU**

**TAUPIRI/  
GORDONTON**



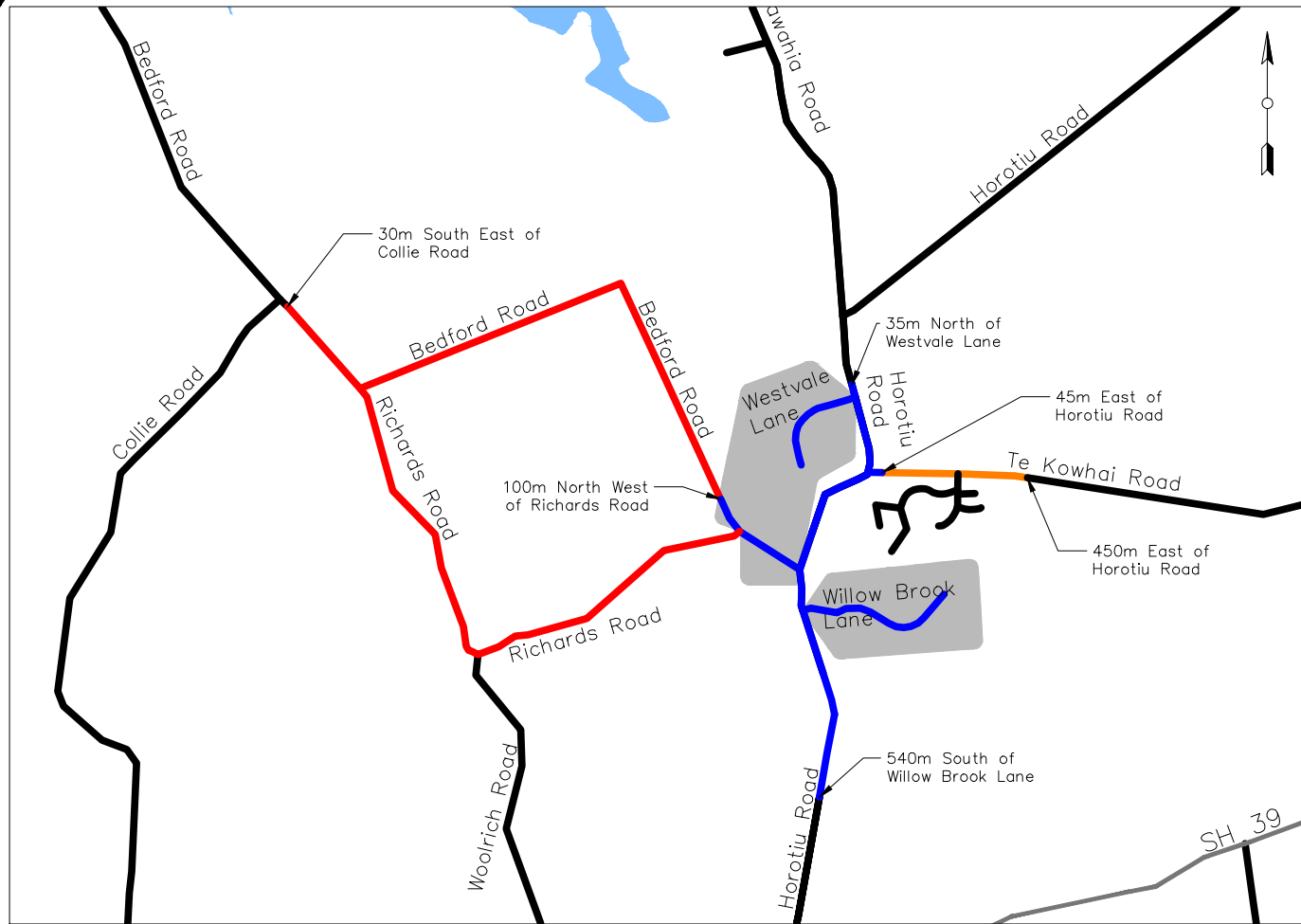
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**LEGEND**

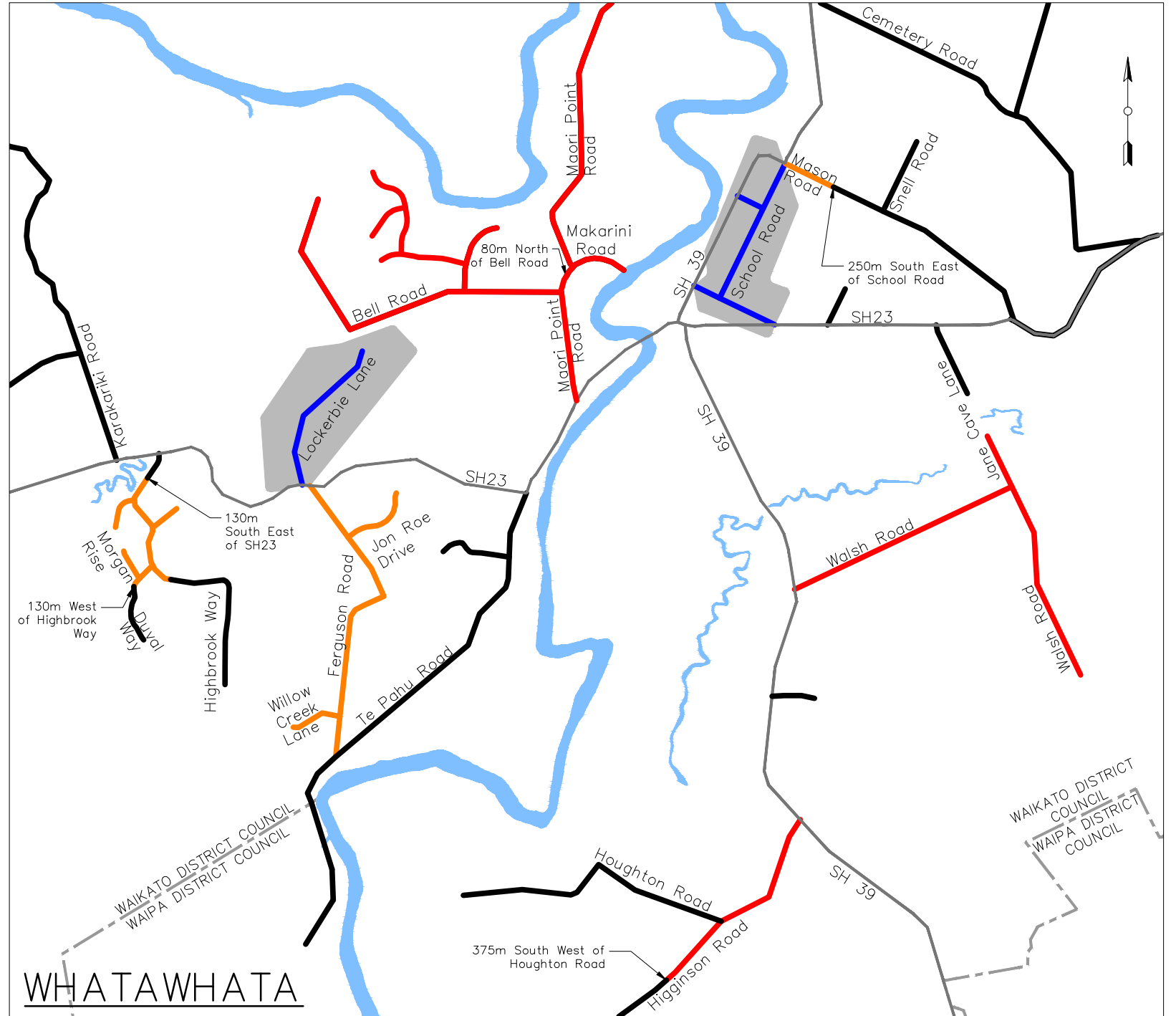
	100	100km/Hr SPEED LIMIT
		NZTA STATE HIGHWAY
<b>Existing Speed</b>		
	20	ROAD DECLARED TO BE 20km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	40	SCHOOL SPEED ZONES DECLARED TO BE 40km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	50	ROAD DECLARED TO BE 50km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	60	SCHOOL SPEED ZONES DECLARED TO BE 60km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	70	ROAD DECLARED TO BE 70 Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	70	RURAL INTERSECTION ACTIVATED WARNING ZONES DECLARED TO BE 70km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	80	ROAD DECLARED TO BE 80km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
		EXTENT OF AREA DECLARED TO BE AN URBAN TRAFFIC AREA PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
<b>Proposed Speed</b>		
	40	ROAD PROPOSED TO HAVE 40km/Hr SPEED LIMIT.
	50	ROAD PROPOSED TO HAVE 50km/Hr SPEED LIMIT.
	60	ROAD PROPOSED TO HAVE 60km/Hr SPEED LIMIT.
	80	ROAD PROPOSED TO HAVE 80km/Hr SPEED LIMIT.
		PROPOSED URBAN TRAFFIC AREA

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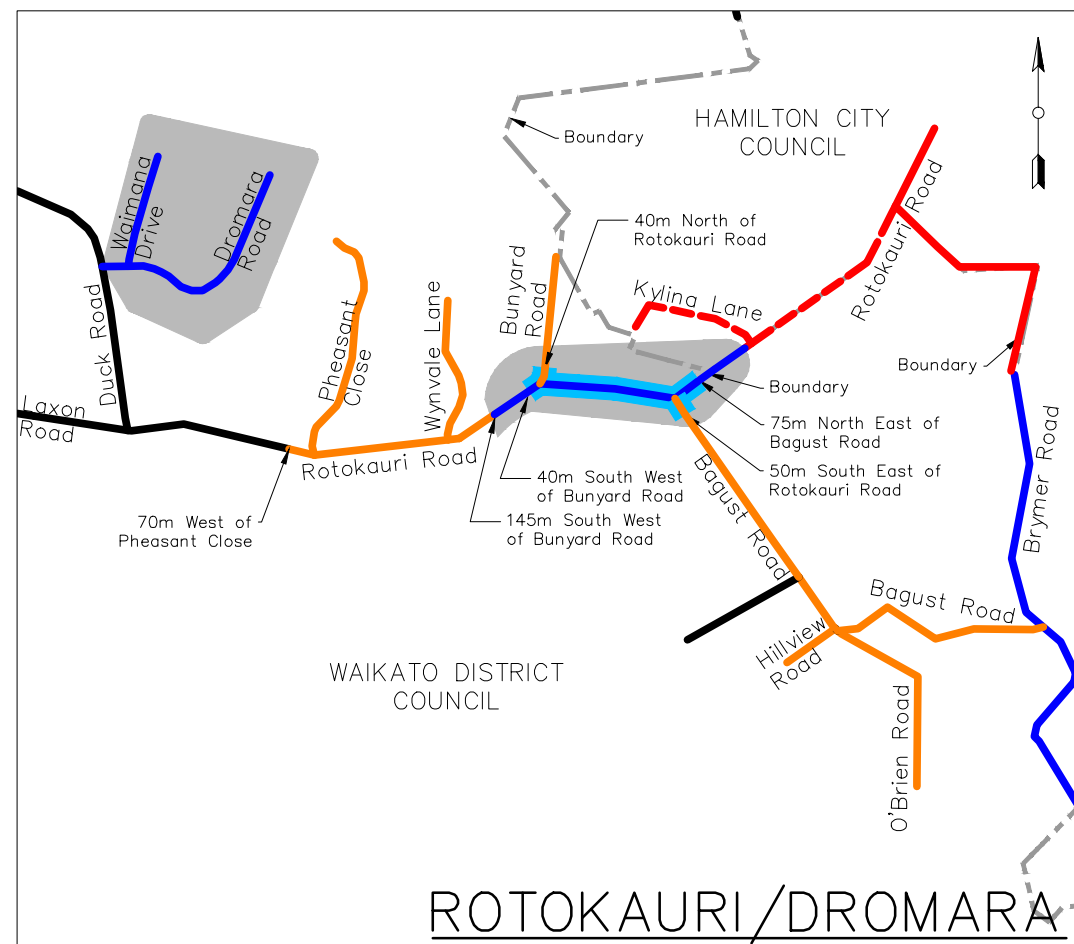




TE KOWHAI



WHATAWHATA



ROKOKAURI/DROMARA

**LEGEND**

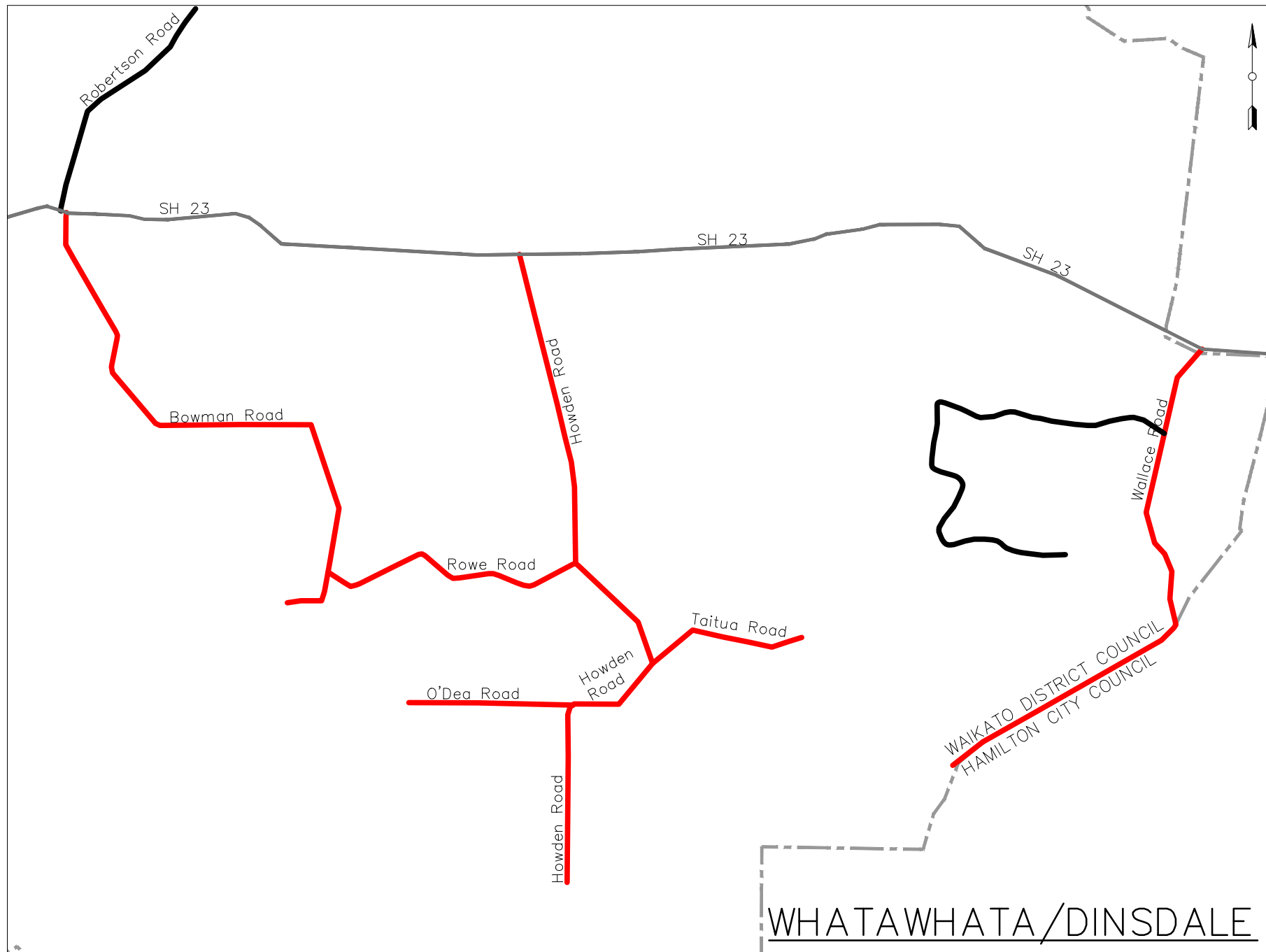
	100	100km/Hr SPEED LIMIT
		NZTA STATE HIGHWAY
<b>Existing Speed</b>		
	20	ROAD DECLARED TO BE 20km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW
	40	SCHOOL SPEED ZONES DECLARED TO BE 40km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	50	ROAD DECLARED TO BE 50km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	60	SCHOOL SPEED ZONES DECLARED TO BE 60km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	70	ROAD DECLARED TO BE 70 Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	70	RURAL INTERSECTION ACTIVATED WARNING ZONES DECLARED TO BE 70km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	80	ROAD DECLARED TO BE 80km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
		EXTENT OF AREA DECLARED TO BE AN URBAN TRAFFIC AREA PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.

**Proposed Speed**

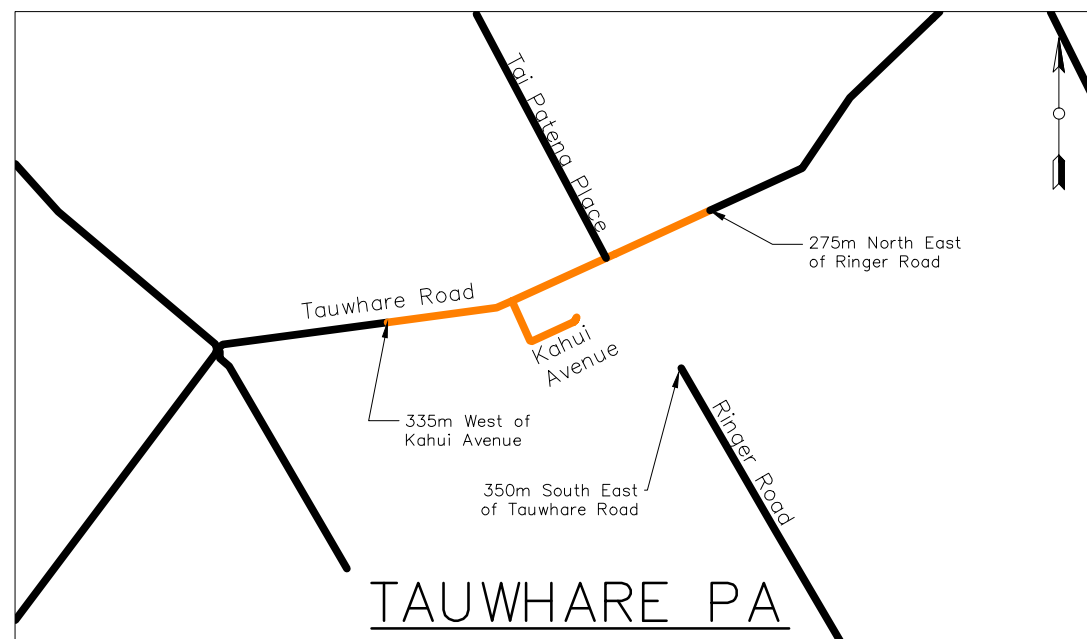
	40	ROAD PROPOSED TO HAVE 40km/Hr SPEED LIMIT.
	50	ROAD PROPOSED TO HAVE 50km/Hr SPEED LIMIT.
	60	ROAD PROPOSED TO HAVE 60km/Hr SPEED LIMIT.
	80	ROAD PROPOSED TO HAVE 80km/Hr SPEED LIMIT.
		PROPOSED URBAN TRAFFIC AREA

Waikato District  
Speed Limit Bylaw 2011  
2017 Proposed Amendments



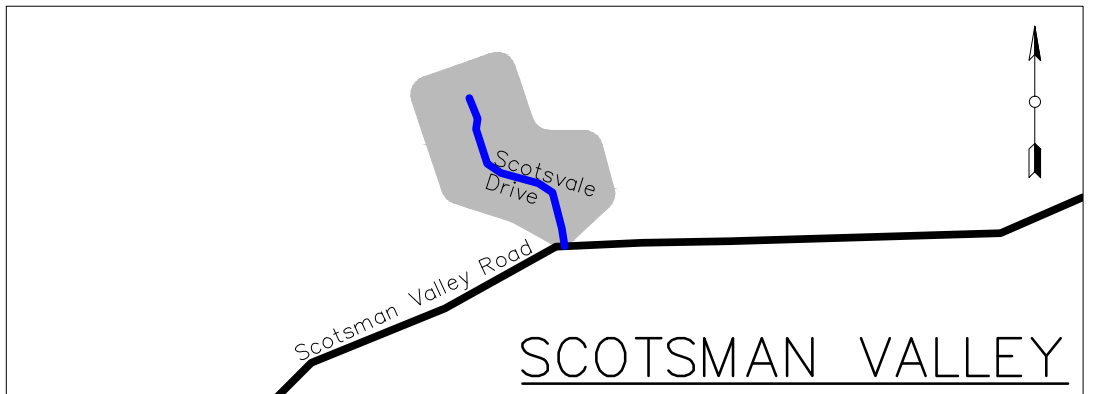
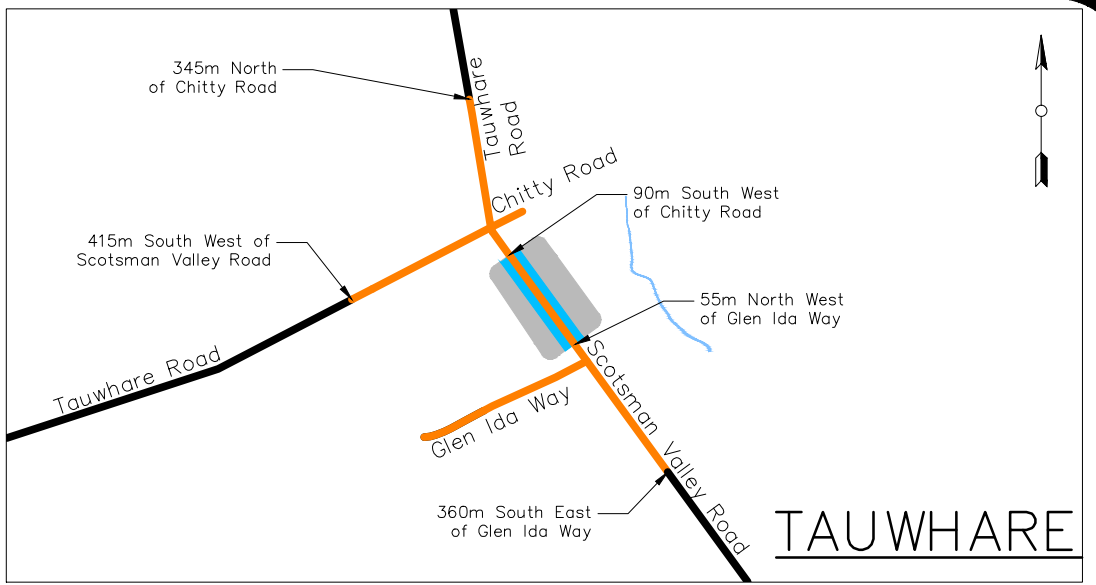
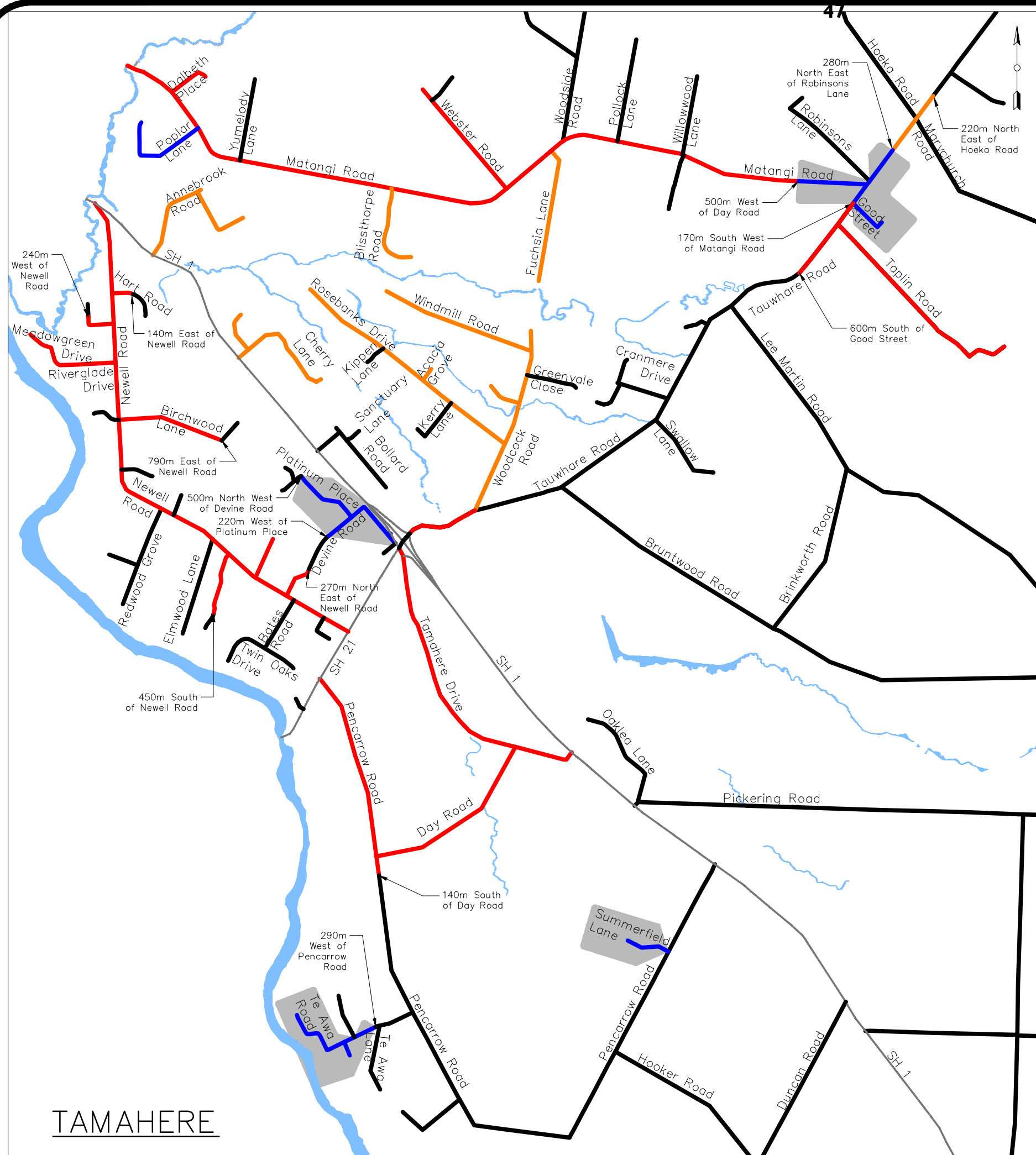


LEGEND	
	100 100km/Hr SPEED LIMIT
	NZTA STATE HIGHWAY
Existing Speed	
	20 ROAD DECLARED TO BE 20km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW
	40 SCHOOL SPEED ZONES DECLARED TO BE 40km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	50 ROAD DECLARED TO BE 50km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	60 SCHOOL SPEED ZONES DECLARED TO BE 60km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	70 ROAD DECLARED TO BE 70 Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	70 RURAL INTERSECTION ACTIVATED WARNING ZONES DECLARED TO BE 70km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	80 ROAD DECLARED TO BE 80km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	EXTENT OF AREA DECLARED TO BE AN URBAN TRAFFIC AREA PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
Proposed Speed	
	40 ROAD PROPOSED TO HAVE 40km/Hr SPEED LIMIT.
	50 ROAD PROPOSED TO HAVE 50km/Hr SPEED LIMIT.
	60 ROAD PROPOSED TO HAVE 60km/Hr SPEED LIMIT.
	80 ROAD PROPOSED TO HAVE 80km/Hr SPEED LIMIT.
	PROPOSED URBAN TRAFFIC AREA



Waikato District  
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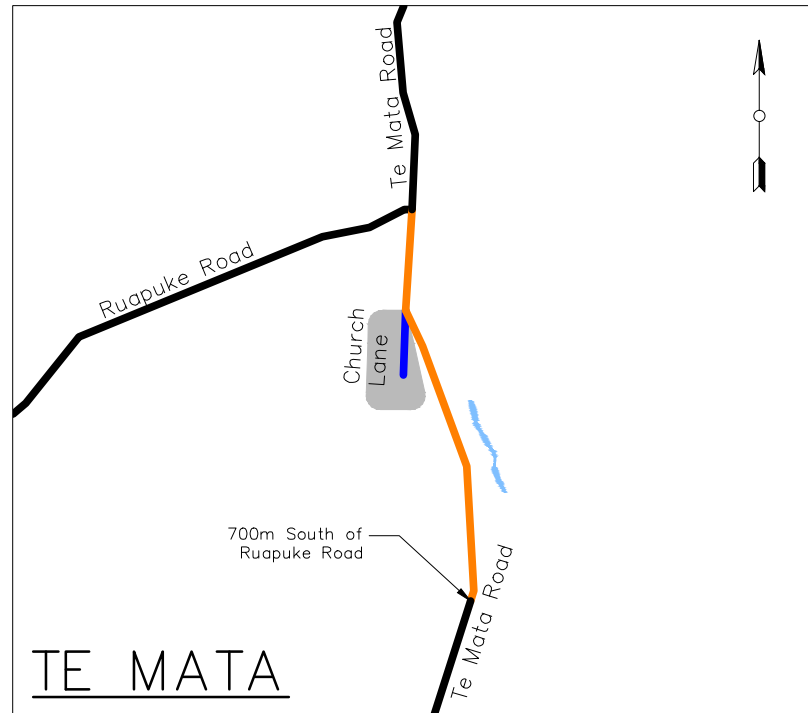
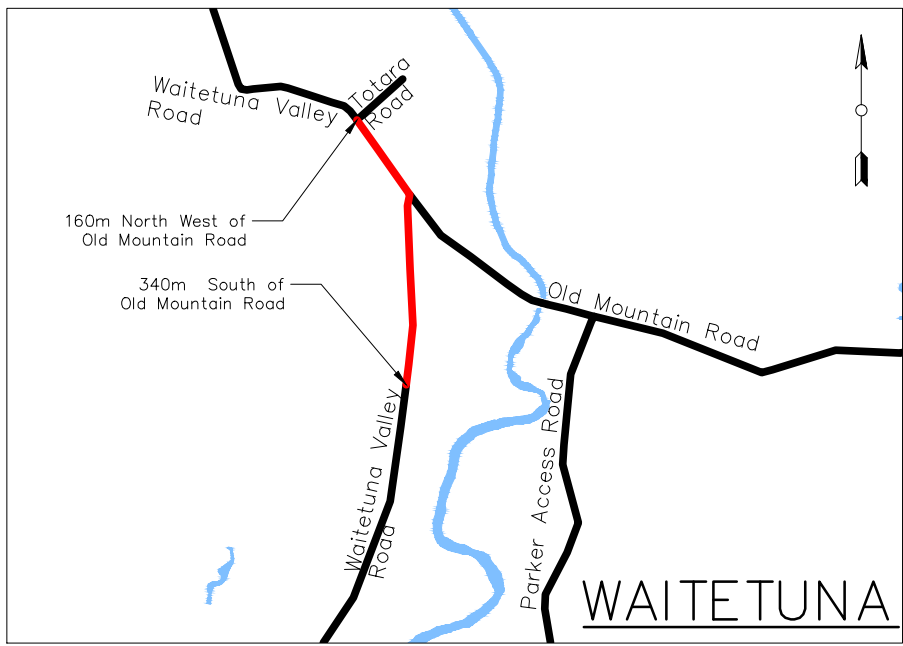
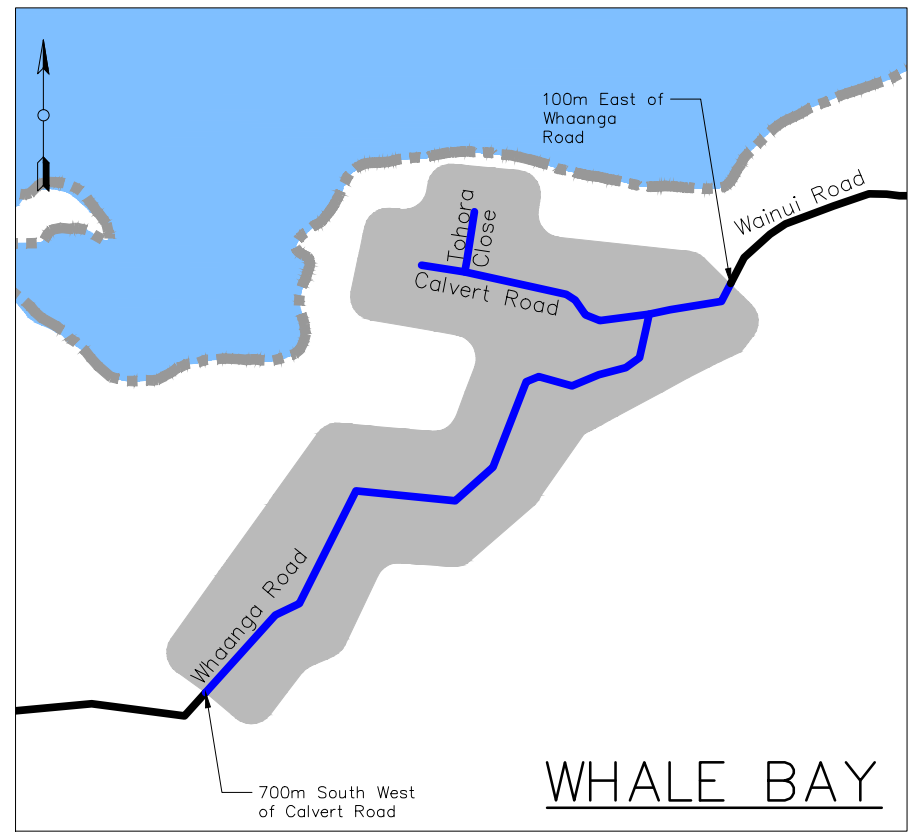
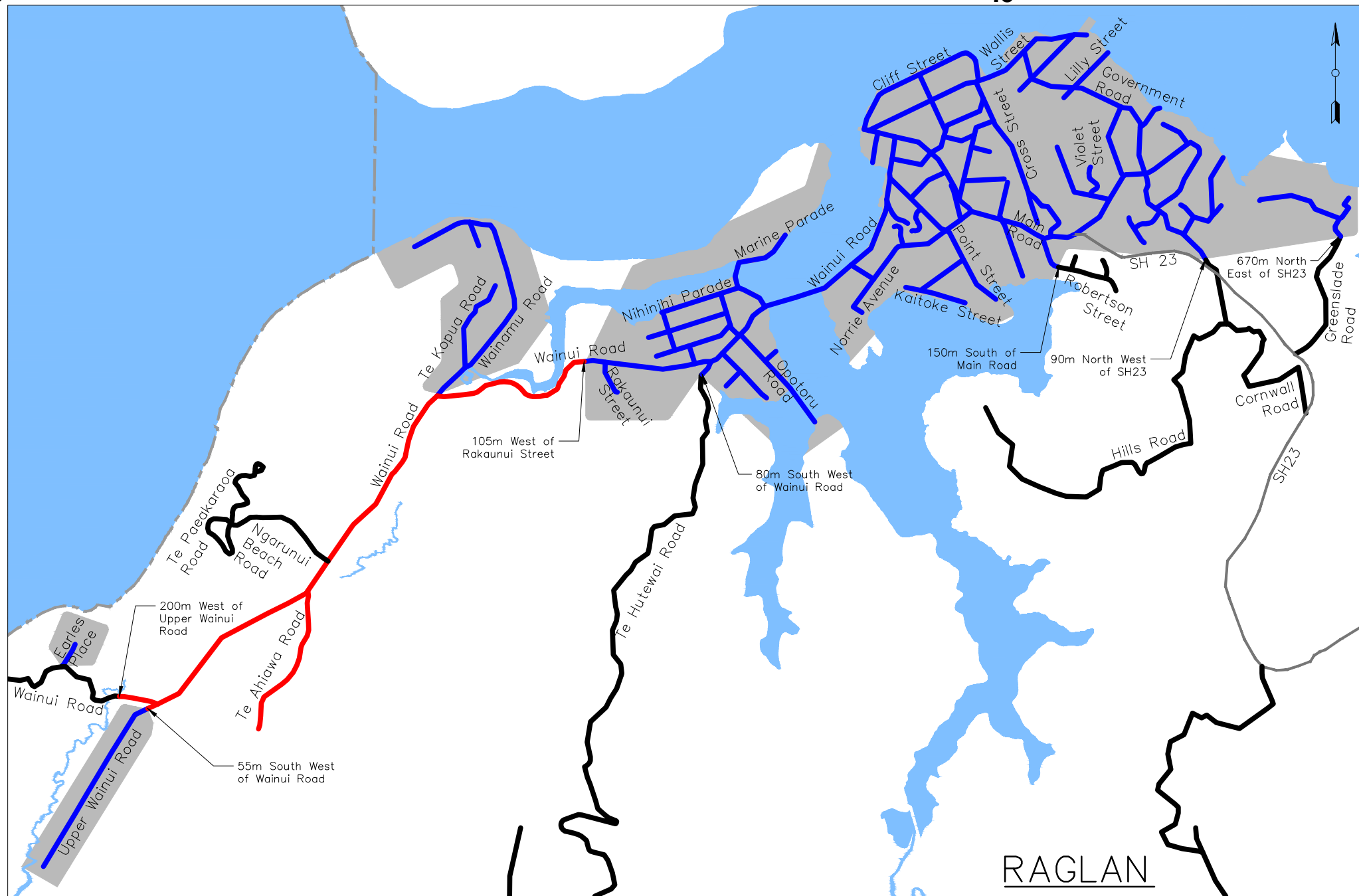
**LEGEND**

	100	100km/Hr SPEED LIMIT
		NZTA STATE HIGHWAY
<b>Existing Speed</b>		
	20	ROAD DECLARED TO BE 20km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW
	40	SCHOOL SPEED ZONES DECLARED TO BE 40km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	50	ROAD DECLARED TO BE 50km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	60	SCHOOL SPEED ZONES DECLARED TO BE 60km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	70	ROAD DECLARED TO BE 70 Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	70	RURAL INTERSECTION ACTIVATED WARNING ZONES DECLARED TO BE 70km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	80	ROAD DECLARED TO BE 80km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
		EXTENT OF AREA DECLARED TO BE AN URBAN TRAFFIC AREA PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
<b>Proposed Speed</b>		
	40	ROAD PROPOSED TO HAVE 40km/Hr SPEED LIMIT.
	50	ROAD PROPOSED TO HAVE 50km/Hr SPEED LIMIT.
	60	ROAD PROPOSED TO HAVE 60km/Hr SPEED LIMIT.
	80	ROAD PROPOSED TO HAVE 80km/Hr SPEED LIMIT.
		PROPOSED URBAN TRAFFIC AREA

TAMAHERE

Waikato District  
Speed Limit Bylaw 2011  
2017 Proposed Amendments





LEGEND	
	100 100km/Hr SPEED LIMIT
	NZTA STATE HIGHWAY
Existing Speed	
	20 ROAD DECLARED TO BE 20km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	40 SCHOOL SPEED ZONES DECLARED TO BE 40km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	50 ROAD DECLARED TO BE 50km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	60 SCHOOL SPEED ZONES DECLARED TO BE 60km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	70 ROAD DECLARED TO BE 70 Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	70 RURAL INTERSECTION ACTIVATED WARNING ZONES DECLARED TO BE 70km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	80 ROAD DECLARED TO BE 80km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	EXTENT OF AREA DECLARED TO BE AN URBAN TRAFFIC AREA PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
Proposed Speed	
	40 ROAD PROPOSED TO HAVE 40km/Hr SPEED LIMIT.
	50 ROAD PROPOSED TO HAVE 50km/Hr SPEED LIMIT.
	60 ROAD PROPOSED TO HAVE 60km/Hr SPEED LIMIT.
	80 ROAD PROPOSED TO HAVE 80km/Hr SPEED LIMIT.
	PROPOSED URBAN TRAFFIC AREA

Waikato District  
Speed Limit Bylaw 2011  
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Schedule 1	Speed Limit	Description
Sheet 1	50km/h	At Port Waikato: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Port Waikato, on Sheet 1 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 1	50km/h	At Otatau: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Otatau, on Sheet 1 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 2	50km/h	At Tuakau: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tuakau, on Sheet 2 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4	50km/h	At Onewhero: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Onewhero, on Sheet 4 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 3	50km/h	At Pokeno: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Pokeno, on Sheet 3 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 5	50km/h	At Mercer: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Mercer, on Sheet 5 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 5	50km/h	At Meremere: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Meremere, on Sheet 5 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 8	50km/h	At Te Kauwhata: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Te Kauwhata, on Sheet 8 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 9	50km/h	At Rangiriri: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Rangiriri, on Sheet 9 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 10	50km/h	At Huntly: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Huntly, on Sheet 10 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 10	50km/h	At Taupiri: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Taupiri, on Sheet 10 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 11	50km/h	At Gordonton: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Gordonton on Sheet 11 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.

Schedule 1	Speed Limit	Description
Sheet 12	50km/h	<u>At Glen Massey:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Glen Massey, on Sheet 12 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 12	50km/h	<u>At Glen Afton/Pukemiro:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Glen Afton/Pukemiro on Sheet 12 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 13	50km/h	<u>At Hopuhopu:</u> All the road within the area marked on the map entitled "Waikato District Speed Limits", at Hopuhopu, on Sheet 13 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw
Sheet 13	50km/h	<u>At Ngaruawahia:</u> All the road within the area marked on the map entitled "Waikato District Speed Limits", at Ngaruawahia, on Sheet 13 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 14	50km/h	<u>At Horotiu:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Horotiu, on Sheet 14 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 15	50km/h	<u>At Whatawhata:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Whatawhata on Sheet 15 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 15	50km/h	<u>At Rotokauri/Dromara:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Rotokauri/Dromara on Sheet 15 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 15	50km/h	<u>At Te Kowhai:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Te Kowhai on Sheet 15 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 17	50km/h	<u>At Tamahere:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tamahere, on Sheet 17 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 17	50km/h	<u>At Scotsman Valley:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Scotsman Valley, on Sheet 17 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 18	50km/h	<u>At Raglan:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Raglan, on Sheet 18 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 18	50km/h	<u>At Whale Bay:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Whale Bay, on Sheet 18 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.

Schedule 1	Speed Limit	Description
<b>Sheet 18</b>	<b>50km/h</b>	<u>At Te Mata:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Te Mata, on Sheet 18 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
<b>Legal Instruments:</b>  <b>50km/h</b>	New Zealand Gazette Notice, 24 May 2001, No. 52, page 1185; NZ Gazette Notice, 14 Feb 1985, No. 24, p 539; NZ Gazette Notice, 5 March 1964, No.11, p 320; NZ Gazette Notice, 5 April 1984, No. 56, p 1096; NZ Gazette Notice, 11 January 1968, No. 1, p 8; NZ Gazette Notice, 16 November 1975, No. 87, p 2286; NZ Gazette Notice, 12 March 1992, No. 33, p 761; Waikato District Council Speed Limits Bylaw 2005; NZ Gazette Notice, 13 June 1963, No. 34, p 803; NZ Gazette Notice, 25 October 1984, No. 195, p 4613; Franklin District Council Speed Limits Bylaw 2005.	

Schedule 2	Speed Limit	Description
Sheet 1	70km/h	<u>At Port Waikato</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Port Waikato, on Sheet 1 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 1	70km/h	<u>At Otaua:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Otaua, on Sheet 1 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 1	70km/h	<u>At Pukeoware:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Pukeoware, on Sheet 1 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 2	70km/h	<u>At Tuakau:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tuakau, on Sheet 2 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4	70km/h	<u>At Onewhero:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Onewhero, on Sheet 4 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 3	70km/h	<u>At Pokeno:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Pokeno, on Sheet 3 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 6	70km/h	<u>At Mangatawhiri:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Mangatawhiri, on Sheet 6 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw
Sheet 5	70km/h	<u>At Pukekawa:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Pukekawa, on Sheet 5 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 6	70km/h	<u>At Maramarua:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Maramarua, on Sheet 6 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw
Sheet 6	70km/h	<u>At Waerenga:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Waerenga, on Sheet 6 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 8	70km/h	<u>At Te Kauwhata:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Te Kauwhata, on Sheet 8 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 9	70km/h	<u>At Ohinewai:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Ohinewai, on Sheet 9 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw
Sheet 10	70km/h	<u>At Huntly:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Huntly on Sheet 10 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.

Schedule 2	Speed Limit	Description
Sheet 10	70km/h	<u>At Taupiri:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Taupiri, on Sheet 10 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 11	70km/h	<u>At Eureka:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Eureka, on Sheet 11 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 11	70km/h	<u>At Gordonton:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Gordonton, on Sheet 11 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 11	70km/h	<u>At Puketaha:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Puketaha, on Sheet 11 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 12	70km/h	<u>At Glen Massey:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Glen Massey, on Sheet 12 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 12	70km/h	<u>At Waikokowai:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Waikokowai, on Sheet 12 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 13	70km/h	<u>At Hopuhopu:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Hopuhopu, on Sheet 13 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 13	70km/h	<u>At Ngaruawahia:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Ngaruawahia, on Sheet 13 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 14	70km/h	<u>At Horotiu:</u> All the roads marked on the map entitled "Waikato District Speed Limits", at Horotiu, on Sheet 14 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 14	70km/h	<u>At Horsham Downs:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Horsham Downs, on Sheet 14 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 14	70km/h	<u>At Komakarau:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Komakarau, on Sheet 14 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 14	70km/h	<u>At Orini:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Orini, on Sheet 14 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 14	70km/h	<u>At Whitikahu:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Whitikahu on Sheet 14 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.

Schedule 2	Speed Limit	Description
Sheet 15	70km/h	<u>At Whatawhata:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Whatawhata, on Sheet 15 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 15	70km/h	<u>At Rotokauri/Dromara:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Rotokauri/Dromara, on Sheet 15 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 15	70km/h	<u>At Te Kowhai:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Te Kowhai, on Sheet 15 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 16	70km/h	<u>At Tauwhare Pa:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tauwhare Pa, on Sheet 16 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 17	70km/h	<u>At Tamahere:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tamahere, on Sheet 17 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 17	70km/h	<u>At Tauwhare:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tauwhare, on Sheet 17 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 18	70km/h	<u>At Te Mata:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Te Mata, on Sheet 18 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
<b>Legal Instruments:</b>  <b>70km/h</b>	New Zealand Gazette Notice, 24 May 2001, No. 52, page 1185; NZ Gazette Notice, 5 April 1984, No. 56, p 1096; NZ Gazette Notice, 4 December 1980, No. 141, p 3816; NZ Gazette Notice 13 November 2003, No. 154, p 4314; NZ Gazette Notice, 12 March 1992, No. 33, p 761; Waikato District Council Speed Limits Bylaw 2005, NZ Gazette Notice, 25 October 1984, No. 195, p 4613; Franklin District Council Speed Limits Bylaws 2005.	

Schedule 3	Speed Limit	Description
Sheet 1	80km/h	<u>At Tuakau Bridge - Port Waikato</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tuakau Bridge - Port Waikato, on Sheet 1 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 2	80km/h	<u>At Tuakau:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tuakau, on Sheet 2 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 2	80km/h	<u>At Pukekohe:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Pukekohe, on Sheet 2 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 3	80km/h	<u>At Pokeno:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Pokeno, on Sheet 3 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4	80km/h	<u>At Onewhero:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Onewhero, on Sheet 4 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 6	80km/h	<u>At Mangatawhiri:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Mangatawhiri, on Sheet 6 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw
Sheet 5	80km/h	<u>At Mangatangi:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Mangatangi, on Sheet 5 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 10	80km/h	<u>At Huntly:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Huntly, on Sheet 10 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 7	80km/h	<u>At Chapman Road/Pukekawa:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Chapman Road/Pukekawa, on Sheet 7 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 8	80km/h	<u>At Te Kauwhata:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Te Kauwhata, on Sheet 8 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 9	80km/h	<u>At Rangiriri:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Rangiriri, on Sheet 9 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 10	80km/h	<u>At Huntly South:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Huntly South, on Sheet 10 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 11	80km/h	<u>At Puketaha/Greenhill:</u> All the roads marked on the map entitled "Waikato District Speed Limits", at Puketaha/Greenhill, on Sheet 11 and identified in the legend as having a speed limit of 80km/h, as referenced in the appropriate schedule of this bylaw.

<b>Sheet 11</b>	<b>80km/h</b>	<u>At Ruakura:</u> All roads within the area marked on the map entitled "Waikato District Speed Limits", at Ruakura, on Sheet 11 and identified in the legend as having a speed limit of 80km/h, as referenced in the appropriate schedule of this bylaw.
<b>Sheet 13</b>	<b>80km/h</b>	<u>At Ngaruawahia:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Ngaruawahia, on Sheet 13 and identified in the legend as having a speed limit of 80km/h, as referenced in the appropriate schedule of this bylaw.
<b>Sheet 14</b>	<b>80km/h</b>	<u>At Horotiu:</u> All roads within the area marked on the map entitled "Waikato District Speed Limits", at Horotiu, on Sheet 14 and identified in the legend as having a speed limit of 80km/h, as referenced in the appropriate schedule of this bylaw.
<b>Sheet 14</b>	<b>80km/h</b>	<u>At Taupiri/Gordonton:</u> All roads within the area marked on the map entitled "Waikato District Speed Limits", at Taupiri/Gordonton, on Sheet 14 and identified in the legend as having a speed limit of 80km/h, as referenced in the appropriate schedule of this bylaw.
<b>Sheet 15</b>	<b>80km/h</b>	<u>At Whatawhata:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Whatawhata, on Sheet 15 and identified in the legend as having a speed limit of 80km/h, as referenced in the appropriate schedule of this bylaw
<b>Sheet 15</b>	<b>80km/h</b>	<u>At Te Kowhai:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Te Kowhai, on Sheet 15 and identified in the legend as having a speed limit of 80km/h, as referenced in the appropriate schedule of this bylaw
<b>Sheet 15</b>	<b>80km/h</b>	<u>At Rotokauri/Dromara:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Rotokauri/Dromara, on Sheet 15 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
<b>Sheet 16</b>	<b>80km/h</b>	<u>At Whatawhata/Dinsdale:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Whatawhata/Dinsdale, on Sheet 16 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
<b>Sheet 16</b>	<b>80km/h</b>	<u>At Newstead:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Newstead, on Sheet 16 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
<b>Sheet 16</b>	<b>80km/h</b>	<u>At Tauwhare Pa:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tauwhare Pa, on Sheet 16 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
<b>Sheet 17</b>	<b>80km/h</b>	<u>At Tamahere:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tamahere, on Sheet 17 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw. <b>Note:</b> Waikato District Council has delegated authority from Hamilton City Council to set an 80km/h speed limit in respect of that length of Matangi Road, which is situated within the Hamilton City boundary.
<b>Sheet 18</b>	<b>80km/h</b>	<u>At Waitetuna:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Waitetuna, on Sheet 18 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
<b>Sheet 18</b>	<b>80km/h</b>	<u>At Raglan:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Raglan, on Sheet 18 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.



	<b>80 km/h</b>	<p><u>At Hautapu - Hautapu Road:</u>  <b>Note:</b> Waipa District Council has delegated authority from Waikato District Council to set an 80 Km/h speed limit in respect of 450m of Hautapu Road, which is situated within the Waikato District Council boundary.</p>
<p><b>Legal Instruments:</b>   <b>80km/h</b></p>	<p>New Zealand Gazette Notice, 8 January 2004, No. 1, page 46; Waikato District Council Speed Limits Bylaw 2005; NZ Gazette Notice, 12 March 1998, p 919; NZ Gazette Notice, 19 November 1998, No. 6, p 4408; Franklin District Council Speed Limits Bylaw 2005.</p>	

Schedule 4	Speed Limit	Description
	<b>40kph Variable Speed School Zones</b>	<p><u>Variable Speed School Zones:</u></p> <p>School zones marked on the map and identified in the legend as having a variable speed limit of 40kph, subject to the following conditions:</p> <ol style="list-style-type: none"> <li>1. The speed limit is 40kph when the variable speed limit signs are operating and the numerals “40” are displayed.</li> <li>2. The times during which the variable speed limit signs are permitted to operate are limited to: <ol style="list-style-type: none"> <li>(a) 35 minutes before the start of school until the start of school.</li> <li>(b) 20 minutes after the end of school commencing no earlier than 5 minutes before the end of school.</li> <li>(c) 10 minutes at any other time during a school day when at least 50 children cross the road or enter or leave a vehicle at the roadside.</li> </ol> </li> <li>3. The speed limit is the posted speed limit at all times when the variable speed limit signs are not operating.</li> </ol>
<b>Sheet 1</b>	<b>40kph Variable</b>	<u>Pukeoware School – Baldhill Road:</u> From a point of 60 metres north east of Waiuku Road for a distance of 230 metres in a north easterly direction.
<b>Sheet 3</b>	<b>40kph Variable</b>	<u>Pokeno School – Pokeno Road:</u> From a point of 80 metres west of Helenslee Road for a distance of 380 metres in a westerly direction.
<b>Sheet 3</b>	<b>40kph Variable</b>	<u>Pokeno School – Helenslee Road:</u> From the intersection of Pokeno Road for a distance of 95 metres in a north westerly direction.
<b>Sheet 8</b>	<b>40kph Variable</b>	<u>Te Kauwhata College – Merlot Place:</u> From the intersection of Waerenga Road for a distance of 25 metres in a southerly direction.
<b>Sheet 8</b>	<b>40kph Variable</b>	<u>Te Kauwhata College – Rimu Street:</u> From the intersection of Waerenga Road for a distance of 30 metres in a southerly direction.
<b>Sheet 8</b>	<b>40kph Variable</b>	<u>Te Kauwhata College – Waerenga Road:</u> From a point 35 metres east of Rata Street to a point 45 metres west of Roto Street.
<b>Sheet 10</b>	<b>40kph Variable</b>	<u>Huntly College – Harris Street:</u> From a point of 40 metres south of Semple Street to a point 125 metres north of Paki Street .
<b>Sheet 10</b>	<b>40kph Variable</b>	<u>Huntly College – Bridge Street:</u> From the intersection of Harris Street to the eastern end of Bridge Street.
<b>Sheet 10</b>	<b>40kph Variable</b>	<u>Huntly College – Semple Street:</u> From the intersection of Harris Street for a distance of 60 metres in a westerly direction.
<b>Sheet 10</b>	<b>40kph Variable</b>	<u>Huntly College – Parry Street:</u> From the intersection of Harris Street for a distance of 40 metres in an easterly direction.
<b>Sheet 10</b>	<b>40kph Variable</b>	<u>Huntly Primary School – Onslow Street:</u> From a point of 20 metres east of William Street for a distance of 200 metres in an easterly direction
<b>Sheet 10</b>	<b>40kph Variable</b>	<u>Huntly West School – Paki Street:</u> From the intersection of Harris Street to a point 30 metres north east of Baker Street.
<b>Sheet 11</b>	<b>40kph Variable</b>	<u>Gordonton School –Woodlands Road:</u> From a point of 320 metres north east of State Highway 1B (Gordonton Road) for a distance of 300 metres in a north easterly direction.

<b>Sheet 13</b>	<b>40kph Variable</b>	<u>Ngaruawahia Primary School – Galileo Street:</u> From the intersection of Great South Road for a distance of 300 metres in a north easterly direction.
<b>Sheet 13</b>	<b>40kph Variable</b>	<u>Ngaruawahia Primary School – Ellery Street East:</u> From the intersection of Galileo Street for a distance of 30 metres in a north easterly direction.
<b>Sheet 13</b>	<b>40kph Variable</b>	<u>Ngaruawahia Primary School – Carlton Avenue:</u> From the intersection of Galileo Street for a distance of 30 metres in a north easterly direction.
<b>Sheet 13</b>	<b>40kph Variable</b>	<u>Ngaruawahia Primary School – Great South Road:</u> From the intersection of Jordan Street to a point 20m south east of Belt Street.
<b>Sheet 13</b>	<b>40kph Variable</b>	<u>St Pauls School – Belt Street:</u> From the intersection of Great South Road to a point 20 metres south east of Waikato Esplanade.
<b>Sheet 13</b>	<b>40kph Variable</b>	<u>Ngaruawahia Primary School – Ngaruawahia Road:</u> From the intersection of Great South Road for a distance of 45 metres in a south westerly direction.
<b>Sheet 14</b>	<b>40kph Variable</b>	<u>Horotiu School – Horotiu Bridge Road:</u> From a point of 100 metres north east of Great South Road for a distance of 300 metres in a north easterly direction.
<b>Sheet 15</b>	<b>40kph Variable</b>	<u>Rotokauri School – Rotokauri Road:</u> From the intersection of Bagust Road for a distance of 70 metres in an easterly direction and for a distance of 300 metres in a westerly direction.
<b>Sheet 15</b>	<b>40kph Variable</b>	<u>Tauwhare School – Scotsman Valley Road:</u> From a point of 80 metres south east of Tauwhare Road for a distance of 300 metres in a south easterly direction.

<b>Schedule 5</b>	<b>Speed Limit</b>	<b>Description</b>
	<b>60kph Variable Speed School Zones</b>	<p><u>Variable Speed School Zones:</u></p> <p>School zones marked on the map entitled “Waikato District Council as at 1 May 2010 and identified in the legend as having a variable speed limit of 60kph, subject to the following conditions:</p> <ol style="list-style-type: none"> <li>1. The speed limit is 60kph when the variable speed limit signs are operating and the numerals “60” are displayed.</li> <li>2. The times during which the variable speed limit signs are permitted to operate are limited to: <ol style="list-style-type: none"> <li>(a) 35 minutes before the start of school until the start of school.</li> <li>(b) 20 minutes after the end of school commencing no earlier than 5 minutes before the end of school.</li> <li>(c) 10 minutes at any other time during a school day when at least 50 children cross the road or enter or leave a vehicle at the roadside.</li> </ol> </li> <li>3. The speed limit is the posted speed limit at all times when the variable speed limit signs are not operating.</li> </ol>
<b>Sheet 5</b>	<b>60kph Variable</b>	<u>Mangatangi School – Miranda Road:</u> From a point of 290 metres north east of Kaiua Road for a distance of 360 metres in a north easterly direction.

Schedule 6	Speed Limit	Description
	100km/h	All Waikato District roads outside an urban traffic area listed in Schedule 1 have a speed limit of 100 km/h, except for those roads or areas that are: (a) described as having a different speed limit in the appropriate schedule of this bylaw; or (b) shown on a map as having a different speed limit, as referenced in the appropriate schedule of this bylaw.

Schedule 7	Speed Limit	Description
Sheet 1	20km/h	<u>Port Waikato:</u> The area marked on the map entitled "Waikato District Speed Limits", at Port Waikato, on Sheet 1 and identified in the legend as having a speed limit of 20 km/h, as referenced in the appropriate schedule of this bylaw.

Schedule 8	Speed Limit	Description
	70kph Variable Intersection Speed Zones	Variable Intersection Speed Zones:  Variable Intersection Speed Zones are subject to the following conditions:  <ol style="list-style-type: none"> <li>1. The speed limit is 70kph when the variable speed limit signs are operating and the numerals "70" are displayed.</li> <li>2. The variable speed limit signs are activated by vehicles approaching the intersection from a side road.</li> <li>3. The variable speed limit applies on the main road(s) of the intersection only.</li> <li>4. The speed limit is the posted speed limit at all times when the variable speed limit signs are not operating.</li> </ol>
Sheet 2	70kph Variable	<u>Mill Road:</u> From the intersection of Harrisville Road for a distance of 190 metres in an easterly direction.
Sheet 2	70kph Variable	<u>Pukekohe East Road:</u> From the intersection of Harrisville Road for a distance of 200 metres in a westerly direction.
Sheet 11	70kph Variable	<u>Holland Road:</u> From a point 150 metres north east of Marshmeadow Road to a point 150 metres south west of Telephone Road.

Schedule 9	Speed Limit	Description
Sheet 1	40km/h	<u>At Port Waikato:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Port Waikato, on Sheet 1 and identified in the legend as having a speed limit of 40 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 2	40km/h	<u>At Tuakau:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tuakau, on Sheet 2 and identified in the legend as having a speed limit of 40 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 3	40km/h	<u>At Pokeno:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Pokeno, on Sheet 3 and identified in the legend as having a speed limit of 40 km/h, as referenced in the appropriate schedule of this bylaw.

Schedule 10	Speed Limit	Description
Sheet 1	60km/h	<u>At Port Waikato:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Port Waikato, on Sheet 1 and identified in the legend as having a speed limit of 60 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 3	60km/h	<u>At Pokeno:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Pokeno, on Sheet 3 and identified in the legend as having a speed limit of 60 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 14	60km/h	<u>At Horotiu :</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Horotiu, on Sheet 14 and identified in the legend as having a speed limit of 60 km/h, as referenced in the appropriate schedule of this bylaw.

**Note: Hamilton City Council is responsible for setting speed limit restrictions on those parts of Ruakura Road and Silverdale Road that share a common boundary with Waikato District Council.**



**For internal use only**

ECM Project # .....

ECM # .....

Submission # .....

Customer # .....

# Amendment to Speed Limits Bylaw

## Are the rules right for me?

**Submission form** Please provide your feedback by 13 October 2017

**Name/organisation** .....

**Postal address** ..... **Postcode**.....

**Email** ..... **Phone**.....

**A hearing will be held on 27 November 2017**

**Do you want to speak about your submission at this hearing?**  Yes  No

**Preferred method of contact**  Email  Post

**Age (optional)**  16-24  25-35  36-50  51-65  66+

This information will be used for statistical purposes only, to help us understand who is engaging with council.

**Ethnicity (optional)** .....

**Which road/s are you submitting on?**

.....

**Do you support the amendments to Speed Limits Bylaw?**  Yes  No

**Please tell us why:**

.....  
.....  
.....  
.....  
.....  
.....  
.....

**Thank you for making a submission.**

**You'll receive an email or letter to confirm we've received your submission.**

**If you've indicated you would like to present your submission in person, we'll be in touch to arrange a time.**

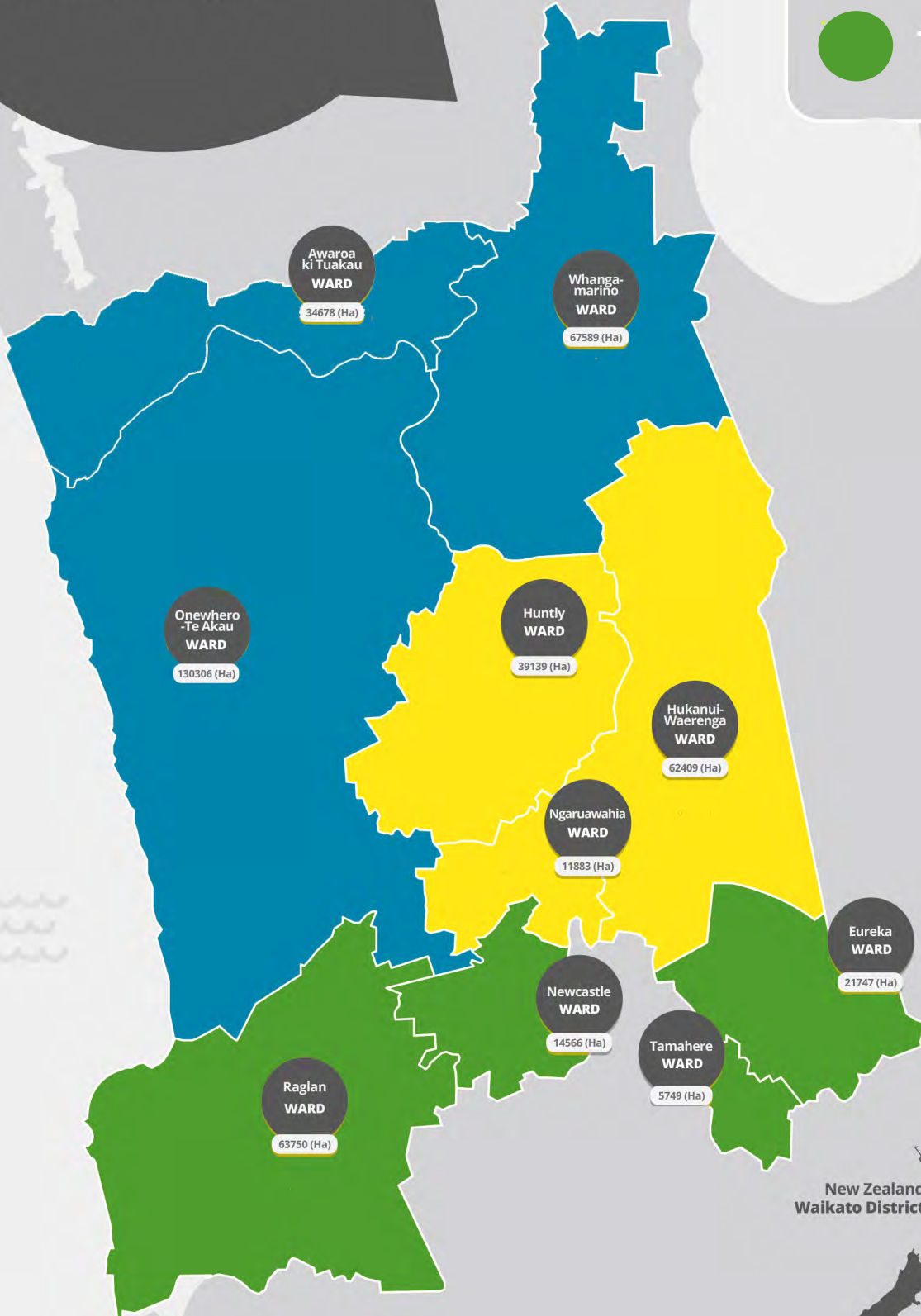
# WARD MAP

## YEARS

One

Two

Three



### Sections of Road for Consultation (Appendix 4)

Ward	Road Name	Start	End	Current Speed Limit	Proposed Speed Limit	Map
Awaroa ki Tuakau	Avon Road	State Highway 2	Fraser Road	100	80	3
Awaroa ki Tuakau	Baird Road	Avon Road	End	100	80	3
Awaroa ki Tuakau	Balmore Place	Westmuir Crescent (East)	Westmuir Crescent (West)	100	40	3
Awaroa ki Tuakau	Bayly Road	Top Road	Upper Queen Street	100	80	2
Awaroa ki Tuakau	Bluff Road	Pioneer Road	End	100	80	3
Awaroa ki Tuakau	Burrow Road	Attewell Road	Top Road	100	80	2
Awaroa ki Tuakau	Camburn Court	Hillpark Drive	End	100	40	3
Awaroa ki Tuakau	Canmore Street	Mark Ball Drive	Kilbryde Crescent	100	40	3
Awaroa ki Tuakau	Crosshill Court	Kilbryde Cres	End	100	40	3
Awaroa ki Tuakau	Dean Road	State Highway 1 Off ramp	End	100	80	3
Awaroa ki Tuakau	Dornal Place	Glenkirk Cres	End	100	40	3
Awaroa ki Tuakau	Fernan Street	Hillpark Drive	Westmuir Crescent	100	40	3
Awaroa ki Tuakau	Fraser Road	Market Street	End	100	80	3
Awaroa ki Tuakau	Galston Court	Helenslee Road	End	100	40	3
Awaroa ki Tuakau	Gateshead Road	Helenslee Road	Mark Ball Drive	100	40	3
Awaroa ki Tuakau	George Street (Tuakau)	Liverpool Street	Henderson Avenue	50	40	2
Awaroa ki Tuakau	Glenkirk Crescent	Mark Ball Drive	Hillpark Drive	100	40	3
Awaroa ki Tuakau	Gulland Road	Avon Road	End	100	80	3
Awaroa ki Tuakau	Helenslee Road	Pokeno Road	State Highway 1 northbound on ramp	100	60	3
Awaroa ki Tuakau	Hill Top Road East	Upper Queen Street	End	100	80	2
Awaroa ki Tuakau	Hillpark Drive	Helenslee Road	Helenslee Road (Sth)	100	40	3
Awaroa ki Tuakau	Kilbryde Crescent	Mark Ball Drive	Canmore Street	100	40	3
Awaroa ki Tuakau	Kirklee Lane	Westmuir Crescent (North)	Westmuir Crescent (South)	100	40	3



Ward	Road Name	Start	End	Current Speed Limit	Proposed Speed Limit	Map
Awaroa ki Tuakau	Lawrence Road	Ridge Road	End	100	80	2
Awaroa ki Tuakau	Lower Church Road	Avon Road	End	100	80	3
Awaroa ki Tuakau	Mark Ball Drive	Helenslee Road	Hillpark Drive	100	40	3
Awaroa ki Tuakau	Market Street	Fraser Road	End	100	80	3
Awaroa ki Tuakau	McGill Road	Fraser Road	End	100	80	3
Awaroa ki Tuakau	McIntosh Drive	Market Street	End	100	80	3
Awaroa ki Tuakau	McNeish Place	Mark Ball Drive	End	100	40	3
Awaroa ki Tuakau	Millbrae Place	Hillpark Drive	End	100	40	3
Awaroa ki Tuakau	Miller Road	Pioneer Road	End	100	80	3
Awaroa ki Tuakau	Munro Road	Pokeno Road	Helenslee Road	100	60	3
Awaroa ki Tuakau	Nandina Lane	Ray Wright Road	End	100	80	2
Awaroa ki Tuakau	O'Leary Road	State Highway 2	End	100	80	3
Awaroa ki Tuakau	Parkgrove Crescent	Hillpark Drive	Millbrae Place	100	40	3
Awaroa ki Tuakau	Pioneer Road	State Highway 1	State Highway 1	100	80	3
Awaroa ki Tuakau	Pokeno Road	100m west of Munro Road	Existing 70/100	100	80	3
Awaroa ki Tuakau	Pyne Crescent	Mark Ball Drive (South)	Mark Ball Drive (North)	100	40	3
Awaroa ki Tuakau	Raithburn Terrace	Mark Ball Drive	Hillpark Drive	100	40	3
Awaroa ki Tuakau	Ray Wright Road	Upper Queen Street	Tuakau Road	100	80	2
Awaroa ki Tuakau	Ridge Road	Pokeno Road	Huia Road	100	80	2
Awaroa ki Tuakau	Southbrae Lane	Hillpark Drive	Camburn Court	100	40	3
Awaroa ki Tuakau	Springburn Place	Hillpark Drive	End	100	40	3
Awaroa ki Tuakau	Tuakau Road (Shared)	Ray Wright Road	Buckland Road	100	80	2
Awaroa ki Tuakau	Upper Church Road	Avon Road	End	100	80	3
Awaroa ki Tuakau	Upper Queen Street	Attewell Road	Woodlands Road	100	80	2
Awaroa ki Tuakau	Westmuir Crescent	Hillpark Drive	Westmuir Crescent (South)	100	40	3
Newcastle Ward	Rotokauri Road	Exelby Road	Bagust Road	100	80	15

Ward	Road Name	Start	End	Current Speed Limit	Proposed Speed Limit	Map
Ngaruawahia Ward	Horotiu Bridge Road (Section 1)	Washer Road	West of Evolution Drive	70	60	14
Ngaruawahia Ward	Horotiu Bridge Road (Section 2)	Washer Road	River Road	100	80	14
Onewhero	Aislabie Road	Onewhero-Tuakau Bridge Road	End	100	80	4
Onewhero	Ashwell Drive	Maunsell Road	End	50	40	1
Onewhero	Centreway Road	Mission Road	Maunsell Road	50	40	1
Onewhero	Chapman Road	Highway 22	Churchill Road	100	80	7
Onewhero	Cordyline Road	Mission Road	End	50	40	1
Onewhero	Maunsell Road	Tuakau Bridge-Port Waikato Road	End	50	40	1
Onewhero	Mission Road	Maunsell Road	Oceanview Road	50	40	1
Onewhero	Ocean View Road	Centreway Road	End	50	40	1
Onewhero	Onewhero-Tuakau Bridge Road (Section 1)	Highway 22	Existing 50/100	100	80	4
Onewhero	Onewhero-Tuakau Bridge Road (Section 2)	Hall Road	Kohanga Road	70	50	4
Onewhero	Port Waikato - Waikaretu Road	Maunsell Road	900m south of Maunsell Road	70	60	1
Onewhero	Stack Road	Maunsell Road	End	50	40	1
Onewhero	Te Awa Kite Road	Onewhero-Tuakau Bridge Road	End	100	80	4
Onewhero	Tuakau Bridge-Port Waikato Road	Maunsell Road	1200m east of Maunsell Road	70	60	1
Onewhero	Tuakau Bridge-Port Waikato Road	1200m east of Maunsell Road	Highway 22	100	80	1
Onewhero	Westside Road	Mission Road	End	50	40	1
Whangamarino	Glen Murray Road	Murphy Street	180m south of Horahora Road	100	50	9
Whangamarino	Hall Road (Te	State Highway 1	End	100	80	7

Ward	Road Name	Start	End	Current Speed Limit	Proposed Speed Limit	Map
	Kauwhata)					
Whangamarino	Hampton Downs Road	State Highway 1	Landfill Access	100	80	5
Whangamarino	Hoheria Road	Wayside Road	End	100	80	8
Whangamarino	Josephine Lane	Wayside Road	End	100	80	8
Whangamarino	Pendergrast Road	State Highway 2	End	100	80	6
Whangamarino	Ramsey Road	Chapman Road	End	100	80	7
Whangamarino	Rodda Road	Hall Road	End	100	80	7
Whangamarino	Stewart Road	Hall Road	End	100	80	7
Whangamarino	Summertime Lane	Hall Road	End	100	80	7
Whangamarino	Te Kauwhata Road	State Highway 1	Travers Road	100	80	8
Whangamarino	Te Kauwhata Road Extension	Wayside Road	320m west of State Highway 1 northbound off ramp	100	80	8
Whangamarino	Te Wharepu Road	Te Kauwhata Road	Murphy Street	100	80	9
Whangamarino	Te Wheoro Road	Te Wharepu Road	End	100	50	9
Whangamarino	Vineyard Road	Wayside Road	End	100	80	9
Whangamarino	Wayside Road	Te Kauwhata Road	Northern end	100	80	8

### Urban Traffic Areas for consultation

Ward	Urban Traffic Area	Current Speed Limit	Proposed Speed Limit	Map
Awaroa ki Tuakau	Tuakau Urban Traffic Area	100	50	2
Awaroa ki Tuakau	Pokeno Urban Traffic Area	100	50	3
Whangamarino	Te Kauwhata Urban Traffic Area	100	50	8

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**Open Meeting**

<b>To</b>	Onewhero-Tuakau Community Board
<b>From</b>	Tony Whittaker General Manager Strategy & Support
<b>Date</b>	25 August 2017
<b>Prepared by</b>	Sharlene Jenkins PA General Manager Strategy & Support
<b>Chief Executive Approved</b>	Y
<b>Reference #</b>	GOV0514
<b>Report Title</b>	Long Term Plan State of Play

**1. EXECUTIVE SUMMARY**

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Staff will be in attendance to give a presentation on the Long Term Plan State of Play.

**2. RECOMMENDATION**

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**THAT** the report from the **General Manager Strategy & Support** be received.

**3. ATTACHMENTS**

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NIL

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**Open Meeting**

<b>To</b>	Onewhero-Tuakau Community Board
<b>From</b>	Tony Whittaker General Manager Strategy & Support
<b>Date</b>	22 August 2017
<b>Prepared by</b>	Julienne Calambuhay Management Accountant
<b>Chief Executive Approved</b>	Y
<b>Reference/Doc Set #</b>	GOV0514 / 1792019
<b>Report Title</b>	Discretionary Fund Report to 24 August 2017

**1. EXECUTIVE SUMMARY**

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To update the Board on the Discretionary Fund Report to 24 August 2017.

**2. RECOMMENDATION**

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**THAT** the report from the **General Manager Strategy & Support** be received.

**3. ATTACHMENTS**

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Discretionary Fund Report to 24 August 2017

**ONEWHERE TUAKAU COMMUNITY BOARD DISCRETIONARY FUND 2017/2018**

	GL	1.215.1704
<b>2017/18 Annual Plan</b>		28,878.00
<b>2016/17 Carry forward</b>		28,515.44
<b>Total Funding</b>		<u><u>57,393.44</u></u>
<b>EXPENDITURE:</b>		
<b>Total Expenditure</b>		<u>-</u>
<b>Total Income</b>		-
<b>Net Expenditure</b>		-
<b>Net Funding (Excluding commitments)</b>		<u><u>57,393.44</u></u>
<b>COMMITMENTS:</b>		
01-Jul-15	Allocated amount to the Chair to purchase misc. items (balance from 30/6/2015)	301.81
	Less : Expenses	<u>19.48</u>
01-Sep-14	Contribution towards placemaking project (OTCB1409/06/2)	6,000.00
05-Dec-16	Anzac Day 2017 commitments (OTCB1612/06)	1,500.00
	Less : Expenses	<u>873.82</u>
05-Dec-16	Port Waikato Community Hall - hall hire (OTCB1612/04)	135.00
06-Mar-17	Port Waikato Yacht & Motor Boat Club - 6 new life jackets (OTCB1703/07)	614.00
07-Aug-17	Glen Murray Community Equestrian Centre - towards cost of defibrillator (OTCB1708/05)	750.00
07-Aug-17	Te Kohanga Community Hall Inc - new water supply system for the hall facility (OTCB1708/06)	2,149.50
<b>TOTAL COMMITMENTS</b>		<u>10,557.01</u>
<b>NET FUNDING REMAINING (Including commitments) as of 24 August 2017</b>		<u><u>46,836.43</u></u>

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### **Open Meeting**

<b>To</b>	Onewhero-Tuakau Community Board
<b>From</b>	Gavin Ion Chief Executive
<b>Date</b>	28 August 2017
<b>Chief Executive Approved</b>	Y
<b>Reference/Doc Set #</b>	OTCB2017
<b>Report Title</b>	Works & Issues Report

## **1. EXECUTIVE SUMMARY**

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This report is to update the Community Board and provide information on works and issues raised at previous meetings.

## **2. RECOMMENDATION**

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**THAT** the report from the Chief Executive be received.

## **3. ATTACHMENTS**

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N/A

## Issues Report - Status of Item Raised at Previous Meeting

	Issue	Assign to	Response
1.	<b>Update on Plan Change 16</b>	Strategy & Support	A teleconference was held on Wednesday, 16 August. Actions arising from the teleconference where completed were communicated back to the Community Board by Jenni Vernon on Friday, 18 August updating on a number of items. Jenni Vernon will give a verbal update at the meeting.
2.	<b>Positioning of new toilets in Tuakau</b>	Service Delivery	Options for siting of new toilets in Tuakau are being prepared and once completed will be distributed to the Board for discussion.
3.	<b>Tuakau Centennial Park &amp; Kowhai Reserve</b>	Customer Support	Rubbish bins would definitely be included if the dog park goes ahead at either or both of the potential sites.  In relation to park benches and water troughs, this would depend on public feedback through the engagement process and as it has not been budgeted for, Councillors would need to approve the spend if they were required. Not all parks within our district have these facilities but it is certainly something we would look at if there was a community need.
4.	<b>Tuakau Town Development</b>  Can the broken wooden bollards simply be replaced?	Service Delivery	The bollards will be replaced as soon as like replacements can be sourced. The previous supplier has sold the machine to another company in Rotorua.
5.	<b>Te Kohanga School</b>  Can the Te Kohanga school have a speed safety sign on either side of the school.	Service Delivery	Based on the current rate of expenditure and existing priorities it will be a minimum of at 5 years before Council are able to fund the installation of speed signs at Te Kohanga School.
6.	<b>Anzac Day Commitments</b>  Should this money be refunded to the Board as the costs are now to be picked up by Council.	Strategy & Support	At the Discretionary & Funding Committee meeting held on 14 August 2017 it was resolved that the Committee will discuss the ANZAC Day funding issue at a councillor workshop. The workshop will also consider criteria. The status quo remains until this matter has been workshopped and a resolution is considered by Council.



	Issue	Assign to	Response
7.	<b>BMX Track at the Onewhero Domain</b>  Onewhero Domain Board to contact Grant Sirl.	Service Delivery	A site meeting has been undertaken with John Mitchell from the Onewhero Reserves Committee group and James Muir, a local volunteer who has experience in earthworks construction. James is going to provide a concept plan and relevant specifications of the size and layout of a track. A potential location within the Domain has been identified.
8.	The Onewhero Domain Board has requested feedback as to whether a cost effective rubbish and recycling service could be provided by Council through provision of rubbish stickers to the private contractor in the area. (The Domain is a designated camping area).	Service Delivery	Public rubbish bins are provided in reserves to cater for the disposal of non-domestic waste. If campers are creating a rubbish issue, then Council staff are happy to work with the Domain Committee on possible solutions.  One rubbish bin will be installed within the Reserve in proximity to the playground area for the purpose of disposing of litter generated by regular local park users.
9.	<b>Update on Street Lighting Maintenance/repair</b>  Tuakau street lights – A number of street lights are not working. A list as at the 7 August has been provided to Council.	Service Delivery	There are two separate issues with street lights:  1. Lights that are not connected – these are newly installed lights which are waiting for Counties Power to connect.  2. Lights in need of repair – These are lights waiting for Council to repair.  Update as of 25 August: <ul style="list-style-type: none"> <li>• There are 17 lights waiting for Counties Power to connect</li> <li>• The balance of 19 lights that need repair will be completed by 1 September 2017.</li> </ul> A list of the lights and which category they are in, is attached.
10.	<b>Welcome to Tuakau sign on Council land at corner of George and Liverpool Streets.</b>	Strategy & Support (Lianne)	Council have received the required paperwork from the Tuakau Placemaking group. Council's Placemaking Team are now working through the consent process.
11.	<b>Tuakau Skatepark Project in Lightbody Reserve</b>	Service Delivery	Council are happy to work with the Community to determine the best location for a proposed Skatepark in the Lightbody Reserve. Next steps are for the community to source funding (estimated at approximately \$30,000) in order to develop the plan in conjunction with Council. An application to the Wellbeing Trust was supported, in part, at their meeting on 25 August.

	Issue	Assign to	Response
12.	<b>Onewhero Tuakau Society of Performing Arts Discretionary Fund Payment</b>	Strategy & Support (Lianne)	Project Accountability is being sought. This will be provided to the Community Board when received.
13.	<b>Tuakau Youth Hunt Accountability Report required.</b>	Strategy & Support (Lianne)	Request made to applicant to complete accountability requirements. Accountability Report will be included in the next agenda.
14	<b>Request for safety assessment at Harrisville School by WDC road safety person.</b>	Service Delivery	This request has been passed on to Council's Road Safety Engineer.
15	<b>Feasibility study for Tuakau multi-purpose Rec facility</b>	Service Delivery	Staff are aware of the public discussion on progressing a feasibility study for a facility in Tuakau. This can be considered through the upcoming Long Term Plan process.

## SERVICE DELIVERY

### Seismic Assessments and Earthquake Prone Buildings – Update For Community Boards and Committees

Under the Building Act 2004 Council is required to assess the earthquake risk of certain buildings within our District. In general, the provisions only apply to non-residential and some larger residential buildings. Buildings that are determined to be earthquake prone are required to be strengthened or demolished within specific timeframes set by the legislation (12–25 years depending on use of the building). Recent amendments to the legislation have provided more specific guidance to the way earthquake prone buildings are identified and managed.

The Ministry of Business, Innovation & Employment released a methodology which provides the recommended approach to identifying earthquake prone buildings. Council staff are currently working through this process to take stock of which Council owned buildings are earthquake prone. Council's Building Quality team are concurrently reviewing all other buildings in the District to do the same.

Work is ongoing with initial high level assessments complete on approximately half of Council's building stock, more detailed assessments are being completed as needed. An initial list of potential earthquake prone buildings in your ward is being compiled and will be provided at this meeting. This list is subject to change as further investigations are completed.

Council staff are developing a page for Council's web site, dedicated to this issue. This will be available to our communities and will be continually updated as we move through the assessment process. It will also be able to link our community with other web sites of interest in this matter to provide the legislative framework and compliance information that directs Council to do this work.

Staff have started working on this concept and are targeting 15 September for the page to go live, in the meantime we will develop media messages on the matter.

Any questions or queries on this matter, please contact Donna Rawlings ([donna.rawlings@waidc.govt.nz](mailto:donna.rawlings@waidc.govt.nz)) in the first instance.

#### 4. ATTACHMENTS

### Onewhero-Tuakau Community Board Update on Street Lighting Maintenance/Repair

Non-working street lights in Tuakau - Awaiting Counties Power to Repair (awaiting confirmed repair timeframes)		
Location	Street light fault	No. of lights
Cnr West and Liverpool Street	No power	1
53 West Street	No power	1
Cnr George St & Whangarata Rd intersection	No power	3
156 George St	No power	1
169 George St	No power	1
195 George St	No power	1
Cnr George St & Buckland Rd near Give Way sign side	No power	1
Buckland Rd opposite George St	No power	1
Cnr Coles & George St	No power	1
100 George St - pedestrian crossing light	No power	1
42,50,62 & 64 Elizabeth St	No power	4
3 Edinburgh St -Cnr of Elizabeth St	No power	1
	<b>Total</b>	<b>17</b>

Alliance Programmed for Repair (all programmed to be completed by 1 <sup>st</sup> September)		
Location	Street light fault	No. of lights
16 Dominion Road	Ocylite pole LED light	1
Dominion Road	Ocylite pole LED light	1

**76**

55 Harrisville Road	Over head	1
Walkway from George St to West St (shopping centre)	Decorative lantern	1
River Road Sea Scouts Building (internal car-park council street light)	Over head	1
9 School Road (outside school)	Over head	1
George Street-Pedestrian crossing outside Tuakau health centre	Decorative Pole	1
George Street - netball courts/swimming pool/toilets & skate park	Decorative Pole	3
	<b>Total</b>	<b>10</b>

<b>Lighting Assets Recently Repaired</b>		
<b>Location</b>	<b>Repairs</b>	<b>No. of lights</b>
Dominion Road Corner with café & council office	Ocylite pole LED light	3
Opposite 29 Harrisville Road	New Ocylite pole	1
Opposite 39 Harrisville Road	New Ocylite pole	1
Buckland Road by Tuakau Food Market	Ocylite pole	1
Buckland Road one up from School electronic signage	Over head	1
3 Church Street	Ocylite Pole	1
George Street (courts area)	working	1
	<b>Total</b>	<b>9</b>

### **Open Meeting**

<b>To</b>	Community Boards
<b>From</b>	Gavin Ion Chief Executive
<b>Date</b>	1 August 2017
<b>Chief Executive Approved</b>	Y
<b>ECM #</b>	GOV0508
<b>Report Title</b>	Code of Conduct

## **1. EXECUTIVE SUMMARY**

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To provide an updated draft code of conduct for adoption by Community Boards. This updated code was recently adopted by Council.

## **2. RECOMMENDATION**

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**THAT** the report from the Chief Executive be received;

**AND THAT** the updated Code of Conduct attached be adopted by the Community Board.

## **3. BACKGROUND**

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The Local Government Act 2002 (Schedule 7 clause 15) requires all Councils to put a Code of Conduct in place. This Council has consistently done so since 2002. A copy of an updated Code of Conduct is attached. This was recently adopted by Council and Community Boards are being asked to replace their existing Code of Conduct with this version.

## **4. DISCUSSION AND ANALYSIS OF OPTIONS**

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### **4.1 DISCUSSION**

The Code of Conduct sets out what is expected of elected members and how they should behave in Council situations. There is an expectation that elected members will behave with dignity and respect towards staff, the public, other elected members and other interested parties.

The existing Community Board Code of Conduct was put in place at the commencement of the Council term and is binding on the Community Board and its successors. In general

terms, the Code of Conduct was based on a standard originally developed by Local Government New Zealand, and is largely common sense.

A review of the Code of Conduct has been undertaken based on a new template from Local Government New Zealand. The latest version is easier to read, more modern and generally seems to cover concerns that have been raised about the previous version. In practice, the Code of Conduct may only be amended if there is a 75% majority of the Board supporting the changes.

## 4.2 OPTIONS

The existing Code of Conduct is valid and could continue. Alternatively, the Board could decide to approve the attached updated version. A third option is for the Board not to have a Code of Conduct at all.

## 5. CONSIDERATION

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### 5.1 FINANCIAL

There would be a direct cost associated with the appointment of independent investigators as proposed by the updated version of the Code of Conduct. This would however be in place of time and resources used by staff and elected members.

### 5.2 LEGAL

Council is required to have a Code of Conduct in place as a requirement of the Local Government Act.

### 5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

The Code of Conduct deals with how elected members behave and affect others. The Code provides a series of guidelines and procedures to protect affected parties.

### 5.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

(Ascertain if the Significance & Engagement Policy is triggered or not and specify the level/s of engagement that will be required as per the table below (refer to the Policy for more detail and an explanation of each level of engagement):

Highest levels of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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>	<p>The Code of Conduct was prepared after consideration of best practice. The Code of Conduct governs the behaviour of elected members and the discussion they have on all matters. There is no direct link to any individual community outcome.</p> <p>There is no direct link to one or more of the well-beings.</p> <p>There are no specific Tangata Whenua issues associated with the establishment of a code of conduct.</p>				

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

Planned	In Progress	Complete	
		✓	Internal
	✓		Community Boards/Community Committees
			Waikato-Tainui/Local iwi
			Households
			Business
			Other Please Specify

## 6. CONCLUSION

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The Code of Conduct is considered best practice for community boards and it is proposed to modernise it based on the Local Government New Zealand template released late last year.

The Code of Conduct can only be changed by a vote of more than 75% of the members present.

## 7. ATTACHMENTS

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Code of Conduct

**Waikato District Council**  
**DRAFT Code of Conduct**

**Adopted on the .....**



## 1. Introduction

The code of Conduct (the Code) sets out the standards of behavior expected from elected members (“members”) in the exercise of their duties. Its purpose is to:

- enhance the effectiveness of the local authority and the provision of good local government for the community and district;
- promote effective decision-making and community engagement;
- enhance the credibility and accountability of the local authority to its communities; and
- develop a culture of mutual trust, respect and tolerance between the members of the local authority and between the members and management.

This purpose is given effect through the values, roles, responsibilities and specific behaviors agreed in the code.

## 2. Scope

The Code has been adopted in accordance with clause 15(1) of Schedule 7 of the Local Government Act 2002 (LGA 2002) and applies to all members, including the members of any community committees as well as the members of any community boards that have agreed to adopt it. The Code is designed to deal with the behaviour of members towards:

- each other;
- the chief executive and staff;
- the media; and
- the general public.

It is also concerned with the disclosure of information that members receive in their capacity as elected members and information which impacts on the ability of the local authority to give effect to its statutory responsibilities.

The code can only be amended (or substituted by a replacement Code) by a vote of at least 75 per cent of members present at a meeting when amendment to the Code is being considered. The Code should be read in conjunction with the council’s Standing Orders.

### 3. Values

The Code is designed to give effect to the following values:

1. **Public interest:** members will serve the best interests of the people within their community and district and discharge their duties conscientiously, to the best of their ability.
2. **Public trust:** members, in order to foster community confidence and trust in their Council, will work together constructively and uphold the values of honesty, integrity, accountability and transparency.
3. **Ethical behaviour:** members will not place themselves in situations where their honesty and integrity may be questioned, will not behave improperly and will avoid the appearance of any such behaviour.
4. **Objectivity:** members will make decisions on merit; including appointments, awarding contracts, and recommending individuals for rewards or benefits.
5. **Respect for others:** will treat people, including other members, with respect and courtesy, regardless of their race, age, religion, gender, sexual orientation, or disability. Members will respect the impartiality and integrity of officials.
6. **Duty to uphold the law:** members will comply with all legislative requirements applying to their role, abide by the Code of Conduct, and act in accordance with the trust placed in them by the public.
7. **Equitable contribution:** members will take all reasonable steps to ensure they fulfil the duties and responsibilities of office, including attending meetings and workshops, preparing for meetings, attending civic events, and participating in relevant training seminars.
8. **Leadership:** members will actively promote and support these principles and ensure they are reflected in the way in which the Council operates, including a regular review and assessment of the Council's collective performance.

These values complement, and work in conjunction with, the principles of s14 of the LGA 2002 and the governance principles of s39 of the LGA 2002.

## 4. Role and responsibilities

Good governance requires clarity of roles and respect between those charged with responsibility for the leadership of the council and those responsible for advice and the implementation of council decisions. The key roles are:

### 4.1 Members

The role of the governing body includes:

- representing the interests of the people of the community and district;
- developing and adopting plans, policies and budgets;
- monitoring the performance of the council against stated goals and objectives set out in its long term plan;
- providing prudent stewardship of the council's resources;
- employing and monitoring the performance of the chief executive; and
- ensuring the council fulfils its responsibilities to be a 'good employer' and meets the requirements of the Health and Safety at Work Act 2015.

### 4.2 Chief executive

The role of the chief executive includes:

- implementing the decisions of the council;
- ensuring that all responsibilities delegated to the chief executive are properly performed or exercised;
- ensuring the effective and efficient management of the activities of the local authority;
- maintaining systems to enable effective planning and accurate reporting of the financial and service performance of the local authority;
- providing leadership for the staff of the council; and
- employing staff on behalf of the council (including negotiation of the terms of employment for those staff).

Under s42 of the LGA 2002 the chief executive is the only person *directly* employed by the council itself. All concerns about the performance of an individual member of staff must, in the first instance, be referred to the chief executive.

## 5. Relationships

This section of the Code sets out agreed standards of behaviour between members; members and staff; and members and the public.

## 5.1 Relationships between members

Given the importance of relationships to the effective performance of the council, members will conduct their dealings with each other in a manner that:

- maintains public confidence;
- is open and honest;
- is courteous;
- is focused on issues rather than personalities;
- avoids abuse of meeting procedures, such as a pattern of unnecessary notices of motion and/or repetitious points of order; and
- avoids aggressive, offensive or abusive conduct, including the use of disrespectful or malicious language.

Any failure by members to act in the manner described in this clause represents a breach of the code.

Please note that nothing in this section of the Code is intended to limit robust debate within the council as long as it is conducted in a respectful and insightful manner.

## 5.2 Relationships with staff

An important element of good governance involves the relationship between the council and its chief executive. Members will respect arrangements put in place to facilitate this relationship, and:

- raise any concerns about employees, officers or contracted officials with the chief executive;
- raise any concerns about the performance or behaviour of the chief executive with the mayor or the chairperson of the chief executive performance review sub-committee (or its successors);
- make themselves aware of the obligations that the council and the chief executive have as employers and observe those requirements at all times, such as the duty to be a good employer;
- treat all employees with courtesy and respect and avoid publicly criticising any employee;
- observe any protocols put in place by the chief executive concerning contact between members and employees;
- avoid doing anything which might compromise, or could be seen as compromising, the impartiality of an employee;
- avoid any act or decision which might put staff at risk from a health and safety perspective.

Any failure by members to act in the manner described above represents a breach of the code.

**Please note:** Elected members should be aware that failure to observe this portion of the Code may compromise the council's obligations to be a good employer and consequently expose the council to civil litigation or affect the risk assessment of council's management and governance control processes undertaken as part of the council's audit.

### **5.3 Relationship with the public**

Given that the performance of the council requires the trust and respect of individual citizens, members will:

- interact with members of the public in a fair, respectful, equitable and honest manner;
- be available to listen and respond openly and honestly to community concerns;
- consider all points of view or interests when participating in debate and making decisions;
- treat members of the public in a courteous manner; and
- act in a way that upholds the reputation of the local authority;
- avoid any act or decision which might put members of the public and community at risk because of zero harm.

Any failure by members to act in the manner described above represents a breach of the code.

## **6. Contact with the media**

The media play an important part in the operation and efficacy of local democracy. In order to fulfil this role the media needs access to accurate and timely information about the affairs of council.

From time to time individual members will be approached to comment on a particular issue either on behalf of the council, or as an elected member in their own right. When responding to requests for comment members must be mindful that operational questions should be referred to the chief executive and policy-related questions referred to the mayor, or the member with the appropriate delegated authority.

When speaking to the media more generally members will abide by the following provisions:

### **6.1 Media contact on behalf of the council**

- the mayor is the first point of contact for an official view on any issue, unless delegations state otherwise. Where the mayor is absent, requests for comment will be referred to the deputy mayor or relevant committee chairperson or portfolio holder;
- the mayor may refer any matter to the relevant committee chairperson or to the chief executive for their comment; and
- no other member may comment *on behalf of the council* without having first obtained the approval of the mayor.

### **6.2 Media comment on a member's own behalf**

Elected members are free to express a *personal view* in the media, at any time, provided the following rules are observed:

- media comments must not state or imply that they represent the views of the council;
- media comments which are contrary to a council decision or policy must clearly state that they do not represent the views of the majority of members;
- media comments must observe the other requirements of the Code; for example, comments should not disclose confidential information, criticise, or compromise the impartiality or integrity of staff or other members; and
- media comments must not be misleading and should be accurate within the bounds of reasonableness.

Any failure by members to meet the standards set out above represents a breach of the code.

## **7. Information**

Access to information is critical to the effective performance of a local authority and the level of public trust felt by the public.

### **7.1 Confidential information**

In the course of their duties members will occasionally receive information that is confidential. This will generally be information that is either commercially sensitive or is personal to a particular individual or organisation. Accordingly, members agree not to use or disclose confidential information for any purpose other than the purpose for which the information was supplied to the member.

## 7.2 Information received in capacity as an elected member

Members will disclose to other members and, where appropriate the chief executive, any information received in their capacity as a member that concerns the council's ability to give effect to its responsibilities.

Members who are offered information on the condition that it remains confidential will honour that duty and responsibility.

Any failure by members to act in the manner described above represents a breach of the code.

**Please note:** failure to observe these provisions may impede the performance of the council by inhibiting information flows and undermining public confidence. It may also expose the council to prosecution under the Privacy Act and/or civil litigation.

## 8. Conflicts of Interest

Elected members will maintain a clear separation between their personal interests and their duties as elected members in order to ensure that they are free from bias (whether real or perceived). Members therefore must familiarise themselves with the provisions of the Local Authorities (Members' Interests) Act 1968 (LAMIA).

Members will not participate in any council discussion or vote on any matter in which they have a pecuniary interest, other than an interest in common with the general public. This rule also applies where the member's spouse contracts with the authority or has a pecuniary interest. Members shall make a declaration of interest as soon as practicable after becoming aware of any such interests.

If a member is in any doubt as to whether or not a particular course of action (including a decision to take no action) raises a conflict of interest, then the member should seek guidance from the chief executive *immediately*. Members may also contact the Office of the Auditor General for guidance as to whether they have a pecuniary interest, and if so, may seek an exemption to allow that member to participate or vote on a particular issue in which they may have a pecuniary interest. The latter must be done before the discussion or vote.

**Please note:** Failure to observe the requirements of the LAMIA could potentially invalidate the decision made, or the action taken, by the council. Failure to observe these requirements could also leave the elected member open to prosecution (see Appendix A). In the event of a conviction, elected members can be ousted from office.

## 9. Register of Interests

Members shall annually make a declaration of interest. These declarations are recorded in a Register of Interests maintained by the council. The declaration must include information on the nature and extent of any interest, including:

- a) any employment, trade or profession carried on by the member or the members' spouse for profit or gain;
- b) any company, trust, partnership etc for which the member or their spouse is a director, partner or trustee;
- c) the address of any land in which the member has a beneficial interest within the jurisdiction of the local authority; and
- d) the address of any land owned by the local authority in which the member or their spouse is:
  - a tenant; or
  - the land is tenanted by a firm in which the member or spouse is a partner, a company of which the member or spouse is a director, or a trust of which the member or spouse is a trustee;
- e) any other matters which the public might reasonably regard as likely to influence the member's actions during the course of their duties as a member (if the member is in any doubt on this, the member should seek guidance from the chief executive)

**Please note:** Where a member's circumstances change they must ensure that the Register of Interests is updated as soon as practicable.

## 10. Ethical behaviour

Members will seek to promote the highest standards of ethical conduct. Accordingly members will:

- claim only for legitimate expenses as determined by the Remuneration Authority and any lawful policy of the council developed in accordance with that determination;
- not influence, or attempt to influence, any council employee, officer or member in order to benefit their own, or families personal or business interests;
- only use the Council resources (such as facilities, staff, equipment and supplies) in the course of their duties and not in connection with any election campaign or personal interests; and



- not solicit, demand, or request any gift, reward or benefit by virtue of their position and notify the chief executive if any such gifts are accepted. Where a gift to the value of \$100 or more is accepted by a member, that member must immediately disclose this to the chief executive for inclusion in the publicly available register of interests.

Any failure by members to comply with the provisions set out in this section represents a breach of the code.

### **10.1 Undischarged bankrupt**

In accordance with clause 15(5) of Schedule 7 (LGA 2002) any member who is an “undischarged bankrupt” will notify the chief executive prior to the inaugural meeting or as soon as practicable after being declared bankrupt. The member will also provide the chief executive with a brief explanatory statement of the circumstances surrounding the member’s adjudication and the likely outcome of the bankruptcy.

## **11. Creating a supportive and inclusive environment**

In accordance with the purpose of the Code, members agree to take all reasonable steps in order to participate in activities scheduled to promote a culture of mutual trust, respect and tolerance. These include:

- Attending post-election induction programmes organised by the council for the purpose of facilitating agreement on the council’s vision, goals and objectives and the manner and operating style by which members will work.
- Taking part in any assessment of the Council’s overall performance and operating style during the triennium.<sup>1</sup>
- Taking all reasonable steps to ensure they possess the skills and knowledge to effectively fulfill their Declaration of Office and contribute to the good governance of the city, district or region.

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<sup>1</sup> A self assessment template is provided in the Guidance to the code.

## 12. Breaches of the Code

Members must comply with the provisions of the code (LGA 2002, schedule 7, s15(4)). Any member, or the chief executive, who believes that the Code has been breached by the behaviour of a member, may make a complaint to that effect. All complaints will be considered in a manner that is consistent with the following principles.

### 12.1 Principles:

The following principles will guide any processes for investigating and determining whether or not a breach under the code has occurred:

- that the approach for investigating and assessing a complaint will be proportionate to the apparent seriousness of the breach complained about;
- that the roles of complaint, investigation, advice and decision-making will be kept separate as appropriate to the nature and complexity of the alleged breach; and
- that the concepts of natural justice and fairness will apply in the determination of any complaints made under the Code. This requires, conditional on the nature of an alleged breach, that affected parties:
  - have a right to know that an investigation process is underway;
  - are given due notice and are provided with an opportunity to be heard;
  - have a right to seek appropriate advice and be represented; and
  - have their privacy respected.

### 12.2 Complaints

All complaints made under the code must be made in writing and forwarded to the chief executive. On receipt of a complaint the chief executive must forward that complaint to an independent investigator for a preliminary assessment to determine whether the issue is sufficiently serious to warrant a full investigation.<sup>2</sup>

Only elected members and the chief executive may make a complaint under the code.

### 12.3 Investigation, advice and decision

The process, following receipt of a complaint, will follow the steps outlined in Appendix B.

### 12.4 Materiality

An alleged breach under the code is material if, in the opinion of the independent investigator, it would, if proven, bring a member or the council into disrepute or, if not addressed; reflect adversely on another member of the council.

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<sup>2</sup> On behalf of the Council the Chief Executive will, shortly after the start of a triennium, prepare, in consultation with the Mayor, a list of investigators for this purpose of undertaking a preliminary assessment.

### **13. Penalties and actions**

Where a complaint is determined to be material and referred to the council the nature of any penalty or action will depend on the seriousness of the breach.

#### **13.1 Material breaches**

In the case of material breaches of the code the council may require one of the following:

1. a letter of censure to the member;
2. a request (made either privately or publicly) for an apology;
3. a vote of no confidence in the member;
4. removal of certain council-funded privileges (such as attendance at conferences);
5. restricted entry to council offices, such as no access to staff areas (where restrictions may not previously have existed);
6. limitation on any dealings with council staff so that they are confined to the chief executive only;
7. suspension from committees or other bodies; or
8. an invitation for the member to consider resigning from the council.

A council or committee may decide that a penalty will not be imposed where a respondent agrees to one or more of the following:

- attend a relevant training course; and/or
- work with a mentor for a period of time; and/or
- participate in voluntary mediation (if the complaint involves a conflict between two members); and/or
- tender an unreserved apology.

The process is based on the presumption that the outcome of a complaints process will be made public unless there are grounds, such as those set out in the Local Government Official Information and Meetings Act 1987 (LGOIMA), for not doing so.

#### **13.2 Statutory breaches**

In cases where a breach of the Code is found to involve regulatory or legislative requirements, the complaint will be referred to the relevant agency. For example:

- breaches relating to members' interests (where members may be liable for prosecution by the Auditor-General under the LAMIA);
- breaches which result in the council suffering financial loss or damage (where the Auditor-General may make a report on the loss or damage under s44 LGA 2002 which may result in the member having to make good the loss or damage); or

- breaches relating to the commission of a criminal offence which will be referred to the Police (which may leave the elected member liable for criminal prosecution).

## **14. Review**

Once adopted, a Code of Conduct continues in force until amended by the council. The Code can be amended at any time but cannot be revoked unless the council replaces it with another Code. Once adopted, amendments to the Code require a resolution supported by 75 per cent of the members of the council present at a council meeting where the amendment is considered.

Council may formally review the Code as soon as practicable after the beginning of each triennium. The results of that review will be considered by the council in regard to potential changes for improving the Code.

## **Appendix A: Legislation bearing on the role and conduct of elected members**

This is a summary of the legislative requirements that have some bearing on the duties and conduct of elected members. The full statutes can be found at [www.legislation.govt.nz](http://www.legislation.govt.nz).

### **The Local Authorities (Members' Interests) Act 1968**

The Local Authorities (Members' Interests) Act 1968 (LAMIA) provides rules about members discussing and voting on matters in which they have a pecuniary interest and about contracts between members and the council.

A pecuniary interest is likely to exist if a matter under consideration could reasonably give rise to an expectation of a gain or loss of money for a member personally (or for their spouse or a company in which they have an interest). In relation to pecuniary interests the LAMIA applies to both contracting and participating in decision-making processes.

With regard to pecuniary or financial interests a person is deemed to be “concerned or interested” in a contract or interested “directly or indirectly” in a decision when:

- a person, or spouse or partner, is “concerned or interested” in the contract or where they have a pecuniary interest in the decision; or
- a person, or their spouse or partner, is involved in a company that is “concerned or interested” in the contract or where the company has a pecuniary interest in the decision.

There can also be additional situations where a person is potentially “concerned or interested” in a contract or have a pecuniary interest in a decision, such as where a contract is between an elected members’ family trust and the council.

### **Determining whether a pecuniary interest exists**

Elected members are often faced with the question of whether or not they have a pecuniary interest in a decision and if so whether they should participate in discussion on that decision and vote. When determining if this is the case or not the following test is applied:

*“...whether, if the matter were dealt with in a particular way, discussing or voting on that matter could reasonably give rise to an expectation of a gain or loss of money for the member concerned.” (OAG, 2001)*

In deciding whether you have a pecuniary interest, members should consider the following factors.

- What is the nature of the decision being made?
- Do I have a financial interest in that decision - do I have a reasonable expectation of gain or loss of money by making that decision?
- Is my financial interest one that is in common with the public?
- Do any of the exceptions in the LAMIA apply to me?
- Could I apply to the Auditor-General for approval to participate?

Members may seek assistance from the mayor/chair or other person to determine if they should discuss or vote on an issue but ultimately it is their own judgment as to whether or not they have pecuniary interest in the decision. Any member who is uncertain as to whether they have a pecuniary interest is advised to seek legal advice. Where uncertainty exists members may adopt a least-risk approach which is to not participate in discussions or vote on any decisions.

Members who do have a pecuniary interest will declare the pecuniary interest to the meeting and not participate in the discussion or voting. The declaration and abstention needs to be recorded in the meeting minutes. (Further requirements are set out in the council's Standing Orders.)

### **The contracting rule**

A member is disqualified from office if he or she is “concerned or interested” in contracts with their council if the total payments made, or to be made, by or on behalf of the council exceed \$25,000 in any financial year. The \$25,000 limit includes GST. The limit relates to the value of all payments made for all contracts in which you are interested during the financial year. It does not apply separately to each contract, nor is it just the amount of the profit the contractor expects to make or the portion of the payments to be personally received by you.

The Auditor-General can give prior approval, and in limited cases, retrospective approval for contracts that would otherwise disqualify you under the Act. It is an offence under the Act for a person to act as a member of the council (or committee of the council) while disqualified.

### **Non-pecuniary conflicts of interest**

In addition to the issue of pecuniary interests, rules and common law govern conflicts of interest more generally. These rules apply to non-pecuniary conflicts of interest, including common law rules about bias. In order to determine if bias exists or not members need to ask:

*“Is there a real danger of bias on the part of the member of the decision-making body, in the sense that he or she might unfairly regard with favour (or disfavour) the case of a party to the issue under consideration?”*

The question is not limited to actual bias, but relates to the appearance or possibility of bias reflecting the principle that justice should not only be done, but should be seen to be done. Whether or not members believe they are not biased is irrelevant.

Members should focus on the nature of the conflicting interest or relationship and the risk it could pose for the decision-making process. The most common risks of non-pecuniary bias are where:

- members' statements or conduct indicate that they have predetermined the decision before hearing all relevant information (that is, members have a "closed mind"); and
- members have a close relationship or involvement with an individual or organisation affected by the decision.

In determining whether or not they might be perceived as biased, members must also take into account the context and circumstance of the issue or question under consideration. For example, if a member has stood on a platform and been voted into office on the promise of implementing that platform then voters would have every expectation that the member would give effect to that promise, however he/she must still be seen to be open to considering new information (this may not apply to decisions made in quasi-judicial settings, such as an RMA hearing).

### **Local Government Official Information and Meetings Act 1987**

The Local Government Official Information and Meetings Act 1987 sets out a list of meetings procedures and requirements that apply to local authorities and local/community boards. Of particular importance for the roles and conduct of elected members is the fact that the chairperson has the responsibility to maintain order at meetings, but all elected members should accept a personal responsibility to maintain acceptable standards of address and debate. No elected member should:

- create a disturbance or a distraction while another councillor is speaking;
- be disrespectful when they refer to each other or other people; or
- use offensive language about the council, other members, any employee of the council or any member of the public.

See Standing Orders for more detail.

**Secret Commissions Act 1910**

Under this Act it is unlawful for an elected member (or officer) to advise anyone to enter into a contract with a third person and receive a gift or reward from that third person as a result, or to present false receipts to council.

If convicted of any offence under this Act a person can be imprisoned for up to two years, and/or fines up to \$1000. A conviction would therefore trigger the ouster provisions of the LGA 2002 and result in the removal of the member from office.

**Crimes Act 1961**

Under this Act it is unlawful for an elected member (or officer) to:

- accept or solicit for themselves (or anyone else) any gift or reward for acting or not acting in relation to the business of council; and
- use information gained in the course of their duties for their, or another persons, monetary gain or advantage.

These offences are punishable by a term of imprisonment not exceeding seven years. Elected members convicted of these offences will automatically cease to be members.

**Financial Markets Conduct Act 2013**

Financial Markets Conduct Act 2013 (previously the Securities Act 1978) essentially places elected members in the same position as company directors whenever council offers stock to the public. Elected members may be personally liable if investment documents such as a prospectus contain untrue statements and may be liable for criminal prosecution if the requirements of the Act are not met.



## The Local Government Act 2002

The Local Government Act 2002 (LGA 2002) sets out the general powers of local government, its purpose and operating principles. Provisions directly relevant to the code include:

### Personal liability of members

Although having qualified privilege, elected members can be held personally accountable for losses incurred by a local authority where, following a report from the Auditor General under s44 LGA 2002, it is found that one of the following applies:

- a) money belonging to, or administered by, a local authority has been unlawfully expended; or
- b) an asset has been unlawfully sold or other wise disposed of by the local authority; or
- c) a liability has been unlawfully incurred by the local authority; or
- d) a local authority has intentionally or negligently failed to enforce the collection of money it is lawfully entitled to receive.

Members will not be personally liable where they can prove that the act or failure to act resulting in the loss occurred as a result of one of the following:

- a) without the member's knowledge;
- b) with the member's knowledge but against the member's protest made at or before the time when the loss occurred;
- c) contrary to the manner in which the member voted on the issue; and
- d) in circumstances where, although being a party to the act or failure to act, the member acted in good faith and relied on reports, statements, financial data, or other information from professional or expert advisers, namely staff or external experts on the matters.

In certain situation members will also be responsible for paying the costs of proceedings (s47 LGA 2002).

## **Appendix B: Process for the determination and investigation of complaints**

### **Step 1: Chief executive receives complaint**

On receipt of a complaint under the code the chief executive will refer the complaint to an investigator selected from a panel agreed at the start of the triennium. The chief executive will also:

- inform the complainant that the complaint has been referred to the independent investigator and the name of the investigator, and refer them to the process for dealing with complaints as set out in the Code; and
- inform the respondent that a complaint has been made against them, the name of the investigator and refer them to the process for dealing with complaints as set out in the Code.

### **Step 2: Investigator makes preliminary assessment**

On receipt of a complaint the investigator will assess whether:

1. the complaint is frivolous or without substance and should be dismissed;
2. the complaint is outside the scope of the Code and should be redirected to another agency or process;
3. the complaint is non-material; and
4. the complaint is material and a full investigation is required.

In making the assessment the investigator may make whatever initial inquiry is necessary to determine the appropriate course of action. The investigator has full discretion to dismiss any complaint which, in their view, fails to meet the test of materiality.

On receiving the investigator's preliminary assessment the chief executive will:

1. where an investigator determines that a complaint is frivolous or without substance, inform the complainant and respondent directly and inform other elected members (if there are no grounds for confidentiality) of the investigator's decision;
2. in cases where the investigator finds that the complaint involves a potential legislative breach and outside the scope of the Code, forward the complaint to the relevant agency and inform both the complainant and respondent of the action.

### **Step 3: Actions where a breach is found to be non-material**

If the subject of a complaint is found to be non-material the investigator will inform the chief executive and, if they choose, recommend a course of action appropriate to the breach, such as;

- that the respondent seek guidance from the Mayor;
- that the respondent attend appropriate courses or programmes to increase their knowledge and understanding of the matters leading to the complaint.

The chief executive will advise both the complainant and the respondent of the investigator's decision and any recommendations, neither of which are open to challenge. Any recommendations made in response to a non-material breach are non-binding on the respondent and the council.

### **Step 4: Actions where a breach is found to be material**

If the subject of a complaint is found to be material the investigator will inform the chief executive, who will inform the complainant and respondent. The investigator will then prepare a report for the council on the seriousness of the breach.

In preparing that report the investigator may:

- consult with the complainant, respondent and any affected parties;
- undertake a hearing with relevant parties; and/or
- refer to any relevant documents or information.

On receipt of the investigator's report the chief executive will prepare a report for the council, which will meet to consider the findings and determine whether or not a penalty, or some other form of action, will be imposed. The chief executive's report will include the full report prepared by the investigator.

### **Step 5: Process for considering the investigator's report**

Depending upon the nature of the complaint and alleged breach the investigator's report may be considered by the full council, excluding the complainant, respondent and any other 'interested' members.

The council will consider the chief executive's report in the public excluded section of the meeting, to protect the privacy of the individuals involved.

Before making any decision in respect of the investigator's report the council will give the member against whom the complaint has been made an opportunity to appear and speak in their own defense. Members with an interest in the proceedings, including the complainant and the respondent, may not take part in these proceedings.

The form of penalty that might be applied will depend on the nature of the breach and may include actions set out in clause 13.1 of the Code.