
Minutes for a hearing of the Policy & Regulatory Committee to hear and consider submissions and make recommendations on the Proposed Waikato District Council Speed Limit By-Law Review, held via Audio Visual Conference on **THURSDAY, 17 FEBRUARY 2022** commencing at **9.30am**.

Present:

Cr JD Sedgwick (Chairperson)
His Worship the Mayor, Mr AM Sanson
Cr AD Bech
Cr JA Church
Cr C Eyre
Cr JM Gibb
Cr SL Henderson
Cr SD Lynch
Cr RC McGuire
Cr FM McNally (*until 10.30am*)
Mrs M Moana-Tuwhangai
Cr EM Patterson
Cr NMD Smith
Cr LR Thomson
Cr CT Woolerton (*from 9.48am*)

Attending:

Mr GJ Ion (Chief Executive)
Mrs S O’Gorman (General Manager Customer Support)
Mr R MacCulloch (General Manager Service Delivery)
Mr R Bayer (Roading Team Leader)
Mr G Bellamy (Senior Transport Engineer)
Ms J Bell-Wymer (Corporate Planner)

APOLOGIES AND LEAVE OF ABSENCE

Resolved: (Crs Gibb/McInally)

THAT the Policy & Regulatory Committee accepts:

- a. the apology from Cr Lynch non-attendance; and
- b. the apology from Cr Woolerton for lateness.

CARRIED

P&R2022/01

CONFIRMATION OF STATUS OF AGENDA ITEMS

Resolved: (Crs Thomson/Gibb)

THAT the agenda for a meeting of the Policy & Regulatory Committee to hear submissions on the Speed Limit By-Law Review held on Thursday, 17 February 2022 be confirmed and all reports received.

CARRIED

P&R2202/02

DISCLOSURES OF INTEREST

There were no disclosures of interest.

REPORT

Hearing for the Proposed Speed Limit By-Law Review

The Chairperson thanked the submitters for taking the time to provide feedback on the Speed Limit By-Law review and noted that the Committee would need to adhere to the 10 minute time limit on each submission, including questions as there were a significant amount of submitters to be heard today.

The Chairperson further highlighted that these proceedings could be viewed on the Waikato District Council You Tube account, and the links were being placed on the Council's Facebook page for ease of access.

Councillors have read your written submissions; your verbal submissions would be an opportunity for you to highlight what was important to you in this review.

Ms J Bell-Wymer, Corporate Planner, summarised the report and noted the following matters:

- The consultation period was open from 1 December 2021 to 23 January 2022, with a total of 247 submissions being received.
- A mixture of responses were received, with 71 in support of the proposal, 91 supporting in part and 85 that did not support the proposed changes.
- 27 verbal submissions are scheduled to be heard today, followed by deliberations on Wednesday, 2 March 2022.

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

Mr Russell Paton – Submission 2686 (Page 82)

- Maraetai Bay reserve 40km/h speed limit is probably too high
- Need some form of engineering mechanisms like speed humps as little policing at the Port over the summer period.
- Locals getting frustrated by boy racers and people on dirt bikes racing up and down the road.
- Currently have 50km/h and nobody has received a speeding ticket yet already infringe the existing limits.
- Road on reserves are not restricted in part by the Reserve Management Plans.

The meeting adjourned at 9.40am and resumed at 9.50am.

Councillor Woolerton entered the meeting during the adjournment.

Megan Wood (Chair, Board of Trustees) and Paula Mellons (Principal) for Te Uku School – Submission 3057 (Page 49)

- Megan had been on the Board of Trustees for 4½ years and Chair for past 2 years.
- Over this time had multiple conversations with Council, NZTA and residents regarding our concerns about road safety, so good to see the review of speed around rural schools to 60km/h, and lowered further to 40km/hr during school hours but disappointed it did not cover Te Uku School.
- The school community are really concerned about road safety, with inadequate parking at the coffee shop and petrol station near the school.
- Need a dedicated entry and exit as parking obstructs vision, combined with speed creates a multitude of problems in the area.
- At present a temporary reduction to 60km/hr during school hours and is 80km/hr usually.

- Strongly support a speed limit reduction and in the future more measures to reduce speed in the area as it is only a matter of time before we have a fatal accident in the area.
- School has spent a significant sum of money creating a dedicated entry and exit with a parking area for drop off and pick up, but more measures required.
- His Worship the Mayor advised that the school was on a state highway and Council can only control what is on a local road.
- Met with NZTA a few weeks ago and they advised that if the speed limit came down to 60km/hr then would be under Council control. This was incorrect, but the school were invited to send an email to the Mayor and he would take up with NZTA.

ACTION: Staff to collate submissions relating to state highways and draft a letter to Waka Kotahi (NZTA) on his behalf for these types of submissions, seeking solutions and responses from them for submitters.

- Waka Kotahi (NZTA) consulted on the speed limits for the Hamilton to Raglan and Pirongia to Raglan corridors approximately a year ago. Would suggest the submitter contacts them as a decision had not come out yet in regard to these reviews.
- Consultation process with NZTA was actually over two years ago and they are refreshing that consultation process due to the delay with COVID-19 constraints. Cr Thomson did submit back then and would forward that submission to the school.

Mr Peter Gunter – Submission 2338 (Page 34)

- Only found this consultation process when looking for Dog Control Bylaw and Policy review as there was quite a bit of noise around the community with that one. Council do need to do something about letting ratepayers know when issues are out for consultation.
- A zero-death toll target is as good as having a paperless office - never going to happen.
- Using big paint brushes to blanket everybody with the same brush – not fair.
- Signage and road condition are the issues not speed – signage been down in our area for a long time and have reported to Council.
- Road markings do not make sense as blind rises have passing lines (dotted white lines) – these areas should be double yellow as you have not visibility of what is over the rise.
- Too many changes – people would not know what the speed limit is where.
- Climate change is not a reason for changing speed limits and it does not matter what type of vehicle you have if you reduce speed limits there will be more emissions near schools and Council need to look at the conditions of the roads – too many potholes and patchy roads.
- Pokeno getting built up but no footpaths as such – people walk on the main road.

Nicola Nicholson – Submission 2240 (Page 87)

- Change to speed limit around rural schools – no need during school hours but imperative to have either side of pick up and drop off times, when the children are coming and going from the school as that is when the high volume of traffic is.
- Variable speeds being done for some areas near schools during school hours – currently Onewhero School is 40km/hr during school hours.
- Is it not a good idea for schools to have a lower speed limit all day for high risk students that tend to leave the school during the day? Think the school have identified those students and keep a close eye on them.
- Village itself should stay 50km/hr at all times and only within the vicinity of schools before and after school should the speed limit be lowered to 40km/hr.
- Wrote submission as individual member of the community, based on my observation when I do school drop off and pick ups.

Mr Alan Arnold – Submission 3024 (Pages 101-102)

- Mixed feelings about the proposal. Certainly agree to the extension of the 40km/hr along residential roads like George St and the whole town centre.
- Had discussions with neighbours and other residents happy for proposal to come out of Elizabeth St to town centre as 40km/hr due to the amount of school children and traffic before and after school.
- Buckland Road – two schools in close proximity – one being the primary school where you are proposing a permanent 40km/hr speed limit yet the other being Tuakau College which will be increased to 60km/hr as a rural school area.
- A single school zone should cover both schools, rather than having different speed limits between the two schools and townships.

Mr David Ralfe – Submission 3071 (Pages 31 & 110)

- Support proposal within the Tamahere area that we live and would like to see an extension of that into the Airport Road region.
- Have a 7 and 9 year old that attend the local school and it is a great community to live in, noting that with growth the state highway has become busier and busier.
- We now have a lot of residents cycling and walking along the main road and the current speed limits of 80km/hr and 100km/hr are no longer appropriate.
- It was noted that this was another submission that was affected by NZTA state highways which Council had no control over. Have attempted to get it lowered to at least 60km/hr but have not been successful to date.

The meeting adjourned at 10.30am and resumed at 10.53am.

Mr Brent Harper, Whitikahu School – Submission 2580 (Page 20)

- Support the proposal for a 40km/hr zone in our school zone.
- Significant amount of lifestyle blocks in our area now, along with a significant number of trucks going to and from quarry.
- Car park at pick up and drop off times is very full and if the speed limit is lowered it would be much safer, along with a footpath as supported in our Long-Term Plan submission last year.
- Showed locations that would be good placement of 40km/hr signs.
- Some schools are suggesting similar times as per this submission, i.e. between 8am and 9am, the between 3pm and 4pm.

Ms Leah Fry, Port Waikato Resident & Ratepayers – Submission 2680 (Page 83)

- Support dropping of speed limit around Te Kohanga School during opening and closing hours with leeway either side.
- Believe that additional measures could be put in place, such as flashing signs forewarning you of your speed and to slow down, more than just changing the limit and signs.
- No police enforcement, no speed cameras, nothing to encourage people to stick to the speed limit in Port Waikato.
- Look at engineering controls such as speed humps through Port Waikato and reduce speed limit to 40km/hr throughout the village due to the lack of enforcement.
- NZTA are taking advantage to push the speed limit up to 80km/hr on the Port Waikato/Tuakau Bridge Road, which is not in line with the consultation.
- Community has voiced their dissatisfaction with the lack of controls, but do support the increase in yellow lines.
- Accidents are more related to drug and alcohol rather than speed limit.
- Speed limits around schools should only be lowered during pick up and drop off times.
- Engineering controls are the only thing that will slow down boy racers and the dirt bikes as there is no enforcement.
- Would they take more dangerous action by avoiding the traffic calming measures driving on footpaths and the like? No.

Mr David Millar – Submission 2819 (Page 38)

- Some concerns have been addressed by previous submitters.
- My concerns are more around the proposals for Te Kauwhata and Te Kowhai, whilst we do not live in these areas, we have family and friends in these areas.
- Our local school has the controlled speed restrictions in place, but not such a good fit for Te Kowhai. Family have never had any incidents with speeding cars, but controls around before and after school would be sufficient.
- Enforcement needs to be in place or else there would be no change in behaviour – you also do not need to create more work for the Police at present.
- Not necessarily a quick fix and traffic calming measures would cost a lot of money but could cope with spending more on rates if a good job was done by our contractors.
- Wholesale change to 40km/hr all day is unnecessary, and people will get frustrated and ignore the speed limit.
- Are you aware of the incidents near the school – speed was a factor in all three cases? Not aware of any of the incidents mentioned as I do not live in the community but once again this was in a 50km/hr area now which would not have happened if they were obeying the speed limit.

Mr Manihera Forbes – Submission 2875 (Page 79)

Tabled Item (Attachment 4.1A) *Jodi to provide attachments*

- Support proposal, but request more to be done.
- Concern raised with Waikere Marae road, dangerous area as cars slide off the corner and more should be done to make bend safer.
- Houses are quite close to the road as per the photos shared by Mr Forbes.
- When there are events on parking alongside the road and causes a significant hazard with vehicles travelling at 100km/hr.
- Rerekereopa Memorial Drive along the beachfront – parking all along the corner and people walk along the road because no drainage for Council shower it flows along the carpark.
- Speed calming measures required in this area as high activity area of traffic, pedestrians and papakainga. Support reduction in speed from 40km/hr to 20km/hr.
- Maraes should have a reduction in speed limits, similar to those limits being considered for schools.

Mr Dave Moore – Submission 2835 (Page 40)

Did not submit.

Ms Jacqui Swain – Submission 2919 (Page 46)

- Located opposite entrance to Waitetuna School and support the reduction in speed limits outside schools during school hours and either side of pick up and drop off times.
- Traffic often re-routed when accident on state highway.
- It is not light enough in the mornings, nor are there any footpaths on the road so children need to walk down the road/road verge on a stretch of road where the speed limit is still 60km/hr.
- Each of the feeder roads are utilised by logging trucks, metal trucks and milk tankers when children are going to school. It takes a heavy truck like this longer to stop in the event of a child, pedestrian or dog walking out in front of them.
- Footpath should come from Waitetuna school to the bus stop at a bare minimum, in addition the turn off down Mountain Road to the footbridge.

Cr McNally left during the above submission at 11.48am.

Ms Grace Tema-Liapanekē – Submission 2948 (Page 27)

- A lot of people complain but never submit so thought it was important to actually submit on this issue.
- Speed limit in Tuakau township needs to be lower, i.e. around 40km/hr.
- Side streets are the issue – not the main road – people going are travelling between 60-80km/hr.
- Cars going too fast even near pedestrian crossings.
- Some enforcement required perhaps.

Mr Stephen Pole – Submission 2948 (Page 46)

- Concern was speed of vehicles through Pokeno – either enforcement to be done or traffic calming measures put in place.
- Remove 100km/hr sign as you approach the motorway on-ramp as impossible to do that speed around these corners.
- Somebody is going to get hurt before too long, we don't need to accept bad driver behaviour.
- Noted that this was another state highway issue that needed to be forwarded to NZTA for consideration.

Mrs Sharon Rakena – Submission 2978 (Page 40)

- Community has grown Mangawhero Road and state highway – now several additional houses, including the marae. Our speed limit is 70km/hr with many drivers exceeding this and endangering our children.
- Multiple collisions along the road near the bridge that crosses the stream down the road.
- It was ascertained that Mrs Rakena lived in Otorohanga District Council area and the Senior Roding Engineer offered to forward her details to the roading team at ODC.

Councillors requested a layout with full submissions like the Dog Policy & Bylaw review and Representation Review documents.

ACTION: Staff to meet with Crs Sedgwick and Smith to ensure hearing and deliberation reports, along with their attachments are put into the format relevant to each topic when being considered.

The meeting adjourned at 12.45pm and resumed at 1.30pm.

Adrian Pyne & Bram Clelland, Tauwhare Community Committee – Submission 3007 (Page 75)

- Mr Pyne and Mr Clelland provided a presentation with the Facebook poll that they undertook.
- Generally in support of the proposed bylaw but believe there should be a transition (i.e. 80km/hr zones) from the 100km/hr zones to 50km/hr zones.

Tim Manukau – Submission 2464 (Page 16)

Mr Manukau summarised the submission and noted the following matters:

- Support any road safety initiatives and would further support lowering speed limits near schools – particularly Duke Street, Ngaruawahia.
- Work with NZTA regarding assisting younger drivers with road safety initiatives, i.e. defensive driving courses.

Hamilton City Council – Submission 3040 (Page 47)

Ms Denton and Cr Thomson (HCC) summarised the submission and noted the following matters:

- Support the work Waikato District Council are doing regarding lowering speed limits in urban areas.
- Gordonton community not supportive the reduction in speed to 80km/hr.
- Great South Road, Horotiu – noted that HCC were lowering speed to 60km on the open road section which is discouraged by WDC.

June Rowland – Submission 3040 (Page 47)

Ms Rowland summarised the submission and noted the following matters:

- Requested reduction in speed limit along Hakiramata Road from 100km/hr to 80km/hr between Ngaruawahia and Riverview Road based on recommendation from Waka Kotahi.

Hine Carmichael – Submission 2631 (Page 22)

Ms Carmichael summarised the submission and noted the following matters:

- Reiterated points in submission, particularly regarding Porritt Avenue and sought either a further reduction or traffic calming measures/safety mirror on the corner.

The meeting adjourned at 2.14pm and resumed at 2.20pm.

Matthew Fyfe – Submission 2864 (Page 43)

Mr Fyfe summarised the submission and noted the following matters:

- Tauhei Road neglected on the Gordonton side of Ten Foot Road, the seal repairs are poor and was not a speed limit issue.
- Concerns around schools requiring more signage, i.e. Whitikahu and Tauhei Schools.
- Support philosophy around lowering speed limits around schools right across district around pick up and drop off times but not permanently.

Jennifer Nickel – Submission 3043 (Page 59)

Ms Nickel summarised the submission and noted the following matters:

- Believe that the primary consideration should be given to residents who live on Hakimarata Road rather than people passing through who should be given secondary consideration.
- No issue with quality of the road, the issue was the lack of enforcement.

No further submitters attended the hearing. The following matters were discussed by the Committee and Council staff in preparation of the deliberations to be held on Wednesday, 2 March 2022:

- 447 submissions had been received.
- 62% of submitters resided in the Raglan area.
- Key issues raised in submissions included:
 - Request received to include Tamahere in the control area.
 - Request to increase control areas in Pokeno and Meremere.
 - Request to remove a control area portion from Cliff Street, Raglan.
- Consultation had been undertaken with key stakeholders, iwi representatives and Community Boards.

- Most submitters:
 - favoured Option 1 in respect to permanent ban areas,
 - did not agree with a permanent ban at specified beach and river locations associated with Wainui Reserve, Sunset Beach, Karioitahi Beach and Maraetai Bay,
 - agreed with a 9.00pm to 9.00am ban in council-controlled parks, reserves and esplanades, and
 - supported a yearly ban in the Raglan ward from 23 December to 6 January.

Resolved: (Crs)

THAT pursuant to sections 83 of the Local Government Act 2002, the Policy & Regulatory Committee consider and, where requested, hear submission on the notified.

CARRIED

P&RH2202/03

- Meeting with HCC next week.

Maps

Discussion was held on the ban areas and times as follows:

Map Name	Comments
Sunset Beach, Port Waikato	Option 2
Wainui Reserve	No changes to the ban area. Ban times to be 9.00pm to 9.00am off season and 24 hours a day from 23 December to 6 January.
Maraetai Bay, Port Waikato	No changes to the ban area. Ban times 9.00pm to 9.00am.
Karioitahi Beach	No changes to the ban areas. 24 hours a day, 365 days a year.
Ngaruawahia	Option 2
Taupiri	Option 2
Meremere	Option 2
Te Kauwhata	Option 2. Map to be extended to include the Waikare Estate area.
Huntly	Option 2

The meeting adjourned at 12.40pm and resumed at 1.14pm when further discussion was held on the maps.

Map Name	Comments
Raglan	Option 1. Reduce Cliff Street.
Pokeno	Option 1. Ban area to be extended to include the Pokeno Community Hall and Pokeno School.
Tuakau	Ban area to be extended to include Tuakau Cosmopolitan Club, Carr Street.
Raglan seasonal ban	Reduce seasonal ban time from 23 December to 6 January. Include Ruapuke beach and Bridal Veil Falls in the seasonal ban.

ACTION: Staff to provide updated maps to the Committee members prior to the Policy & Regulatory meeting on Monday, 23 November 2020.

Resolved: (Crs Eyre/Bech)

That subject to any amendments requested by the Policy & Regulatory Committee, the proposed bylaw be considered by the Policy & Regulatory Committee at its meeting on 23 November 2020 with a view to recommending the Proposed Waikato District Council Alcohol Control Bylaw 2020 for adoption at the Council meeting on 14 December 2020.

CARRIED

P&RHE2010/04

There being no further business the meeting was declared closed at 1.42pm.

Minutes approved and confirmed this day of 2020.

JD Sedgwick
CHAIRPERSON

Minutes for a hearing of the Policy & Regulatory Committee to hear and consider submissions and make recommendations on the Proposed Waikato District Council Speed Limit By-Law Review, held via Audio Visual Conference on **WEDNESDAY, 2 MARCH 2022** reconvened at **9.02am**.

Present:

His Worship the Mayor, Mr AM Sanson (Chairperson)
Cr AD Bech
Cr JA Church
Cr CA Eyre
Cr JM Gibb
Cr SL Henderson
Cr SD Lynch
Cr RC McGuire
Cr EM Patterson
Cr NMD Smith
Cr CT Woolerton

Attending:

Mr R MacCulloch
Mr G Bellamy
Ms J Bell-Wymer
Ms G Shaw (Democracy Advisor)
Mr M Horsfield (Democracy Advisor)

APOLOGIES AND LEAVE OF ABSENCE

Resolved (Crs Church/Bech)

THAT apologies from Cr McNally, Cr Sedgwick and Cr Thomson be received.

CARRIED

P&R2203/01

DELIBERATIONS

Deliberations report for the 2022 Speed Limits Bylaw consultation
Agenda Item 4.2

The Committee considered both oral and written submissions and made the following recommendation to Council for adoption.

- Cr McGuire was opposed to the proposed speed change on Holland Rd (100km/h to 80km/h). He stated it was a straight road that experienced few vehicle accidents; therefore, the speed modification was not required.
- Expressed approval of the speed adjustment to Powells Road, from Hamilton City boundary to end, as this was a short stretch of road. The Transportation Engineer confirmed this was a short stretch of road (200m) prior to the railway line/crossing, to ensure there is a transition speed (the remainder of the road won't be affected).
- Hukanui Marae has a papakaianga (education centre), which Council staff were aware of.
- Hampton Downs - would affect a small portion of the roading. The changes were approved.
- There were no issues with the proposed speed changes on Hautapu Road.
- Hopu Hopu was not in the proposal, however, there was an opportunity include it (relating to a short section of road on the overbridge). As it was not originally consulted on, it was decided that it should be left as is.
- Horotiu Bridge Road and River Road would be left as is.
- Horsham Downs Road would be left as is.
- Huntly – proposed changes to Riverview Rd were agreed on (60km/h). Rotowaro Road would be left as is. Rayner Road would be left as is. Riverview Rd would follow staff recommendations. It was suggested Te Ohaki Road would be investigated at a further review (to consider reducing the speed limit on this road).
- Wallace Road in Newcastle was consulted on, and no issue was determined.
- Ngaruawahia – submissions regarding Croall Crescent were not supported (it wasn't part of the proposal). Great South Road had strong support from the local community board to leave it at 50km/h. It is busy during the day, but at night-time it is empty. Instead suggested to look at traffic calming (small roundabout installation nearby, etc).
- Havelock Road speed limit changes were not supported.
- Ngaruawahia Road - would support speed changes only once the subdivision intersection is built.
- River Road, residential area – the speed limit changes were not supported, but could be considered at a later date.
- River Road, west of Speedy Road – an increase in speed limit was not supported,

- Waingaro Road – changes within the proposal were recommended. Speed limit would increase to 60km/h closer to town. It was noted there was a Christian Youth Camp on this road, therefore, Cr Woolerton suggested the limit is changed to 50km/h outside the camp. Councillors and staff agreed to this change.
- Hakarimata Road – determined as out of scope. Noted it was a high traffic/high volume road. Received numerous submissions to reduce its speed to 80km/h, however, Councillors were reluctant to step outside the scope of consultation. A road that requires careful consideration by all affected parties.
- Southern end of Hakarimata Road would be lowered to 50km/h. Councillors agreed to this.
- Ohinewai – Lumsden Rd was out of scope as it was not consulted on. Ohinewai Rd changes were agreed to.
- Pokeno – all staff recommendations were agreed to.
- Supported reducing the speed limit on Great South Road (Pokeno) under the underpass to the roundabout. Also supported speed limit adjustments to Razorback Road.
- Port Waikato (Maraetai Reserve Bay) – speed to 20km/h on Maraetai Road. Supported to align with other roads within reserves.
- Pukekawa – agreed to staff recommendations.
- Puketaha – agreed with staff recommendations. Noted that the school on Puketaha Road is busy and congested during drop-offs and pick-ups.
- Raglan – opportunity for further speed management on Riria Kereopa Drive around the entrance into the campground, but it was out of scope. Staff could consider raised judder-bars as a low-cost alternative.
- Wainui Road (Raglan) – this referred to old SH23, proposed and recommended 60km/h.
- Rotokauri – it wasn't consulted on, however, it needed to be in alignment for when Hamilton City Council adjusts its speed limits.
- Ruakura - it also wasn't consulted on, however, it needed to be in alignment for when Hamilton City Council adjusts its speed limits. Supported pending the decision/s around Hamilton City Council's boundaries.
- Tamahere – all staff recommendations were supported apart from Airport Road which was out of scope.

- Taupiri – all recommendations were supported. Agreed that work should be carried out around the rail crossing (as a deceleration point). High community support to have speed at this site lowered.
- Tauwhare – Hautapu Road was out of scope.
- Pukemoremore Road (Tauwhare) – noted the school needed protection.
- Ringers Road (Tauwhare) – staff recommendations were supported.
- Scotsman Valley Road (Tauwhare) – this was an urban school and recommended to have 50/40 variable speed limit. This was agreed to.
- Tauwhare Road – noted the 80km/h signage should be placed where appropriate between Bruntwood and Woodcock Roads.
- Tauwhare Road (Village to Tauhora Road) – could the proposal be extended closer to town? Not enough consultation to make this call. Makes safety sense to have a buffer into the village. 50km/h threshold would be moved slightly further out to ensure the buffer.
- Te Kauwhata – all staff recommendations were agreed on.
- Te Kowhai – section of Horotiu Road outside Waikere Marae: whilst this section of road was not included in consultations, the roadside residential and Marae at this location supported a lower speed limit. It was recommended this section of road be 80km/h from 200m south of the Waikere Marae and 200m north from the last residential property. Committee decided this was out of scope but could be investigated in the future. Council would look at signage outside Maraes in the district (e.g., when tangis or other events are scheduled).
- Horotiu Road – staff recommendation was agreed on.
- Horotiu Road Te Kowhai – staff recommended proposed permanent speed limit of 40km/h as it was within an urban school zone. This was not supported by the community committee. Staff proposal supported – the South is to encompass the reserve and northern end to encompass proposed shopping development.
- Te Mata – all staff recommendations were supported.
- Te Ohaki – wasn't consulted on but will be reviewed at a later date when Council completes work regarding Maraes in the district.
- Tuakau – Alder Road was flagged for future discussion. George Street (main town centre by Escotts Road) needs to be considered in the future. Harrisville Riad, Jericho Road, Ruebe Road, Tramway Road and Tuakau Bridge-Port Waikato Road were out of scope. The remaining staff recommendations were agreed to.

- Waerenga – Taniwha Road was not consulted on, and staff did not consider it for inclusion into proposed changes as the community did not have opportunity for submissions.
- Waiuku – Aka Aka Road. The school had previously requested safer speeds. The limit was 100km/h and staff recommended that consistency be applied across all rural schools district-wide, therefore a 60/40 variable was recommended (including at the Aka Aka School). Additional markings for school zone would be applied to all schools to reinforce messaging to drivers.
- Whitikahu – recommendations were agreed to. Suggested Council also needs to investigate road calming in this area.
- School that were not included in the proposal would be treated in the same manner as those that had been included.
- Regarding speed around schools – Option 2 was agreed upon: “Keep the proposed school hours variable to school start and end only 8am – 9am and 2.30pm – 3.30pm. 60km/h other times.”

RESOLVED: (His Worship the Mayor/Cr Woolerton)

THAT the Policy & Regulatory Committee:

- a. makes decisions on matters raised in submissions; and
- b. provides staff with recommendations for the Speed Limits Bylaw 2021.

CARRIED

P&R2203/04

There being no further business the meeting was declared closed at 12.03pm.

Minutes approved and confirmed this day of 2022.

His Worship the Mayor, AM Sanson
CHAIRPERSON