



Hastings District Council

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OPEN MINUTES

COUNCIL

Meeting Date: **Thursday, 15 August 2019**

**Minutes of a Meeting of the Council held on
15 August 2019 at 9.00am Speed Bylaws**

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HASTINGS DISTRICT COUNCIL

**MINUTES OF A MEETING OF THE COUNCIL
HELD IN THE COUNCIL CHAMBER, GROUND FLOOR, CIVIC ADMINISTRATION
BUILDING, LYNDON ROAD EAST, HASTINGS ON
THURSDAY, 15 AUGUST 2019 AT 9.00AM SPEED BYLAWS**

PRESENT: Mayor Hazlehurst (Chair)
Councillors Barber, Dixon, Harvey, Heaps, Kerr, Lawson,
Lyons, Nixon, O'Keefe, Poulain, Redstone, Schollum,
Travers and Watkins.

IN ATTENDANCE: Group Manager: Asset Management (Mr C Thew)
Acting Transportation Engineer (Mr G O'Connor)
Traffic Engineering Officer (Mr L Crawford)
Transportation Manager (Mr J Pannu)
General Counsel (Mr S Smith)
Democracy & Governance Advisor (Mrs C Hunt)

1. PRAYER

The opening prayer was given by Councillor O'Keefe.

2. APOLOGIES

Mayor Hazlehurst/Councillor Dixon

That apologies for lateness from Councillor Barber and Councillor Poulain be accepted.

CARRIED

LEAVE OF ABSENCE

Mayor Hazlehurst/Councillor Dixon

That leave of absence be granted for Councillor Watkins from 21 August-22 August 2019.

CARRIED

3. SEAL REGISTER

Mayor Hazlehurst/Councillor Nixon

That the Seal Register lie on the table for the duration of the meeting.

CARRIED

4. CONFLICTS OF INTEREST

There were no declarations of conflicts of interest.

5. CONFIRMATION OF MINUTES

Mayor Hazlehurst/Councillor Schollum

That the minutes of the Council Meeting held Thursday 11 July 2019, including minutes while the public were excluded be confirmed as a true and correct record and be adopted.

CARRIED

6. SPEED BYLAW REVIEW

(Document 19/)

Her Worship the Mayor outlined the process to be followed in relation to the hearing of those submitters who had indicated a wish to appear in support of their submissions.

Additional speed limit requests made would be included in the next Speed Bylaw review. It was proposed that a Statement of Proposal for these would be presented to Council in February 2020 for adoption to consult, with hearing of submissions taking place in May 2020.

The Council then proceeded to hear the submitters.

PRESENTATION OF VERBAL SUBMISSIONS

Submission No. 345 - George MacMillan spoke to his submission in regard to Proposal 6 to adopt a 50km/hr speed limit, which he did not support. Kereru Road was an integral road through Maraekakaho into Hastings. Future subdivisions on Kereru Road would substantially effect the roading network. The existing stretch of 50km/hr area encompassed the school and high density area. Mr MacMillan said that the area was no different to rural subdivision throughout the Hastings district and should not be treated differently.

Councillor Poulain joined the meeting at 9.06am

Mr MacMillan displayed two maps (CG-14-1-01473) and contested that Maraekakaho was not a high density area. Mr MacMillan felt that if the speed limit was reduced it would set a precedent for all rural roads to have lower speed zones.

Councillor Barber joined the meeting at 9.11am

Mr MacMillan referred to the summary of submissions and some of the reasons given in support of the proposal for reducing the speed limit and commented that it was not a safety issue as there had been zero crashes in proposed stretch of road.

Rural roads were being grouped in with urban areas and using the reason of safety with no substantial evidence and do not use common sense.

The meeting noted that Mr MacMillan travelled through the area but did not live there.

Submission No. 350 - Christine Cheyne spoke to the submission on behalf of Cycle Aware Hawke's Bay. Cycle Aware Hawke's Bay supported all of the speed change proposals. If Hastings District Council wished to increase the rate of active transport and reduce carbon emissions from single occupant vehicles, it was important to reduce vehicle speeds. As well a safer road environment supported cycle tourism which had economic benefits for the district and region.

While Proposal 4 was supported Ms Cheyne considered that the extension of the 50 km/h limit to Gilpin Road did not go far enough and needed to extend to School Road.

There were changing trends in transport and mobility and trips in vehicles increasing congestion. Supported lower speed limits with increased commuting and recreational cycling.

Ms Cheyne supported reducing speed limits in other districts and opposed any implementation of 100km/hr into 50km/hr areas such as Clive heading towards Napier. Reducing from 100km/hr to 80km/hr prior to 50km/hr area.

The meeting felt that it would be helpful in the future:

- *To have data relating to other modes of transports other than just vehicles.*
- *Information of whether submitter lives in the area.*
- *Weighting attributed to relevant parties.*
- *Clarity in statistics in favour or against proposal.*
- *Whether a road user.*

The meeting discussed Bellerby Lane as a possible compromise to have the speed limit from 50km/hr from Bellerby Lane.

Submission No. 366 – Colin Goble spoke on behalf of the Automobile Association in support of Proposals 1,2,3,5 and 6. Mr Goble did not support Proposal 4 to reduce the speed to 50km/hr on Te Aute Road. The proposed Ryman development was only going to have one entrance way for all users midway along the straight.

Mr Goble recommended an 80kph speed limit and it be extended around the Gilpin Road Intersection curve. A separate entrance way at north eastern corner of the Ryman development be put in for vulnerable road user (Pedestrians/Cyclist/Mobility Scooters) so that main entrance is only for vehicles.

Mr Goble said it was important when speed limits were lowered to have some engineering measures to ensure speed limit would reduce. Speed limit alone could not address the issues and said it was the engineering measures that were far more effective than speed reduction.

Roads needed to be not only safe but efficient. Getting safety level and retaining efficiency of that road. Speed limits applied but lowered. Should be seeing more effort in engineering work to retain speed limit higher to improve roads efficiency and safety. The economy of the region needed to be considered as well as safety.

Mr Goble suggested that relocation of the concrete lamppost at the accessway to the Church to address visibility concerns.

Mr Goble advised that the AA supported the 80km/hr for Te Ara Kakahikatea,

however 90km/hr might be more appropriate which was in line with speed limits for heavy commercial vehicles.

Submission No. 329 - Jeremy Moore spoke on behalf of Ryman Healthcare in support of the proposed speed limit change from 100km/hr to 50km/hr along Te Aute Road (Proposal 4). Te Aute Road has a medium of high collective risk and a high personal risk. Creating a safer and more appropriate speed limit in the area proposed would reduce these risks to retirement village residents as well as the wider community, including users of the Village Baptist Church.

Speed limit change was fundamental to construction of the new development. Ryman had Invested in the site based on a level of comfort from discussions with Council. The village was urgently needed and would make a significant positive contribution to district. Mr Moore stated that the approval of the speed reduction to 50km/hr was pivotal for the development proceeding. The development would not proceed if the speed limit of 100km/hr remained in place.

Assuming the speed limit was approved the development would provide 147 townhouses, 78 assisted living and 90 care beds for the district.

During construction would be the generation of \$120-\$140m to the economy and up to 200 local people employed. Approximately 160 operational jobs would be created. There was the added benefit that Village people sell their old family homes which helped to relieve the housing market.

There would be only one entranceway to the Ryman Developments located centrally as they did not want traffic travelling all through the Village and could go either way at the centre.

Mr Moore confirmed that he was happy with the 50km/hr area at the beginning of the development site, where traffic calming measures would also be included, to extend further past the Church and around the corner that leads into Te Aute Road.

The Group Manager: Asset Management, Mr Thew, advised that the six proposals had been brought forward due to the development related speed limit changes from the wider speed limit review. The wider speed limit review, which consisted of public requests, NZTA high priority sites, CBD review and consistency with neighbouring councils, was scheduled to progress in February 2020. In that list of items for full consultation Te Aute Road would be considered in its entirety.

*The meeting adjourned for morning tea at 10.35am
and reconvened at 10.50am*

Submission No. 260 - Herbert Leijen had submitted an apology but had emailed (CG-14-1-01465) two major issues which was circulated at the meeting. The issues related to emission control and keeping the roads well maintained and open for efficiency and transport costs low.

Mr Leijen did not support any of the proposals and for Te Aute Road he requested a parallel road, futureproof the new subdivisions by maintaining arterials into the centre of town.

Submission No. 294 - Alastair Chalmers had submitted an apology and the meeting referred to his written submission. Mr Chalmers did not support any of the proposals and considered that lowering speed limits was counter-productive as slower speeds meant people did not pay as much attention and were easily distracted. Driver education was required.

This concluded the hearing of submissions where submitters had chosen to speak to Council.

The Acting Transportation Engineer, Mr O'Connor providing a brief overview on the process and background of setting speed limits on local roads. On 2 May 2019, Council accepted the recommendation to adopt the proposed speed limit changes and Statement of Proposal to go out to public consultation.

A total of 363 formal submissions were received in relation to the Proposed Amendments to the Council's Speed Limits Bylaw 2012. The proposed amendments relate to the following six separate proposals for speed limit changes throughout the district.

- Proposal 1 – Irongate Road East
- Proposal 2 – Maraekakaho Road
- Proposal 3 – East Road
- Proposal 4 – Te Aute Road
- Proposal 5 – Te Ara Kahikatea
- Proposal 6 – Kereru Road

Mr O'Connor advised that for a speed limit of 70km/h and 90km/h approval was required from NZTA and it was rarely approved as they were trying to phase out those speed limits. NZTA preference was for 60km/h and 80km/h as interim speed limits.

The meeting then considered the Six Proposals.

PROPOSAL 6: KERERU ROAD

The speed limit change proposal on Kereru Road was to extend the 50km/hr speed limit zone from the existing 50/100 km/hr signs to a point approximately 580m west of the intersection with Bellerby Lane.

This was to account for the recent development on Bellerby Lane and the upcoming residential development and expansion of the Maraekakaho settlement along Kereru Road.

There were 249 responses for Kereru Road with 100 in favour of the proposed change.

It was noted that in the Maraekakaho Community Plan road safety and future proofing roading to allow for future community expansion was one of their objectives.

General Counsel, Mr Smith, advised that the Local Government Act imposed obligations on how to make a bylaw. Consultation was required and a Statement of Proposal issued. Departure from the Statement of Proposal that had been consulted on raises the issue that someone who may have wanted to make a submission has been denied the opportunity.

The Engineer's report has signalled possible options for the future and options through this process. Future options could feed into wider review in the future.

PROPOSAL 6: KERERU ROAD**In Principle The Meeting Agreed**

That Council adopt the 50km/hr speed limit zone be extended from the existing 50/100 km/hr signs to a point approximately 100m west of the intersection with Bellerby Lane.

PROPOSAL 1: IRONGATE ROAD EAST

The speed limit change proposal on Irongate Road East was to reduce the 100km/h speed limit to 50km/h from the intersection of Maraekakaho Road to the end of the cul-de-sac.

This was due to the recent re-zoning of the land to industrial, and the increased traffic movements associated with level of industrial development that has taken place.

PROPOSAL 1: IRONGATE ROAD EAST**In Principle The Meeting Agreed**

That Council adopt 50km/hr for Irongate Road East, as per the Draft Statement of Proposal (LEG-02-34-19-534).

PROPOSAL 2: MARAEKAKAHO ROAD

The speed limit change proposal on Maraekakaho Road was to reduce the speed limit from 100km/hr to 80km/hr from the existing 70/100 km/hr signs to a point approximately 150m north of the intersection with State Highway 50A, a total length of approximately 2km.

It should be noted that on 1 August 1 2019, NZTA re-numbered State Highway 50A to State Highway 2. Any updates to the bylaw would reflect this change.

PROPOSAL 2: MARAEKAKAHO ROAD**In Principle The Meeting Agreed**

That Council adopt that the speed limit be reduced from 100km/hr to 80km/hr from the existing 70/100 km/hr signs to a point approximately 150m north of the intersection with State Highway 50A as per the Draft Statement of Proposal (LEG-02-34-19-534).

PROPOSAL 3: EAST ROAD

The speed limit change proposal on East Road was to extend the 50km/hr speed limit zone from the existing 50/100 km/hr signs to a point approximately 260m west of the intersection with Rockwood Place.

This is to account for the expansion of the urban area due to recent residential development.

Mr O'Connor advised that a future option review was further extension of the urban 50km/hr zone as part of future speed limit review.

PROPOSAL 3: EAST ROAD**In Principle The Meeting Agreed**

That Council adopt a 50km/hr speed limit zone extension from the existing 50/100 km/hr signs to a point approximately 260m west of the intersection with Rockwood Place as per the Draft Statement of Proposal (LEG-02-34-19-534)

Councillor Heaps did not support Proposal 3

PROPOSAL 4: TE AUTE ROAD

The speed limit change proposal on Te Aute Road was to extend the 50km/hr speed limit zone from the existing 50/100 km/hr signs to a point approximately 230m north of the intersection with Gilpin Road, a total extension of 500m.

This is to account for the increased traffic and pedestrian movements associated with the proposed retirement village on the western side and the Village Baptist Church on the eastern side.

Mr O'Connor advised that the proposal brought forward to consider was only for development associated changes. Potentially recommendations from crash reduction studies would include future speed limit review. Officers would work with the Church on improvements in regard to safety issues at their entranceway.

Review the remainder of Te Aute Road, including further extension of the urban 50km/hr zone as part of future speed limit review.

The Group Manager: Asset Management, Mr Thew, advised that the Te Aute/Middle Roads in terms of future development in the Heretaunga Plans Urban Design Strategy (HPUDES) did impact on this particular area. The area to the east of Te Aute Road was forecast for residential and it was in the reserve part of the Strategy and could potentially become residential in the future.

PROPOSAL 4: TE AUTE ROAD**In Principle The Meeting Agreed**

That Council adopt 50km/hr speed limit zone extension as per the Draft Statement of Proposal date to be finalised between parties.

Councillors Heaps and O'Keefe did not support Proposal 4

PROPOSAL 5: TE ARA KAHIKATEA

The speed limit proposal on Te Ara Kahikatea is to adopt the currently sign-posted speed limit of 80km/h along the entire length, as was previously consulted on through the Notice of Requirement Process.

PROPOSAL 5: TE ARA KAHIKATEA**In Principle The Meeting Agreed**

That Council adopt the retention of on-site signage and adopt currently sign-posted 80km/hr speed limit into the bylaw.

Councillor Schollum/Councillor Redstone

- A) That the report of the Traffic Engineering Officer titled “Speed Bylaw Review” dated 15/08/2019 be received.
- B) That the written submissions (CG-14-10-01345 and CG-14-10-01354), as circulated and summarised (PRJ19-140-0463) be received and considered.
- C) That the Council resolves, in terms of Section 155 of the Local Government Act 2002, that the principles set out in that section have been observed in such a manner that the Hastings District Council considers, in its discretion, is appropriate for the decisions made during the course of this meeting.
- D) That the following amendments proposed at this Council meeting be incorporated:

Proposal	Proposed Change
Proposal 1: Irongate Road East	50km/hr for Irongate Road East, as per the Draft Statement of Proposal (LEG-02-34-19-534).
Proposal 2 – Maraekakaho Road	80km/hr speed limit as per the Draft Statement of Proposal as per the Draft Statement of Proposal (LEG-02-34-19-534).
Proposal 3 – East Road	50km/hr speed limit zone extension from the existing 50/100 km/hr signs to a point approximately 260m west of the intersection with Rockwood Place as per the Draft Statement of Proposal (LEG-02-34-19-534).
Proposal - 4 Te Aute Road	Adopt 50km/hr speed limit zone extension as per the Draft Statement of Proposal date to be finalised between parties.
Proposal 5 – Te Ara Kahikatea	Retain on-site signage and adopt currently sign-posted 80km/hr speed limit into the bylaw.
Proposal 6 – Kereru Road	Adopt 50km/hr speed limit zone for Kereru Road 100m past Bellerby Lane.

- E) That Council officers for future consultation request from submitters additional information to allow submissions to be categorised according to the following eg:
- Those located in the affected area
 - Road users more generally

- **Special interest groups, including number of represented**
- **Key stakeholders**

F) That staff report to the Council meeting scheduled for Thursday 26 September 2019 with the appropriate recommendations for ratification by the Council, to give effect to this in principle decision.

- **Implementing safe and appropriate speeds across the road network as is the responsibility of Hastings District Council as the Road Controlling Authority.**

CARRIED

7. ADDITIONAL BUSINESS ITEMS

There were no additional business items.

8. EXTRAORDINARY BUSINESS ITEMS

There were no extraordinary business items.

The meeting closed at 12.40pm

Confirmed:

Chairman:

Date: