

Minutes for a hearing of the Policy & Regulatory Committee (to hear and consider submissions and make recommendations on the Proposed Waikato District Council Public Places & Traffic Bylaws) held in the Council Chambers, 15 Galileo Street, Ngaruawahia on **TUESDAY, 11 APRIL 2023** commencing at 9.30am and **WEDNESDAY, 12 APRIL 2023** commencing at 1.30pm.

Present:

Cr CA Eyre (Chairperson)
Cr CJ Beavis (Deputy Chairperson)
Her Worship the Mayor, Mrs JA Church
Cr JM Gibb
Cr MJ Keir
Cr KAM Ngataki
Cr EM Patterson
Cr MH Raumati
Cr VL Reeve
Cr LR Thomson
Cr T Turner
Cr DS Whyte

Attending:

Ms S O’Gorman (General Manager - Customer Delivery)
Mr J Ebenhoh (Planning & Policy Manager)
Ms N Hubbard (Corporate Planning Team Leader)
Ms A Sayer (Corporate Planner)
Ms J Bell-Wymer (Corporate Planner)
Mr T McIntyre (Policy Advisor)
Ms G Shaw (Democracy Advisor)

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

APOLOGIES AND LEAVE OF ABSENCE

Resolved: (Crs Eyre/Ngataki)

THAT:

- a. the apologies from Cr Matatahi-Poutapu and Cr P Thomson for non-attendance be accepted.

CARRIED

P&RHE2304/01

CONFIRMATION OF STATUS OF AGENDA ITEMS

Resolved: (Crs Ngataki/Keir)

THAT:

- a. **the agenda for a meeting of the Policy and Regulatory Committee hearing and deliberations of the Public Places & Traffic Bylaws held on Tuesday, 11 April 2023 and Wednesday, 12 April 2023 be confirmed; and**
- b. **all items therein be considered in open meeting with the exception of those items detailed at agenda item 5 which shall be considered with the public excluded.**

CARRIED

P&RHE2304/02

DISCLOSURES OF INTEREST

Councillor Lisa Thomson declared that one of the submitters was her partner.

REPORTS

Hearing report for the proposed Public Places and Traffic Bylaws
Agenda Item 4.1

The report was received under [P&R2304/02] and the following discussion was held:

- A Special Consultative Procedure was undertaken between 27 February and 27 March 2023 to advise the public of the proposed changes to the bylaws and invite submissions on those changes.
- Shape Waikato was Council's main portal for engagement with the community. The Public Places Bylaw page on Shape Waikato received 605 views and 427 individual visitors. In total, Council received 76 formal submissions.
- The Traffic Bylaw page on Shape Waikato received 732 views and 508 individual visitors. In total, Council received 47 formal submissions.
- Social media feedback on both bylaws was presented in the report. However, it was noted that these were not considered to be formal submissions, however Council could choose to have some level of regard to the social media comments during deliberations.
- Some Councillors noted a well written report, however, felt that insufficient time had been provided for Council to comprehensively consider all issues raised.

Resolved: (Crs Whyte/Reeve)

THAT the Policy and Regulatory Committee, pursuant to section 83 of the Local Government Act 2002, considers all submissions and, where requested, hears submissions on the proposed Public Place and Traffic bylaws.

CARRIED

P&RHE2304/03

Hearings – Verbal Submissions: Proposed Public Places Bylaw Hearing

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

Hugh Pinfold, also on behalf of Jodi Pinfold (Submission ID 6086 & 6059, Page 12)

- Skateboards and other wheeled recreational devices are great petrochemical free, cost-effective transportation options that contribute to health and fitness improvements.
- Wheeled recreational devices are a significant mode of transport for children travelling to and from school, and provide a fun outdoor recreational activity for after school hours.
- Considered that wheeled recreation devices were an important part of Raglan culture, which is known for skateboarding, surfing, and board sports.
- Also noted that prohibiting the use of wheeled recreational devices would result in increased motor vehicle use, resulting in increased traffic congestion and carbon emissions.
- Council should instead focus on safety mechanisms around wheeled recreational devices, instead of a complete ban. Suggestions included designated lanes for wheeled devices and planning around how to best integrate these into our communities.

Gareth Bellamy (Submission ID 5935/39, Page 18)

- Supported the proposed changes to clause 11 and schedule 1 to create a district-wide approach to prohibiting the use of skateboards and other wheeled recreation devices on footpaths in prohibited areas of town centres.
- Requested that the ‘dangerous driving and substances’ section within Clause 5 be removed as it is a matter for the Police to handle, and its inclusion in the Bylaw creates ambiguity and subjectivity.
- Additionally, there was opposition concerning privately or publicly owned properties. The wording in the Bylaw regarding encroachment into public spaces is also seen as not being prescriptive enough and creating ambiguity, making it difficult to enforce.

- Suggestions have been made to make it more prescriptive to address issues of obstructed walking space.
- Suggested the community should be encouraged to self-manage and embrace the Bylaw in a more meaningful way by allowing them to put a framework in place, such as horse-riding signs in Tuakau 70km/h zones and looking at neighbouring communities for inspiration.
- Overall, there is a need to ensure that the Bylaw is clear and concise while addressing the concerns and needs of the community.

John Lawson (Submission ID 6081, Page 16)

- Noted that the agenda report stated there are no perceived risks associated with the report. However, suggested that while there are no known impacts of the Bylaw on climate change, the report appears to discourage cycling and riding.
- It is important to make clear to the public that cars are not permitted to use bike or bus lanes.
- The bylaw may require more clarification as to what constitutes a transport device.
- On page 184 of the agenda, it was noted that tickets are issued to vehicles parked on grass approximately a dozen times per year, so the submitter requested that if a rule is in place, it should be applied consistently (not only a handful of times per year).
- The agenda included a staff note acknowledging that not all damage to roads is intentional. Mr Lawson stated that the wording is too generic and requires more specificity. It is important to note that every vehicle damages the road to some extent.

James Whetu (Submission ID 6042, Page 14)

- Mr Whetu expressed concern over nuances in the Ngaruawahia community that were being overlooked. He mentioned the Te Awa cycleway, a project that had been in progress for years and brings many visitors to the town. However, he was disappointed to see that e-bikes were categorised as wheel recreation devices, potentially prohibiting their use on the cycleway.
- Mr Whetu also questioned the ban on scooters, bikes, and skateboards, which he believed do not create a nuisance for the community.
- Mr Whetu also expressed a desire for guidance on where horses can be used in Ngaruawahia and suggested providing guidance on managing waste left by horses, rather than banning their use. Additionally, he raised concerns over the clarity of the consent process for activities requiring council approval.

Rosmarie Costar (Submission ID 6110, Page 22)

- Concerns were raised regarding the rules governing the use of skateboards, inline skates, and roller skates and the need to encourage children to engage in outdoor activities. It was suggested that clear signage and alternative routes be provided in the event that these activities are restricted by bylaw.
- There was some contention regarding the ban of horses from berms although it was acknowledged that this restriction may be necessary in certain circumstances.
- Argued that signage promoting political candidates should not be permitted in parks and reserves, but it was unclear why model planes could not be flown in these areas.
- It was also suggested the importance of educating young skateboarders on the appropriate use of footpaths in Tuakau.

Beach Thurlow (Submission ID 6077, Page 20)

- The increasing rate of crime in Raglan led to the establishment of skateboarding and basketball as a means of providing children with a form of recreation while contributing to their mental well-being in a safe environment.
- The culture and benefits of skateboarding need to be taken into account rather than focusing on the negative perception attached to skateboarding.
- As skateboarding is becoming increasingly popular and has been accepted as an Olympic sport, it is not productive to prohibit it in towns.
- Educational initiatives aimed at creating greater safety awareness needed to be implemented. While beginners should not be skateboarding on the streets, Raglan has limited skateable footpaths and is restricted to skating in the skatepark, town, and walking trails leading to the beach.

Tracey Wilde (Submission ID 5944, Page 21)

- In Waikato, horses constitute a significant proportion of recreational activities, either requiring personal land ownership or payment for access to a riding venue.
- Historically, horse riding on roads was deemed acceptable as a form of exercise; however, this approach does not address the safety concerns for horses. Moreover, it creates hazardous situations and driver frustration when they have to slow down for horses.
- If the ride-on berms are suitable for horse riding, there is no reason not to use them. It is imperative to ensure traffic flow while prioritising the safety of horses and riders. In this regard, exploring a solution that permits horses to use the verge but not the footpath appears to be reasonable.

Hearings – Verbal Submissions: Proposed Traffic Bylaw Hearing

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

Dennis Amooore (Submission ID 6050, Page 136)

- Requested that Council consider introducing a charge for the use of boat ramps in Raglan. Noted there are three (3) high use boat ramps in Raglan; at the wharf, at Manu Bay and at Papahua Reserve, for which a charge should apply to each. Noted that parking wardens could undertake monitoring.
- Suggested that revenue generated from the fees be reinvested into maintenance of the asset.
- Councillors suggested that monitoring would be very challenging, suggested there may be alternative monitoring options, for example, an annual subscription.
- Councillors noted that a potential fee of this kind could be adjusted according to on/off season.

Gareth Bellamy (Submission ID 5935/39, Pages 115-116)

- As a traffic engineer, Mr Bellamy noted that the original draft of the document could benefit from a focus on clarity in accordance with the bylaw.
- One area of confusion was around definitions, pertaining to the term "roadway," which should be revised to read "carriageway."
- Additionally, Clause 6.4 is somewhat subjective, presenting a challenge for staff tasked with enforcing it.
- In Clause 6.6, it is important to emphasise the distinction between abandoned vehicles and those parked legally on the road (e.g., if the car owner has gone on holiday), as this may create potential conflicts with residents. To this end, it may be appropriate to extend the time-period for compliance to a month to address any extenuating circumstances.
- It is also important to differentiate between commercial activities and minor homeowner repairs in Clause 6.9.
- Regarding Clauses 7.4-7.5, the suggestion is to revise these as current language remains unchanged, and the submitter disagreed with this approach.

Deliberations Report on the Proposed Traffic Bylaw

Agenda Item 4.2

- The Corporate Planning Team spoke to the Deliberations Report on the Proposed Traffic Bylaw.
- The proposed Traffic Bylaw was approved for consultation by Council on 24 February and was consulted on between 27 February and 27 March 2023.
- A total of 47 submissions were received with eight submitters requesting to speak at the Council hearing at the time this report was written.
- Staff recommended that, subject to any amendments directed by the Committee as a result of the hearing, the proposed bylaw is adopted by Council on 24 April 2023.
- The Committee raised concerns about the potential for delays in resolving issues, but staff assured them that some measures could be implemented quickly, however did note that other actions may require longer periods of time to implement.

Clauses 1-3

- No submissions were received on Clauses 1-3; therefore, it was proposed they be accepted unchanged.

Clause 4

- In Clause 4, the use of the term “roadway” has been brought into question by staff (and a submitter). It is suggested that this term may be inaccurate.
- It should also be noted that the definition for “light motor vehicle” has already been included in the definitions section.

ACTION: The term “roadway” in Clause 4 to be replaced with “Carriageway”.

Clause 5

- There were no submissions, and therefore no modifications, to Clause 5.

Clause 6

- Staff had made some changes to Clause 6 based off submission points, which were generally accepted by the Committee.
- However, there were concerns about Clause 6.3 and its implications for residents who run truck-based businesses (e.g. farming families), and the balance needed to avoid neighbour disputes.
- There were also concerns about unintentionally capturing emergency vehicles and a recommendation to include a reference stating that it does not apply to utility vehicles.
- Also discussed extending the seven (7) day period for parked vehicles to a month. Overall, the Committee reached a consensus that seven (7) days is an appropriate limit because extending it longer could pose a hazard, such as attempted break-ins/smashed windows.
- Trailers and caravans would be covered under the definition of a motor vehicle.

Clause 7

- A couple of points were raised by submitters and staff recommended no changes to Clause 7.

Clauses 8-10

- There were no submissions, and therefore no modifications, to Clauses 8-10.

Clause 11

- Clause 11 was discussed, and it was mentioned that some submissions had been received. However, staff recommended that the clause remain unchanged.
- There was a question raised by regarding the separation of the clause on U-turns and the lack of restrictions on U-turns at the moment. Staff explained that U-turns were a specific issue, and their application would typically be at traffic signal control intersections. It was clarified that these areas would have clear signage to indicate where U-turns were allowed.

Clause 12

- Clause 12 was also discussed, and it was mentioned that a schedule would be added in the future to allow for the addition of cycle paths through a resolution.
- The definition for trucks was discussed in relation to heavy trailers and heavy trucks, as pointed out earlier.
- A point was raised about disabled parking on page 224 of the agenda, specifying that no vehicles should stop, stand, or start in park areas or any part of the main street. It was questioned whether any signposts/wording was missing in relation to disabled parking. The descriptions were to be reviewed for clarification.

ACTION: Staff to review descriptions regarding disabled parking to determine if wording needs revision in the context of disable parking.

Clause 13

- No submissions were received around Clause 13.
- Discussion ensued regarding shared zones and the potential damage caused to roads. Additionally, the Committee discussed the issue of illegal activities occurring on "paper roads".
- Noted it was important to acknowledge that despite being called "paper roads," they are still valid roadways, and we cannot restrict entry to them. However, addressing illegal activity on these roads is a separate matter and would depend on the definition of what is considered illegal. It is essential to remember that we can only act based on the consultations/submissions that have been presented to us.

Clause 14

- Staff acknowledged comments regarding prohibitions on light motor vehicles, but ultimately determined that the clause should remain unchanged.
- However, there were concerns raised about the effectiveness of the clause, particularly in rural areas where anti-social behaviour was becoming an issue. Some members suggested that the police only had limited powers to move people along.
- A copy of the updated schedule was requested, and it was agreed by some Councillors that Onion Road should remain in the schedule, while other roads could be added in the future through a Policy and a workshop could be held to determine what types of treatments could be placed on different roads. Councillors indicated their support for retaining Onion Road in the schedule, provided it was ground proofed.

Clause 15

- No submissions were received for Clause 15; therefore, staff recommended it remain unchanged.

Clause 16

- Clause 16 will require the inclusion of a blank schedule. As per the feedback from submitter #6009, it is expected that the schedule will be updated to include the ramp and accessway leading to it, ensuring that it is not blocked.
- However, the matter of charging for the use of the ramp requires further consideration and exploration. We need to carefully evaluate the feasibility and fairness of imposing parking charges at the boat ramp. This would require more work and thought into the practical implementation of such a system.
- During the discussion, staff pointed out that the Long-Term Plan (LTP) refers to boat ramp usage, not parking, and thus argued against the conflation of the two concepts. While it was not explicitly stated that charges would be imposed for usage versus parking, it is crucial to tread carefully and avoid any possible backlash from the boating community or even a judicial review.
- Regarding Raglan submitter's query about capturing these concerns to avoid any loss of information, staff would follow-up on that action item. The Raglan Community Board has also previously emphasised the need to proactively address the issue, given the increasingly busy nature of the community. Therefore, we should put effort into exploring this matter to help ease the burden on Raglan.

ACTION: Staff to investigate options around Mr Dennis Amooore's submission regarding boat ramp charges in Raglan.

Clause 17

- Staff recommended that the Clause 17 remain unchanged.
- However, concerns were raised about the damage caused to paper roads in Tuakau, which fall under the definition of a road. The Committee discussed potential solutions to enforce regulations regarding paper road damage, including charging for repairs and applying consequences for intentionally damaging these unsealed roads.
- It was argued that there may be some subjectivity surrounding the definition of damage, particularly if it involves, for example, digging up grass.

- The suggestion was made to add wording that covers the damage caused to any road in excess of normal wear and tear, without specifically targeting heavy vehicles. This potential solution was noted as an action to be taken. The relevant definitions and considerations can be found on page 207 of the meeting agenda.

ACTION: Staff to add words into Clause 17, stating ‘damage to any road in excess of normal wear and tear’. Wording to be worked on and finalised by staff.

Clause 18

- The proposed bylaw introduced a new damage to signs clause prohibiting anyone from removing, damaging or interfering with any traffic sign unless authorised to do so. It is important that Council has the ability to have recourse in these situations.
- Questioned whether the bylaw covers tagging on road barriers and bollards, and the importance of identifying those responsible for the damage to comply with the bylaw.
- It was noted that the bylaw emphasises the prevention of damage to public places, including roads, by individuals.
- Suggested considering a list of charges to hold antisocial drivers accountable for damage to rails and other public property and emphasised that both bylaws should be considered for any necessary action.

Clauses 19, 20, 21 and 22

- No submissions were received on the above clauses; therefore, it was recommended they remain unchanged.

Clause 23

- Staff to correct grammar in Clause 23.5, to read “for which the owner/operator has received permissions”.

ACTION: Staff to correct grammar in Clause 23.5, to read “for which the owner/operator has received permissions”.

- Staff would investigate actions around Submitter #6009’s submission, which suggested that some aspects of the Public Places Bylaw should also be included in the Traffic Bylaw.

ACTION: Staff to investigate actions around Submitter #6009’s submission, which suggested that some aspects of the Public Places Bylaw should also be included in the Traffic Bylaw.

Clause 24

- No submissions were received in relation to this clause. Staff recommended that this clause is adopted with no changes.

Removal of Keeping of Animals Bylaw 2015 and Livestock Movement Bylaw 2022 Content

- The proposed bylaw also removed the Keeping of Animals clause (clause 23 of the Public Places Bylaw 2016), as it is now covered by the Livestock Movement Bylaw 2022 and the Keeping of Animals Bylaw 2015.

Resolved: (Crs Ngataki/Keir)

THAT the Policy and Regulatory Committee:

- a. notes the changes that have been made to the Traffic Bylaw 2023 (as outlined by track changes in attachment I), as a result of submissions received; and**
- b. provides direction to staff on any changes to make to the Traffic Bylaw 2023; and**
- c. recommends to Council that it adopts the Traffic Bylaw 2023 (option I).**

CARRIED

P&RHE2304/04

Deliberations Report on the Proposed Public Places Bylaw

Agenda Item 4.3

- The Corporate Planning Team spoke to the Deliberations Report on the proposed Public Places Bylaw.
- The proposed Public Places Bylaw was approved for consultation by Council on 24 February and was consulted on between 27 February and 27 March 2023.
- A total of 75 submissions were received with 9 (nine) submitters requesting to speak at the Council hearing initially.
- Staff recommended that, subject to any amendments directed by the Committee as a result of the hearing, the proposed bylaw is adopted by Council on 24 April (Option I).

Clauses 1 to 4

- This part included the following clauses:
 1. Introduction
 2. Revocations
 3. Purpose of the bylaw
- No submissions were received in relation to the above clauses and staff recommended they be adopted with no changes.

Clause 4 - Interpretation

- Submission #5936 suggested adding a definition for ‘mind-altering substances’, which is referred to in clause 5.2.
- Staff subsequently added in an additional definition from Section 9 of the Psychoactive Substances Act 2013.

Clause 5 – Nuisance

- (a) In Clause 5, the submitters' points were noted, and the staff mostly kept the clause the same, with some minor changes made to update typos.
- It was acknowledged that people may not be fully aware of what is allowed and not allowed under each bylaw, and there was a desire to make this kind of information more accessible to the public.
- The Reserves and Beaches Bylaw was also discussed, with considerations made for what is allowed under such a bylaw.
- It was observed that having multiple bylaws, plans, and policies can be confusing for the public, and there should be a single space for that information. Additionally, there was a need to ensure that the bylaws did not contradict each other and that the wording could be improved to make it more enabling.

ACTION: Staff to investigate issues raised regarding ease of access for ratepayers to understand what is permitted under different bylaws on the WDC public website. Noted that currently, members of the public must read and try to interpret each different bylaw. Suggested there might be a more accessible way of communicating this kind of information to the public.

Clause 6 – Obstruction or Encroachment in Public Places

- A submitter noted that Clause 6.1 (b) “should also include “obstruct visibility for traffic””.
- Staff agreed that this should be added to provide clarity.

Clause 7 – Damage to Public Places

- Staff received a submission in relation to this clause, however, staff recommend that this clause be adopted with no changes.

Clause 8 – Horses

- It was discussed that staff recommended Clause 8 be adopted without any changes despite submissions against this option.
- Committee members noted that a submitter who spoke earlier in the day saw value in horses coming into town and wanted to see flexibility.
- However, some members expressed concerns about the potential damage and harm that horses may cause in urban areas, including running across public areas and even causing harm to vehicles.
- Committee discussed potential solutions, including engaging and educating the community, working with local groups such as marae and sports clubs to influence behaviour, and even adding a provision under section 7.1F that prohibits any animal from damaging any part of a public place or causing nuisance, or harm to a person. However, there were concerns about the effectiveness of enforcement and the requirements for criminal prosecution.
- It was emphasised that Council did not want to be too restrictive on this issue and would like to see work towards appropriate solutions through community engagement and education.
- Committee members agreed, at this stage, that the words ‘or berm’ be removed from the clause. Felt this was an appropriate compromise.

The meeting adjourned at 4:38pm until Wednesday, 12 April 2023 at 1.30pm.

The meeting was reconvened at 1.30pm on **WEDNESDAY, 12 APRIL 2023.**

Present:

Cr CA Eyre (Chairperson)
Cr CJ Beavis (Deputy Chairperson)
Cr JM Gibb
Cr MJ Keir
Cr P Matatahi-Poutapu
Cr KAM Ngataki
Cr EM Patterson
Cr MH Raumati
Cr VL Reeve
Cr LR Thomson
Cr P Thomson
Cr T Turner
Cr DS Whyte

Attending:

Ms M May (Acting General Manager – Service Delivery)
Mr J Ebenhoh (Planning & Policy Manager)
Ms N Hubbard (Corporate Planning Team Leader)
Ms A Sayer (Corporate Planner)
Ms J Bell-Wymer (Corporate Planner)
Mr T McIntyre (Policy Advisor)
Ms G Shaw (Democracy Advisor)

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

APOLOGIES AND LEAVE OF ABSENCE

Resolved: (Crs Beavis/Raumati)

THAT:

- a. the apology from Her Worship the Mayor, Mrs JA Church, for non-attendance be accepted.

CARRIED

P&RHE2304/05

Clause 8 – Horses

- Unanimous decision was made to remove the word "berm" from the clause.
- Aim was to provide a simple rule for the entire district, achieve clarity, and balance the needs of equestrians and pedestrians.
- There were discussions about the holistic benefits of horse riding during the meeting, and it was noted that this activity does not pose a significant safety risk to the public.
- While there have been numerous complaints received about horse manure on footpaths, only 12 complaints were related to safety concerns, indicating a need for further engagement with the horse-riding community.
- Legal staff noted that, according to our definitions, the term 'grass berm' refers to any portion of a footpath or road surface that is covered with grass. It is worth noting that if we remove "all berms" from the clause, a footpath that has a grass covering still technically qualifies as a 'grass berm.'
- In light of this, staff suggested removing the term 'berm' and revising the wording to "along any formed or paved footpath" to avoid this issue. By adding this phrase to the clause, we can avoid the need to modify our current definitions.

ACTION: In Clause 8, staff to add the word "paved" to footpath description and remove the word 'berm'.

- Staff reminded Councillors that it would need to focus on topics that had been consulted on.

Clause 9 – Placing of Articles on Public Places

No submissions were received in relation to this clause and staff recommended that this clause be adopted with no changes.

Clause 10 – Approved Used of Footpaths, Berms

- A point was raised regarding Bow St and Wainui Rd, Raglan, where the seats are on the opposite side of the footpath, causing a bottleneck when pedestrians cross the road.
- It has been acknowledged that the monitoring team needs to be provided with clear guidelines, and there are capacity limitations for proactive monitoring. The team could only respond to complaints, and enforcement action could vary depending on the situation.

- There was a discussion regarding the potential hazards caused by chairs and tables on footpaths, and the need for a clear passageway of at least 2m to ensure the free and easy flow of pedestrian traffic.
- Although changes were suggested regarding the prescriptive nature of the guidelines and the addition of a new point, it was noted that these issues were not part of the initial consultation. It is important to be mindful that the discussion pertains only to dining tables, which was the subject of the consultation. It was noted this point was covered under 10.2a.

ACTION: Staff to add the words ‘and chairs’ to the 10.2 heading.

Clause 11 - Skateboards, Roller Skates, Inline Skates and Wheeled Recreational Devices

- The proposed bylaw included implementation of a district-wide approach to the riding of wheeled recreational devices (like skateboards and scooters) on footpaths in specified sections of town centres.
- Based on submissions/feedback, staff recommended adjusting the clause to read: “No person shall ride or use any skateboard, roller skates, inline skates or wheeled recreational device on any road or footpath, on any footbridge, or in any public place within the areas specified in Schedule 1 so as to cause damage to any property or person, or in a manner which is careless, dangerous or causes an obstruction, or annoyance to any person or persons using the public place.”
- Committee noted it is important to consider potential challenges that may arise with the presence of skateboards in the city in the future. Regarding Hugh Pinfold's submission, Committee members acknowledged the need for educational efforts surrounding this issue.
- One possibility suggested was to collaborate with the relevant submitters to implement a district-wide education program aimed at promoting safe and socially/culturally acceptable skateboard use. This effort could involve community members such as Beach Thurlow and Hugh Pinfold (submitters).

ACTION: Staff to investigate educational opportunities to address the presence of skateboards in public spaces.

Clauses 12 – 18

- No submissions were received in relation to these clauses and staff recommended that these clauses be adopted with no changes.

