

Notice of Meeting:

I hereby give notice that an ordinary Meeting of the Traffic, Speed Limit and Road Closure Hearings Panel will be held on:

Date: Wednesday 22 February 2023
Time: 9.30am
Meeting Room: Council Chamber and Audio Visual Link
Venue: Municipal Building, Garden Place, Hamilton

Lance Vervoort
Chief Executive

Traffic, Speed Limit and Road Closure Hearings Panel

Ko Ngaa Taki Huarahi

OPEN AGENDA

Membership

Chairperson Cr Mark Donovan
Heamana

Members Deputy Mayor Angela O'Leary
Cr Anna Casey-Cox
Cr Ewan Wilson
Cr Geoff Taylor
Cr Louise Hutt
Cr Maxine van Oosten

Quorum: Three members

Meeting Frequency: As required

Amy Viggers
Mana Whakahaere
Governance

15 February 2023

Telephone: 07 838 6727
Amy.Viggers@hcc.govt.nz
www.hamilton.govt.nz

Purpose

1. To conduct fair and effective hearings and make determinations on objections relating to the Traffic Bylaw, Speed Limit Bylaw, and proposals for temporary closure of any road.

<i>The Traffic, Speed Limit and Road Closure Hearings Panel is delegated the following Terms of Reference and powers:</i>
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Terms of Reference:

2. To consider and determine traffic and speed limit related matters, including those detailed in the Traffic Bylaw and Speed Management Plan, including hearing any submissions relating to those proposed changes.
3. To hear and determine statutory or regulatory hearings and make determinations on objections relating to proposals for the temporary closure of any road.

ITEM	TABLE OF CONTENTS	PAGE
1	Apologies – <i>Tono aroha</i>	4
2	Confirmation of Agenda – <i>Whakatau raarangi take</i>	4
3	Declarations of Interest – <i>Tauaakii whaipaaanga</i>	4
4	Confirmation of the Traffic, Speed Limit and Road Closure Hearings Panel Open Minutes of 22 November 2022	5
5	Parking Restrictions and Traffic Bylaw Changes	8
6	Hamilton City Speed Limit Changes	59

1 Apologies – *Tono aroha*

2 Confirmation of Agenda – *Whakatau raarangi take*

The Committee to confirm the agenda.

3 Declaration of Interest – *Tauaakii whaipanga*

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

Council Report

Item 4

Committee: Traffic, Speed Limit and Road Closure Hearings Panel

Date: 22 February 2023

Author: Arnold Andrews

Authoriser: Michelle Hawthorne

Position: Governance Advisor

Position: Governance and Assurance Manager

Report Name: Confirmation of the Traffic, Speed Limit and Road Closure Hearings Panel Open Minutes of 22 November 2022

Report Status	<i>Open</i>
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Staff Recommendation - *Tuutohu-aa-kaimahi*

That the Traffic, Speed Limit and Road Closure Hearings Panel confirm the Open Minutes of the Traffic, Speed Limit and Road Closure Hearings Panel meeting held on 22 November 2022 as a true and correct record.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Traffic, Speed Limit and Road Closure Hearings Panel Unconfirmed Open Minutes of 22 November 2022.

Traffic, Speed Limit and Road Closure Hearings Panel

Ko Ngaa Taki Huarahi

OPEN MINUTES

Minutes of a meeting of the Traffic, Speed Limit and Road Closure Hearings Panel held in Committee Room 1, Municipal Building, Garden Place, Hamilton on Tuesday 22 November 2022 at 9.30am.

PRESENT

Chairperson	Cr M Donovan
<i>Heamana</i>	
Members	Cr M van Oosten Cr E Wilson Cr A Casey-Cox
In Attendance	Cr M Tauariki Cr M Huaki Robyn Denton – Network Operations Team Leader
Governance Team	Arnold Andrews and Tyler Gaukrodger – Governance Advisors Chantal Jansen – Governance Officer

1. **Apologies – *Tono aroha***
Resolved: (Cr Wilson/Cr van Oosten)
 That the apologies for lateness from Deputy Mayor O’Leary and Cr Taylor, and partial apologies from Cr Hutt were accepted.
2. **Confirmation of Agenda – *Whakatau raarangi take***
Resolved: (Cr Wilson/Cr Casey-Cox)
 That the Agenda is confirmed.
3. **Declarations of Interest – *Tauaakii whaipanga***
 No members of the Council declared a Conflict of Interest.
4. **Parking Restrictions and Traffic Bylaw Changes**

The Network Operations Team Leader took the report as read, noting Council’s role as the local authority of road networks in Hamilton. She spoke to the role of the Traffic, Speed Limit and Road Closure Hearings Panel, the amendment to the report to provide additional mobility parking, and changes to the Traffic Bylaw 2021 map register. She responded to questions from Members concerning signage and access of mobility parking facilities.

Resolved: (Cr Wilson/Cr Donovan)

That the Traffic, Speed Limit and Road Closure Hearings Panel:

 - a) receives the report;
 - b) approves the changes to parking restrictions and controls as set out in the table below:

Location	Amendments to current restrictions
Caro Street	Provide Mobility Parking by: 1. temporary installation of 10m 'P60 Mobility At All Times' restriction at #260 Anglesea Street –Municipal Building – Caro Wing Carpark to accommodate repainting and tiling of the Municipal Building.

- c) approves the following changes to the Traffic Bylaw 2021 Register 7 – Heavy Traffic Prohibitions:
- Rename Traffic Bylaw 2021 Register 7 – Heavy Vehicle Prohibitions: Part 5 –to “Hamilton City Heavy Vehicle Through Traffic and Over Dimensional Vehicles Routes”;
 - Map Update Part 4 – Approved Stock Routes in Urban Areas (26.10.2022);
 - Map update Part 5 – Hamilton City Heavy Vehicle Through Traffic and Over-Dimensional Routes (19.10.2022);
 - Map update Part 6 – Weight Or Load Restrictions, B – Higher Productivity Motor Vehicles – Approved routes (26.10.2022); and
 - Map update Part 6 – Weight Or Load Restrictions, C – 50MAX Heavy Motor Vehicles (13.10.2022).

5. Temporary Road Closure Approvals for Events

The Network Operations Team Leader took the report as read, noting the ability of Council to temporarily close roads, requirements of Council to notify temporary and permanent road closures, and staff process to temporarily close roads. She responded to questions from Members concerning home owner access during temporary closures, previous Bryce street closures, length of road closures, and notification of road closures with stakeholders.

Resolved: (Cr Casey-Cox/Cr Wilson)

That the Traffic, Speed Limit and Road Closure Hearings Panel:

- receives the report;
- approves the closure of Worley Place Shared Zone to accommodate the ‘Lighting of the Xmas Tree’ event on 26 November 2022 between 2.00 pm to midnight;
- approves the closure of the following roads for the White Ferns vs Bangladesh cricket match on 17 December 2022:
 - Pre match closure between 11.00am and 6.00pm;
 - Seddon Road from Norton Road to Somerset Street;
 - Post-match closure between 6.00pm and 10.00pm;
 - Seddon Road from Marama Street to Norton Road Roundabout;
 - Norton Road from the roundabout to London Street;
 - Tristram Street from London Street to Bryce Street;
 - Bryce Street from Tristram Street to Seddon Road;
 - Somerset Street from Devon Road to Seddon Road; and
- approves the Notice of Decision be issued stating Council’s decision for the Lighting of the Xmas Tree event on 26 November 2022 and the White Ferns vs Bangladesh match on 17 December 2022.

The meeting was declared Closed at 9.49am.

Council Report

Committee: Traffic, Speed Limit and Road Closure Hearings Panel

Date: 22 February 2023

Author: Aditya Mitta

Authoriser: Eeva-Liisa Wright

Position: Network Operations Engineer

Position: General Manager
Infrastructure Operations

Report Name: Parking Restrictions and Traffic Bylaw Changes

Report Status	<i>Open</i>
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Purpose - Take

- To seek approval from the Traffic, Speed Limit and Road Closure Hearings Panel for the proposed changes to traffic controls throughout Hamilton City.

Staff Recommendation - *Tuutohu-aa-kaimahi*

- That the Traffic, Speed Limit and Road Closure Hearings Panel:
 - receives the report; and
 - approves the changes to parking restrictions and controls as set out in the table below:

Location	Amendments to current restrictions
Arthur Porter Drive	Improve safety and sight distances at intersection by: <ol style="list-style-type: none"> Installation of 30m 'No Stopping' restriction outside #840 Arthur Porter Drive. Installation of 10m 'No Stopping' restriction outside #860 Arthur Porter Drive.
Ashurst Avenue	Improve safety and sight distances at Raised Pedestrian Platform at Te Rapa Primary School by: <ol style="list-style-type: none"> Installation of 10m 'No Stopping' restriction outside #56 Ashurst Avenue. Installation of 20m 'No Stopping' restriction outside #58 - #60 Ashurst Avenue. Installation of 10m 'No Stopping' restriction outside #61 Ashurst Avenue. Installation of 15m 'No Stopping' restriction outside #61A Ashurst Avenue.
Aztec Place	Improve traffic operations in cul-de-sac by: <ol style="list-style-type: none"> Installation of 145m 'No Stopping' restriction outside #7 - #16 Aztec Place. Improve safety and sight distances at intersection by: <ol style="list-style-type: none"> Rescind 10m 'No Stopping' restriction outside #51 Duke

	<p>Street.</p> <ol style="list-style-type: none"> 3. Rescind 10m 'No Stopping' restriction outside #1 Aztec Place. 4. Installation of 15m 'No Stopping' restriction outside #51 Duke Street 5. Installation of 15m 'No Stopping' restriction outside #1 Aztec Place.
Bryce Street	<p>To remove parking in section of Bryce Street between Seddon Road and Tristram Street where settlement is occurring:</p> <ol style="list-style-type: none"> 1. North side on Bryce Street – Installation of 190m 'No Stopping' restriction outside Seddon Park. 2. South side on Bryce Street – Installation of 195m 'No Stopping' restriction adjacent to rail corridor. 3. Rescind 31.5m 'No Stopping' restriction on the northwest side of Bryce Street, outside Seddon Park. 4. Rescind 38.5m 'No Stopping' restriction on the northeast side of Bryce Street, outside Seddon Park. 5. Rescind 145m 'No Stopping' restriction on the southwest side of Bryce Street, adjacent to rail corridor. 6. Rescind 12.5m 'No Stopping' restriction on the southeast side of Bryce Street, adjacent to rail corridor.
Chanan Place	<p>Improve traffic operations on cul-de-sac and road by:</p> <ol style="list-style-type: none"> 1. Installation of 15m 'No Stopping' restriction outside #25 Chanan Place. 2. Installation of 20m 'No Stopping' restriction outside #114 Maui Street. 3. Installation of 120m 'No Stopping' restriction opposite #114 Maui Street. 4. Installation of 30m 'No Stopping' restriction outside #114 Maui Street.
Clarkin Road	<p>Improve safety and sight distances at intersection by:</p> <ol style="list-style-type: none"> 1. Installation of 15m 'No Stopping' restriction outside #56 Haultain Street. 2. Installation of 25m 'No Stopping' restriction outside #100 - #102 Clarkin Road.
Clem Newby Road	<p>Improve access to properties by:</p> <ol style="list-style-type: none"> 1. Installation of 35m 'No Stopping' restriction starting outside #49 Clem Newby Road and ending outside #840 Arthur Porter Drive. 2. Installation of 35m 'No Stopping' restriction outside #43 - #49 Clem Newby Road. <p>Improve safety and sight distances at an intersection by:</p> <ol style="list-style-type: none"> 3. Installation of 30m 'No Stopping' restriction outside #840 Arthur Porter Drive. 4. Installation of 30m 'No Stopping' restriction outside #860 Arthur Porter Drive. <p>Improve safety and sight distances for pedestrians crossing at the</p>

Item 5

	<p>intersection by:</p> <ol style="list-style-type: none"> 5. Installation of 25m 'No Stopping' restriction outside #23 Clem Newby Road. 6. Installation of 25m 'No Stopping' restriction outside #32 Clem Newby Road.
Cobham Drive	<p>Improve safety at Anzac Parade intersection by:</p> <ol style="list-style-type: none"> 1. Rescind 36m 'No Stopping' restriction on Cobham Drive 2. Installation of 175m 'No Stopping' restriction on Cobham Drive. 3. Installation of 75m 'No Stopping' restriction on Cobham Drive. 4. Installation of 20m 'No Stopping' restriction on Cobham Drive.
Crawford Street	<p>Improve safety and traffic operations by gazette of existing 'No Stopping' restrictions:</p> <ol style="list-style-type: none"> 1. 255m 'No Stopping' restriction on Crawford Street. 2. 220m 'No Stopping' restriction on Crawford Street. 3. 85m 'No Stopping' restriction on Crawford Street.
Featherstone Drive	<p>Improve traffic operations on a turn-around bay at the no-exit end, by:</p> <ol style="list-style-type: none"> 1. Installation of 75m 'No Stopping' restriction on turn-around bay at the no-exit end near #45 Featherstone Drive.
Fergy Place	<p>Improve traffic operations by:</p> <ol style="list-style-type: none"> 1. Installation of 10m 'No Stopping' restriction on Fergy Place and North City Road intersection 2. Installation of 10m 'No Stopping' restriction on Fergy Place and North City Road intersection 3. Installation of 15m 'No Stopping' restriction on Fergy Place and North City Road intersection 4. Installation of 15m 'No Stopping' restriction on Fergy Place and North City Road intersection
Flynn Road	<p>Improve access to wastewater pump station by:</p> <ol style="list-style-type: none"> 1. Installation of 15m 'No Stopping' restriction outside #20 - #22 Flynn Road.
Gordonton Road	<p>Improve safety and traffic operation by:</p> <ol style="list-style-type: none"> 1. Northbound Traffic: Installation of 3255m 'No Stopping Zone At All Times' restriction commencing at Wairere on Gordonton Road. 2. Southbound Traffic: Installation of 3255m 'No Stopping Zone At All Times' restriction on Gordonton Road finishing at Wairere Drive.

Hare Puke Drive	<p>Improve safety and traffic operations by:</p> <ol style="list-style-type: none"> 1. Installation of 25m 'No Stopping' restriction outside #75 Hare Puke Drive. 2. Installation of 30m 'No Stopping' restriction outside #60 - #70 Hare Puke Drive.
Haultain Street	<p>Improve safety and sight distances at intersection by:</p> <ol style="list-style-type: none"> 1. Installation of 30m 'No Stopping' restriction outside #54 - #56 Haultain Street 2. Installation of 25m 'No Stopping' restriction outside #102 Clarkin Road"
June Place	<p>Improve safety and sight distances at intersection by:</p> <ol style="list-style-type: none"> 1. Installation of 10m 'No Stopping' restriction outside #37 May Street. 2. Installation of 10m 'No Stopping' restriction outside #1 June Place. 3. Improve traffic operations on cul-de-sac by: 4. Installation of 55m 'No Stopping' restriction outside #3 - #10 June Place.
Korikori Green	<p>Improve traffic operations on cul-de-sac and road by:</p> <ol style="list-style-type: none"> 1. Installation of 85m 'No Stopping' restriction on Korikori Green cul-de-sac. 2. Installation of 135m 'No Stopping' restriction on Korikori Green cul-de-sac.
Lake Crescent	<p>Improve traffic operations on narrow service lane by:</p> <ol style="list-style-type: none"> 1. Installation of 210m 'No Stopping' restriction outside #69 - #101 Lake Crescent. 2. Installation of 200m 'No Stopping' restriction opposite #69 - #101 Lake Crescent.
Maeroa Road	<p>Improve safety and sight distances at Rimu Street intersection by:</p> <ol style="list-style-type: none"> 1. Installation of 20m 'No Stopping' restriction outside #218 Maeroa Road
Maui Street	<p>Improve safety and sight distances at intersection by:</p> <ol style="list-style-type: none"> 1. Rescind 20m 'No Stopping' restriction outside #115 Maui Street. 2. Installation of 10m 'No Stopping' restriction outside #116 Maui Street. 3. Installation of 40m 'No Stopping' restriction outside #115 - #119 Maui Street.
May Street	<p>Improve safety and sight distances at intersection by:</p> <ol style="list-style-type: none"> 1. Installation of 10m 'No Stopping' restriction outside #1 June Place. 2. Installation of 10m 'No Stopping' restriction outside #37 May Street.
Minogue Drive	<p>Improve safety and access to properties by:</p> <ol style="list-style-type: none"> 1. Installation of 20m 'No Stopping' restriction outside #60

Item 5

	<p>Minogue Drive.</p> <p>2. Installation of 20m 'No Stopping' restriction opposite #60 Minogue Drive.</p>
<p>North City Road</p> <p>(Rototuna Village Project)</p>	<p>Improve traffic operations by:</p> <ol style="list-style-type: none"> 1. "Installation of 185m 'No Stopping' restriction outside #22 North City Road 2. Installation of 185m 'No Stopping' restriction outside #23 - #29 North City Road Installation of 10m 'No Stopping' restriction on Fergy Place and North City Road intersection 3. Installation of 10m 'No Stopping' restriction on Fergy Place and North City Road intersection 4. Installation of 15m 'No Stopping' restriction on Fergy Place and North City Road intersection 5. Installation of 15m 'No Stopping' restriction on Fergy Place and North City Road intersection 6. Installation of a Bus stop outside Rototuna Library Eastbound of North City Road 7. Installation of a Bus stop outside Rototuna Library Westbound of North City Road"
<p>Paulette Place</p>	<p>Improve traffic operations on cul-de-sac by:</p> <ol style="list-style-type: none"> 1. Installation of 65m 'No Stopping' restriction outside #14 - #27 Paulette Place.
<p>Pickering Crescent</p>	<p>Improve traffic operations on cul-de-sac by:</p> <ol style="list-style-type: none"> 1. Installation of 55m 'No Stopping' restriction outside #14 - #24 Pickering Crescent. 2. Installation of 35m 'P5 min - 8am-6pm Mon-Sun' outside Hukanui School. 3. Rescind 15m 'No Stopping' restriction outside #14 - #24 Pickering Crescent. 4. Rescind 5m 'No Stopping' restriction outside #24 Pickering Crescent.
<p>Rimu Street</p>	<p>Improve safety and access to properties at Maeroa Road intersection by:</p> <ol style="list-style-type: none"> 1. Installation of 20m 'No Stopping' restriction outside #92 - #94 Rimu Street. 2. Installation of 20m 'No Stopping' restriction outside #88 Rimu Street.
<p>Victoria Street</p>	<p>Rescind temporary Mobility carparks to P10, by:</p> <ol style="list-style-type: none"> 1. Gazette 15m 'P10 min, 8am to 6pm, Mon to Sun, Parking Restrictions outside #381 Victoria Street. 2. Rescind 15m 'Mobility Cardholders – 120min' outside #381 Victoria Street.
<p>Whitford Place</p>	<p>Improve safety and access to properties by:</p> <ol style="list-style-type: none"> 1. Installation of 40m 'No Stopping' restriction outside #7 - #15 Whitford Place.

Winders Road	<p>Improve safety and sight distances for pedestrians crossing at the intersection by:</p> <ol style="list-style-type: none"> 1. Installation of 25m 'No Stopping' restriction outside #21 Chalmers Road. 2. Installation of 25m 'No Stopping' restriction outside #1 Winders Road.
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c) approves the following changes to the Traffic Bylaw 2021 registers:

i. Turn Restrictions Register – Part 1: Right Turns

Location	Description
<u>Pickering Crescent</u>	<u>Pickering Crescent (cul- de -sac section) right turn out onto Pickering Crescent.</u>
<u>Rutherford Street</u>	<u>Rutherford Street right turn onto Pickering Crescent (cul-de-sac section).</u>

ii. Cycle Paths Register

Location	Description	Priority
Lake Domain Road	<ol style="list-style-type: none"> (i) Cycle Path on the western side of Lake Domain Drive from the intersection with Killarney Road, progressing 20 30 metres north. (ii) Cycle Path on the western side of Lake Domain Drive from the intersection with Killarney Road, progressing 30 40 metres south. 	Nil
<u>Church Road</u>	<ol style="list-style-type: none"> (i) <u>Cycle Path on northern side of Church Road from the intersection with Te Rapa Road, progressing 80m in a northeast direction.</u> (ii) <u>Cycle Path on southern side of Church Road from the intersection with Te Rapa Road, progressing 80m northeast direction.</u> 	<u>Nil</u>
<u>Collingwood Street</u>	<ol style="list-style-type: none"> (i) <u>Cycle Path on northside of Collingwood Street from the intersection of Tristram Street, progressing 50m in southwest direction.</u> (ii) <u>Cycle Path on southside of Collingwood Street from the intersection of Tristram Street, progressing 55m in southwest direction.</u> (iii) <u>Cycle Path on northside of Collingwood Street from the intersection of Tristram Street, progressing 180m in east direction.</u> (iv) <u>Cycle Path on southside of Collingwood Street from the intersection of Tristram Street, progressing 40m in east direction.</u> 	<u>Nil</u>
<u>Crosby Road</u>	<ol style="list-style-type: none"> (i) <u>Cycle Path on east side of Crosby Road from the intersection of Wairere Drive, progressing 125m in southwest direction.</u> 	<u>Nil</u>
Tristram Street	<ol style="list-style-type: none"> (v) <u>Cycle Path on east side of Tristram Street from the intersection with Collingwood Street, extending 160m in south direction.</u> 	Nil

	<p>(vi) <u>Cycle Path on west side of Tristram Street from the intersection with Collingwood Street, extending 165m in a south direction.</u></p> <p>(vii) <u>Cycle Path on west side of Tristram Street from the intersection with Collingwood Street, extending 45m in north direction.</u></p> <p>(viii) <u>Cycle Path on east side of Tristram Street from the intersection with Collingwood Street, extending 45m in a north direction.</u></p>	
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iii. Special Vehicle Lanes Register – Part 1: Cycle Lanes Register

Location	Description
<u>Collingwood Street</u>	(i) <u>Eastbound Cycle Lane starting at 35m northwest of the intersection with Anglesea Street, heading east towards the intersection with Anglesea Street.</u>
<u>Tristram Street</u>	<p>(i) <u>Southbound Cycle Lane starting at 45m from the intersection with Ward Street, heading 245m south.</u></p> <p>(ii) <u>Northbound Cycle Lane starting at 40m north of intersection with Collingwood Street, heading 245m north.</u></p> <p>(iii) <u>Northbound Cycle Lane starting at 70m north of the intersection with Pembroke Street, heading 120m north.</u></p> <p>(iv) <u>Southbound Cycle Lane starting at 35m southeast of the intersection with Collingwood Street, heading 120m south.</u></p>

- d) determines that the area of road reserve at the end of Pickering Crescent cul-de-sac immediately adjacent to the Onukutara Park reserve entrance be a footpath and therefore able to be used as a seating and play area.

Executive Summary - *Whakaraapopototanga matua*

3. The Hamilton City Traffic Bylaw 2021 (the Traffic Bylaw) sets out the requirements for transport related activities within the road reserve. A resolution of the Council (via the delegation to the Traffic, Speed Limit and Road Closure Hearings Panel) is required to make changes to any of the restrictions contained within the Traffic Bylaw registers.
4. The changes proposed for approval in this report to be considered are:
 - i. parking restriction changes including No Stopping and time restrictions; and
 - ii. changes to a register of the Traffic Bylaw:
 - a. Turn Restrictions Register
 - b. Cycle Paths Register; and
 - c. Special Vehicle Lanes Part 1: Cycle Lanes Register.
5. Changes are recommended to improve safety and accessibility which may have been identified by residents, businesses or staff.
6. The refreshed [Access Hamilton Strategy](#) (approved at the 9 August 2022 Council meeting) reconfirmed Hamilton City Councils commitment to road safety and provision of genuine travel choices in its eight objectives.
7. Targeted consultation has been completed for all proposed changes and generally there is support for these. Where negative feedback has been received, further information is provided in the report.

8. Staff consider that the decisions in this report have low significance and that the recommendations comply with Council's legal requirements.

Background - *Koorero whaimaarama*

9. The Traffic Bylaw sets out the requirements for a variety of restrictions within the road reserve including:
- i. parking;
 - ii. general control of vehicular or other traffic e.g. banning of turns, installation of No Stopping restrictions;
 - iii. creation of cycle lanes and paths; and
 - iv. establishment of specific parking zones such as bus stops, taxi stands, loading zones.
10. A resolution of the Traffic, Speed Limit and Road Closure Hearings Panel is required to make changes to any of these restrictions.
11. The refreshed Access Hamilton Strategy (adopted at the 9 August 2022 [Infrastructure Operations Committee](#) meeting) reconfirmed Hamilton City Council's commitment to road safety and providing genuine travel choices on the transport network.



The 'Safe Transport System' objective states that no one should be injured or killed while moving around Hamilton Kirikiriroa. Further, people should always feel safe using our transport system whether walking to a carpark waiting for a bus or biking through a park.



Providing a range of transport options gives people travel choices, whether private vehicle, taxi, public transport, scootering or active transport such as walking and biking.

12. Regular changes to traffic restrictions (including parking controls) are required throughout the city – often in response to requests from the general public or businesses in regard to safety or accessibility concerns.
13. Opportunities for improvement are also identified by staff when considering changes in parking use patterns, or changes made to the built environment e.g., developments or transport renewal and capital improvement projects.

Parking Restriction Changes

14. Several changes are proposed to parking restrictions throughout the city and the details of each of these are illustrated for each site in **Attachment 1**, with a list of all proposed changes included in **Attachment 2**.

15. Consultation with adjacent property owners, occupiers and any other affected parties has been undertaken for each of the proposed changes. In general, the feedback received was positive and supportive of the proposed changes.
16. For locations where there was negative feedback received or locations where there is likely to be a higher degree of public interest further information is included below.

Bryce Street – Seddon Road to Tristram Street

17. As a result of ongoing settlement in the section of Bryce Street between Seddon Road and Tristram Street the road was temporarily closed late 2022 while investigations and repairs were completed.
18. The investigations have indicated that while the settlement continues to occur, it is slow and following some minor repairs including crack sealing and pipe repairs, the road is able to be opened to traffic again.
19. Staff believe that it is desirable to minimise the amount of weight that is sitting on the street at any one time, so no stopping restrictions are proposed for the full length of the section of Bryce Street. There has been no consultation undertaken for this proposal, but there are no businesses immediately adjacent to this section of road and there have been no issues raising about the lack of parking during the temporary road closure.
20. A report will be presented to the 30 May 2023 Infrastructure and Transport Committee meeting which outlines the long term options for Bryce Street between Seddon Road and Tristram Street and the additional work that will be required to make a more permanent repair for the area where settlement is occurring.

June Place

21. Following a customer requests, a proposal for introducing no-stopping in June Place was developed and consulted upon.
22. Feedback was received from a resident on June Place objecting to the proposal for no-stopping parking restrictions during public consultation and requesting for provision of on-street parking.
23. Transport Unit staff meet with the resident on-site and advised the need for no-stopping restrictions to improve safety at the intersection of June Place and May Street and to improve traffic operations on the cul-de-sac end of June Street.
24. The resident appreciated the on-site visit and explanations and subsequently agreed to support the proposal.
25. Transport Unit staff recommend approving the proposed no-stopping restrictions.

Lake Crescent service lane

26. Following a customer requests, a proposal for introducing no-stopping in the service lane adjacent to Lake Crescent was developed and consulted upon.
27. Feedback was received from a property manager based in Auckland for a property on Lake Crescent service lane objecting the proposal and requesting for provision of on-street parking for occupants of their property.
28. Feedback was received from numerous residents of Lake Crescent service lane expressing their support for the proposed no-stopping parking restrictions. Residents acknowledge the carriageway on the service lane is not designed to encourage on-street parking and the proposed parking restrictions will improve safety and access to their properties.
29. Transport Unit staff recommend approving the proposed no-stopping restrictions.

Pickering Crescent – Safety Improvements for Hukanui School

30. A complaint from Hukanui Primary School was received by the Transport Unit via Hamilton City Elected Members (Councillors Bunting, Hamilton and Naidoo-Rauf) and Members of Parliament on 25 August 2022.
31. The complaint covered a variety of issues, but the two transport related matters were:
 - 1) The lack of a turning point at the cul-de-sac end of Pickering Crescent
 - 2) Traffic flow, congestion and access to the school, particularly during drop-offs and pick-ups, that has been exacerbated by the housing development taking place on Pickering Crescent
32. A safety improvements scheme has been developed in conjunction with the school to streamline and simplify pickup and drop off activities that occur in Pickering Crescent and to address the concerns that were raised in the complaint.
33. Consultation has been undertaken on the proposal – which includes the following changes:
 - i. Creation of a new one way drop off and pick up zone for the Hukanui Primary students
 - ii. A new play and waiting area in the Pickering Crescent cul-de-sac
 - iii. Installation of lane separators and flexi posts on the centreline of Pickering Crescent and Rutherford Street intersection to create a left in left out restriction from the cul-de-sac section of Pickering Crescent
 - iv. Removal of some on-street parking and introduction of new parking time limits.
34. Hukanui Primary School have provided a new teacher only parking area behind the school to accommodate the reduction in on street parking that the scheme has proposed.
35. A copy of the consultation plan is shown below:



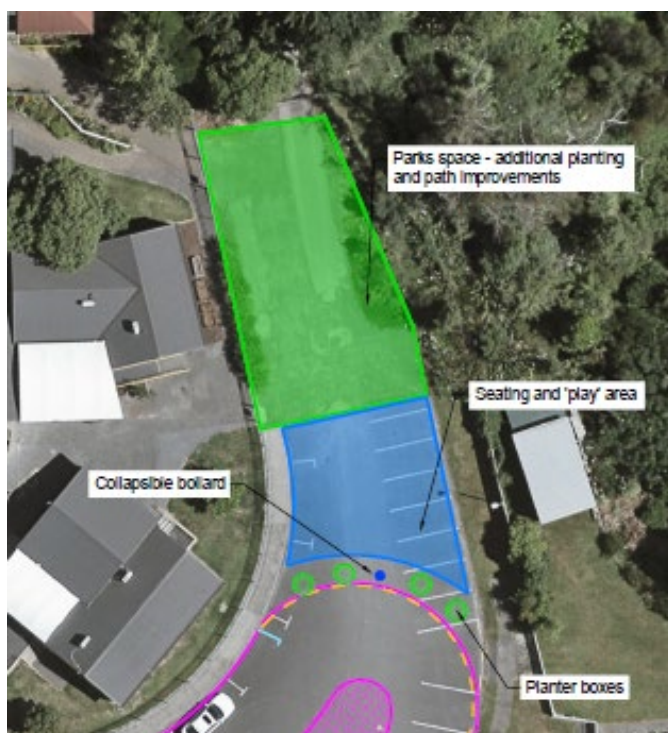
Safety Improvements scheme for Pickering Crescent adjacent to Hukanui School

Item 5

36. Consultation with all affected property owners and residents has been undertaken along with seeking feedback from the parents and school.
37. The consultation indicated support from the community for these trial changes. Key stakeholders in the neighbourhood Hukanui Primary School, Hukanui Kindergartens Waikato and House of Wonder Childcare Chartwell agreed with the issues that had been identified and the proposed trial. Door knocking was completed with the residents on Pickering Crescent and a letter drop was completed to the wider neighbourhood area, with no concerns raised by residents.
38. Initial concerns were raised by the developer at the end of Pickering Crescent, however these were addressed following a meeting with the project team.
39. This work will be delivered under the Low Cost Low Risk programme.
40. The proposed changes to the parking restrictions and turn bans at the Pickering Crescent and Rutherford Street intersection can be implemented via a resolution under the Traffic Bylaw 2021.
41. The cul-de-sac in Pickering Crescent is only partially formed and straddles both Road and Park reserve. While the road component has a sealed pavement and kerblines, the Onukutara Park reserve does not – as shown in the photo below:



Photo looking at the cul-de-sac end of Pickering Crescent and the Onukutara Park entrance



Pickering Crescent Land Ownership

Key:

Onukutara Park Reserve

Road Reserve

42. The scheme proposes to formalise the two spaces in cul-de-sac area at the end of Pickering Crescent:
- i. Parks reserve to have additional plating and path improvements for the link through the Onukutara Park through to Takapu Place and Wairere Drive.
 - ii. Road reserve for a seating and play area for children waiting to be picked up at the end of school
43. We have been advised to utilise Section 319 (1) (f) of the Local Government Act 1974 and declare the section of road reserve between the bollards/planters and Parks reserve to be footpath.

319 General powers of councils in respect of roads

(1) The council shall have power in respect of roads to do the following things:

.....

(f) to determine what part of a road shall be a carriageway, and what part a footpath or cycle track only:

.....

(2) Before exercising a power under this section to do anything that will or is likely to interfere with any pipe, line, or other work associated with wastewater or the supply of water, electricity, gas, or telecommunications, the council must give not less than 10 working days' notice in writing of the proposed interference to the owner of the pipe, line, or other work, except in the case of any emergency or danger.

44. Consultation with utility providers has also been undertaken to comply with Section 319 (2) of the Local Government Act 1974 and there is agreement from them that this work will not interfere with their pipes or lines now or in the future.
45. The Traffic, Speed Limit and Road Closure Hearings Panel have the delegated authority to make this determination.

Traffic Bylaw Changes

46. The Traffic Bylaw has a series of registers that are able to be updated by Council resolution (via the delegation to the Traffic, Speed Limit and Road Closure Hearings Panel).
47. Changes are proposed to the following registers of the of the Hamilton Traffic Bylaw 2021:
- Turn Restrictions Register;
 - Cycle Paths Register; and
 - Special Vehicle Lanes Part 1: Cycle Lanes Register.

Turning Restrictions Register Part 1: Right Turns

Location	Description
<u>Pickering Crescent</u>	<ul style="list-style-type: none"> <u>Pickering Crescent (cul- de -sac section) right turn out onto Pickering Crescent.</u>
<u>Rutherford Street</u>	<ul style="list-style-type: none"> <u>Rutherford Street right turn onto Pickering Crescent (cul-de-sac section)</u>

Cycle Paths Register

48. Cycle paths are the off-road facilities provided for people on bikes to share the path with people who are walking and are more commonly known as 'Shared Paths'.
49. The Cycle Paths Register is proposed to be updated by making the following changes which are underlined and marked in red.

Location	Description	Priority
Lake Domain Road	(iii) Cycle Path on the western side of Lake Domain Drive from the intersection with Killarney Road, progressing <u>20 30</u> metres north. (iv) Cycle Path on the western side of Lake Domain Drive from the intersection with Killarney Road, progressing <u>30 40</u> metres south.	Nil
<u>Church Road</u>	(iii) <u>Cycle Path on northern side of Church Road from the intersection with Te Rapa Road, progressing 80m in a northeast direction.</u> (iv) <u>Cycle Path on southern side of Church Road from the intersection with Te Rapa Road, progressing 80m northeast direction.</u>	<u>Nil</u>
<u>Collingwood Street</u>	(ix) <u>Cycle Path on northside of Collingwood Street from the intersection of Tristram Street, progressing 50m in southwest direction.</u> (x) <u>Cycle Path on southside of Collingwood Street from the intersection of Tristram Street, progressing 55m in southwest direction.</u> (xi) <u>Cycle Path on northside of Collingwood Street from the intersection of Tristram Street, progressing 180m in east direction.</u> (xii) <u>Cycle Path on southside of Collingwood Street from the intersection of Tristram Street, progressing 40m in east direction.</u>	<u>Nil</u>

<u>Crosby Road</u>	(ii) <u>Cycle Path on east side of Crosby Road from the intersection of Wairere Drive, progressing 125m in southwest direction.</u>	<u>Nil</u>
Tristram Street	(xiii) <u>Cycle Path on east side of Tristram Street from the intersection with Collingwood Street, extending 160m in south direction.</u> (xiv) <u>Cycle Path on west side of Tristram Street from the intersection with Collingwood Street, extending 165m in a south direction.</u> (xv) <u>Cycle Path on west side of Tristram Street from the intersection with Collingwood Street, extending 45m in north direction.</u> (xvi) <u>Cycle Path on east side of Tristram Street from the intersection with Collingwood Street, extending 45m in a north direction.</u>	Nil

Special Vehicle Lanes Part 1: Cycle Lanes Register.

50. Road changes to cycle lanes resulting from the proposed improvements at the Tristram Street / Collingwood Street intersection are listed below.
51. The Cycle Lanes Register is to be updated by making the following changes which are underlined and marked in red.

Location	Description
<u>Collingwood Street</u>	(ii) <u>Eastbound Cycle Lane starting at 35m northwest of the intersection with Anglesea Street, heading east towards the intersection with Anglesea Street.</u>
<u>Tristram Street</u>	(v) <u>Southbound Cycle Lane starting at 45m from the intersection with Ward Street, heading 245m south.</u> (vi) <u>Northbound Cycle Lane starting at 40m north of intersection with Collingwood Street, heading 245m north.</u> (vii) <u>Northbound Cycle Lane starting at 70m north of the intersection with Pembroke Street, heading 120m north.</u> (viii) <u>Southbound Cycle Lane starting at 35m southeast of the intersection with Collingwood Street, heading 120m south.</u>

Financial Considerations - *Whaiwhakaaro Puutea*

52. Funding for the implementation of the proposed parking changes is included in the following 2021-31 Long Term Plan approved budgets:
- 2022/23 City Transportation Operations and Parking Activity budgets for general changes.
 - 2022/23 Low Cost Low Risk Programme – Road to Zero and Walking & Cycling improvements

Legal and Policy Considerations - *Whaiwhakaaro-aa-ture*

53. Staff confirm that the staff recommendation complies with Council's legal and policy requirements.
54. Staff have also considered the key considerations under the Climate Change Policy and have determined that an adaptation assessment and emissions assessment is not required for the matter(s) in this report.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

55. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 Wellbeings').
56. The subject matter of this report has been evaluated in terms of the 4 Wellbeings during the process of developing this report as outlined below.
57. The recommendations set out in this report are consistent with that purpose.

Social

58. The recommendations included in this report helps the community achieve their goals by ensuring their safety and ability to access key facilities such as education, health and employment.

Economic

59. The recommendations included in this report enable businesses to operate efficiently by ensuring safe access to their properties and a variety of parking options for both staff and customers.

Environmental

60. The recommendations included in this report support choices for alternative means of transport across the city and future lowering of carbon emissions.

Cultural

61. There are no known cultural considerations associated with this matter.

Risks - *Tuuraru*

62. There are risks associated with not approving the recommendations in this report as set out as follows:
 - i. parking restriction changes are required to improve safety; and
 - ii. parking restrictions are proposed to improve safety for vehicles to be able to enter and exit driveway safely from residential and commercial properties.
 - iii. introduction of additional cycle paths, shared paths and cycle lanes facilities provide safe and accessible provisions for all ages and abilities.
 - iv. banning the right turn into Pickering Crescent for north bound vehicles on Rutherford Street and banning the right turn out onto Pickering Crescent for west bound vehicles from Pickering Crescent (cul-de-sac section) enables optimising traffic operations for both vehicles, and walking and cycling crossings.
 - v. allocation of road width to improve safety for cycling facilities.

Significance & Engagement Policy - *Kaupapa here whakahira/anganui*

Significance

63. Staff considered the following under the Significance and Engagement Policy the form of engagement used in the past for similar proposals and decisions.
64. Based on these factors, staff have assessed that the recommendations have low significance.

Engagement

65. Community views and preferences are already known through the consultation that has been undertaken prior to the preparation of this report.

Attachments

Attachment 1 - Illustrations of parking restrictions and traffic bylaw changes.

Attachment 2 - Schedule of parking restriction changes.

Item 5



February 2023

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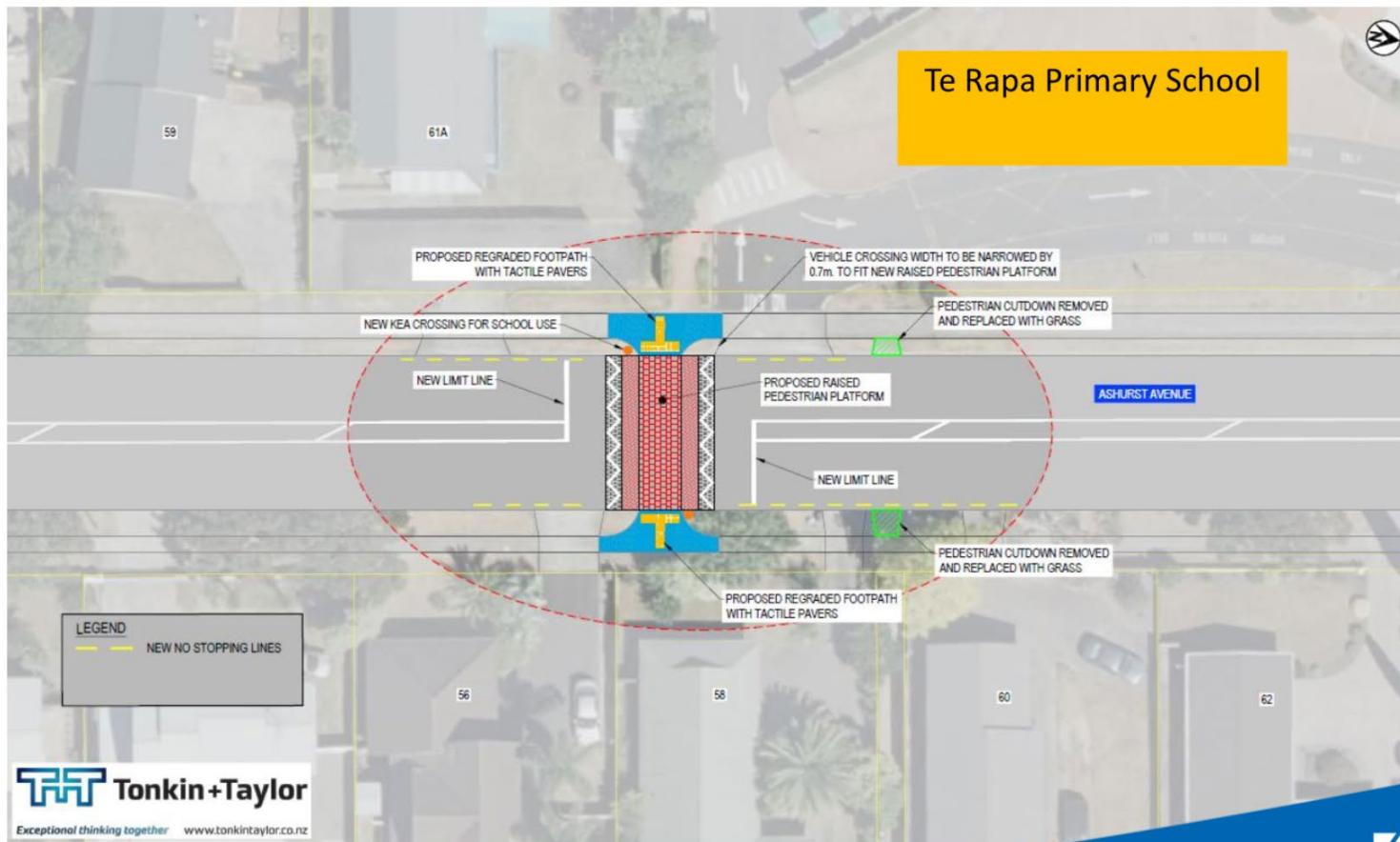
Attachment 1 - Illustrations of proposed parking restriction



Proposed Parking Restrictions – Arthur Porter Drive & Clem Newby Road



Proposed Parking Restrictions – Ashurst Avenue

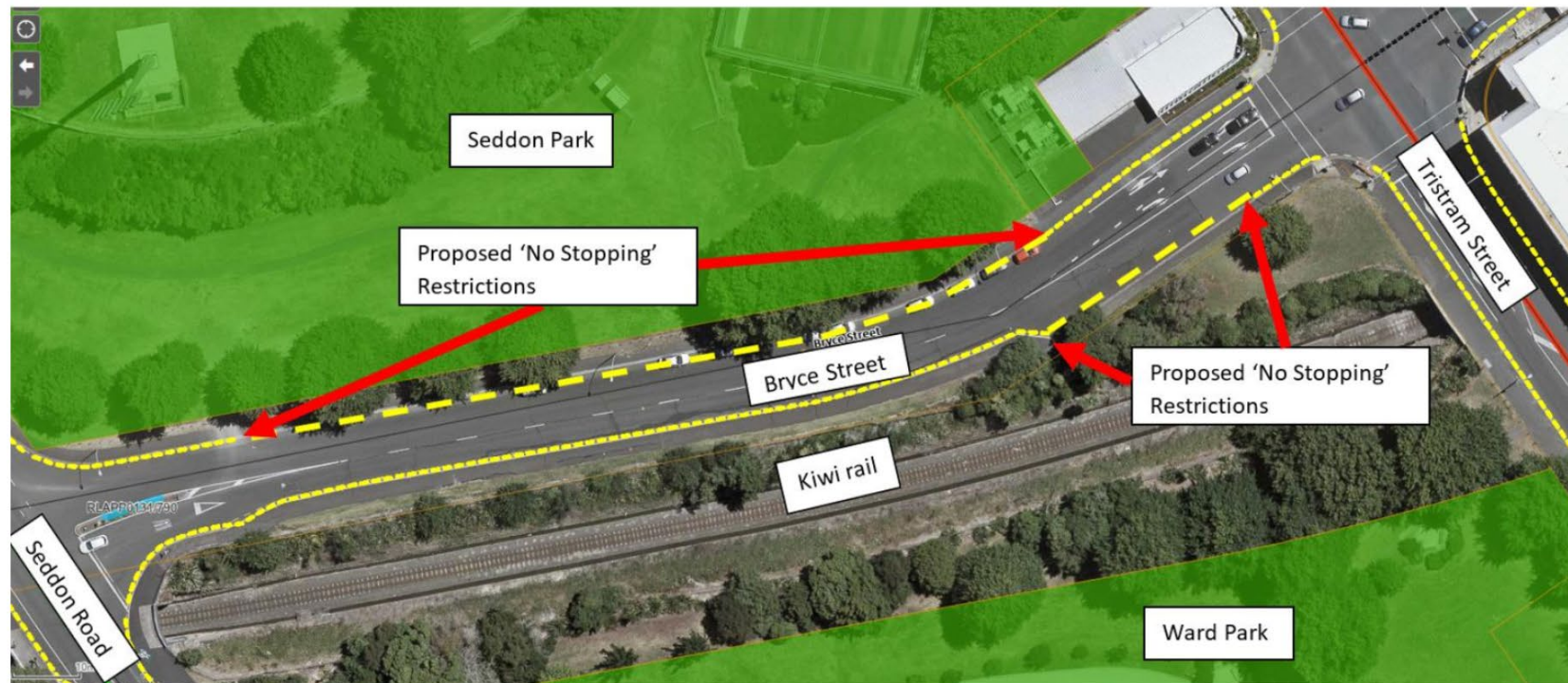


Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Aztec Place

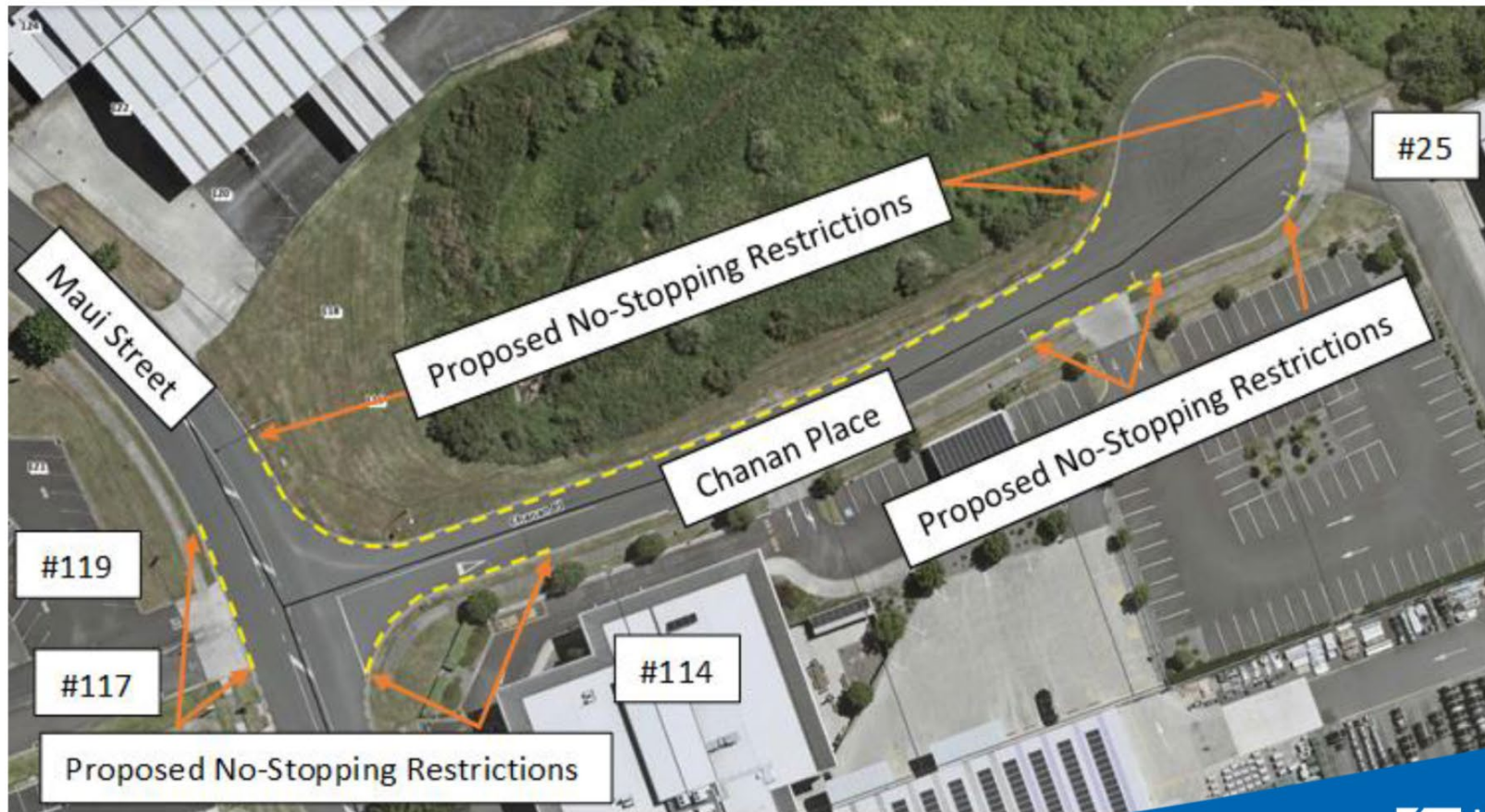


Proposed Parking Restrictions – Bryce Street



Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Chanan Place & Maui Street



Proposed Parking Restrictions – Clarkin Road & Haultain Street



Proposed Parking Restrictions – Clem Newby Road

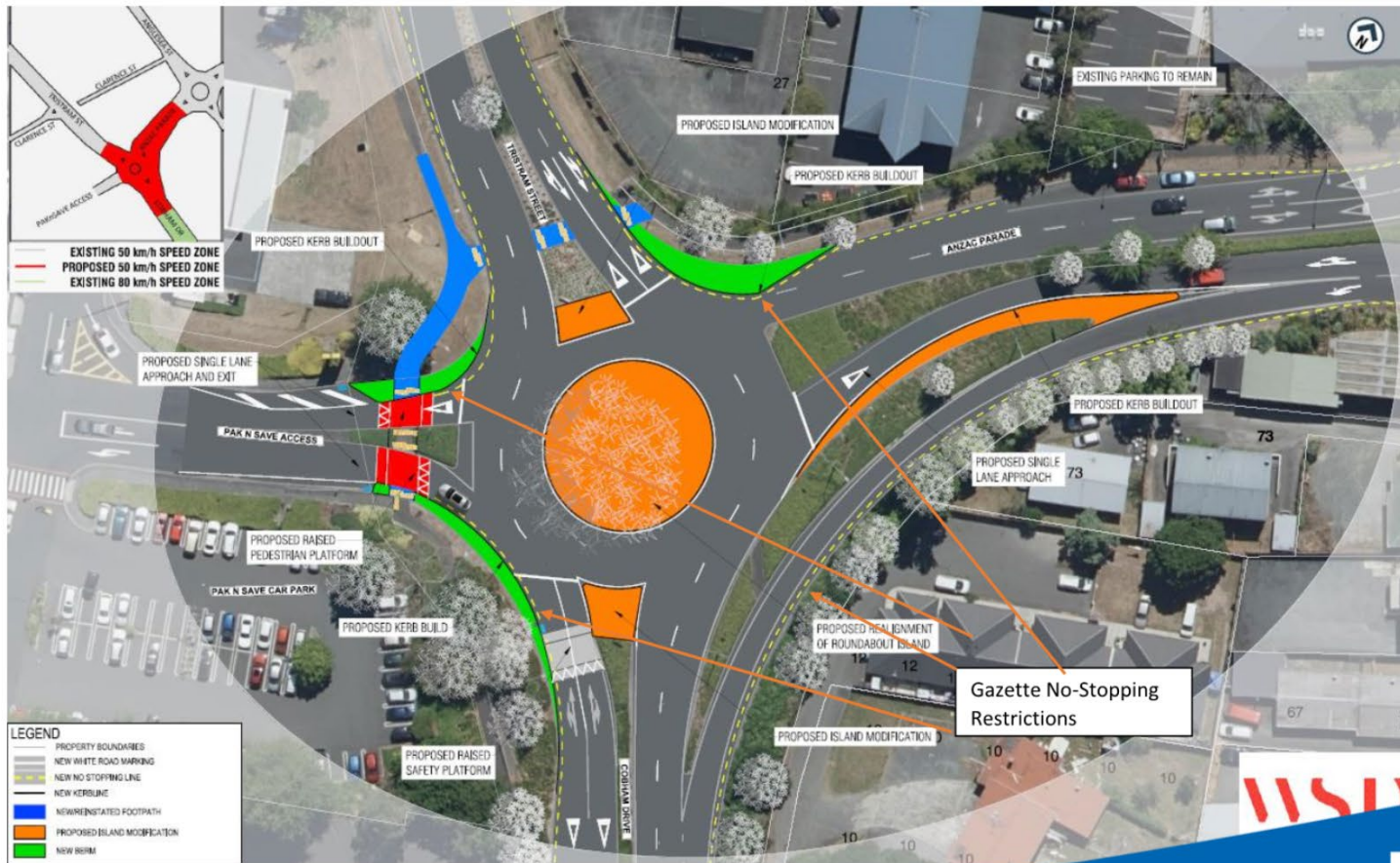


Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Clem Newby Road & Winders Road



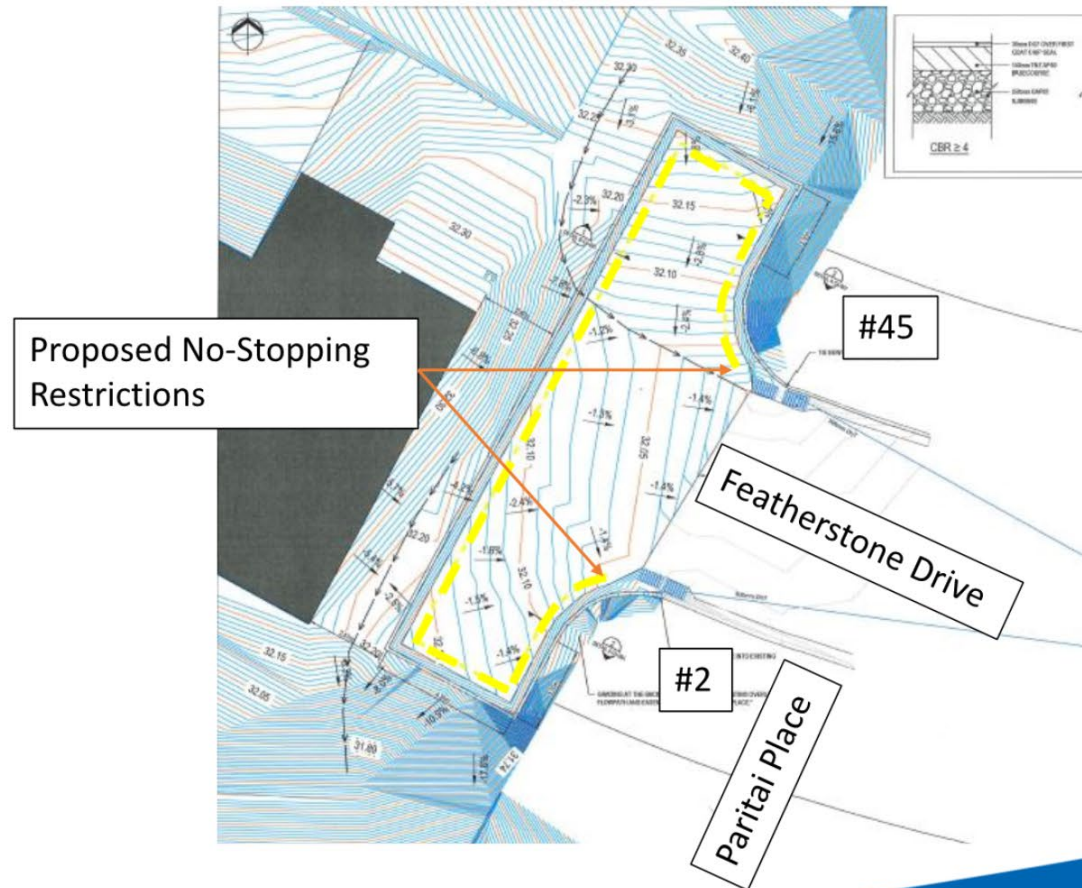
Proposed Parking Restrictions – Cobham Drive



Gazette Existing Parking Restrictions – Crawford Street

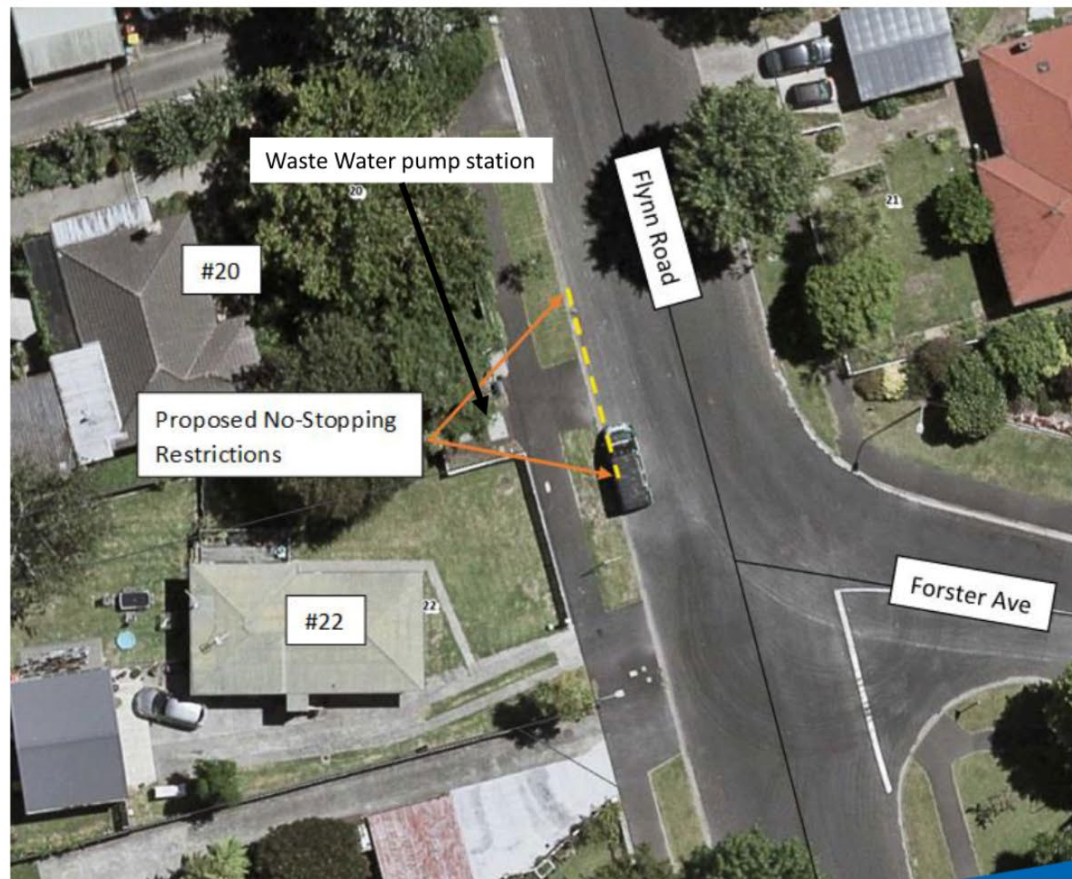


Proposed Parking Restrictions – Featherstone Drive



Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Flynn Road

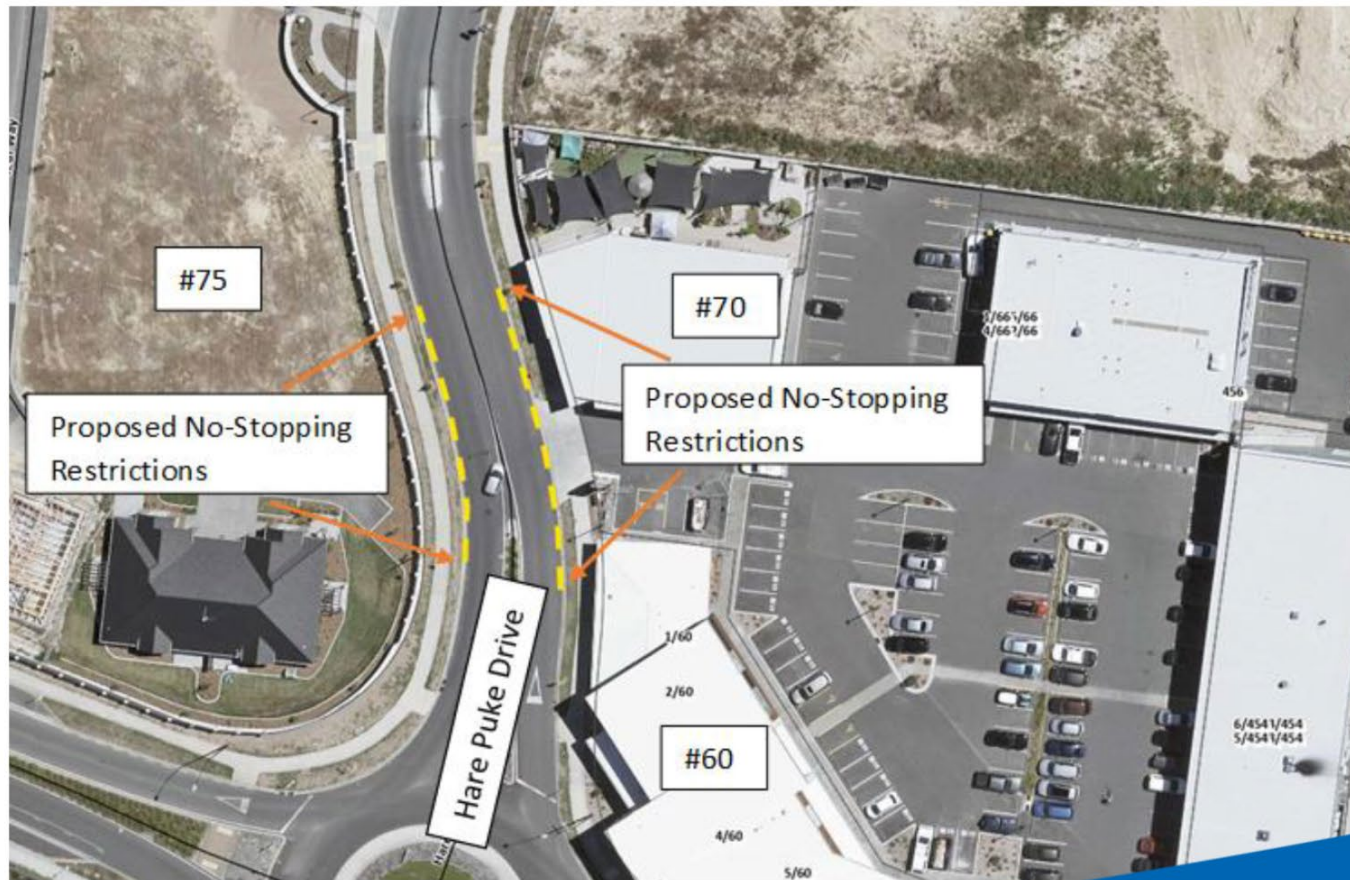


Proposed Parking Restrictions – Gordonton Road



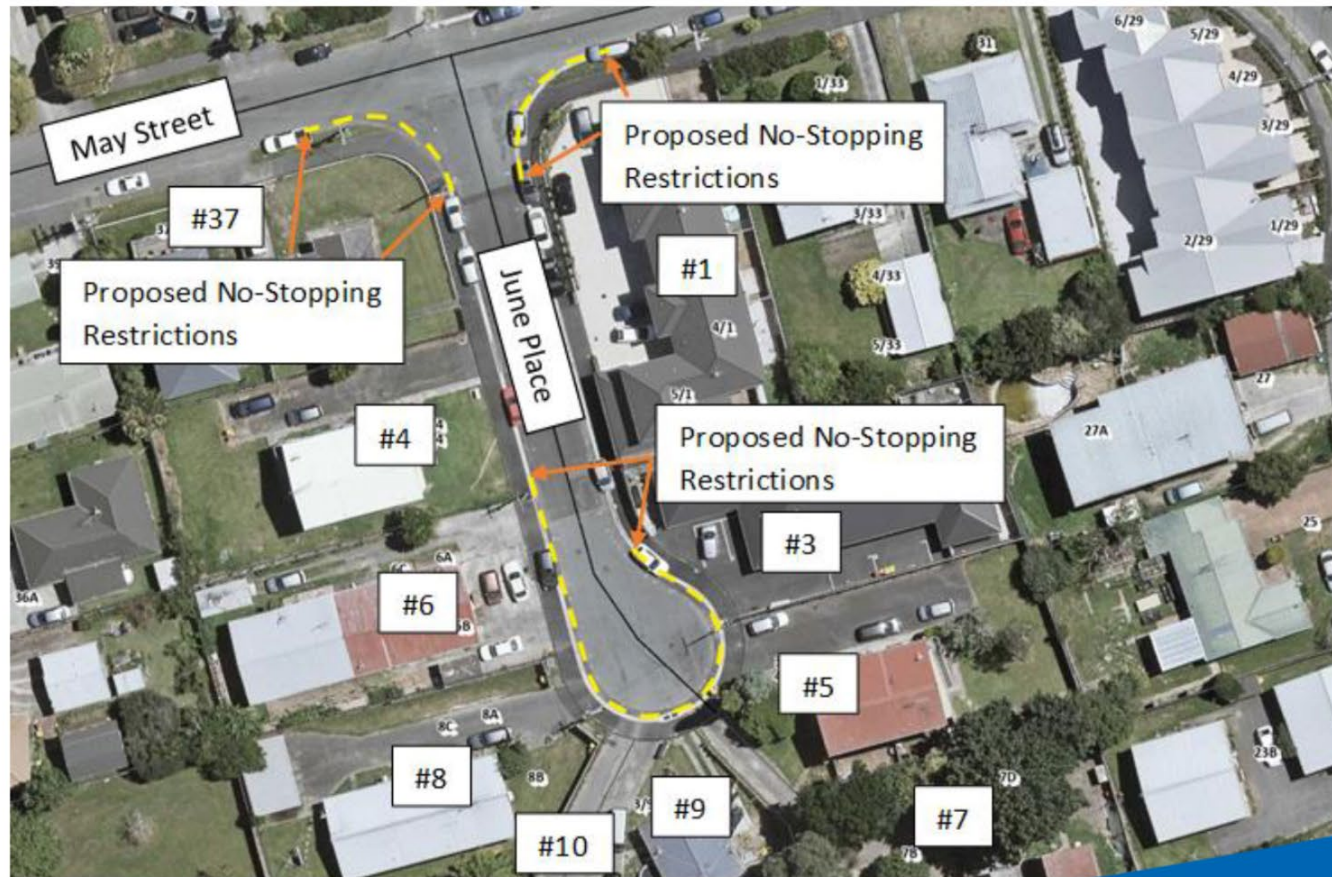
Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Hare Puke Drive



Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – June Place & May Street



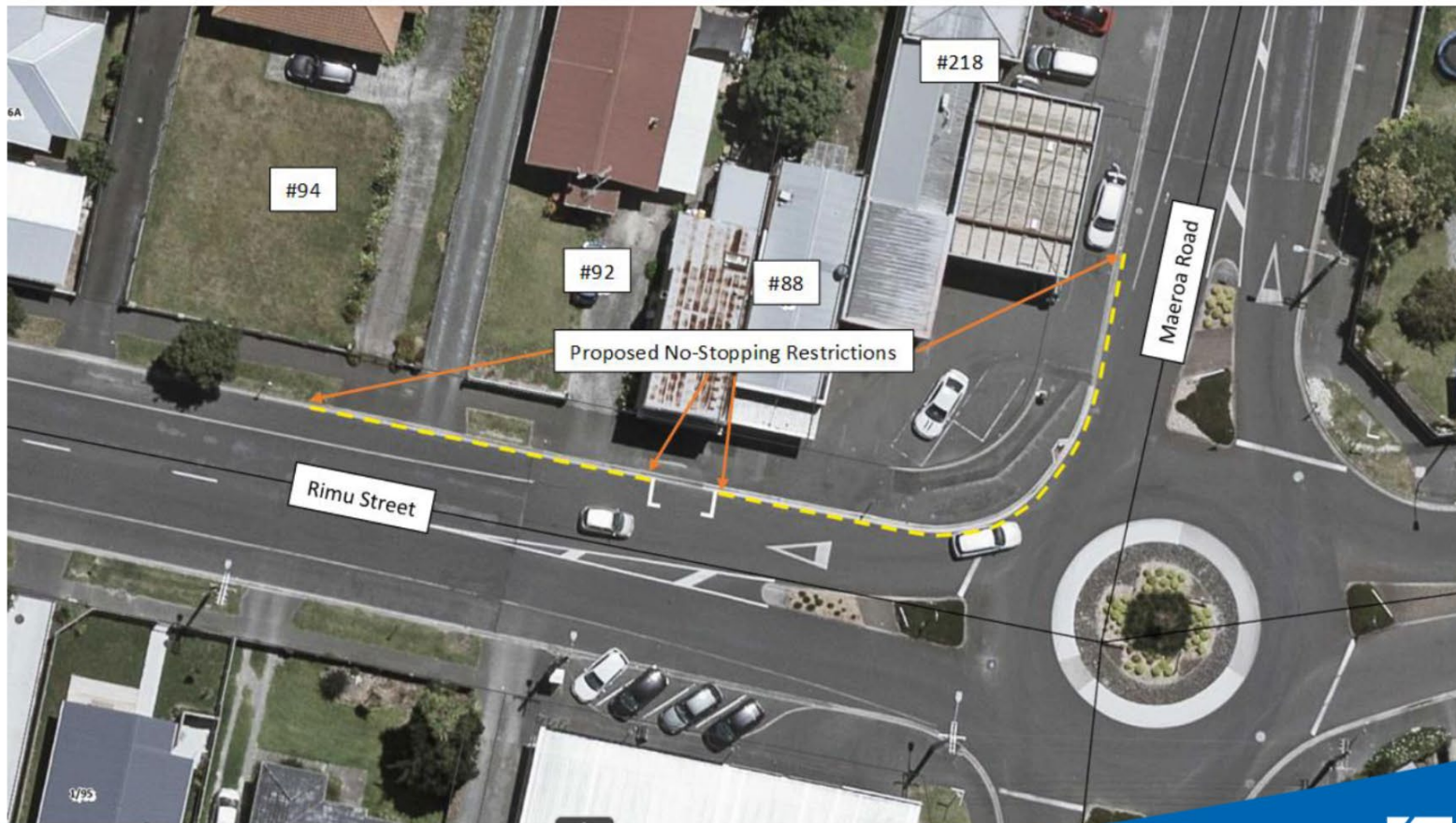
Proposed Parking Restrictions – Korikori Green



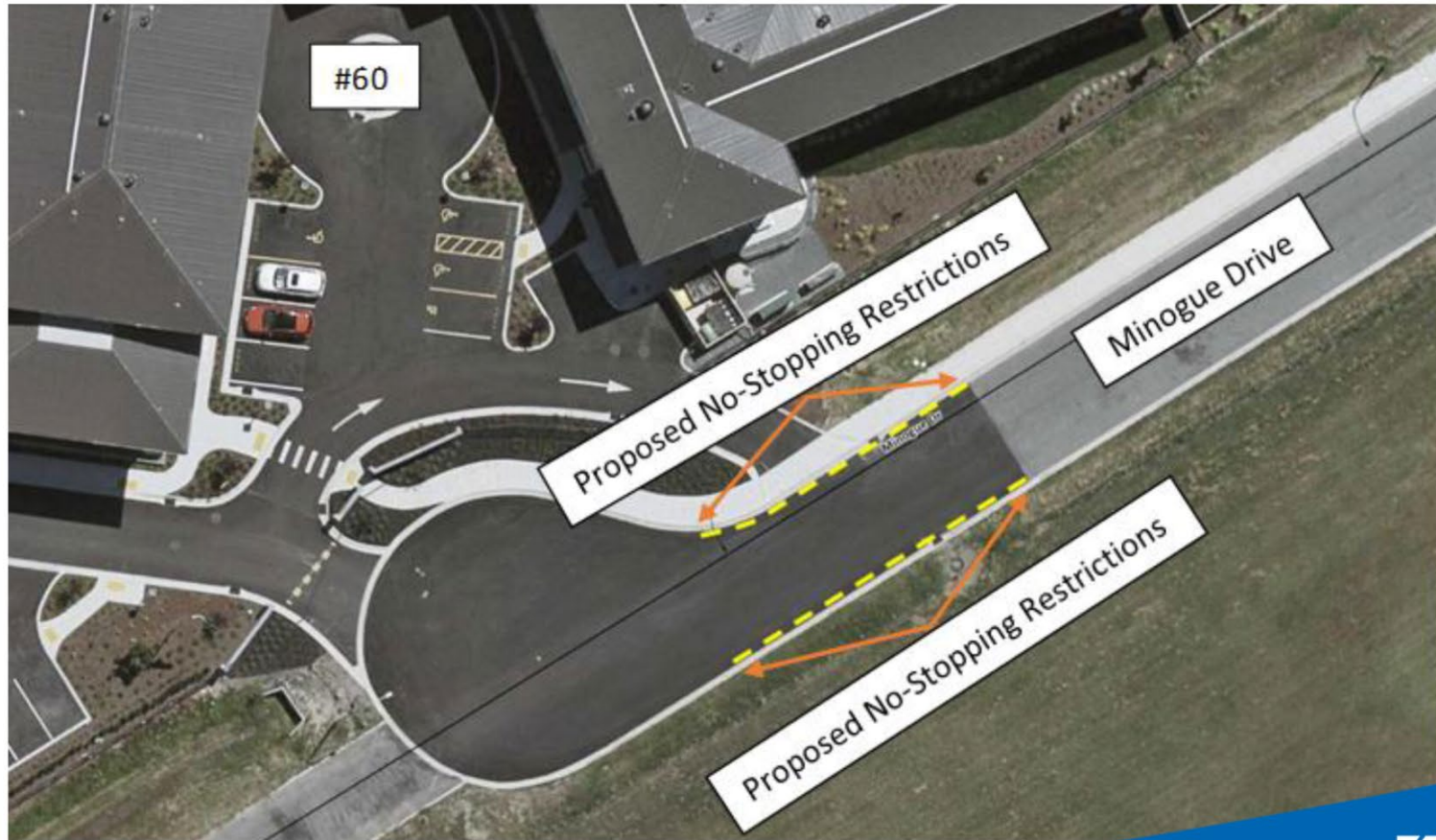
Proposed Parking Restrictions – Lake Crescent



Proposed Parking Restrictions – Maeroa Road & Rimu Street



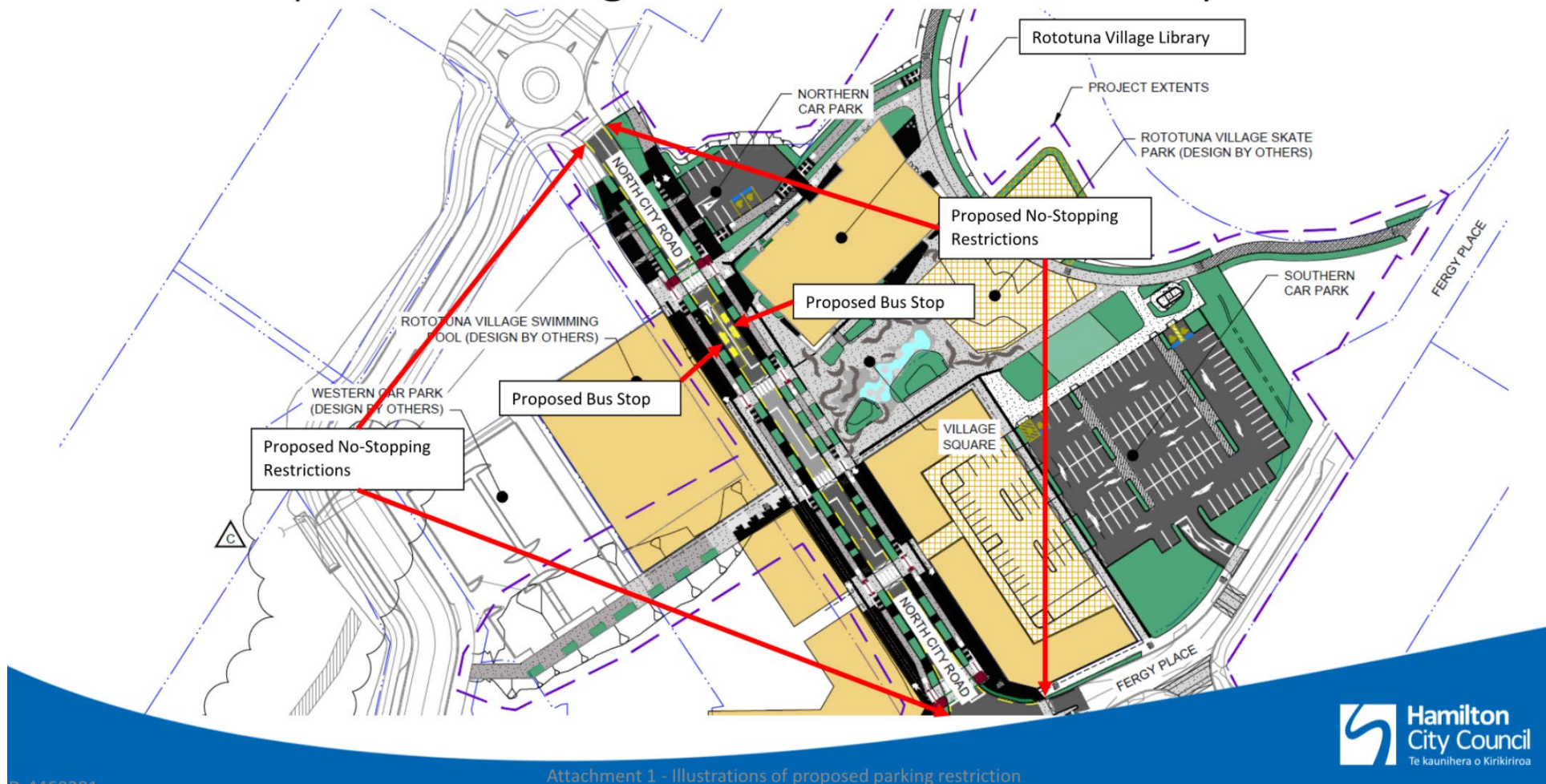
Proposed Parking Restrictions – Minogue Drive



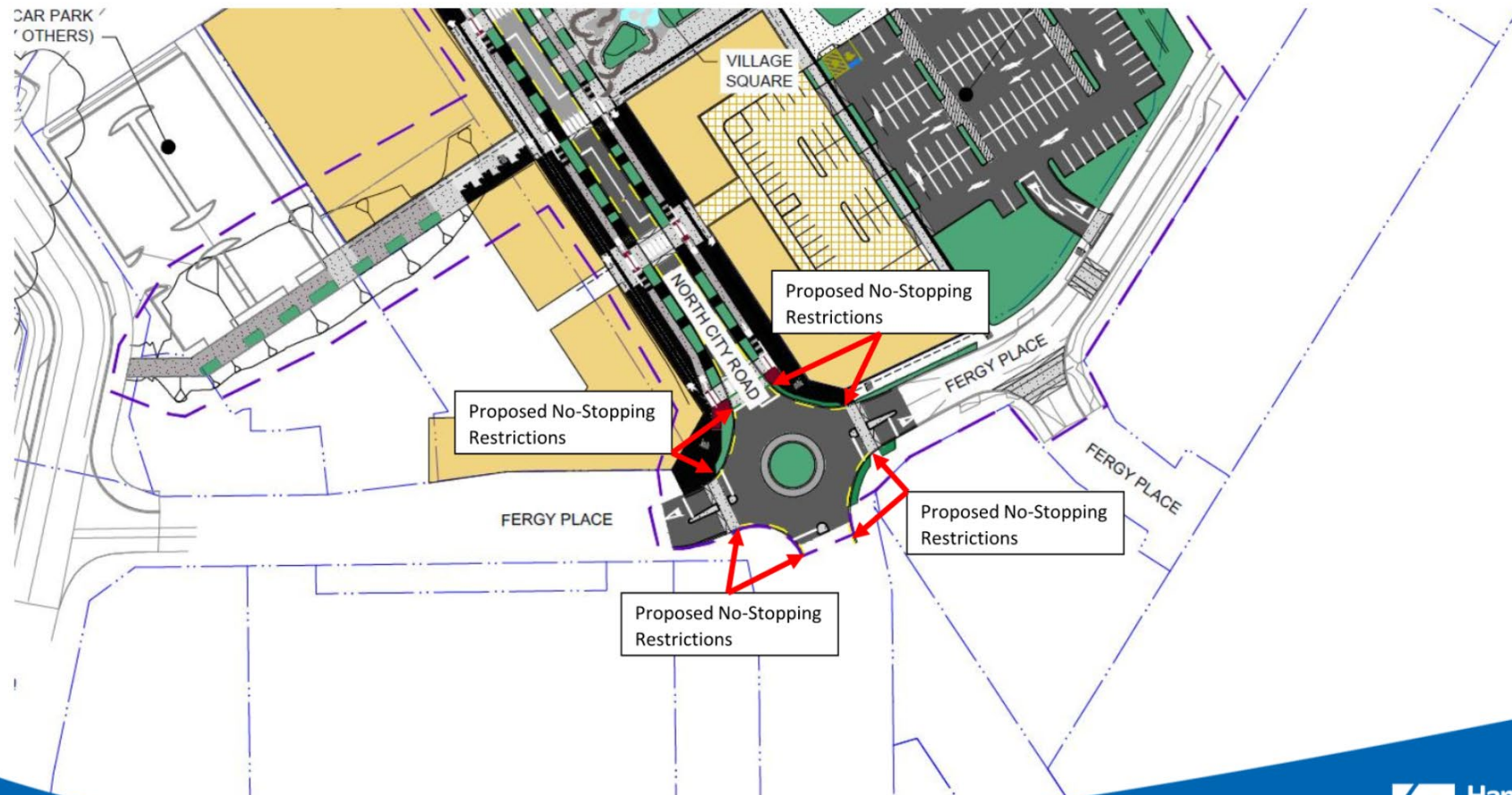
Item 5

Attachment 1

Proposed Parking Restrictions – North City Road

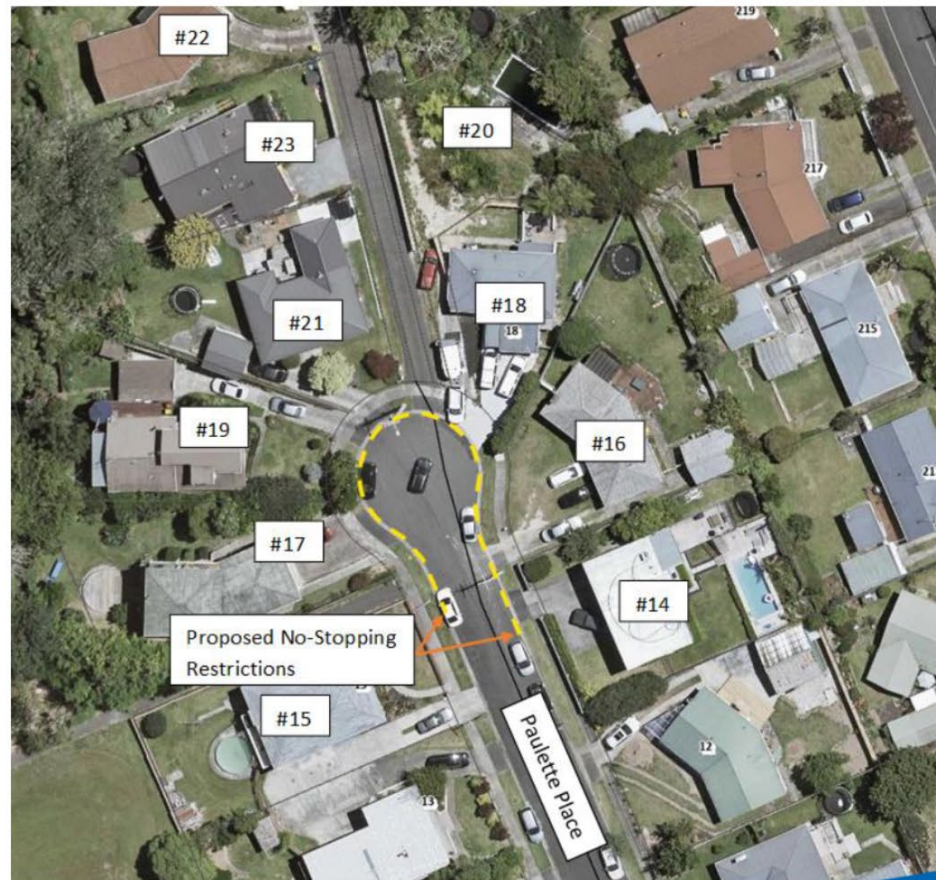


Proposed Parking Restrictions – North City Road & Fergy Place



Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Paulette Place

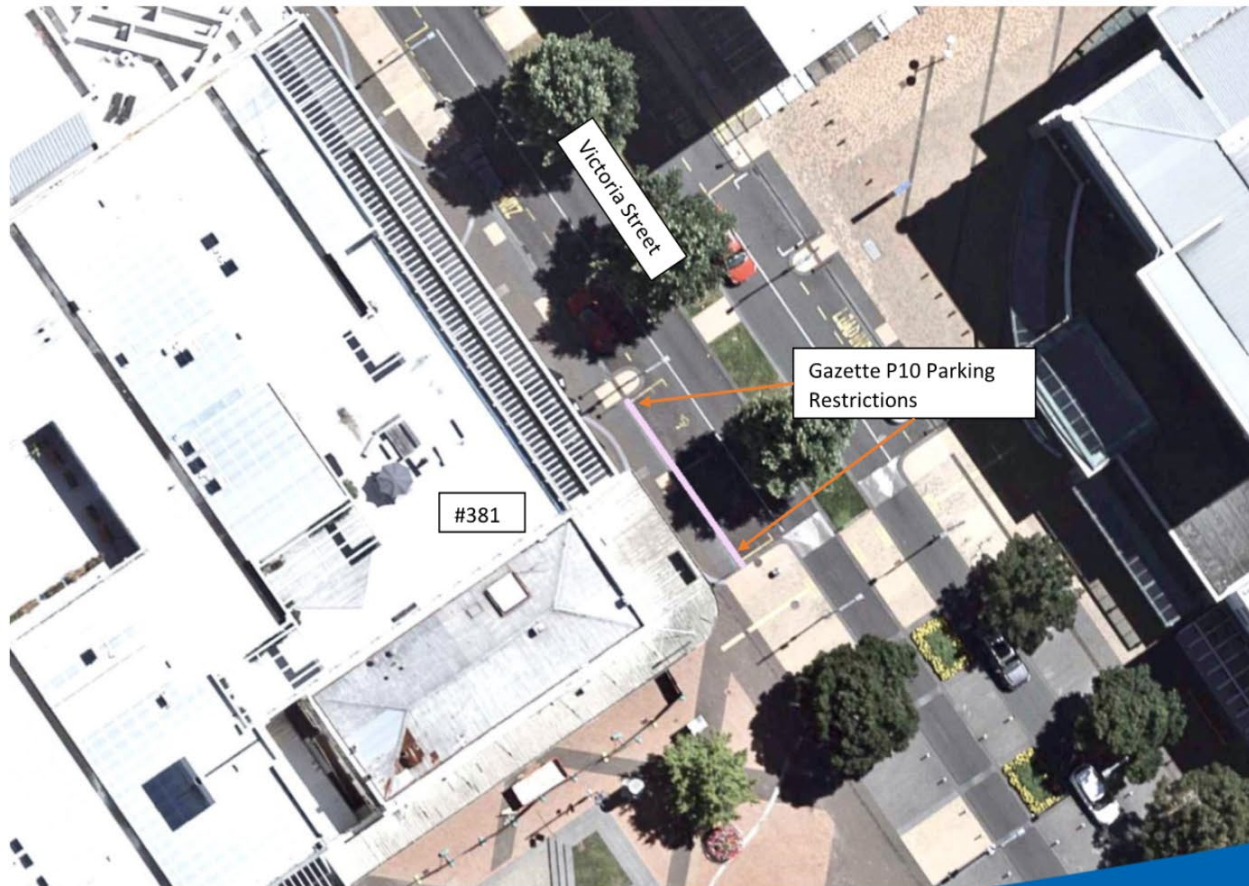


Proposed Parking Restrictions – Pickering Crescent



Attachment 1 - Illustrations of proposed parking restriction

Gazette Existing Parking Restrictions – Victoria Street



Attachment 1 - Illustrations of proposed parking restriction

Proposed Parking Restrictions – Whitford Place

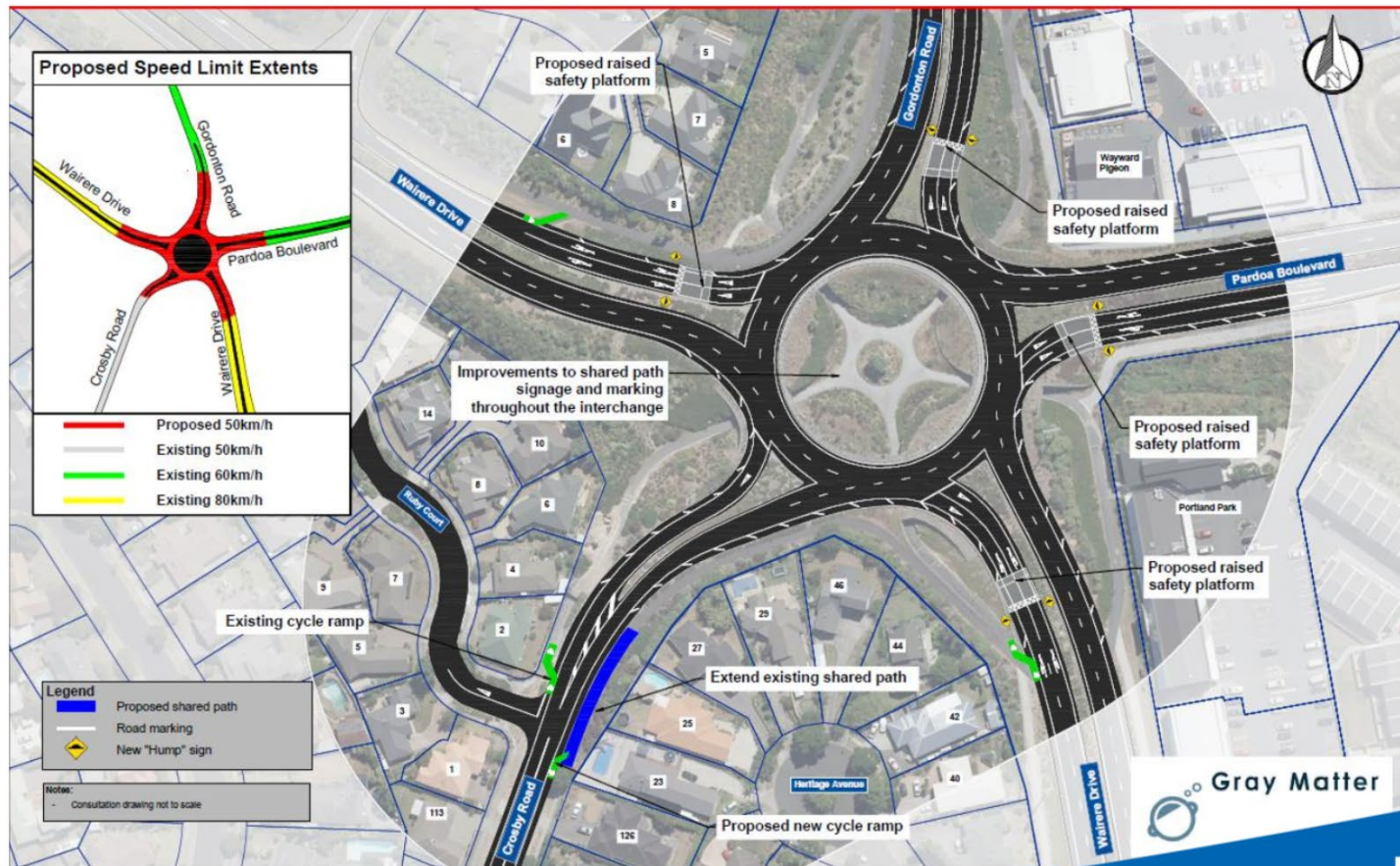


Cycle Paths Register & Cycle Lanes Register – Tristram Street / Collingwood Street



Attachment 1 - Illustrations of proposed parking restriction

Cycle Paths Register – Wairere Drive / Gordonton Road



Attachment 1 - Illustrations of proposed parking restriction

Attachment 2 - Schedule of proposed traffic restrictions changes for TSL&RC Hearings Panel - February 2023

NEW PARKING RESTRICTIONS TO BE INSTALLED			
Location	Requested By	Reason	Description
Arthur Porter Drive	Customer	Improve safety and sight distances at intersection	<ol style="list-style-type: none"> 1. Installation of 30m 'No Stopping' restriction outside #840 Arthur Porter Drive. 2. Installation of 10m 'No Stopping' restriction outside #860 Arthur Porter Drive.
Ashurst Avenue	Transport Unit	Improve safety and sight Distances at Raised Pedestrian Platform at Te Rapa Primary School	<ol style="list-style-type: none"> 1. Installation of 10m 'No Stopping' restriction outside #56 Ashurst Avenue. 2. Installation of 20m 'No Stopping' restriction outside #58 - #60 Ashurst Avenue. 3. Installation of 10m 'No Stopping' restriction outside #61 Ashurst Avenue. 4. Installation of 15m 'No Stopping' restriction outside #61A Ashurst Avenue.
Aztec Place	Customer	<p>Improve traffic operations in cul-de-sac.</p> <p>Improve safety and sight distances at intersection.</p>	<ol style="list-style-type: none"> 1. Installation of 145m 'No Stopping' restriction outside #7 - #16 Aztec Place. 2. Installation of 15m 'No Stopping' restriction outside #51 Duke Street 3. Installation of 15m 'No Stopping' restriction outside #1 Aztec Place.
Bryce Street	Transport Unit	To remove parking in area where settlement continues to occur.	<ol style="list-style-type: none"> 1. North side on Bryce Street – Installation of 190m 'No Stopping' restriction outside Seddon Park. 2. South side on Bryce Street – Installation of 195m 'No Stopping' restriction adjacent to rail corridor.
Chanan Place	Customer	Improve Traffic Operations on Cul-de-Sac and road.	<ol style="list-style-type: none"> 1. Installation of 15m 'No Stopping' restriction outside #25 Chanan Place. 2. Installation of 20m 'No Stopping' restriction outside #114 Maui Street. 3. Installation of 120m 'No Stopping' restriction opposite #114 Maui Street. 4. Installation of 30m 'No Stopping' restriction outside #114 Maui Street.

Attachment 2 - Schedule of proposed traffic restrictions changes for TSL&RC Hearings Panel - February 2023

Clarkin Road	Customer	Improve safety and sight distances at intersection.	<ol style="list-style-type: none"> 1. Installation of 15m 'No Stopping' restriction outside #56 Haultain Street. 2. Installation of 25m 'No Stopping' restriction outside #100 - #102 Clarkin Road.
Clem Newby Road	Customer	<p>Improve Access to properties.</p> <p>Improve Safety and Sight Distances at an intersection.</p>	<ol style="list-style-type: none"> 1. Installation of 35m 'No Stopping' restriction starting outside #49 Clem Newby Road and ending outside #840 Arthur Porter Drive. 2. Installation of 35m 'No Stopping' restriction outside #43 - #49 Clem Newby Road. 3. Installation of 30m 'No Stopping' restriction outside #840 Arthur Porter Drive. 4. Installation of 30m 'No Stopping' restriction outside #860 Arthur Porter Drive.
	Transport Unit	Improve Safety and Sight Distances for pedestrians crossing at the intersection.	<ol style="list-style-type: none"> 5. Installation of 25m 'No Stopping' restriction outside #23 Clem Newby Road. 6. Installation of 25m 'No Stopping' restriction outside #32 Clem Newby Road.
Cobham Drive	Transport Unit	Improve safety at Anzac Parade intersection.	<ol style="list-style-type: none"> 1. Installation of 175m 'No Stopping' restriction on Cobham Drive. 2. Installation of 75m 'No Stopping' restriction on Cobham Drive. 3. Installation of 20m 'No Stopping' restriction on Cobham Drive.
Crawford Street	Customer	Improve safety and traffic operations by gazette of existing 'No Stopping' restrictions.	<ol style="list-style-type: none"> 1. Gazette 255m 'No Stopping' restriction on Crawford Street. 2. Gazette 220m 'No Stopping' restriction on Crawford Street. 3. Gazette 85m 'No Stopping' restriction on Crawford Street.
Featherstone Drive	Development	Improve traffic operations on a turn-around bay at the no-exit end.	<ol style="list-style-type: none"> 1. Installation of 75m 'No Stopping' restriction on turn-around bay at the no-exit end near #45 Featherstone Drive.
Fergy Place	Transport Unit	Capital project – Rototuna illage.	<ol style="list-style-type: none"> 1. Installation of 10m 'No Stopping' restriction on Fergy Place and North City Road intersection

Attachment 2 - Schedule of proposed traffic restrictions changes for TSL&RC Hearings Panel - February 2023

			<ol style="list-style-type: none"> 2. Installation of 10m 'No Stopping' restriction on Fergy Place and North City Road intersection 3. Installation of 15m 'No Stopping' restriction on Fergy Place and North City Road intersection 4. Installation of 15m 'No Stopping' restriction on Fergy Place and North City Road intersection
Flynn Road	3 Waters	Improve access to waste water pump station.	<ol style="list-style-type: none"> 1. Installation of 15m 'No Stopping' restriction outside #20 - #22 Flynn Road.
Gordonton Road	Transport Unit	Improve safety and traffic operations.	<ol style="list-style-type: none"> 1. Northbound Traffic: Installation of 3255m 'No Stopping Zone At All Times' restriction commencing at Wairere on Gordonton Road. 2. Southbound Traffic: Installation of 3255m 'No Stopping Zone At All Times' restriction on Gordonton Road finishing at Wairere Drive.
Hare Puke Drive	Customer	Improve Safety and Sight Distances at intersection.	<ol style="list-style-type: none"> 1. Installation of 30m 'No Stopping' restriction outside #54 - #56 Haultain Street. 2. Installation of 25m 'No Stopping' restriction outside #102 Clarkin Road"
June Place	Customer	Improve Safety and Sight Distances at intersection. Improve Traffic Operations on Cul-de-Sac by:	<ol style="list-style-type: none"> 1. Installation of 10m 'No Stopping' restriction outside #37 May Street. 2. Installation of 10m 'No Stopping' restriction outside #1 June Place. 3. Installation of 55m 'No Stopping' restriction outside #3 - #10 June Place.
Korikori Green	Transport Unit	Improve Traffic Operations on Cul-de-Sac.	<ol style="list-style-type: none"> 1. Installation of 85m 'No Stopping' restriction on Korikori Green cul-de-sac. 2. Installation of 135m 'No Stopping' restriction on Korikori Green cul-de-sac.
Lake Crescent	Customer	Improve traffic operations on narrow service lane.	<ol style="list-style-type: none"> 1. Installation of 210m 'No Stopping' restriction outside #69 - #101 Lake Crescent. 2. Installation of 200m 'No Stopping' restriction opposite #69 - #101 Lake Crescent.

Attachment 2 - Schedule of proposed traffic restrictions changes for TSL&RC Hearings Panel - February 2023

Maeroa Road	Customer	Improve safety and sight distances at Rimu Street intersection.	1. Installation of 20m 'No Stopping' restriction outside #218 Maeroa Road
Maui Street	Customer	Improve Safety and Sight Distances at intersection.	1. Installation of 10m 'No Stopping' restriction outside #116 Maui Street. 2. Installation of 40m 'No Stopping' restriction outside #115 - #119 Maui Street.
May Street	Customer	Improve Safety and Sight Distances at intersection.	1. Installation of 10m 'No Stopping' restriction outside #1 June Place. 2. Installation of 10m 'No Stopping' restriction outside #37 May Street.
Minogue Drive	Customer	Improve Safety and Access to properties.	1. Installation of 20m 'No Stopping' restriction outside #60 Minogue Drive. 2. Installation of 20m 'No Stopping' restriction opposite #60 Minogue Drive.
North City Road	Transport Unit	Capital Project – Rototuna illage.	1. Installation of 185m 'No Stopping' restriction outside #22 North City Road 2. Installation of 185m 'No Stopping' restriction outside #23 - #29 North City Road 3. Installation of 10m 'No Stopping' restriction on Fergy Place and North City Road intersection. 4. Installation of 10m 'No Stopping' restriction on Fergy Place and North City Road intersection 5. Installation of 15m 'No Stopping' restriction on Fergy Place and North City Road intersection 6. Installation of 15m 'No Stopping' restriction on Fergy Place and North City Road intersection
Paulette Place	Customer	Improve traffic operations on Cul-de-Sac.	1. Installation of 65m 'No Stopping' restriction outside #14 - #27 Paulette Place.
Pickering Crescent	Transport Unit	Improve traffic operations on Cul-de-Sac.	1. Installation of 55m 'No Stopping' restriction outside #14 - #24 Pickering Crescent. 2. Installation of 35m 'P5 min – 8am-6pm Mon-Sun' outside Hukanui School.

Attachment 2 - Schedule of proposed traffic restrictions changes for TSL&RC Hearings Panel - February 2023

Rimu Street	Customer	Improve safety and access to properties at Maeroa Road intersection.	<ol style="list-style-type: none"> 1. Installation of 20m 'No Stopping' restriction outside #92 - #94 Rimu Street. 2. Installation of 20m 'No Stopping' restriction outside #88 Rimu Street.
Victoria Street	Development	Reinstate P10 Parking after completion of construction works.	<ol style="list-style-type: none"> 1. Gazette 15m 'P10 min, 8am to 6pm, Mon to Sun, Parking Restrictions outside #381 Victoria Street
Whitford Place	Customer	Improve Safety and Access to Properties.	<ol style="list-style-type: none"> 1. Installation of 40m 'No Stopping' restriction outside #7 - #15 Whitford Place.
Winders Road	Transport Unit	Improve Safety and Sight Distances for pedestrians crossing at the intersection.	<ol style="list-style-type: none"> 1. Installation of 25m 'No Stopping' restriction outside #21 Chalmers Road. 2. Installation of 25m 'No Stopping' restriction outside #1 Winders Road.
BUS STOPS			
Location	Requested By	Reason	Description
North City Road	Development	Provide new bus stops outside Rototuna Library	<ol style="list-style-type: none"> 1. Installation of a Bus stop outside Rototuna Library Eastbound of North City Road 2. Installation of a Bus stop outside Rototuna Library Westbound of North City Road

EXISTING PARKING RESTRICTIONS TO BE RESCINDED		
Location	Reason	Description
Aztec Place	Improve safety and sight distances at intersection.	<ol style="list-style-type: none"> 1. Rescind 10m 'No Stopping' restriction outside #51 Duke Street. 2. Rescind 10m 'No Stopping' restriction outside #1 Aztec Place.

Attachment 2 - Schedule of proposed traffic restrictions changes for TSL&RC Hearings Panel - February 2023

Bryce Street	To remove parking in area where settlement continues to occur.	<ol style="list-style-type: none"> 1. Rescind 31.5m 'No Stopping' restriction on the northwest side of Bryce Street, outside Seddon Park. 2. Rescind 38.5m 'No Stopping' restriction on the northeast side of Bryce Street, outside Seddon Park. 3. Rescind 145m 'No Stopping' restriction on the southwest side of Bryce Street, adjacent to rail corridor. 4. Rescind 12.5m 'No Stopping' restriction on the southeast side of Bryce Street, adjacent to rail corridor.
Cobham Drive	Improve safety at Anzac Parade intersection.	<ol style="list-style-type: none"> 1. Rescind 36m 'No Stopping' restriction on Cobham Drive
Pickering Crescent	Improve traffic operations on Cul-de-Sac.	<ol style="list-style-type: none"> 1. Rescind 15m 'No Stopping' restriction outside #14 - #24 Pickering Crescent. 2. Rescind 5m 'No Stopping' restriction outside #24 Pickering Crescent.
Maui Street	Improve Safety and Sight Distances at intersection.	<ol style="list-style-type: none"> 1. Rescind 20m 'No Stopping' restriction outside #115 Maui Street.
Victoria Street	Reinstate P10 Parking after completion of construction works.	<ol style="list-style-type: none"> 1. Rescind 15m 'Mobility Cardholders – 120min' outside #381 Victoria Street.

Council Report

Item 6

Committee: Traffic, Speed Limit and Road Closure Hearings Panel

Date: 22 February 2023

Author: Robyn Denton

Authoriser: Eeva-Liisa Wright

Position: Network and Systems Operations Manager

Position: General Manager Infrastructure Operations

Report Name: Hamilton City Speed Limit Changes

Report Status	<i>Open</i>
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Purpose - Take

To seek approval from the Traffic, Speed Limit and Road Closure Hearings Panel of the proposed changes to the speed limits contained within the National Speed Limit Register in accordance with the Hamilton Speed Management Plan, approved at the 18 August 2022 Council meeting.

Staff Recommendation - *Tuutohu-aa-kaimahi*

2. That the Traffic, Speed Limit and Road Closure Hearings Panel
 - a) receives the report; and
 - b) approves the following changes to speed limits within Hamilton City be reflected in the National Speed Limits Register:

Current Speed Limit (km/h)	Proposed Speed Limit (km/h)	Road Name	Extent of Speed Limit	Date speed limit comes into force
50	30	Hillcrest Road	166 Hillcrest Road to 136 Hillcrest Road	Late March 2023
50	40	River Oaks Place	Totara Drive to 45m North of River Oaks Place	Early March 2023
60	50	Gordonton Road	Pardoa Boulevard 105m North on Gordonton Road	Upon completion of planned physical works.
60	50	Pardoa Boulevard	Gordonton Road to 110m West of	Upon completion of planned physical works.
80	50	Wairere Drive	Pardoa Boulevard to 110m South of Wairere Drive	Upon completion of planned physical works.

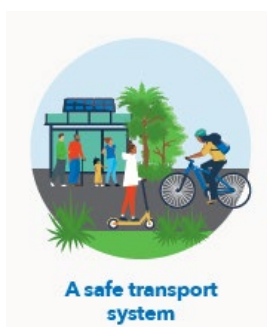
80	50	Wairere drive	Crosby Road 110m West on Wairere Drive	Upon completion of planned physical works.
80	60	Cobham Drive	40m South of Anzac Parade to Normandy Avenue	Late March 2023

Executive Summary - *Whakaraapopototanga matua*

3. On [29 June 2022](#) Council agreed to repeal the Hamilton Speed Limit Bylaw 2018 effective from 20 July 2022. The National Speed Limit Register (NSLR) is the replacement legal instrument for speed limits and is maintained by Waka Kotahi in accordance with the requirements of the Land Transport Rule: Setting of Speed Limits 2022. The proposed changes to the speed limits in this report will be recorded in the NSLR.
4. The Hamilton City Speed Management Plan (approved at the [18 August 2022 Council meeting](#)) sets out the desired speed limits for all local (not state highway) roads in the city. The Speed Management Plan also sets out the principles and prioritisation methodology for implementing speed limit changes within the city.
5. The refreshed [Access Hamilton Strategy](#) (approved at the 9 August 2022 Council meeting) reconfirmed Hamilton City Councils commitment to road safety and has 'A Safe transport System' as one of its eight objectives.
6. Speed limits changes proposed in this report generally support the speed management plan and changes to the physical road environment to support the reduced speed limits. The Speed limits will be adopted on the practical completion of the road works at the proposed locations.
7. Speed changes proposed in this report include:
 - i. Hillcrest Road at the Waikato University
 - ii. River Oaks Place
 - iii. Gordonton Rd / Wairere Drive roundabout and approaches
 - iv. Cobham Drive
 - v. New roads vested in Hamilton City
8. Funding for the implementation of the proposed speed limit changes is included in the approved 2021-31 LTP as part of the Low Cost Low Risk programme. The work receives 51% co-investment from Waka Kotahi NZ Transport Agency.
9. Staff consider that the decisions in this report have low significance under the Significance and Engagement Policy requirements, and that the recommendations also comply with Council's legal requirements.

Background - *Koorero whaimaarama*

10. The [Growth and Infrastructure Committee](#) meeting on 20 June 2017 approved Vision Zero for our road safety target by 2028 as part of the refresh of the Access Hamilton Strategy. Vision Zero, as the philosophy for road safety in the city, is an aspiration to achieve zero road deaths and serious injuries within Hamilton City.
11. The refreshed Access Hamilton Strategy (approved at the 9 August 2022 [Infrastructure Operations Committee](#) meeting) reconfirmed Hamilton City Councils commitment to road safety and reducing harm on the transport network as shown in the following outcome:

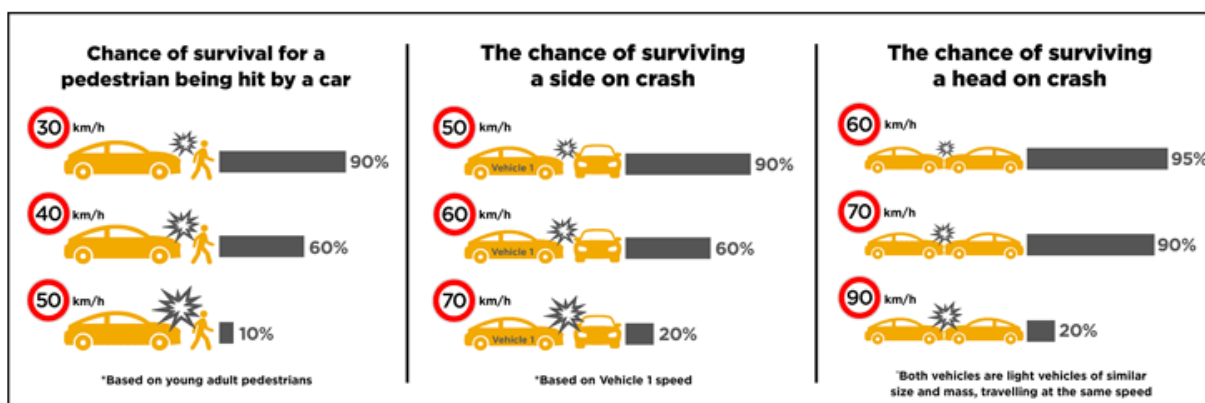


The 'Safe Transport System' objectives states that no one should be injured or killed while moving around Hamilton Kirikiriroa.

Further, people should always feel safe using our transport system whether walking to a carpark waiting for a bus or biking through a park.

Item 6

12. The relationship between speed and road trauma is well-established internationally and that is why managing speed is one pillar of the Safe System approach to road safety.
13. Under our Vision Zero road safety philosophy we can make a big difference in the number of deaths and serious injuries on our roads by implementing a good speed management programme. If we can increase the number of drivers driving at a safe and appropriate speed, we can reduce the number of people in our community whose lives are devastated by road trauma.
14. The following table illustrates how the chance of surviving various types of crashes is heavily influenced by the speed of the vehicles involved.



15. The 2019 Speed Management Plan for Hamilton City has been reviewed and refreshed and the 9 August 2022 meeting of the Infrastructure Operations Committee recommended its adoption by Council at its 18 August 2022 meeting.
16. The 2022 Speed Management Plan has been certified by Waka Kotahi NZ Transport Agency as meeting the requirements set out in the Land Transport Rule: Setting of Speed Limits 2022.
17. The 2022 Speed Management Plan has reconfirmed the principles or priorities developed for the previous version of the plan and these will be used to deliver speed management related activities including education, engineering and speed limit changes throughout Hamilton City.
18. The following **principles** guide the application of speed management within Hamilton:
 - i. the speed environment around schools at school times the start and end of the school day will be 30km/h;
 - ii. where there are high numbers of people walking, biking and crossing the road the speed environment will be 30km/h;
 - iii. residential local roads will be constructed for a 40km/h environment;
 - iv. new roads will be constructed appropriate to the function and to create a safe and appropriate environment;

- v. existing roads may be upgraded appropriate to the function and to create a safe and appropriate environment;
 - vi. a logical, area-based approach will be used for the implementation of speed management;
 - vii. investment will be targeted to achieve the best access and safety outcomes; and
 - viii. we will work with partnering Road Controlling Authorities to provide a consistent approach in line with the Speed Management Guide.
19. The following **priorities** guide us in our approach to implementing speed management:
- i. high benefit routes which deliver maximum benefit in reducing deaths and serious injuries;
 - ii. places where there is strong community demand for change;
 - iii. supporting changes in neighbouring areas to achieve consistent and logical implementation; and
 - iv. places where lots of people walk or bike, or where they will soon walk and bike.
20. On 29 June 2022 Council agreed to the repeal of the Hamilton Speed Limit Bylaw 2018 (and associated registers) effective from 20 July 2022 following a recommendation from the [31 May 2022](#) Infrastructure Operations Committee meeting (General Managers report).
21. The National Speed Limit Register (NSLR) is the replacement legal instrument for recording speed limits and will be maintained by Waka Kotahi in accordance with the requirements of the Land Transport Rule: Setting of Speed Limits 2022.
22. The NSLR provides an online, maps-based, central source of speed limits for roads in New Zealand. It enables organisations responsible for speed management to more easily comply with the new Land Transport Rule: Setting of Speed Limits 2022 (the Rule) and the Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022 as it allows them to record, update and share speed limit data.
23. Members of the public are able to search for speed limits on all New Zealand roads, obtain details of specific speed limits and obtain certified copies of speed limits through the NSLR web application.
24. Third parties can easily access consistent speed limit data from one online source through Waka Kotahi's open data portal. Speed limit data can be viewed and filtered in a table as well as downloaded in a variety of formats. APIs can be used to upload data into other applications.
25. The proposed changes to the speed limits in this report will be recorded in the NSLR.
26. Hamilton City is defined as an 'Urban Traffic Area' in the Speed Limit Bylaw and therefore any new road constructed within the city has a default speed limit of 50km/h.

Proposed Speed Limit Changes

27. The following key stakeholders were consulted in the development of the Speed Management Plan:
- i. Waka Kotahi NZ Transport Agency (Waka Kotahi)
 - ii. New Zealand Police
 - iii. The Automobile Association (AA)
 - iv. The Road Transport Association (RTA)
 - v. Bike Waikato
 - vi. NZ Foundation for the Blind
 - vii. Generation Zero

- viii. Living Streets
- ix. Age Concern Hamilton

28. Specific consultation with the adjacent properties has been undertaken for those accessing the sections of road where speed limits changes have been proposed.
29. Further details of the specific changes to speed limits are detailed below:

Hillcrest Road – Waikato University

30. The Waikato University campus straddles a section of Hillcrest Road. With the recent development of The Pā there is an expectation of an increasing number of people moving across Hillcrest Road.
31. The Pā will provide a new main entrance to the campus, a student hub (including food outlets and social learning spaces) and a new University marae. The Pā will strengthen the overall capability of the campus for University and community events and activities.
32. Artist's impressions of the Pā are shown below. This facility is due to open in 2023.



Looking south along Hillcrest Road towards St Johns College with the Pā in the foreground



Entrance to the Pā from Hillcrest Road

Item 6

33. The Waikato University will be installing a raised safety platform at the Gate 8 and Hillcrest Road intersection and have requested Council to lower the speed limit in this section also. This will not only provide improved safety for the pedestrians crossing to the Pā but also using the zebra crossing that is currently located midway between the roundabouts at Gates 5/6 and 7/8 for the University.
34. The mean operating speed for this section of road is shown as 32km/h in the Waka Kotahi MegaMaps system which utilises GPS data.
35. The proposed lower speed limit is in accordance with the following **principle from the Speed Management Plan**:
 - ii. *where there are high numbers of people walking, biking and crossing the road the speed environment will be 30km/h;*
36. Consultation has been undertaken with the Waikato University and they are in support of the proposed speed limit change.
37. Map 1 of Attachment 1 to this report sets out the extent of the proposed speed limit change which is proposed to come into effect at the end of March 2023.
38. In the future there will also be consideration of extending the 30km/h speed limit along Hillcrest Road to the south of the University as part of the Safer Schools programme which is due to be rolled out in early 2024.

River Oaks Place

39. A request was received from the residents of River Oaks requesting that the short section of River Oaks Place (43m) that provides access to their properties have the speed limit lowered to 40km/h.
40. The photo below shows the section of road between Totara Road and the entrance to River Oaks.



Section of River Oaks Place where lower speed limit has been requested.

41. The proposed lower speed limit is in accordance with the following **principle from the Speed Management Plan**:

iii. residential local roads will be constructed for a 40km/h environment;

42. Map 2 of Attachment 1 to this report sets out the extent of the proposed speed limit change which is proposed to come into effect early March 2023.

Gordonton Road / Wairere Drive roundabout and approaches

43. The posted speed limit for the roundabout is currently 80km/h. Operating speeds on approaches to the intersection were measured in August 2022 and have an 85th percentile speed that ranges between 32 and 45km/h at the approaches.
44. While the speeds that 85% of the vehicles moving through the site were appropriate and safe, there were speeds measured at greater than 100km/h on both the Wairere Drive approaches and Pardo Boulevard approach.
45. Analysis of crashes utilises data that is kept in the national Crash Analysis System (CAS) that is administered by Waka Kotahi.
46. The data is based on NZ Police reports which are prepared when they attend the crash. It is noted that some crash data can be a little slow in getting entered into CAS, so the figures below are subject to change but still provide a good overview of the issues currently occurring at this intersection.
47. CAS crash data for five year period, 2017 to 2022 at Gordonton Road / Wairere Drive roundabout indicates there has been a total of 71 crashes recorded. The severity of the crashes are as follows:
- I. 62 non injury crashes
 - II. 8 minor injury crashes
 - III. 1 serious crash
 - IV. 0 fatal crashes
48. Of the 71 crashes, 25 crashes have resulted in an impact with the guard rail at the roundabout. Most of the crashes where a vehicle has collided with the guard rail have been reported as loss of control. The Wairere Drive northbound approach is significantly over-represented in terms of loss of control type crashes.
49. An upgrade of the guardrail for the central roundabout island is due to be completed in mid March 2023, with installation of raised safety platforms also proposed as part of the Low Cost Low Risk programme for this intersection.
50. A separate report to the Infrastructure and Transport Committee will be presented at the 7th March 2023 to seek approval for the installation of the raised safety platforms to proceed.
51. It is proposed to have a lower speed limit of 50km/h installed for the intersection.
52. The proposed lower speed limit is in accordance with the following **principle from the Speed Management Plan**:
- v. existing roads may be upgraded appropriate to the function and to create a safe and appropriate environment;
53. Map 3 of **Attachment 1** to this report sets out the extent of the proposed speed limit change which is proposed to come into effect in conjunction with safety improvements planned for this intersection.

Cobham Drive

54. Waka Kotahi lowered speed limits on the State Highways within Hamilton City in December 2021 which included Cobham Drive (SH1C) which was lowered from 80km/h to 60km/h.
55. Speed Management Plan indicated that we would look to lower the speed limit on the Hamilton City local road network (Normandy Avenue to Anzac Parade) down to 60km/h also.
56. Over a five-year period 2017 to 2022 there have been a total of 54 crashes on Cobham Drive, with four of these resulting in serious injuries.
57. Of the 54 crashes - 19 loss of control crashes have resulted in damage to guardrails, signage and gardens in the period which included:
 - i. 1 serious crash
 - ii. 1 minor injury crashes
 - iii. 17 non injury crashes
58. Based on the crash repair work that is regularly required for the signage and barriers within this length of road, there are additional unreported crashes that are not included in the information above.
59. The proposed lower speed limit is in accordance with the following **principle from the Hamilton City Speed Management Plan**:
 - v. existing roads may be upgraded appropriate to the function and to create a safe and appropriate environment;
60. Map 4 of **Attachment 1** to this report sets out the extent of the proposed speed limit change which is proposed to come into effect following the completion of safety improvements at the intersection of Cobham Drive / Tristram Street intersection which are due to be completed late in February 2023.

Financial Considerations - *Whaiwhakaaro Puutea*

61. The budgets for the costs associated with the speed limit changes are included the approved 2021-31 Long Term Plan (LTP) and attract 51% co-investment from Waka Kotahi NZ Transport Agency. The work for the signage changes is estimated as being \$10,000 (includes signs and traffic management) and will be funded from the budgets set out the table below:

Location	Budget for implementation
Hillcrest Road at the Waikato University	Low Cost Low Risk: Road to Zero - Speed Limits
River Oaks Place	Low Cost Low Risk: Road to Zero - Speed Limits
Gordonton Rd / Wairere Drive roundabout and approaches	Low Cost Low Risk: Road to Zero – intersection improvements
Cobham Drive	Low Cost Low Risk: Road to Zero - Speed Limits improvements

62. Staff costs for preparing this report are covered from within existing Transport Operational budgets.

Legal and Policy Considerations - *Whaiwhakaaro-aa-ture*

63. Staff confirm that the staff recommendation complies with Council's legal and policy requirements.

64. Staff have also considered the key considerations under the Climate Change Policy and have determined that an adaptation assessment and emissions assessment is not required for the matters in this report. The lower speeds will result in reduced emissions and increasing numbers of people walking and biking.

Wellbeing Considerations - *Whaiwhakaaro-aa-oranga tonutanga*

65. The purpose of Local Government changed on the 14 May 2019 to include promotion of the social, economic, environmental and cultural wellbeing of communities in the present and for the future ('the 4 wellbeings').
66. The subject matter of this report has been evaluated in terms of the 4 wellbeings during the process of developing this report as outlined below.
67. The recommendations set out in this report are consistent with that purpose.

Social

68. The proposed speed limit changes improve safety for all road users but especially for those who are walking and biking in the community.

Economic

69. The slower speeds at the Waikato University will enable easier access for people attending events and education opportunities and thereby support the economic viability of this community facility.

Environmental

70. The proposed speed limit changes support increased use of active travel (walking and biking) within the community and therefore reduce the negative impact on the environment via decreased vehicle emissions.

Cultural

71. No specific cultural considerations were identified in the development of this report in relation to the proposed changes to speed limits.

Risks - *Tuuraru*

72. There are risks associated with ongoing crashes occurring if the recommendations of this report are not approved as they are recommended to improve safety at the proposed locations.

Significance & Engagement Policy - *Kaupapa here whakahira/anganui*

Significance

73. Staff have considered the key considerations under the Significance and Engagement Policy and have assessed that the recommendation(s) in this report has/have a low level of significance.

Engagement

74. Specific consultation has been completed for the proposed speed limit changes to gain community feedback alongside consultation with key stakeholders.
75. Community and key stakeholder views and preferences are also known to the Council through the Special Consultative Process that was undertaken in the development of the 2022 Speed Management Plan.

Attachments - *Ngaa taapirihanga*

Attachment 1 - Illustrations of proposed speed limit changes.



Illustrations of Proposed Speed Limit Changes

Hearings and Engagement Committee



September 2021



Item 6

Attachment 1

Map 1:**Hillcrest Road****Key:**

-  Proposed 30km/h
-  Existing 50km/h



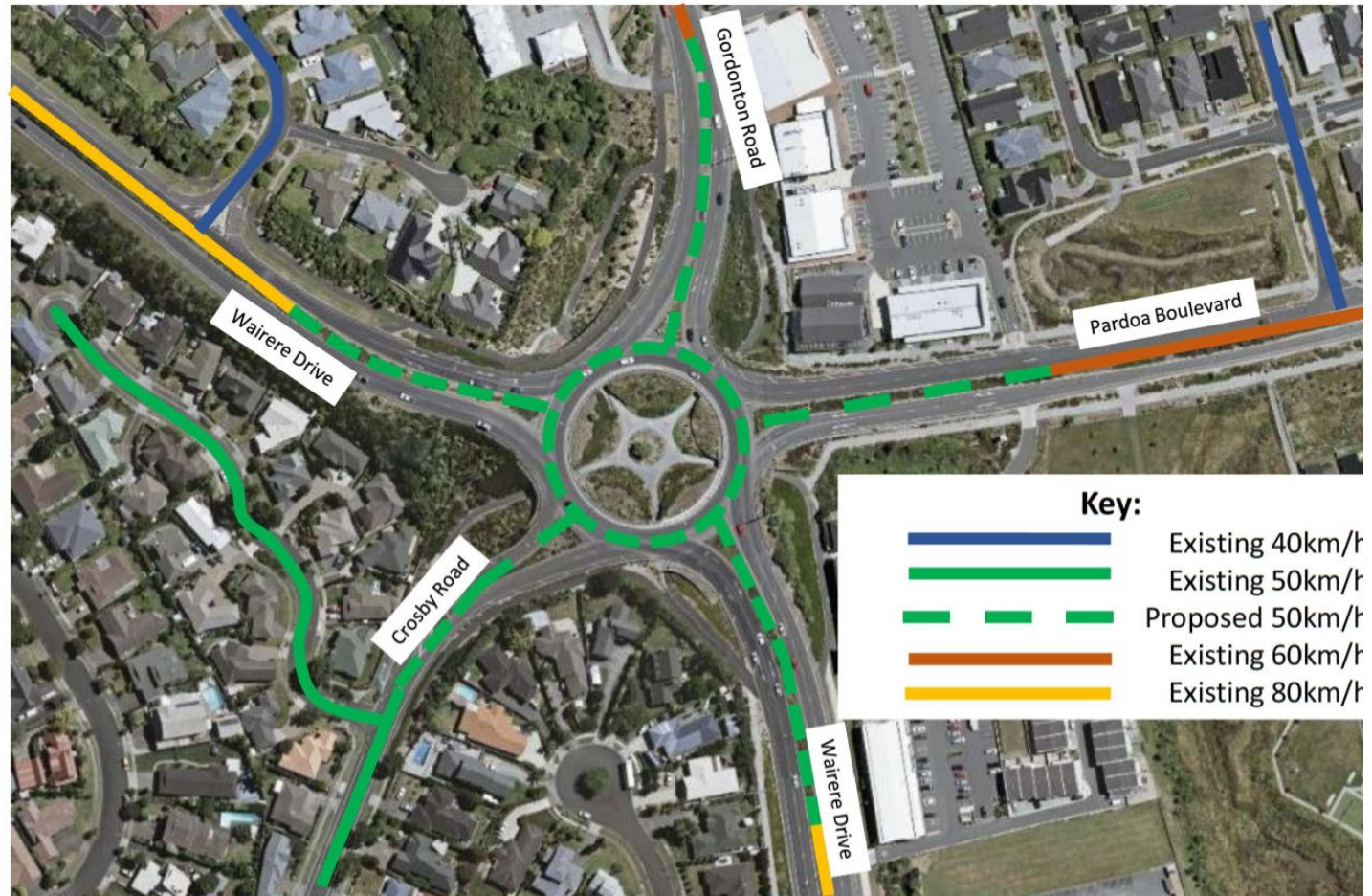
Map 2:

River Oaks Place



Map 3:

Gordonton
Roundabout



Map 4:

Cobham Drive

